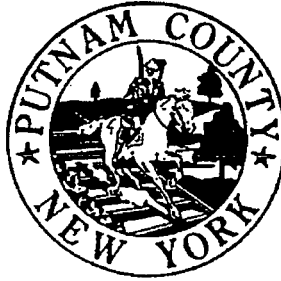


THE PUTNAM COUNTY LEGISLATURE

40 Gleneida Avenue
Carmel, New York 10512
Phone (845) 808-1020 • Fax (845) 808-1933
putcoleg@putnamcountyny.gov

Daniel G. Birmingham *Chairman*
William Gouldman *Deputy Chair*
Diane Trabulsy *Clerk*



Nancy Montgomery	Dist. 1
William Gouldman	Dist. 2
Toni E. Addonizio	Dist. 3
Laura E. Russo	Dist. 4
Jake D'Angelo	Dist. 5
Thomas Regan Jr.	Dist. 6
Daniel G. Birmingham	Dist. 7
Amy E. Sayegh	Dist. 8
Erin L. Crowley	Dist. 9

AGENDA PHYSICAL SERVICES COMMITTEE TO BE HELD IN ROOM #318 PUTNAM COUNTY OFFICE BUILDING CARMEL, NEW YORK 10512

Members: Chairman Gouldman and Legislators Regan & Sayegh

Thursday 5:30pm August 13, 2026

- 1. Pledge of Allegiance**
- 2. Roll Call**
- 3. Acceptance of Minutes – June 15, 2026**
- 4. Discussion – Dixon Lake Dam – Friends of Dixon Lake Inc.**
- 5. Discussion – DPW – Update on Fair Street Project**
- 6. Discussion – Future of 34 Gleneida Ave, Carmel NY**
- 7. Presentation – Commissioner of Planning Barbara Barosa – Putnam County Public Transit Study**
- 8. Approval – Grant Application – Planning Department – Community Resiliency, Economic Sustainability, and Technology (CREST) Program – Bureau of Emergency Services Facility Repairs**
- 9. Approval – Budgetary Amendment 26A068 – DPW – Insurance Recovery – Guardrail Repair**
- 10. Other Business**
- 11. Adjournment**

#3

**PHYSICAL SERVICES COMMITTEE
HELD IN ROOM #318
PUTNAM COUNTY OFFICE BUILDING
CARMEL, NEW YORK 10512**

Members: Chairman Gouldman and Legislators Regan & Sayegh

Monday

5:00pm

June 15, 2026

The meeting was called to order at 5:00pm by Chairman Gouldman who led in the Pledge of Allegiance. Upon roll call, Legislators Regan and Sayegh and Chairman Gouldman were present.

Item #3 – Acceptance of Minutes – April 23, 2026 & May 19, 2026

The minutes were accepted as submitted.

Chairman Gouldman made a motion to revise the order of the agenda to address agenda Item #8; Seconded by Legislator Regan. All in favor.

**Item #8 – Approval – Inclusion of Parcels in the Putnam County Agricultural District
– Recommendations from Putnam County Agriculture and Farmland
Protection Board**

Legislator Birmingham suggested keeping this item open for anyone who may arrive later on, since it was listed toward the end of the agenda and this meeting began earlier than usual.

Legislator Regan stated the time of the meeting has been posted for over a week.

Legislator Regan made a motion to waive the rules and accept the additional; Seconded by Legislator Sayegh. All in favor.

Chairman Gouldman stated there are 10 applications for inclusion in the Putnam County Agricultural District (Ag District).

Nicole Scott, Chairwoman of the Putnam County Agriculture and Farmland Protection Board (AFPB) stated the AFPB has reviewed the parcels to see if they are viable for agriculture.

The Ferguson's Farm – Town of Kent

401 Dixon Rd, Carmel NY 10512

Parcel ID #43.-2-13 – Total Acreage: 7 acres

Principal Operation: Apiary and Livestock (*Breeding*)

Legislator Sayegh stated she had the opportunity to visit this parcel and was impressed by their plan. She stated The Ferguson's Farm is certified to ship poultry across the

Country; she believes this farm is the only one shipping poultry within Putnam County. She stated as a member of the AFPB she voted in favor of this parcel being included in the Ag District. She stated they have a great business model.

Cassandra Roth, Chairwoman of the Soil and Water Conservation District Board and member of the AFPB, stated the AFPB had a lot of discussions and debate about agricultural viability, and she encouraged the Legislature to rely on the AFPB for their knowledge.

Chairman Gouldman made a motion to pre-file the necessary resolution; Seconded by Legislator Regan. All in favor.

Crooked Fence Farm – Towns of Kent & Carmel

3326 Route 301, Carmel, NY 10512

Parcel ID #43.-2-44 – Town of Kent – Total Acreage: 104.53 acres

Parcel ID #43.-1-33 – Town of Carmel – Total Acreage: 7.66 acres

Principal Operation(s): Livestock (*Meat*)

AFPB Chairwoman Scott stated Crooked Fence Farm is made up of two (2) parcels, one in the Town of Kent and one in the Town of Carmel. She stated their focus is pork production and they are working on a renovation to turn woodland on the property into pastures. She stated the AFPB recommended these parcels for inclusion in the Ag District.

Legislator Sayegh stated she was impressed with Crooked Fence Farm's operation. She stated they process meat to be served at their restaurant.

Legislator Crowley stated she has eaten at the restaurant and it is true farm-to-table and was delicious.

Brett Yarris, resident of Carmel and Vice Chair of the Soil & Water Conservation District (SWCD) Board, stated the owners of this farm tried to go through the process of getting into the Ag District a few years ago but were discouraged because the process was dysfunctional. He thanked everyone on the AFPB and Legislature for improving the process to allow farms this opportunity.

Chairman Gouldman stated farming is important locally as well as nationally.

Chairman Gouldman made a motion to pre-file the necessary resolution, inclusive of both parcels; Seconded by Legislator Sayegh. All in favor.

Teakettle Farm – Town of Carmel

27 Teakettle Spout Rd, Mahopac – Town of Carmel

Parcel ID #372000 76.17-1-6 – Total Acreage: 4.37 acres

Principal Operation(s): Crops (*Vegetable*), Orchard (*Fruit*), Eggs, Poultry (*Meat*), Dairy, Livestock (*Meat*)

AFPB Chairwoman Scott stated this farm is diversified and the AFPB recommended this parcel for inclusion in the Ag District.

Legislator Sayegh stated they are working with the Town of Carmel. She stated they value educating their children on where their food comes from. She stated she is in favor of this inclusion.

Chairman Gouldman made a motion to pre-file the necessary resolution; Seconded by Legislator Regan. All in favor.

84 Ludingtonville Rd, LLC – Town of Patterson

84 Ludingtonville Rd, Holmes, NY 12531

Parcel ID #22.12-1-5 - Total Acreage: 1.19 acres

Principal Operation(s): Horticultural (*Nursery/ Garden*)

AFPB Chairwoman Scott stated this operation is in the early stages of development, they were working on clearing some land when the AFPB did their site visit. She stated the responsibility of the AFPB is to determine agricultural viability of the parcels, not to determine how far into development the parcel is. She stated after a lengthy discussion, the AFPB recommended this parcel for inclusion.

Legislator Sayegh stated the Legislature received a letter from a neighbor of this property. She stated as a member of the AFPB, she voted against the inclusion of this parcel in the Ag District. She stated she believes the property owners have a dream, but she did not see action. She stated she will vote this out of Committee this evening so the entire Legislature can weigh in.

Legislator Regan stated the Town of Patterson notified the Legislature that in March of this year a violation was issued in relation to a substantial disturbance in regard to the wetlands. He questioned if something like this should give pause to inclusion into the Ag District. (This violation was mistakenly referenced here and is in relation to another parcel.)

AFPB Chairwoman Scott stated the AFPB is purely looking at the parcel and application that was submitted; it is not for the AFPB to take violations into consideration. She stated there was not a lot of active agriculture on this parcel, and not everyone of the AFPB was in favor of this parcel, but the majority of the Board voted to include it in the Ag District.

Legislator Regan questioned if acceptance into the Ag District opens a line from “farm” to “commercial property”.

Commissioner of Planning Barbara Barosa stated inclusion in the Ag District would not impact the zoning. She stated inclusion is an overlay that allows for agriculture and the protections that come with it. She stated as far as commercial operations, the town regulations would still need to be complied with.

Legislator Montgomery stated she appreciates the feedback from the towns. She stated under Ag & Markets Law section 303-D the role of the AFPB is to determine if the parcels are viable agricultural land and whether inclusion is in the public interest.

Legislative Counsel Heather Abissi stated inclusion in the Ag District does not change any laws; it is making a determination that there is a viable agricultural use on the parcel. She stated anything related to permitting would be done through the proper channels, unrelated to inclusion in the Ag District.

Legislator Montgomery stated section 305-B of the Ag & Markets law speaks to local land use applications and covers variances, special permits, or subdivision review within 500 feet of a proposed project. She stated this is what many towns have voiced concern about, especially in regard to notification to neighboring properties.

Commissioner Barosa stated if a parcel is in the Ag District, it affects projects done by neighboring properties as well. She stated for example if a neighbor wanted to build a deck within 500 feet of the farm, there is another layer they have to go through to get approval. She stated smaller pieces of property have more neighbors, which is what the concerns of the towns have been and why a neighbor may be against inclusion.

Legislator Birmingham requested clarification on the zoning of the properties. He provided the example of a farmstand being at the end of a driveway advertising the items for sale. He questioned, although the property is not zoned as commercial, would being in the Ag District give the farm an advantage over another property.

Commissioner Barosa clarified that the zoning does not change; if a property is residential it will remain residential with the same requirements through the town. She stated a variance can be applied for and if denied, a farm in the Ag District can go to NYS Agriculture and Markets for assistance and intervention with the town. She stated being in the Ag District affords that extra advantage.

Legislative Counsel Abissi agreed with Commissioner Barosa. She stated being in the Ag District provides two (2) major benefits: it provides a defense if there is a nuisance action brought against the property and it provides an opportunity to obtain an opinion from NYS Ag & Markets.

Cassandra Roth, Chair the SWCD Board and member of the AFPB, stated there is a constitutional right to farm in New York State. She stated inclusion in the Ag District allows NYS Ag & Markets to mediate when and where necessary. She stated there is no requirement for farms to be commercial to be included in the Ag District; only parcels that are viable agricultural land. She stated 305-B comes into effect for a neighboring property if they are doing a project that has the potential to have an environmental impact.

Legislator Regan stated when a property is in the Ag District, it is then a farm. He stated if produce is being sold or if people are invited to pick fruit or vegetables, they are now conducting business. He questioned if the parcel would then be a commercial operation.

Ms. Roth stated all farms must follow all local ordinances. She stated if the farm in the Ag District wanted to have a farmstand they would have to go to the town for the variance. She stated if the town denied their request, they would have the ability to contact NYS Ag & Markets to help them appeal the denial. She stated inclusion in the Ag District does not remove home rule.

Mr. Yarris stated these farms are looked at through a specific lens, and he encouraged the Committee not to get too deep into hypotheticals. He stated these hypotheticals lead to dispersions being placed on the farms. He stated to try to combat confusion around this process public meetings were held for educational outreach which some of the towns attended. He stated these parcels should be judged based on their plan set forth in their application.

Legislator Sayegh stated the neighbors of this property sent a letter to the Legislature that is important to consider. She stated the AFPB voted on this property twice because it did not pass the first time. She stated there is an easement on the driveway to this property.

Commissioner Barosa stated the easement for the shared driveway is something to consider because they did discuss possibly putting a farmstand at the street.

Legislator Sayegh stated this parcel was ultimately approved for inclusion by the AFPB because they are determining if the property is viable for agriculture. She stated any property could be viable for agriculture.

Legislator Montgomery stated all we are here to determine is viability. She stated it is important to take into consideration the feedback from the towns and neighbors, but the ultimate determination is if the parcel is viable agricultural property. She stated she believes it should be made clear to the approved parcel owners that inclusion in the Ag District does not circumvent any local ordinances.

Legislator Regan stated his intention behind his questions or any hypotheticals he may have presented were to understand how his vote could impact the residents he represents.

Legislator Montgomery stated the concerns brought forward are valid. She stated the Legislature's role is to determine that the parcel is viable agricultural land and if its inclusion would be in the best public interest.

Chairman Gouldman made a motion to pre-file the necessary resolution; Seconded by Legislator Sayegh. All in favor.

High Point Equestrian – Town of Patterson

566-572 E Branch Rd, Patterson, NY 12563

Parcel ID #372400 36.-3-10 – Total Acreage: 75 acres

Principal Operation(s): Equine (*Boarding*)

AFPB Chairwoman Scott stated the AFPB voted to include this parcel, an equine boarding facility.

Legislator Regan clarified that his comment earlier about the wetlands violation pertained to this parcel.

Legislator Sayegh stated she had the opportunity to visit this farm; it is a beautiful facility. She stated the wetlands violation was addressed and has been resolved with the town.

Chairman Gouldman made a motion to pre-file the necessary resolution; Seconded by Legislator Sayegh. All in favor.

Hidden Hope Farm – Town of Patterson

542 NY-164 542 554, Brewster, NY 10509

Parcel ID #24.-1-62 – Total Acreage: 18.61 acres

Principal Operation(s): Crops (*Vegetable*)

AFPB Chairwoman Scott stated the crops grown are sold locally; the AFPB voted to include this parcel in the Ag District.

Chairman Gouldman made a motion to pre-file the necessary resolution; Seconded by Legislator Sayegh. All in favor.

CQW, LLC – Town of Southeast

143 Starr Ridge Rd, Brewster, NY 10509

Parcel ID #68.13-1-1.2 – Total Acreage: 20.69 acres

Principal Operation(s): Equine (*Boarding*)

AFPB Chairwoman Scott stated this is an equine boarding facility with 11 stalls; the AFPB voted to include this parcel in the Ag District.

Legislator Regan stated a question about the septic on this property was raised; he asked if this was brought to the attention of the AFPB.

Commissioner Barosa stated there was an open building permit the owner inadvertently did not close and this has since been resolved with the town.

AFPB Chairwoman Scott stated a violation such as the open permit does not affect the viability of the parcel.

Legislator Sayegh stated something that struck her while visiting these properties is that everyone wanted to improve their land. She stated this violation was taken care of immediately.

Chairman Gouldman made a motion to pre-file the necessary resolution; Seconded by Legislator Regan. All in favor.

Dingle Ridge Pollinator Farm – Town of Southeast

50 Ridgebury Rd, Brewster, NY 10509

Parcel ID #69.17-1-18.1 – Total Acreage: 16.67 acres

Principal Operation(s): Apiary (*Bees/ Honey*) and Horticultural (*Nursery/ Garden*)

AFPB Chairwoman Scott stated this is a small-scale operation focusing on lavender production and apiary. She stated the AFPB recommended this parcel for inclusion in the Ag District.

Legislator Sayegh stated this was a historic farm and the owner is working diligently to restore the farming operation.

Chairman Gouldman made a motion to pre-file the necessary resolution; Seconded by Legislator Regan. All in favor.

Twin Oak Ventures LLC – Town of Southeast

189 Brewster Hill Rd #189, Brewster, NY 10509

Parcel ID #57.-2-52.4 – Total Acreage: 48.88 acres

Principal Operation(s): Equine (*Boarding*)

AFPB Chairwoman Scott stated this is an equine boarding facility. She stated they have a 12 stall barn and an outdoor riding arena. She stated the AFPB recommended this parcel for inclusion in the Ag District.

Legislator Sayegh stated this is a beautiful property.

Chairman Gouldman made a motion to pre-file the necessary resolution; Seconded by Legislator Regan. All in favor.

Clara Patunga Farm – Town of Putnam Valley

35 Canopus Hollow Rd, Putnam Valley, NY 10579

Parcel ID #72.12-1-6 – Total Acreage: 1.7 acres

Principal Operation(s): Orchard (*Fruit*)

AFPB Chairwoman Scott stated this is a startup operation beginning an orchard on the property. She stated there are currently trees, berry bushes, and a few raised beds. She stated the AFPB recommended this parcel for inclusion in the Ag District.

Legislator Sayegh stated as a member of the AFPB she did not vote to include this parcel in the Ag District. She stated she would be voting it out of Committee this evening so the

entire Legislature has the opportunity to vote on it. She stated this parcel applied for inclusion last year as well and since that time nothing new has been added. She stated the owner stated the vegetable production was for their personal use. She stated she understands the startup for orchards is five (5) years.

Legislator Regan stated this parcel is much smaller than other parcels. He questioned why the AFPB recommended this parcel for inclusion.

AFPB Chairwoman Scott stated the acreage does not matter, especially here in Putnam County where there are many small parcels of land. She stated this orchard is within the startup window, is in the beginning stages, and she believes it is still a viable property.

Legislator Crowley stated this is the third year in a row this parcel has applied for inclusion and the scope of what was being done has changed.

AFPB Chairwoman Scott stated the parcel did have hives on it previously but there were issues. She stated the principal operation is an orchard.

Legislator Montgomery stated the acreage, although lower than many other applicants, is not part of the State law.

Legislator Sayegh stated the application states there are 15+ standard fruit trees but when she visited the property she saw maybe nine (9) and half were thriving.

AFPB Chairwoman Scott stated on the site visit there was the beginnings of an orchard. She stated this counts as a viable piece of land.

Legislative Counsel Abissi stated a startup orchard is the first five (5) years, since it takes trees a long time to grow. She stated this allows for the orchard to get established, taking into consideration that some trees do not survive. She stated this parcel is within the guidelines.

Director of Real Property Patricia McLoughlin stated she struggled with this application as well. She stated this owner is very knowledgeable and has learned from the successes and failures he has experienced in growing certain types of fruit and has shifted his focus to have more successful growth. She stated she ultimately voted to include this parcel. She stated the property can be reviewed again next year during the 8-year review.

Ms. Roth stated this property owner is also the president of the Putnam Valley Grange which is the only County Grange. She stated the best way to describe a grange is that it is an agricultural-focused rotary club. She stated the AFPB had many of these conversations and spent a lot of time on these applications. She stated it is frustrating to see the AFPB recommendations not taken. She stated she hopes the Legislature would trust the expert AFPB.

Legislator Sayegh stated she trusts the AFPB and has been a member for many years. She stated something she has heard over and over is that the job of the AFPB is to look at

the agricultural viability of the property. She stated the final vote goes to the Legislature which is why questions are being asked and discussions are being had. She stated the expertise of the AFPB is certainly valuable to the Legislature while making their decision.

Chairman Gouldman made a motion to pre-file the necessary resolution; Seconded by Legislator Sayegh. All in favor.

Chairman Gouldman thanked the AFPB for their hard work.

Item #4 – Approval – Utility Easement – Carmel Tax Map #53.19-1-12 & #64.7-1-5 – NYSEG Power Line Relocation – Stocum Ave Bridge Replacement Project

Deputy Commissioner of Department of Public Works Joseph Bellucci stated this will allow NYSEG to replace the poles.

Chairman Gouldman made a motion to pre-file the necessary resolution; Seconded by Legislator Sayegh. All in favor.

Item #5 – Approval – Budgetary Amendment 26A047 – Finance – Sybil Ludington Restoration – Record Expenditures from Outside

Chairman Gouldman made a motion to pre-file the necessary resolution; Seconded by Legislator Regan. All in favor.

Item #6 – Approval – Budgetary Amendment 26A048 – DPW – Costs Incurred for the Bridge 5 Project

Deputy Commissioner Bellucci stated this is the final balance. He stated the consulting services come in less than budgeted.

Legislator Birmingham questioned where this bridge is located.

Deputy Commissioner Bellucci stated it is in Brewster by Lia Honda.

Legislator Birmingham stated the Budgetary Amendment lists “use of capital reserve” but clarified that this is actually a use of designated fund balance, which we call capital reserve. He stated his intention to put a resolution forward to recapture that designation.

Chairman Gouldman made a motion to pre-file the necessary resolution; Seconded by Legislator Sayegh. All in favor.

Item #7 – Approval – Rescinding Resolutions #319 of 2019 and #280 of 2021 – Authorizing Sale of County Property Pursuant to Chapter 31 of the Putnam County Code – 34 Gleneida Avenue, Town of Carmel for \$600,000

Chairman Gouldman stated the Legislature did not approve the sale of the property when an offer was before them at the June Full Legislative Meeting. He stated the Legislature is different now than it was when the sale of this property was approved.

Legislator Regan thanked Chairman Gouldman for bringing this forward.

Legislator Sayegh stated she was on the Legislature in 2019 and 2021 when these resolutions were considered and she voted to approve the sale of this property. She stated she has no problem selling this property, however she recognized some issues with the property, specifically the lack of parking. She stated she is in favor of bringing this proposal to the Full Legislature at this time.

Legislator Montgomery stated it has been mentioned throughout this year that decisions made now will impact future Legislators and it may not be fair. She stated this is a great example of how things can be changed at any point.

Legislator Regan stated to leave these resolutions hanging with no intention of selling the property results in many people doing work that will not come to fruition. He stated future generations can make a different decision, but at this time the Legislature is voicing their opinion on what to do with this property.

Legislator Sayegh stated this property has been on the market since 2019 and it has been difficult to find a buyer without parking.

Chairman Gouldman stated a full price offer came in and the Legislature did not approve the sale.

Chairman Gouldman made a motion to pre-file the necessary resolution; Seconded by Legislator Regan. All in favor.

Item #9 – Approval – Planning Dept. – Putnam County's Annual Public Transportation Agency Safety Plan Update in Conformance with and as Required by the US DOT's Final Rule (49 CFR Part 673)

Commissioner Barosa stated this is a required plan related to compliance with safety requirements in the transportation system. She stated this year there was a substantial update, adding the safety plan for the on-demand service the County has begun.

Chairman Gouldman made a motion to pre-file the necessary resolution; Seconded by Legislator Regan. All in favor.

Item #10 – Other Business – None

Item #11 – Adjournment

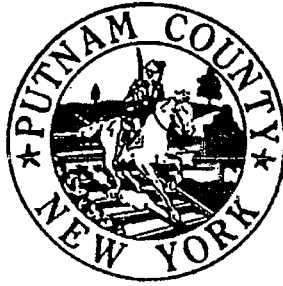
There being no further business at 6:30pm, Chairman Gouldman made a motion to adjourn; Seconded by Legislator Regan. All in favor.

Respectfully Submitted by Deputy Clerk, Beth Robinson.

THE PUTNAM COUNTY LEGISLATURE

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AGENDA PHYSICAL SERVICES COMMITTEE TO BE HELD IN ROOM #318 PUTNAM COUNTY OFFICE BUILDING CARMEL, NEW YORK 10512

Members: Chairman Gouldman and Legislators Regan & Sayegh

Monday 5:00pm June 15, 2026

1. Pledge of Allegiance
2. Roll Call
3. Acceptance of Minutes – April 23, 2026 & May 19, 2026
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5. Approval – Budgetary Amendment 26A047 – Finance – Sybil Ludington Restoration – Record Expenditures from Outside
6. Approval – Budgetary Amendment 26A048 – DPW – Costs Incurred for the Bridge Project
7. Approval – Rescinding Resolutions #319 of 2019 and #280 of 2021 – Authorizing Sale of County Property Pursuant to Chapter 31 of the Putnam County Code – 34 Gleneida Avenue, Town of Carmel for \$600,000
8. Approval – Inclusion of Parcels in the Putnam County Agricultural District – Recommendations from Putnam County Agriculture and Farmland Protection Board
9. Approval – Planning Dept. – Putnam County's Annual Public Transportation Agency Safety Plan Update in Conformance with and as Required by the US DOT's Final Rule (49 CFR Part 673)
10. Other Business
11. Adjournment

THE PUTNAM COUNTY LEGISLATURE

40 Gleneida Avenue
Carmel, New York 10512
(845) 808-1020 Fax (845) 808-1933

#4
8/13 Physical

Daniel G. Birmingham *Chairman*
William Gouldman *Deputy Chair*
Diane Trubulsky *Clerk*



Nancy Montgomery	Dist. 1
William Gouldman	Dist. 2
Toni E. Addonizio	Dist. 3
Laura E. Russo	Dist. 4
Jake D'Angelo	Dist. 5
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MEMORANDUM

DATE: August 5, 2026

TO: Kevin Byrne
Putnam County Executive

CC: Thomas Feighery
Commissioner, Department of Public Works

FROM: William Gouldman
Chairman, Physical Services Committee

RE: Dixon Lake Dam

A handwritten signature in dark ink, which appears to read "William Gouldman", is written over the printed name in the "FROM:" field of the memorandum.

As Chairman of the Physical Services Committee I was contacted by the President of Friends of Dixon Lake Inc, Mr. Joe Doherty regarding being added to the August agenda to discuss concerns about the Dixon Lake Dam, which I am happy to accommodate. Attached for your reference is previous correspondence received from Mr. Doherty on this matter.

Respectfully, I request DPW Commissioner Thomas Fieghery attend the August 13, 2026 Physical Services Committee Meeting to participate in this discussion. Thank you for your attention to this request.

Attachment

Elizabeth Robinson

From: Putnam Co Legislature
Sent: Tuesday, June 16, 2026 3:47 PM
To: County Exec Office
Cc: Bill Gouldman; Erin Crowley
Subject: FW: Request for Friends of Dixon Lake to be added to the next Board Meeting Agenda

Hello,

On behalf of Legislator Gouldman, please see the email correspondence below from Mr. Joseph Doherty. He is inquiring about how "Friends of Dixon Lake Inc" could purchase Dixon Lake for \$1.

Please keep the Legislative Office apprised of any action taken on this request.

Thank you,

Putnam County Legislative Office

Phone: (845) 808-1020

Fax: (845) 808-1933

40 Gleneida Ave. Room 321

Carmel, NY 10512

www.putnamcountyny.gov/legislature

From: Joseph Doherty <wjoedoherty@gmail.com>
Sent: Tuesday, June 16, 2026 1:12 PM
To: wjgouldman@gmail.com
Cc: Elizabeth Robinson <Elizabeth.Robinson@putnamcountyny.gov>
Subject: Request for Friends of Dixon Lake to be added to the next Board Meeting Agenda

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THIS EMAIL IS FROM AN EXTERNAL SENDER! DO NOT click links, DO NOT open attachments, DO NOT forward if you were not expecting this email or if it seems suspicious in any way! REMEMBER: NEVER provide your user ID or password to anyone for any reason!

Good afternoon, Legistator Gouldman.

Friends of Dixon Lake Inc would like to buy Dixon Lake (Parcel # 54.5-1-41) for \$1 one dollar to take proper stewardship of the lake and its surrounding property.

I am contacting you to be added to your next committee meeting docket. **We would like to know how to proceed with this purchase.**

Under the Putnam County Soil & Water Department the lake has experienced rapid eutrophication during the past 40 years. During numerous conversations from March 2025 throughout the year, I was told by Neal Tomann there was no budget to provide the necessary stewardship which has led to its current state. Neal highly recommended to me that we buy the lake for \$1.

Our plan - Friends of Dixon Lake plans to lethally remove the beaver, restore the dam, and remediate the lake and surrounding property by removing invasive non-native plants followed by restoring the beach areas.

Our goal - to benefit the members within the surrounding community by restoring a beautiful recreational man-made lake with swimming beaches, fishing, boating, kayaking, ice skating, etc. and to enjoy sunsets and walks through the wooded property along the east side of the lake.

Kind Regards,

Joe Doherty

President - Friends of Dixon Lake Inc

Advisory Committee Member for the Town of Carmel Recreation & Parks Board

(845) 705-7151

Elizabeth Robinson

From: Lisa Rangelhi
Sent: Friday, May 22, 2026 11:56 AM
To: Elizabeth Robinson
Subject: RE: Dixon Lake Dam Repair Cost

Received! Thank you, Beth!

Regards,
Lisa



Lisa Rangelhi

Confidential Secretary to the County Executive

PHONE | 845.808.1000 • Ext 49201 • WEBSITE | PUTNAMCOUNTYNY.COM

PUTNAM COUNTY GOVERNMENT NEW YORK

"Empowering Putnam County through dedicated service."

From: Elizabeth Robinson <Elizabeth.Robinson@putnamcountyny.gov>
Sent: Friday, May 22, 2026 11:01 AM
To: County Exec Office <CountyExecOffice@putnamcountyny.gov>
Subject: FW: Dixon Lake Dam Repair Cost

Hello,

On behalf of Legislator Gouldman, please see the follow-up email below from Mr. Doherty in relation to his concern pertaining to Dixon Lake.

Thank you,

Beth Robinson
Deputy Clerk
Putnam County Legislature
(845) 808-1020 ex.49215

From: Joseph Doherty <wjoedoherty@gmail.com>
Sent: Wednesday, May 20, 2026 5:23 PM
To: Elizabeth Robinson <Elizabeth.Robinson@putnamcountyny.gov>
Cc: William Gouldman <wjgouldman@gmail.com>; chair@pcswcd.org; admin@pcswcd.org; treasurer@pcswcd.org
Subject: Re: Dixon Lake Dam Repair Cost

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Hello Beth,

I think I need to clarify my request. Dixon Lake Community members are very concerned that the County intends to disassemble the man made dam structure that creates our lake, rather than remove the beaver and repair the dam. This will drain the lake which would destroy a beautiful recreational area for the community that has been used since the early 1950s. Instead, the property will become a marshy wetland that will stink from decaying vegetation, kill off fish and completely change the ecosystem. This will affect property values.

Friends of Dixon Lake Inc. is a nonprofit startup that intends to purchase the lake property from the County and restore it completely for the benefit of our community members. That likely will not happen if the man made dam is removed. We are pursuing grant funding to restore the dam as soon as possible. I am meeting with a civil engineer on May 29th at 8:00 am to determine the extent of repair required and the cost to complete the work. **We are looking for assistance to stop the County plan to remove the man made dam and instead to repair it and remove the beaver.** Our nonprofit status isn't expected until 3 or so months from now. Until we can purchase the property, it remains County property.

The beaver is damaging the dam function even further when it rebuilds its dam lakeside of the spillway. It has been taking turf from the channel and lake banks to construct its dam, which during rainstorms allows water to flow over a wider area, bypassing the spillway and can lead to washout of the channel wall(s) and potential failure. The beaver has been building its dam to raise the lake by about a foot. I attached a video file that shows how the water flows after a 1/2" rainstorm. The water flows unimpeded over the left bank and was very close to flowing over the right

The lake should function at the original spillway level and width. The spillway water inlet should be controlled by concrete wing structures guiding the flow over the spillway only. The wing structures have deteriorated over numerous years of neglected upkeep and possibly inadequate construction materials. The left side has fallen over into the lake completely and the right side is tipping into the lake but is still partially functional, a 3' to 4' section of block wall in front of the spillway has also disintegrated. I do not know what, if anything, was done to repair the dam after Mark Jueneman reported it in a state of imminent failure on September 23, 2009.

Kind regards,

Walter Joseph (Joe) Doherty

Advisory Committee Member for the Town of Carmel Recreation & Parks Board

President - Friends of Dixon Lake Inc

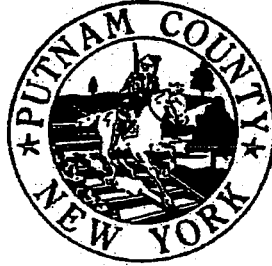
(845) 705-7151

On Wed, May 20, 2026 at 4:07 PM Elizabeth Robinson <Elizabeth.Robinson@putnamcountyny.gov> wrote:

THE PUTNAM COUNTY LEGISLATURE

40 Gleneida Avenue
Carmel, New York 10512
Phone (845) 808-1020 • Fax (845) 808-1933
putcoleg@putnamcountyny.gov

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MEMORANDUM

DATE: May 20, 2026

TO: Kevin Byrne
Putnam County Executive

CC: Erin Crowley, Legislator, District #9
Walter Joseph Doherty, via email, wjoedoherty@gmail.com

FROM: William Gouldman
Chairman, Physical Services Committee
Legislator, District #2

RE: Constituent Correspondence - Dixon Lake Dam

I am in receipt of the attached email correspondence from Walter Joseph Doherty, President of Friends of Dixon Lake Inc where he details his concerns regarding the lake, surrounding property, and specifically the beaver dam. He is requesting that the beaver dam not be removed and the beaver be dealt with directly.

Respectfully, I request this correspondence be reviewed by the appropriate department and/or personnel under the Administration. Please keep me apprised of the status of this request. Thank you for your attention to this matter.

Elizabeth Robinson

From: William Gouldman <wjgouldman@gmail.com>
Sent: Tuesday, May 19, 2026 3:50 PM
To: Elizabeth Robinson
Subject: Fwd: Dixon Lake Dam Repair Cost

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----- Forwarded message -----

From: Joseph Doherty <wjloedoherty@gmail.com>
Date: Tue, May 19, 2026, 2:29 PM
Subject: Fwd: Dixon Lake Dam Repair Cost
To: wjgouldman@gmail.com <wjgouldman@gmail.com>

Good Afternoon, Bill,

Thank you for taking my call earlier.

I've been trying to restore Dixon Lake on Valley Court in Mahopac, NY since March 2025 when I found hundreds of water chestnut nutlets along the shore where one of the two beaches was located. My efforts contacting the Soil & Water Conservation District last year went nowhere. I was told they have no budget to maintain the lakes under their stewardship. So, I drove an effort in the community to start a nonprofit to buy the lake back from the County and restore boating, fishing and bathing once again and to bring back community involvement and friendships while revitalizing the health of this 17 acre property. The lake is somewhere over 11 acres of open water but has been overtaken by water chestnut plants that cover approximately 40% of that open water. I've been in touch with Ashley Morris, PhD (Aquatic Invasive Species Coordinator, Region 3), Executive Kevin Byrne, Bill Carlin, Mike Cazzari, Councilman Robert Kearns, Legislators Erin Crowley and Laura Russo, and in 2026 the Putnam County Soil & Water Conservation District Board. They all are very supportive of our plan and effort to restore the lake and community.

I am contacting you because there is a more urgent issue with the lake. The dam has been deteriorating for years now. I know that Mark Juneman (our neighbor) contacted the County in September of 2009 explaining the dam was in imminent state of failure. He was informed that they and like the issues I tried to have the Soil & Water Department help with last year, I was told there is no money to repair the dam. Neal Towman told me that his plan is to remove the dam. Similarly to last year, the only work that has been done is to remove the beaver dam from the spillway. Neal Towman told me last year that the County has a permit to eradicate the beaver, but they choose to simply keep wasting taxpayer dollars by sending people to clear the beaver dam hoping the beaver will move on and become someone else's problem. I know that Long Pond has the same beaver problem and they hire a company to deal with it.

I've attached a large video file from my google drive that shows the waterflow after a 1/2" rainstorm with the beaver dam raising the lake approximately a foot over the spillway level. There are a number of houses on the west side of Dixon Lake Dr. that will have flooding if the dam fails and potentially 2 ft by over 11 acres of water are released suddenly. There is a fair chance it will impact Long Pond Rd also. I have an appointment on May 29th with Joseph Riina, a Civil Engineer that has repaired and constructed many dams since 1985. He will be able to evaluate and provide costing for repair. I will look for grant funding to cover the cost. There is already support along that line.

I am appealing to you to cease the plan to remove the dam, push to have the beaver dealt with to avoid constant taxpayer money wasted on clearing the beaver dam continually and to be an advocate for our community. I'm certain the community was not informed of the County plans that will affect the value of their homes and remove the opportunity of restoring this once beautiful lake. Nobody wants to see it turned into a smelly marsh wetland of no value to the community.

I tried to keep this somewhat short, yet bring you up to speed.

Thank you,
Walter Joseph (Joe) Doherty
Advisory Committee Member for the Town of Carmel Recreation & Parks Board
President - Friends of Dixon Lake Inc
(845) 705-7151

----- Forwarded message -----

From: **Joseph Doherty** <wjoedoherty@gmail.com>
Date: Tue, May 19, 2026 at 11:12 AM
Subject: Dixon Lake Dam Repair Cost
To: <chair@pcswcd.org>, treasurer@pcswcd.org <treasurer@pcswcd.org>, admin@pcswcd.org <admin@pcswcd.org>

Good morning, Board Members.

This morning Joe Riina (Licensed Professional Engineer and Owner of Site Design Consultants in Yorktown Heights) returned my call from last Friday. Joe is a Civil Engineer that has worked on many dam construction/repair projects. I explained our situation at Dixon Lake and that I wanted to get a price to repair the dam so that we can get a grant for repairs. We are scheduled to meet at the lake on Valley Court, Mahopac, NY 10541 next Friday morning May 29th at 8:00 am if anyone wants to join us.

Unfortunately, John Astrologo (a previous resident and lake association member) thought the project with paperwork, insurance, etc. requirements was beyond his capacity. Joe Riina will be familiar with contractors capable of meeting code compliance requirements.

On another note, this morning Putnam County sent people over to disassemble the beaver dam again. I spoke with Park Ranger Ryan about getting rid of the beaver...their opinion remains the same, they will eventually force it to relocate by disassembling the dam every week. The beaver rebuilds the dam within 2 or 3 days. Ryan told me that the County plans to remove the dam. I explained that I am looking to get a grant to repair it. The local community wants the lake restored, not converted to a marsh wetland. If they

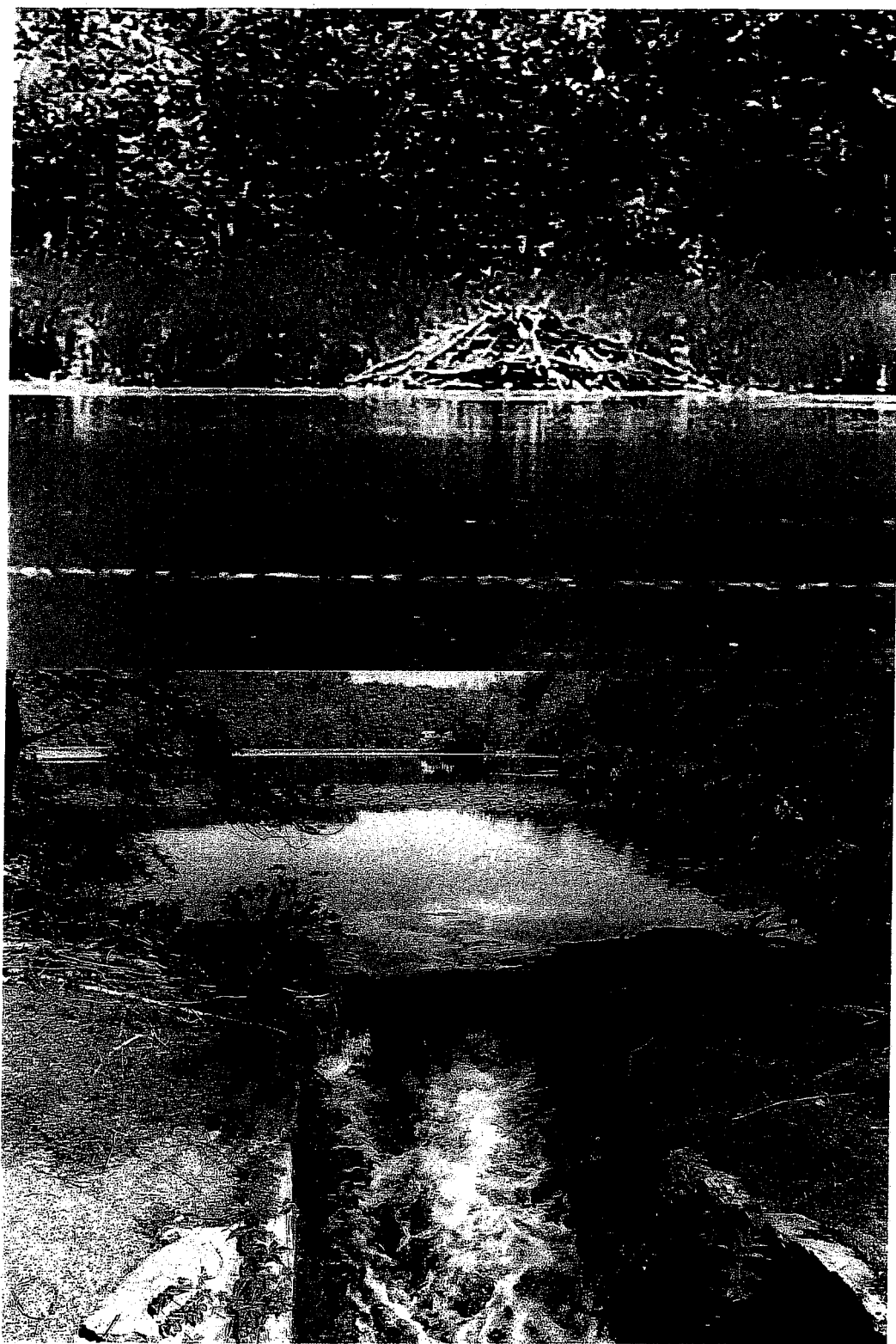
remove the dam, the community property values will be affected. I hope they don't act quickly to remove the dam before we can address it.

I've attached 3 pictures of the dam. One shows the dam flowing after the brush and branches were removed by County workers on May 6th. They did not clear the muck and plant material to lower the lake to normal spillway level, so the beaver rebuilt it to stop flow within 24 hours (1st picture) and completely rebuilt within 3 days (2nd picture). The beaver has now been using sod and dirt from the land adjacent to the dam in its construction. After today's work, the debris was left on the 2 banks next to the dam and channel, but they did clear down to the sediment lake bottom (3rd picture).

Water chestnut plants are starting to grow again. There is so much flow now, it looks like some of the water chestnut plants are going to flow over the spillway and downstream.







--
Kind Regards,
Joe Doherty
Advisory Committee Member for the Town of Carmel Recreation & Parks Board
President - Friends of Dixon Lake Inc
(845) 705-7151

8/13 Physical

THE PUTNAM COUNTY LEGISLATURE

40 Gleneida Avenue

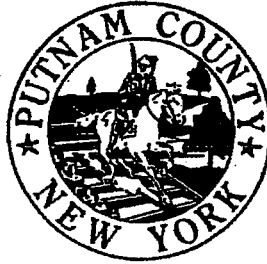
Carmel, New York 10512

(845) 808-1020

Fax (845) 808-1933

#5

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William Gouldman *Deputy Chair*
Diane Trabulsky *Clerk*



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MEMORANDUM

DATE: August 7, 2026

TO: Kevin Byrne
Putnam County Executive

CC: Thomas Feighery
Commissioner, Department of Public Works

FROM: William Gouldman
Chairman, Physical Services Committee

A handwritten signature in cursive script, reading "William Gouldman".

RE: Fair Street Documentation

Please see the attached request from my colleague, Legislator Jake D'Angelo requesting documentation related to the Fair Street Project and the recent retaining wall failure. As you are aware, the Physical Services Committee will be receiving an update on this project from DPW Commissioner Thomas Feighery at the August 13th meeting.

I kindly ask that the requested documentation be provided prior to the August 13th Physical Services Committee Meeting and that DPW Commissioner Feighery be prepared to speak to it during the update.

Thank you for your attention to this request.

THE PUTNAM COUNTY LEGISLATURE

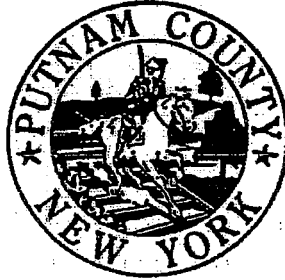
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MEMORANDUM

DATE: August 7, 2026

TO: William Gouldman
Chairman, Physical Services Committee

FROM: Jake D'Angelo
Legislator, District #5

RE: Fair Street Documentation Request

Ahead of the Physical Services Committee meeting on Thursday, August 13, I'd like to request that the Department of Public Works provide the Legislature with the following construction documents related to the retaining wall on the Fair Street project so we can have a complete understanding of the design and the recent failure.

Specifically, could you please ask the Commissioner to provide:

- The plan view of the retaining wall.
- All elevations and details associated with the retaining wall.
- The approved shop drawings submitted by the contractor.
- Photographs documenting the damage and the wall failure.

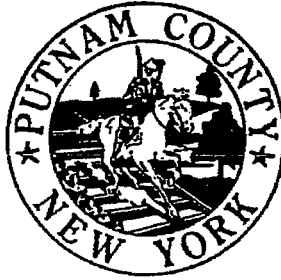
Having these documents made available to us for review ahead of the upcoming meeting will allow the Legislature to conduct a more informed and meaningful discussion regarding the project's design, construction, and the circumstances surrounding the failure.

Thank you, and I appreciate your consideration.

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40 Gleneida Avenue
Carmel, New York 10512
Phone (845) 808-1020 • Fax (845) 808-1933
putcoleg@putnamcountyny.gov

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William Gouldman *Deputy Chair*
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MEMORANDUM

DATE: July 29, 2026

TO: Kevin Byrne
Putnam County Executive

CC: Thomas Feighery
Commissioner, DPW

FROM: William Gouldman
Chairman, Physical Services Committee

RE: Fair Street Project Status Update

A handwritten signature in black ink, reading "William Gouldman".

As a follow up to my July 28, 2026 memorandum, I respectfully request Commissioner of the Department of Public Works Thomas Feighery, or a representative, attend the August 13, 2026 Physical Services Committee meeting to provide a status update on the Fair Street Project.

This long-awaited project has made significant progress since it began in September 2024 and I look forward to this update. The meeting will begin at 5:30pm, please confirm attendance with the Legislative Office.

Thank you for your attention to this request.

Edward Gordon

From: Lillian Moynihan on behalf of Thomas Feighery
Sent: Tuesday, July 28, 2026 3:09 PM
To: William Gouldman; Kevin Byrne; James Burpoe
Cc: Lillian Moynihan; Edward Gordon
Subject: RE: From Legislator Gouldman To County Executive Byrne - Fair Street - Town of Carmel

Hello Legislator Gouldman. We appreciate you contacting us regarding this matter. We have already been in contact with our contractor about this part of the project and he has insured us that this wall will be taken down, reinspected sub-base and reinstalled. We have instructed our CI team in the field as well as our in house staff to check all work that's been done and will continue to going forward. Thank you.

Lilly Moynihan

From: Edward Gordon <Edward.Gordon@putnamcountyny.gov>
Sent: Tuesday, July 28, 2026 2:55 PM
To: Thomas Feighery <Thomas.Feighery@putnamcountyny.gov>
Cc: Lillian Moynihan <Lillian.Moynihan@putnamcountyny.gov>
Subject: From Legislator Gouldman To County Executive Byrne - Fair Street - Town of Carmel

Hi Tommy,

Please see the attached memo from Legislator Gouldman, which you were cc'd on.

Thank you.

Ed Gordon
Deputy Clerk
Putnam County Legislature
Phone: (845) 808-1020 Ex: 49386
Fax (845) 808-1933

THE PUTNAM COUNTY LEGISLATURE

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MEMORANDUM

DATE: July 28, 2026

TO: Kevin Byrne
Putnam County Executive

CC: Thomas Feighery
Commissioner, DPW

FROM: William Gouldman
Chairman, Physical Services Committee

RE: Fair Street – Town of Carmel

A handwritten signature in cursive script, reading "William Gouldman", is written over the printed name and title of the sender.

As you may be aware, a wall along Fair Street in the Town of Carmel has begun to fall, please see the attached photos. It is my understanding this wall was recently installed as part of the ongoing Fair Street project. Respectfully, I request Commissioner of the Department of Public Works Thomas Feighery assess the area and provide the Legislature with a status update on the project and any remediation that needs to take place.

Fair Street is a main thoroughfare for the Town of Carmel and leads directly to the County seat. As the project is not yet complete, I also request a review of other structures installed as part of the project to ensure their durability.

Thank you for your swift attention to this.



SUMMARY OF FINDINGS

**Existing Building
at
34 Gleneida Avenue
Carmel, New York**



**Putnam County
Highways & Facilities**
82 Fair Street
Carmel, NY 10512

13 April 2018 (Revised)

PURPOSE:

To conduct a site inspection of the existing Putnam County owned building at 34 Gleneida Avenue in the Town of Carmel New York.

To determine the overall condition of the building and evaluate its suitability for rehabilitation for reuse or removal from the County's property inventory.



DESCRIPTION:

The building is a two (2) story steel frame structure with a face brick exterior at the front and right side and concrete block at the rear and left side. The steel structure supports concrete planking at the rear first floor area, wood framing at the second floor and roof. The first floor front area is a concrete slab on grade. The roof is wood framing peaked construction with shingles. A small flat roof exists at the left rear first floor.

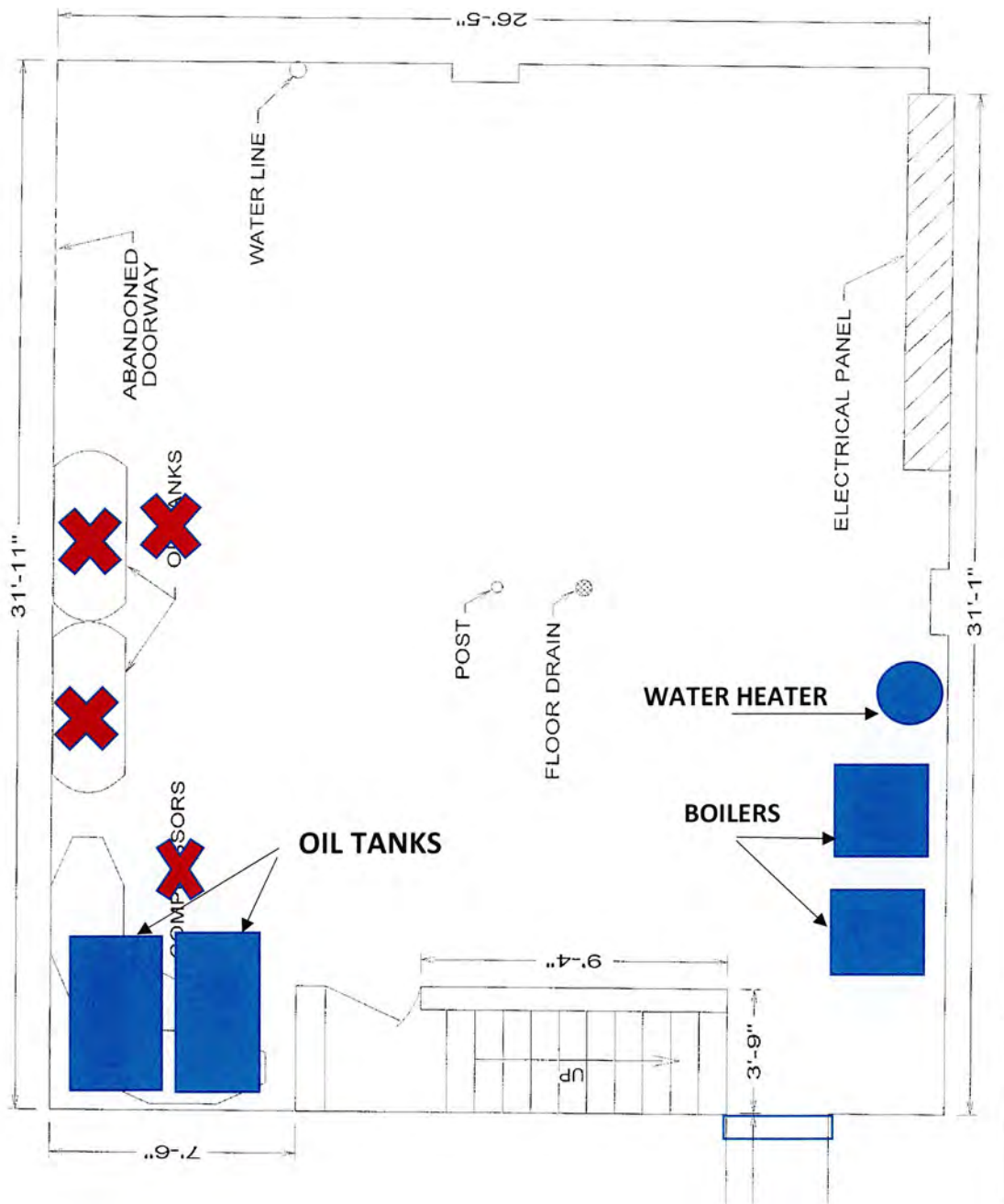
There are plate glass windows at the first floor front and part of the right side elevation with double hung wood windows at the balance of the first and second floors.

The building is accessible via the front double glass door or the three (3) right side single doors

The approximate floor areas are:

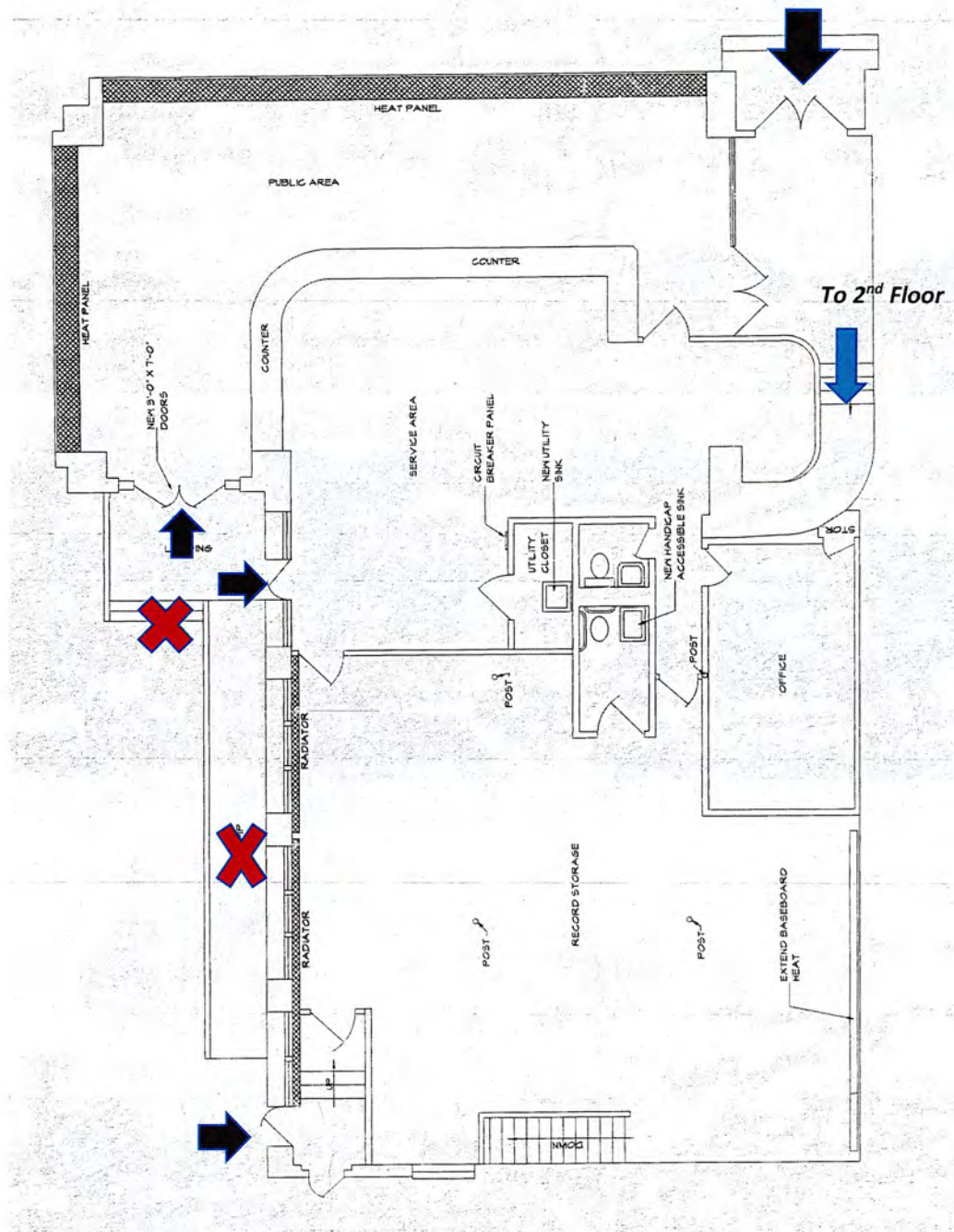
Cellar	864 sq. ft.
First Floor	3,313 sq. ft.
Second Floor	<u>2,420 sq. ft.</u>
Total	6,597 sq. ft.

The site is approximately 10,250 sq. ft. and contains the building, a small park/green area at the front and a larger green area to the rear.



CELLAR PLAN

NOT TO SCALE



FIRST FLOOR PLAN

NOT TO SCALE

NOT TO SCALE

OBSERVATIONS:

The Building Exterior:

- A. The brick and block exterior is in good condition with little damage due to weather and time. Minimal repairs to the brick and/or joints is required.
- B. The windows are in poor condition. The large glass windows are single pane uninsulated plate glass with several panels cracked. The double hung windows are uninsulated single pane glass with wood frames and exterior storm/screen panels.
- C. The aluminum and glass double entry door is in poor condition showing age and wear. Two (2) of the single doors are also in poor condition with corrosion and limited operation. One (1) of the single doors is an aluminum frame and glass also showing its age.
- D. The pitched roof consists of shingles and appear to be good condition. The flat roof is in poor condition with leaks at the roofing material or parapets.
- E. Exterior trim is in fair condition indicating peeling and discoloration.
- F. Access at the building front is via a masonry walkway with a step up to the platform in front of the double entry doors. At the three (3) single side doors, access is via a masonry walk level with the door.

The Building Interior:

- A. At the first floor the interior is subdivided by stud and gypsum board partitions with a suspended acoustical tile ceiling. The ceiling contains recessed fluorescent lighting fixtures. The floors are vinyl tile with vinyl base at the partitions.
- B. Two (2) first floor toilet rooms are existing with one (1) that appears to be handicapped accessible compliant.
- C. The space is accessible via grade level entrances at the side two (2) single doors. The front door is not accessible due to a single step. The right rear door is also not accessible due to a series of steps after entering through the door.
- D. Access to the cellar is via a stairway at the rear interior of the first floor.
- E. Currently there is a leak under the flat roof at the left rear interior space.
- F. The second floor can only be reached by a curved flight of stairs at the first floor entry area. The second floor is not handicapped accessible.
- G. At the second floor the interior is also subdivided by stud and gypsum board partitions with a suspended acoustical tile ceiling. This ceiling also contains recessed fluorescent lighting fixtures. The flooring is a mix of vinyl tile and carpeting with vinyl base.
- H. Two (2) second floor toilet rooms are existing with neither being handicapped accessible compliant.
- I. The existing hallways are too narrow to accommodate handicapped accessibility.
- J. An attic access hatch exists at the ceiling in closet.
- K. A second means of egress requires traveling across the flat roof and down an exterior ladder to grade at the rear of the building.
- L. An existing air handling unit is located in a closet and serves both the first and second floors. Roof top condensers supply the air handling unit.
- M. The cellar is fully below grade under the rear portion of the building and contains the two (2) oil fire boilers for heat, a water heater, electric service (400 amps), water service (2½ inch) and two (2) 275 gallons fuel oil tanks.
- N. At the rear left portion of the cellar there is a ground water leak at the base of the foundation wall. The balance of the cellar is dry.

DETERMINATIONS:

1. The building is marginally handicapped accessible at the first floor with some grade level access and one (1) accessible toilet.
2. The building is handicapped inaccessible at the second floor without accessible vertical conveyance or accessible toilet facilities. Additionally, hallways and adjacent doorways are not readily accessed by persons with disabilities
3. Overall the building is not up to current standards for building construction and energy conservation. Minimal insulation, single pane glass wooden double hung windows, single pane plate glass floor to ceiling storefront windows and the efficiency of a dated heating system are areas of concern.
4. The second floor does not have a secondary means of egress via an interior stairway.
5. Appropriate testing may be necessary to determine if any contaminants could be exposed by any future construction.
6. A determination needs to be conducted if the heating and air conditioning is operational and efficient.
7. A determination also needs to be conducted if the 400 amp. electric service is adequate and the electrical distribution system performing safely.
8. If a fire suppression system might be anticipated, the water would need to be upgraded to include a fire service water line.

CONCLUSIONS:

1. Rehabilitation of the Existing Building
 - A. Repair roof at leaks
 - B. Replace all windows and fixed glass with contemporary energy efficient units.
 - C. Create handicapped accessible ramp at Gleneida Avenue entrance.
 - D. Provide vertical handicapped accessibility to second floor.
 - E. Interior demolition of exterior surfaces to allow installation of energy efficient insulation.
 - F. At the second floor, demolition of the hallways and toilets to create handicapped accessibility compliance.
 - G. Conduct determination of the presence of any contaminants and removal as necessary.
 - H. Conduct determination of the existing building electrical system if it is code compliant and adequate for any future use.
 - I. Conduct determination of the existing heating, ventilation and air conditioning system if energy efficient and code compliant.
 - J. Conduct determination of the domestic supply system if it is capable to sustain additional water usage and/or fire suppression capability.
 - K. Make various repairs on the building exterior.
 - L. Provide for building related parking.
 - M. Site work as necessary to provide for reuse of the building.

Estimated Cost of Rehabilitation = \$500,000.00

2. Demolition of the Existing Building

A. Building Demolition Only

Demolition of the building in its entirety with grading and landscaping as a green space.

Estimated Demolition & Landscape Cos = \$200,000.00

B. Building Demolition and Site Work for Parking & Green Space

Demolition of the building in its entirety with grading to retain the small green area at Gleneida Avenue and the balance of the site surfaced as additional parking with landscaping.

Estimated Demolition, Paving & Landscape Cost = \$250,000.00

3. Sale of the Existing Building

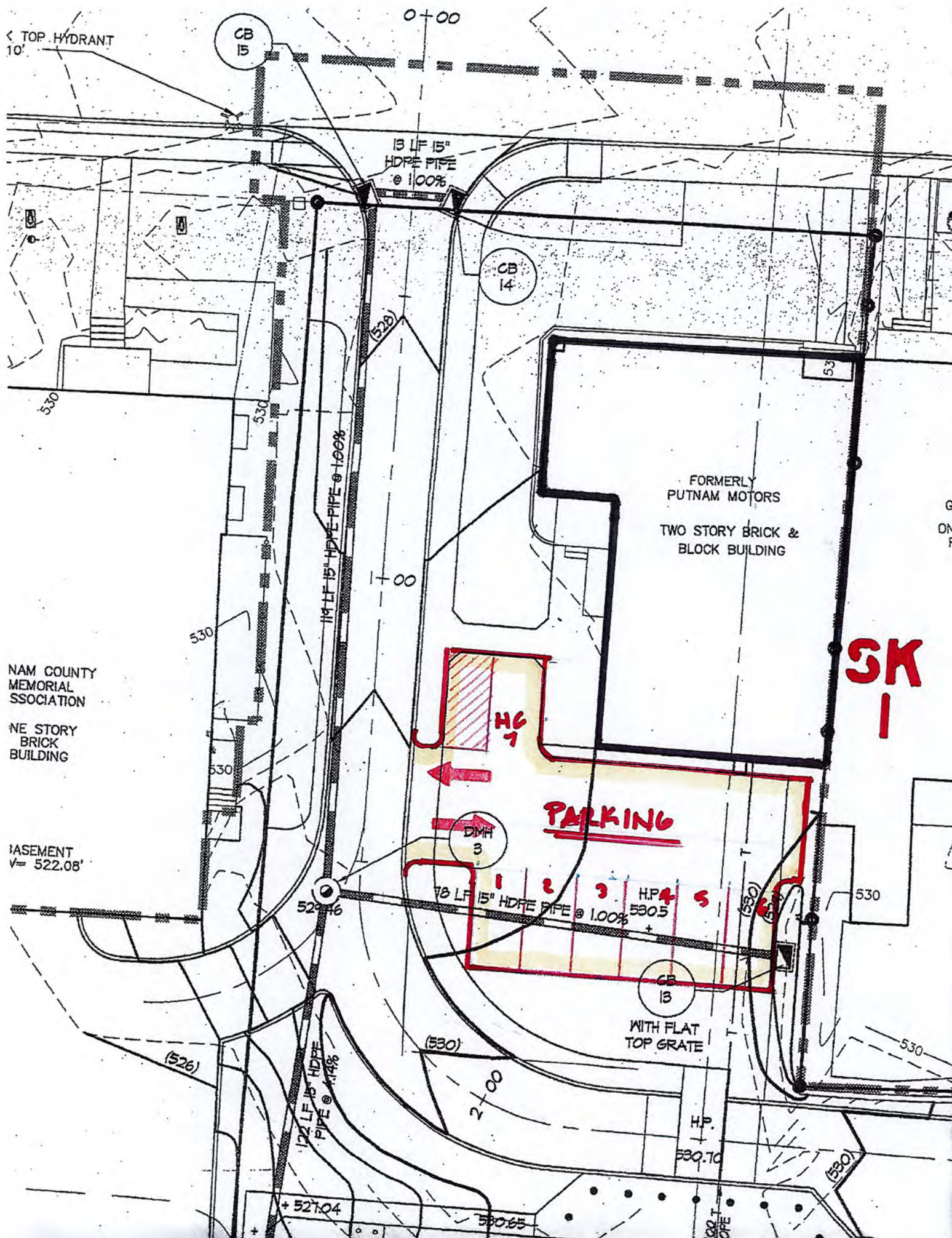
Sale of the building and property for revenue and return it to the tax roles.

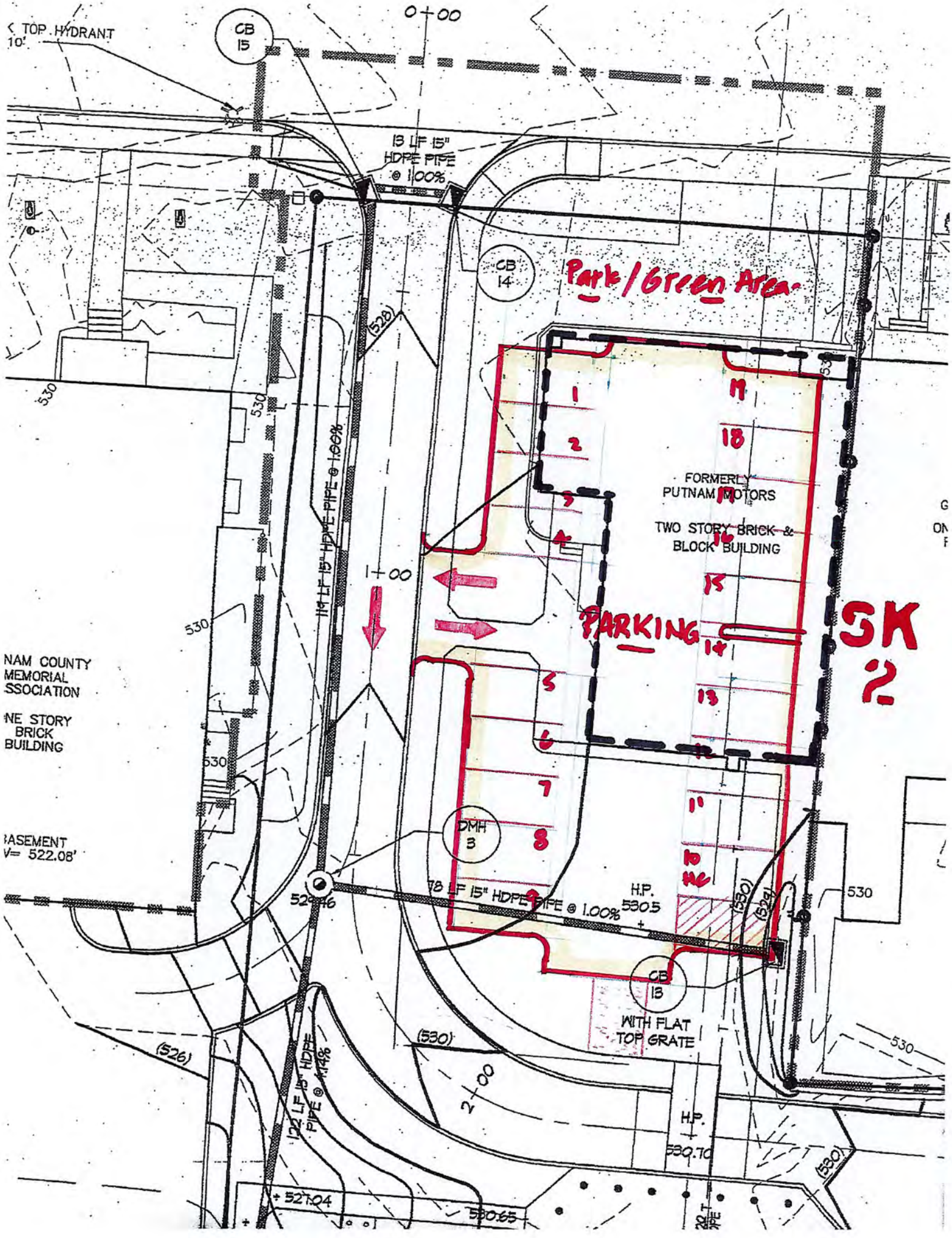
Estimated Building & Site Tax Value = Unknown

Estimated Building Sale Revenue = \$750,000.00

Compiled by:

William C. Bujarski, RA CCEO
Architect
Putnam County Highways & Facilities





TOP HYDRANT
10'

CB
15

0+00

13 LF 15"
HDPE PIPE
@ 1.00%

CB
14

Park / Green Area

FORMERLY
PUTNAM MOTORS
TWO STORY BRICK &
BLOCK BUILDING

PARKING

SK
2

NAM COUNTY
MEMORIAL
SSOCIATION

NE STORY
BRICK
BUILDING

BASEMENT
V= 522.08'

DMH
3

13 LF 15" HDPE PIPE @ 1.00%

H.P.
530.5

CB
13

WITH FLAT
TOP GRATE

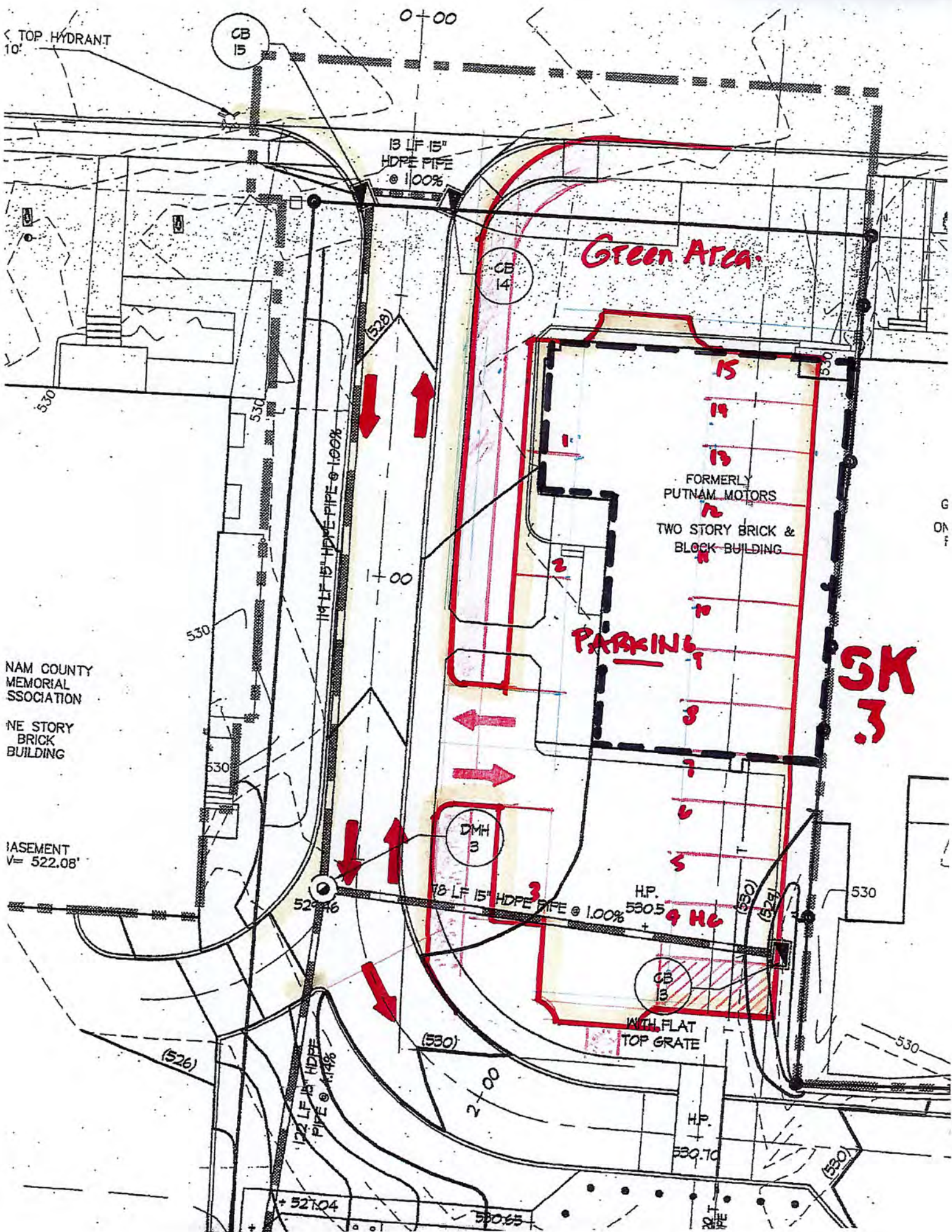
H.P.
530.70

12 LF 15" HDPE
PIPE @ 1.4%

+ 522.04

530.65

G
ON
F



NAM COUNTY
MEMORIAL
ASSOCIATION

ONE STORY
BRICK
BUILDING

ELEVATION
= 522.08'

Green Area

PARKING

SK
3

FORMERLY
PUTNAM MOTORS
TWO STORY BRICK &
BLOCK BUILDING

H.P.
530.5
+ 4 H.C.

WITH FLAT
TOP GRATE



**Putnam County
Department of Planning, Development,
and Public Transportation**

www.putnamcountyny.com

**841 Fair Street
Carmel, NY 10512**

**Phone: (845) 878-3480
Fax: (845) 808-1948**

8/13 physical

#7

TO: Daniel Birmingham, Chair, Putnam County Legislature

FROM: Barbara Barosa, AICP, Commissioner *bb*
Department of Planning, Development and Public Transportation

DATE: July 30, 2026

RE: Putnam County Public Transit Study report

Attached please find our UPWP-funded Public Transit Study report prepared by LaBella Associates. Please note that this study reviewed our entire system and includes recommendations for changes to various aspects of the transit system. The final report and appendices are also being posted on the County website at Planning, Development & Public Transportation - Putnam County, New York.

I would like to present the report's findings and recommendations to the Legislature. Therefore, I kindly request that this matter be added to the next Physical Services meeting. Thank you in advance for your assistance in this matter.

Edward Gordon

From: Barbara Barosa
Sent: Thursday, July 30, 2026 8:25 AM
To: Putnam Co Legislature; Diane Trabulsy
Cc: Matthew Covucci
Subject: Putnam County Public Transit Study report
Attachments: Appendix_PART_Public Transit Study.pdf; Transit Study memo to DB 7.30.2026.pdf

Good Morning,

Attached please find our Public Transit Study report prepared by LaBella Associates. Please note that this study reviewed our entire transit system and includes recommendations for changes. Putnam County will now determine which, if any, of the recommendations that we would like to implement. I respectfully request that this topic be added to the next Physical Services agenda so I can present the information contained herein.

[PART Public Transit Study Final Report \(FINAL DRAFT RECEIVED JULY 22 2026\).pdf](#)

Best,
Barbara



Barbara Barosa, AICP

Commissioner • Department of Planning, Development & Public Transportation •

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PUTNAM COUNTY

PUBLIC TRANSIT SYSTEM STUDY

FINAL REPORT
JUNE 2026



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CHAPTER 1

INTRODUCTION



INTRODUCTION

The Putnam County Public Transit System Study aims to better align the County's transit network with the needs of its residents, workers, and visitors. The study evaluates Putnam Area Rapid Transit (PART) services including:

- Fixed routes
- Commuter and seasonal services
- ADA complementary paratransit
- Microtransit

The study also considers travel patterns, demographic and land use trends, and other key factors to understand how effectively current services meet demand and where opportunities exist for improvement.

Grounded in technical analysis, stakeholder and public engagement, and coordination with County staff, the study identifies strategies and recommendations to enhance system performance, improve the rider experience, expand service coverage, and strengthen connections to regional transit services. This report summarizes the study's background, approach, and recommended actions to guide the future of public transportation in Putnam County.

This study was funded through the Unified Planning Work Program (UPWP) adopted by the New York Metropolitan Transportation Council (NYMTC), of which Putnam County is a member.

Study Purpose

The purpose of this study is to conduct a system-wide evaluation of the Putnam Area Rapid Transit (PART) network to identify strengths, weaknesses, and opportunities, and to develop recommendations that enhance service efficiency, expand coverage to underserved areas, improve rider experience, and increase ridership through innovative and cost-effective transit solutions.

Study Goals

The study team, in collaboration with County staff, developed the following goals to guide the development of strategies and recommendations:

- **Improve Transit Accessibility and Coverage:** Enhance the availability of transit services across Putnam County by expanding access to underserved areas and better connecting residents to key destinations such as employment, healthcare, and retail.
- **Strengthen Regional Connectivity:** Advance seamless connections between Putnam Area Rapid Transit and regional transportation networks, including Metro-North Railroad and neighboring bus systems to improve mobility beyond county boundaries and support regional travel.
- **Create an Integrated Network of Complementary Services:** Balance and coordinate fixed-route, microtransit, paratransit, and other service types as complementary components of a unified mobility system rather than standalone services.
- **Enhance Rider Experience and Service Quality:** Improve the overall customer experience through better service design, amenities, accessibility, and technology that make transit easier to understand and use.

Study Context

In 2024, PART provided more than 106,000 unlinked passenger trips, continuing a steady post-pandemic recovery with approximately 10 percent annual ridership growth. Despite this recent rebound, longer-term trends show a decline in ridership since 2013. Along with this decline, the County continues to experience an aging population. This has increased demand for expanded transit services in more areas of the County than what currently exists. In May of 2025, PART introduced Putnam On-Demand Microtransit, a demand response program to replace underperforming fixed route service and provide more flexibility to riders. This program has been well received and demand for the service continues to increase.

This study responds to these conditions by identifying opportunities to reverse ridership declines, improve system efficiency and performance, and introduce innovative service strategies that expand coverage and better serve areas of the County with limited or no existing transit options.

Putnam County delivers its transit services through contracted operations, utilizing third-party providers to operate fixed-route, ADA paratransit, and microtransit services on the County's behalf. As the end of the current contract term approaches and the County prepares to issue a new contract, there is an opportunity to advance and implement proposed transit service changes. This procurement process provides a natural inflection point to reassess service delivery, performance expectations, and system design, allowing the County to incorporate recommended improvements directly into new contract terms. By aligning these changes with the procurement timeline, the County can position itself to implement updates more efficiently and ensure greater consistency across all service types.

CHAPTER 2

EXISTING CONDITIONS

Study Area

Putnam County is located in New York's Lower Hudson Valley and is home to approximately 98,000¹ residents across a mix of suburban communities, small towns, and rural landscapes. The County is bordered by the Hudson River to the west and includes six towns and three villages, each with unique transportation needs shaped by geography, development patterns, and population distribution.

Existing Transit Services

Public transportation in Putnam County is provided through Putnam Area Rapid Transit (PART). PART operates through contracted operators under the oversight of the County's Department of Planning, Development and Public Transportation. Fixed-route and paratransit services are operated by MV Transportation under contract with the County, providing service delivery, vehicle operations, and maintenance. The County also contracts with Via to operate and manage its on-demand microtransit program.

The system includes three fixed bus routes, a commuter shuttle, a seasonal trolley service, ADA complementary paratransit, and a demand-response microtransit service launched in 2025 to replace one underperforming fixed route.



Figure 1: Study Area Map

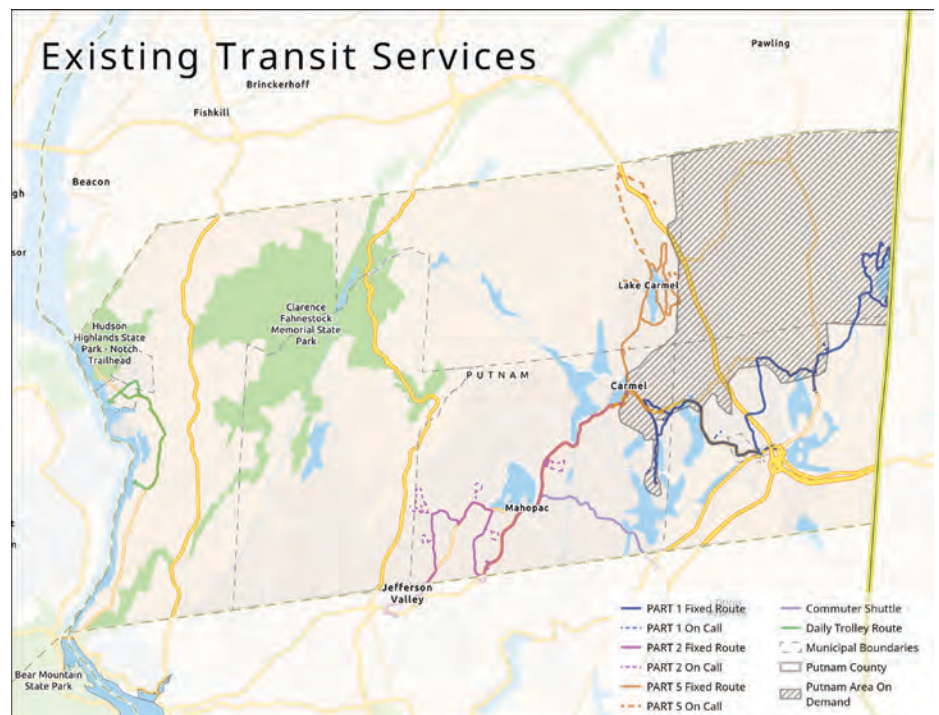


Figure 2: Existing Transit Services Map

¹ Sourced from the 2020 Decennial Census

Most transit services are concentrated in eastern Putnam County, reflecting where the majority of residents live and where the County's primary activity centers are located. The fixed-route network is organized around a central pulse point at Putnam Plaza in Carmel, where buses are timed to facilitate transfer between routes before continuing to destinations throughout the County. From this hub, PART routes provide connections between communities, shopping centers, medical facilities, schools, and regional transportation services, including Metro-North Railroad stations.

Unlike a traditional urban fixed-route system with closely spaced designated bus stops, PART operates using a hybrid rural service model that incorporates both flag stops and on-call stops to provide greater flexibility in lower-density areas. The flag stop system allows passengers to board or exit the bus anywhere along the route where it is safe for the vehicle to stop. This approach allows riders to access transit closer to their origins and destinations without requiring a large number of formal bus stop locations and reflects the rural and suburban development patterns found throughout Putnam County.

In addition to the flag-stop system, PART also utilizes designated "on-call" stops in select lower-demand areas. These stops are only served if a passenger requests pickup or drop-off in advance through dispatch, allowing the system to maintain broader geographic coverage without requiring buses to deviate or stop unnecessarily on every trip. This operating structure provides a level of flexibility that is uncommon in traditional fixed-route systems and allows PART to balance service coverage with operating efficiency across a geographically dispersed service area.

Existing Fixed-Route Services

Service Summary

In 2025, PART fixed-route had operating expenses of about \$1.7 million, providing roughly 83,000 trips totaling over 417,000 miles. The cost per passenger was just \$20, with the cost per mile slightly over \$4.

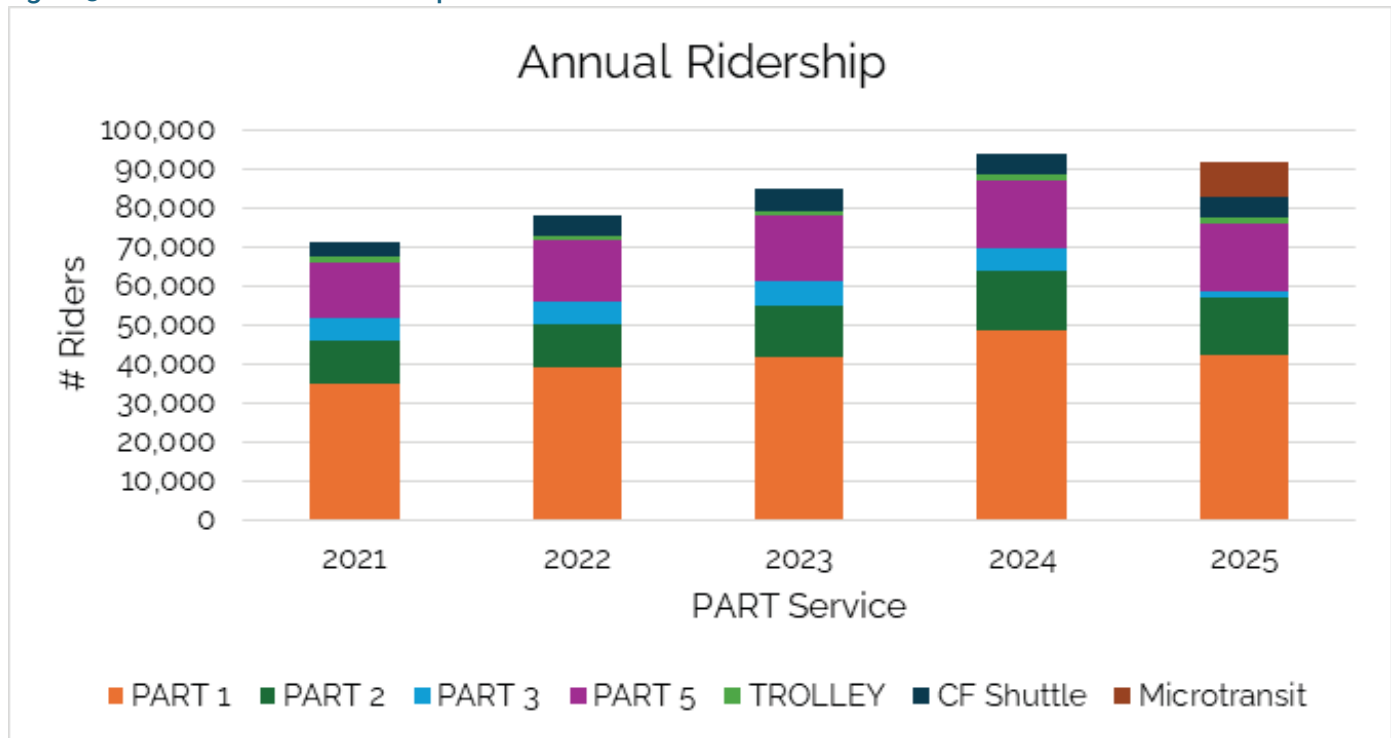
Service	Span	Frequency	Cost
PART 1	Monday–Friday: 4:50 AM. – 8:00 PM Saturday: 8:00 AM - 6:00 PM	60 minutes	\$2.50 one-way \$1.25 seniors & disabled (with valid ID), children 13 and under, students Free for infants (2 and under) Transfers: \$0.75 (\$0.25 seniors/disabled)
PART 2	Monday–Friday: 6:00 AM to 8:00 PM Saturday: 8:00 AM to 6:00 PM	120 minutes	
PART 5	Monday–Friday: 4:50 AM to 7:00 PM Saturday: 8:00 AM to 6:00 PM	60 minutes	
Croton Falls Commuter Shuttle	Monday–Friday: 5:24 – 9:31 a.m. and 3:52 – 7:34 p.m.	20-30 minutes	\$1.00 one-way \$0.50 seniors & disabled (with valid ID) Transfers: \$0.75 (\$0.25 seniors/disabled) \$158.12 weekly bus/rail \$445.50 monthly bus/rail
Cold Spring Trolley	Saturday & Sunday: 10:15 AM – 6:05 PM (Memorial Day through Veterans Day weekend)	60 minutes	\$2.00 one-way \$1.00 seniors (65+), disabled, children under 13, students, veterans Free for infants (2 and under)

Table 1: Fixed-Route Service Summary

PART Fixed-Route Annual Statistics

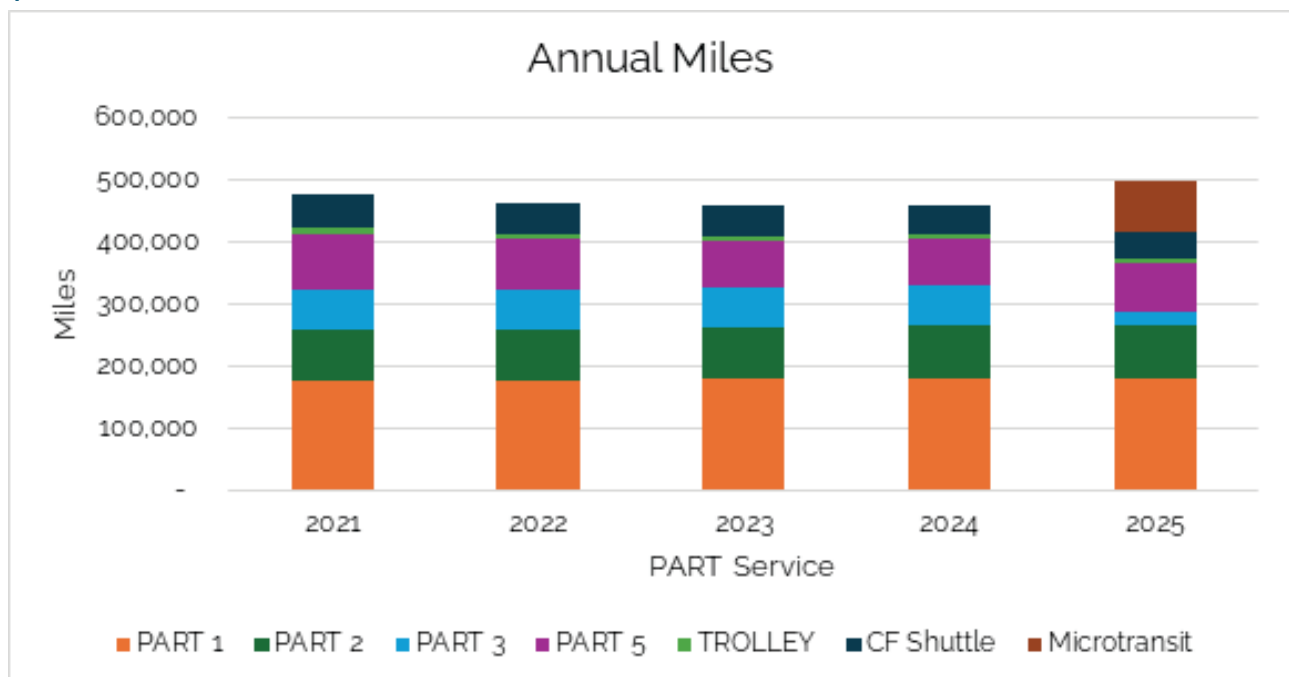
Fixed-route ridership on PART has generally increased since 2021, peaking at 94,265 riders in 2024 before slightly declining to 83,148 in 2025. While some of this decrease can be attributed to the transition of PART Route 3 to an on-demand microtransit service in May 2025, which shifted some riders out of the fixed-route system, overall, there has been a downward trend for fixed route ridership. When accounting for microtransit riders, that the overall ridership in 2025 went back up to 91,805 riders, which is still a decrease.

Figure 3: Fixed-Route Annual Ridership

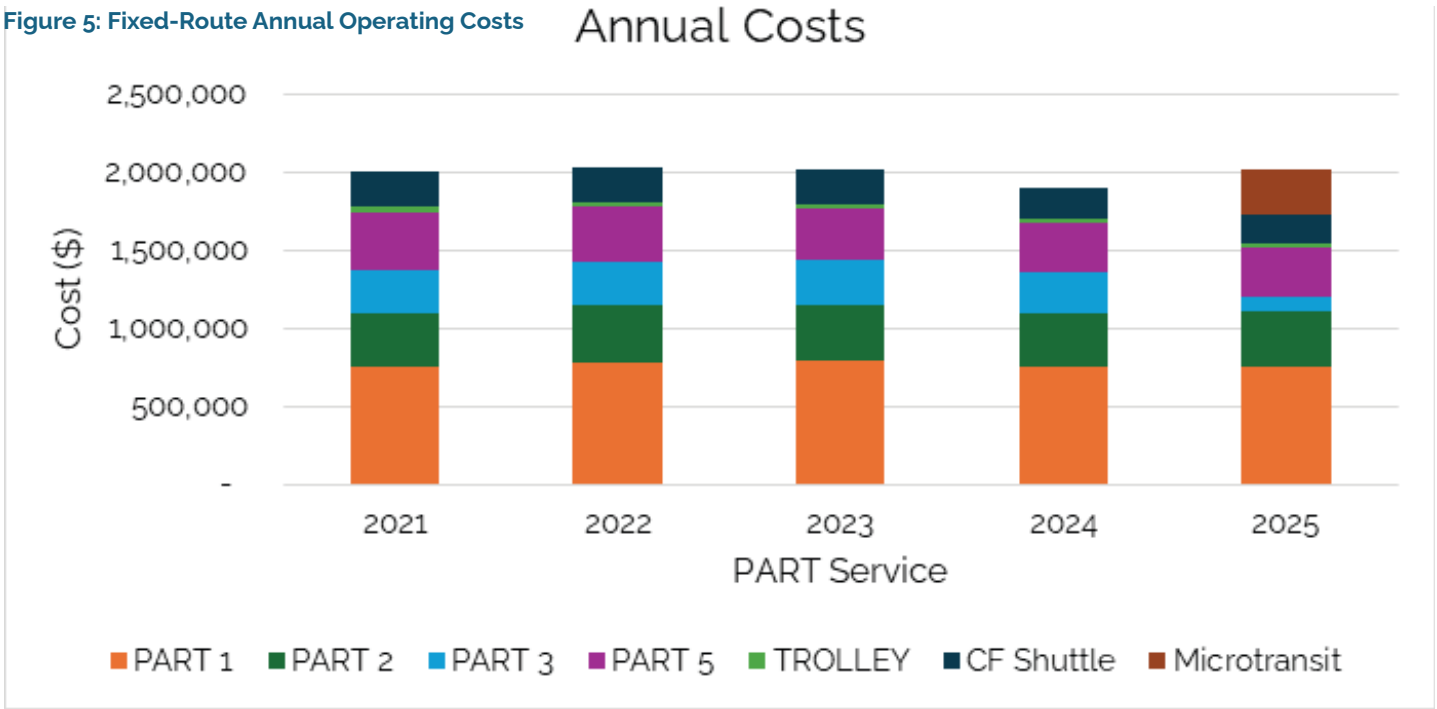


Vehicle miles have steadily declined from approximately 478,000 miles in 2021 to 412,000 miles in 2024, however in 2025 this number surpassed the 2021 number with almost 500,000 vehicle miles traveled.

Figure 4: Fixed-Route Annual Miles

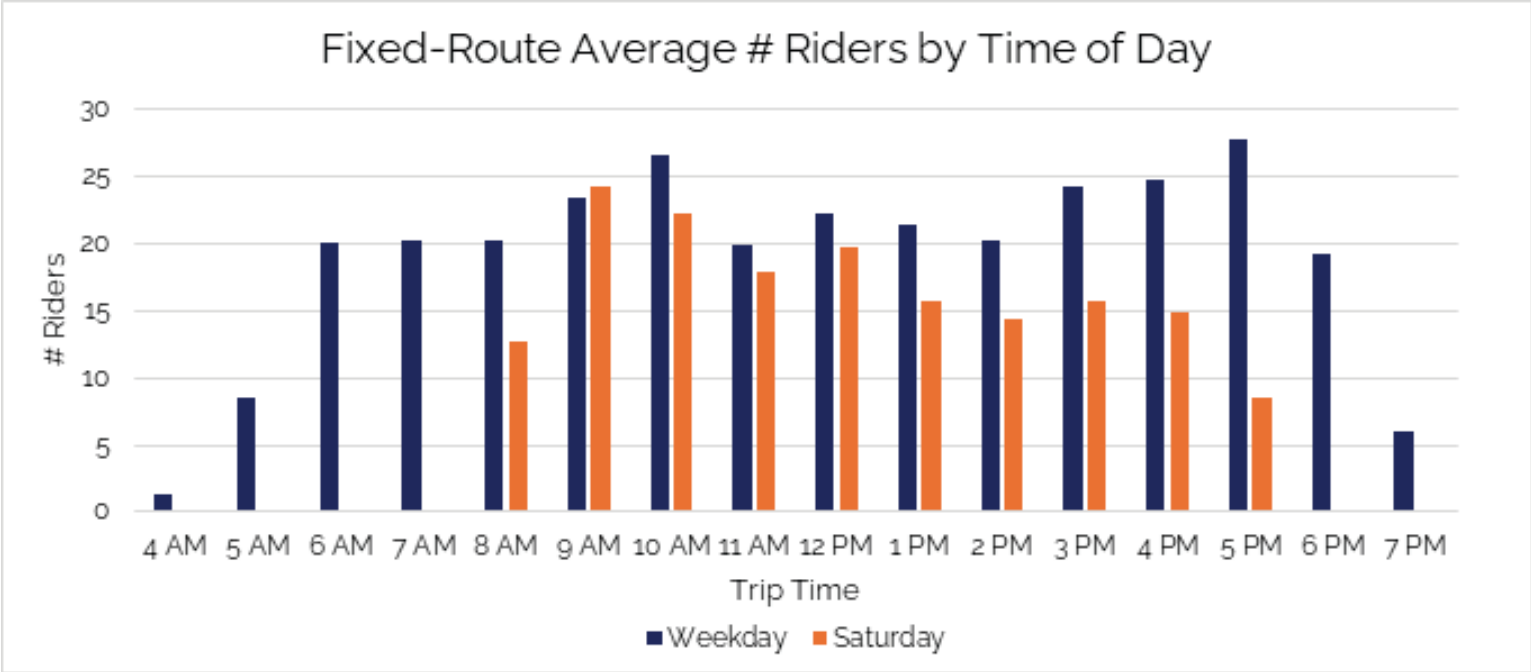


Operating expenses have also trended downward from 2022 to 2024, decreasing from just over \$2.0 million to approximately \$1.8 million in 2024. However, with the introduction of microtransit in 2025, operating costs increased to \$2.02 million.



Fixed-route ridership is highest between 9 and 10 AM in the morning, and 3 and 5 PM in the evening. Ridership significantly declines at the start and end of the span.

Figure 6: 2025 Fixed-Route Ridership by Time of Day



Regional Transit Connections

Putnam Area Rapid Transit (PART) connects Putnam County residents to several regional transportation providers through key transfer points across the county. PART routes provide access to the Metro-North Harlem Line at multiple stations, including Brewster Station via PART 1, the Southeast and Patterson stations via the Putnam On-Demand microtransit service, and Cold Spring and Garrison stations through the Trolley, allowing riders to access regional rail service to employment centers throughout the Hudson Valley and New York City.

PART also connects riders to neighboring bus systems. Westchester County's Bee-Line Bus System provides connections along PART Route 2 at Mahopac Village Center, Somers Commons, and Jefferson Valley Mall via Bee-Line Route 16, which travels between Peekskill and Yorktown. Additional connections to Bee-Line Route 77 (Taconic Express) are available at Route 6 and Route 52 on PART Routes 2 and 5, as well as at Somers Commons. These connections extend travel options to destinations in Westchester County

including Yorktown Heights and White Plains.

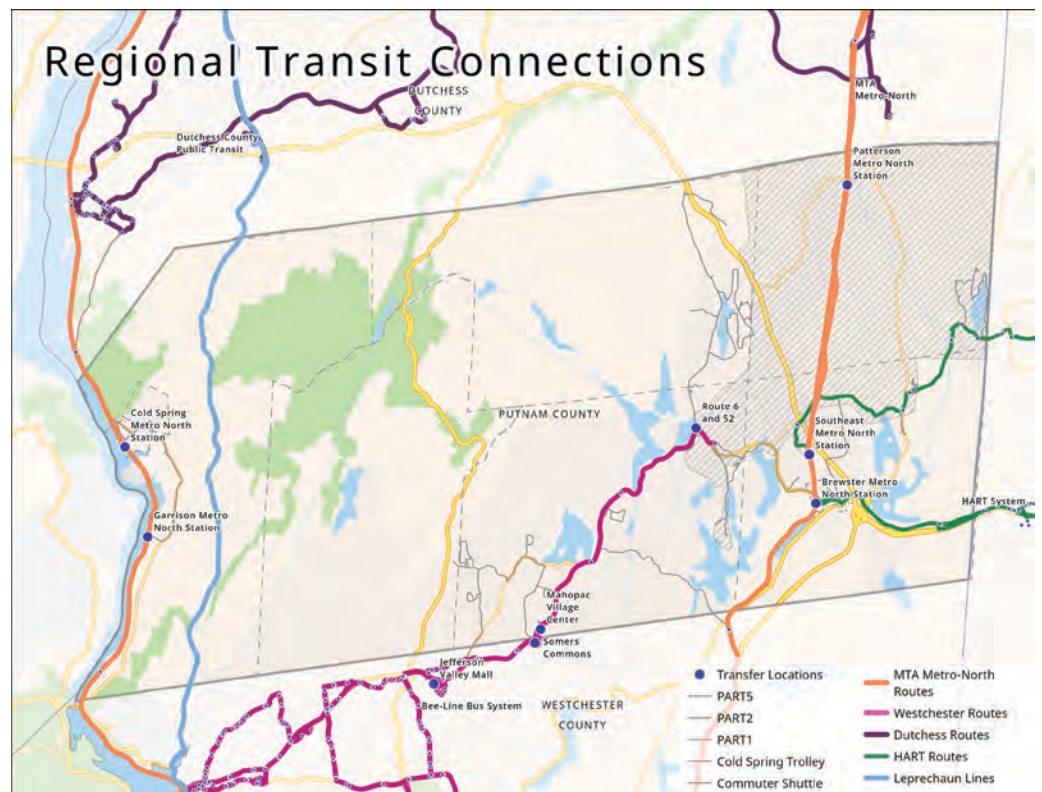
To the east, PART also connects to Housatonic Area Regional Transit (HART) in Danbury, Connecticut. Transfers are available at the Brewster Village Metro-North Station, where riders can connect to HART Route 3 (Mill Plain Road – Brewster) as well as the Danbury-Brewster Shuttle. In addition, the New Fairfield-Southeast Shuttle provides another cross-state connection at the Southeast Metro-North Station, which can be accessed through the Putnam On-Demand microtransit service.

Additionally, PART connects to Leprechaun Lines out of White Plains. This runs along

Route 9 and makes stops in Phillipstown.

In addition to these existing connections, there are opportunities to strengthen regional mobility through expanded coordination with nearby transit providers. Dutchess County Public Transit operates fixed-route services immediately north of Putnam County, particularly serving communities such as Pawling and Poughkeepsie. While there is currently no direct transfer connection between PART and Dutchess County Transit, the proximity of the two systems near the northern boundary of the county suggests potential opportunities for future coordination that could expand regional travel options for residents.

Figure 7: Regional Transit Connections Map



PART Weekday Ridership

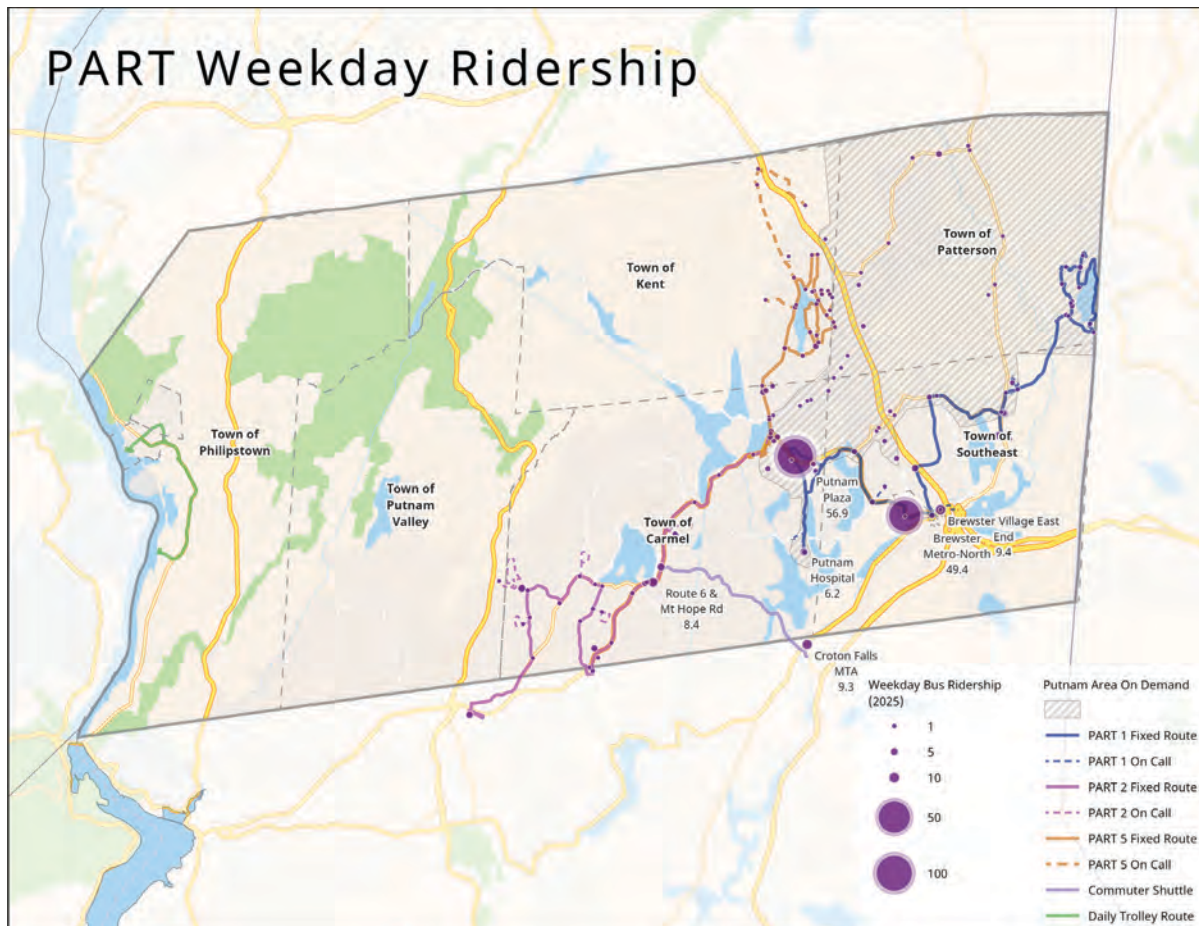
To better understand how the PART system is used, average weekday ridership was analyzed at the APC stop level across the network. The map displays average daily boardings for the period of January 1 through December 31, 2025, illustrating where riders most frequently access transit service. Examining ridership by stop helps identify key destinations, transfer locations, and areas where transit demand is strongest. All fixed routes except the trolley were considered in this analysis.

Top 5 Stops by Ridership (Weekday):

1. Putnam Plaza – 56.9
2. Brewster Village MTA – 49.4
3. Brewster Village East End – 9.4
4. Croton Falls MTA – 9.3
5. Route 6 & Mt. Hope Road – 8.4

Ridership is highest at Putnam Plaza, reflecting its role as a major activity center in Carmel and a central location for bus transfers and nearby destinations. The second-highest ridership occurs at the Brewster Village Metro-North Station, where riders connect between local bus service (HART in Connecticut) and regional rail. Other high-ridership locations, including Croton Falls Metro-North Station and stops along Route 6, highlight areas where transit access supports connections to regional transportation or serves key residential and commercial corridors. Together, these patterns indicate that ridership is closely tied to locations where transit provides convenient access to regional travel options and major local destinations.

Figure 8: PART Weekday Ridership Map



PART Saturday Ridership

Average Saturday ridership was also analyzed to understand how travel patterns differ on weekends. While the overall distribution of ridership generally follows a similar geographic pattern to weekday travel, total ridership levels are noticeably lower. This reflects the reduced number of work and school trips that typically drive weekday transit demand.

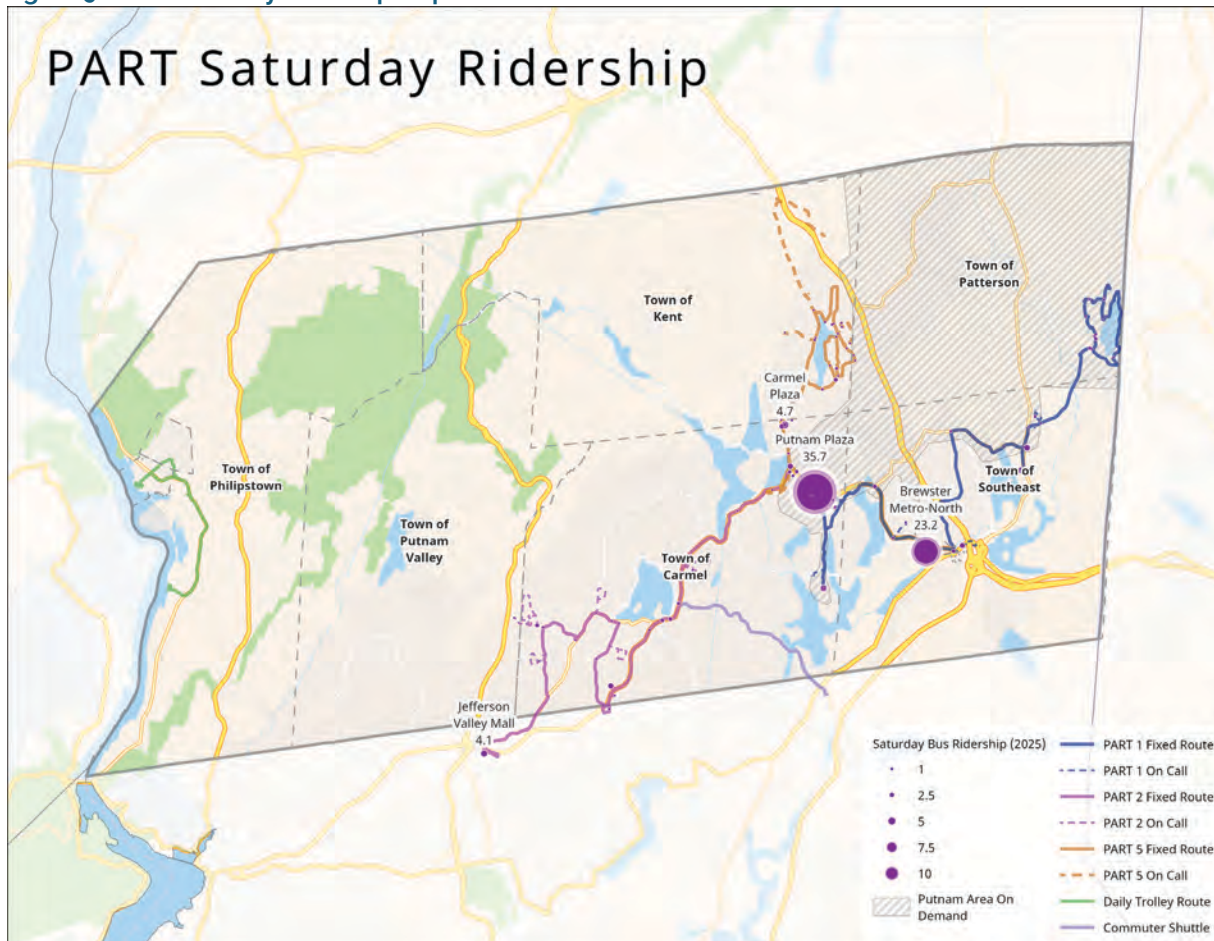
Top 5 Stops by Ridership (Saturday):

1. Putnam Plaza – 35.7
2. Brewster Village MTA – 23.2
3. Carmel Plaza – 4.2
4. Jefferson Valley Mall – 4.1
5. O/C Putnam Hospital – 3.9

Weekend ridership patterns also show a shift in trip purpose. On Saturdays, stops located near retail and shopping destinations tend to rank higher in ridership, indicating that many riders are using the system to access stores, services, and other local errands. In contrast, stops associated with commuter travel—such as those serving regional rail connections—tend to generate less ridership on weekends. These patterns suggest that weekend transit demand in Putnam County is driven more by shopping and personal trips rather than commuting, highlighting the importance of maintaining service connections to retail centers and other community destinations.

Route profiles for all fixed-routes can be found in the appendix.

Figure 9: PART Saturday Ridership Map



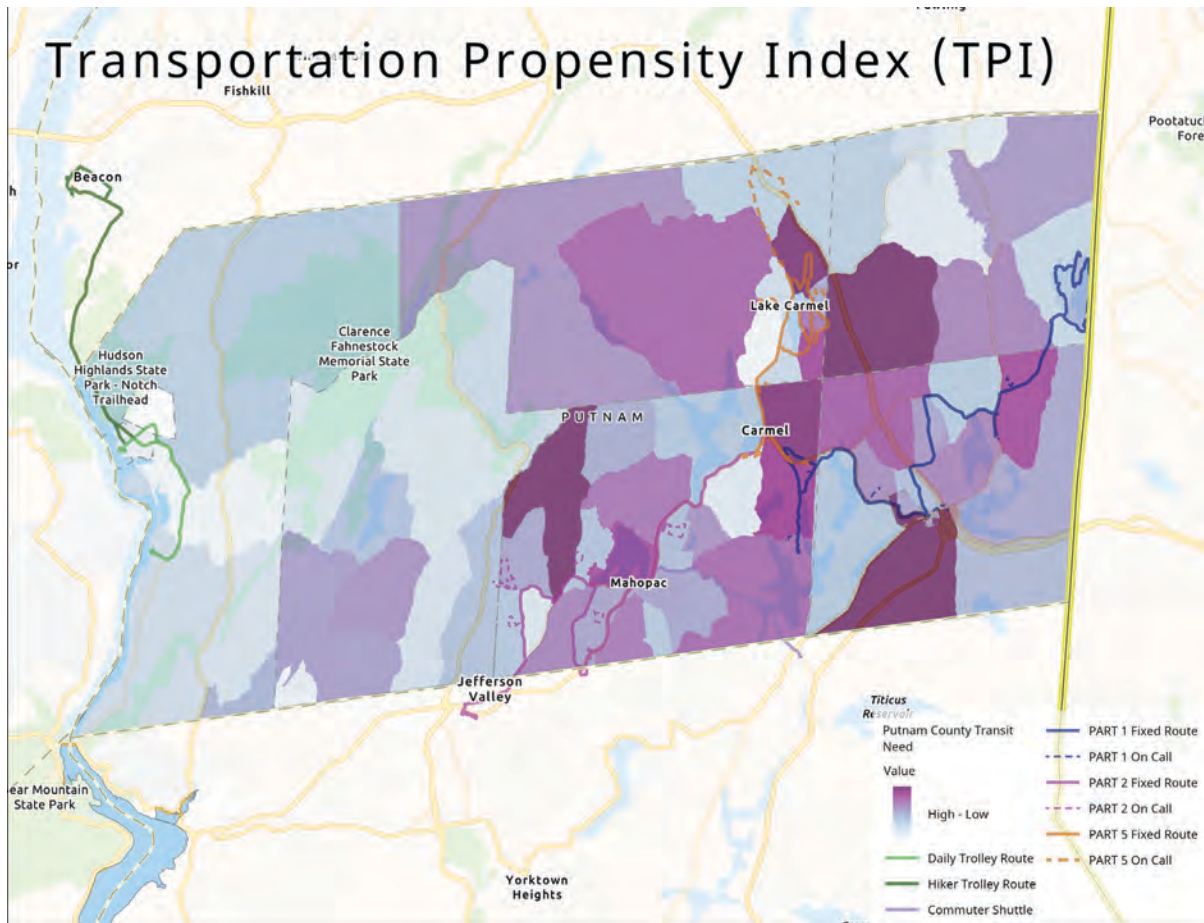
Transit Propensity Index

Transit propensity analysis is a planning tool used to estimate where transit service is most likely to be used based on community characteristics. Rather than measuring existing ridership alone, it evaluates the potential demand for transit by analyzing demographic and transportation-related data such as population density, employment levels, household income, and vehicle ownership. Areas with higher concentrations of households without access to a car, lower incomes, or higher population densities are generally more likely to rely on transit.

The Transit Propensity Index (TPI) shown on the map was developed for Putnam County to map and compare areas where transit service may have the greatest potential demand and identify locations where existing services may be strengthened or where new mobility options could better serve residents. The TPI was prepared using a standardized methodology based on national research, including *TCRP Report 28: Transit Markets of the Future*, to combine several demographic indicators that were then normalized and weighted to reflect their relative influence on transit use.

The Transit Propensity Index results for Putnam County indicate that the highest potential demand for transit is concentrated in the eastern portion of the county, particularly in and around the communities of Carmel, Brewster, and Southeast where population density, employment, and regional travel connections are greatest. This pattern generally aligns with the current PART fixed-route network, which focuses service in these areas. The analysis also highlights emerging opportunities in West Mahopac, where demographic characteristics suggest additional transit demand that may not be fully served by the existing network.

Figure 10: Transit Propensity Index (TPI)



Existing Microtransit Services

Service Summary

Putnam On-Demand is a microtransit service operated by Via that provides shared rides based on passenger requests. Beginning in May 2025 as a pilot program, this service aimed to provide more direct and flexible service, as well as ADA-trained drivers and equipped vehicles. This service replaced the former PART 3 route and provides better, targeted service for those riders.

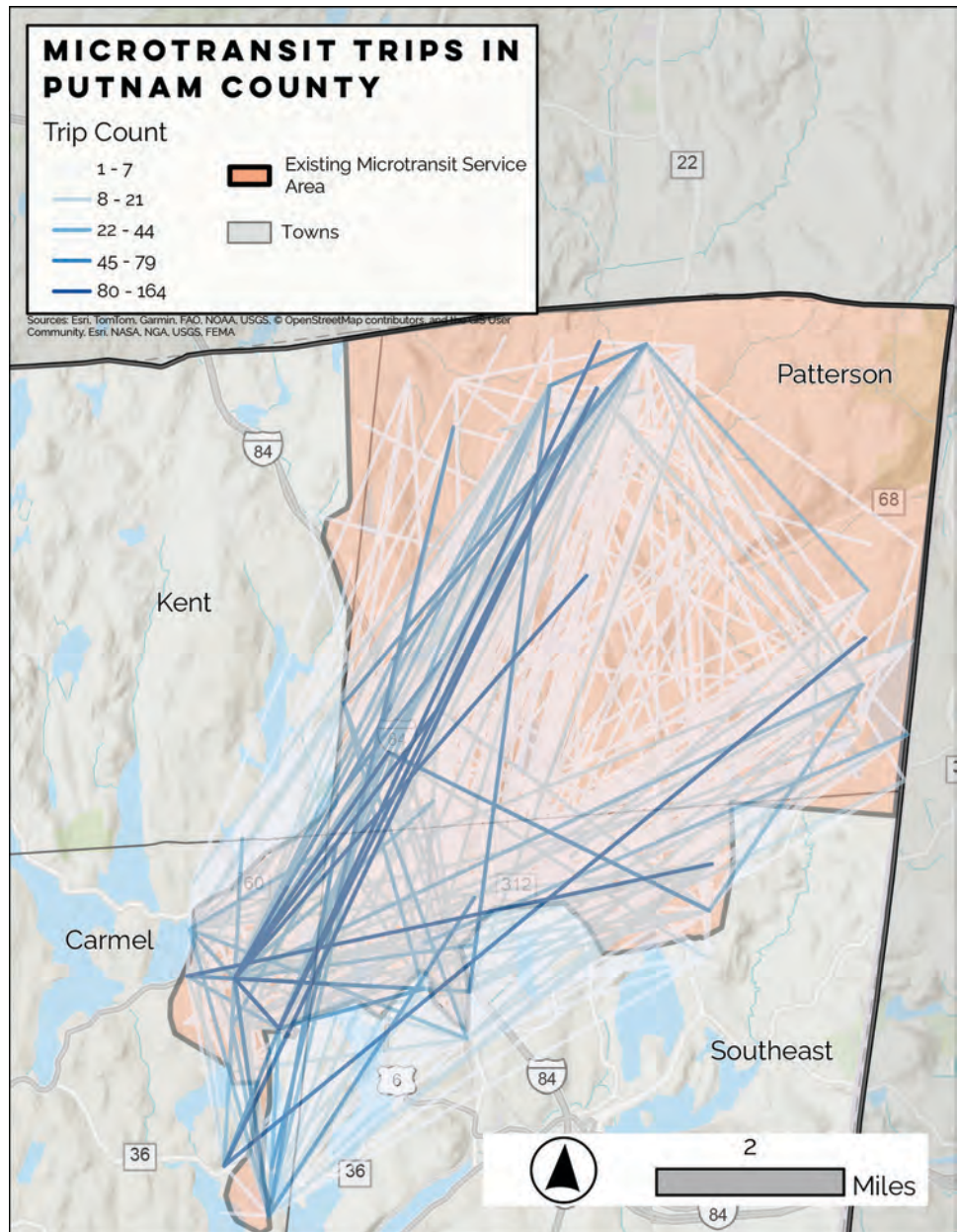
Riders can book their ride using the Putnam On-Demand app or by calling the number listed on their site. Riders can also pre-book their ride the day before. The vehicle will pick up and drop off riders anywhere within the microtransit zone. More details on the service are provided in Table 2.

In the second half of 2025, there were over 8,600 trips of on-demand service, and the average wait time was 14 minutes. It has proven to be successful, with low wait times, and the ability to reach further parts of the County. Of all trips requested in 2025, 75% were completed, with the uncompleted mostly attributed to booking errors, locations not in the service area, and a seat being unavailable.

Table 2: Microtransit Service Summary

Category	Details
Timing	Monday – Friday: 8:00 a.m. to 6:00 p.m. Saturday: 9:00 a.m. to 3:00 p.m. Sunday and Major Holidays: No PART service.
Cost	\$2.50 one-way \$1.25 one-way for seniors, students, and ADA riders \$0.75 per full-fare transfer \$0.25 per half-fare transfer ViaPass subscriptions are \$75 per month, and offer unlimited rides (and transfers to the bus) for 30 days
Scheduling	Putnam On-Demand app or by phone

Figure 11: On-Demand Trip Flow Map



On-Demand ridership origins and destinations are similar to PART fixed-route, with most trips starting and ending at Putnam Plaza. There is also a high concentration of trips where destinations exist, such as near Putnam Hospital and the Southeast Metro North station. While the maps of origins and destinations look almost identical, there is a slightly higher number of pick-ups in the northern end of the Fair Street corridor area, and slightly higher number of drop-offs near Putnam Plaza and the Metro North Station, indicating the service is getting riders from residential areas to generators.

The On-Demand route profile can be found in the appendix.

Figure 12: On-Demand Trips by Hour Chart

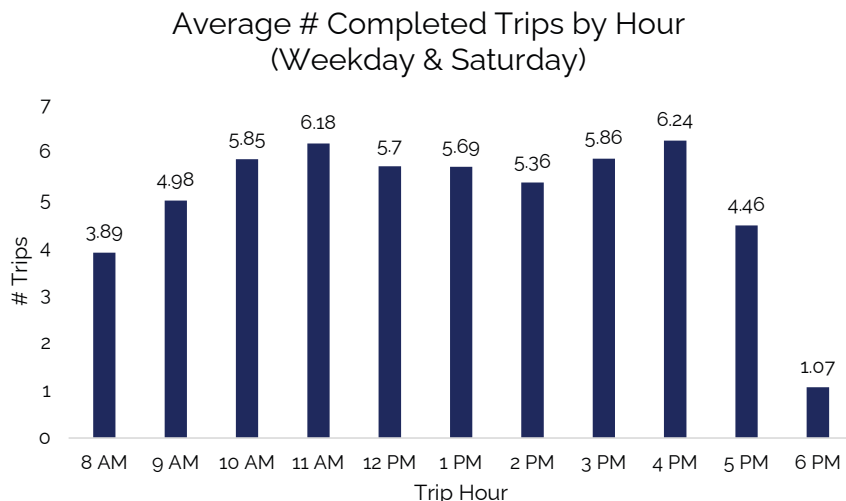
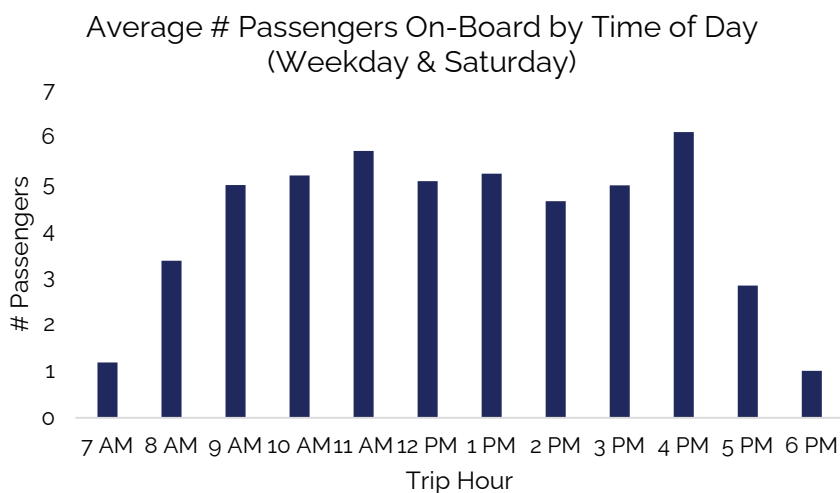


Figure 13: On-Demand # Passengers by Hour Chart



Existing Paratransit Services

Service Summary

Putnam Area Rapid Transit (PART) Paratransit is an origin-to-destination transportation service for residents unable to use the regular public transportation system due to physical or mental disability. More details on the service are provided in Table 3.

The current PART system, including the Cold Spring Trolley, the Croton Falls Shuttle, and the current ADA service area boundary, is shown in Figure 14.

Table 3: Paratransit Service Summary

Category	Details
Eligibility	People within $\frac{3}{4}$ mile of a PART fixed-route and have a destination that is within the $\frac{3}{4}$ mile buffer. Service is provided after a certification process, including a medical doctor's certification affirming that an individual is unable to use the regular PART system.
Timing	Paratransit operates on the same days and at the same times as the PART fixed-route transit service.
Cost	One-way paratransit trip costs \$3.25.
Scheduling	Call the day before the desired service between 9 a.m. and 5 p.m. If the previous day is a Sunday or a holiday, the call can be made on Saturday or the day before the holiday.

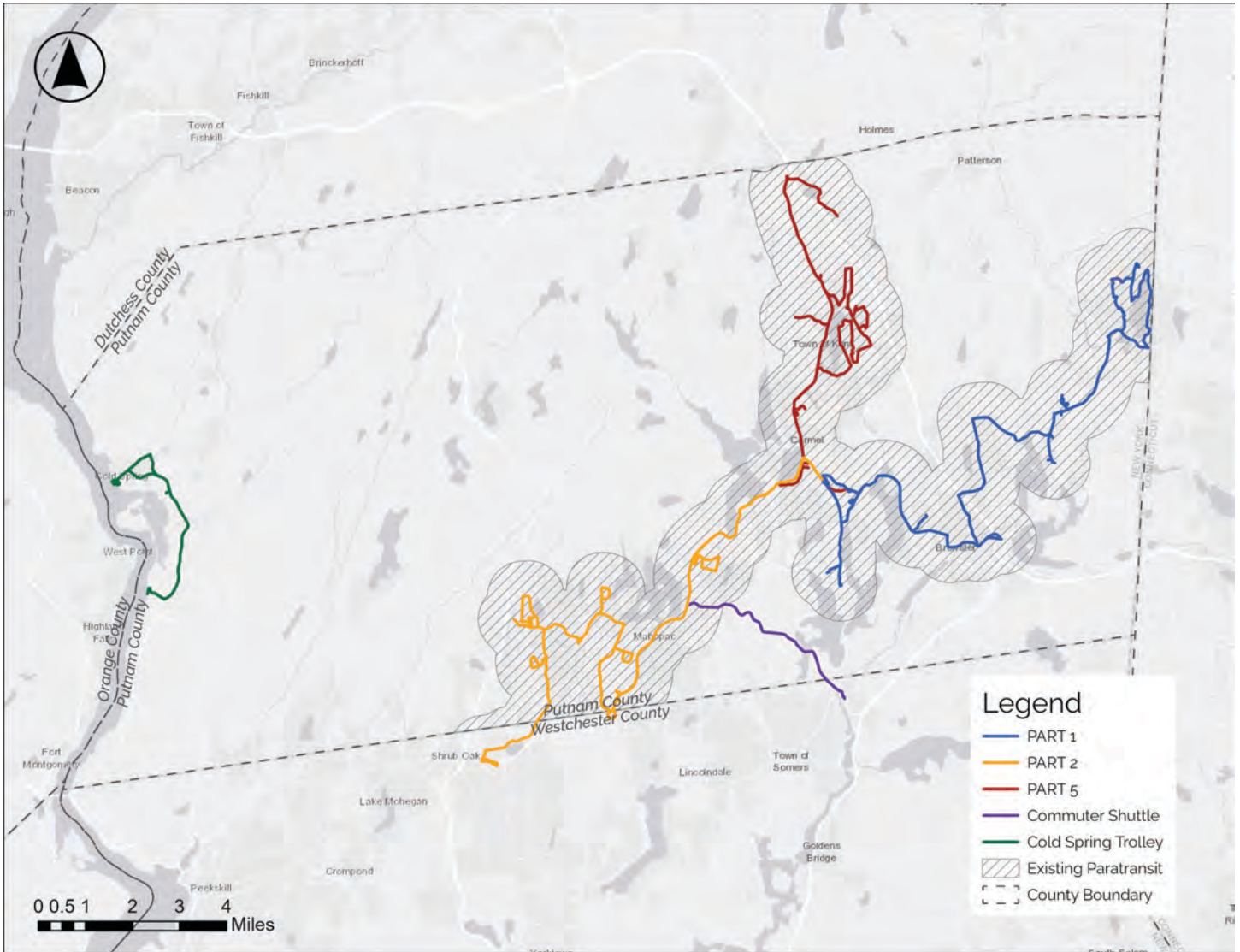


Figure 14: Existing PART ADA Service Map

Service Characteristics

In 2025, PART Paratransit had operating expenses of about \$360,000, providing roughly 11,400 trips totaling 138,500 miles. The cost per passenger was just under \$32, with the cost per mile slightly over \$12. Ridership has increased since the pandemic, showing about 25% growth from 2021, even though there was a small decline from 2024 to 2025. Nonetheless, ridership is still below pre-pandemic levels, when yearly totals were around 15,000 passengers.

Figure 15: Annual Paratransit Ridership



Figure 16: Annual Paratransit Passenger Mileage

**Passenger Mileage:**

The trend in miles traveled has also steadily increased since the pandemic but remains below pre-pandemic levels, which saw over 170,000 miles traveled. Notably, while ridership dropped by around 300 passengers from 2024, the mileage increased by 7,000, likely indicating that passengers took longer trips in 2025.

Figure 17: Annual Paratransit Operating Expenses

**Operating Expenses:**

Operating expenses increased significantly after the pandemic due to the return of passengers but have stabilized since 2022 at around \$360,000. This is still below pre-pandemic levels when operating expenses were about \$400,000.

Figure 18: Paratransit Cost per Passenger

**Operating Costs:**

Operating costs per passenger have decreased slightly since the pandemic but still remain higher than pre-pandemic levels when costs per passenger were around \$26. There was an increase in costs per passenger from 2024 to 2025 of over \$2, likely linked to the rise in miles traveled.

Existing Demand and Usage

While there were a total of 11,415 passenger trips in 2025, there were only 1,094 unique origin and destination links, indicating that many trips followed the same routes. The figure below displays all unique origin and destination links from 2025, overlaid with the current ADA service boundary. Data for all drop-offs were grouped into ½ mile grid cells to provide a clearer view of where riders traveled. The darker squares, which indicate more drop-offs, reveal that the Carmel area had the highest number of riders, with additional concentrations near the boundaries of the ADA service area in the southwest and east.

By analyzing the number of trips per link and the specific drop-off locations recorded in 2025, insights can be gained about the most popular destinations, highlighting the key locations that ADA populations aim to access. Based on the displayed results, the main purpose of these trips are primarily for medical, shopping, or employment needs.

Top Destinations for Paratransit:

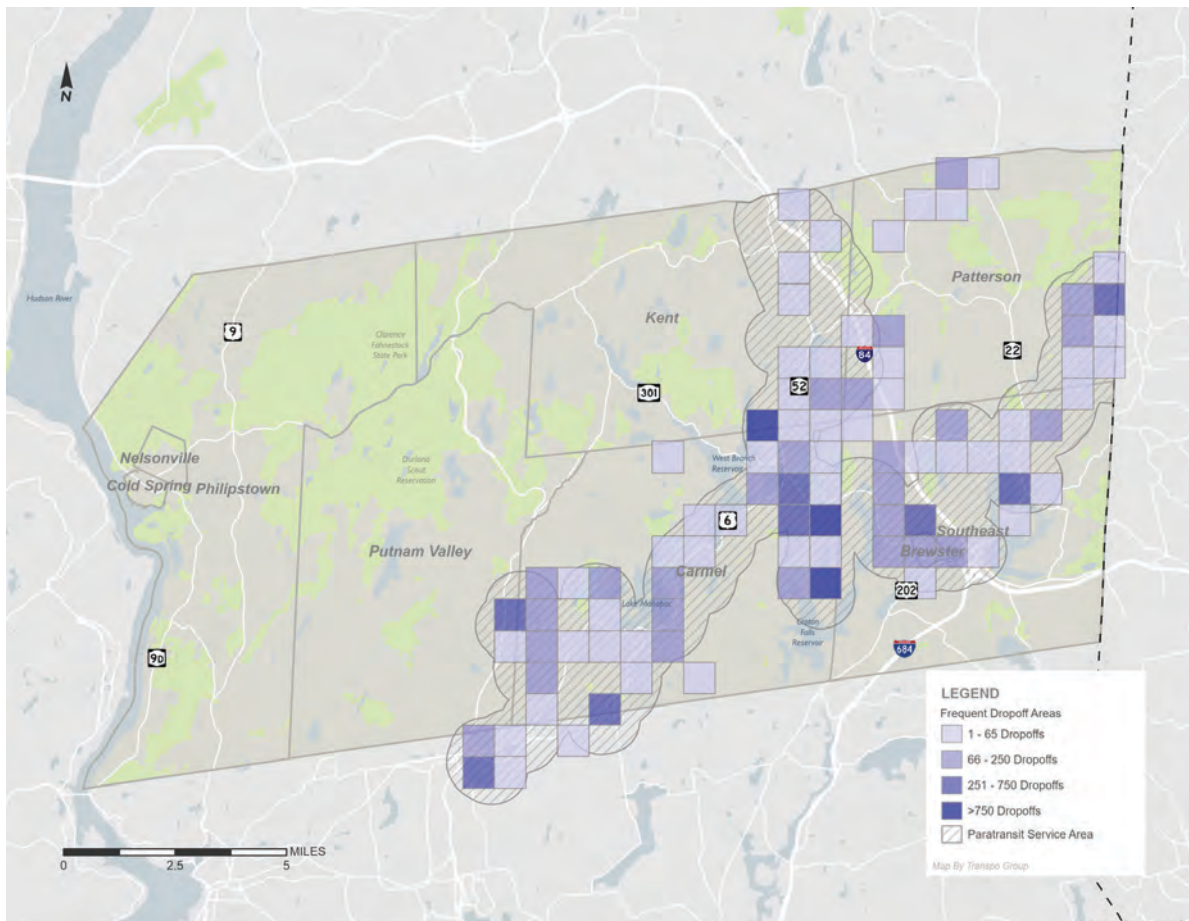
Putnam Hospital and adjacent medical uses¹ – Accounting for about 14% (1,567) of all ADA trip drop-offs. This includes the medical facilities around the hospital as well.

Carmel ShopRite Plaza – Accounting for about 7% (761) of all ADA trip drop-offs

Lakeview Plaza – Accounting for about 5% (607) of all ADA trip drop-offs

Jefferson Valley Mall – Accounting for about 4% (492) of all ADA trip drop-offs

Figure 19: Paratransit Drop-Off Locations Summarized by 1/2 Mile Grids



¹ Based on O-D pairs aggregated to a 1/2 mile grid

Existing Market and Gap Analysis

To understand the current ADA market context and identify potential gaps, it is essential to analyze the current demographics. Data was gathered from the American Community Survey

5-year estimates (2020–2024) to determine the number of seniors and individuals/ households with disabilities, as well as their locations within Putnam County. The table below provides an estimate of the ADA populations both within the existing ADA service area and across Putnam

County as a whole. The current ADA service area extends into Westchester County as closed-door service to/ from the Jefferson Valley Mall, but does not presently serve Dutchess County or Connecticut, even though the ¾ mile buffer would reach into both locations.

Table 4: Paratransit Service Area Demographics

	Total Population	Total Households	Total ADA Population	Population 65 and over	Disabled Population	Households with at least 1 Disabled Person
Putnam County	98,107	35,545	28,777 (29%)	18,910 (19%)	9,867 (10%)	8,050 (23%)
Current ADA Service Area*1	~ 70,000	~ 26,000	~ 21,000 (30%)**	~ 13,500 (20%)	~ 7,400 (11%)**	~ 6,200 (24%)

*ADA service area metrics are calculated by counting all Census Block Groups that intersect with the service area, not just those fully within the boundary (likely inflates the actual numbers). Excludes Westchester County.

**Disabled population data is not available at the ADA service area level. The disabled population and total ADA population for the current service area are based on the ratio of Putnam County data, comparing the disabled population to households with at least one disabled person.

Overlaying the current ADA service area boundary on the senior and disabled household populations reveals that some areas in the western part of the county have relatively high concentrations of ADA populations but lack access to paratransit services. However, the current service area does encompass the most significant population centers and provides access to many important destinations clearly in need.

The percentage of households with one or more persons with a disability is shown in the figure below. There is no clear pattern to where this group is concentrated within the county, with percentages fluctuating across different areas. The Carmel area has a slightly higher proportion of households with a disability compared to other parts of the county, such as the northeast region.

The other key ADA demographic are seniors (population 65 and older). The percentage of seniors throughout Putnam County is shown in the figure below. Similar to the percentage of households with a disability, there is no clear pattern to where seniors live, as there are significant clusters throughout the southern part of the county.

Figure 20: % Households with a Disability Map

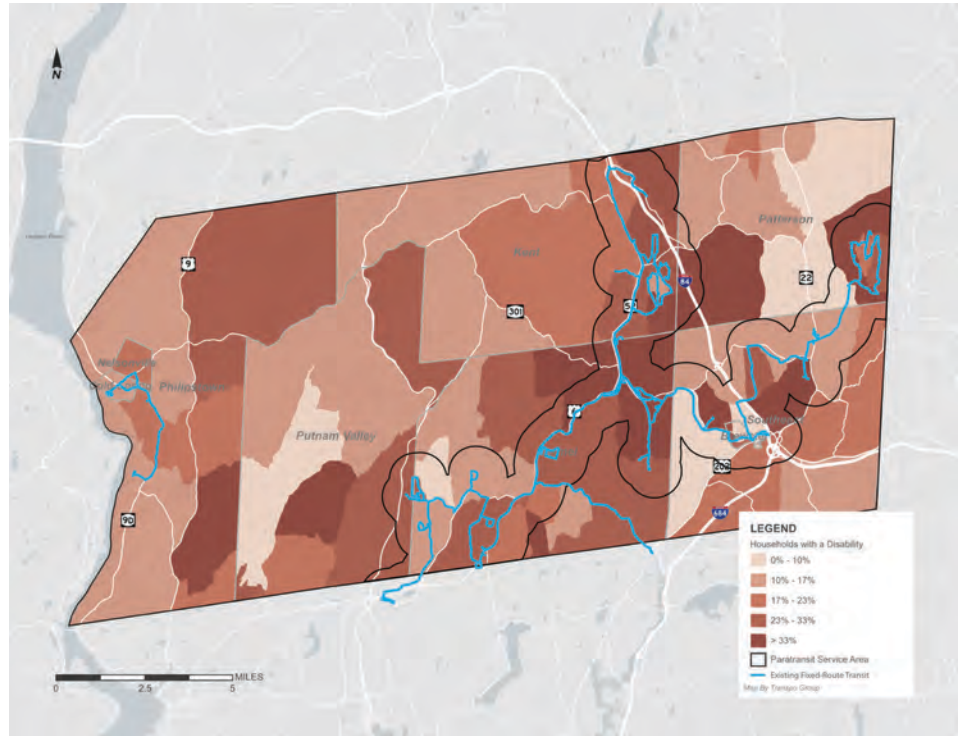
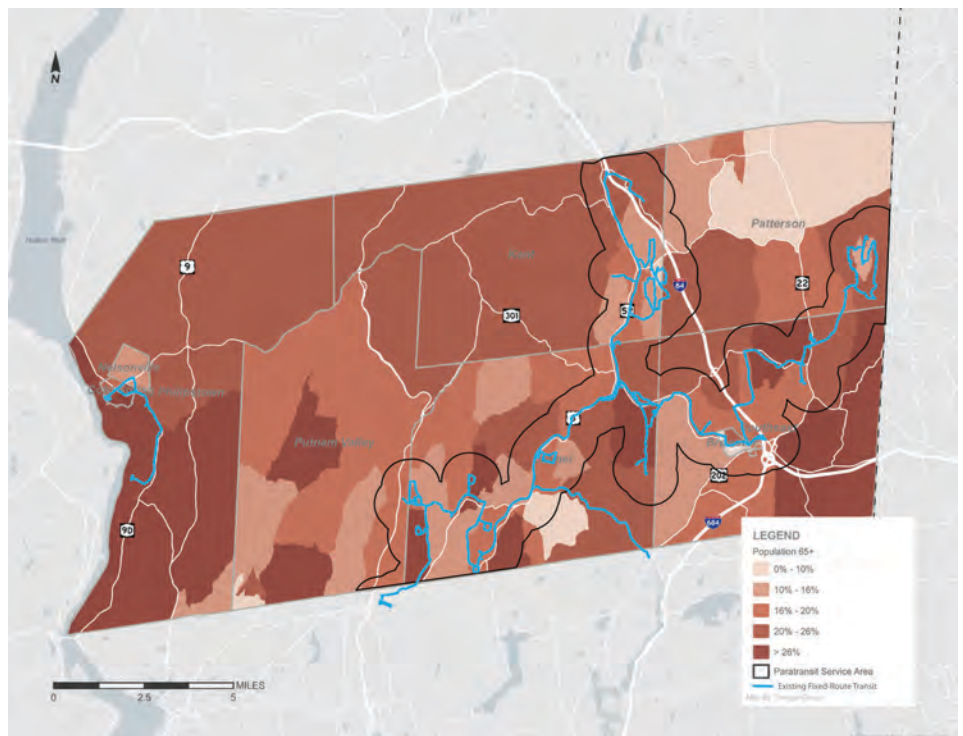


Figure 21: % Seniors (65+) Map



Fleet & Facility

Putnam County maintains a diversified fleet of public transit vehicles including: 10 transit cutaways, 3 trolleys and 11 paratransit vehicles. These buses are procured and maintained by the County, while MV Transportation and Via are contracted for turnkey operations. All transit operations, planning, and customer service occur at the County building located at 841 Fair Street in Carmel. Riders are able to purchase tickets or passes for all services offered by PART during The Department of Planning, Development and Public Transportation's office hours, which are Monday through Friday from 9:00AM to 5:00 PM, with summer hours of 8:00 AM to 4:00PM.

MV operates within the County building at 841 Fair Street from the hours of Monday through Friday from 4:50 AM to 8:00 PM and Saturday 8:00 AM to 6:00 PM. There is no service on Sundays or major holidays.

PART operates a predominantly flag-stop system, meaning riders may board or alight at safe locations along a route rather than relying solely on fixed, fully developed bus stops. As a result, transit infrastructure across the system is intentionally limited and concentrated primarily at key destinations and higher-activity locations. While the County maintains a set of designated stops, these function more as reference points within a flexible system rather than fully built-out passenger facilities typical of urban transit networks.

A total of 209 designated stops were inventoried as part of this study, and the availability of infrastructure at each location is summarized in Table 5.

The inventory results confirm that most designated stops have minimal or no physical infrastructure, which is consistent with the County's flag-stop operating model.

Basic wayfinding elements such as signs and poles are present at fewer than 10 percent of stops, and passenger amenities such as shelters, benches, and schedule information are provided at only a small number of locations. Lighting and trash receptacles are nearly absent systemwide. Even at a fundamental level, fewer than one-quarter of stops have sidewalk access, and only a very limited number include ADA-compliant boarding pads.

These findings suggest that while the current stop infrastructure aligns with the flexible nature of PART's service, there are opportunities to improve passenger experience and system legibility at key locations. In particular, the lack of signage and defined boarding areas may make the system difficult for new or infrequent riders to navigate, and the absence of basic amenities can result in inconsistent and, at times, uncomfortable waiting conditions.

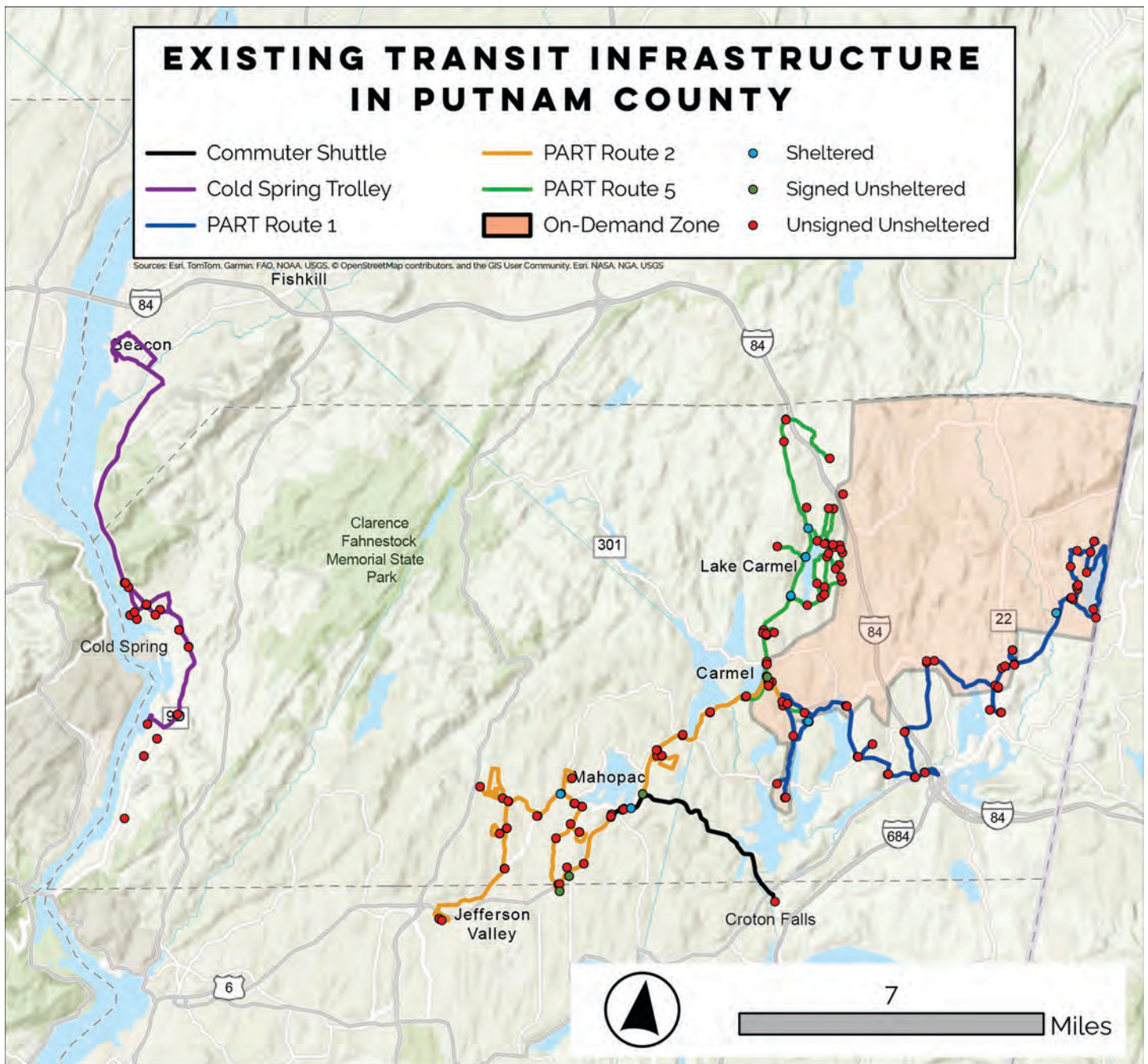
Figure 22: PART Fleet



Table 5: Existing Infrastructure Summary

Category	Yes	No	Unknown
Sign	4	181	16
Pole	4	181	16
Schedule	0	185	16
Light	1	183	17
Bench	11	174	16
Shelter	6	187	16
Trash	2	181	16
Sidewalk	40	155	6
ADA Pad	2	192	7

Figure 22 A: Existing Transit Infrastructure Map



CHAPTER 3

PUBLIC ENGAGEMENT

Community Survey

A public input survey was conducted from February 26th to April 30th, 2026, to capture rider and non-rider feedback on Putnam Area Rapid Transit (PART). The survey asked respondents about their travel patterns, experience with existing transit service, barriers to using transit, desired service improvements, and basic demographic characteristics. A total of 164 responses were received.

The survey was made available online and in paper format to help reach a broad range of County residents and transit users. The online survey was promoted through a flyer with a web link and QR code and posted on the County transportation website. Paper copies were also available at 841 Fair Street in Carmel and on-board PART buses. Survey results are presented below. It should be noted that all graphs show the number of responses unless otherwise noted.

Survey Themes

While the comments varied in specificity, several consistent themes emerged and largely reinforced the quantitative findings:

Service in Western Putnam and Underserved Areas. The most prominent theme across the comments was the lack of service in western Putnam County, particularly Philipstown, Cold Spring, Garrison, and Putnam Valley. Multiple respondents described the Cold Spring Trolley as a tourism amenity rather than practical transportation. Residents of these communities described being unable to reach shopping, medical appointments, or Metro North connections without a private vehicle. Several comments specifically called for east-west routes connecting the western and eastern sides of the county.

Microtransit, Paratransit, and Curb-to-Curb Service. Respondents repeatedly asked for on-demand, paratransit, or curb-to-curb options for seniors, people with disabilities, and non-drivers. Several comments described frustration with the geographic limits of existing on-demand zones (notably the lack of service in Mahopac and Putnam Valley) and the paratransit eligibility requirement that service only operates within $\frac{3}{4}$ of a mile of a fixed-route stop. Caregivers described the burden of providing transportation for family members who cannot drive.

Aging in Place and Disability Access. Several respondents expressed concern about what will happen when they or their family members can no longer drive. Comments described

fears of relocating from the county, neighbors who lost access to medical care, and adults with disabilities who have no practical transit option. This theme connects directly to the older age profile of the survey respondents and the high share who reported transportation as a significant problem.

Customer Information and Technology. Many comments pointed to a need for better information, signage, scheduling tools, and app-based trip planning or payment. Respondents described bus stops with minimal signage, schedules that are difficult to find, and the lack of tap-to-pay or real-time arrival information. Respondents suggested that higher awareness of existing services would increase ridership without requiring new routes or vehicles.

Service Hours and Reliability. Several riders described service hours that end too early for return trips, particularly on PART 1. Others noted occasions when buses did not stop or did not arrive. Weekend and evening service expansion was a recurring request, consistent with the finding that service hours received the weakest satisfaction rating.

Stakeholder Interviews

As part of the Putnam Area Transit study, a listing of 21 area agency heads, elected

officials and private individuals were identified by Putnam County Planning Department staff to be interviewed as part of the study's stakeholder outreach effort. The goal of the interviews was to collect a broader perspective and input on the current effectiveness and potential future needs for public transit/mobility services in Putnam County.

A total of 16 telephone interviews were conducted, involving more than 19 individuals over the period from March 30 through April 8, 2026. Many common themes came up in the interviews. A summary of the key take-aways include:

1. The value and need for public transit services in Putnam County was broadly recognized. Very few critical comments were made.
2. It's recognized that the County presents special transportation challenges due to its largely suburban/rural nature.
3. PART's new On-Demand service was viewed positively with general interest expressed in seeing it expanded.
4. The lack of transit service in western portions of the County was mentioned repeatedly as a need. Primary connection points mentioned for such a service were to/from the Carmel area and to/from points in Dutchess and Westchester Counties for shopping and employment purposes.
5. MV Transportation staff offered some specific routing change suggestions, to be detailed separately in writing.
6. Most of the agencies contacted had limited direct contact or relationship with PART services. Most of the service-related comments were relayed impressions from clients and constituents.

The full survey results and stakeholder interview notes can be found in the appendix.

CHAPTER 4

FIXED-ROUTE ANALYSIS

Fixed-Route Analysis

This section covers the proposed changes to PART fixed-route service. Each recommendation includes a map of the proposed service, an overall description, rationale for the service (whether new or an adjustment to an existing route) as well as key operating statistics.

For the fixed-route recommendations, the project team calculated the following operating statistics:

Preliminary Runtime: the estimated time required to travel to all scheduled stops, based on speeds observed on the existing network.

On-Call Allowance: the on-call allowance is how much extra runtime is padded into the schedule to account for on-call stops during a specific trip. The value ranges between 10 and 15 percent of the preliminary runtime, based on the overall route length and the number of on-call stops.

Final Runtime: the sum of the preliminary runtime and on-call allowance.

Length: the length of each route pattern in miles.

Approximate Weekday/Weekend Span: the proposed spans are generalized to the nearest hour or half-hour. As long as the total length of the span is consistent, the actual start and end-times may be adjusted during final scheduling.

Weekday/Saturday Trips (and Headway): the number of vehicle trips occurring on

each pattern over the course of the day. The headway is the average wait time that customers would experience.

Estimated Annual Revenue

Hours: the total revenue hours anticipated on each route based on the daily revenue hours and the number of vehicles operating.

Estimated Annual Revenue

Miles: the total revenue miles anticipated on each route based on the route length and the number of daily trips. This number is a minimum as on-call deviations will increase revenue miles.

Vehicles at Maximum Service: the number of buses required to provide service at its most frequent period.



Route 1 – Brewster/Carmel

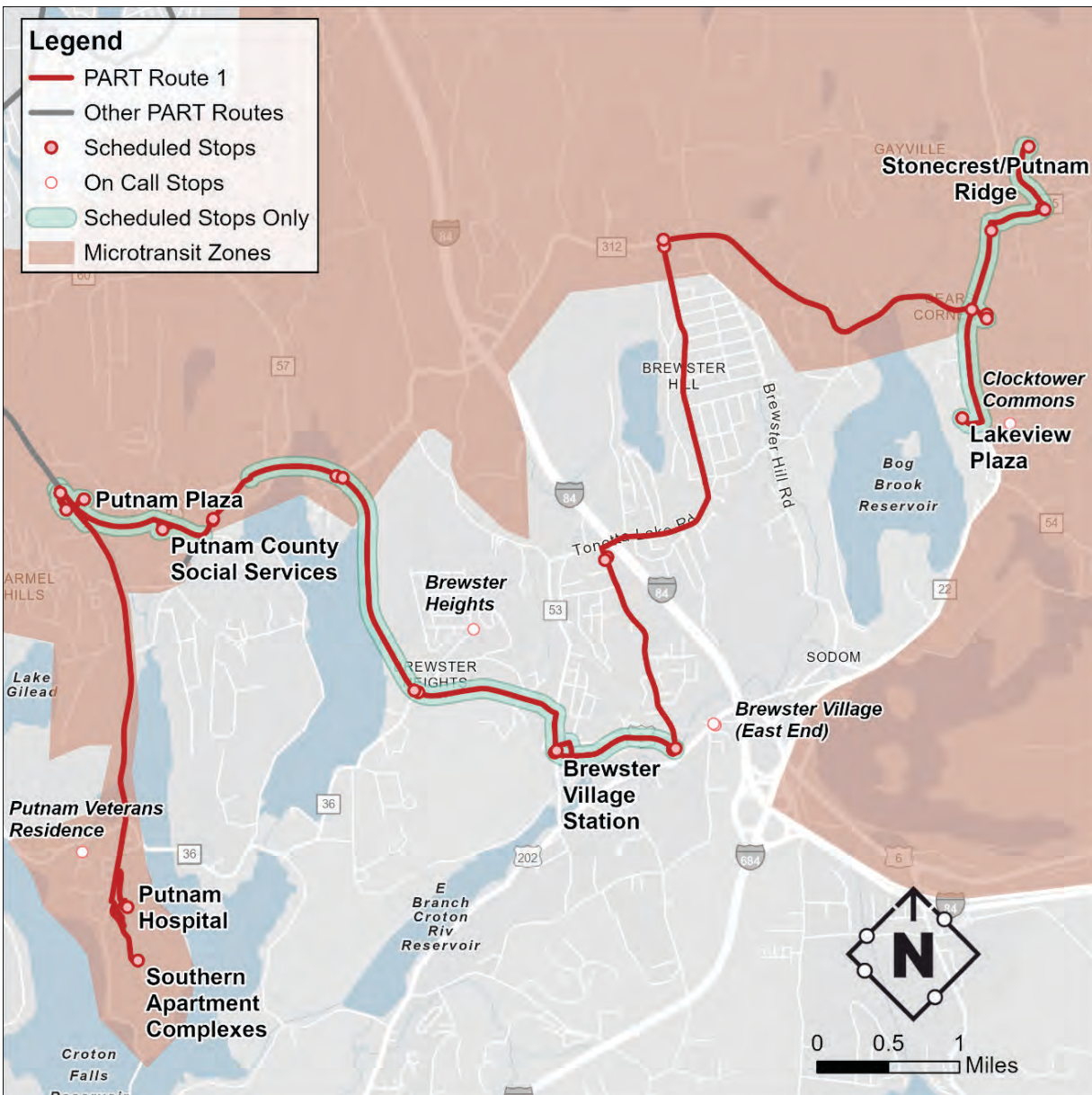
Route Description

Starting at Putnam Plaza, the proposed Route 1 would serve from Putnam Hospital via Stoneleigh Avenue, Route 6, before continuing east on Peaceable Hill Road, N Brewster Road, NY 312, and NY 22. This route is proposed to provide connections between Carmel, Brewster Heights, Brewster and vicinity of Mt. Ebo Road North.

Key destinations served include Putnam Hospital, Putnam Plaza, Carmel Friendship Center, Brewster Station, Putnam Ridge Nursing Home, & Lakeview Plaza. To address safety and reliability concerns, flag stops are limited along the scheduled-stops-only segments shown on the route map; these segments are located in denser areas where

scheduled stops are easily accessible and along highway segments where pedestrian safety is harder to guarantee. **Figure 23** shows the proposed alignment for this route.

Figure 23: Route 1 Map



Rationale

Proposed Route 1 represents a proposed modification to the existing PART 1, which is Putnam County's most productive route. The route was shortened from Putnam Lake as the western terminus to Lakeview Plaza; the portion of the existing route west of Lakeview plaza overlaps with the existing microtransit zone and stop-level ridership is significantly lower compared to the rest of the route. Travel demand analysis from Putnam Lake indicates that 74 percent of trips from Putnam Lake can be served through the northeast microtransit zone.

While Putnam Lake is losing a one-seat ride to Brewster, the travel demand data indicates that only two percent of trips to Brewster originate from this area. The runtime savings from this change allow the route to serve Putnam Hospital consistently in both directions (inbound trips classify Putnam Hospital as an on-call stop) as well as a new residential area immediately south of the hospital. The proposed span largely matches existing PART 1 service so that operational changes (such as driver shifts) are minimal.

Additionally, existing trip-level ridership trends do not support a major change in overall operating span. **Table 6** includes the service characteristics for this proposed route.

Table 6: Route 1 Operating Statistics

	Northbound Putnam Hospital to Lakeview Plaza	Southbound Lakeview Plaza to Putnam Hospital
Preliminary Runtime	37 minutes	39 minutes
On-Call Allowance	8 minutes	8 minutes
Final Runtime	45 minutes	47 minutes
Length	16.1 miles	16.8 miles
Approximate Weekday Span	8:00 a.m. – 7:00 p.m.	6:00 a.m. – 8:00 p.m.
Weekday Trips (and Headway)	14 trips (60 minutes)	14 trips (60 minutes)
Approximate Saturday Span	7:00 a.m. – 5:00 p.m.	8:00 a.m. – 6:00 p.m.
Saturday Trips (and Headway)	10	10
Annual Operating Cost Estimates		
Estimated Annual Revenue Hours	8,188	
Estimated Annual Revenue Miles ¹	134,693	
Vehicles at Maximum Service	2	

Actual annual revenue miles may be greater due to on-call stop deviations

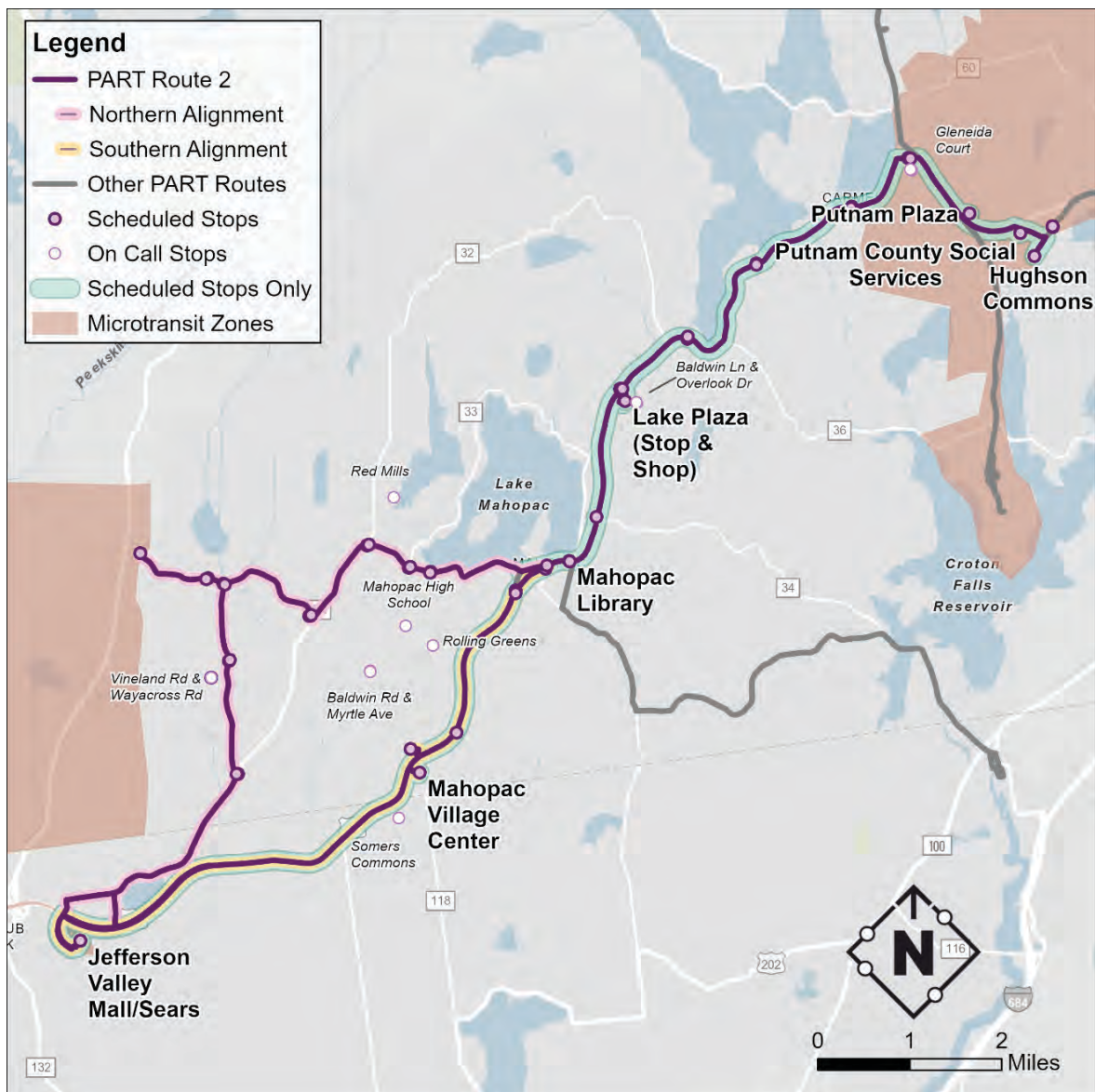
Route 2 – Mahopac/Jefferson

Route Description

Proposed Route 2 recommends service from Jefferson Valley Mall to Hughson Commons via Mahopac and Putnam Plaza. This recommendation has two service patterns: the Northern Alignment will run along Route 6, Brewster Road, and Old Route 6. The Southern Alignment will run along Wood Street, Secor Road, South Lake Boulevard, Route

6, Brewster Road, & Old Route 6. It is noted that these new alignments could alter PARTs complementary paratransit obligation, which is explored further in Chapter 6. This route will provide connections between the West Mahopac, Mahopac Falls, Baldwin Place, Mahopac, and Carmel Hamlet communities. Key destinations served include Jefferson Valley Mall, Somers Commons, Mahopac Village Center, Mahopac Library, Lake Plaza, Putnam Plaza, Carmel Friendship Center & Hughson Commons. To address safety and reliability concerns, flag stops are limited along the scheduled-stops-only segments shown on the route map, which are concentrated through the Mahopac hamlet and the Putnam Plaza/Hughson Commons area where the route enters denser, more congested zones with readily accessible scheduled stops. **Figure 24** shows the proposed alignment for this route.

Figure 24: Route 2 Map



Rationale

The existing service (PART 2) provides critical connections for residents in Mahopac and West Mahopac to commercial opportunities at Jefferson Valley Mall and Putnam Plaza, but it takes a circuitous route to provide the necessary coverage. This recommendation creates a branching pattern to provide similar coverage in West Mahopac while also providing a more direct ride. The northern alignment

will operate on a two hour headway all day, while the southern alignment will operate on a two hour headway during the peak period only, meaning that the shared trunk between Mahopac and Hughson Commons will now see hourly service during the peak period, cutting wait times for riders along this section in half. Riders will also see an improvement by having more direct connections to key destinations like Putnam

Plaza and Jefferson Valley Mall, as well as increased service between Mahopac and Putnam Plaza. The reduced runtime allows the route to be extended past Putnam Plaza to Putnam Hospital as well, eliminating the need for a transfer. The proposed span largely matches existing PART 2 service so that operational changes (such as driver shifts) are minimal. Additionally, existing trip-level ridership trends do not support a major change in overall operating span. **Table 7** includes the service characteristics for this proposed route.

Table 7: Route 2 Operating Statistics

	Northbound		Southbound	
	Jefferson Valley Mall to Putnam Hospital		Putnam Hospital to Jefferson Valley Mall	
	Northern Alignment	Southern Alignment	Northern Alignment	Southern Alignment
Preliminary Runtime	37 minutes	38 minutes	45 minutes	44 minutes
On-Call Allowance	8 minutes	8 minutes	9 minutes	9 minutes
Final Runtime	45 minutes	46 minutes	54 minutes	53 minutes
Length	15.6 miles	15.9 miles	18.9 miles	18.4 miles
Approximate Weekday Span	8:00 a.m. – 9:00 p.m.	7:00 a.m. – 10:00 a.m.; 5:00 p.m. – 8:00 p.m.	7:00 a.m. – 8:00 p.m.	6:00 a.m. – 9:00 a.m.; 4:00 p.m. – 7:00 p.m.
Weekday Trips (and Headway)	7 (120 minutes)	4 (120 minutes)	7 (120 minutes)	4 (120 minutes)
Approximate Saturday Span	9:00 a.m. – 6:00 p.m.	No Service	8:00 a.m. – 5:00 p.m.	No Service
Saturday Trips (and Headway)	5 (120 minutes)	No Service	5 (120 minutes)	No Service
ANNUAL OPERATING COST ESTIMATES				
Estimated Annual Revenue Hours	6,142			
Estimated Annual Revenue Miles ¹	108,609			
Vehicles at Maximum Service	2			

Actual annual revenue miles may be greater due to on-call stop deviations

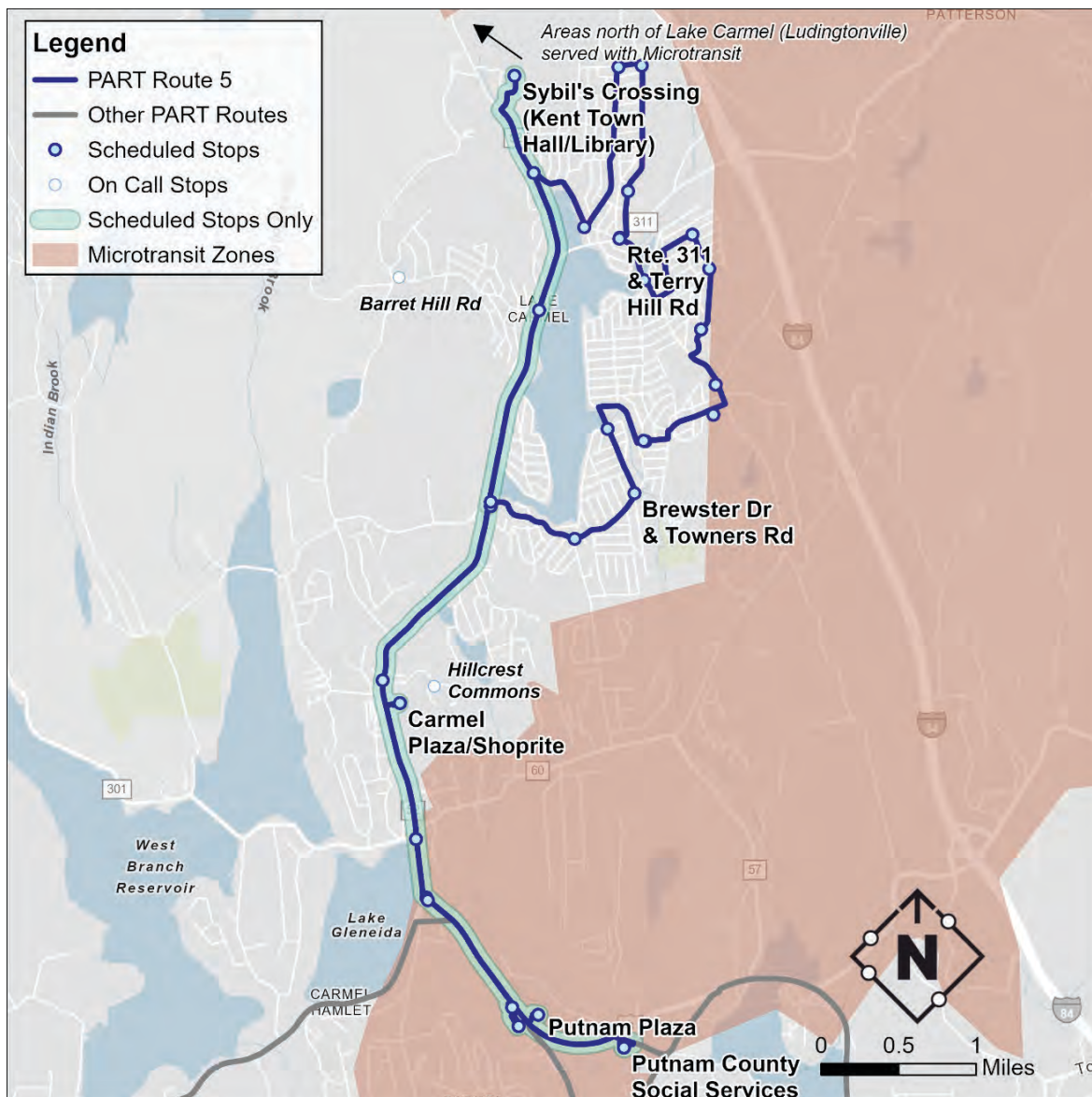
Route 5 – Lake Carmel

Route Description

Proposed changes to existing Route 5 recommends service from Putnam County Social Services to Lake Carmel in a one-way loop. Northbound service will stay along NY 52 on the western side of the lake towards Kent Town Hall. On the southbound trip, it will serve the eastern side of the lake on roads including Putnam Drive, Longfellow Drive, Terry Hill Road, and Towners Road. This route provides key

connections between Carmel and Lake Carmel. Key destinations served include Putnam County Social Service, Putnam Plaza, Carmel Plaza, and the Lake Carmel community. To address safety and reliability concerns, flag stops are limited along the scheduled stops only segments shown on the route map, which run through the NY 52 corridor and the denser Carmel and Lake Carmel areas where scheduled stops are readily accessible and pedestrian safety along the higher-speed segments is harder to guarantee. **Figure 25** shows the proposed alignment for this route.

Figure 25: Route 5 Map



Rationale

Route 5 recommendations modify the existing PART 5 to continue to serve Lake Carmel while simplifying the route alignment. The complex alignment and high number of on-call stops decreased route legibility and increased operational complexity (requiring a higher number of special alignments and patterns). At the same time, lower wait times within the existing microtransit zone indicated that it could be expanded to serve more areas. To simplify the service and better utilize existing

microtransit resources, on-call stops north of Kent Lakes along the existing PART 5 will now be served by the expanded microtransit zone. This allows Route 5 to be shortened to end at Kent Town Hall in the north and expanded to the Putnam County Department of Social Services in the south. The route alignment was also simplified on the western side of Lake Carmel to improve runtime consistency by reducing the number of on-call stops and deviations. This will reduce the variability in the overall runtimes and allow them to

stick closer to their schedules. The simplified alignment on the western side of Lake Carmel aimed to balance simplification and fewer turns with serving high ridership stops and/or ensuring most residents had a bus stop within a ¼ mile. The proposed span largely matches existing PART 3 service so that operational changes (such as driver shifts) are minimal. Additionally, existing trip-level ridership trends do not support a major change in overall operating span. **Table 8** includes the service characteristics for this proposed route.

Table 8: Route 5 Operating Statistics

ROUNDTrip¹ PUTNAM PLAZA to KENT TOWN HALL TO PUTNAM PLAZA	
Preliminary Runtime	50 minutes
On-Call Allowance	5 minutes
Final Runtime	55 minutes
Length	16.6 miles
Approximate Weekday Span	5:30 a.m. – 7:30 p.m.
Weekday Trips (and Headway)	14 (60 minutes)
Approximate Saturday Span	8:00 a.m. – 6:00 p.m.
Saturday Trips (and Headway)	10 (60 minutes)
Annual Operating Cost Estimates	
Estimated Annual Revenue Hours	4,094
Estimated Annual Revenue Miles ²	67,960
Vehicles at Maximum Service	1

¹ This route is being presented as a one-way loop due to the higher number of stops that are only served in one direction; this would result in the route only laying over at Putnam Plaza

² Actual annual revenue miles may be greater due to on-call stop deviations

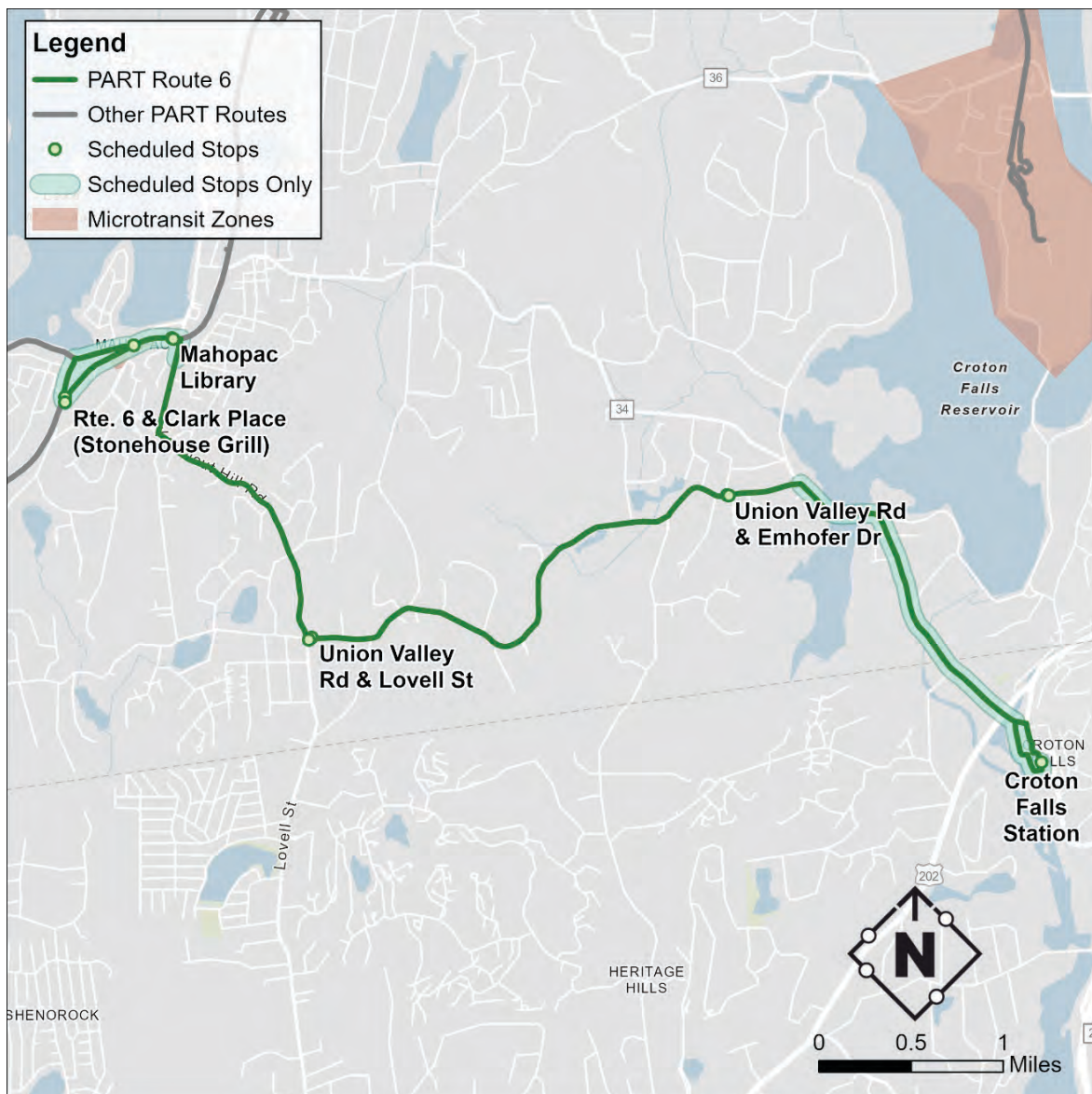
Croton Falls Shuttle

Route Description

Proposed changes to the Croton Falls Commuter Shuttle recommends service from Croton Falls Station to Clark Place along Croton Falls Road, Union Valley Road, Lovell Street, Kennicut Hill Road, Route 6. This route is intended to provide peak period connections between

Mahopac and Croton Falls Station on Metro-North's Harlem Line. This route could provide peak-period connections to trains heading into New York City. To address safety and reliability concerns, flag stops are limited along the scheduled stops only segments shown on the route map, which are concentrated at the Mahopac Library end and approaching Croton Falls Station, where the route enters denser areas with accessible scheduled stops and where pedestrian safety is harder to guarantee. **Figure 26** shows the proposed alignment for this route.

Figure 26: Croton Falls Shuttle Map



Rationale

This shuttle maintains the peak period connection between Mahopac and Croton Falls Station. However, the alignment was shifted from primarily following Croton Falls Road to primarily following Union Valley Road to the south. The density and residential development along Union Valley Road is more suited toward supporting fixed-route transit compared to Croton Falls Road. Shifting the route to this corridor provides a greater opportunity to increase the ridership of the

route and provide service to a greater number of Putnam County residents through new stops at Lovell Street and Emhofer Dr. The proposed span largely matches existing service so that operational changes (such as driver shifts) are minimal. Additionally, existing trip-level ridership trends do not support a major change in overall operating span. **Table 9** includes the service characteristics for this proposed route.

Table 9: Croton Falls Shuttle Operating Statistics

	Eastbound Mahopac to Croton Falls station	Westbound Croton Falls station to Mahopac
Preliminary Runtime	16 minutes	19 minutes
On-Call Allowance	-	-
Final Runtime	16 minutes	19 minutes
Length	5.8 miles	6.8 miles
Approximate Weekday Span	5:20 a.m. – 6:40 p.m.	5:40 a.m. – 7:00 p.m.
Weekday Trips (and Headway)	14 (20 minutes)	14 (20 minutes)
Approximate Saturday Span	-	-
Saturday Trips (and Headway)	-	-
Annual Operating Cost Estimates		
Estimated Annual Revenue Hours	2,389	
Estimated Annual Revenue Miles	45,338	
Vehicles at Maximum Service	2	

Cold Spring Trolley

Route Description

The Cold Spring Trolley, will continue to provide service between Cold Spring Metro-North Station and Garrison Train Station and Manitoa. The route will continue to operate on a seasonal basis. To address safety and reliability concerns, flag stops are limited along the scheduled stops only segments shown on the route map, which extend along much of the NY 9D corridor where pedestrian safety along the highway is harder to guarantee and through the Cold Spring village area where scheduled stops are easily accessible.

Figure 27 shows the proposed alignment for this route.

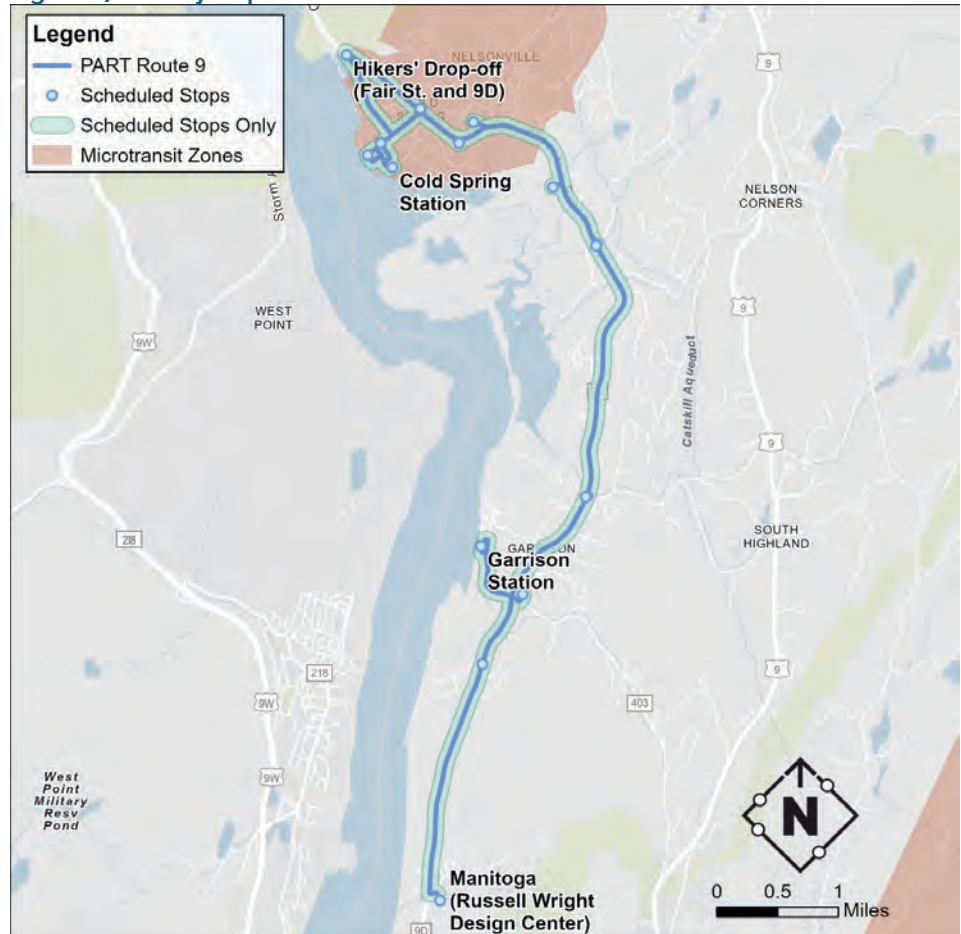
Rationale

The project team determined that no changes were recommended for the alignment of the Cold Spring Trolley based on ridership and market demand. **Table 10** includes the service characteristics for this proposed route.

Table 10: Trolley Operating Statistics

	Southbound Manitoga to Cold Spring	Northbound Cold Spring to Manitoa
Preliminary Runtime	25 minutes	35 minutes
On-Call Allowance	-	-
Final Runtime	25 minutes	35 minutes
Length	7.3 miles	9.1 miles
Approximate Weekday Span	-	-
Weekday Trips (and Headway)	-	-
Approximate Saturday Span	9:15 a.m. – 4:45 p.m.	9:45 a.m. – 5:05 p.m.
Saturday Trips (and Headway)	8 (30 minutes)	8 (30 minutes)
Annual Operating Cost Estimates		
Estimated Annual Revenue Hours	425	
Estimated Annual Revenue Miles	6,536	
Vehicles at Maximum Service	1	

Figure 27: Trolley Map



CHAPTER 5

MICROTRANSIT ANALYSIS

Microtransit Analysis

This section covers the proposed changes to the Putnam On-Demand Microtransit service. Each recommendation includes a map of the proposed service, an overall description, rationale for the service (whether new or an adjustment to an existing route) as well as key operating statistics.

Service Days: the days of the week the zone will operate.

Number of Days in Operation: the number of days of the week the zone will operate

Vehicle Need: the number of vehicles proposed to operate in each zone on each day type at maximum service.

Span of Service: the proposed spans on this route recommendations are generalized to the nearest hour or half-hour. As long as the total length of the span is consistent, the actual start and end-times can be adjusted during final scheduling.

Anticipated Wait Time: an estimate of how long riders wait for service on average. This was modeled based on the number of vehicles and the travel flow data for trips within the zone. This model was calibrated based on the existing microtransit zone operated by Putnam County and the observed average wait time.

Estimated Annual Revenue Hours: the total revenue hours anticipated on each route based on the daily revenue hours and the number of vehicles operating.

Northeast Zone

Zone Description

The Northeast Microtransit Zone recommends a modified form of the existing microtransit service in Putnam County. The Northeast Zone maintains microtransit coverage in Putnam Lake, and at important destinations including Putnam Hospital, Putnam Plaza, County Services, and the I-84 interchange. It offers new coverage to Putnam Nursing Center and Milltown Road. The zone is generally bound by the county border in the north, NY 22 and the New York state border in the east, I-84 and NY 312 in the south, and I-81 in the west. The zone provides fixed-route connections to Routes 1, 2, and 5. **Figure 28** shows the proposed zone.

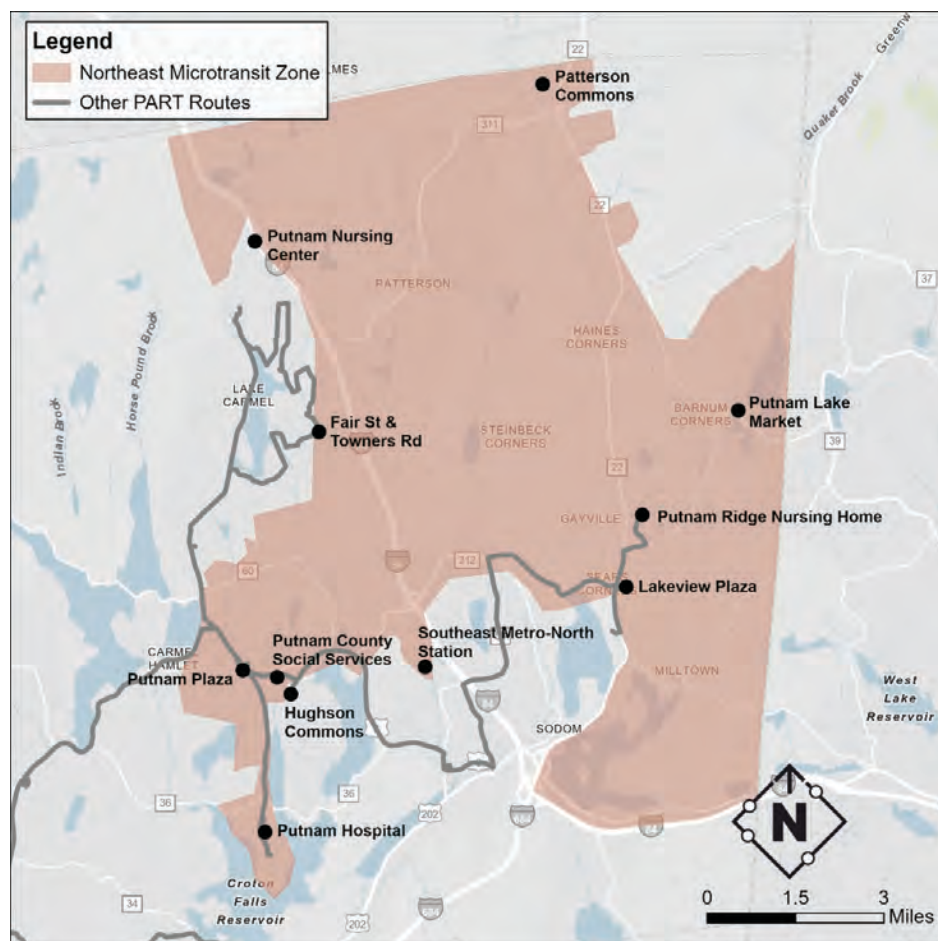


Figure 28: Northeast Microtransit Zone Map

Rationale

The Northeast Zone recommends expansion to the existing microtransit service in the northwest corner to include the Putnam Nursing & Rehabilitation Center, Kent Apartments, as well as stops along Ludingtonville Rd and NYS 52 served

existing PART 5. The zone is also recommended to be expanded south to cover microtransit suitability in Milltown and provide potential connections to HART Transit routes that operate between Brewster and Danbury, CT (though a stop would need to be established on US

6). To account for these expansions and maintain wait times consistent with existing service, the zone's northeast border has been modified to eliminate low-ridership areas. The span has also been shifted one hour later to better match demand based on existing ridership patterns. It should be noted that riders in Kent and Putnam Lake could be affected due to service switching from fixed route to on-demand. **Table 11** summarizes the operating statistics for this recommendation.

Table 11: Northeast Microtransit Zone Operating Statistics

Service Characteristics		
Service Days	Monday - Friday	Saturday
Number of Days in Operation	5	1
Vehicle Need	3	3
Span of Service	9:00 a.m.-7:00 p.m.	9:00 a.m.-3:00 p.m.
Anticipated Wait Time	18.4 minutes	18.3 minutes
Estimated Annual Revenue Hours	7,986	

South Zone

Zone Description

The South Microtransit Zone recommends adding new service to areas in southern Putnam Valley, portions of Philipstown and Mahopac, with service to northern Westchester. The zone is generally bound by the county border, Wood Street, and Sprout Brook Rd. The zone also includes three out-of-zone destinations designed to facilitate fixed-route transfer opportunities and access to shopping locations: Shrub Oak Shopping Center, Jefferson Valley Mall, Mahopac Village Center (Acme) and Somers Commons. The zone has connections to Route 2. The zone also provides connection to Westchester County bus service at Jefferson Valley Mall.

Figure 29 shows the extent of the new zone.

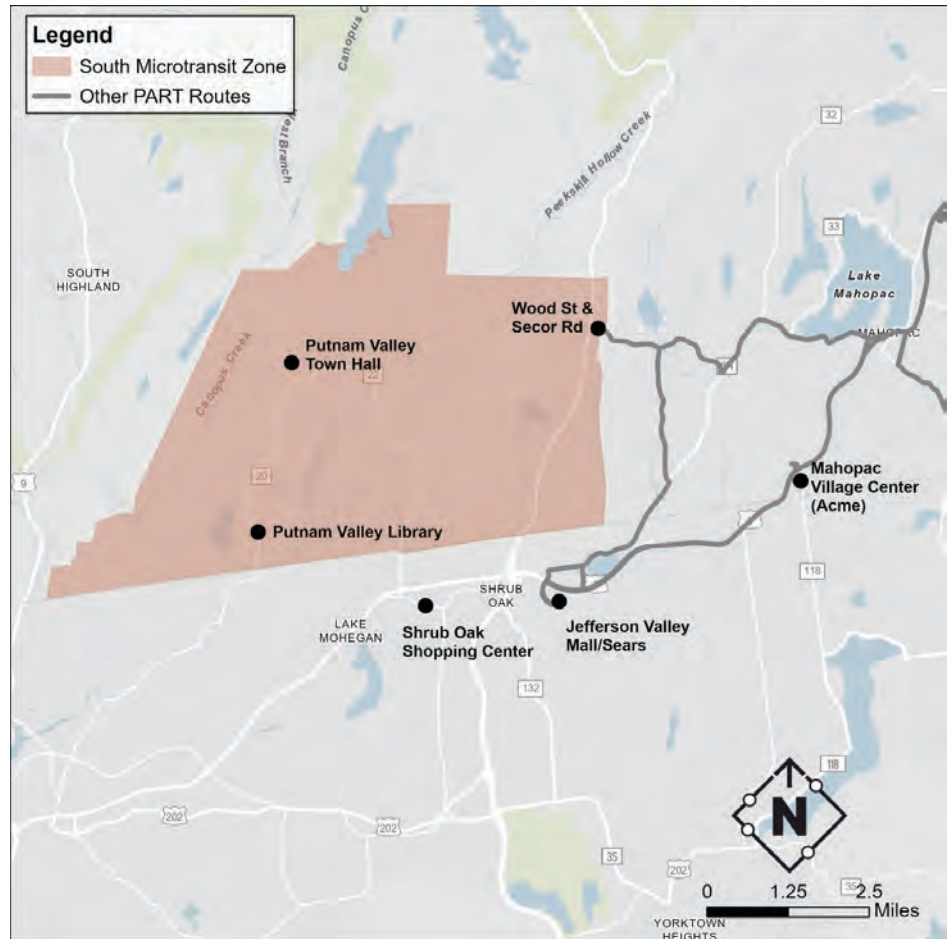


Figure 29: South Microtransit Zone Map

Rationale

The zone is recommended to meet demand identified in the microtransit suitability analysis and to expand overall transit access in Putnam County. The out-of-zone destinations were added to the zone to connect riders within Putnam Valley to important shopping destinations and provide additional fixed-route transfer opportunities. To preserve vehicle resources, the South Zone is recommended to only operate three days a week (allowing a shared vehicle with the West Microtransit Zone).

Service Characteristics	
Service Days	Monday, Wednesday, Friday
Number of Days in Operation	3
Vehicle Need	1
Span of Service	9:00 a.m.-7:00 p.m.
Anticipated Wait Time	16.4 minutes
Estimated Annual Revenue Hours	1,100

Table 12: South Microtransit Zone Operating Statistics

The proposed span matches that of the Northeast Zone so that the different zones can be more effectively compared in terms of ridership and productivity. **Table 12** includes service characteristics for the proposed zone.

West Zone

Zone Description

The recommended West Zone would provide new microtransit connections to communities in western Putnam County including Cold Spring, Philipstown, and North Highland. It connects these communities to shopping destinations in the Town of Fishkill, Dutchess County, via the NY 9 corridor. The zone provides a connection to the seasonal Cold Spring Trolley as well as connections to Dutchess County bus service in Fishkill. **Figure 30** shows the extent and destinations served by the new zone.

Rationale

This zone is recommended to serve areas suitable for microtransit service along the corridor and to support connections to shopping opportunities in Fishkill. The zone was drawn to include areas with residential density along NY 9 and in Cold Spring, including all residential streets. Since the northern portion of the microtransit zone is outside of Putnam County, the zone would provide closed door service to shopping destinations located in Fishkill such as Hudson Valley Towne Center and the Walmart Shopping Center. Transfer opportunities are available from Walmart to Dutchess County Public Transit (Loop A, Loop F, Poughkeepsie-Amazon Express). In order to preserve vehicle resources, the Putnam Valley zone is recommended to operate three days a week (allowing

Service Characteristics	
Service Days	Tuesday, Thursday, Saturday
Number of Days in Operation	3
Vehicle Need	1
Span of Service	9:00 a.m.–7:00 p.m.
Anticipated Wait Time	6.6 minutes
Days of the Week	3
Estimated Annual Revenue Hours	1,100

Table 13: West Microtransit Zone Operating Statistics

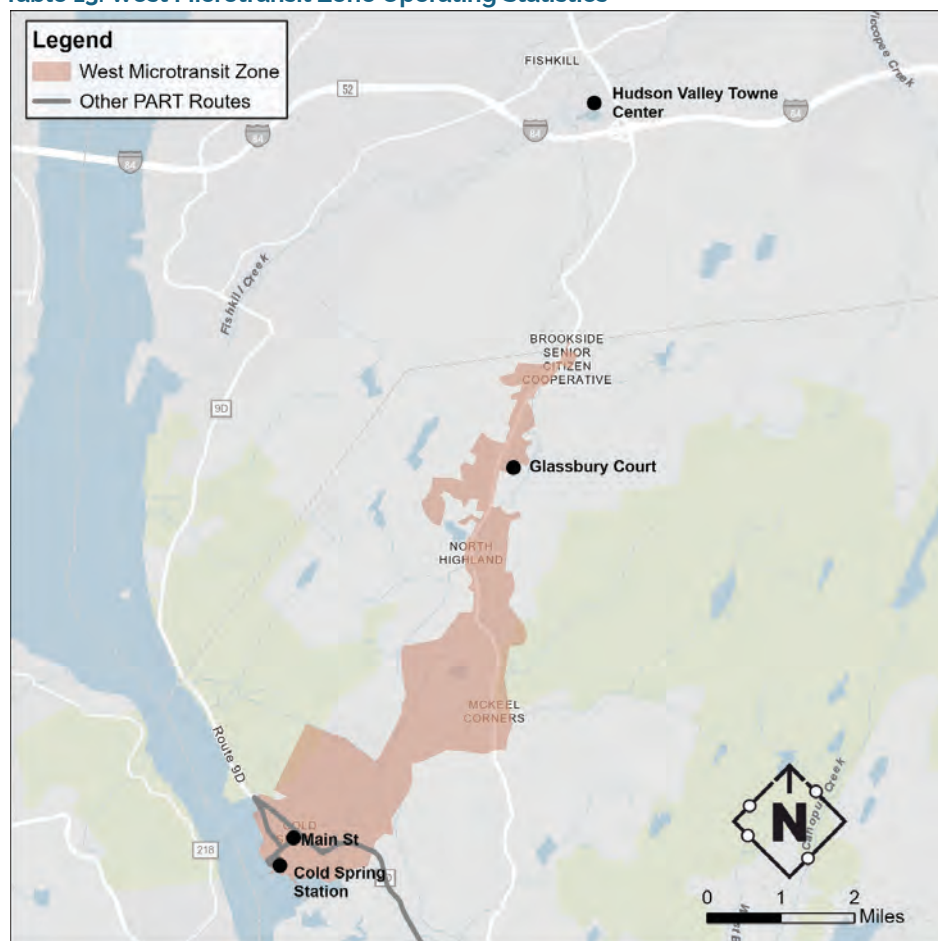


Figure 30: West Microtransit Zone Map

for a shared vehicle with the South Microtransit Zone). The proposed span matches that of the Northeast Zone so that the different zones can be more effectively compared in terms of ridership and productivity. **Table 13** includes service characteristics for the proposed zone.

Out of County Considerations

The recommended service extension into Dutchess County will require coordination and formal approval between Putnam and Dutchess Counties before implementation. Because PART is sponsored by Putnam County, any fixed-route or microtransit service operating outside the County's jurisdiction should be authorized through a Memorandum of Understanding (MOU) between the two counties.

The MOU should establish the purpose and need for the service extension, confirming that the proposed service complements rather than competes with existing public transportation providers. It should define the geographic service area, operating days and hours, and identify the operating entity, whether Putnam County directly or its contracted service provider. The agreement should also specify that Putnam County will serve as the public sponsor for the service, assume responsibility for operating costs and any required local funding match, and provide the necessary insurance and liability coverage. Additional hold harmless provisions may be included to address legal responsibilities associated with operating service in Dutchess County.

Once executed by both counties, the MOU would provide the formal authorization for PART to operate the agreed-upon transit service outside its existing jurisdiction. Development of the agreement should be coordinated by the County Attorneys for both Putnam and Dutchess Counties to ensure all legal, operational, and funding requirements are addressed.



CHAPTER 6

PARATRANSIT ANALYSIS

Paratransit Analysis

This chapter builds upon the existing conditions assessment presented earlier in the report by examining how well PART's ADA complementary paratransit service aligns with current and future travel needs in Putnam County. While Chapters 4 and 5 focused on evaluating and restructuring the fixed-route and microtransit networks to improve overall system performance and coverage, this chapter focuses specifically on the paratransit component of the system, which operates under a distinct set of federal requirements and serves a targeted population of riders who are unable to use fixed-route transit.

The analysis presented in this chapter evaluates existing travel patterns among ADA-eligible populations, with particular attention to where trips are occurring relative to the current service boundary and where unmet mobility needs may exist. Using a combination of observed paratransit trip data and modeled travel patterns for seniors, the analysis identifies both the core service markets currently served by PART and the peripheral areas where demand exists but falls outside the federally defined ADA service area. This approach allows the study to distinguish between required ADA service obligations and broader mobility needs that may be addressed through complementary service strategies.

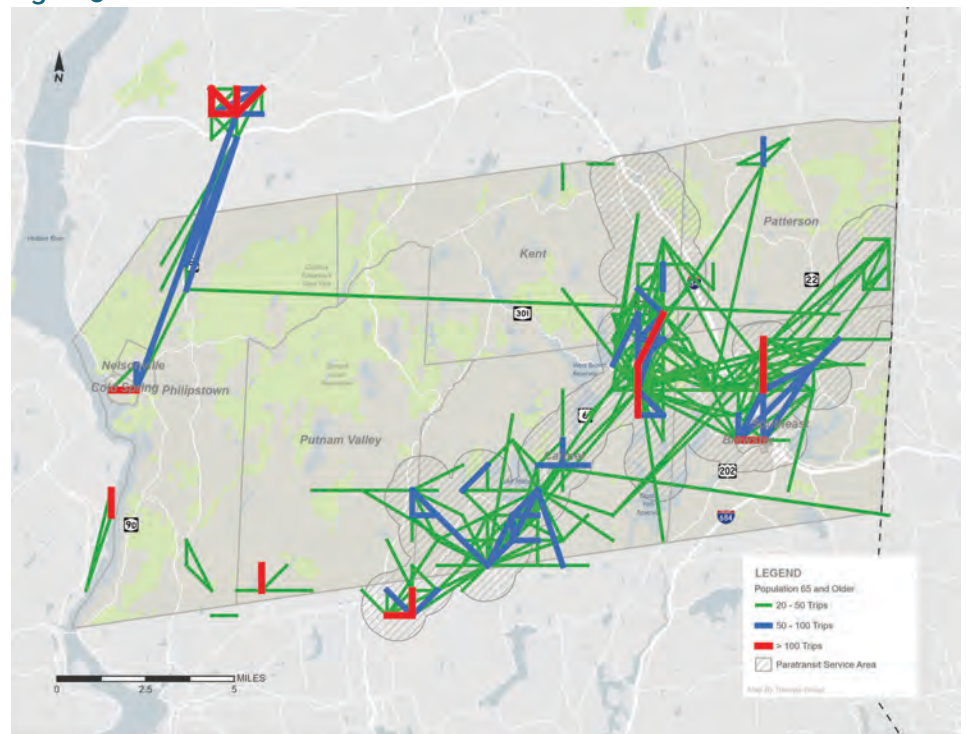
In addition, this chapter evaluates how proposed changes to the fixed-route network will affect the ADA service area, as paratransit coverage is directly tied to the location of fixed routes. The analysis assesses how these changes impact the population served, the number of obligated trips, and overall system performance.

Travel Pattern Analysis

Using Replica data, estimates can be made of where different population groups are currently traveling. Although this data is not available for disabled populations, a breakdown of trips taken by seniors can be analyzed. By overlaying the top trip connections identified by Replica onto the current ADA service area boundary, a quick assessment of potential gaps can be performed.

The travel pattern analysis confirms that the current ADA paratransit service area largely aligns with the county's key areas of senior travel demand and main destinations for medical care, shopping, and daily activities. As shown, the highest concentration of trips is in the central and southeastern parts of the county, especially around the core PART service area. This indicates that the current paratransit boundary effectively covers the primary internal travel market. The trip distribution also shows that many seniors travel to established activity centers rather than spreading throughout the county, which supports the idea that the existing ADA service adequately meets the main demand routes.

Figure 31: Estimated ADA Travel Patterns



At the same time, travel pattern data highlights several important edge conditions relevant for service planning and policy. Some senior trip connections are visible outside the current ADA service boundary, especially in the Cold Spring area to the west, Patterson to the northeast, and Lake Peekskill to the southwest. These patterns suggest that while the current ADA boundary covers the main market, it does not fully include all travel shed movements of potentially transportation-disadvantaged populations. In practice, these areas may have mobility needs, but trips to them are not covered by ADA service because they fall outside the fixed-route buffer. This distinction is important because it indicates the observed gaps are less a failure of the PART services and more a limitation of how ADA paratransit services are structured and administered to meet Federal requirements.

The travel links extending beyond Putnam County are also notable. In particular, the visible demand for the Fishkill area in Dutchess County, including the major retail hub there, suggests that some travel needs are regional and influenced by the location of key destinations rather than by county boundaries alone. For ADA service delivery, this indicates that certain trip patterns may continue to fall outside the current obligated service model even if they are important to riders. Therefore, the County might want to differentiate between

its core complementary ADA paratransit obligations and broader mobility goals for individuals with disabilities who need access to medical, retail, or support services outside the paratransit service area.

Overall, the review of the Replica-based travel pattern does not indicate a major systemwide coverage deficiency within Putnam County. Instead, it shows a service area that mainly captures the highest-demand parts of the market while also revealing a limited number of recurring peripheral travel patterns that could inform future discussions on targeted mobility improvements, coordination strategies, or non-ADA supplemental services. In this regard, the analysis supports the view that the current ADA service area is generally effective for the County's main travel markets, while also highlighting specific outlying areas where unmet or non-obligated demand may need further consideration.

Information related to Putnam County was also sourced from the recent New York Metropolitan Transportation Council's (NYMTC) Coordinated Human Services Transportation Plan, "Moving Forward 2055." The report highlighted the lack of transportation options in the western and northern parts of the county due to the absence of fixed routes and, consequently, paratransit services. The deficiency of service in the western part of Putnam County was

repeatedly mentioned as a gap in the survey and during key stakeholder interviews. Overall, the main spatial gaps in the current service system are as follows:

- Lack of connection between East and West sides of the County (namely Carmel to Cold Spring)
- Lack of intercounty connection with Dutchess County urban areas (Poughkeepsie, Beacon)
- Lack of service options in northern portions of the County

Impacts of Fixed Route Changes

The proposed changes include recommendations for PART Route 1 stopping at Mt. Ebo Rd. N instead of going all the way to Putnam Lake, and PART Route 5 stopping closer to Lake Carmel rather than continuing further north. Transfers to Westchester paratransit would remain at Jefferson Valley Mall and Somers Commons. The proposed fixed route system and the corresponding ADA service area boundary are illustrated in **Figure 32**.

The recommended changes would reduce paratransit coverage in the northern and eastern sections of the county. It should be noted that since the Croton Falls shuttle does not provide complementary paratransit service, it would not have an impact on ADA coverage. The demographic details of the proposed service area are highlighted in Table 14.

As shown, additions and subtractions to the ADA service area resulted in numbers very similar to those of the current ADA service area. The estimated increase in the senior population served by the new ADA service area is only slight. Overall, the total ADA population in the current and proposed ADA service areas remains similar, with no significant change in populations served.

When reviewing the 2025 completed paratransit trips, around 1,800 trips (15%) would not be covered under the

proposed ADA service area changes. However, when examining approximately 1,800 trips outside the new ADA service area, most of these trips (except for two 2025 links) would still be served by the new microtransit zones, thereby closing this service gap.

It should be noted that although the proposed microtransit service would maintain some geographic coverage for existing ADA paratransit trips that would otherwise be lost under the fixed-route service

changes, it should not be viewed as fully equivalent replacement service. Because the On Demand service has a shorter span of service than ADA paratransit and may require some riders to transfer between On Demand and paratransit to complete their trips, the change could still represent a negative impact for certain customers. This is particularly important for riders traveling to dialysis, chemotherapy, or other recurring medical appointments, where trip timing, reliability, and directness are critical.

Figure 32: Proposed Paratransit Changes Map

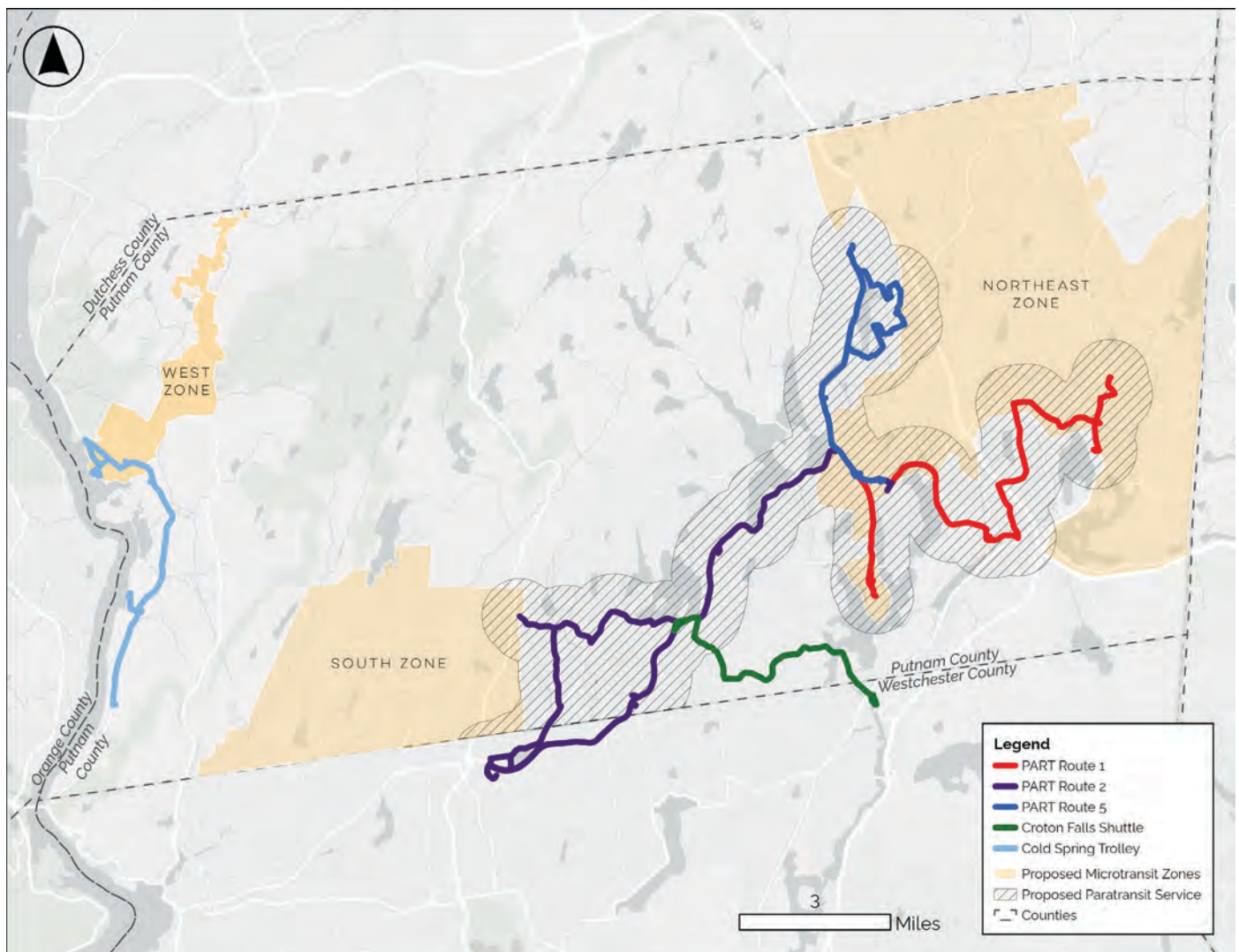


Table 14: Proposed Service Area Demographics

	Total Population	Total Households	Total ADA Population	Population 65 and over	Disabled Population	Households with at least 1 Disabled Person
Putnam County	98,107	35,545	28,777 (29%)	18,910 (19%)	9,867 (10%)	8,050 (23%)
Current ADA Service Area*	~ 70,000	~ 26,000	~ 21,000 (30%)**	~ 13,500 (19%)	~ 7,400 (11%)**	~ 6,200 (24%)
Proposed ADA Service Area*	~ 62,500	~ 23,000	~ 18,600 (30%)**	~ 12,000 (19%)	~ 6,600 (11%)**	~ 5,500 (24%)

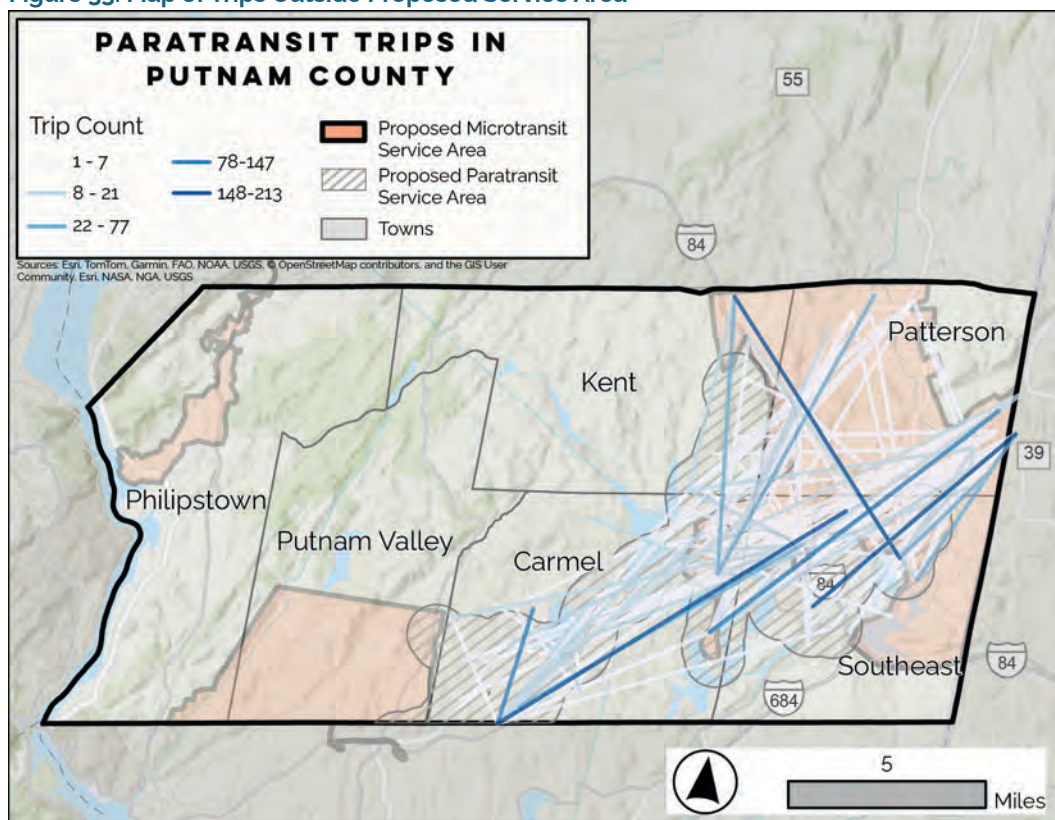
*ADA service area metrics are determined by counting all Census Block Groups that overlap with the service area, not strictly within the boundary (likely overestimates true numbers)

**Disabled population data not available at the ADA service area level. Disabled population and total ADA population for the current and proposed service area is based on the ratio of the Putnam County data between the disabled population and households with at least one disabled person.

Overall, according to Replica, the proposed fixed route changes that affect the ADA service area boundary don't significantly change the number of ADA populations being served in Putnam County. Trips currently taken either from or to the eastern part of the county would no longer be included in the service area, creating a meaningful service gap for these populations. Map 33 figure depicts how new microtransit zones would supplement the ADA paratransit service area.

Table 15: Obligated vs. Not Obligated Trips

	Obligated Trips (within $\frac{3}{4}$ mile of fixed route)	Not Obligated Trips (outside $\frac{3}{4}$ mile of fixed route)
Current ADA Service Area	~ 11,200	~ 180
Proposed ADA Service Area	~ 9,500	~ 1,800

Figure 33: Map of Trips Outside Proposed Service Area

Countywide Paratransit Demand

Paratransit demand was forecasted using a two-phase approach by first establishing the relationship between observed paratransit ridership and overall travel demand and then applying that relationship to estimated demand within the proposed service area. Observed paratransit data was obtained from Putnam County, including detailed origin–destination (O–D) trip records for the 2025 calendar year, and was paired with O–D travel demand estimates from Replica to quantify total person-trip volumes within the existing service area.

By comparing observed paratransit trips to total travel demand, a paratransit mode share was calculated, providing a spatial representation of usage patterns across the system. This mode share was then applied to projected travel demand within the proposed service area to estimate future ridership, under the assumption that the relationship between overall travel demand and the propensity to use paratransit remains consistent under the updated service configuration. Table 15 summarizes the Countywide paratransit demand.

Table 16: Forecasted Paratransit Ridership

Service Area	Total Miles	Total Riders
Within existing	118,579	11,415
Within proposed	116,490	11,214
Outside proposed	89,510	8,617

The above analysis indicates that the existing ADA service boundary generally captures the County's primary concentrations of ADA-eligible populations and the highest levels of observed paratransit demand, particularly in core activity centers such as Carmel, Putnam Hospital, Jefferson Valley Mall (which provides connections into Westchester Paratransit system), and surrounding retail areas. However, this coverage does not fully reflect the broader distribution of mobility needs across Putnam County. The analysis also identifies additional pockets of demand outside the current ADA boundary, particularly in the western and northern portions of the County, where dispersed senior populations and limited transportation options suggest unmet needs. While these areas do not generate the same level of concentrated demand as the core service area, they nonetheless represent meaningful opportunities for expanded or supplemental service to improve countywide mobility access.

While expanding complementary ADA paratransit countywide could theoretically improve mobility access in these underserved areas, doing so would introduce a set of unique regulatory and administrative challenges that extend beyond the operational considerations associated with other demand-responsive services. Specifically, ADA paratransit is governed by strict federal requirements that establish it as a civil rights obligation. Expanding the ADA service area could therefore permanently expand the County's compliance responsibilities and should be considered before undertaking any changes. The County would also assume greater exposure to potential ADA compliance findings if service reliability standards could not be maintained consistently over a significantly larger geographic area. For these reasons, this study does not recommend implementing a fully countywide ADA complementary paratransit service model.

Alternative Countywide Enhanced Mobility Program

Rather than expanding federally obligated ADA complementary paratransit countywide, the above analysis suggests that Putnam County pursue grant funding to implement a countywide enhanced mobility program utilizing a microtransit or demand-responsive service model targeted toward transportation-disadvantaged populations.

This program is recommended to function separately from PART's federally required ADA complementary paratransit service and would instead operate as a discretionary mobility enhancement program designed to address unmet mobility needs outside the existing ADA service boundary. The service could prioritize:

- ADA-certified riders traveling outside the current ADA boundary;
- Individuals with disabilities;
- Transportation-disadvantaged populations; and
- Residents in areas with limited fixed-route transit access.

Unlike ADA complementary paratransit, an enhanced mobility program could be structured with greater operational flexibility, allowing the County to tailor service levels, geographic coverage, operating hours,

eligibility requirements, and trip priorities based on demonstrated need and available funding resources.

This approach would allow Putnam County to expand mobility access in underserved portions of the County without permanently expanding federally mandated ADA obligations. It would also provide the County with the flexibility to pilot, evaluate, and scale service levels incrementally over time based on observed ridership demand, operating performance, and available funding.



CHAPTER 7

RECOMMENDATIONS

Recommendations

The following section presents the recommended strategy for implementing the proposed improvements to the PARTsystem, building on the analyses of fixed-route, microtransit, and paratransit services developed in the preceding chapters. This chapter translates those findings into a coordinated set of systemwide recommendations intended to improve service coverage, efficiency, and rider experience while maintaining long-term financial and operational sustainability. It is organized by the following:

Fixed-Route Service Recommendations:

Refinements to existing routes and service patterns to improve directness, frequency, and connectivity between major destinations and regional transit services.

Countywide Enhanced Mobility (5310) Program:

A conceptual framework for a countywide mobility program targeted toward seniors and individuals with disabilities to supplement ADA complementary paratransit and address unmet travel needs outside the fixed-route service area, pending future 5310 grant funding.

Microtransit

Recommendations: Expansion and restructuring of on-demand service zones to provide flexible mobility options in low-density and underserved areas of the County.

Bus Stop Infrastructure and Passenger Amenities:

A prioritized approach to improving bus stop visibility, accessibility, and comfort through targeted investments in signage, shelters, and other passenger facilities.

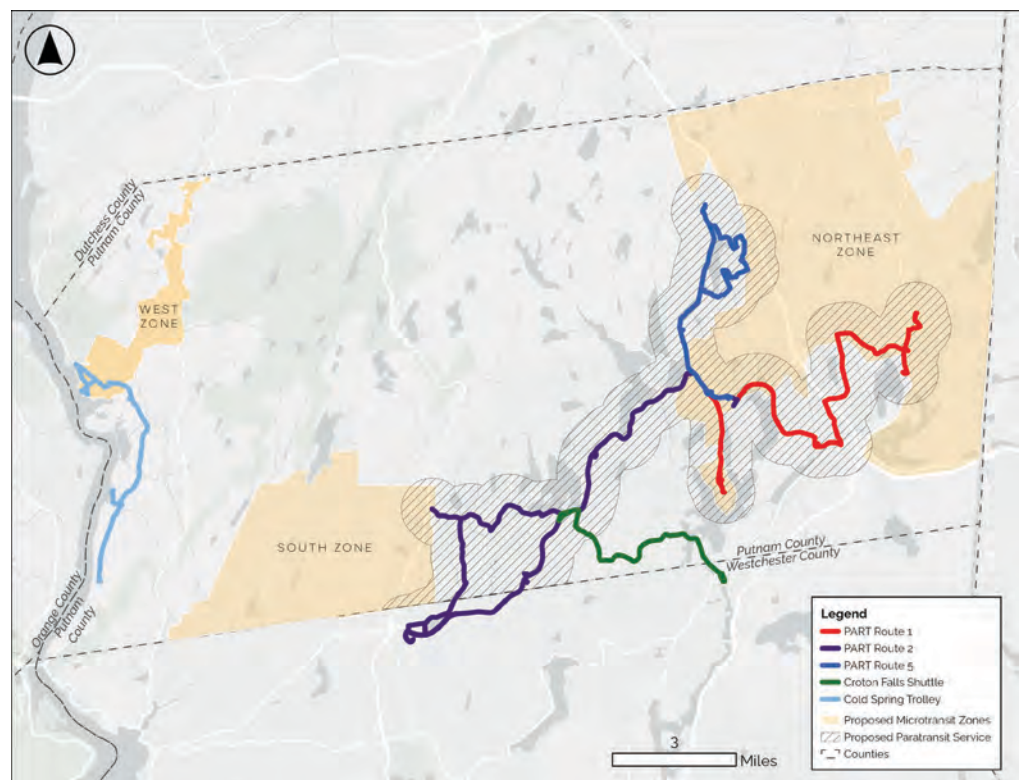
Public-Facing Information and Communications:

Recommendations to improve schedules, system maps, and digital tools to make the system easier to understand, navigate, and use for both existing and new riders.

Service Recommendations

The recommended service plan maintains the existing number of fixed routes while refining them to provide more direct, efficient connections and improved system integration. Microtransit is recommended for expansion from one to three service zones, increasing flexibility and extending transit access to areas that are currently underserved. Paratransit service is recommended to be adjusted consistent with fixed-route coverage while continuing to be supplemented by on-demand service options.

Figure 34: Proposed System Changes Map



Fixed-Route Recommendations

These recommendations combined form a transit network in Putnam County that provides the following benefits compared to existing:

Increased frequency: Several corridor segments would see increased frequency because of these recommendations, including the US 6 Corridor between Mahopac and Putnam Plaza and the Stoneleigh Avenue corridor between Putnam Plaza and Putnam Hospital.

- Route 1 is recommended to be shortened to eliminate overlapping service with microtransit and provide more consistent service to Putnam Hospital.
- Route 2 is recommended to be redesigned into a two-branch service to maintain coverage while providing more direct trips and increased frequency along shared segments during peak times.
- Route 5 recommended to be simplified into a loop serving Lake Carmel with fewer deviations, with low-demand areas shifted to microtransit.
- The Croton Falls Shuttle is recommended to be realigned to serve a more transit-supportive corridor while maintaining peak rail connections.
- The Cold Spring Trolley is recommended to be unchanged.

Span Adjustments: Slight reductions in service spans are included to better align service levels with observed demand and improve overall efficiency. These adjustments focus on streamlining underperforming time periods while maintaining core coverage and connectivity across the system.

Fewer on-call stops: Fixed-route realignments mean significantly fewer on-call stops across all routes, meaning that both riders and the operators can anticipate more consistent service across the day and reduced need for deviations.

Digital Tools: Enhanced trip planning resources, including updated route maps, mobile-friendly schedules, and integration with platforms such as Google Maps and Transit App, can improve accessibility for both existing and new riders. Real-time vehicle tracking and service alerts can provide passengers with greater confidence in the system by reducing uncertainty around arrival times and service disruptions.

Table 17: Fixed-Route Change in Revenue Hours

2025 Fixed-Route Annual Revenue Hours			
Service	Existing Revenue Hours	Recommended Estimated Revenue Hours	% Change
PART 1	8,659	8,659	0%
PART 2	4,360	6,142	41%
PART 5	4,260	4,260	0%
CF Shuttle	2,566	2,566	0%
Trolley	425	425	0%
Total	20,270	22,052	9%

It should be noted, 1,261 revenue hours (6%) are not included from the eliminated PART 3 route.

Microtransit Recommendations

These recommendations combined form a transit network in Putnam County that provides the following benefits compared to existing:

Overall increase in coverage: through the introduction of the South and West Microtransit zones, this proposed updated network has increased the number of residents in Putnam County who have access to transit.

- The existing Northeast Zone would be expanded to cover additional communities and key destinations while maintaining connections to the fixed-route network.
- Two proposed South and West zones would serve areas without existing transit service and provide connections to shopping, employment centers, and regional transit. Service is structured to limit overlap with fixed routes and use vehicles efficiently, including shared service between zones on different days.

New out-of-County destinations: The two new microtransit zones would include employment, medical, and commercial areas outside of Putnam County, such as Hudson Valley Town Centre in Dutchess County and Shub Oak Shopping Center in Westchester County.

Span adjustments: The existing span has been recommended to be adjusted to reflect rider demand, while the two new microtransit zones expand weekday coverage.

- The span for the South and West Zones are recommended to operate on opposite days to maintain coverage while keeping vehicle and operations costs low.
- The South Zone is recommended to operate Monday, Wednesday, and Friday while the West Zone is recommended to operate Tuesday, Thursday, and Saturday.

With the proposed introduction of two new microtransit zones, and a proposed change to the existing zone, it is anticipated that the overall revenue hours will increase by about 2,000 hours. This growth reflects both the restructuring of the existing Northeast Zone, and the introduction of two new service areas in South and West, each adding approximately 1,100 annual revenue hours. These changes reflect greater connectivity and mobility goals by reaching previously unserved areas, as well as connecting to Dutchess County.

Table 18: Microtransit Change in Revenue Hours

2025 Microtransit Annual Revenue Hours			
Service	Existing	Recommended	% Change
Microtransit Overall	7,986	10,186	28%
Northeast Zone	7,986	7,986	0%
South Zone	-	1,100	-
West Zone	-	1,100	-

Paratransit Recommendations

The paratransit program should continue to operate as an ADA-compliant, origin-to-destination service aligned with the fixed-route network. As fixed-route modifications are implemented, the ADA service area will shift with them, maintaining coverage of the county's primary population centers and key destinations but reducing coverage in some eastern areas. To address this, microtransit service will supplement paratransit in areas that fall outside the ADA service boundary, ensuring continued access for affected riders.

Operationally, the program should maintain its current performance while monitoring trip length, service demand, and scheduling efficiency, particularly as trip patterns evolve. Overall, the approach continues the existing service strengths while using complementary modes to expand access where ADA service cannot be provided.

To address broader mobility needs beyond the ADA-required service area based on existing analysis, this study recommends that the County consider developing a countywide enhanced mobility program supported through Federal Transit Administration (FTA) Section 5310 program as funding becomes available. Such a program would operate separately from the ADA complementary paratransit service and would be designed to provide targeted transportation options for individuals with disabilities, and other transportation-

disadvantaged populations who may not be served by the fixed-route network or fall outside the ADA service boundary.

This enhanced mobility program could utilize a demand-responsive or microtransit service model to provide flexible, countywide coverage, with a focus on essential trip purposes such as medical appointments, shopping, and access to community services. Because this program would not be subject to ADA complementary paratransit requirements, the County would have greater flexibility to define service parameters, including service area, hours of operation, eligibility criteria, and trip prioritization. This flexibility would allow the County to tailor service to observed demand and available funding, while also providing a scalable framework that could be implemented incrementally.

It is recommended that any potential countywide enhanced mobility program be funded through Federal Transit Administration (FTA) Section 5310 funding, which supports transportation programs for seniors and individuals with disabilities. Section 5310 funding is specifically intended to improve mobility for populations that may not be adequately served through traditional public transit or ADA complementary paratransit services. Such a program could also leverage partnerships with human service agencies, healthcare providers, and community organizations to support trip

coordination and funding opportunities.

If the County were to further explore this type of enhanced mobility concept, the scale of service would depend on securing Section 5310 funding, as well as the desired level of countywide coverage, the target user groups, and the available funding resources. Based on the geographic size of Putnam County, observed travel patterns, and the proposed concept of operating during the same general span as existing PART fixed-route and ADA complementary paratransit service, it is anticipated that approximately three to five vehicles operating simultaneously would be required to provide meaningful countywide enhanced mobility coverage. This estimate reflects the dispersed nature of demand in Putnam County, the longer average trip lengths associated with rural and suburban service delivery. It is noted that this level of service would likely have wait times longer than the existing ADA paratransit service. However, because an enhanced mobility program would operate outside the federally mandated ADA complementary paratransit framework, the County would retain flexibility to modify service levels, geographic coverage, eligibility requirements, and operating hours over time based on demonstrated demand and available funding.

Infrastructure Recommendations

Transit Stop Proposed Changes

Transit infrastructure plays an important role in the overall rider experience and can influence both customer satisfaction and ridership growth. While service improvements are the

foundation of a successful transit system, investments in passenger amenities such as bus stop signage, shelters, benches, and wayfinding can make transit more visible, accessible, and comfortable. As PART expands service and introduces new mobility options, targeted infrastructure

enhancements should be prioritized at key stops and transfer locations to improve passenger comfort, strengthen system identity, and support long-term ridership growth.

Figure 35: Proposed Transit Infrastructure Map

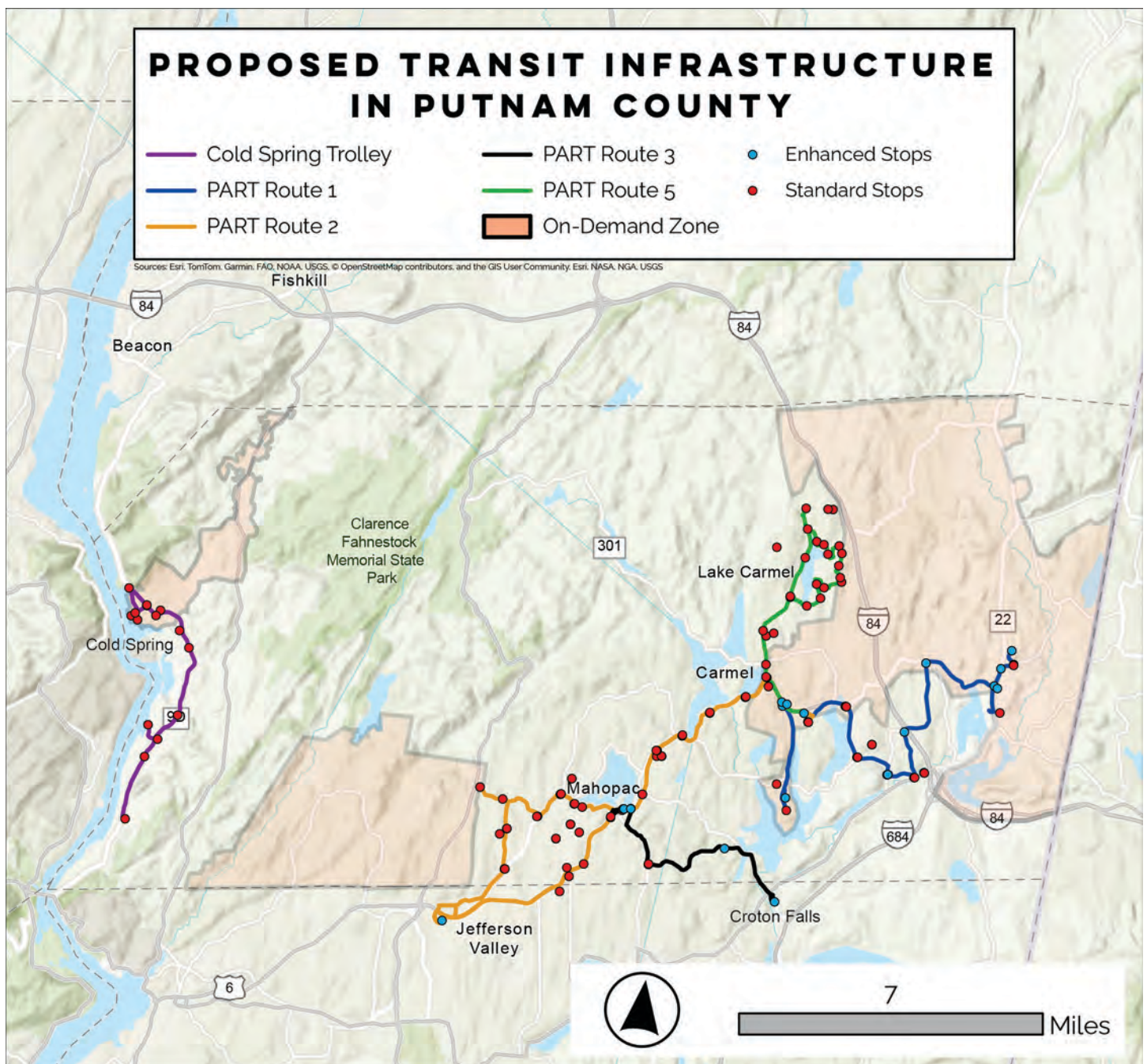


Table 19: Bus Stop Classification & Amenities

Bus Stop Amenities

As discussed in the existing conditions section, PART has many bus stops lacking infrastructure and wayfinding. Sufficient stop infrastructure is a large component of rider experience, especially with low frequencies. The lack of shelter or signage can sometimes cause uncertainty and limit comfort, which can also have an adverse effect on ridership. It is recommended that PART organize and phase infrastructure improvements by installing improvements according to the stop types listed below.

Table 20 shows two bus stop classifications with suggested features for each classification. At a minimum, bus stops should be identified by a pole mounted sign and an ADA 5' x 8' loading zone that is connected to the sidewalk network. A schedule or route map may also be incorporated into the pole mounted sign. Stops with higher ridership may be classified as "Enhanced Bus Stops" which include amenities like a shelter with a bench. Additional passenger amenities like a trash can, bike rack and additional seating, enhanced signage and where appropriate, a turnout lane with a concrete pad could also be considered at Enhanced stops.

PART's flag stop system provides riders with the flexibility to board or alight at safe locations along designated routes rather than at fixed bus stops. While existing flag stops are not required to meet ADA

Bus Stop Amenity	Standard Bus Stop	Enhanced Bus Stop
Pole Mounted Bus Stop Sign	Yes	Yes
Pole Mounted Schedule	Yes	Yes
ADA Loading Zone (5' x 8')	Yes	Yes
Lighting	Yes	Yes
Bus Shelter	No	Yes
Bench	No	Yes
Trash Can	No	Yes

accessibility standards, any new bus stop infrastructure installed as part of future system improvements—including shelters, benches, boarding areas, or signage—should be designed to comply with applicable ADA requirements.

In order to guide future bus stop improvements, each of the 125 proposed PART bus stops was assigned to one of the above bus stop types. Using stop level ridership data and available transfers, each stop was organized and assigned, with "Enhanced" going to those stops with 40+ daily boardings and both regional and local transfers

available, "Standard" going to those stops with at least 5 daily boardings, and anything below that going to "Sign Only." Table 20 summarizes the stop classification.

A strong peer example is the Westchester Bee Line. In White Plains, the service can connect to other regional transit providers, so having clear signage is imperative. By using their branding, along with positioning the stop near benches, trash cans, and activity centers, the rider can find and use the system seamlessly while waiting comfortably.

Table 20: Bus Stop Classification Summary

Bus Stop Type	Count	Percentage of Total
Standard	105	84%
Enhanced	20	16%

Bus Stop Spacing

Bus stop spacing should balance rider accessibility with overall service efficiency. Stops that are placed too closely together can increase travel times by requiring buses to stop more often, while stops spaced too far apart may reduce accessibility for riders, particularly in areas with limited pedestrian infrastructure. In rural communities such as Putnam County, this balance is especially important because buses are generally able to travel at higher speeds than in urban environments, making frequent stops more disruptive to travel time and schedule reliability. However, many areas of the County have limited sidewalks, crosswalks, or pedestrian connections, which can make longer walks to bus stops less safe or convenient for riders. Stop spacing recommendations should consider roadway conditions, rider activity, surrounding land uses, and the availability of pedestrian infrastructure.

Table 21: Bus Stop Spacing Peer Analysis

Service	Stop Spacing
Local Route	1,250 ft to 2,000 ft
Commuter Shuttle	Destination & Park-and-Ride Based
Trolley	Destination Based

In Table 21, a peer analysis of existing stop spacing guidelines by service type is listed. While these systems differ in context, their guidelines can be applied to similar service types within the PART system.

Putnam County's existing flag stop system was reviewed to determine if certain segments should prohibit flag stops. It is recommended that flag stops be prohibited on route segments that are:

- Located in denser areas, where congestion is higher and scheduled stops are accessible,
- Located along a state highway where pedestrian infrastructure is limited.

As shown in Table 22, spacing should range from 1,250 ft to 2,000 ft, with stops being closer together where destinations exist, and further apart as the route becomes rural. For the commuter route and the trolley, stop spacing is dependent on the location of park-and-rides and tourist spots due to the nature of the services.

Table 22: PART Recommended Stop Spacing Guidelines

Agency	Service	Stop Spacing
RIPTA	Rapid Bus	1,100 ft – 1,300 ft
	Key Corridor	900 ft – 1,300 ft
	Urban Radial	900 ft – 1,300 ft
	Non-Urban/Suburban/Crosstown	660 ft – 1,100 ft
	Regional	900 ft – 1,100 ft
	Express/Commuter	900 ft – 1,100 ft
NFTA	Downtown Buffalo	1,200 ft
	Higher-Density Municipality	950 ft
	Lower-Density Municipality	700 ft
	Bus Rapid Transit	¾ mile
CDTA	Local Bus: Central Core	750 ft - 1,000 ft
	Local Bus: Urban Areas	1,000 ft to 1,500 ft
	Local Bus: Suburban & Rural Areas	1,250 ft to 2,000 ft
	BusPlus	1,000 ft to 2,500 ft

RIPTA - Rhode Island Public Transit Authority

NFTA - Niagara Frontier Transportation Authority

CDTA - Capital District Transit Authority

Communications Recommendations

Clear, accessible, and simple communication is essential to improving the rider experience and increasing transit use. As part of this plan, updates and improvements to schedules, maps, and rider-facing materials are recommended to better reflect the redesigned network and make transit more intuitive for both existing and new riders.

The current schedules should be redesigned with simplified timetables that are easier to read and interpret. This includes reducing variants and footnotes, standardizing format across all routes, and clearly highlighting important timepoints and service spans. In addition, a static system map should be developed to reflect the updated network provided in the following section. The map should emphasize connectivity, points of activity, and regional transfer opportunities, helping riders better understand how to navigate the system as a whole.

A local example to be used is UCAT (Ulster County). Their schedules provide a simple timetable below a route map which is more dynamically structured in their website. The timetable is a simple, legible table that indicates when it was last updated, direction of travel, and where connections are available.



Figure 36: UCAT Blue Route Schedule Map

Figure 37: UCAT Blue Route Schedule Timetable

UPDATED 1/16/2026

BLUE: DOWNTOWN UPTOWN													
Golden Hill	6:15	—	—	—	—	—	—	—	2:15	—	—	—	—
North St / Delaware Ave	6:30	7:30	8:30	9:30	10:30	—	12:30	1:30	2:30	3:30	5:30	6:30	7:30 8:30
East Union Lindsley, Crane, Gill	6:32	7:32	8:32	9:32	10:32	—	12:32	1:32	2:32	3:32	5:32	6:32	7:32 8:32
Bway & Ole Savannah, Across from Mariners	6:34	7:34	8:34	9:34	10:34	—	12:34	1:34	2:34	3:34	5:34	6:34	7:34 8:34
Garraghan Dr Across from City Court	6:35	7:35	8:35	9:35	10:35	—	12:35	1:35	2:35	3:35	5:35	6:35	7:35 8:35
Murray St @ Rondout Gardens	6:38	7:38	8:38	9:38	10:38	—	12:38	1:38	2:38	3:38	5:38	6:38	7:38 8:38
Broadway & Garden, Dederick (Across from YMCA)	6:43	7:43	8:43	9:43	10:43	—	12:43	1:43	2:43	3:43	5:43	6:43	7:43 8:43
Gov. Clinton	6:54	7:54	8:54	9:54	10:54	—	12:54	1:54	2:54	3:54	5:54	6:54	7:54 8:54
Main & Fair (County Building)	6:55	7:55	8:55	9:55	10:55	—	12:55	1:55	2:55	3:55	5:55	6:55	7:55 8:55
Wall Street & N. Front Street	6:57	7:57	8:57	9:57	10:57	—	12:57	1:57	2:57	3:57	5:57	6:57	7:57 8:57
BLUE: UPTOWN – DOWNTOWN													
Academy Green	7:00	8:00	9:00	10:00	10:58	—	1:00	2:00	3:00	4:00	6:00	7:00	8:00 –
Development Court	7:04	8:04	9:04	10:04	11:00	12:04	1:04	2:04	3:04**	4:04**	6:04	7:04	8:04 –
Broadway and Van Buren, Cedar, Pine Grove (YMCA)	7:08	8:08	9:08	10:08	—	12:08	1:08	2:08	3:08	4:08	6:08	7:08	8:08 –
HealthAlliance Hospital Main Entrance	7:10	8:10	9:10	10:10	—	12:10	1:10	2:10	3:10	4:10	6:10	7:10	8:10 –
SUNY Ulster Kingston Campus	7:10	8:10	9:10	10:10	—	12:10	1:10	2:10	3:10	4:10	6:10	7:10	8:10 –
Mary's Avenue / Health Quest	7:11	8:11	9:11	10:11	—	12:11	1:11	2:11	3:11	4:11	6:11	7:11	8:11 –
Orchard and Bway (Yosman Twr)	7:15	8:15	9:15	10:15	—	12:15	1:15	2:15	3:15	4:15	6:15	7:15	8:15 –
McEntee and Wurts	7:18	8:18	9:18	10:18	—	12:18	1:18	2:18	3:18	4:18	6:18	7:18	8:18 –
Broadway and Strand St (Savona's), Ole Savannah	7:20	8:20	9:20	10:20	—	12:20	1:20	2:20	3:20	4:20	6:20	7:20	8:20 –
Lindsley & Delaware	7:29	8:29	9:29	10:29	—	12:29	1:29	2:29	3:29	4:29	6:29	7:29	8:29 –
Delaware & North Street	7:30	8:30	9:30	10:30	—	12:30	1:30	2:30	3:30	4:30	6:30	7:30	8:30 –
Golden Hill	—	—	—	—	—	—	—	—	—	—	—	—	9:15

** Connection Available

CHAPTER 8

IMPLEMENTATION

Implementation

This chapter outlines the framework for implementing the recommended improvements to the Putnam County transit system, with a focus on translating planning concepts into actionable, financially feasible strategies. Building on the service recommendations developed in the preceding chapters, this section evaluates the anticipated costs associated with proposed changes to fixed-route, microtransit, and complementary mobility services, and identifies potential funding sources to support both near-term implementation and long-term operations.

The implementation strategy is intended to align with the County's operational structure and procurement timeline, recognizing that transit services are delivered through contracted operators and that upcoming contract actions

provide a key opportunity to incorporate service changes. As such, this chapter considers not only the scale and cost of proposed service enhancements, but also how those changes can be phased, prioritized, and integrated into future contracts and operating agreements.

In addition to cost estimates, this chapter reviews the range of federal, state, and local funding sources currently available to Putnam County, including formula-based operating assistance, competitive grant programs, and potential opportunities to leverage funding targeted toward seniors, individuals with disabilities, and rural mobility. Together, these elements provide a roadmap for implementing the study's recommendations in a way that is both operationally achievable and financially sustainable.

Costs

The following table summarizes the estimated operating costs associated with the recommended transit service plan, including fixed-route, microtransit, and paratransit services. These estimates are based on current cost per revenue hour values and projected changes in service levels identified in the previous chapter. The table provides a high-level comparison of existing and proposed costs by service type, illustrating how shifts in service design and expansion of coverage impact overall system expenditures. This summary is intended to support evaluation of the financial implications of the proposed network and inform funding and implementation decisions.

Table 23: Recommendations for Operating Cost Summary

Annual Operating Cost Summary								
Service	Metric	2025 Existing	Cost per Rev. Hour 2025*	Cost per mile (2025)	Existing Miles / Rev. Hours (2025)	Recommended miles / Rev. Hours (Future)	Total Cost for Recommendations	Percent change
Fixed-Route	Miles	\$1,630,000	N/A	\$4.13	394,000	362,866	\$1,510,000	-7%
Microtransit	Hours	\$540,000	\$65.64	N/A	7,986	10,186	\$780,000	44%
Paratransit	Miles	\$360,000	N/A	\$2.61	138,495	119,281	\$320,000	-11%
System Subtotal		\$2,530,000	\$66	-	-	-	\$2,610,000	3%

*Cost per hour is only used for Microtransit, all other transit service costs are based on miles.

*This chart assumes fixed-route rate of \$4.17 per mile per fifth year of contract. However, there is no official implementation date for these recommendations

*Microtransit cost projection averages the cost per hour for Year 2 and Year 3 to get a better sense of what actual cost for expanded service might be

*It is difficult to estimate with a high level accuracy what paratransit cost per mile would be as the operator contract contains two separate rates for "Bus" and "Suburban" and it is difficult to know what the mix of vehicle type will be in a given year. Therefore I used the average from 2025 (\$2.61 per mile) and increased to \$2.65 per mile for future.

Overall system operating cost is expected to increase by 3% based on the recommended changes. Using the cost per revenue hour from 2025 data, the estimated new cost of each service type was found by applying that number to the recommended estimated revenue hours discussed in the previous section. These figures represent purchased transportation costs based on contractual reimbursement rates and do not include additional costs such as fuel, services and supplies (with the exception of Microtransit for which the contract includes fuel costs as part of its turnkey

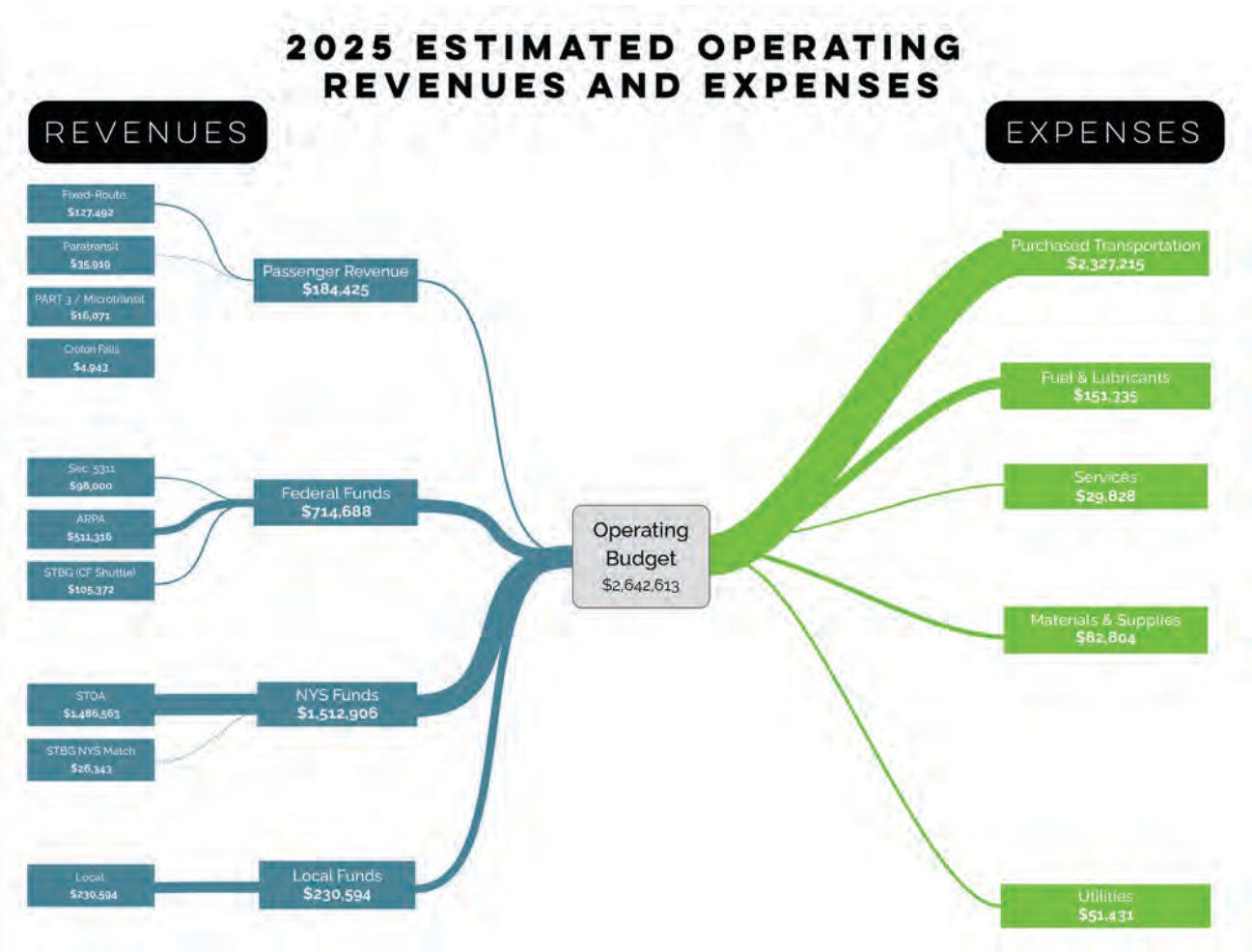
Table 24: Recommendations Capital Cost Summary

Infrastructre	Cost per Item	# Items	Total Cost
Standard Bus Stop	\$7,500	105	\$790,000
Enhanced Bus Stop	\$45,000	20	\$900,000
Total Cost	\$1,690,000		

operations). With the addition of higher frequencies, wider service coverage, and new services, an increase in overall system cost is justified.

Capital costs should also be considered. This includes bus stop infrastructure. Unit costs for each element are from the NYSDOT pay item catalog. It should be noted that the enhanced stop includes a shelter with an average cost. The actual cost could be more depending on the vendor and type. Elements of the standards and enhanced stops are included in Appendix D. **Table 24** outlines these costs as per item estimates.

Table 25: 2025 PART Operating Revenues and Expenses Structure



Funding Opportunities

Existing Funding Structure

PART operations funding comes from an array of federal, state and local government sources in addition to revenues directly generated by the system. In 2024, these funds were proportioned as follows:

Each of the funding sources is specifically targeted at facilitating the delivery of public transit services. However, the amount of funds available from each source to PART is allocated in different ways.

Funding Summary

New York State - Transit Operation Assistance (STOA) Funding

STOA funding is available to Putnam County on a formula basis based on the number of eligible revenue miles and revenue passengers carried by the system. The formula provides \$1.15 per revenue mile and \$0.68 per revenue passenger for eligible public transit services. Eligible services must have published schedules and be open to the general public. A minimum of \$.30 per passenger (\$.15 elderly or disabled) must be collected by the system as a fare. As the source of 61.5% of PART's operating revenue,

In 2025 PART received almost \$1.5 million in STOA revenues. Maintaining STOA eligibility is an essential component of the system's long-term financial sustainability. As passenger demands and service expectations evolve, PART should work with NYSDOT to maximize service effectiveness and eligibility.

Historically STOA has been a stable and reliable funding source for PART services, and well as for transit services throughout New York State. PART administration staff have expressed confidence in STOA support continuing through its formula earnings system.

New York State - Transit Capital Assistance Funding

New York State DOT provides capital funding assistance to PART and other transit systems in New York State through several programs. These include:

- *Accelerated Transit Capital (ATC) Program* – provides up to 100% funding to public transit operators to rehabilitate, restore and modernize public transit assets.
- *Modernization & Enhancement Program (MEP)* – provides up to 100% funding to upgrade and enhance transit services in NYS.
- *Federal Capital Grant Match* – Provides 10% match to awarded FTA capital grants for the purchase of transit capital assets such as buses, facilities and related. (FTA funds 80%, local sponsor provides 10%)

Federal Transit Administration & USDOT Operating Funding

PART receives federal transit financial assistance from several sources: FTA Sections 5307 & 5311 and Surface Transportation Block Grants (STBG). Designated urbanized portions of southern and eastern Putnam receive FTA allocations of 5307 and STBG

funds through NYMTC (and the Danbury Ct. urbanized area). More northern areas of the county outside of the designated urbanized areas receive rural FTA 5311 funding through New York State DOT.

In terms of FTA 5307 funding, roughly \$1.6 million is allocated to PART by NYMTC for operating and capital purposes as needed. The portion available for operating expenses is currently capped at approximately \$400,000. Due to the recent availability of ARPA and CARES funding, the system has not needed to access the 5307 operating funds, but it remains as an option looking forward as ARPA and CARES funding availability comes to an end.

Rural 5311 funding is allocated to the County for service outside the urbanized metropolitan areas such as the Town of Patterson and separately applied for to New York State DOT. In recent years the annual allocation has amounted to \$98,000, and utilized to fund the existing microtransit program.

The Croton Falls commuter shuttle is a New York State provided commuter service that is operated under contract by Putnam County and paid in full including approximately \$140,000 per year in flexed Surface Transportation Block Grant (STBG). These funds support operation of the current train shuttle along with STOA and fares.

FTA Section 5310 funding for Enhanced Mobility for Seniors and Individuals with Disabilities is currently not an element of PART's funding. PART Staff have expressed a willingness to pursue this funding source to help offset a possible expansion of existing Paratransit services for persons with disabilities. Some neighboring counties (e.g. Westchester) currently use 5310 funding to help fund its full county paratransit operation. Section 5310 should be pursued for any potential expansions beyond the existing mandated service. Full funding of any enhanced mobility expansion could be funded by STOA, fares and additional local funds.

Federal Transit Administration Capital Project Funding

Through the FTA's Section 5307 (ARPA), 5339 and 5340 transit programs the FTA funds up to 80% of eligible transit systems capital equipment needs. PART received an annual allocation of Section 5307 funding of approximately \$1.5 million annually. These funds can and are typically used to fund bus purchases and facility improvements.

Local Funding

As reported for the 2025 NTD, voluntary County taxation used to operate the public transportation system amounted to roughly \$300,000. PART staff and stakeholder interviews suggest that this local support is strong and could be looked at to continue if it's used to support well-conceived and effective mobility services.

Directly Generated System Revenue (Fares)

In 2025 directly generated system revenue amounted to just over \$184,000, covering approximately 7.7% of total system operating expenses. This amount has been stable over the past few years and is comparable to other similar sized transit operations.

Table 26: Funding Summary

Funding Source		Application Options				
		General Operating Assistance	Microtransit	Paratransit Operations	Vehicle & General Transit Capital Acquis.	Mode-Specific Capital Assistance
NYSDOT	STOA	Yes	Yes*	Yes		
	Capital Match				Yes	
	ATC/MEP				Yes	
FTA	5307 (ARPA)	Yes	Yes	Yes	Yes	
	5310			Yes*		Yes
	5311	Yes	Yes	Yes	Yes	
Local		Yes	Yes	Yes	Yes	Yes

*Available but may have some constraints

The preceding sections describe the individual funding sources available to PART and the purposes each is intended to serve. Because most of these sources carry their own eligibility rules and restrictions on how funds may be applied, it is useful to view them side by side to understand which sources can support which types of service and capital needs.

Table 26 summarizes this by mapping each federal, state, and local funding source against the primary application categories relevant to the recommendations in this study: general operating assistance, microtransit, paratransit operations, general transit capital acquisition, and mode-specific capital assistance. As shown, local funding offers the greatest flexibility, applying across all categories, while sources such as STOA and FTA 5310 are available for certain uses but may carry constraints. This summary is intended to help the County match the proposed service and capital investments identified in this chapter to the most appropriate funding sources as it moves toward implementation.



THANK YOU

APPENDIX

APPENDIX A

ROUTE PROFILES



Route 1: Brewster-Putnam Lake

Brewster Village, Brewster Hill, Lakeview Plaza, Doansburg Rd.



SERVICE TYPE: Local

KEY DESTINATIONS:

Putnam Plaza | Putnam Hospital Center | Brewster Heights | Downtown Brewster | Metro-North - Brewster | Brewster Hill | Lakeview Plaza | Stonecrest Apartments | Putnam Lake

SCHEDULE

	Span of Service	Headway (mins)	One-Way Trips
Weekday (Early AM)	4:50AM to 7:00 AM	60*	5
Weekday	7:00 AM to 8:00 PM	60	24
Saturday	8:00 AM to 5:00 PM	60	18

*30 minute headway between 6:30 and 7:00 AM outbound trips from Putnam Plaza

2025 Annual Statistics

**ANNUAL
RIDERSHIP**
42,570

Fixed-Route System Total: 81,285

**ANNUAL REVENUE
MILES**
181,226

Fixed-Route System Total: 409,506

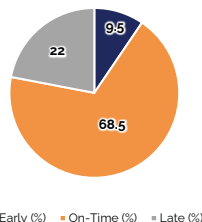
**ANNUAL REVENUE
HOURS**
8,659

Fixed-Route System Total: 21,531

Daily Statistics

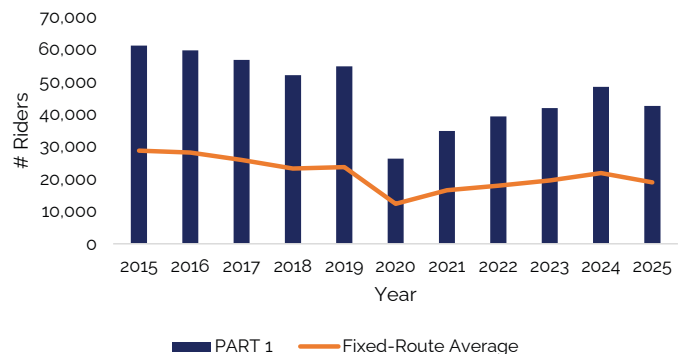
	Average Daily Boardings	Passengers per Revenue Mile	Passengers per Revenue Hour	Passengers per Trip
Weekday	141.5	0.15	7.2	4.9
Saturday	83.8	0.02	6.6	4.7
System Average Weekday	61.26	0.00	5.4	3.7
System Average Saturday	55.4	0.00	5.9	4.4

Annual On-Time Performance



• Early (%) • On-Time (%) • Late (%)

Annual Ridership
2015-2025



Cost Statistics		System Avg
Cost (\$)	754,841.86	1,694,715 Total cost
Cost/Rider (\$)	17.73	20.85
Cost/Hr (\$)	185.01	123.88
Cost/Mile (\$)	4.17	4.14
Farebox Recovery Ratio	11%	8%

STRENGTHS

Strength 1 - Strong ridership anchored by regional medical, grocery trip generators, and Brewster Village business district.

Strength 2 - Provides regional connectivity to HART and Metro North.

Strength 3 - Highest ridership of all fixed routes results in strong cost efficiency.

Strength 4 - Provides service to senior residences and facilities such as Hughson Commons, Stonecrest Apartments and Putnam Ridge Nursing Home.

WEAKNESSES

Weakness 1 - One-way loops result in out of direction travel for passengers going from Putnam Lake Lake Market to Sacred Heart Church.

Weakness 2 - Multiple route variants may be confusing and act as a barrier for new riders.

Weakness 3 - Hourly headways limit flexibility and reduce usefulness for spontaneous or time-sensitive trips.

Weakness 4 - Overlap with on-demand service area creates redundancy.

OPPORTUNITIES

Opportunity 1 - Eliminate or reduce the number of one-way loops to limit out of direction travel and reduce passenger travel times, making the service more convenient.

Opportunity 2 - Simplify the schedule by eliminating or reducing the number of variants.

Opportunity 3 - Align headways with ridership to have more trips at peak hours, and less in off-peak hours and assess demand for service outside existing operating span.

Opportunity 4 - Eliminate duplication between fixed-route and microtransit services to better serve distinct markets.

Opportunity 5 - Assess effectiveness of on-call stops and identify opportunities for additional stop infrastructure such as signage and shelters.



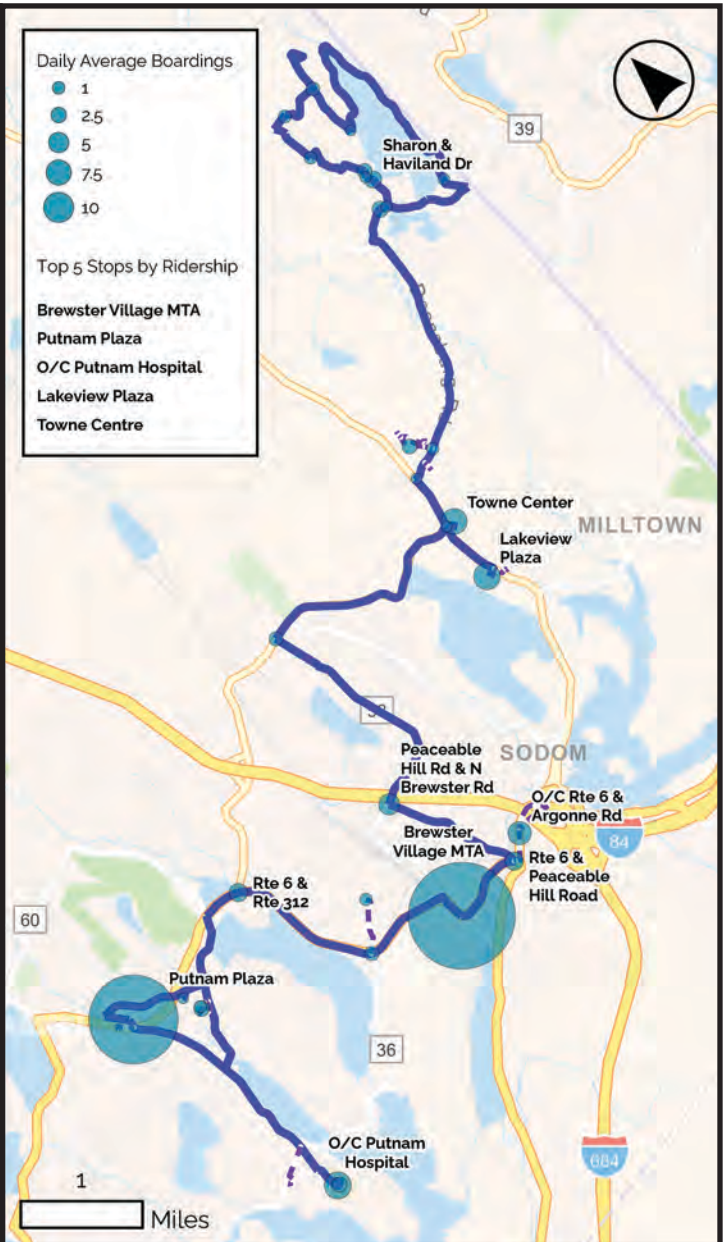
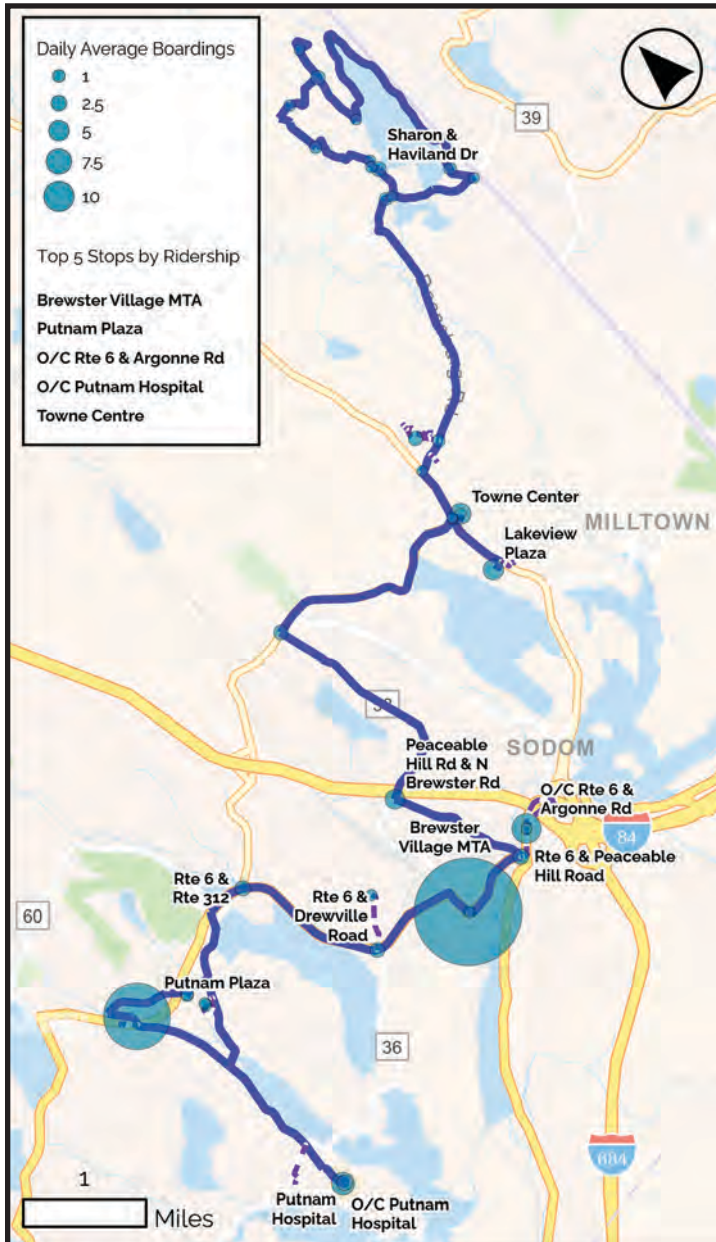
Route 1: Brewster-Putnam Lake

Brewster Village, Brewster Hill, Lakeview Plaza, Doansburg Rd.

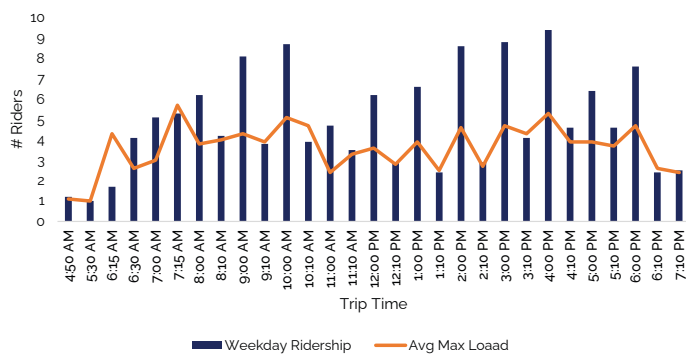
PUTNAM COUNTY
PART

WEEKDAY RIDERSHIP

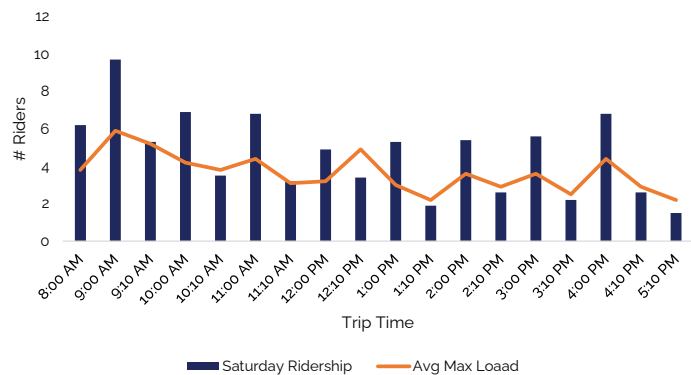
SATURDAY RIDERSHIP



Average Daily Weekday Ridership



Average Daily Saturday Ridership





Route 2: Mahopac - Jefferson Valley

Lake Plaza, Downtown Mahopac, Somers Commons, Baldwin Place & Mahopac Falls

PUTNAM COUNTY
PART

SERVICE TYPE: Local

KEY DESTINATIONS:

Putnam Plaza | Lake Plaza | Downtown Mahopac | Koehler Center/Mahopac Hills | Somers Commons
Baldwin Place | Mahopac Falls | Lake Secor | Jefferson Valley Mall

SCHEDULE

	Span of Service	Headway (mins)	One-Way Trips
Weekday	6:00 AM to 8:00 PM	120	14
Saturday	8:00 AM to 6:00 PM	120	10

2025 Annual Statistics

**ANNUAL
RIDERSHIP**
14,464

Fixed-Route System Total: 81,285

**ANNUAL REVENUE
MILES**
84,471

Fixed-Route System Total: 409,506

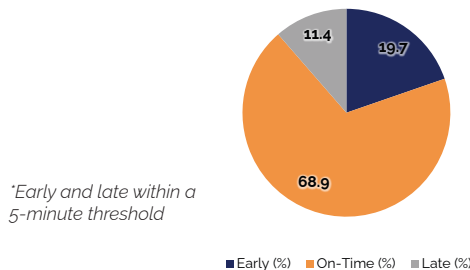
**ANNUAL REVENUE
HOURS**
4,360

Fixed-Route System Total: 21,531

Daily Statistics

	Average Daily Boardings	Passengers per Revenue Mile	Passengers per Revenue Hour	Passengers per Trip
Weekday	47.2	0.09	4.2	3.4
Saturday	39.3	0.08	4.9	3.9
System Average Weekday	61.26	0.10	5.4	3.7
System Average Saturday	55.4	0.09	5.9	4.4

Annual On-Time Performance

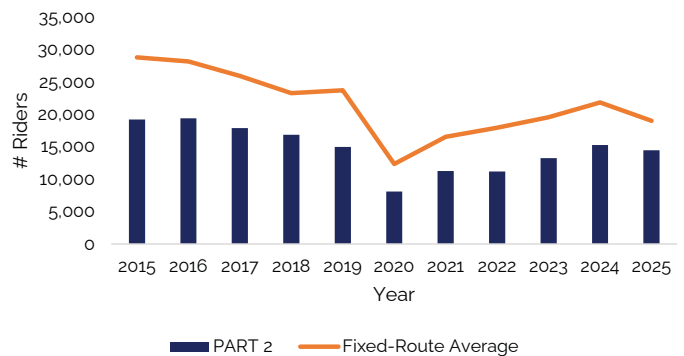


Cost Statistics

System Avg

Cost (\$)	350,541	1,694,715 ^{Total cost}
Cost/Rider (\$)	24.24	20.85
Cost/Hr (\$)	91.29	123.88
Cost/Mile (\$)	4.15	4.14
Farebox Recovery Ratio	5%	8%

Annual Ridership
2015-2025



STRENGTHS

Strength 1 - Serves key destinations that provide grocery access and senior services.

Strength 2 - Provides regional connection to Westchester County's Bee-Line via the Jefferson Valley Mall and Somers Corners.

Strength 3 - Serves Downtown Mahopac business district.

WEAKNESSES

Weakness 1 - The average daily ridership is lower than the system average for both weekdays and Saturdays resulting in below average cost effectiveness.

Weakness 2 - Bi-hourly service limits the route to basic lifeline coverage, offering minimal utility for routine, spontaneous, or time-sensitive travel.

OPPORTUNITIES

Opportunity 1 - Headways should be aligned with ridership to have more trips at peak hours, and less in off-peak hours.

Opportunity 2 - Assess demand for service outside of existing operating span.

Opportunity 3 - Restructure or split route alignment to operate more directly between key anchors.

Opportunity 4 - Consider including less frequently utilized areas along route with microtransit.

Opportunity 5 - Assess effectiveness of on-call stops and identify opportunities for additional stop infrastructure such as signage and shelters.



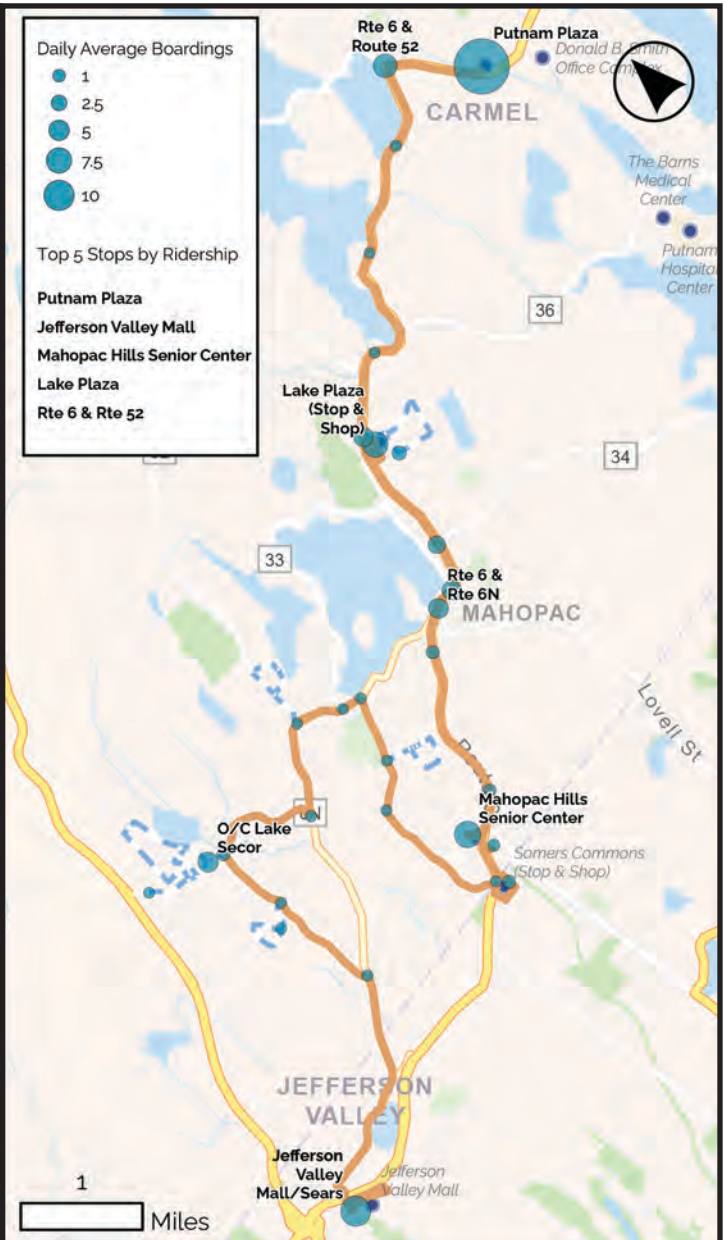
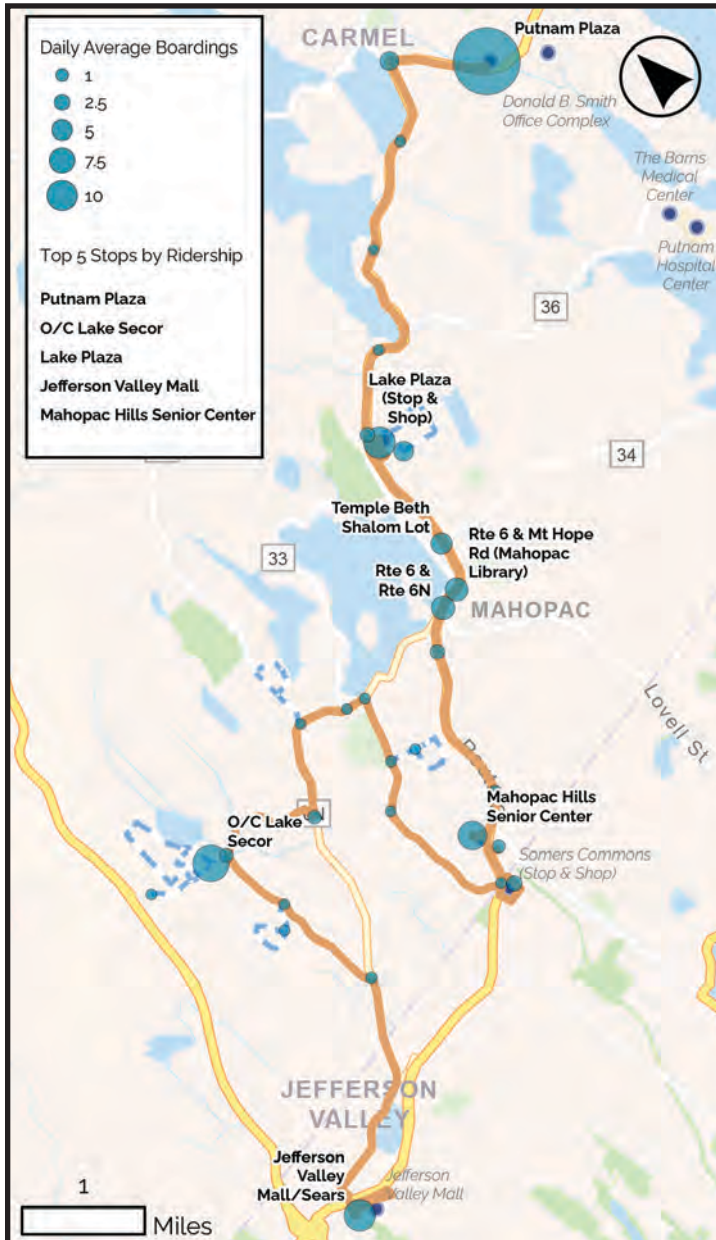
Route 2: Mahopac - Jefferson Valley

Lake Plaza, Downtown Mahopac, Somers Commons, Baldwin Place & Mahopac Falls

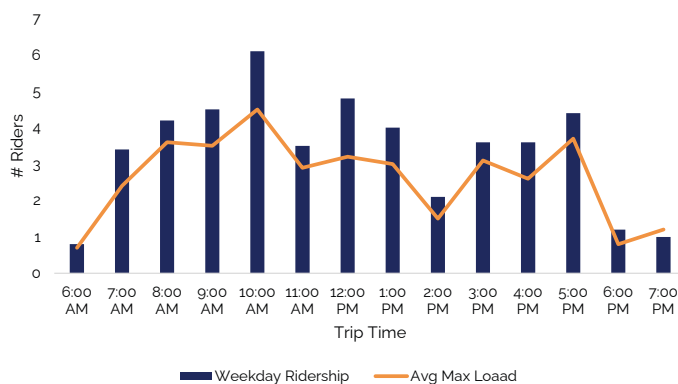
PUTNAM COUNTY
PART

WEEKDAY RIDERSHIP

SATURDAY RIDERSHIP



Average Daily Weekday Ridership



Average Daily Saturday Ridership





Route 5: Carmel to Lake Carmel

Carmel Hamlet, Rt. 52, Carmel Plaza & Kent

PUTNAM COUNTY
PART

SERVICE TYPE: Local

KEY DESTINATIONS:

Putnam Plaza | Reed Memorial Library | Putnam County Offices | Carmel Plaza (Shoprite) | Hillcrest Commons
Kent Library/Town Hall | Lake Carmel

SCHEDULE

	Span of Service	Headway (mins)	One-Way Trips
Weekday (Early AM)	4:50AM to 7:00 AM	60*	5
Weekday	7:00 AM to 7:00 PM	60	25
Saturday	8:00 AM to 6:00 PM	60	19

*15 minute headway between 6:10 and 6:25 AM trips from Terry Hill Rd & Fair St

2025 Annual Statistics

**ANNUAL
RIDERSHIP**
17,161

Fixed-Route System Total: 81,285

**ANNUAL REVENUE
MILES**
76,279

Fixed-Route System Total: 409,506

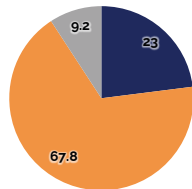
**ANNUAL REVENUE
HOURS**
4,260

Fixed-Route System Total: 21,531

Daily Statistics

	Average Daily Boardings	Passengers per Revenue Mile	Passengers per Revenue Hour	Passengers per Trip
Weekday	62.6	0.13	5.4	4.2
Saturday	43.1	0.09	5.6	4.3
System Average Weekday	61.26	0.10	5.4	3.7
System Average Saturday	55.4	0.09	5.9	4.4

Annual On-Time Performance



*Early and late within a 5-minute threshold

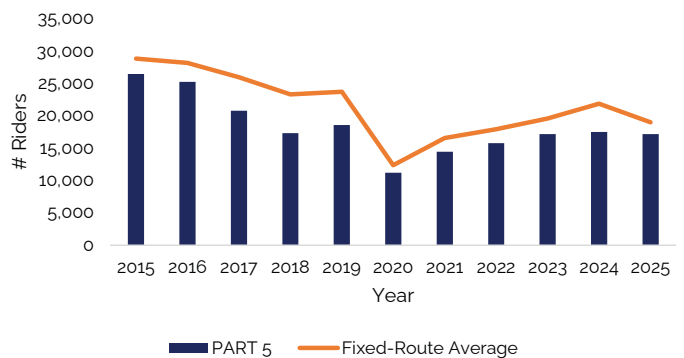
■ Early (%) ■ On-Time (%) ■ Late (%)

Cost Statistics

System Avg

Cost (\$)	312,891	1,694,715 ^{Total cost}
Cost/Rider (\$)	18.23	20.85
Cost/Hr (\$)	81.48	123.88
Cost/Mile (\$)	4.10	4.14
Farebox Recovery Ratio	7%	8%

Annual Ridership
2015-2025



STRENGTHS

Strength 1 - Serves residential areas including apartment complexes generating consistent ridership throughout the day.

Strength 2 - Provides direct connection to Putnam Plaza to access other PART services.

Strength 3 - Serves the Carmel Hamlet business district along Gleneida Avenue.

Strength 4 - Serves multiple government offices including the Putnam County Courthouse, Putnam County offices and Town of Kent offices and library.

WEAKNESSES

Weakness 1 - One-way loop around Lake Carmel results in out of direction travel.

Weakness 2 - Hourly headways limit flexibility and reduce usefulness for spontaneous or time-sensitive trips.

Weakness 3 - On-Call stop at Putnam Nursing and Rehab on Ludingtonville Road creates a 20-minute deviation from the route when requested.

OPPORTUNITIES

Opportunity 1 - Eliminate or reduce the number of one-way loops to limit out of direction travel and reduce passenger travel times, making the service more convenient.

Opportunity 2 - Consider including the less frequently utilized or overlapping route sections with on-demand service.

Opportunity 3 - Assess effectiveness of on-call stops and identify opportunities for additional stop infrastructure such as signage and shelters.

Opportunity 4 - Adjusting service times on weekdays and Saturday



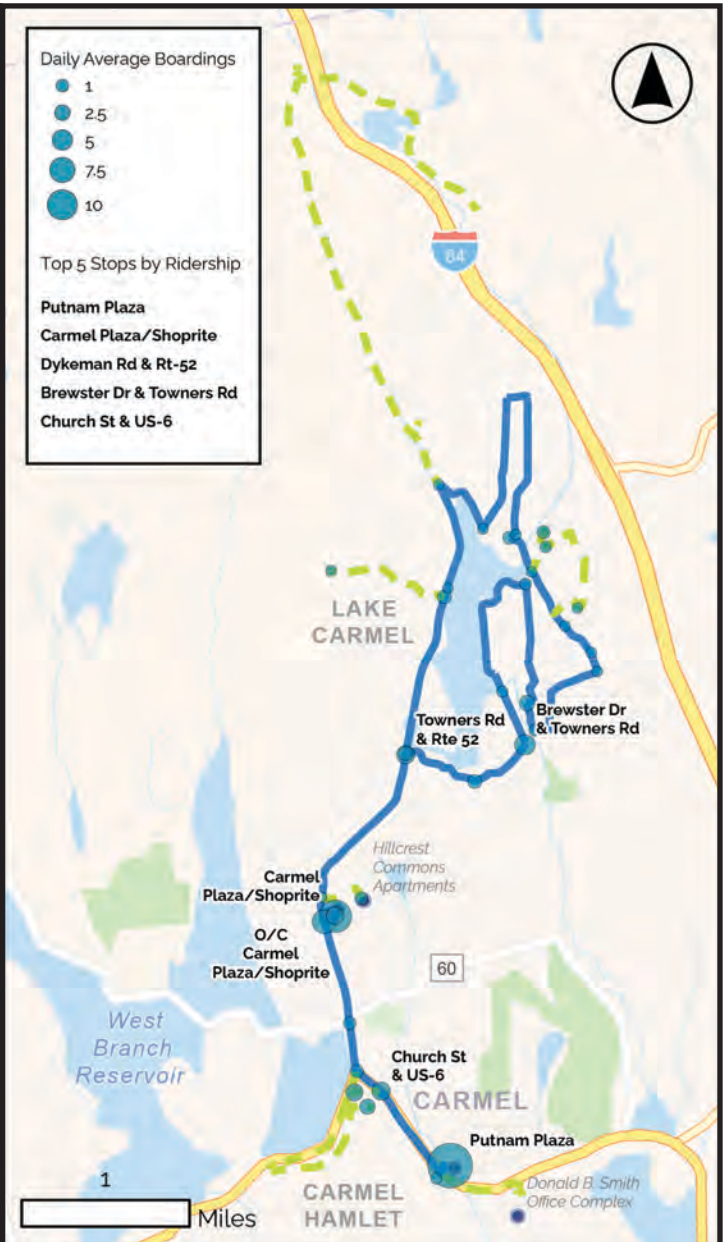
Route 5: Carmel to Lake Carmel

Carmel Hamlet, Rt. 52, Carmel Plaza & Kent

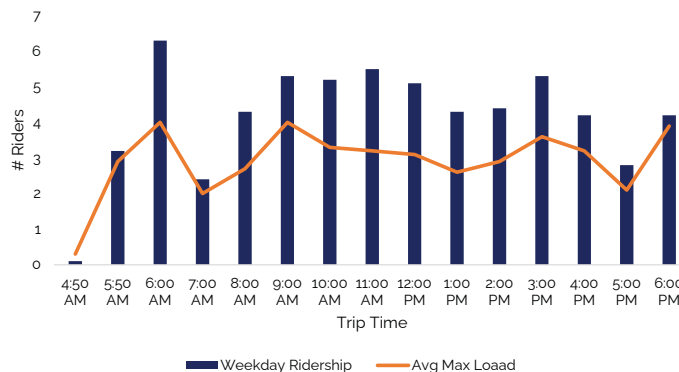
PUTNAM COUNTY
PART

WEEKDAY RIDERSHIP

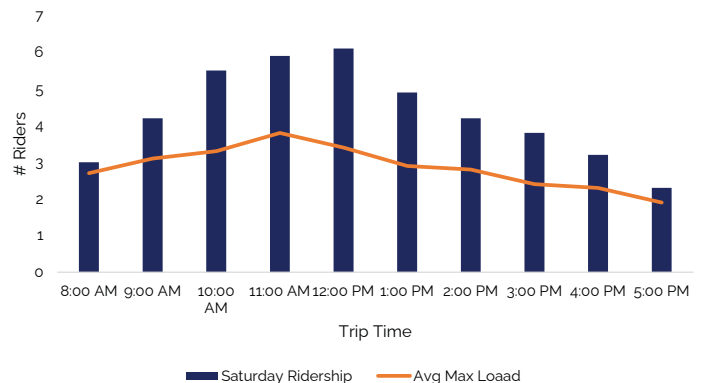
SATURDAY RIDERSHIP



Average Daily Weekday Ridership



Average Daily Saturday Ridership





Mahopac-Croton Falls Commuter Shuttle



SERVICE TYPE: Commuter

KEY DESTINATIONS:

Mt. Hope Rd Park & Ride | Croton Falls Station | White Plains Station | Grand Central Terminal | Mahopac Library

SCHEDULE

	Span of Service	Headway (mins)	One-Way Trips
Weekday AM	5:30 to 9:30 AM	20-30 mins	8
Weekday PM	3:50 to 7:40 PM	20-30 mins	7

2025 Annual Statistics

**ANNUAL
RIDERSHIP**
5,337

Fixed-Route System Total: 81,285

**ANNUAL REVENUE
MILES**
44,192

Fixed-Route System Total: 409,506

**ANNUAL REVENUE
HOURS**
2,566

Fixed-Route System Total: 21,531

Daily Statistics

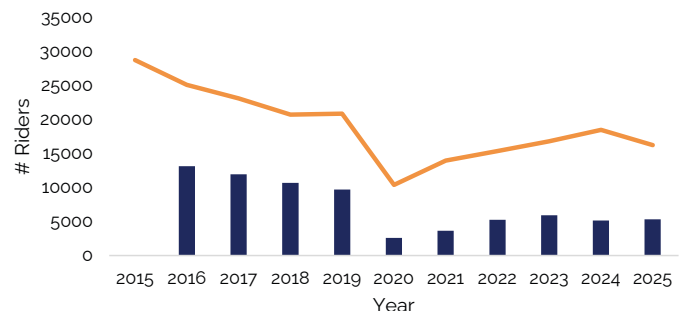
	Average Daily Boardings	Passengers per Revenue Mile	Passengers per Revenue Hour	Passengers per Trip
Weekday	21	0.07	5.3	2.0
System Average Weekday	61.26	0.10	5.4	3.7
System Average Saturday	55.4	0.09	5.9	4.4

Cost Statistics

System Avg

Cost (\$)	181,510	1,694,715 ^{*Total cost}
Cost/Rider (\$)	34.01	20.85
Cost/Hr (\$)	94.54	123.88
Cost/Mile (\$)	4.11	4.14
Farebox Recovery Ratio	3%	8%

Annual Ridership
2015-2025



STRENGTHS

Strength 1 - Aligned with Metro North schedules.

Strength 2 - Provides direct connection to Metro North for population west of the Harlem-Valley line.

WEAKNESSES

Weakness 1 - Serves small section of the county, potentially missing other commuters in residential areas in the western section of Mahopac.

Weakness 2 - Low daily ridership, for reverse commute trips.

OPPORTUNITIES

Opportunity 1 - Extend the route to serve residential areas in the western section of Mahopac.

Opportunity 2 - Eliminate reverse commute trips to either extend the route or add additional morning/evening trips.

Opportunity 3 - Coordinate with MTA to include the Croton Falls lot as a stop.

Opportunity 4 - Assess effectiveness of on-call stops and identify opportunities for additional stop infrastructure such as signage and shelters.

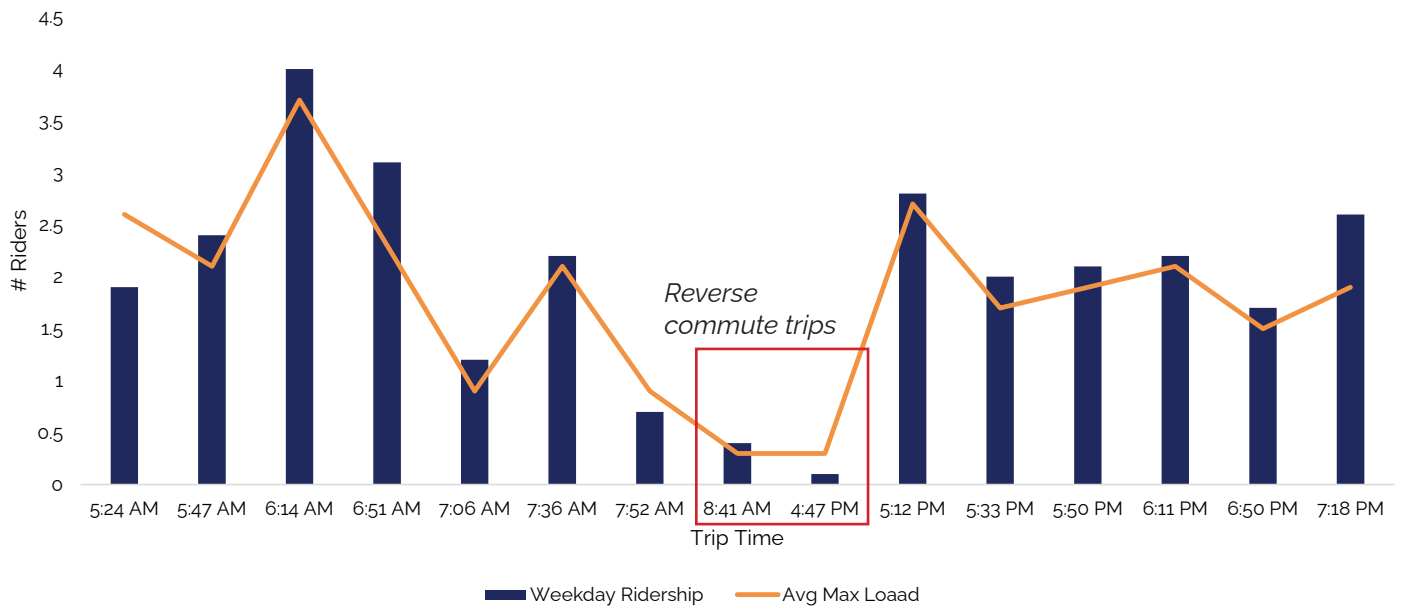


Mahopac-Croton Falls Commuter Shuttle

PUTNAM COUNTY
PART



Average Daily Weekday Ridership





Cold Spring Trolley

Cold Spring, Little Stony Point, Boscobel, Garrison, Manitoga

PUTNAM COUNTY
PART

SERVICE TYPE: Seasonal

KEY DESTINATIONS:

Cold Spring Bandstand l Cold Spring Visitor's Center l Cold Spring Metro-North Station l Little Stony Point l Julia L. Butterfield Memorial Library l Putnam History Museum l Boscobel House & Gardens l Constitution Marsh (Rt. 9D) l Garrison Metro-North Station /Garrison Landing l Manitoga / The Russel Wright Design Center l Desmond-Fish Public Library

SCHEDULE

	Span of Service	Headway (mins)	One-Way Trips
Saturday/Sunday	9:15 AM to 5:05 PM	60*	8

Service runs Memorial Day through Veteran's Day Weekend

2025 Annual Statistics

**ANNUAL
RIDERSHIP**
1,863

Fixed-Route System Total: 81,285

**ANNUAL REVENUE
MILES**
7,785

Fixed-Route System Total: 409,506

**ANNUAL REVENUE
HOURS**
425

Fixed-Route System Total: 21,531

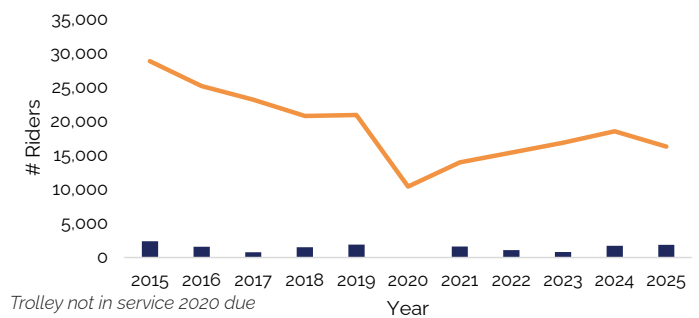
Daily Statistics

	Average Daily Boardings	Passengers per Revenue Mile	Passengers per Revenue Hour	Passengers per Trip
Saturday	54.0	0.11	1.4	6.8
Sunday	58.9	0.12	1.5	7.4
System Average Weekday	61.26	0.10	5.4	3.7
System Average Saturday	55.4	0.09	5.9	4.4

Cost Statistics

		System Avg
Cost (\$)	31.467	1,694,715 ^{*Total cost}
Cost/Rider (\$)	16.89	20.85
Cost/Hr (\$)	47.68	123.88
Cost/Mile (\$)	4.04	4.14
Farebox Recovery Ratio	9%	8%

Annual Ridership
2015-2025



STRENGTHS

Strength 1 - Connects to Metro-North Hudson River line.

Strength 2 - Access to points of interest, including a hiker drop-off, Boscobel House and Gardens, and Manitoga – Russel Wright Design Center.

Strength 3 - Serves Downtown Cold Spring and Garrison Landing.

WEAKNESSES

Weakness 1 - First morning trip ridership low for both Saturday and Sunday.

Weakness 2 - Doesn't connect to other PART routes.

Weakness 3 - Public perception that route primarily serves tourists and not the local resident population.

Weakness 4 - Inadequate signage along route and information around scheduling.

OPPORTUNITIES

Opportunity 1 - Connect PART local service to the trolley.

Opportunity 2 - Adjust service span to match ridership trends.

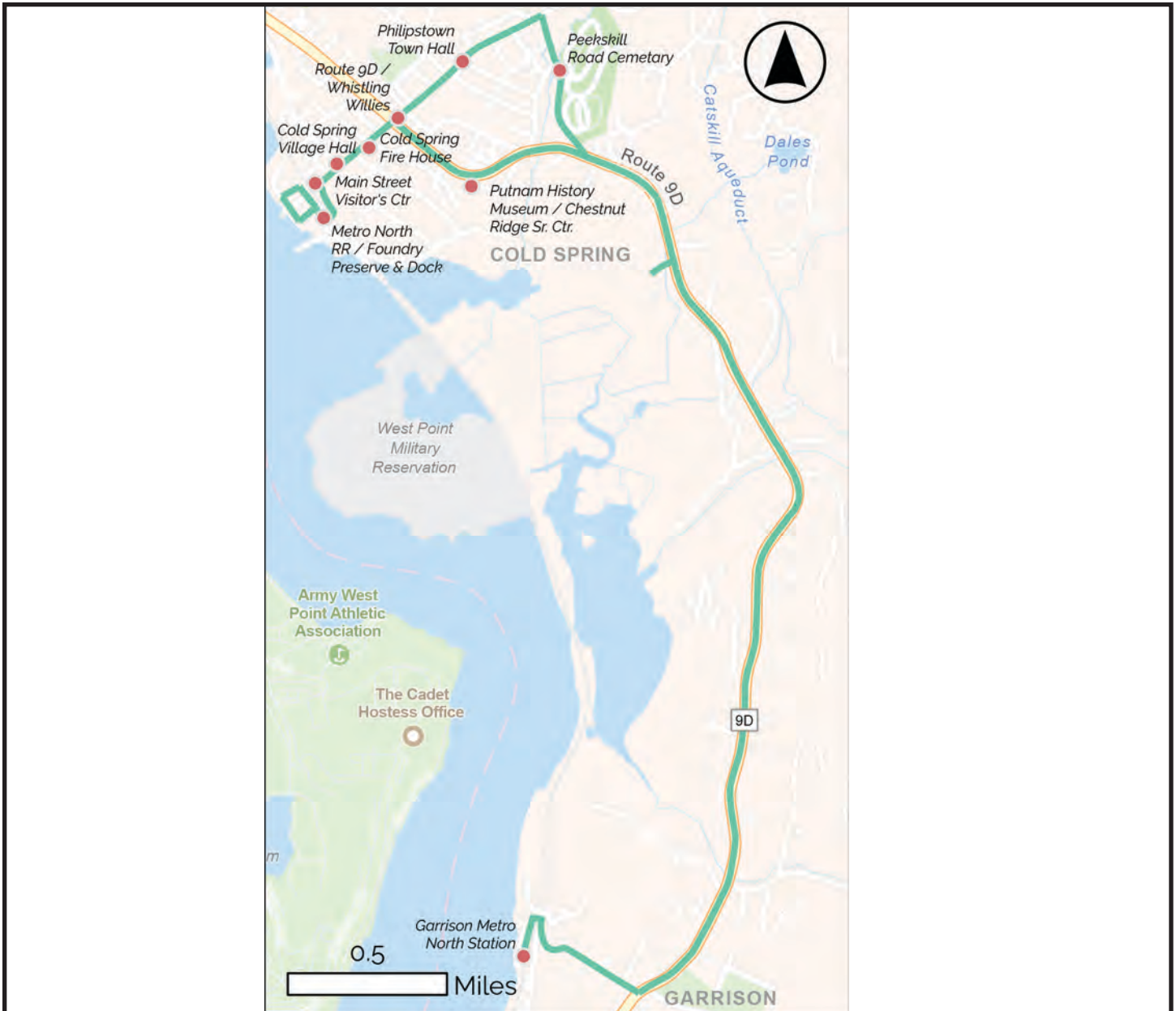
Opportunity 3 - Increase service window beyond current and/or include Fridays or non-weekend holidays.



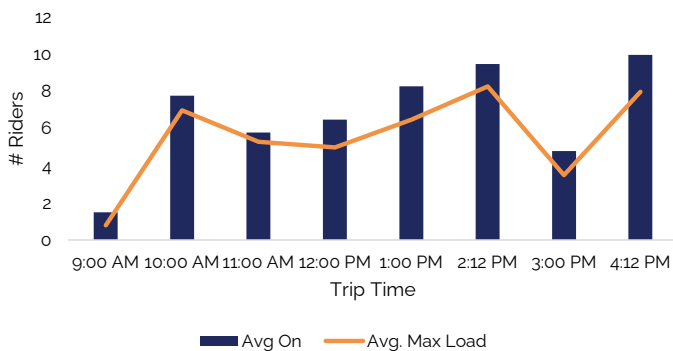
Cold Spring Trolley

Cold Spring, Little Stony Point, Boscobel, Garrison, Manitoga

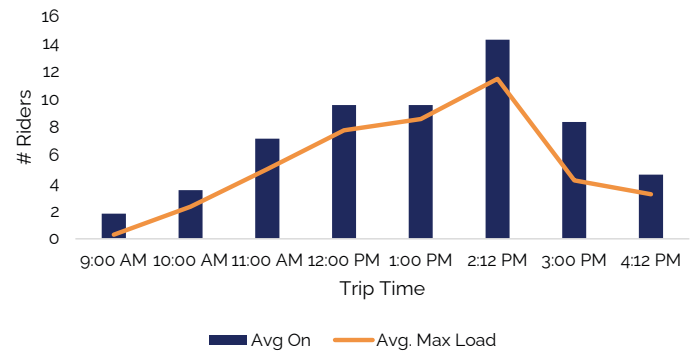
PUTNAM COUNTY
PART



Average Daily Saturday Ridership



Average Daily Sunday Ridership





On-Demand

KEY DESTINATIONS:

Patterson Library, Putnam Transit Facility, Carmel High School, Putnam Plaza, Office for Senior Resources, Putnam Hospital, Metro-North Southeast, Brewster High School, Towne Centre, Brewster Post Office

PUTNAM COUNTY
PART

SERVICE TYPE: Microtransit

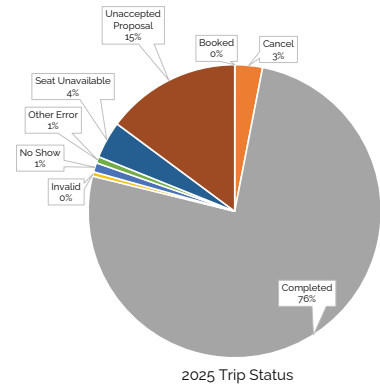
Annual Statistics (May through Dec 2025)

**ANNUAL
RIDERSHIP**
8,657

**ANNUAL
REVENUE
MILES**
80,432

**ANNUAL
REVENUE
HOURS**
4,277

**AVERAGE
DAILY
RIDERSHIP**
44.2



2025 Trip Status

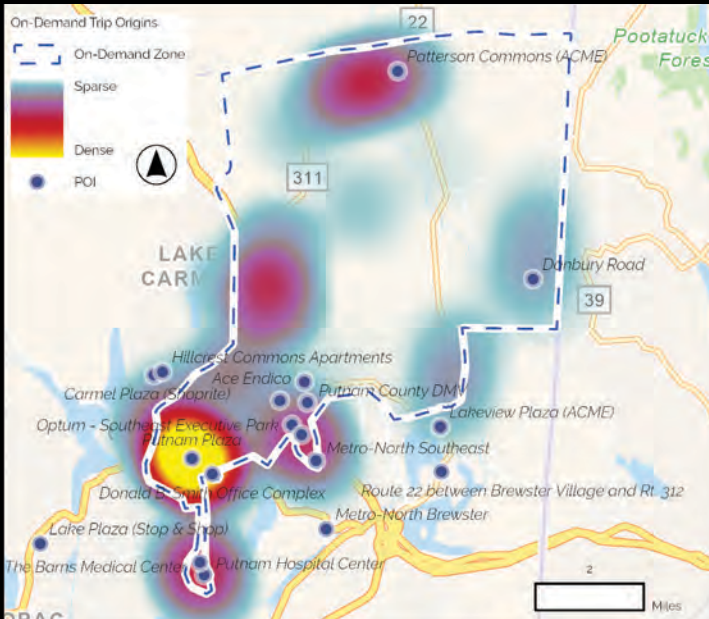
Cost Statistics

Cost (\$)	289,862
Cost/Rider (\$)	33.48
Cost/Hr (\$)	75.48
Cost/Mile (\$)	3.60
Farebox Recovery Ratio	2%

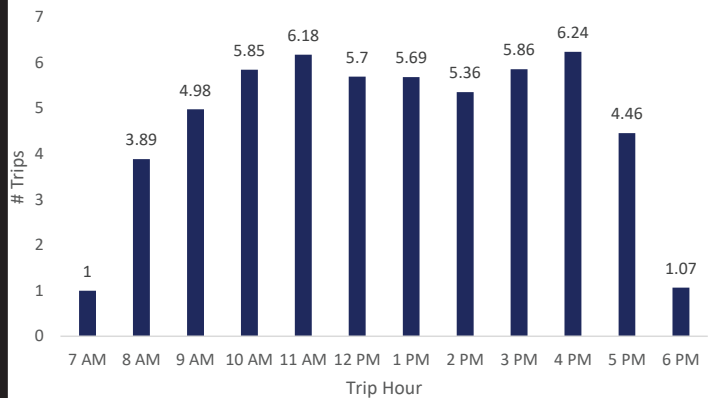
Span of Service

Weekday	8 AM to 6 PM
Saturday	9 AM to 3 PM

**AVERAGE TRIP WAIT
TIME IN MINTUES**
13.6



Average # Completed Trips by Hour



STRENGTHS

Strength 1 - Strong trip completion percentage (75%)

Strength 2 - Large service area with density of destinations at southern end as well as the Southeast and Patterson Metro-North stations.

Strength 3 - Short wait times provide significantly greater flexibility compared to other fixed-route services

Strength 4 - Serves Downtown Patterson hamlet business district

Strength 5 - Provides direct service to numerous residential developments along Route 311 and Fair Street (new)

WEAKNESSES

Weakness 1 - High cost per rider

Weakness 2 - Low Saturday ridership and more limited service span

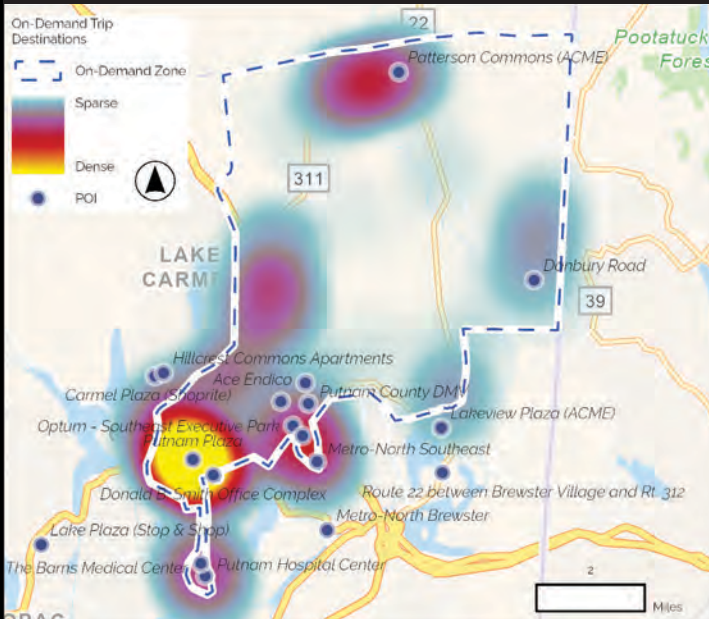
OPPORTUNITIES

Opportunity 1 - Review service area where this is low to no trip demand

Opportunity 2 - Replicate service model for western section of the county

Opportunity 3 - Provide additional amenities such as signage and shelters at key destination.

Opportunity 4 - Consider adjoining peripheral areas that are not currently served by fixed-route



APPENDIX B

PUBLIC ENGAGEMENT SUMMARY

PUTNAM COUNTY PUBLIC TRANSIT SYSTEM SURVEY RESULTS SUMMARY

A public input survey was conducted from February 26th to April 30th, 2026, to capture rider and non-rider feedback on Putnam Area Rapid Transit (PART). The survey asked respondents about their travel patterns, experience with existing transit service, barriers to using transit, desired service improvements, and basic demographic characteristics. A total of 164 responses were received.

The survey was made available online and in paper format to help reach a broad range of County residents and transit users. The online survey was promoted through a flyer with a web link and QR code and posted on the County transportation website. Paper copies were also available at 841 Fair Street in Carmel and on-board PART buses. Survey results are presented below. It should be noted that all graphs the number of responses unless otherwise noted.

Survey Themes

While the comments varied in specificity, several consistent themes emerged and largely reinforced the quantitative findings:

Service in Western Putnam and Underserved Areas. The most prominent theme across the comments was the lack of service in western Putnam County, particularly Philipstown, Cold Spring, Garrison, and Putnam Valley. Multiple respondents described the Cold Spring Trolley as a tourism amenity rather than practical transportation. Residents of these communities described being unable to reach shopping, medical appointments, or Metro North connections without a private vehicle. Several comments specifically called for east-west routes connecting the western and eastern sides of the county.

Microtransit, Paratransit, and Curb-to-Curb Service. Respondents repeatedly asked for on-demand, paratransit, or curb-to-curb options for seniors, people with disabilities, and non-drivers. Several comments described frustration with the geographic limits of existing on-demand zones (notably the lack of service in Mahopac and Putnam Valley) and the paratransit eligibility requirement that service only operates within $\frac{3}{4}$ of a mile of a fixed-route stop. Caregivers described the burden of providing transportation for family members who cannot drive.

Aging in Place and Disability Access. Several respondents expressed concern about what will happen when they or their family members can no longer drive. Comments described fears of relocating from the county, neighbors who lost access to medical care, and adults with disabilities who have no practical transit option. This theme connects directly to the older age profile of the survey respondents and the high share who reported transportation as a significant problem.

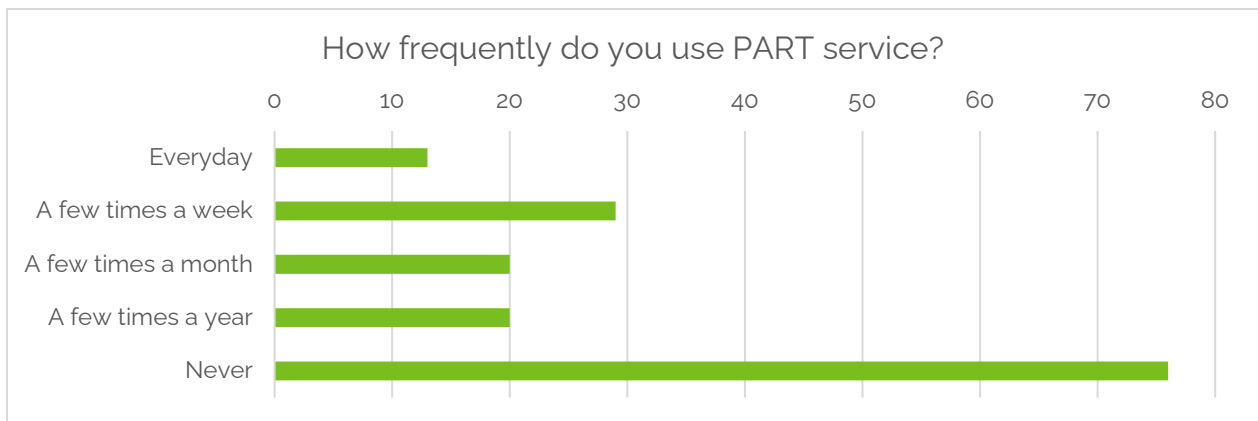
Customer Information and Technology. Many comments pointed to a need for better information, signage, scheduling tools, and app-based trip planning or payment. Respondents described bus stops with minimal signage, schedules that are difficult to find, and the lack of tap-to-pay or real-time arrival information. Respondents suggested that higher awareness of existing services would increase ridership without requiring new routes or vehicles.

Service Hours and Reliability. Several riders described service hours that end too early for return trips, particularly on PART 1. Others noted occasions when buses did not stop or did not arrive. Weekend and evening service expansion was a recurring request, consistent with the finding that service hours received the weakest satisfaction rating.

PART Service

Rider Frequency

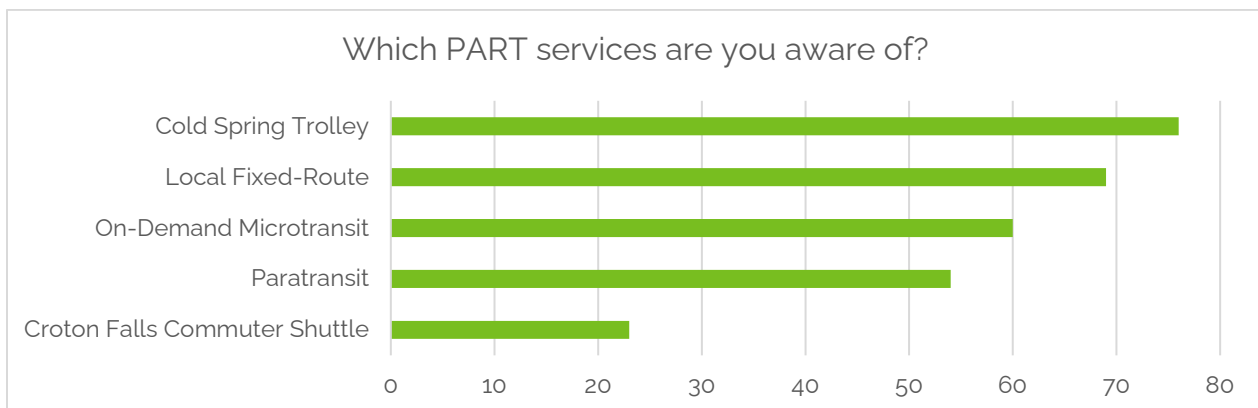
Respondents were asked how frequently they use PART service. Responses ranged from everyday riders to those who have never used the system. The distribution is shown below.



The near-even split between riders and non-riders (46% never use PART) indicates that this survey captures both current customer experience and latent demand. The 27% who ride at least a few times a week or daily represent a core user base whose needs should anchor service design, while the large non-rider pool signals untapped potential if coverage and awareness gaps are addressed.

Service Awareness

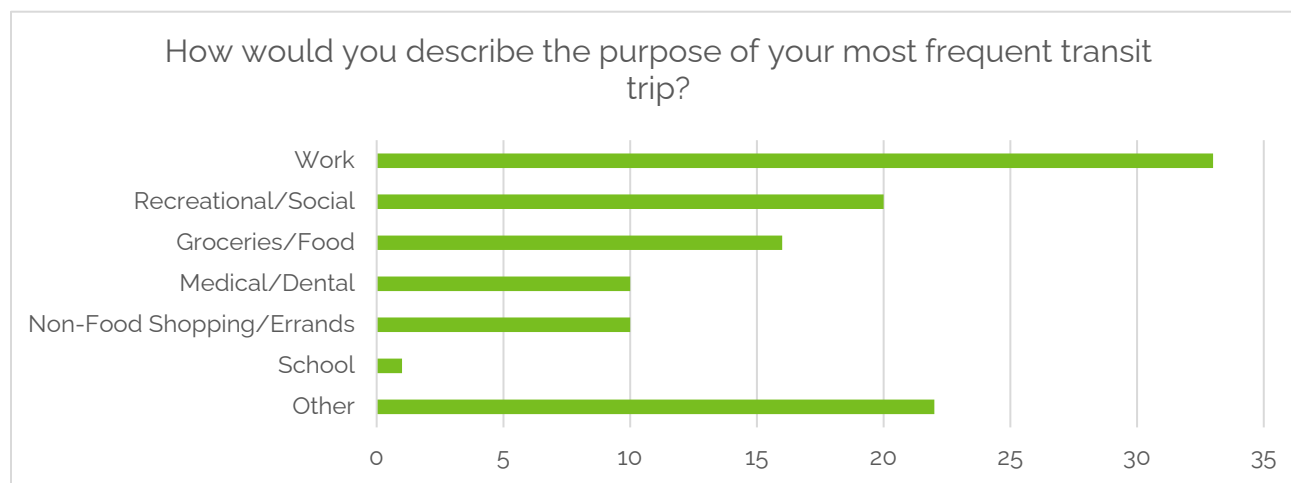
Respondents were also asked what PART services they were aware of. Most respondents were aware of the services offered by PART, including local and specialized service. However, a small percentage of respondents (14%) were aware of the commuter shuttle indicating that additional marketing could increase ridership.



Questions for Riders

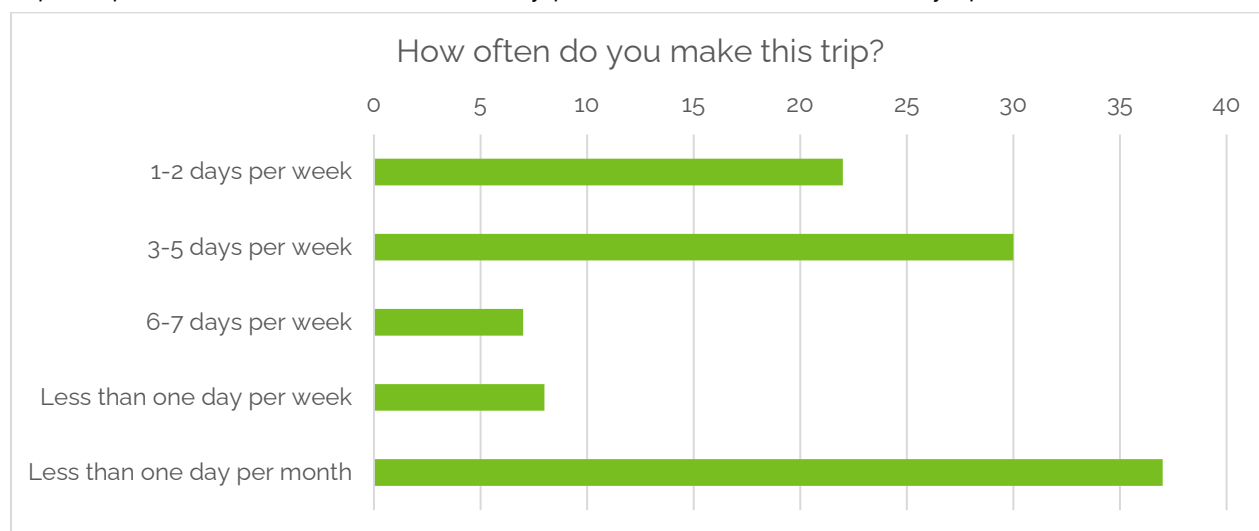
Trip Purpose

Riders who use PART were asked to describe the purpose of their most frequent transit trip. Work is the leading trip purpose (33 responses), but PART is not a single-purpose commuter system. Recreational/social trips (20), grocery trips (16), and medical trips (10) collectively account for a substantial share, indicating that the service supports a range of daily living needs. The 22 "Other" responses are consistent with comments describing multi-purpose local travel, station access, and family responsibilities. The proposed network should ensure that non-work destinations remain well connected.

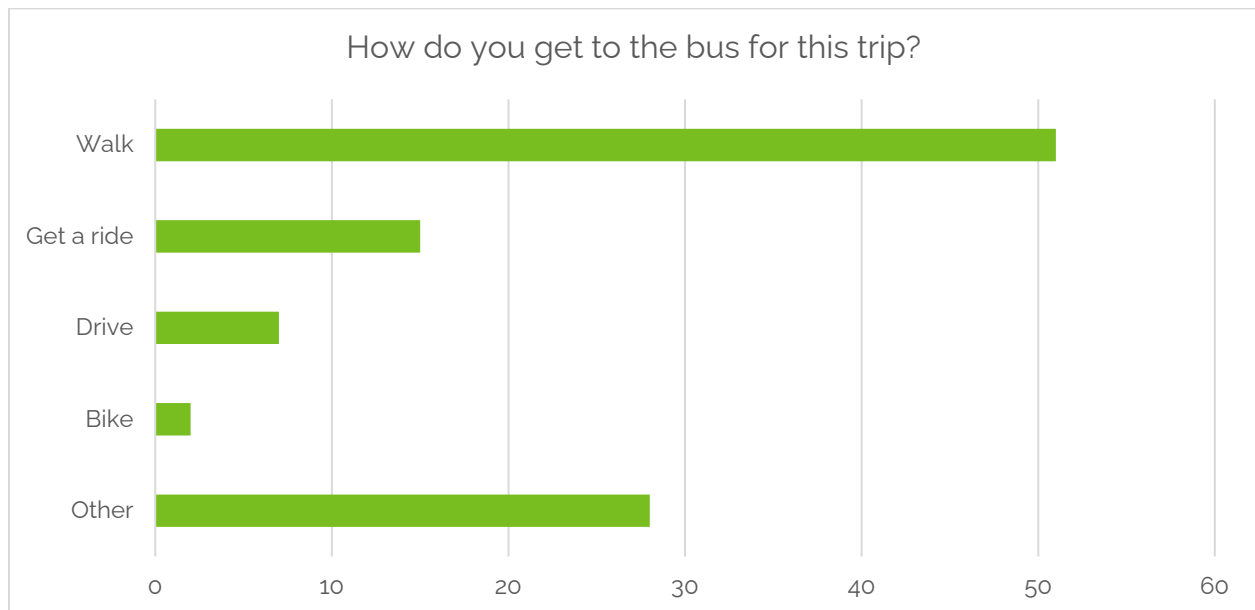


Trip Frequency, Access, and Travel Time

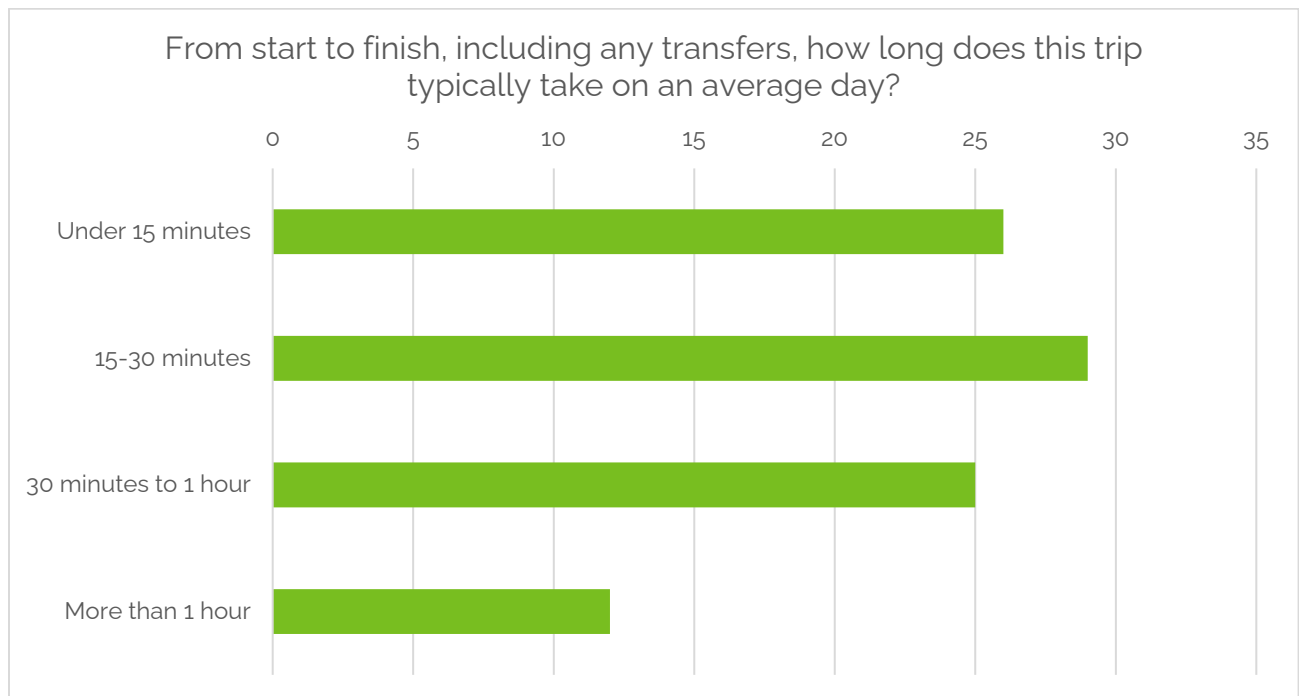
Riders were also asked how often they make their most frequent trip, how they get to the bus, and how long the trip typically takes. Among the 98 who answered, the most common trip frequencies were less than one day per month (37) and 3 to 5 days per week (30),



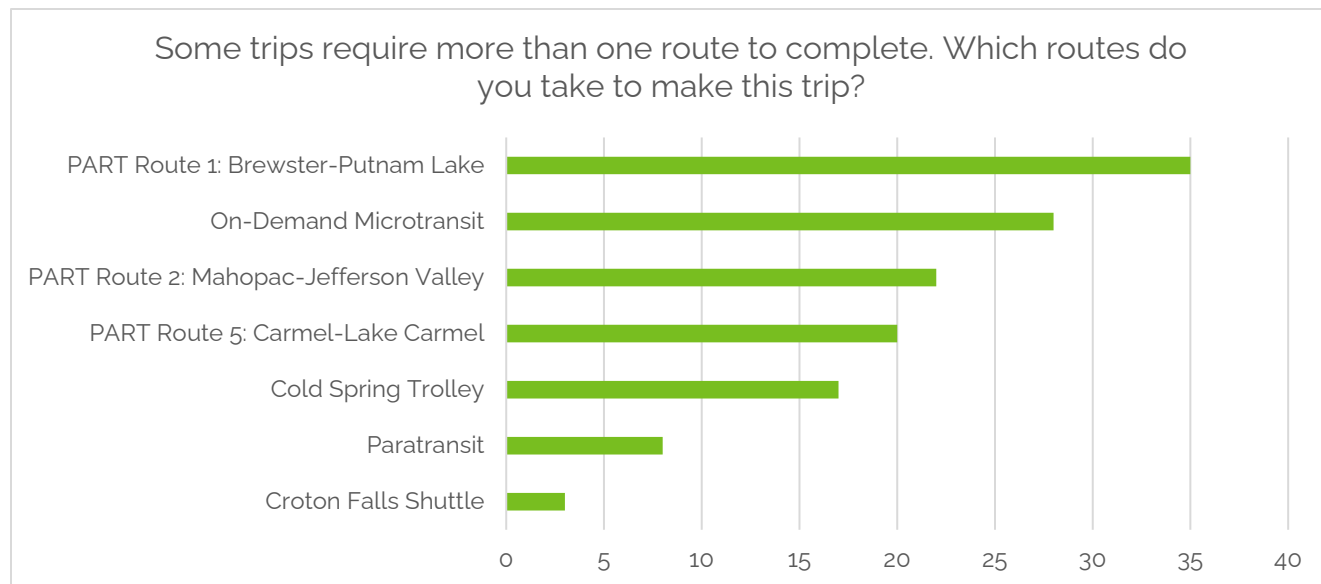
How riders accessed the bus for their trip was also assessed. The dominance of walking as the bus access mode (31% of rider responses) reinforces the importance of stop location and pedestrian connectivity. Comments also highlight the challenge of walking to stops in areas without sidewalks.



Reported trip times didn't vary heavily with trips under an hour. The number of responses ranged from 25 to 29. Only 11 respondents reported trips longer than one hour.

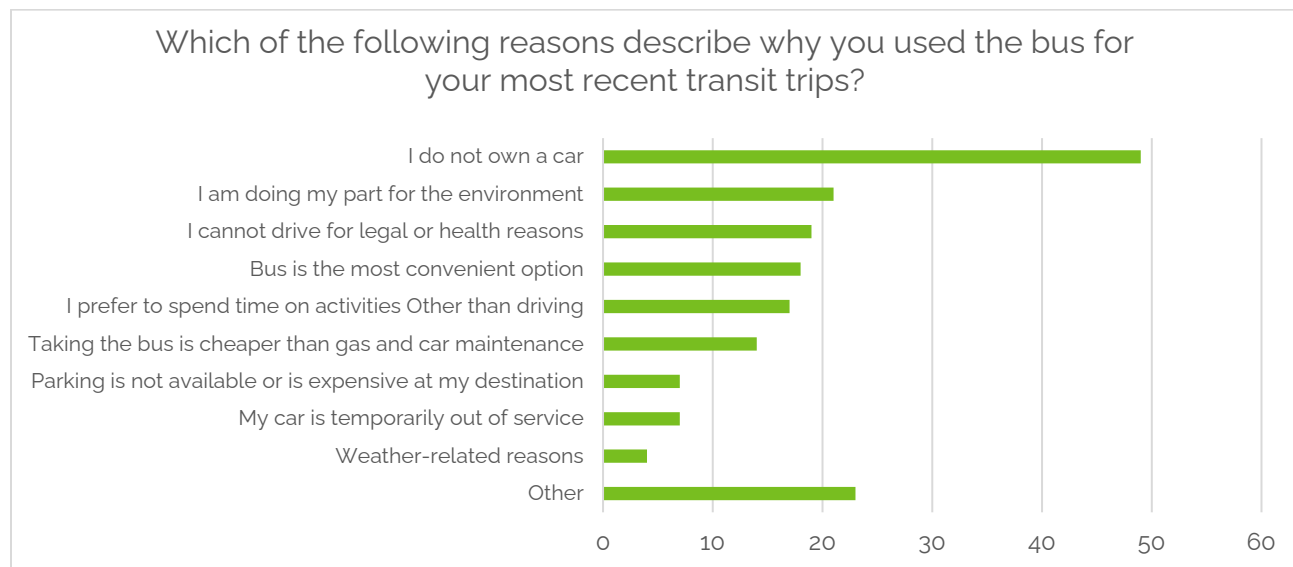


Most riders use PART Route 1 (21%) to make their most frequent trip, followed by On-Demand (18%) and PART Route 2 (13%). This indicates that responses show a similar trend to ridership.



Why Riders Use the Bus

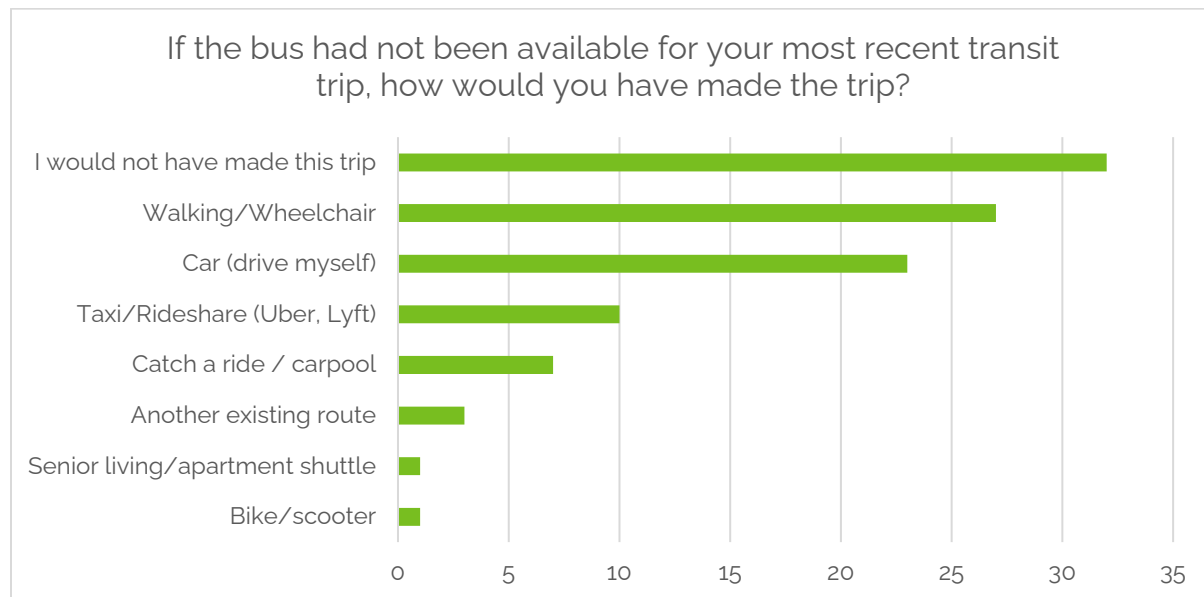
Riders were asked to select all reasons that describe why they used the bus for their most recent transit trip. This select-all-that-apply question captures the mix of motivations behind PART ridership.



The leading reason, not owning a car (49 responses) combined with inability to drive for legal or health reasons (19) demonstrates that a large share of the current rider base is transit dependent. PART is filling both a mobility gap and an affordability gap for these users. The environmental motivation (21 responses) and convenience (18) show that PART also attracts choice riders, which is important for long-term ridership growth and political support for the system. The answers for "other" include convenience and cost.

If the Bus Were Not Available

Riders were asked what they would have done if the bus had not been available for their most recent transit trip. This question is one of the clearest indicators of transit dependency in the survey.



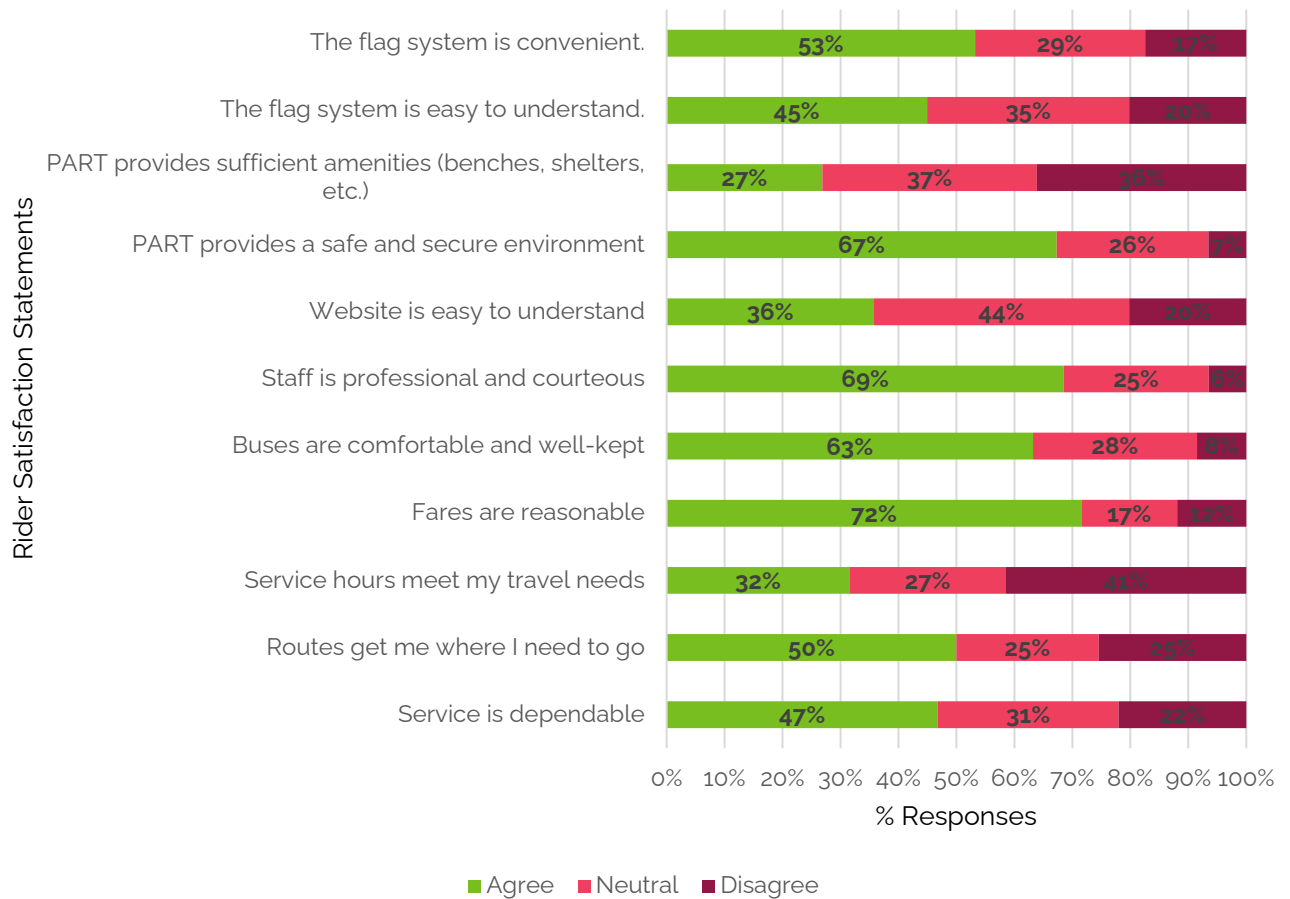
22% of respondents said they would not have made the trip at all. This confirms that PART is not a convenience service for many users. It is an essential access service that enables trips to work, medical appointments, and groceries that otherwise would not happen. Service reductions or gaps in coverage could severely impact this population.

Rider Experience and Satisfaction

Respondents who ride PART were asked to rate their agreement with a series of statements about service quality. The chart below shows the distribution of Agree, Neutral, and Disagree responses across nine service attributes as well as two questions about the flag stop system.

The strongest ratings were staff professionalism, safety/security, fares and vehicle condition. These are genuine strengths the agency can build on. Weak results included service hours and amenities which is consistent with comments requesting shelters and better stop infrastructure. Improving service hours and stop amenities are high-impact opportunities that could raise overall rider satisfaction.

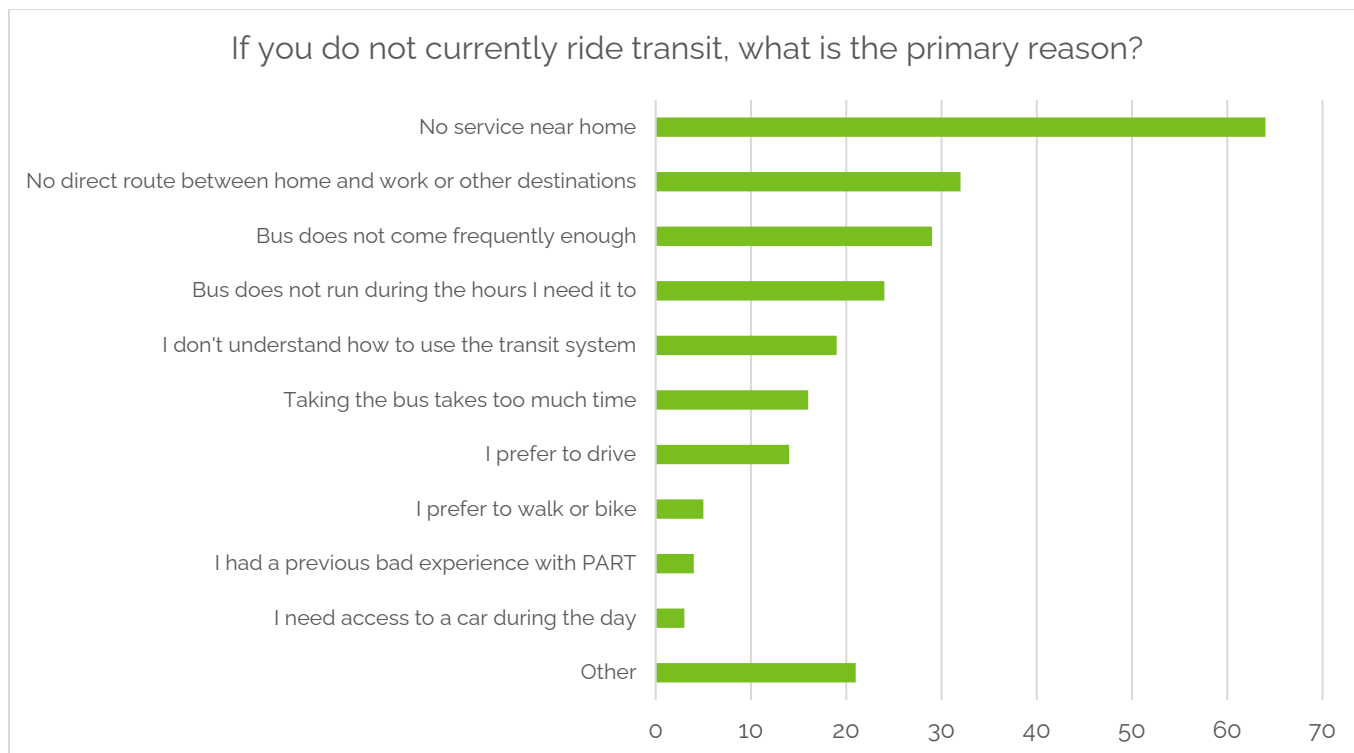
Rider Experience and Satisfaction



Questions for Non-Riders and All Respondents

Why Non-Riders Do Not Use Transit

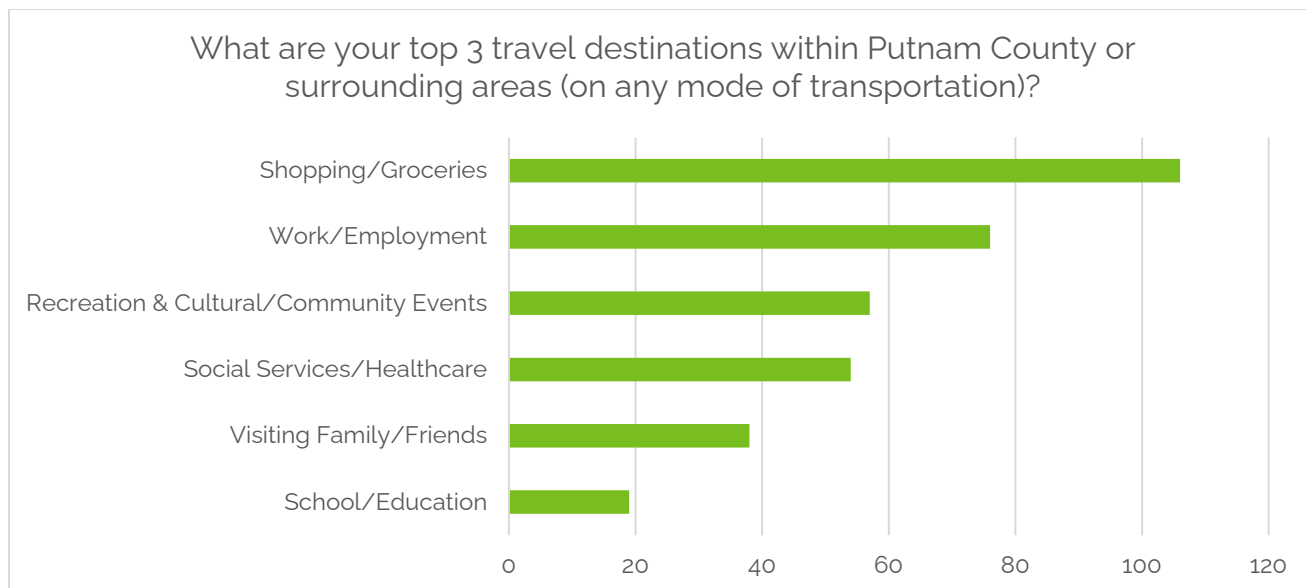
Respondents who do not currently ride transit were asked to select all reasons that describe why. This question helps identify what would need to change to convert non-riders into riders.



The leading reasons center on network coverage and usefulness rather than attitudes toward transit itself: no service near home (64), no direct route (32), low frequency (29), and hours that do not match needs (24). This pattern indicates that increasing relevance and reach would likely do more to attract new riders than marketing alone. However, the 19 respondents who said they do not understand how to use the system represent a near-term outreach opportunity. Improved access to information could convert some of these non-riders without any actual infrastructure changes. Other comments included only using it when visiting from out of town, no paratransit service, and lack of awareness of what services are available.

Travel Destinations

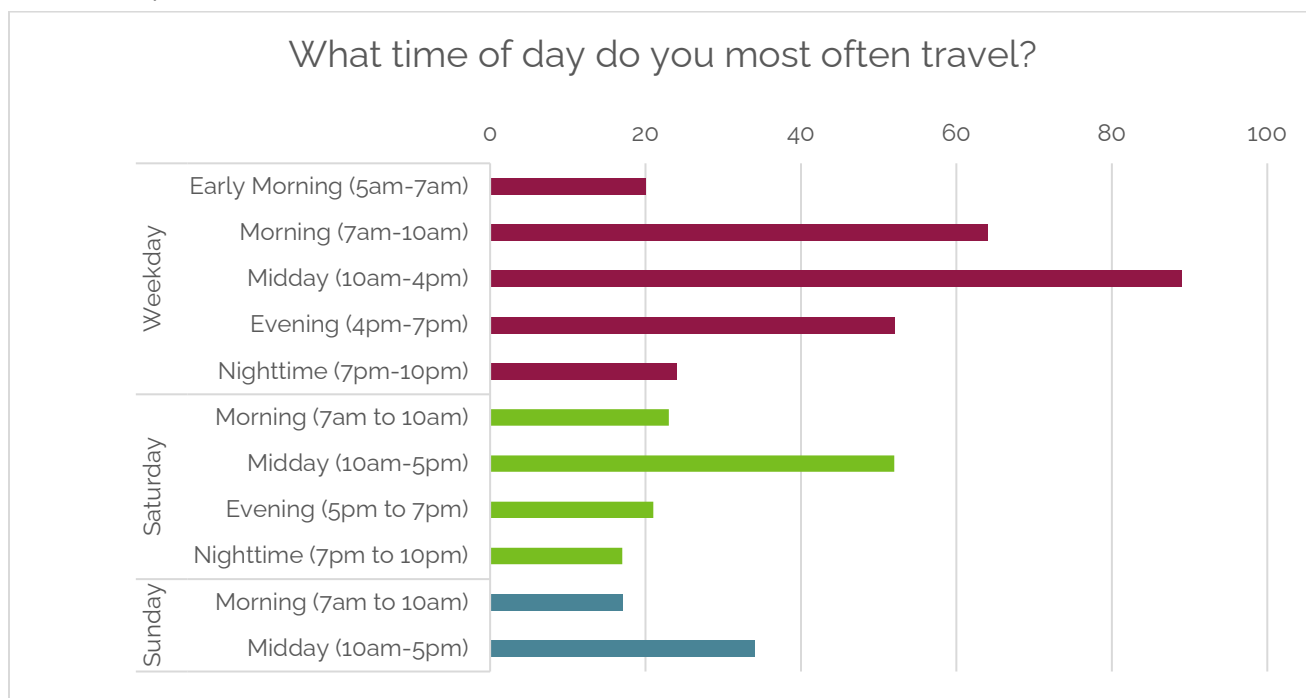
All respondents were asked to identify their top three travel destinations within Putnam County or surrounding areas (on any mode of transportation). This question helps identify where the transit network most needs to connect people.



Shopping/groceries (106 responses) and work/employment (76) are the top responses, followed by recreation/community (57) and social services/healthcare (54). This reinforces the need for a network that supports routine daily trips such as grocery stores, medical offices, and retail centers, not just traditional peak-direction commuter travel. Route planning should prioritize connections to major shopping centers and healthcare facilities.

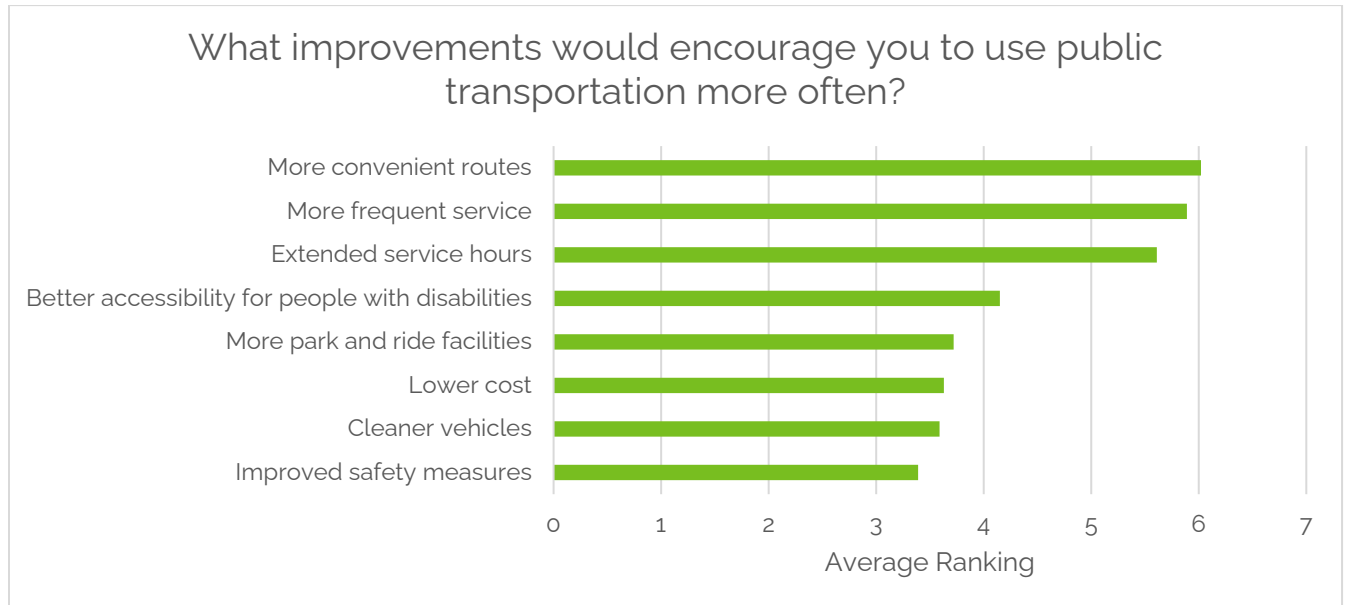
Time of Day

Most people travel in the middle of the weekday (54%); however many people are traveling in the morning and evening on weekdays, and midday on Saturdays, indicating demand outside of peak travel times.



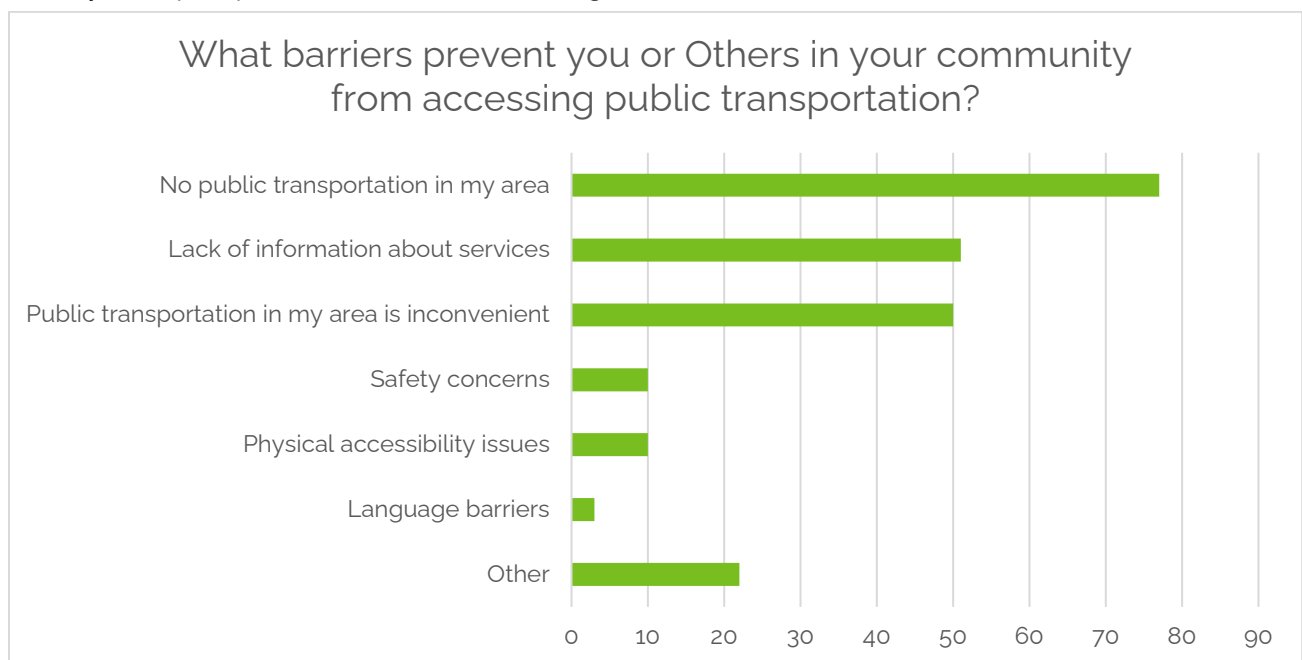
Travel Improvements

When asked to rank what improvements would encourage more system use, respondents chose more convenient service, more frequent service, and extended hours as their top 3. These were ranked on a scale from 1-7, with 7 being the highest and then averaged to show preference. The highest average ranking was a 6.2 out of 7 for more convenient routes.



Broader Barriers to Access

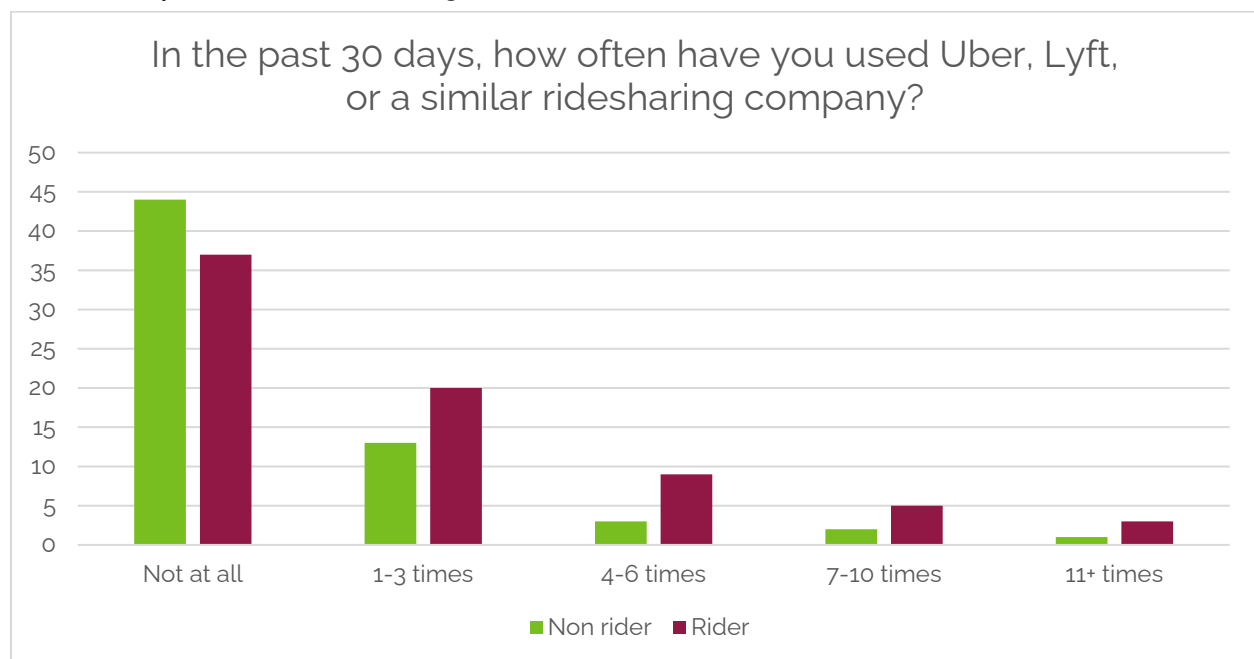
All respondents were asked what barriers prevent them or others in their community from accessing public transportation. This select-all-that-apply question captures the countywide perspective on access challenges.



The top barrier, no public transportation in the respondent's area (75 responses) is a coverage gap that cannot be addressed through scheduling or marketing alone. The second-ranked barrier, lack of information about services (48), indicates that increased signage and information in the community may be needed to make residents more aware of what PART offers. Safety concerns (10) and physical accessibility (8) are less common overall but remain critical for specific populations. Other comments also included more responses about the lack of service in the area. Common other comments though included lack of service on the weekends and not enough frequency to be reliable.

Ridesharing

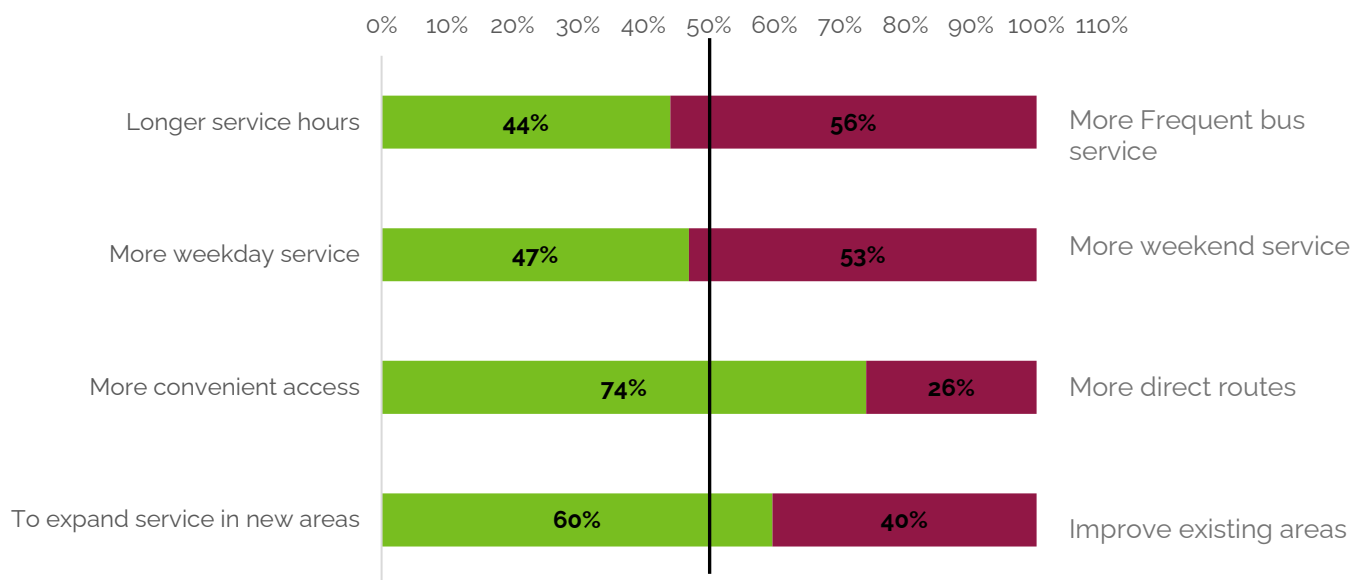
When asked how often respondents used rideshare in the last 30 days, over half said they did not use it at all. When broken out by rider vs. non-rider, all categories except for "not at all" were higher for riders indicating that there may be some competition present between the PART system and ridesharing.



Service Trade-Offs and Improvement Priorities

The survey included a series of forced-choice questions to understand what trade-offs respondents would accept if resources were limited. Each question asked respondents to choose between two competing priorities.

If you had to choose, would you prefer:

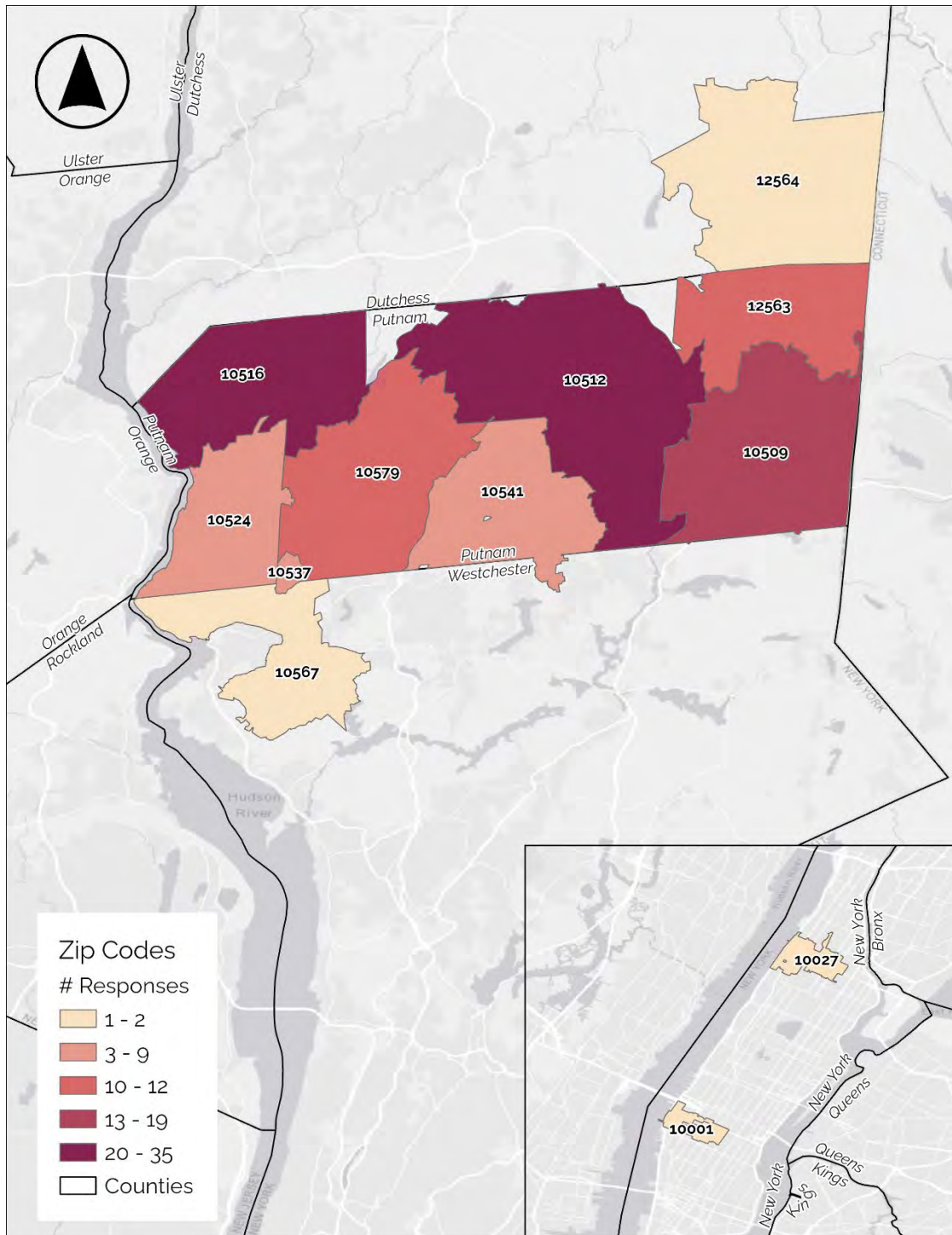


The results lean consistently toward geographic access and broader availability. Respondents slightly favored more frequent service (71) over longer hours (56), slightly favoring more weekend service (69) over weekday service (62), strongly favored more convenient access even if trips take longer (91 vs. 32), and favored expanding to new areas (74) over improving frequency on existing corridors (50). Respondents are willing to trade some directness or frequency in order to reach more neighborhoods and have a wider variety of destinations. Microtransit and flexible service models are well suited to this preference because they can extend geographic reach without requiring full fixed-route investment.

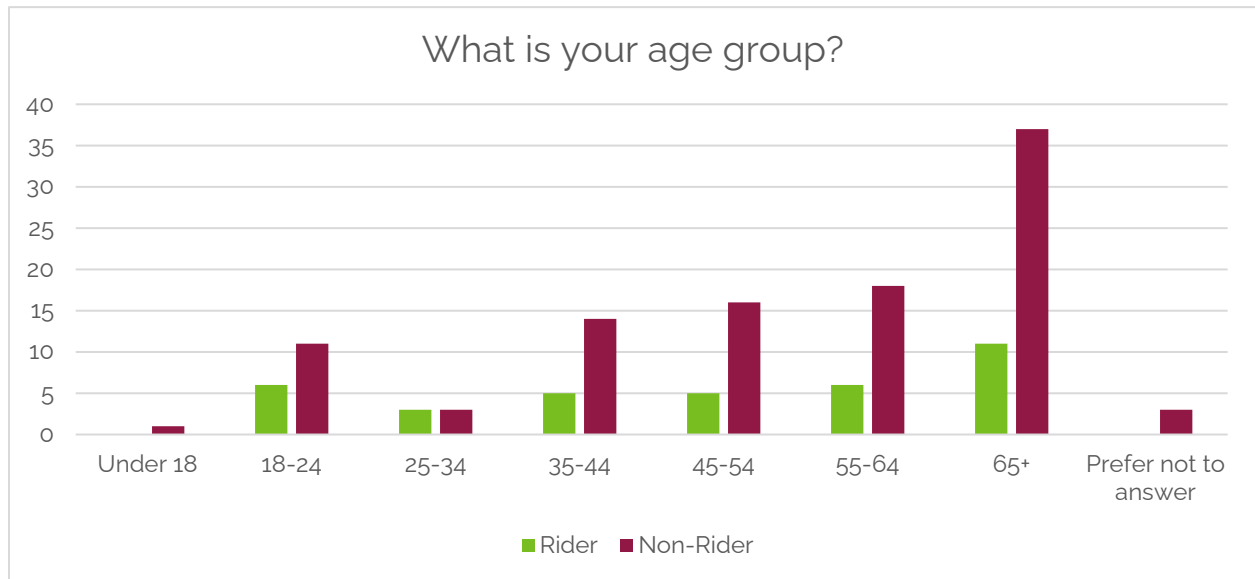
Demographic Profile of Respondents

The survey collected demographic information including age, ZIP code, gender, employment status, income, vehicle access, and language. Overall, responses reflect broad geographic coverage across Putnam County, with additional participation from adjacent areas in Westchester and Dutchess counties and a small number of responses from Manhattan. The respondent population skews older, with a similar age distribution observed among both riders and non-riders. Approximately one-third of respondents reported full- or part-time employment, with a lower share among riders (about 25 percent) compared to non-riders (about 50 percent). The majority of respondents identified as White; however, riders represent a more diverse group, with a higher proportion of non-White respondents compared to non-riders. English was the primary language reported, though riders accounted for a larger share of Spanish-speaking respondents. Income responses indicate that riders generally reported lower household incomes than non-riders.

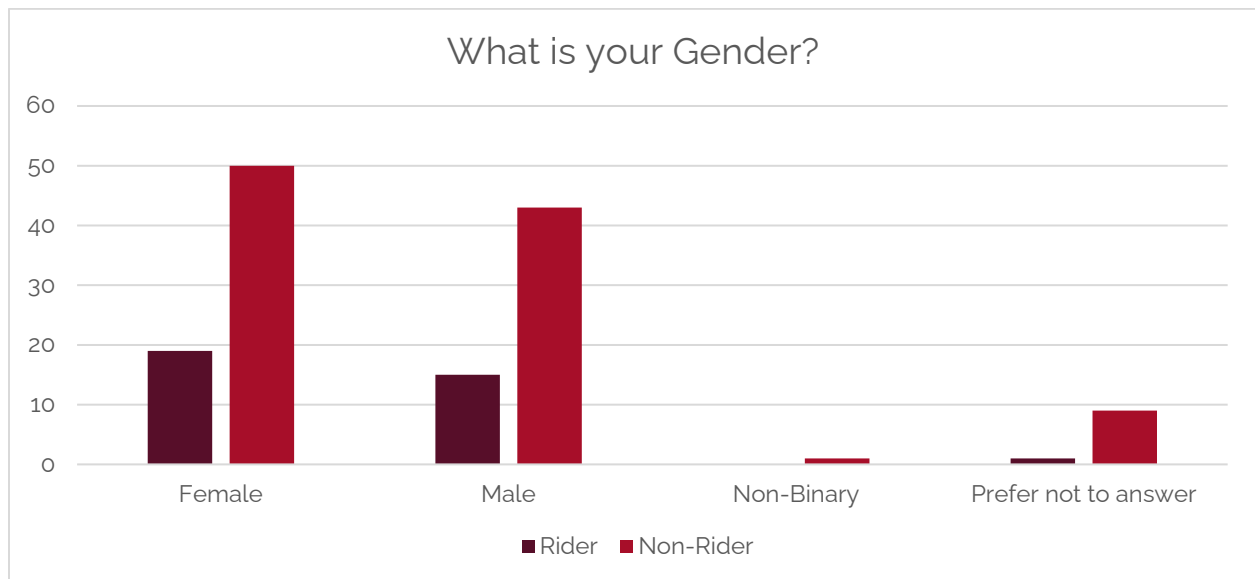
Zip Codes



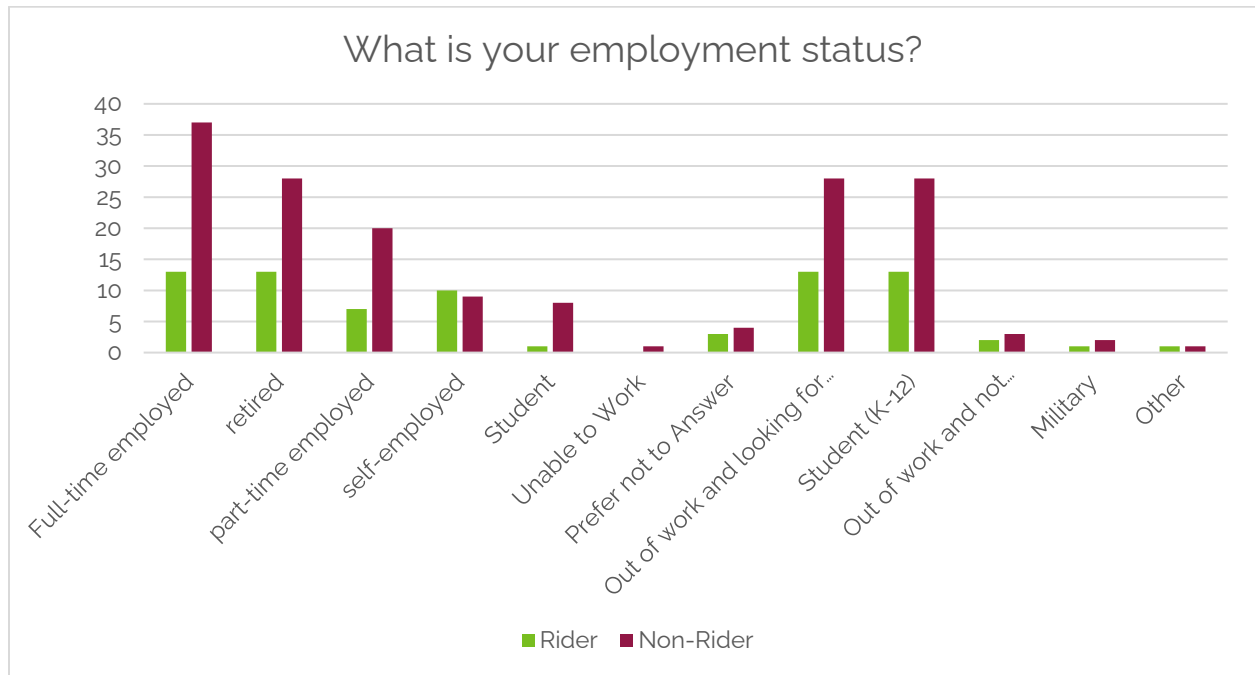
Age Profile



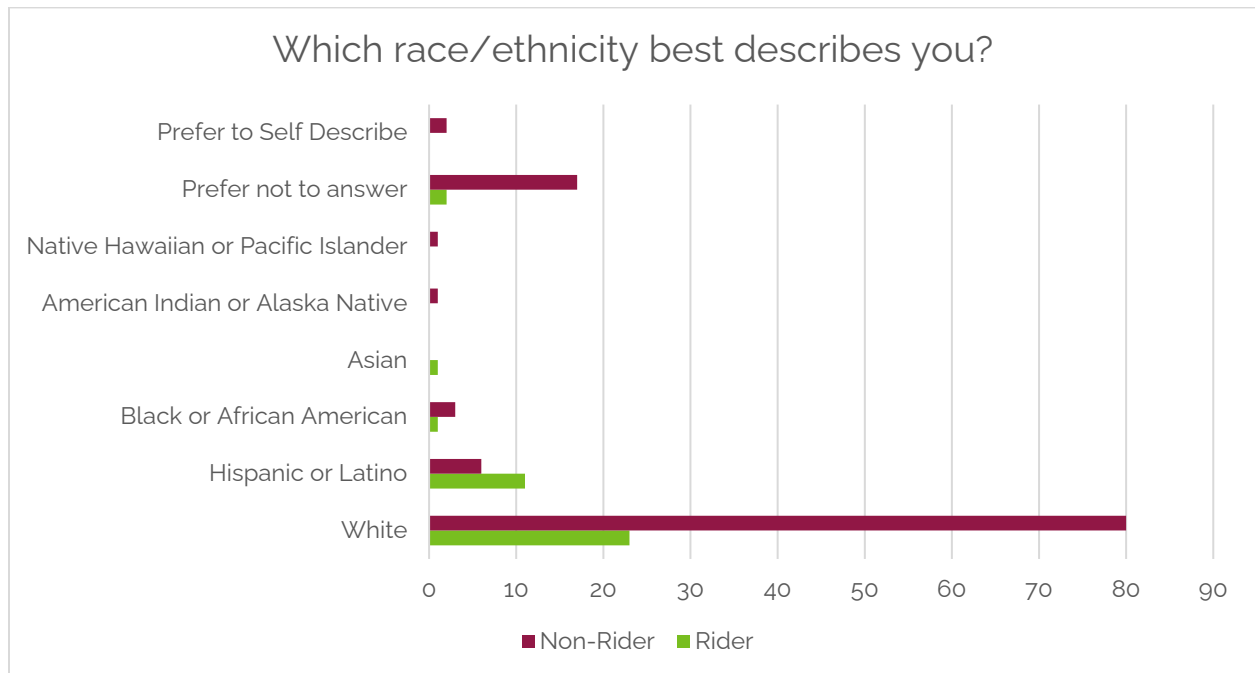
Gender



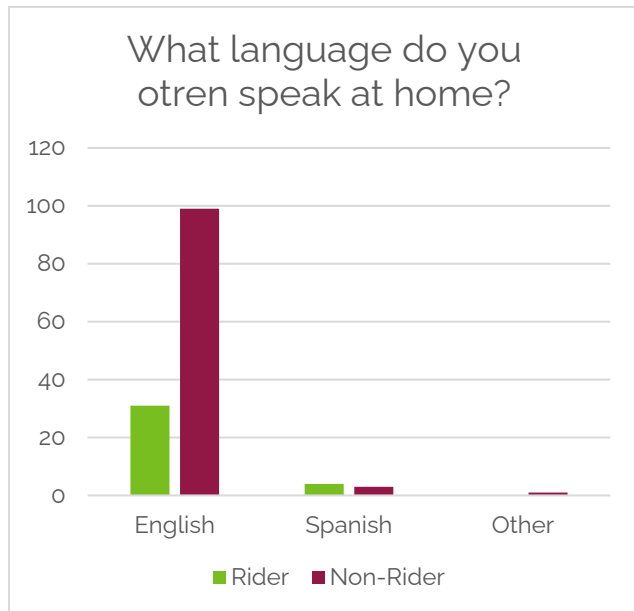
Employment Status



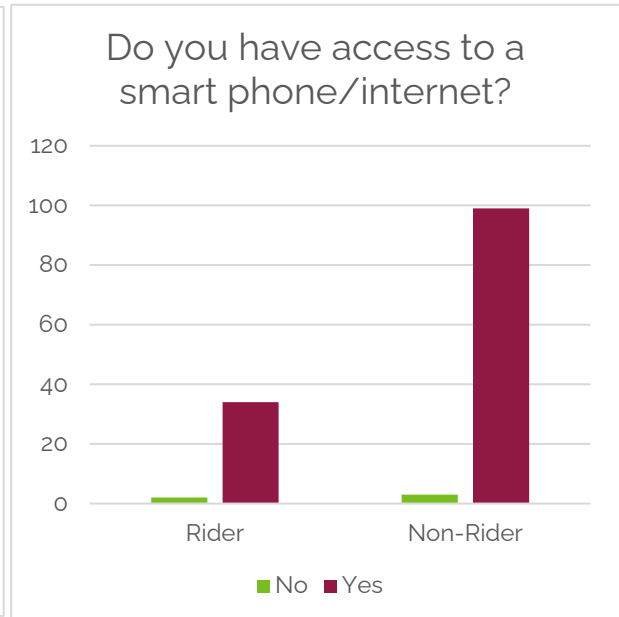
Race/Ethnicity



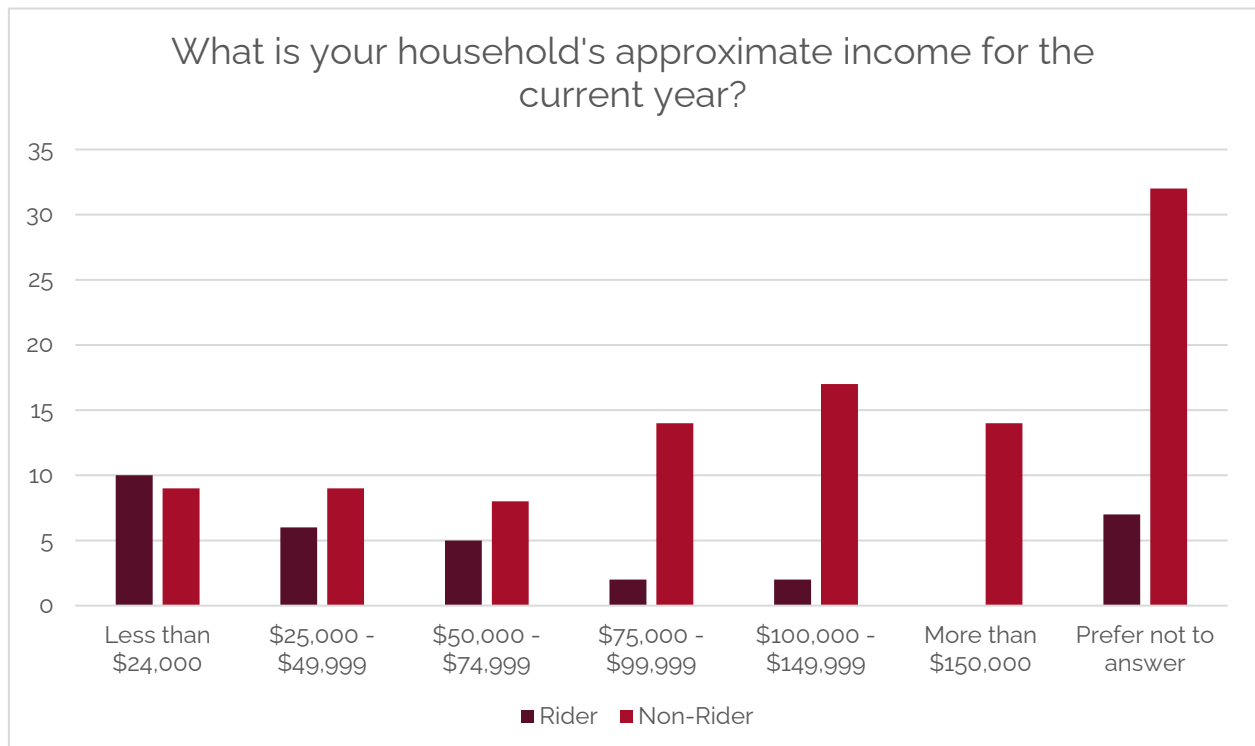
Language



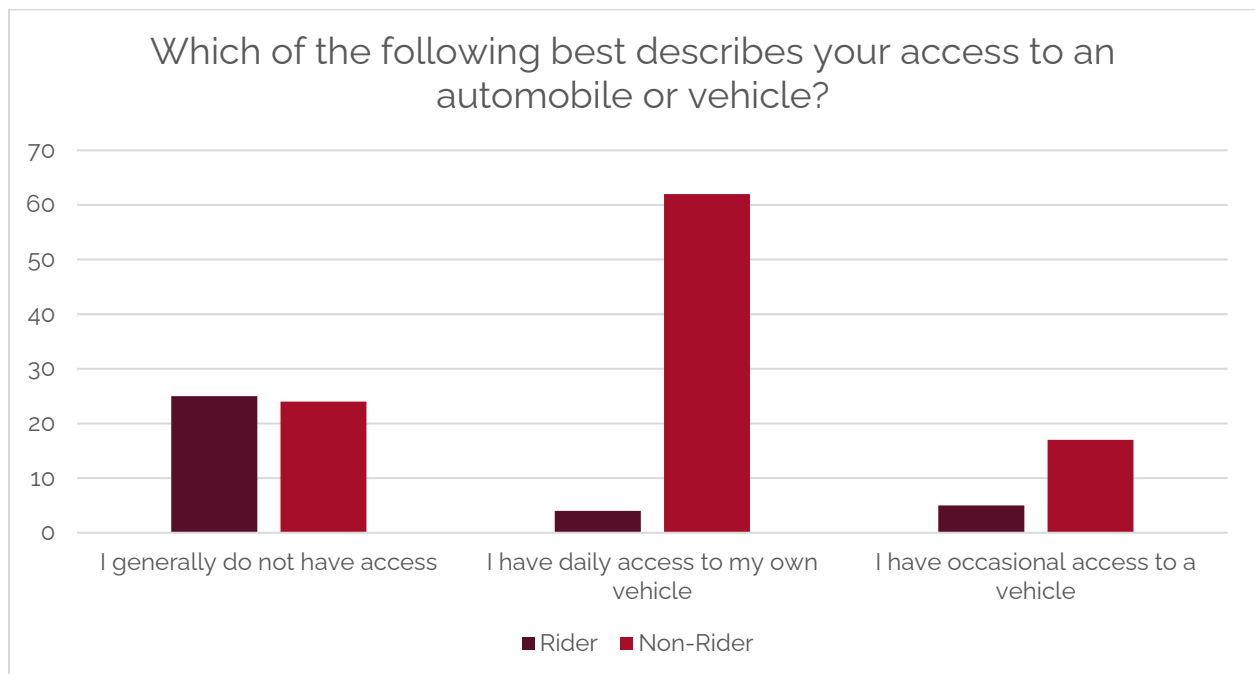
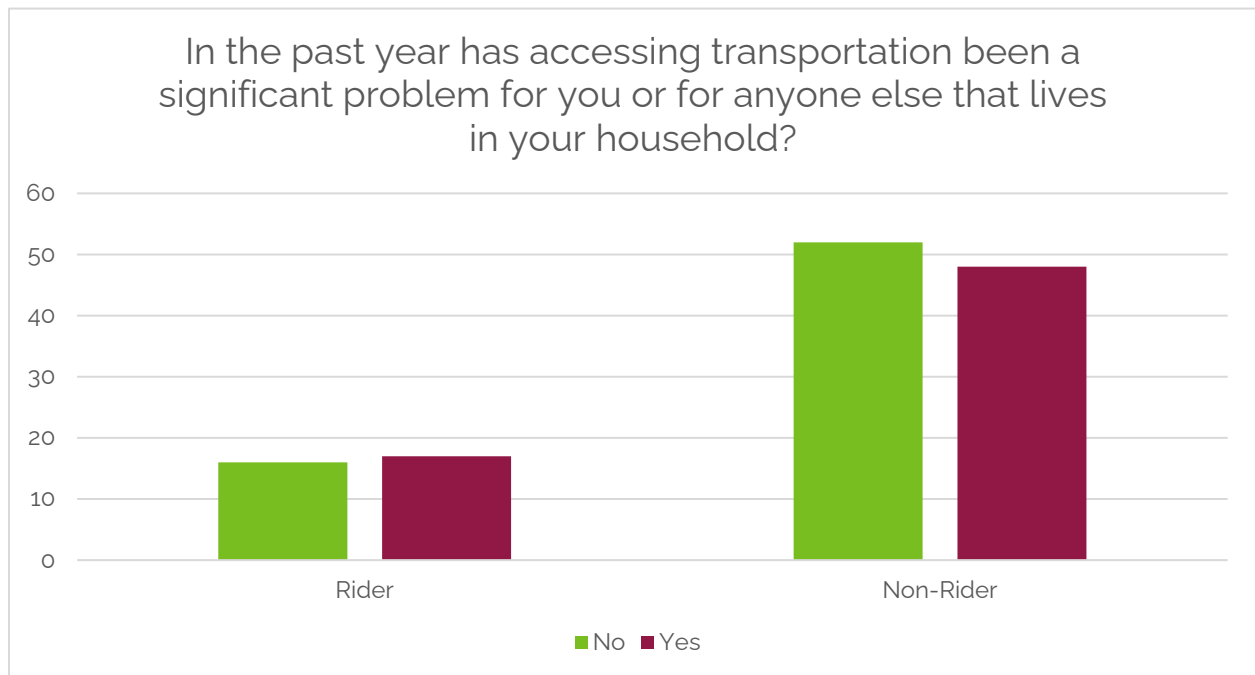
Internet Access



Household Income



Transportation Access



PUTNAM AREA TRANSIT (PART) STAKEHOLDER INTERVIEW SUMMARY

As part of the Putnam Area Transit study, a listing of 21 area agency heads, elected officials and private individuals were identified by Putnam County Planning Department staff to be interviewed as part of the study's stakeholder outreach effort. The goal of the interviews was to collect a broader perspective and input on the current effectiveness and potential future needs for public transit/mobility services in Putnam County.

A total of 16 telephone interviews were conducted, involving more than 19 individuals over the period from March 30 through April 8, 2026. Many common themes came up the interviews. A summary of the key take-aways include:

1. The value and need for public transit services in Putnam County was broadly recognized. Very few critical comments were made.
2. It's recognized that the County presents special transportation challenges due to its largely suburban/rural nature.
3. PART's new On-Demand service was viewed positively with general interest expressed in seeing it expanded.
4. The lack of transit service in western portions of the County was mentioned repeatedly as a need. Primary connection points mentioned for such a service were to/from the Carmel area and to/from points in Dutchess and Westchester Counties for shopping and employment purposes.
5. MV Transportation staff offered some specific routing change suggestions, to be detailed separately in writing.
6. Most of the agencies contacted had limited direct contact or relationship with PART services. Most of the service related comments were relayed impressions from clients and constituents.

The following sections include summary notes of each of the interviews.

Putnam Co. Economic Development Corp. - Kathleen Abels, President

Date: 3/30/26

General Background and Comments:

Putnam Co EDC does not work directly with PART services, but does engage with the County Planning Dept. Kathleen recognizes the need for mobility that transit services help to address. She assessed its value to the county as "critical" in the role it plays bringing customers to businesses, workers to jobs and tourists to County attractions.

Other specific items cited during conversation:

- Value of transit services grows with the county's aging demographic
- Expressed positive impression of new On-demand, micro-transit services and would support expansion as appropriate within cost limitations
- "Loves" the trolley to Cold Spring
- Tourism is economically important to the County. It also offers safe travel to hikers who come up from city to hike the Hudson Highlands
- Metro-North service is not as important as it used to be with increasing trends toward remote work.
- Believes the service to be safe and friendly – strong asset

Desirable improvements mentioned:

No needs for specific improvements came to mind.

PART Rider - Micheal Chiodi

Date: 3/26/26

General Background and Comments:

Paratransit rider since 2017. Uses a motorized wheelchair. Rides three to four times per week to physical therapy and part-time employment. Lives in Carmel – rides to PT in Mahopac. Describes Paratransit service as a "god send"

Other specific items cited during conversation:

- Spoke highly of the drivers and dispatchers. Rides frequently so drivers know him. Said they value feedback
- When he has used a taxi in the past he had to use a manual wheelchair, which was inconvenient for him.
- He reported trying Putnam on Demand once but the driver didn't seem able to use the lift/ramp properly and made him uncomfortable. Hasn't used it again.
- Uses a regular bus on occasion.

Desirable improvements mentioned:

- Service needs more drivers
- Interior bus cleanliness could be better – not a huge problem, but sometimes he notices pieces of the same trash on a bus over multiple days
- Prefers not to have other passengers ride on his trips as they tends to cause delays

Philipstown Behavioral Health Hub - Michelle Kupper, Executive Director

Date: 3/30/26

General Background and Comments:

Agency currently has no direct interaction with PART. Hub provides service coordination and service referrals to its clients. Recognizes the value that PART services offer to the mobility needs older adults and those with limited personal mobility access and options.

Other specific items cited during conversation:

- Cited a need for better east-west travel connection within the county. Specifically mentioning between Philipstown and Carmel.
- Cited a need for better north-south inter-county connections to Poughkeepsie, Brewster and Beacon.

Desirable improvements mentioned:

See above

Town of Patterson - Rich Williams, Town Supervisor

Date: 3/30/26

General Background and Comments:

Generally supportive of the service, seeing it as necessary for population segments that are not able to get around by personal transportation. Overall comments were brief.

Other specific items cited during conversation:

- Indicated that he thought PART service was a good value
- Likes the new On-demand service

Desirable improvements mentioned:

No suggestions were offered for improvements

Putnam County Department of Tourism - Tara Keegan, Director

Date: 3/30/26

General Background and Comments:

Limited direct contact with PART. Expressed support for public transit services and its staff. Likes to be able to highlight the availability of trolley services to Cold Spring when promoting Putnam Tourism.

Other specific items cited during conversation:

- Does reach out to PART for transportation assistance with special events when are planned. PART is not always able to accommodate requests but appreciates them as a resource, nevertheless.
- Trolley is seen as a valuable tool to support visitors to the County.
- Trolley service described as “decent”, cheap and wholesome.

Desirable improvements mentioned:

No suggestions were offered for improvements

VIA - Jessica Tufnell, General Manager

Date: 3/30/26

General Background and Comments:

VIA is the contracted operator for PART's new On—demand micro-transit service. Was enthusiastic and appeared to know PART's new (since May 2025) service well.

Other specific items cited during conversation:

- Indicated that the service was going well with positive feedback from their riders. Ridership is trending up. Detailed stats are available.
- Reported that 51% of riders were 55+ year of age and 43% had a disability (mostly cognitive – ARC clients) few wheelchairs but some walkers
- Most trips are for employment purposes or errands
- Reported that the average cost per trip has come down to \$30/ride
- Reported that average wait time was 30 minutes
- Vehicles have AI enabled dashcams looking both out over the hood and inside the bus to monitor drivers. When recordings are triggered, incidents are reviewed and help them keep the quality of their service and drivers high.
- Reported that the passengers are getting more comfortable with using the VIA app. An in-person call-center is available but older and riders with disabilities are getting better using the mobile application.
- Standing reservations are not taken

Desirable improvements mentioned:

- Sees a need to expand service zones and add 1 to 2 more vehicles. Said will improve service delivery further and help to meet the demand.
- Some challenges recruiting drivers. Local drivers work out best. Has had some challenges not being able to take on Connecticut licensed livery drivers (class E licenses – non-CDL) and meet their insurance conditions.

Note: Conducted a follow-up interview with Jessica in response to some of the comments received from other agencies about recent lengthening pick-up times (reported to be 1 hour). Jessica reported that approx.. 2 weeks ago they experienced a temporary driver shortage that has since been corrected. She reported that wait times over the past week were consistently 21 minutes or less.

Mental Health Association of Putnam - Alice Herde, Director

Date: 3/31/26

General Background and Comments:

Mental Health Association works with PART as most of their clients have limited personal mobility options. About 75% of clients rely on public transit or taxis to meet their personal travel needs. Agency purchased 3 books of transit passes in September 2025, would like to continue. Overall expressed support of the service citing the mobility challenges of living in a suburban/rural community

Other specific items cited during conversation:

- Clients have reported that the new On-Demand started out great, however, wait times have been getting a lot longer recently. In one case it was cited that a trip between Mahopac and Brewster took 2 hours.
- Reported a perception that the buses do not look full
- Reports from clients suggest that the drivers may need to be "kinder"
- Fixed routes and schedules are often not convenient to MH clients.
- Clients report that drivers limit the number of bags that they bring on a bus. Often seems to come up with groceries.

Desirable improvements mentioned:

- Would like extended routes and trip options that better suit clients needs. Specific suggestions were not available

Green Chimneys - Clare Rigano, VP Comm. Based Services,

Date: 3/31/26

General Background and Comments:

Green Chimneys offers a range of services for emotionally disturbed children and homeless youth – both day treatment, residential and a day school. Clare works directly with a program for run-away youth (16 to 21 yrs of age). Have transitional housing (4 beds) and a drop-in center. Transportation services are important to all Green Chimney clients and are especially key to its transitional homeless youth program. Program does purchase bus passes (\$75)

Other specific items cited during conversation:

- Transit services are key to youth in agency's program. Transitional youth seek employment opportunities in the community and do not have access to private automobiles.
- When a client seeks employment, job sites that are not served by public transit impose a significant financial burden for transportation. Cited an example where a round-trip Uber or Lyft ride to work often costs as much as \$120.
- Likes the fact that PART drivers usually become familiar faces to clients who use the service; makes riding transit more comfortable and a positive experience. Drivers often are helpful.
- Current transit routes & schedules are not always convenient for client needs.
- Students in agency's day school program are transported by area school districts.

Desirable improvements mentioned:

- Weekend services are important. Would like improved weekend services

Putnam County Office of Senior Resources - Marlene Barret, Director

Date: 4/1/26

General Background and Comments:

Office of Senior Resources offers a range of services to senior-aged Putnam County residents. Operates its own transportation service with a fleet of 14 small buses (operated by agency employees) and 10 automobiles (operated by volunteers). Makes referrals to PART when appropriate and unable to meet a particular clients' travel need.

Other specific items cited during conversation:

- Maintaining low-cost transit fares is important to clients.
- Had positive impression of PART's new "On-Demand" service.
- PART service in and around Carmel is OK but large portions of the County are not served. Specifically mentioned Putnam Valley, Cold Spring, Patterson, Philipstown, Garrison, Kent – whole western portion of county and significant portion of the northern areas.

Desirable improvements mentioned:

- Expansion of On-Demand service
- Service to the western and northern ends of the county
- Better access to medical office clusters, NY Presbyterian, supermarkets.

PART Rider - Lillian Gyomai

Date: 4/1/26

General Background and Comments:

Lives in Carmel, has been an On-Demand" rider for the past 8 months or so. Uses it to commute to/from work at the Patterson Library 3 days per week. Also goes to the hospital with her mother

Other specific items cited during conversation:

- Likes the service. Easy to use with the App., good customer support when needed, is happy with the cost.
- Drivers are pleasant.
- GPS used by the service sometimes takes "wonkey" routes.
- Wait times have been increasing as usage has grown.

Desirable improvements mentioned:

- Would like to see an extra bus or two.
- Public education materials could be better focused on the senior aged population.

Village of Cold Spring - Kathleen Foley, Mayor

Date: 4/1/26

General Background and Comments:

Village mayor in western part of Putnam County. Asked what she saw as the current strengths of PART services? She responded "few-none"

Other specific items cited during conversation:

- Does not see the trolleys as providing any useful or effective service. Said they were too big for Village streets, no designated stops, were underutilized, were not reliable (said they don't run if short a driver and public doesn't know when this is happening), no identification on side of trolley – only advertising.
- All significant County services are located in central/eastern portion of County and Cold Spring does not have transit access to any of it.
- Believes that On-Demand services would be perfect in her area, Regular, fixed route bus schedules do not make sense.
- Believes that Cold Spring and the western portions of the county warrant more attention and a fair share of service.
- Believes that Senior Services vehicles could be used more effectively than they currently are. States that they sit idle for significant portions of the day.
-

Desirable improvements mentioned:

- Expanded On-Demand service to Cold Spring
- Public transit access to the Carmel area
- Public transit access to shopping and grocery areas.

Putnam County Legislator - Laura Russo, District 4

Date: 4/3/26

General Background and Comments:

Putnam County Legislator from the Patterson/Putnam area. Expressed solid support for public transit in general

Other specific items cited during conversation:

- Has received positive feedback on new on-demand service. However, would like to see hours/capacity expanded
- Has received feedback from constituent that fixed route service scheduling can be a problem. Not clear enough.
- Uber & Lyft are expensive alternatives most people can't afford.
- Supports trolley service – at least to the extent that from her perspective it seems to work, and she has not received any negative comments about it.
- Cited a comment received from a constituent who has a special needs son who can only accept certain shifts from their employer because the bus isn't available on Saturdays or later in the day.

Desirable improvements mentioned:

- Longer service hours, especially on Saturdays and evenings for On-Demand service

Putnam County Executive - Kevin Byrne

Date: 4/3/26

General Background and Comments:

Putnam County Executive seems very well versed in public transit related issues in the county. Spoke to many of the points raised in previous interviews without prompting. Grew up in Putnam Valley, very familiar with geographic challenges faced there relative to transportation. Supportive of public transit and recognizes its need, especially for the elderly and persons with disabilities.

Other specific items cited during conversation:

- Has heard a lot of very positive feedback on the new On-Demand service. Sees it as potentially a very effective alternative to traditional fixed route transit in a suburban/rural area like Putnam County.
- Looking for the current study to help identify and justify steps to help fill gaps in current transit offerings
- Said that Putnam County has the fastest growing senior population of any county in New York State
- Recognizes counties geographic challenges and that there are locations/situation where out of county travel make sense (N/S – orientation on western side in particular). Spoke of potential to identify possible transit hubs outside of county (Jefferson Valley Mall?) to make connections.
- Business community supports the trolley. Believes that the trolley should not be viewed the same way as pure “public transportation” alternatives. Not an either/or situation
- Mindful of potentially unmet transportation needs of persons with disabilities.
- Indicated that many (not all) county services do not require face-to-face contact - speaking to the view that travel to Carmel (where most county offices are located) is essential.
- Transit efficiency is important. Recognizes need for transportation growth but recognizes that it needs to be done smartly and can't be all things to all people. Looking to this study to help guide that process.

Desirable improvements mentioned:

- Identification of essential steps guide the efficient growth of transit services in the County.

Putnam County Department of Social Services - Sara Servadio, Commissioner

Date: 4/6/26

General Background and Comments:

Putnam DSS currently has limited direct contact with PART services. However, accessibility to transportation services and related mobility options is often a challenge for DSS clients.

Other specific items cited during conversation:

- Has received positive feedback on new on-demand service where it is available.
- Transportation in the western portions of the county is a problem.
- DSS requires face-to-face client appointments at their office in Carmel for many of their clients and programs. Examples include appointments related to child protective services, Medicaid program eligibility, program re-certifications
- DSS spends an average of approx. \$1,000 on cab rides to their facility. Of this approximately 25% are individuals who come from western portions of the county. Use private taxi companies – Uber/Lyft not reliably available in western Putnam.
- Sample round-trip taxi fare from Mahopac to Carmel is \$120
- DSS works with significant numbers of individuals who are not Medicaid eligible. Most medical trips are to facilities outside of county.
- It is common for some of their clients to travel to/from work using a taxi that takes them from their residence in Putnam County to/from public transit connections in Westchester and Dutchess counties. Unable to cite any concentrated commute times other than early morning to late evenings.
- Many clients medical trips (non-medicaid) that they are familiar with are north/south oriented to destinations in Dutchess or Westchester.
- Indicated that DSS would be supportive of collaborating with planning staff to study the more detailed travel patterns of their clients.
- Reported that "accessibility" was an issue. When asked to describe what they meant by "accessibility" they indicated a need for door-to-door type assistance.

Desirable improvements mentioned:

- Better service to the western portions of the County.
- Better connections to out of County connection points with other transit service providers.

MV Transportation - Sheralee Malverty, General Manager and Staff (Tim Fields, Dispatcher, Jacques Dantec, driver)

Date: 4/8/26

General Background and Comments:

MV Transportation is the contracted operator for PART fixed route and Paratransit services. MV has been the contract operator since 2014, Shealee has been working with PART since 2006 (under First Transit).

Other specific items cited during conversation:

- Asked about changes that they've witnessed over the past 10 years, she cited increased traffic congestion, increased passenger demand in Brewster and Carmel. Somewhat less demand on paratransit.
- Cited a lot of demand for on-calls. Driver said that it is not unusual for him to receive 15-18 on-call requests in Carmel (most)
- Driver cited the Mahopac Hills Senior Center on-call as a potentially dangerous traffic maneuver.
- Brewster and Carmel routes often run late (5-10 minutes) due to a combination of congestion delays and on-call requests. PART has a 5-minute hold policy for transfers. It's not unusual for a rider to miss a connection because the bus is more than 5 minutes late.
- Driver recruitment can be a challenge, but likely not any more so than other areas.

Desirable improvements mentioned:

- Diver indicated that many of the routes needed to be re-timed. Current route timepoints were often difficult or impossible to maintain consistently.
- More efficient routing. Some of the on-calls should be incorporated into regular routes

Note: *Below is a set of written route change considerations submitted via e-mail by the MV Transportation General Manager for PART services. Some of the suggested changes reflect concerns over perceived safety hazards implicit in current routing.*

We go down 52 to Ludingtonville Rd passing 3 on calls which we only go to if needed.

Then we go down Ludingtonville Rd to the nursing home, then back the exact same way that we just came.

It seems to be a waste of time.

It's roughly 5 miles and 11 minutes one way. Route would remain the same, with potential for additional ridership.

The thought is, new route should be starting at the same place Rt 52 to to Ludingtonville Rd up Ludingtonville Rd straight down to 311 now adding the 4 on calls to the route, we would go down all the time.

On the corner of Ludingtonville Rd and Rt 311 there is commuter parking which we could include on the morning express bus to the Brewster train station possibly adding revenue.

Then down to Putnam Dr or Terry hill which is roughly 20 miles and 22 min

Mahopac Part 2

Mahopac Hills should be an O/C 1st loop in the morning and last loop at night (Bus normally runs empty those times). .

It is a very dangerous spot, getting in and out, however the stop is needed during the day as there is ridership.

Brewster Part 1A&B

Mount Ebo S we should not drive into the complex as we must back up once in.

The main concern a safety issue with backing up in general.

In addition, there is a pre-school in the complex adding more concern

We should leave passengers at driveway entrance then we can turn the bus without backing up.

There should have 3 set stops on Main St, With the flag down system we might stop 5 or 6 times along the small strip. People expect us to stop where they stand. They refuse to walk a few extra steps to where we are already stopping for others.

Personally, all the routes should be looked at being they haven't changed in at least 15 years since I've been here.

Not to mention significant population growth, congestion and new construction adding to the mix.

Putnam County Veterans Service Agency - Karl Rohde, Director

Date: 4/8/26

General Background and Comments:

The Putnam County Veterans Service Agency currently has no direct relationship or involvement with PART or the sponsorship of rides. Their office is located in Carmel and provides veterans with face-to-face assistance with the filing of applications for VA medical claims & assistance. VA also maintains a residence in Carmel (12 bed capacity) for veterans with significant housing needs and at risk of homelessness. Most of the residents of this facility do not have access to their own private transportation.

Other specific items cited during conversation:

- Putnam VA office does not have its own van available to transport its clients. Karl stated that he has requested one in the past, but has not been approved
- Most of the VA office clients are ambulatory and have their own transportation.
- The residents of the VA residence in Carmel are mostly transit-dependent; however, Karl was not able to offer much detail on how adequately that need was currently being met by PART services.
- VA medical appointments are held; 1- at a clinic located in Carmel or 2 – at one of two area VA hospitals – one located at Castle Point in Dutchess County, and another located in Montrose in Westchester County.
- Putnam VA previously had a relationship with the Putnam Office of Senior Resources to help with transport, but that service required longer advance reservation requirements than many of the VA appointments were able to provide. It is not unusual for a vet to be informed of an appointment the day before its scheduled. Sr. Res. Needed a weeks' notice.
- Aside from the residents of the VA residence in Carmel, Karl indicated that "only a small number" of his clients don't have their own transportation and that most are ambulatory.

Desirable improvements mentioned:

- None specifically cited. Perhaps better consideration of Vets residence in Carmel as an important destination/trip generator.

APPENDIX C
TRANSIT
INFRASTRUCTURE
INVENTORY

[illegible]

608	O/C Lake Casse - inbound	2	MaHopac/Jefferson Valley	Inbound	41.3917	-73.72	X			N	N	N	N	N	N	N	N	N	N	Eastbound	On-Street	Nearside		https://www.google.com/maps/place/41°32'N8023°30.13222N+73°26'N8043°12.0922W/@	
609	O/C Lake Secor - Lakeshore Dr./Topland Rd. and Ivy Hills) - inbound	2	MaHopac/Jefferson Valley	Inbound	41.3739	-73.7981	X			N	N	N	N	N	N	N	N	N	N	Eastbound	Off-Street	N/A		https://www.google.com/maps/place/41°32'N8022°26.0922N+73°26'N8043°15.2922W/@	
610	O/C Lakeside Rd. & Overlook Ln. - inbound	2	MaHopac/Jefferson Valley	Inbound	41.3805	-73.7582	X			N	N	N	N	N	N	N	N	N	N	Northbound	On-Street	Midblock		https://www.google.com/maps/place/41°32'N8022°49.8922N+73°26'N8045°29.5922W/@	
616	O/C Rolling Greens - inbound	2	MaHopac/Jefferson Valley	Inbound	41.363	-73.752	X			N	N	N	N	N	N	N	N	N	N	Westbound	On-Street	Midblock		https://www.google.com/maps/place/41°32'N8021°46.8922N+73°26'N8045°07.7922W/@	
622	O/C Secor Rd. & Wood St. - inbound	2	MaHopac/Jefferson Valley	Inbound	41.371	-73.787	X			N	N	N	N	N	N	N	N	N	N	Northbound	On-Street	Nearside		https://www.google.com/maps/place/41°32'N8021°15.0922N+73°26'N8041°15.0922W/@	
626	Rte. 6N & Archer Rd. - inbound	2	MaHopac/Jefferson Valley	Inbound	41.3478	-73.7827	X			N	N	N	N	N	N	N	N	N	N	Northbound	On-Street	Midblock		https://www.google.com/maps/place/41°32'N8020°52.1322N+73°26'N8046°57.7922W/@	
627	O/C Waycross Rd. & Vineyard Rd. - inbound	2	MaHopac/Jefferson Valley	Inbound	41.3613	-73.784	X			N	N	N	N	N	N	N	N	N	N	Northbound	On-Street	Midblock		https://www.google.com/maps/place/41°32'N8021°40.7922N+73°26'N8047°02.4922W/@	
629	Baldwin Place Rd. & Myrtle Ave. - inbound	2	MaHopac/Jefferson Valley	Inbound	41.3599	-73.7619	X			N	N	N	N	N	N	N	N	N	N	Northbound	On-Street	Midblock		https://www.google.com/maps/place/41°32'N8021°35.6922N+73°26'N8045°12.8922W/@	
672	Archer Rd. & Waycross Rd. - inbound	2	MaHopac/Jefferson Valley	Inbound	41.3592	-73.7869	X			N	N	N	N	N	N	N	N	N	N	Northbound	On-Street	Midblock		https://www.google.com/maps/place/41°32'N8021°13.1922N+73°26'N8047°12.8922W/@	
674	Rte. 6 & Route 52 - inbound	2	MaHopac/Jefferson Valley	Inbound	41.422	-73.6779	X			Y	Y	N	N	N	N	N	N	Y	N	Southbound	On-Street	Farside	Beeline sign	https://www.google.com/maps/place/41°32'N8025°19.2922N+73°26'N8040°40.4922W/@	
678	Putnam Plaza	2	MaHopac/Jefferson Valley	Inbound	41.414	-73.6676	X			N	N	N	N	N	N	N	N	Y	N	Northbound	Off-Street	N/A		https://www.google.com/maps/place/41°32'N8024°50.4922N+73°26'N8040°03.4922W/@	
680	Rte. 6 & Clark Pl. - inbound	2	MaHopac/Jefferson Valley	Inbound	41.419	-73.729	X			N	N	N	N	N	N	N	N	Y	N	Northbound	Off-Street	Midblock		https://www.google.com/maps/place/41°32'N8024°19.4922N+73°26'N8040°10.4922W/@	
681	Rte. 6 and Croton Falls Rd.	2	MaHopac/Jefferson Valley	Inbound	41.3782	-73.7263	X			Y	Y	N	N	N	N	N	N	N	N	Northbound	Off-Street	N/A	Could not verify	https://www.google.com/maps/place/41°32'N8022°41.5922N+73°26'N8043°34.7922W/@	
682	MaHopac Library - inbound	2	MaHopac/Jefferson Valley	Inbound	41.373	-73.7306		X			Y	Y	Y	Y	N	N	N	N	Y	N	Eastbound	On-Street	Nearside	Would need a local team to verify the location of this stop. There's no pole next to the library but Google maps shows a bus stop pole at the intersection of Grand Army of the Republic Hwy & East Lake Blvd. as advised, this bus stop sign is for Beeline and contains Beeline schedule. Bus shelter here is County-owned	https://www.google.com/maps/place/41°32'N8022°27.8922N+73°26'N8043°50.2922W/@
683	Rte. 6 & Rte. 6N - inbound	2	MaHopac/Jefferson Valley	Inbound	41.3723	-73.7338	X			N	N	N	N	N	N	N	N	Y	N	Eastbound	On-Street	Farside		https://www.google.com/maps/place/41°32'N8022°20.3922N+73°26'N8044°01.7922W/@	
691	MaHopac High School - inbound	2	MaHopac/Jefferson Valley	Inbound	41.3653	-73.7563	X			N	N	N	N	N	N	N	N	Y	N	Southbound	Off-Street	N/A	There are no sidewalks here	https://www.google.com/maps/place/41°32'N8021°55.1922N+73°26'N8045°22.7922W/@	
704	Putnam Plaza (outbound)	5	Carmel /Lake Carmel	Outbound	41.4144	-73.6676	X			N	N	N	N	N	N	N	N	N	N	Westbound	Off-Street	N/A		https://www.google.com/maps/place/41°32'N8024°50.4922N+73°26'N8040°03.4922W/@	
32	Putnam Dr. & Knollcrest Rd.	5	Carmel /Lake Carmel	Outbound	41.4803	-73.6601	X			N	N	N	N	N	N	N	N	N	N	Northbound	On-Street	Nearside		https://www.google.com/maps/place/41°32'N8028°49.1322N+73°26'N8039°36.4922W/@	
38	Knollcrest Rd. & Longfellow Dr.	5	Carmel /Lake Carmel	Outbound	41.4804	-73.6579	X			N	N	N	N	N	N	N	N	N	N	Southbound	On-Street	Farside		https://www.google.com/maps/place/41°32'N8028°49.4922N+73°26'N8039°28.4922W/@	
43	Longfellow Dr. & Rte. 311	5	Carmel /Lake Carmel	Outbound	41.4567	-73.6502	X			N	N	N	N	N	N	N	N	N	N	Southbound	On-Street	Nearside		https://www.google.com/maps/place/41°32'N8028°07.0922N+73°26'N8039°33.8922W/@	
52	Terry Hill Rd. & Lakeshore Dr E	5	Carmel /Lake Carmel	Outbound	41.464	-73.657	X			N	N	N	N	N	N	N	N	N	N	Southbound	On-Street	Nearside		https://www.google.com/maps/place/41°32'N8028°17.1922N+73°26'N8039°27.7922W/@	
53	E. Croton, Purchase & Cottage	5	Carmel /Lake Carmel	Outbound	41.454122	-73.65796	X			N	N	N	N	N	N	N	N	N	N	Northbound	On-Street	Nearside		https://www.google.com/maps/place/41°32'N8027°15.1922N+73°26'N8039°23.8922W/@	
77	Barret Hill Rd.	5	Carmel /Lake Carmel	Outbound	41.4633	-73.6677	X			N	N	N	N	N	N	N	N	N	N	Westbound	On-Street	Farside		https://www.google.com/maps/place/41°32'N8027°47.2922N+73°26'N8040°03.7922W/@	
79	Putnam Plaza	5	Carmel /Lake Carmel	Inbound	41.414	-73.6676	X			N	N	N	N	N	N	N	N	N	N	Northbound	Off-Street	N/A		https://www.google.com/maps/place/41°32'N8024°50.4922N+73°26'N8040°03.4922W/@	
79	Brewster Dr. & Towners Rd.	5	Carmel /Lake Carmel	Outbound	41.4505	-73.6586	X			N	N	N	N	N	N	N	N	N	N	Southbound	On-Street	Nearside		https://www.google.com/maps/place/41°32'N8027°01.8922N+73°26'N8039°31.0922W/@	
80	Cottage Rd. & Lakeshore Dr.	5	Carmel /Lake Carmel	Outbound	41.4642	-73.6582	X			N	N	N	N	N	N	N	N	N	N	Northbound	On-Street	Nearside		https://www.google.com/maps/place/41°32'N8027°51.1922N+73°26'N8039°29.5922W/@	
82	County Courthouse	5	Carmel /Lake Carmel	Inbound	41.4263	-73.679	X			N	N	N	N	N	N	N	N	N	N	Southbound	On-Street	Nearside	Possibly redundant with Stop #582	https://www.google.com/maps/place/41°32'N8025°34.7922N+73°26'N8040°44.4922W/@	
87	Fair St. & Rte. 52	5	Carmel /Lake Carmel	Outbound	41.4271	-73.679	X			N	N	N	N	N	N	N	N	N	N	Northbound	On-Street	Farside	Need to confirm if this stop is still within the system since it appears in the GTFS feed but not the official route map.	https://www.google.com/maps/place/41°32'N8025°37.6922N+73°26'N8040°44.4922W/@	
88	Fair St. & Towners Rd.	5	Carmel /Lake Carmel	Outbound	41.4567	-73.6502	X			N	N	N	N	N	N	N	N	N	N	Westbound	On-Street	Farside		https://www.google.com/maps/place/41°32'N8027°24.1922N+73°26'N8039°00.7922W/@	
90	Towners Rd. & E. E. Croton Dr.	5	Carmel /Lake Carmel	Outbound	41.4540	-73.6573	X			N	N	N	N	N	N	N	N	N	N	Westbound	On-Street	Nearside		https://www.google.com/maps/place/41°32'N8027°05.8922N+73°26'N8039°26.2922W/@	
93	Terry Hill Rd. & Fair St.	5	Carmel /Lake Carmel	Outbound	41.4581	-73.651	X			N	N	N	N	N	N	N	N	N	N	Southbound	On-Street	Nearside		https://www.google.com/maps/place/41°32'N8027°29.2922N+73°26'N8039°03.6922W/@	
94	Rte. 52 & Barret Hill Rd./AOTL	5	Carmel /Lake Carmel	Outbound	41.4633	-73.6675	X			Y	Y	N	N	N	Y	Y	N	N	N	Northbound	On-Street	Midblock		https://www.google.com/maps/place/41°32'N8027°47.2922N+73°26'N8040°03.0922W/@	
96	Carmel Plaza/Shoprite	5	Carmel /Lake Carmel	Outbound	41.4358	-73.6805	X			N	N	N	N	N	N	N	N	N	N	Northbound	Off-Street	N/A		https://www.google.com/maps/place/41°32'N8026°08.5922N+73°26'N8040°49.8922W/@	
98	Rte. 52 & Ludingtonville Rd. O/C	5	Carmel /Lake Carmel	Outbound	41.5079	-73.6837	X			N	N	N	N	N	N	N	N	N	N	Northbound	On-Street	Nearside	X&Y coordinates place the stop far from the street. Due to this, we're unable to assess the exact heading of the stop with full confidence.	https://www.google.com/maps/place/41°32'N8030°28.4922N+73°26'N8041°01.3922W/@	
100	O/C CVS Carmel	5	Carmel /Lake Carmel	Outbound	41.4132	-73.6694	X			N	N	N	N	N	N	N	N	N	N	Eastbound	Off-Street	N/A		https://www.google.com/maps/place/41°32'N8024°47.5922N+73°26'N8040°09.8922W/@	
101	O/C Church St & Seminary Hill Rd	5	Carmel /Lake Carmel	Outbound	41.4205	-73.6773	X			N	N	N	N	N	N	N	N	N	N	V	On-Street	Midblock	X&Y coordinates seem off based off of GTFS data. Makes it difficult to determine directionality of the stop.	https://www.google.com/maps/place/41°32'N8025°13.8922N+73°26'N8040°38.3922W/@	
103	Rt. 6 & Route 52 - outbound	5	Carmel /Lake Carmel	Outbound	41.4192	-73.6769	X			V	V	V	V	V	V	V	V	V	V	Westbound	Off-Street	N/A	This stop is unable to be viewed in Google Street Map and would need someone to verify bus stop amenities in person.	https://www.google.com/maps/place/41°32'N8025°09.1922N+73°26'N8040°36.8922W/@	
104	O/C Hillcrest Commons	5	Carmel /Lake Carmel	Outbound	41.4127	-73.6773	X			N	N	N	N	N	N	N	N	Y	N	Eastbound	Off-Street	N/A		https://www.google.com/maps/place/41°32'N8026°13.2922N+73°26'N8040°38.2922W/@	
106	O/C Kent Apartments	5	Carmel /Lake Carmel	Outbound	41.5006	-73.6834	X			N	N	N	N	N	N	N	N	N	N	Northbound	Off-Street	N/A		https://www.google.com/maps/place/41°32'N8030°02.2922N+73°26'N8041°00.2922W/@	
107	O/C Sybil's Crossing (Kent Town Hall/Library)	5	Carmel /Lake Carmel	Outbound	41.4797	-73.6698	X			N	N	N	N	N	N	N	N	N	N	Northbound	Off-Street	N/A		https://www.google.com/maps/place/41°32'N8028°46.9922N+73°26'N8040°11.3922W/@	
111	Ludingtonville Apartments	5	Carmel /Lake Carmel	Outbound	41.4856	-73.6545	X			N	N	N	N	N	N	N	N	N	N	Southbound	On-Street	Midblock		https://www.google.com/maps/place/41°32'N8027°08.2922N+73°26'N8039°16.7922W/@	
131	Lake Shore Dr. & Brewster Dr.	5	Carmel /Lake Carmel	Outbound	41.455	-73.657	X			N	N	N	N	N	N	N	N	N	N	Southbound	On-Street	Nearside		https://www.google.com/maps/place/41°32'N8027°18.0922N+73°26'N8039°01.0922W/@	
132	Terry Hill Rd. & Montrose Dr.	5	Carmel /Lake Carmel	Outbound	41.4606	-73.6537	X			N	N	N	N	N	N	N	N	N	N	Westbound	On-Street	Nearside		https://www.google.com/maps/place/41°32'N8027°38.2922N+73°26'N8039°13.2922W/@	
133	Towners Rd. & Hill and Dale Rd.	5	Carmel /Lake Carmel	Outbound	41.4474	-73.6642	X			N	N	N	N	N	N	N	N	N	N	Westbound	On-Street	Nearside		https://www.google.com/maps/place/41°32'N8026°50.6922N+73°26'N8039°51.1922W/@	
135	Rte. 311 & Terry Hill Rd.	5	Carmel /Lake Carmel	Outbound	41.4684	-73.66	X			N	N</														

							X		V	V	V	V	V	V	N	N	Northbound	Off-Street	N/A	This stop is unable to be viewed in Google Street Map and would need someone to verify bus stop amenities in person. The GIS data makes it difficult to determine the directionality of the stops.	https://www.google.com/maps/place/41°30'2%8024%27.5%22N+73°02'2%8056%20.4%22W/@
806	Bosobel House and Garden	9 Cold Spring Trolley	Outbound	41.4132	-73.939	X			N	N	N	N	N	N	N	N	Southbound	On-Street	Farside		https://www.google.com/maps/place/41°30'2%8024%28.4%22N+73°02'2%8056%02.0%22W/@
807	Constitution Marsh	9 Cold Spring Trolley	Outbound	41.407993	-73.93385	X			N	N	N	N	N	N	N	N	Southbound	On-Street	Midblock		https://www.google.com/maps/place/41°30'2%8023%06.4%22N+73°02'2%8056%06.4%22W/@
808	Route 9D and Snake Hill Rd.	9 Cold Spring Trolley	Outbound	41.3851	-73.9351	X			N	N	N	Y	Y	N	N	Y	Southbound	Off-Street	N/A		https://www.google.com/maps/place/41°30'2%8022%50.5%22N+73°02'2%8056%51.4%22W/@
809	Garrison Metro North Station	9 Cold Spring Trolley	Outbound	41.3807	-73.9476	X			N	N	N	N	N	N	N	N	Southbound	On-Street	Midblock	Duplicate set of stops that makes it hard to determine directionality.	https://www.google.com/maps/place/41°30'2%8022%12.0%22N+73°02'2%8056%50.6%22W/@
810	Glendyffe Trail Loop	9 Cold Spring Trolley	Outbound	41.37	-73.9474	X			N	N	N	N	N	N	N	N	Southbound	On-Street	Midblock	This stop is unable to be viewed in Google Street Map and would need someone to verify the bus stop amenities in person.	https://www.google.com/maps/place/41°30'2%8020%54.8%22N+73°02'2%8057%08.8%22W/@
811	Manitoga (Russell Wright Design Center)	9 Cold Spring Trolley	Inbound	41.348557	-73.952445	X			V	V	V	V	V	V	V	V	Southbound	Off-Street	N/A	Duplicate set of stops that makes it hard to determine directionality.	https://www.google.com/maps/place/41°30'2%8022%12.0%22N+73°02'2%8056%50.6%22W/@
821	Glendyffe Trail Loop	9 Cold Spring Trolley	Inbound	41.37	-73.9474	X			N	N	N	N	N	N	N	N	Northbound	On-Street	Midblock	This stop is unable to be viewed in Google Street Map and would need someone to verify the bus stop amenities in person.	https://www.google.com/maps/place/41°30'2%8022%34.7%22N+73°02'2%8056%33.4%22W/@
822	Desmond Fish Public Library	9 Cold Spring Trolley	Inbound	41.3763	-73.9426	X			V	V	V	V	V	V	V	V	Northbound	Off-Street	N/A	This stop is unable to be viewed in Google Street Map and would need someone to verify the bus stop amenities in person.	https://www.google.com/maps/place/41°30'2%8023%06.7%22N+73°02'2%8056%05.6%22W/@
823	Route 9D and Snake Hill Rd.	9 Cold Spring Trolley	Inbound	41.3852	-73.9349	X			N	N	N	N	N	N	N	N	Northbound	On-Street	Farside		https://www.google.com/maps/place/41°30'2%8024%29.1%22N+73°02'2%8056%01.2%22W/@
824	Constitution Marsh	9 Cold Spring Trolley	Inbound	41.40807	-73.93852	X			N	N	N	N	N	N	N	N	Northbound	On-Street	Farside	This stop is unable to be viewed in Google Street Map and would need someone to verify bus stop amenities in person. The GIS data makes it difficult to determine the directionality of the stops.	https://www.google.com/maps/place/41°30'2%8024%27.5%22N+73°02'2%8056%20.4%22W/@
825	Bosobel House and Garden	9 Cold Spring Trolley	Inbound	41.4132	-73.939	X			V	V	V	V	V	V	V	N	Southbound	Off-Street	N/A	Paulling Ave is unable to be viewed on Google Street Map and would need someone to review bus stop amenities in person.	https://www.google.com/maps/place/41°30'2%8025%08.8%22N+73°02'2%8056%54.6%22W/@
826	Butterfield Center/Putnam History Museum	9 Cold Spring Trolley	Inbound	41.4191	-73.9485	X			N	N	N	N	N	N	N	N	Northbound	Off-Street	N/A	Unable to determine position relative to intersection	https://www.google.com/maps/place/41°30'2%8025%01.9%22N+73°02'2%8057%34.3%22W/@
827	Route 9D and Main St.	9 Cold Spring Trolley	Inbound	41.4203	-73.9548	X			N	N	N	N	N	N	N	N	Northbound	Off-Street	N/A		
828	Cold Spring Visitor Center	9 Cold Spring Trolley	Inbound	41.41719	-73.95926	X			N	N	N	N	N	N	N	Y	Northbound	On-Street	V		

Value Key
Y Yes
N No
V Requires verification

Bus Stop ID	Stop Name	Route	Heading	X	Y	Existing	Proposed	Sign	Pole	Schedule	Light	Bench	Shelter	Trash	Sidewalk	ADA Pad	Heading	Type	Position (Relative to Intersection)	Notes	Google URL
78	Putnam Plaza (inbound)	0	0	41.414	-73.6676	X	0	N	N	N	N	N	N	N	N	N	Northbound Off-Street	N/A		0	https://www.google.com/maps/place/41%C2%B024'50.4%22N+73%C2%B040'03.4%22W/@41.9%22W/
174	Rte. 6 & Route 52 - outbound	1	0	41.4222	-73.6783	X	0	N	Y	Y	N	Y	N	N	N	N	Southbound On-Street	Farside		X&Y coord	https://www.google.com/maps/place/41%C2%B025'19.9%22N+73%C2%B040'41.9%22W/
21	Rte. 6 & Willow Rd. - outbound	2	0	41.4148	-73.6861	X	0	N	N	N	N	N	N	N	N	N	Westbound On-Street	Midblock		0	https://www.google.com/maps/place/41%C2%B024'53.3%22N+73%C2%B041'10.0%22W/@41.9%22W/
22	Rte. 6 & Colonel Glenn Dr. - outbound	3	0	41.4081	-73.7011	X	0	N	N	N	N	N	N	N	N	N	Westbound On-Street	Midblock		0	https://www.google.com/maps/place/41%C2%B024'29.2%22N+73%C2%B042'04.0%22W/@41.9%22W/
23	Rte. 6 & Shear Hill Rd. - outbound	4	0	41.3995	-73.7119	X	0	N	N	N	N	N	N	N	N	N	Westbound Off-Street	Farside		0	https://www.google.com/maps/place/41%C2%B023'58.2%22N+73%C2%B042'42.8%22W/@41.9%22W/
24	Rte. 6 & Baldwin Lane - outbond	5	0	41.3933	-73.7226	X	0	N	N	N	N	N	N	N	N	N	Southbound On-Street	Midblock		0	https://www.google.com/maps/place/41%C2%B023'35.9%22N+73%C2%B043'21.4%22W/@41.9%22W/
108	O/C Lake Casse (Baldwin Ln. and Overlook Dr.) - outbound	6	0	41.3916	-73.7199	X	0	N	N	N	N	N	N	N	N	N	Southbound On-Street	Farside		0	https://www.google.com/maps/place/41%C2%B023'29.8%22N+73%C2%B043'11.6%22W/@41.9%22W/
62	Lake Plaza (Stop & Shop) - outbound	7	0	41.3914	-73.7221	X	0	N	N	N	N	N	N	N	N	N	Northbound Off-Street	N/A		0	https://www.google.com/maps/place/41%C2%B023'29.0%22N+73%C2%B043'19.6%22W/@41.9%22W/
181	Rt. 6 and Croton Falls Rd.	8	0	41.3782	-73.7263	X	0	N	N	N	N	N	N	N	N	N	Northbound Off-Street	N/A		0	https://www.google.com/maps/place/41%C2%B022'41.5%22N+73%C2%B043'34.7%22W/@41.9%22W/
182	Mahopac Library - outbound	9	0	41.373	-73.7306	X	0	Y	Y	N	N	Y	Y	N	Y	Y	Eastbound On-Street	V		Same here,	https://www.google.com/maps/place/41%C2%B022'22.8%22N+73%C2%B043'50.2%22W/@41.9%22W/
183	Rte. 6 & Rt. 6N - outbound	10	0	41.3726	-73.7336	X	0	N	N	N	N	N	N	N	N	N	Westbound On-Street	Nearside		0	https://www.google.com/maps/place/41%C2%B022'21.4%22N+73%C2%B044'01.0%22W/@41.9%22W/
180	Rte. 6 & Clark Place - outbound	11	0	41.3695	-73.739	X	0	N	N	N	N	N	N	N	Y	N	Southbound On-Street	Nearside		0	https://www.google.com/maps/place/41%C2%B022'10.2%22N+73%C2%B044'20.4%22W/@41.9%22W/
30	Rte. 6 & Union Valley Rd. - outbound	12	0	41.3527	-73.7483	X	0	N	N	N	N	N	N	N	N	N	Northbound On-Street	Nearside		0	https://www.google.com/maps/place/41%C2%B021'09.7%22N+73%C2%B044'53.9%22W/@41.9%22W/
51	Mahopac Hills Senior Center - outbound	13	0	41.3508	-73.7555	X	0	N	N	N	N	N	N	N	N	N	Westbound Off-Street	N/A		0	https://www.google.com/maps/place/41%C2%B021'02.9%22N+73%C2%B045'19.8%22W/@41.9%22W/
26	Mahopac Village Center - outbound	14	0	41.348	-73.7541	X	0	Y	Y	Y	N	N	N	Y	Y	Y	Northbound Off-Street	N/A		Beeline sig	https://www.google.com/maps/place/41%C2%B020'52.8%22N+73%C2%B045'14.8%22W/@41.9%22W/
40	Somers Commons - outbound	15	0	41.3426	-73.7574	X	0	Y	Y	Y	N	Y	N	N	Y	Y	Eastbound Off-Street	N/A		Beeline sig	https://www.google.com/maps/place/41%C2%B020'33.4%22N+73%C2%B045'26.6%22W/@41.9%22W/
27	Rte. 6N & Baldwin Place Rd. - outbound	16	0	41.345	-73.7579	X	0	N	N	N	N	N	N	N	N	N	Westbound On-Street	Farside		0	https://www.google.com/maps/place/41%C2%B020'42.0%22N+73%C2%B045'28.4%22W/@41.9%22W/
129	Baldwin Place Rd. & Myrtle Ave. - outbound	17	0	41.36	-73.7619	X	0	N	N	N	N	N	N	N	N	N	Southbound On-Street	Nearside		0	https://www.google.com/maps/place/41%C2%B021'36.0%22N+73%C2%B045'42.8%22W/@41.9%22W/
116	Mahopac Library - inbound	18	0	41.363	-73.752	X	0	N	N	N	N	N	N	N	N	N	Eastbound On-Street	Midblock		0	https://www.google.com/maps/place/41%C2%B021'46.8%22N+73%C2%B045'07.2%22W/@41.9%22W/
191	O/C Rolling Green (Gleneida Blvd. And Muscoot Rd.)	19	0	41.3653	-73.7563	X	0	N	N	N	N	N	N	N	Y	Y	Southbound Off-Street	N/A		No sidewalk	https://www.google.com/maps/place/41%C2%B021'55.1%22N+73%C2%B045'22.7%22W/@41.9%22W/
39	Rte. 6N & Baldwin Place Rd. - outbound	20	0	41.375	-73.7521	X	0	N	N	N	N	N	N	N	N	N	Northbound On-Street	Nearside		0	https://www.google.com/maps/place/41%C2%B022'17.4%22N+73%C2%B045'07.6%22W/@41.9%22W/
66	Rte. 6N & West Lake Blvd. - outbound	21	0	41.3723	-73.7556	X	0	N	N	N	N	N	N	N	Y	N	Westbound On-Street	Farside		0	https://www.google.com/maps/place/41%C2%B022'20.3%22N+73%C2%B045'20.2%22W/@41.9%22W/
37	Rte. 6N & Hill St. - outbound	22	0	41.375	-73.7621	X	0	N	N	N	N	N	N	N	N	N	Northbound On-Street	Farside		0	https://www.google.com/maps/place/41%C2%B022'30.0%22N+73%C2%B045'43.6%22W/@41.9%22W/
110	O/C Red Mills (Lakeside Rd. & Overlook Ln.) - outbound	23	0	41.3805	-73.7582	X	0	N	N	N	N	N	N	N	N	N	Northbound On-Street	Midblock		0	https://www.google.com/maps/place/41%C2%B022'49.8%22N+73%C2%B045'29.5%22W/@41.9%22W/
35	Rte. 6N & Secor Rd. - outbound	24	0	41.3666	-73.7712	X	0	N	N	N	N	N	N	N	Y	N	Northbound On-Street	Midblock		0	https://www.google.com/maps/place/41%C2%B021'59.8%22N+73%C2%B046'16.3%22W/@41.9%22W/
92	Secor Rd. & Archer Rd. - outbound	25	0	41.3703	-73.785	X	0	N	N	N	N	N	N	N	N	N	Westbound On-Street	Midblock		0	https://www.google.com/maps/place/41%C2%B022'13.1%22N+73%C2%B047'06.0%22W/@41.9%22W/
109	O/C Lake Secor - (Lakeshore Dr./Topland Rd. and Ivy Hills) outbound	26	0	41.371	-73.7875	X	0	N	N	N	N	N	N	N	N	N	Northbound On-Street	Farside		0	https://www.google.com/maps/place/41%C2%B022'15.6%22N+73%C2%B047'15.0%22W/@41.9%22W/
122	O/C Wood St. & Secor Rd. - outbound	27	0	41.3739	-73.7981	X	0	N	N	N	N	N	N	N	N	N	Westbound Off-Street	N/A		0	https://www.google.com/maps/place/41%C2%B022'26.0%22N+73%C2%B047'53.2%22W/@41.9%22W/
92	Secor Rd. & Archer Rd. - outbound	28	0	41.3703	-73.785	X	0	N	N	N	N	N	N	N	N	N	Westbound On-Street	Midblock		0	https://www.google.com/maps/place/41%C2%B022'13.1%22N+73%C2%B047'06.0%22W/@41.9%22W/
172	O/C Vineland Rd. & Wayacross Rd. - outbound	29	0	41.3592	-73.7869	X	0	N	N	N	N	N	N	N	N	N	Westbound On-Street	Midblock		0	https://www.google.com/maps/place/41%C2%B021'33.1%22N+73%C2%B047'12.8%22W/@41.9%22W/
127	Archer Rd. & Wayacross Rd. - outbound	30	0	41.3612	-73.7841	X	0	N	N	N	N	N	N	N	N	N	Southbound On-Street	Farside		0	https://www.google.com/maps/place/41%C2%B021'40.3%22N+73%C2%B047'02.8%22W/@41.9%22W/
126	Archer Rd. & Rte. 6N - outbound	31	0	41.3478	-73.7829	X	0	N	N	N	N	N	N	N	N	N	Southbound On-Street	Farside		0	https://www.google.com/maps/place/41%C2%B020'52.1%22N+73%C2%B046'58.4%22W/@41.9%22W/
95	Jefferson Valley Mall/Sears - outbound	32	0	41.3281	-73.8075	X	0	N	N	N	N	N	N	N	N	N	Westbound Off-Street	N/A		0	https://www.google.com/maps/place/41%C2%B019'41.2%22N+73%C2%B048'27.0%22W/@41.9%22W/
95	Jefferson Valley Mall/Sears - inbound	0	1	41.3281	-73.8075	X	0	N	N	N	N	N	N	N	N	N	Westbound On-Street	N/A		0	https://www.google.com/maps/place/41%C2%B019'41.2%22N+73%C2%B048'27.0%22W/@41.9%22W/
626	Rte. 6N & Archer Rd. - inbound	1	1	41.3478	-73.7827	X	0	N	N	N	N	N	N	N	N	N	Northbound On-Street	Midblock		0	https://www.google.com/maps/place/41%C2%B020'52.1%22N+73%C2%B046'57.7%22W/@41.9%22W/
672	Archer Rd. & Wayacross Rd. - inbound	2	1	41.3592	-73.7869	X	0	N	N	N	N	N	N	N	N	N	Westbound On-Street	Midblock		0	https://www.google.com/maps/place/41%C2%B021'33.1%22N+73%C2%B047'12.8%22W/@41.9%22W/
627	O/C Wayacross Rd. & Vineland Rd. - inbound	3	1	41.3613	-73.784	X	0	N	N	N	N	N	N	N	N	N	Northbound On-Street	Midblock		0	https://www.google.com/maps/place/41%C2%B021'40.7%22N+73%C2%B047'02.4%22W/@41.9%22W/
592	Archer Rd. & Secor Rd. - inbound	4	1	41.3702	-73.7848	X	0	N	N	N	N	N	N	N	N	N	Northbound On-Street	Nearside		0	https://www.google.com/maps/place/41%C2%B022'12.7%22N+73%C2%B047'05.3%22W/@41.9%22W/
622	O/C Secor Rd. & Wood St. - inbound	5	1	41.371	-73.7875	X	0	N	N	N	N	N	N	N	N	N	Northbound On-Street	Nearside		0	https://www.google.com/maps/place/41%C2%B022'15.6%22N+73%C2%B047'15.0%22W/@41.9%22W/
609	O/C Lake Secor - (Lakeshore Dr./Topland Rd. and Ivy Hills) - inbound	6	1	41.3739	-73.7981	X	0	N	N	N	N	N	N	N	N	N	Eastbound Off-Street	N/A		0	https://www.google.com/maps/place/41%C2%B022'26.0%22N+73%C2%B047'53.2%22W/@41.9%22W/
592	Archer Rd. & Secor Rd. - inbound	7	1	41.3702	-73.7848	X	0	N	N	N	N	N	N	N	N	N	Northbound On-Street	Nearside		0	https://www.google.com/maps/place/41%C2%B022'12.7%22N+73%C2%B047'05.3%22W/@41.9%22W/
535	Secor Rd. & Rte. 6N - inbound	8	1	41.3665	-73.7715	X	0	N	N	N	N	N	N	N	N	N	Southbound Off-Street	N/A		0	https://www.google.com/maps/place/41%C2%B021'59.4%22N+73%C2%B046'17.4%22W/@41.9%22W/
610	O/C Lakeside Rd. & Overlook Ln. - inbound	9	1	41.3805	-73.7582	X	0	N	N	N	N	N	N	N	N	N	Northbound On-Street	Midblock		0	https://www.google.com/maps/place/41%C2%B022'49.8%22N+73%C2%B045'29.5%22W/@41.9%22W/
537	Rte. 6N & Hill St. - inbound	10	1	41.3748	-73.7624	X	0	N	N	N	N	Y	Y	N	N	N	Eastbound On-Street	Midblock		Bus shelter	https://www.google.com/maps/place/41%C2%B022'29.3%22N+73%C2%B045'44.6%22W/@41.9%22W/
566	Rte. 6N & West Lake Blvd. - inbound	11	1	41.3722	-73.7558	X	0	N	N	N	N	N	N	N	N	N	Eastbound On-Street	Midblock		0	https://www.google.com/maps/place/41%C2%B022'19.9%22N+73%C2%B045'20.9%22W/@41.9%22W/
539	Rte. 6N & Baldwin Place Rd. - inbound	12	1	41.3716	-73.7524	X	0	N	N	N	N	N	N	N	N	N	Eastbound On-Street	Nearside		0	https://www.google.com/maps/place/41%C2%B022'17.8%22N+73%C2%B045'08.6%22W/@41.9%22W/
616	O/C Rolling Greens - inbound	13	1</																		

Bus Stop ID	Stop Name	Route	Heading	X	Y	Existing	Proposed	Sign	Pole	Schedule	Light	Bench	Shelter	Trash	Sidewalk	ADA Pad	Heading	Type	Position (Relative to Intersection)	Notes	Google URL
78	Putnam Plaza (Inbound)	0	0	41.414	-73.6676	X	0	N	N	N	N	N	N	N	N	N	N	Northbound Off-Street	N/A		https://www.google.com/maps/place/41%C2%B024°50.4'N+73%C2%B040°03.4'W/@41.414,-73.6676,15z
100	O/C CVS Carmel	1	0	41.4132	-73.6694	X	0	N	N	N	N	N	N	N	N	N	N	Eastbound Off-Street	N/A		https://www.google.com/maps/place/41%C2%B024°47.5'N+73%C2%B040°09.8'W/@41.4132,-73.6694,15z
160	O/C DSS	2	0	41.4117	-73.6596	X	0	N	N	N	N	N	N	N	N	N	N	Eastbound Off-Street	N/A		https://www.google.com/maps/place/41%C2%B024°42.1'N+73%C2%B039°34.6'W/@41.4117,-73.6596,15z
101	O/C Church St & Seminary Hill Rd	3	0	41.4205	-73.6773	X	0	N	N	N	N	N	N	N	N	N	N	On-Street	Midblock		https://www.google.com/maps/place/41%C2%B025°13.8'N+73%C2%B040°38.3'W/@41.4205,-73.6773,15z
103	Rt. 6 & Route 52 - outbound	4	0	41.4192	-73.6769	X	0	V	V	V	V	V	V	V	V	V	V	Westbound Off-Street	N/A	X&Y coordinates seem off based off of GIS data. Makes it difficult to determine directionality of the stop.	https://www.google.com/maps/place/41%C2%B025°09.1'N+73%C2%B040°36.8'W/@41.4192,-73.6769,15z
174	Rte. 6 & Route 52 - outbound	5	0	41.4222	-73.6783	X	0	N	Y	Y	N	Y	N	N	N	N	N	Southbound On-Street	Farside	X&Y coordinates place the stop in the middle of the intersection. Due to this we're unable to assess the exact heading of the stop with full confidence. Beeline schedule	https://www.google.com/maps/place/41%C2%B025°19.9'N+73%C2%B040°41.9'W/@41.4222,-73.6783,15z
603	O/C Glenelida Court	6	0	41.4191	-73.6767	X	0	V	V	V	V	V	V	V	V	V	V	Eastbound Off-Street	N/A	This stop is unable to be viewed in Google Street Map and would need someone to verify bus stop amenities in person. This stop contains none of the above.	https://www.google.com/maps/place/41%C2%B025°08.8'N+73%C2%B040°36.1'W/@41.4191,-73.6767,15z
82	County Courthouse	7	0	41.4263	-73.679	X	0	N	N	N	N	N	N	N	N	N	N	Southbound On-Street	Nearside	Possibly reundant with Stop #582	https://www.google.com/maps/place/41%C2%B025°34.7'N+73%C2%B040°44.4'W/@41.4263,-73.679,15z
96	Carmel Plaza/Shoprite	8	0	41.4358	-73.6805	X	0	N	N	N	N	N	N	N	N	N	N	Northbound Off-Street	N/A		https://www.google.com/maps/place/41%C2%B025°08.9'N+73%C2%B040°49.8'W/@41.4358,-73.6805,15z
104	O/C Hillcrest Commons	9	0	41.437	-73.6773	X	0	N	N	N	N	N	N	N	N	N	N	Eastbound Off-Street	N/A		https://www.google.com/maps/place/41%C2%B026°13.2'N+73%C2%B040°38.3'W/@41.437,-73.6773,15z
146	Rte. 52 & Towners Rd.	10	0	41.4496	-73.672	X	0	N	N	N	N	N	N	N	N	N	N	Northbound On-Street	Nearside		https://www.google.com/maps/place/41%C2%B026°58.6'N+73%C2%B040°19.2'W/@41.4496,-73.672,15z
176	O/C Barret Hill Rd.	11	0	41.4656	-73.6806	X	0	N	N	N	N	N	N	N	N	N	N	Westbound On-Street	Midblock		https://www.google.com/maps/place/41%C2%B027°56.2'N+73%C2%B040°48.0'W/@41.4656,-73.6806,15z
94	Rte. 52 & Barret Hill Rd./AOTL	12	0	41.4633	-73.6675	X	0	Y	Y	N	N	Y	Y	N	N	N	N	Northbound On-Street	Midblock		https://www.google.com/maps/place/41%C2%B027°47.9'N+73%C2%B040°03.0'W/@41.4633,-73.6675,15z
107	O/C Sybil's Crossing (Kent Town Hall/Library)	13	0	41.4797	-73.6698	X	0	N	N	N	N	N	N	N	N	N	N	Northbound Off-Street	N/A		https://www.google.com/maps/place/41%C2%B028°46.9'N+73%C2%B040°11.3'W/@41.4797,-73.6698,15z
106	O/C Kent Apartments	14	0	41.5006	-73.6834	X	0	N	N	N	N	N	N	N	N	N	N	Northbound Off-Street	N/A		https://www.google.com/maps/place/41%C2%B030°02.2'N+73%C2%B041°00.2'W/@41.5006,-73.6834,15z
168	O/C Route 52 and Ludingtonville Rd.	15	0	41.508	-73.6838	X	0	N	N	N	N	N	N	N	N	N	N	Westbound On-Street	Nearside		https://www.google.com/maps/place/41%C2%B030°28.8'N+73%C2%B041°01.7'W/@41.508,-73.6838,15z
165	O/C Ludingtonville Rd./Nursing Home	16	0	41.4969	-73.6623	X	0	N	N	N	N	N	N	N	N	N	N	Southbound Off-Street	N/A		https://www.google.com/maps/place/41%C2%B029°48.8'N+73%C2%B039°44.3'W/@41.4969,-73.6623,15z
111	D	17	0	41.4856	-73.6545	X	0	N	N	N	N	N	N	N	N	N	N	Southbound On-Street	Midblock		https://www.google.com/maps/place/41%C2%B029°08.2'N+73%C2%B039°16.2'W/@41.4856,-73.6545,15z
144	Rte. 52 & North Terry Hill Rd.	18	0	41.4729	-73.668	X	0	Y	Y	N	N	Y	Y	N	N	N	N	Northbound On-Street	Nearside	X&Y coordinates place this stop in the roadway. This makes us unable to assess the exact heading of the stop with full confidence. Northbound on Rt. 52 Outbound leg of loop.	https://www.google.com/maps/place/41%C2%B028°22.4'N+73%C2%B040°04.8'W/@41.4729,-73.668,15z
148	North Terry Hill Rd. & Putnam Dr.	19	0	41.4691	-73.6633	X	0	N	N	N	N	N	N	N	N	N	N	Southbound On-Street	Nearside		https://www.google.com/maps/place/41%C2%B028°08.8'N+73%C2%B039°47.9'W/@41.4691,-73.6633,15z
32	Putnam Dr. & Knollcrest Rd.	20	0	41.4803	-73.6601	X	0	N	N	N	N	N	N	N	N	N	N	Northbound On-Street	Nearside		https://www.google.com/maps/place/41%C2%B028°49.1'N+73%C2%B039°36.4'W/@41.4803,-73.6601,15z
38	Knollcrest Rd. & Longfellow Dr.	21	0	41.4804	-73.6579	X	0	N	N	N	N	N	N	N	N	N	N	Southbound On-Street	Farside		https://www.google.com/maps/place/41%C2%B028°49.4'N+73%C2%B039°28.4'W/@41.4804,-73.6579,15z
43	Longfellow Dr. & Rte. 311	22	0	41.4686	-73.6584	X	0	N	N	N	N	N	N	N	N	N	N	Southbound On-Street	Nearside		https://www.google.com/maps/place/41%C2%B028°07.0'N+73%C2%B039°33.8'W/@41.4686,-73.6584,15z
135	Rte. 311 & Terry Hill Rd.	23	0	41.4684	-73.66	X	0	N	N	N	N	N	N	N	N	N	N	Westbound On-Street	Nearside		https://www.google.com/maps/place/41%C2%B028°06.2'N+73%C2%B039°36.0'W/@41.4684,-73.66,15z
52	Terry Hill Rd. & Lakeshore Dr E	24	0	41.4654	-73.6577	X	0	N	N	N	N	N	N	N	N	N	N	Southbound On-Street	Nearside		https://www.google.com/maps/place/41%C2%B027°55.4'N+73%C2%B039°27.7'W/@41.4654,-73.6577,15z
164	O/C Lake Shore Drive E & Montrose Dr	25	0	41.4685	-73.6562	X	0	N	N	N	N	N	N	N	N	N	N	Southbound On-Street	Farside		https://www.google.com/maps/place/41%C2%B028°06.6'N+73%C2%B039°22.3'W/@41.4685,-73.6562,15z
155	O/C Beechmont Rd. & Montrose Dr.	26	0	41.4676	-73.6558	X	0	N	N	N	N	N	N	N	N	N	N	Westbound On-Street	Nearside		https://www.google.com/maps/place/41%C2%B028°03.4'N+73%C2%B039°20.9'W/@41.4676,-73.6558,15z
154	O/C Beechmont Rd & Vernon Dr	27	0	41.4686	-73.6532	X	0	N	N	N	N	N	N	N	N	N	N	Eastbound On-Street	Nearside		https://www.google.com/maps/place/41%C2%B028°07.0'N+73%C2%B039°11.5'W/@41.4686,-73.6532,15z
171	O/C Vernon Dr & Woodstock Rd	28	0	41.4673	-73.6525	X	0	N	N	N	N	N	N	N	N	N	N	Southbound On-Street	Farside		https://www.google.com/maps/place/41%C2%B028°02.3'N+73%C2%B039°09.0'W/@41.4673,-73.6525,15z
161	O/C Echo Rd & Vernon Dr	29	0	41.4662	-73.6516	X	0	N	N	N	N	N	N	N	N	N	N	Eastbound On-Street	Farside		https://www.google.com/maps/place/41%C2%B027°58.3'N+73%C2%B039°05.8'W/@41.4662,-73.6516,15z
175	O/C Clubhouse Dr. & Vernon Rd.	30	0	41.462	-73.6523	X	0	N	N	N	N	N	N	N	N	N	N	Southbound On-Street	Nearside		https://www.google.com/maps/place/41%C2%B027°43.2'N+73%C2%B039°08.3'W/@41.462,-73.6523,15z
132	Terry Hill Rd. & Montrose Dr.	31	0	41.4606	-73.6537	X	0	N	N	N	N	N	N	N	N	N	N	Westbound On-Street	Nearside		https://www.google.com/maps/place/41%C2%B027°38.2'N+73%C2%B039°13.3'W/@41.4606,-73.6537,15z
93	Terry Hill Rd. & Fair St.	32	0	41.4581	-73.651	X	0	N	N	N	N	N	N	N	N	N	N	Southbound On-Street	Nearside		https://www.google.com/maps/place/41%C2%B027°29.2'N+73%C2%B039°03.6'W/@41.4581,-73.651,15z
88	Fair St. & Towners Rd.	33	0	41.4567	-73.6502	X	0	N	N	N	N	N	N	N	N	N	N	Westbound On-Street	Farside		https://www.google.com/maps/place/41%C2%B027°24.1'N+73%C2%B039°00.7'W/@41.4567,-73.6502,15z
90	Towners Rd. & E. Croton Dr.	34	0	41.4516	-73.6573	X	0	N	N	N	N	N	N	N	N	N	N	Westbound On-Street	Nearside		https://www.google.com/maps/place/41%C2%B027°05.8'N+73%C2%B039°26.3'W/@41.4516,-73.6573,15z
53	E. Croton, Purchase & Cottage	35	0	41.4541	-73.6576	X	0	N	N	N	N	N	N	N	N	N	N	Northbound On-Street	Nearside		https://www.google.com/maps/place/41%C2%B027°15.1'N+73%C2%B039°23.8'W/@41.4541,-73.6576,15z
80	Cottage Rd. & Lakeshore Dr.	36	0	41.4642	-73.6582	X	0	N	N	N	N	N	N	N	N	N	N	Northbound On-Street	Nearside		https://www.google.com/maps/place/41%C2%B027°51.1'N+73%C2%B039°29.5'W/@41.4642,-73.6582,15z
131	Lake Shore Dr. & Brewster Dr.	37	0	41.455	-73.6611	X	0	N	N	N	N	N	N	N	N	N	N	Southbound On-Street	Nearside		https://www.google.com/maps/place/41%C2%B027°18.0'N+73%C2%B039°40.0'W/@41.455,-73.6611,15z
79	Brewster Dr. & Towners Rd.	38	0	41.4505	-73.6586	X	0	N	N	N	N	N	N	N	N	N	N	Southbound On-Street	Nearside		https://www.google.com/maps/place/41%C2%B027°01.8'N+73%C2%B039°31.0'W/@41.4505,-73.6586,15z
133	Towners Rd. & Hill and Dale Rd.	39	0	41.4474	-73.6642	X	0	N	N	N	N	N	N	N	N	N	N	Westbound On-Street	Nearside		https://www.google.com/maps/place/41%C2%B026°50.6'N+73%C2%B039°51.1'W/@41.4474,-73.6642,15z

Value Key	
Y	Yes
N	No
V	Requires verification

APPENDIX D

PROPOSED TRANSIT INFRASTRUCTURE

Putnam County Transit Study – Stop Typology Analysis

The stop typology analysis classifies the bus stops in Putnam Area Rapid Transit (PART) network into typologies to inform the amenities present at each stop location. The study team defined two typologies: Standard and Enhanced. Stops were classified based on three criteria: average weekday daily ridership, number of routes served, and average weekday trips (**Table 1**). All on-call stops are considered Standard stops regardless of if they have sufficient ridership to qualify as an Enhanced stop. This classification system provides a structure for PART staff to determine the level of amenity appropriate for each stop based on clear criteria. The amenities included in each stop type are laid out in **Table 2**.

Most of the stops within the network are classified as Standard stops (**Table 3**). These stops will have basic amenities, such as a pole mounted sign and pole mounted scheduled. The remaining stops are classified as Enhanced. These stops are served by more than one PART route and are the most frequently utilized in the system, thereby warranting additional investment in amenities, such as a shelter and bench. A full list of stops and their proposed typology is included in **Table 4**.

Table 1: Stop Typology Criteria

CRITERIA	STANDARD STOP	ENHANCED STOP
Average Weekday Daily Ridership	Less than 20	20 or more
Number of Routes Served	1 route	2 or more
Average Weekday Trips	Less than 25	25 or more

Table 2: Amenities by Stop Type

AMENITY	STANDARD STOP	ENHANCED STOP
Pole Mounted Sign	Yes	Yes
Pole Mounted Schedule	Yes	Yes
ADA Loading Zone	Yes	Yes
Lighting	Yes	Yes
Shelter	No	Yes
Bench	No	Yes
Trach Can	No	Yes

Table 3: Total Stops by Typology

STOP TYPE	SYSTEMWIDE COUNT
Standard	105
Enhanced	20

Table 4: Systemwide Stops and Recommended Typology

Stop Name	Stop ID	Stop Type	Status	Route Served	Number of Routes Served	Weekday Trips	Weekday Average Ridership	Recommended Stop Type
Archer Rd & Rte. 6N - Outbound	126	Scheduled	Existing	2	1	7	0.4	Standard
Archer Rd & Wayacross Rd - Outbound	127	Scheduled	Existing	2	1	7	0	Standard
Baldwin Place Rd & Myrtle Ave - Inbound	629	On-Call	Existing	NA	1	0	0.6	Standard
Baldwin Place Rd & Myrtle Ave - Outbound	129	On-Call	Existing	NA	1	0	0.6	Standard
Beechmont Rd & Vernon Dr	154	Scheduled	Existing	5	1	14	0	Standard
Boscobel House and Garden	806	Scheduled	Existing	9	1	0	0	Standard
Brewster Dr & Towners Rd	79	Scheduled	Existing	5	1	14	4.1	Standard
Brewster Village MTA - Inbound	650	Scheduled	Existing	1	1	14	88	Enhanced
Brewster Village MTA - Outbound	150	Scheduled	Existing	1	1	14	0.1	Standard
Butterfield Center/Putnam History Museum	826	Scheduled	Existing	9	1	0	0	Standard
Carmel Plaza/Shoprite	96	Scheduled	Existing	5	1	14	13.1	Standard
Clapboard Rdge & Rte. 52	696	Scheduled	Existing	5	1	14	0.3	Standard
Clubhouse Dr & Vernon Rd	175	Scheduled	Existing	5	1	14	0	Standard
Cold Spring Band Stand	800	Scheduled	Existing	9	1	0	0	Standard
Cold Spring Station	199	Scheduled	Existing	9	1	0	0	Standard
Cold Spring Visitor Center	802	Scheduled	Existing	9	1	0	0	Standard
Constitution Marsh	807	Scheduled	Existing	9	1	0	0	Standard
County Courthouse	582	Scheduled	Existing	5	1	14	2.9	Standard
Croton Falls Metro North Station	500	Scheduled	Existing	6	1	28	22.1	Enhanced
CVS Carmel	100	Scheduled	Existing	1; 5	2	42	4.7	Enhanced
Desmond Fish Public Library	822	Scheduled	Existing	9	1	0	0	Standard
Doansburg Rd & Rte. 22	47	Scheduled	Existing	1	1	28	0.3	Enhanced
DSS	660	Scheduled	Existing	1; 5; 2	3	70	6.8	Enhanced
Echo Rd & Vernon Dr	161	Scheduled	Existing	5	1	14	0	Standard
Fair St & Towners Rd	88	Scheduled	Existing	5	1	14	0	Standard
Garrison Metro North Station	809	Scheduled	Existing	9	1	0	0	Standard
Glenclyffe Trail Loop	810	Scheduled	Existing	9	1	0	0	Standard
Hikers' Drop-off (Fair St. and 9D)	803	Scheduled	Existing	9	1	0	0	Standard
Hughson Commons - Outbound	679	Scheduled	Existing	2	1	14	1.3	Standard
Hughson Commons - Inbound	177	Scheduled	Existing	2	1	14	1.3	Standard
Jefferson Valley Mall/Sears - Outbound	95	Scheduled	Existing	2	1	28	9	Enhanced

Stop Name	Stop ID	Stop Type	Status	Route Served	Number of Routes Served	Weekday Trips	Weekday Average Ridership	Recommended Stop Type
Knollcrest Rd & Longfellow Dr	38	Scheduled	Existing	5	1	14	0	Standard
Lake Plaza (Stop & Shop) - Inbound	562	Scheduled	Existing	2	1	14	9.8	Standard
Lake Plaza (Stop & Shop) - Outbound	62	Scheduled	Existing	2	1	14	9.8	Standard
Lake Shore Dr & Brewster Dr	131	Scheduled	Existing	5	1	14	0.9	Standard
Lake Shore Dr & Secor Rd - Inbound	TBD	Scheduled	New	2	1	14	0	Standard
Lakeview Plaza	511	Scheduled	Existing	1	1	28	16.2	Enhanced
Mahopac Hills Senior Center - Inbound	551	Scheduled	Existing	2	1	7	6.2	Standard
Mahopac Library - Outbound	182	Scheduled	Existing	6	1	14	4.9	Standard
Mahopac Library - Inbound	TBD	Scheduled	New	2; 6	2	35	0	Enhanced
Mahopac Village Center - Inbound	526	Scheduled	Existing	2	1	7	3.5	Standard
Main St Cold Spring	804	Scheduled	Existing	9	1	0	0	Standard
Manitoga (Russell Wright Design Center)	811	Scheduled	Existing	9	1	0	0	Standard
Mt. Ebo Rd S - Inbound	689	Scheduled	Existing	1	1	14	1.1	Standard
Mt. Ebo Rd S - Outbound	189	Scheduled	Existing	1	1	14	1.1	Standard
N Brewster Rd & Rte. 312 - Outbound	13	Scheduled	Existing	1	1	28	3.8	Enhanced
North Terry Hill Rd & Putnam Dr	148	Scheduled	Existing	5	1	14	0	Standard
Baldwin Ln & Overlook Dr - Inbound	608	On-Call	Existing	NA	1	0	0	Standard
Baldwin Ln & Overlook Dr - Outbound	108	On-Call	Existing	NA	1	0	0	Standard
Barret Hill Rd.	176	On-Call	Existing	NA	1	0	1	Standard
Brewster Heights	157	On-Call	Existing	NA	1	0	0.4	Standard
Brewster Heights - inbound	657	On-Call	Existing	NA	1	0	0.4	Standard
Brewster Village - East End	58	On-Call	Existing	NA	1	0	23.8	Standard
Brewster Village (East End)	558	On-Call	Existing	NA	1	0	23.8	Standard
Clocktower Commons	55	On-Call	Existing	NA	1	0	9.8	Standard
Gleneida Court	603	On-Call	Existing	NA	1	0	2.4	Standard
Hillcrest Commons	104	On-Call	Existing	NA	1	0	2.7	Standard
Lakeside Rd & Overlook Ln - Inbound	610	On-Call	Existing	NA	1	0	0	Standard
Mahopac High School - Inbound	691	On-Call	Existing	NA	1	0	0	Standard
Putnam Veterans Residence	702	On-Call	Existing	NA	1	0	0	Standard
Red Mills (Lakeside Rd. & Overlook Ln.) - outbound	110	On-Call	Existing	NA	1	0	0	Standard
Rolling Green (Gleneida Blvd. And Muscoot Rd.)	191	On-Call	Existing	NA	1	0	0	Standard
Rolling Greens - Inbound	616	On-Call	Existing	NA	1	0	0	Standard

Stop Name	Stop ID	Stop Type	Status	Route Served	Number of Routes Served	Weekday Trips	Weekday Average Ridership	Recommended Stop Type
Somers Commons - Outbound	40	On-Call	Existing	NA	1	0	5	Standard
Vineland Rd. & Wayacross Rd. - outbound	172	On-Call	Existing	NA	1	0	0.1	Standard
Peaceable Hill Rd & N Brewster Rd	14	Scheduled	Existing	1	1	28	7.4	Enhanced
Purchase Rd & Larchmont Rd	TBD	Scheduled	New	5	1	14	0	Standard
Putnam Dr & Knollcrest Rd	32	Scheduled	Existing	5	1	14	0	Standard
Putnam History Museum	805	Scheduled	Existing	9	1	0	0	Standard
Putnam Hospital	20	Scheduled	Existing	1	1	28	20.3	Enhanced
Putnam Plaza	78	Scheduled	Existing	1; 5; 2	3	70	111.4	Enhanced
Route 6 (Crossroads Deli) - Inbound	684	Scheduled	Existing	2	1	7	0	Standard
Route 9D and Main St.	827	Scheduled	Existing	9	1	0	0	Standard
Route 9D and Snake Hill Rd.	808	Scheduled	Existing	9	1	0	0	Standard
Rt. 6 and Croton Falls Rd	181	Scheduled	Existing	2	1	14	5.9	Standard
Rte. 311 & Terry Hill Rd.	135	Scheduled	Existing	5	1	14	1	Standard
Rte. 312 & Rte. 22	12	Scheduled	Existing	1	1	28	0.8	Enhanced
Rte. 52 & Barret Hill Rd./AOTL	94	Scheduled	Existing	5	1	14	2.7	Standard
Rte. 52 & North Terry Hill Rd	144	Scheduled	Existing	5	1	14	0.5	Standard
Rte. 52 & Towners Rd	146	Scheduled	Existing	5	1	14	1.6	Standard
Rte. 6 & Baldwin Ln - Inbound	524	Scheduled	Existing	2	1	14	1.4	Standard
Rte. 6 & Baldwin Ln - Outbound	24	Scheduled	Existing	2	1	14	1.4	Standard
Rte. 6 & Clark Place - Inbound	680	Scheduled	Existing	2	1	7	3	Standard
Rte. 6 & Clark Place - Outbound	180	Scheduled	Existing	2	1	7	3	Standard
Rte. 6 & Colonel Glenn Dr - Inbound	522	Scheduled	Existing	2	1	14	0	Standard
Rte. 6 & Colonel Glenn Dr - Outbound	22	Scheduled	Existing	2	1	14	0	Standard
Rte. 6 & Drewville Rd - Outbound	16	Scheduled	Existing	1	1	14	4.3	Standard
Rte. 6 & Drewville Road - Inbound	516	Scheduled	Existing	1	1	14	4.3	Standard
Rte. 6 & Peaceable Hill Rd - Inbound	649	Scheduled	Existing	1	1	14	6	Standard
Rte. 6 & Peaceable Hill Rd - Outbound	149	Scheduled	Existing	1	1	14	6	Standard
Rte. 6 & Route 52 - Inbound	674	Scheduled	Existing	5	1	14	7.3	Standard
Rte. 6 & Rte. 312 - Inbound	518	Scheduled	Existing	1	1	14	4.3	Standard
Rte. 6 & Rte. 312 - Outbound	18	Scheduled	Existing	1	1	14	4.3	Standard
Rte. 6 & Rte. 52 - Outbound	174	Scheduled	Existing	5	1	14	7.3	Standard
Rte. 6 & Rte. 6N - Outbound	183	Scheduled	Existing	2; 6	2	28	5.2	Enhanced

Stop Name	Stop ID	Stop Type	Status	Route Served	Number of Routes Served	Weekday Trips	Weekday Average Ridership	Recommended Stop Type
Rte. 6 & Shear Hill Rd - Inbound	523	Scheduled	Existing	2	1	14	0.1	Standard
Rte. 6 & Shear Hill Rd - Outbound	23	Scheduled	Existing	2	1	14	0.1	Standard
Rte. 6 & Union Valley Rd - Inbound	530	Scheduled	Existing	2	1	7	1	Standard
Rte. 6 & Willow Rd - Inbound	521	Scheduled	Existing	2	1	14	0.3	Standard
Rte. 6 & Willow Rd - Outbound	21	Scheduled	Existing	2	1	14	0.3	Standard
Rte. 6 and Croton Falls Rd.	681	Scheduled	Existing	2	1	14	5.9	Standard
Rte. 6N & Archer Rd - Inbound	626	Scheduled	Existing	2	1	7	0.4	Standard
Rte. 6N & Baldwin Place Rd - Outbound	39	Scheduled	Existing	2	1	7	0	Standard
Rte. 6N & Hill St - Inbound	537	Scheduled	Existing	2	1	7	0.3	Standard
Rte. 6N & Hill St - Outbound	37	Scheduled	Existing	2	1	7	0.3	Standard
Rte. 6N & Secor Rd - Outbound	35	Scheduled	Existing	2	1	7	1.2	Standard
Rte. 6N & West Lake Blvd - Inbound	566	Scheduled	Existing	2	1	7	0.5	Standard
Rte. 6N & West Lake Blvd - Outbound	66	Scheduled	Existing	2	1	7	0.5	Standard
S Lake Blvd & US 6	TBD	Scheduled	New	2	1	7	0	Standard
Secor Rd & Rte. 6N - Inbound	535	Scheduled	Existing	2	1	7	1.2	Standard
Secor Rd & Wood St	609	Scheduled	Existing	2	1	7	1.8	Standard
Southern Apartment Complexes	TBD	Scheduled	New	1	1	14	0	Standard
Stonecrest/Putnam Ridge	170	Scheduled	Existing	1	1	28	4.2	Enhanced
Sybil's Crossing (Kent Town Hall/Library)	107	Scheduled	Existing	5	1	14	0	Standard
Terry Hill Rd & Fair St	93	Scheduled	Existing	5	1	14	0.1	Standard
Terry Hill Rd. & Lakeshore Dr. E	52	Scheduled	Existing	5	1	14	0.5	Standard
Towne Center	67	Scheduled	Existing	1	1	28	22.4	Enhanced
Towners Rd & Hill and Dale Rd	133	Scheduled	Existing	5	1	14	1.3	Standard
Towners Rd & Rte. 52	589	Scheduled	Existing	5	1	14	5.5	Standard
Union Valley Rd & Emhofer Dr - Outbound	TBD	Scheduled	New	6	1	28	0	Enhanced
Union Valley Rd & Lovell St - Inbound	TBD	Scheduled	New	6	1	14	0	Standard
Union Valley Rd & Lovell St - Outbound	TBD	Scheduled	New	6	1	14	0	Standard
VA Clinic - Carmel	703	Scheduled	Existing	1; 5	2	42	0	Enhanced
Wayacross Rd & Vineland Rd - Inbound	627	Scheduled	Existing	2	1	7	0	Standard
Wood St & Secor Rd - Outbound	122	Scheduled	Existing	2	1	7	1.8	Standard

Stop Name	Stop ID	Stop Type	Status	Route Served	Number of Routes Servied	Weekday Trips	Weekday Average Daily Ridership	Recommended Stop Class
Archer Rd & Rte. 6N - Outbound	126	Scheduled	Existing	2	1	7	0.4	Standard
Archer Rd & Wayacross Rd - Outbound	127	Scheduled	Existing	2	1	7	0	Standard
Baldwin Place Rd & Myrtle Ave - Inbound	629	On-Call	Existing	NA	1	0	0.6	Standard
Baldwin Place Rd & Myrtle Ave - Outbound	129	On-Call	Existing	NA	1	0	0.6	Standard
Beechmont Rd & Vernon Dr	154	Scheduled	Existing	5	1	14	0	Standard
Boscobel House and Garden	806	Scheduled	Existing	9	1	0	0	Standard
Brewster Dr & Towners Rd	79	Scheduled	Existing	5	1	14	4.1	Standard
Brewster Village MTA - Inbound	650	Scheduled	Existing	1	1	14	88	Enhanced
Brewster Village MTA - Outbound	150	Scheduled	Existing	1	1	14	0.1	Standard
Butterfield Center/Putnam History Museum	826	Scheduled	Existing	9	1	0	0	Standard
Carmel Plaza/Shoprite	96	Scheduled	Existing	5	1	14	13.1	Standard
Clapboard Rdge & Rte. 52	696	Scheduled	Existing	5	1	14	0.3	Standard
Clubhouse Dr & Vernon Rd	175	Scheduled	Existing	5	1	14	0	Standard
Cold Spring Band Stand	800	Scheduled	Existing	9	1	0	0	Standard
Cold Spring Station	199	Scheduled	Existing	9	1	0	0	Standard
Cold Spring Visitor Center	802	Scheduled	Existing	9	1	0	0	Standard
Constitution Marsh	807	Scheduled	Existing	9	1	0	0	Standard
County Courthouse	582	Scheduled	Existing	5	1	14	2.9	Standard
Croton Falls Metro North Station	500	Scheduled	Existing	6	1	28	22.1	Enhanced
CVS Carmel	100	Scheduled	Existing	1; 5	2	42	4.7	Enhanced
Desmond Fish Public Library	822	Scheduled	Existing	9	1	0	0	Standard
Doansburg Rd & Rte. 22	47	Scheduled	Existing	1	1	28	0.3	Enhanced
DSS	660	Scheduled	Existing	1; 5; 2	3	70	6.8	Enhanced
Echo Rd & Vernon Dr	161	Scheduled	Existing	5	1	14	0	Standard
Fair St & Towners Rd	88	Scheduled	Existing	5	1	14	0	Standard
Garrison Metro North Station	809	Scheduled	Existing	9	1	0	0	Standard
Glenclyffe Trail Loop	810	Scheduled	Existing	9	1	0	0	Standard
Hikers' Drop-off (Fair St. and 9D)	803	Scheduled	Existing	9	1	0	0	Standard
Hughson Commons - Outbound	679	Scheduled	Existing	2	1	14	1.3	Standard
Hughson Commons - Inbound	177	Scheduled	Existing	2	1	14	1.3	Standard
Jefferson Valley Mall/Sears - Outbound	95	Scheduled	Existing	2	1	28	9	Enhanced
Knollcrest Rd & Longfellow Dr	38	Scheduled	Existing	5	1	14	0	Standard
Lake Plaza (Stop & Shop) - Inbound	562	Scheduled	Existing	2	1	14	9.8	Standard
Lake Plaza (Stop & Shop) - Outbound	62	Scheduled	Existing	2	1	14	9.8	Standard
Lake Shore Dr & Brewster Dr	131	Scheduled	Existing	5	1	14	0.9	Standard
Lake Shore Dr & Secor Rd - Inbound	TBD	Scheduled	New	2	1	14	0	Standard
Lakeview Plaza	511	Scheduled	Existing	1	1	28	16.2	Enhanced
Mahopac Hills Senior Center - Inbound	551	Scheduled	Existing	2	1	7	6.2	Standard
Mahopac Library - Outbound	182	Scheduled	Existing	6	1	14	4.9	Standard
Mahopac Library - Inbound	TBD	Scheduled	New	2; 6	2	35	0	Enhanced
Mahopac Village Center - Inbound	526	Scheduled	Existing	2	1	7	3.5	Standard
Main St Cold Spring	804	Scheduled	Existing	9	1	0	0	Standard
Manitoga (Russell Wright Design Center)	811	Scheduled	Existing	9	1	0	0	Standard
Mt. Ebo Rd S - Inbound	689	Scheduled	Existing	1	1	14	1.1	Standard
Mt. Ebo Rd S - Outbound	189	Scheduled	Existing	1	1	14	1.1	Standard

N Brewster Rd & Rte. 312 - Outbound	13	Scheduled	Existing	1	1	28	3.8 Enhanced
North Terry Hill Rd & Putnam Dr	148	Scheduled	Existing	5	1	14	0 Standard
Baldwin Ln & Overlook Dr - Inbound	608	On-Call	Existing	NA	1	0	0 Standard
Baldwin Ln & Overlook Dr - Outbound	108	On-Call	Existing	NA	1	0	0 Standard
Barret Hill Rd.	176	On-Call	Existing	NA	1	0	1 Standard
Brewster Heights	157	On-Call	Existing	NA	1	0	0.4 Standard
Brewster Heights - inbound	657	On-Call	Existing	NA	1	0	0.4 Standard
Brewster Village - East End	58	On-Call	Existing	NA	1	0	23.8 Standard
Brewster Village (East End)	558	On-Call	Existing	NA	1	0	23.8 Standard
Clocktower Commons	55	On-Call	Existing	NA	1	0	9.8 Standard
Gleneida Court	603	On-Call	Existing	NA	1	0	2.4 Standard
Hillcrest Commons	104	On-Call	Existing	NA	1	0	2.7 Standard
Lakeside Rd & Overlook Ln - Inbound	610	On-Call	Existing	NA	1	0	0 Standard
Mahopac High School - Inbound	691	On-Call	Existing	NA	1	0	0 Standard
Putnam Veterans Residence	702	On-Call	Existing	NA	1	0	0 Standard
Red Mills (Lakeside Rd. & Overlook Ln.) - outbound	110	On-Call	Existing	NA	1	0	0 Standard
Rolling Green (Gleneida Blvd. And Muscoot Rd.)	191	On-Call	Existing	NA	1	0	0 Standard
Rolling Greens - Inbound	616	On-Call	Existing	NA	1	0	0 Standard
Somers Commons - Outbound	40	On-Call	Existing	NA	1	0	5 Standard
Vineland Rd. & Wayacross Rd. - outbound	172	On-Call	Existing	NA	1	0	0.1 Standard
Peaceable Hill Rd & N Brewster Rd	14	Scheduled	Existing	1	1	28	7.4 Enhanced
Purchase Rd & Larchmont Rd	TBD	Scheduled	New	5	1	14	0 Standard
Putnam Dr & Knollcrest Rd	32	Scheduled	Existing	5	1	14	0 Standard
Putnam History Museum	805	Scheduled	Existing	9	1	0	0 Standard
Putnam Hospital	20	Scheduled	Existing	1	1	28	20.3 Enhanced
Putnam Plaza	78	Scheduled	Existing	1; 5; 2	3	70	111.4 Enhanced
Route 6 (Crossroads Deli) - Inbound	684	Scheduled	Existing	2	1	7	0 Standard
Route 9D and Main St.	827	Scheduled	Existing	9	1	0	0 Standard
Route 9D and Snake Hill Rd.	808	Scheduled	Existing	9	1	0	0 Standard
Rt. 6 and Croton Falls Rd	181	Scheduled	Existing	2	1	14	5.9 Standard
Rte. 311 & Terry Hill Rd.	135	Scheduled	Existing	5	1	14	1 Standard
Rte. 312 & Rte. 22	12	Scheduled	Existing	1	1	28	0.8 Enhanced
Rte. 52 & Barret Hill Rd./AOTL	94	Scheduled	Existing	5	1	14	2.7 Standard
Rte. 52 & North Terry Hill Rd	144	Scheduled	Existing	5	1	14	0.5 Standard
Rte. 52 & Towners Rd	146	Scheduled	Existing	5	1	14	1.6 Standard
Rte. 6 & Baldwin Ln - Inbound	524	Scheduled	Existing	2	1	14	1.4 Standard
Rte. 6 & Baldwin Ln - Outbound	24	Scheduled	Existing	2	1	14	1.4 Standard
Rte. 6 & Clark Place - Inbound	680	Scheduled	Existing	2	1	7	3 Standard
Rte. 6 & Clark Place - Outbound	180	Scheduled	Existing	2	1	7	3 Standard
Rte. 6 & Colonel Glenn Dr - Inbound	522	Scheduled	Existing	2	1	14	0 Standard
Rte. 6 & Colonel Glenn Dr - Outbound	22	Scheduled	Existing	2	1	14	0 Standard
Rte. 6 & Drewville Rd - Outbound	16	Scheduled	Existing	1	1	14	4.3 Standard
Rte. 6 & Drewville Road - Inbound	516	Scheduled	Existing	1	1	14	4.3 Standard
Rte. 6 & Peaceable Hill Rd - Inbound	649	Scheduled	Existing	1	1	14	6 Standard
Rte. 6 & Peaceable Hill Rd - Outbound	149	Scheduled	Existing	1	1	14	6 Standard
Rte. 6 & Route 52 - Inbound	674	Scheduled	Existing	5	1	14	7.3 Standard
Rte. 6 & Rte. 312 - Inbound	518	Scheduled	Existing	1	1	14	4.3 Standard

Rte. 6 & Rte. 312 - Outbound	18	Scheduled Existing	1	1	14	4.3 Standard
Rte. 6 & Rte. 52 - Outbound	174	Scheduled Existing	5	1	14	7.3 Standard
Rte. 6 & Rte. 6N - Outbound	183	Scheduled Existing	2; 6	2	28	5.2 Enhanced
Rte. 6 & Shear Hill Rd - Inbound	523	Scheduled Existing	2	1	14	0.1 Standard
Rte. 6 & Shear Hill Rd - Outbound	23	Scheduled Existing	2	1	14	0.1 Standard
Rte. 6 & Union Valley Rd - Inbound	530	Scheduled Existing	2	1	7	1 Standard
Rte. 6 & Willow Rd - Inbound	521	Scheduled Existing	2	1	14	0.3 Standard
Rte. 6 & Willow Rd - Outbound	21	Scheduled Existing	2	1	14	0.3 Standard
Rte. 6 and Croton Falls Rd.	681	Scheduled Existing	2	1	14	5.9 Standard
Rte. 6N & Archer Rd - Inbound	626	Scheduled Existing	2	1	7	0.4 Standard
Rte. 6N & Baldwin Place Rd - Outbound	39	Scheduled Existing	2	1	7	0 Standard
Rte. 6N & Hill St - Inbound	537	Scheduled Existing	2	1	7	0.3 Standard
Rte. 6N & Hill St - Outbound	37	Scheduled Existing	2	1	7	0.3 Standard
Rte. 6N & Secor Rd- Outbound	35	Scheduled Existing	2	1	7	1.2 Standard
Rte. 6N & West Lake Blvd - Inbound	566	Scheduled Existing	2	1	7	0.5 Standard
Rte. 6N & West Lake Blvd - Outbound	66	Scheduled Existing	2	1	7	0.5 Standard
S Lake Blvd & US 6	TBD	Scheduled New	2	1	7	0 Standard
Secor Rd & Rte. 6N - Inbound	535	Scheduled Existing	2	1	7	1.2 Standard
Secor Rd & Wood St	609	Scheduled Existing	2	1	7	1.8 Standard
Southern Apartment Complexes	TBD	Scheduled New	1	1	14	0 Standard
Stonecrest/Putnam Ridge	170	Scheduled Existing	1	1	28	4.2 Enhanced
Sybil's Crossing (Kent Town Hall/Library)	107	Scheduled Existing	5	1	14	0 Standard
Terry Hill Rd & Fair St	93	Scheduled Existing	5	1	14	0.1 Standard
Terry Hill Rd. & Lakeshore Dr. E	52	Scheduled Existing	5	1	14	0.5 Standard
Towne Center	67	Scheduled Existing	1	1	28	22.4 Enhanced
Towners Rd & Hill and Dale Rd	133	Scheduled Existing	5	1	14	1.3 Standard
Towners Rd & Rte. 52	589	Scheduled Existing	5	1	14	5.5 Standard
Union Valley Rd & Emhofer Dr - Outbound	TBD	Scheduled New	6	1	28	0 Enhanced
Union Valley Rd & Lovell St - Inbound	TBD	Scheduled New	6	1	14	0 Standard
Union Valley Rd & Lovell St - Outbound	TBD	Scheduled New	6	1	14	0 Standard
VA Clinic - Carmel	703	Scheduled Existing	1; 5	2	42	0 Enhanced
Wayacross Rd & Vineland Rd - Inbound	627	Scheduled Existing	2	1	7	0 Standard
Wood St & Secor Rd - Outbound	122	Scheduled Existing	2	1	7	1.8 Standard

Stop ID	Stop Name	Sequence	Direction	X	Y	Existing	Proposed	Recommended Stop Class	Sign	Pole	Schedule	Light	Bench	Shelter	Trash	Sidewalk	ADA Pad	Heading	Type	Position (Relative to Intersection)	Notes	Google URL	Column1
20	Putnam Hospital	0	0	-41.3829	-73.6632	X		Enhanced	N	N	N	N	N	N	N	N	N	Southbound Off-Street	N/A		This stop is unable to be viewed in Google Street Map and would need someone to verify bus stop amenities in person.	https://www.google.com/maps/place/41%C2%B022°58.4%22N+73%C2%B039°47.5%22W/@41.3826917,-73.6638786,207m	
100	CVS Carmel	1	0	-41.4132	-73.6694	X		Enhanced	N	N	N	N	N	N	N	N	N	Eastbound Off-Street	N/A			https://www.google.com/maps/place/41%C2%B024°47.5%22N+73%C2%B040°09.8%22W/@	
703	VA Clinic - Carmel	2	0	-41.4145	-73.67	X		Enhanced	N	N	N	N	N	N	N	N	N	Westbound Off-Street	N/A			https://www.google.com/maps/place/41%C2%B024°52.2%22N+73%C2%B040°12.0%22W/@	
78	Putnam Plaza	3	0	-41.414	-73.6676	X		Enhanced	N	N	N	N	N	N	N	N	N	Northbound Off-Street	N/A			https://www.google.com/maps/place/41%C2%B024°50.4%22N+73%C2%B040°03.4%22W/@	
660	DSS	4	0	-41.4117	-73.6596	X		Enhanced	N	N	N	N	N	N	N	Y	N	Westbound Off-Street	N/A			https://www.google.com/maps/place/41%C2%B024°42.1%22N+73%C2%B039°34.6%22W/@	
18	Rte. 6 & Rte. 312 - Outbound	5	0	-41.4157	-73.6418	X		Standard	N	N	N	N	N	N	N	N	N	Eastbound On-Street	Nearside			https://www.google.com/maps/place/41%C2%B024°56.5%22N+73%C2%B038°30.5%22W/@41.4155518,-73.6425577,18z	
16	Rte. 6 & Drewville Rd - Outbound	6	0	-41.3993	-73.6339	X		Standard	N	N	N	N	N	N	N	Y	N	Eastbound On-Street	Nearside			https://www.google.com/maps/place/41%C2%B023°57.5%22N+73%C2%B038°02.0%22W/@41.3992917,-73.6346483,207m	
150	Brewster Village MTA - Outbound	7	0	-41.3947	-73.6197	X		Standard	N	N	N	N	N	N	N	N	N	Eastbound On-Street	Midblock		Need to verify existing signage and possible schedule display case	https://www.google.com/maps/place/41%C2%B023°40.9%22N+73%C2%B037°10.9%22W/@	
149	Rte. 6 & Peaceable Hill Rd - Outbound	8	0	-41.3949	-73.6077	X		Standard	N	N	N	N	N	N	N	Y	N	Eastbound On-Street	Midblock			https://www.google.com/maps/place/41%C2%B023°41.6%22N+73%C2%B036°27.7%22W/@	
14	Peaceable Hill Rd & N Brewster Rd	9	0	-41.4096	-73.6144	X		Enhanced	N	N	N	N	N	N	N	N	N	Northbound On-Street	Midblock			https://www.google.com/maps/place/41%C2%B024°34.6%22N+73%C2%B036°51.8%22W/@41.4095656,-73.6145477,207m	
13	N Brewster Rd & Rte. 312 - Outbound	10	0	-41.4333	-73.6086	X		Enhanced	N	N	N	N	N	N	N	N	N	Northbound On-Street	Nearside			https://www.google.com/maps/place/41%C2%B025°59.9%22N+73%C2%B036°31.0%22W/@41.433483,-73.6100591,415m	
47	Doansburg Rd & Rte. 22	11	0	-41.4345	-73.5753	X		Enhanced	N	N	N	N	N	N	N	N	N	Northbound On-Street	Midblock			https://www.google.com/maps/place/41%C2%B026°04.2%22N+73%C2%B034°30.0%22W/@	
170	Stonecrest/Putnam Ridge	12	0	-41.4409	-73.5715	X		Enhanced	V	V	V	V	V	V	V	V	V	Northbound Off-Street	N/A		This stop is unable to be viewed in Google Street Map and would need someone to verify bus stop amenities in person.	https://www.google.com/maps/place/41%C2%B026°27.2%22N+73%C2%B034°17.4%22W/@	
689	Mt. Ebo Rd S - Inbound	13	0	-41.4364	-73.5659	X		Standard	N	N	N	N	N	N	N	N	N	Northbound On-Street	Nearside			https://www.google.com/maps/place/41%C2%B026°11.0%22N+73%C2%B034°11.6%22W/@	
67	Towne Center	14	0	-41.4278	-73.5758	X		Enhanced	N	N	N	N	N	N	N	N	N	Northbound Off-Street	N/A		This stop does contain a sign from PART, though it is quite old. There's also a bench and trash receptacle but I don't believe they are county facilities: 41°25'39.7"N 73°34'34.2"W	https://www.google.com/maps/place/41%C2%B025°40.1%22N+73%C2%B034°11.6%22W/@	
12	Rte. 312 & Rte. 22	15	0	-41.4285	-73.5773	X		Enhanced	N	N	N	V	N	N	N	N	N	Eastbound On-Street	Nearside		Would need to confirm if the light found on Google Street View still works and is for the bus stop listed in GIS.	https://www.google.com/maps/place/41%C2%B025°42.6%22N+73%C2%B034°38.3%22W/@41.4285,-73.5773056,829m	
511	Lakeview Plaza	16	0				X	Enhanced		~	~	~	~	~	~	~	~						
511	Lakeview Plaza	0	1				X	Enhanced		~	~	~	~	~	~	~	~						
67	Towne Center	1	1	-41.4278	-73.5758	X		Enhanced	N	N	N	N	N	N	N	N	N	Northbound Off-Street	N/A		This stop does contain a sign from PART, though it is quite old. There's also a bench and trash receptacle but I don't believe they are county facilities: 41°25'39.7"N 73°34'34.2"W	https://www.google.com/maps/place/41%C2%B025°40.1%22N+73%C2%B034°32.9%22W/@	
47	Doansburg Rd & Rte. 22	2	1	-41.4345	-73.5753	X		Enhanced	N	N	N	N	N	N	N	N	N	Northbound On-Street	Midblock			https://www.google.com/maps/place/41%C2%B026°04.2%22N+73%C2%B034°30.0%22W/@	
189	Mt. Ebo Rd S - Outbound	3	1	-41.4361	-73.5659	X		Standard	N	N	N	N	N	N	N	N	N	Eastbound On-Street	Nearside			https://www.google.com/maps/place/41%C2%B026°10.0%22N+73%C2%B034°11.6%22W/@	
170	Stonecrest/Putnam Ridge	4	1	-41.4409	-73.5715	X		Enhanced	V	V	V	V	V	V	V	V	V	Northbound Off-Street	N/A		This stop is unable to be viewed in Google Street Map and would need someone to verify bus stop amenities in person.	https://www.google.com/maps/place/41%C2%B026°27.2%22N+73%C2%B034°17.4%22W/@	
12	Rte. 312 & Rte. 22	5	1	-41.4285	-73.5773	X		Enhanced	N	N	N	V	N	N	N	N	N	Eastbound On-Street	Nearside		Would need to confirm if the light found on Google Street View still works and is for the bus stop listed in GIS.	https://www.google.com/maps/place/41%C2%B025°42.6%22N+73%C2%B034°38.3%22W/@41.4285,-73.5773056,829m	
13	N Brewster Rd & Rte. 312 - Outbound	6	1	-41.4333	-73.6086	X		Enhanced	N	N	N	N	N	N	N	N	N	Northbound On-Street	Nearside			https://www.google.com/maps/place/41%C2%B025°59.9%22N+73%C2%B036°31.0%22W/@41.433483,-73.6100591,415m	
14	Peaceable Hill Rd & N Brewster Rd	7	1	-41.4096	-73.6144	X		Enhanced	N	N	N	N	N	N	N	N	N	Northbound On-Street	Midblock			https://www.google.com/maps/place/41%C2%B024°34.6%22N+73%C2%B036°51.8%22W/@41.4095656,-73.6145477,207m	
649	Rte. 6 & Peaceable Hill Rd - Inbound	8	1	-41.3949	-73.6074	X		Standard	N	N	N	N	N	N	N	N	N	Westbound On-Street	Nearside			https://www.google.com/maps/place/41%C2%B023°41.6%22N+73%C2%B036°26.6%22W/@	
650	Brewster Village MTA - Inbound	9	1	-41.3948	-73.6194	X			N	N	N	N	N	N	N	Y	N	Northbound On-Street	Farside		There is an existing PART bus stop sign here.	https://www.google.com/maps/place/41%C2%B023°41.3%22N+73%C2%B037°09.8%22W/@	
516	Rte. 6 & Drewville Road - Inbound	10	1	-41.3953	-73.6336	X		Standard	N	N	N	N	N	N	N	Y	N	Westbound On-Street	Nearside			https://www.google.com/maps/place/41%C2%B023°57.5%22N+73%C2%B038°01.0%22W/@	
518	Rte. 6 & Rte. 312 - Inbound	11	1	-41.4156	-73.6413	X		Standard	N	N	N	N	N	N	N	N	N	Westbound On-Street	Nearside			https://www.google.com/maps/place/41%C2%B024°56.2%22N+73%C2%B038°28.2%22W/@	
660	DSS	12	1	-41.4117	-73.6596	X			N	N	N	N	N	N	N	Y	N	Westbound Off-Street	N/A			https://www.google.com/maps/place/41%C2%B024°42.1%22N+73%C2%B039°34.6%22W/@	
78	Putnam Plaza	13	1	-41.414	-73.6676	X		Enhanced	N	N	N	N	N	N	N	N	N	Northbound Off-Street	N/A			https://www.google.com/maps/place/41%C2%B024°50.4%22N+73%C2%B040°03.4%22W/@	
703	VA Clinic - Carmel	14	1	-41.4145	-73.67	X		Enhanced	N	N	N	N	N	N	N	N	N	Westbound Off-Street	N/A			https://www.google.com/maps/place/41%C2%B024°52.2%22N+73%C2%B040°12.0%22W/@	
100	CVS Carmel	15	1	-41.4132	-73.6694	X			N	N	N	N	N	N	N	N	N	Eastbound Off-Street	N/A			https://www.google.com/maps/place/41%C2%B024°47.5%22N+73%C2%B040°09.8%22W/@	
	Southern Apartment Complexes	16	1				X	Standard		~	~	~	~	~	~	~	~						
20	Putnam Hospital	17	1	-41.3829	-73.6632	X		Enhanced	V	V	V	V	V	V	V	V	V	Southbound Off-Street	N/A		This stop is unable to be viewed in Google Street Map and would need someone to verify bus stop amenities in person.	https://www.google.com/maps/place/41%C2%B022°58.4%22N+73%C2%B039°47.5%22W/@41.3826917,-73.6638786,207m	

Value Key	
Y	Yes
N	No
V	Requires verification

Stop ID	Stop Name	Sequence	Direction	X	Y	Existing	Proposed	Recommended Stop Class	Sign	Pole	Schedule	Light	Bench	Shelter	Trash	Sidewalk	ADA Pad	Heading	Type	Position (Relative to Intersection)	Notes	Google URL
660 DSS		0	0	41.4117	-73.6596	X		Enhanced	N	N	N	N	N	N	N	Y	N	Westbound	Off-Street	N/A	0	https://www.google.com/maps/place/41%C2%B024'42.1%22N+73%C2%B039'34.6%22W/@
78 Putnam Plaza		1	0	41.414	-73.6676	X		Enhanced	N	N	N	N	N	N	N	N	N	Northbound	Off-Street	N/A	0	https://www.google.com/maps/place/41%C2%B024'50.4%22N+73%C2%B040'03.4%22W/@
100 CVS Carmel		2	0	41.4132	-73.6694	X		Enhanced	N	N	N	N	N	N	N	N	N	Eastbound	Off-Street	N/A	0	https://www.google.com/maps/place/41%C2%B024'47.5%22N+73%C2%B040'09.8%22W/@
703 VA Clinic - Carmel		3	0	41.4145	-73.67	X		Enhanced	N	N	N	N	N	N	N	N	N	Westbound	Off-Street	N/A	0	https://www.google.com/maps/place/41%C2%B024'52.2%22N+73%C2%B040'12.0%22W/@
174 Rte. 6 & Rte. 52 - Outbound		4	0	41.4222	-73.6783	X		Standard	N	Y	Y	N	Y	N	N	N	N	Southbound	On-Street	Farside	X&Y coord.	https://www.google.com/maps/place/41%C2%B025'19.9%22N+73%C2%B040'41.9%22W/@
96 Carmel Plaza/Shoprite		5	0	41.4358	-73.6805	X		Standard	N	N	N	N	N	N	N	N	N	Northbound	Off-Street	N/A	0	https://www.google.com/maps/place/41%C2%B026'08.9%22N+73%C2%B040'49.8%22W/@
696 Clapboard Rdge & Rte. 52		6	0	41.4374	-73.6821	X		Standard	N	N	N	N	N	N	N	N	N	Southbound	On-Street	Midblock	0	https://www.google.com/maps/place/41%C2%B026'14.6%22N+73%C2%B040'55.6%22W/@
146 Rte. 52 & Towners Rd		7	0	41.4496	-73.672	X		Standard	N	N	N	N	N	N	N	N	N	Northbound	On-Street	Nearside	0	https://www.google.com/maps/place/41%C2%B026'58.6%22N+73%C2%B040'19.2%22W/@
94 Rte. 52 & Barret Hill Rd./AOTL		8	0	41.4633	-73.6675	X		Standard	Y	Y	N	N	Y	Y	N	N	N	Northbound	On-Street	Midblock	0	https://www.google.com/maps/place/41%C2%B027'47.9%22N+73%C2%B040'03.0%22W/@
107 Sybil's Crossing (Kent Town Hall/Library)		9	0	41.4797	-73.6698	X		Standard	N	N	N	N	N	N	N	N	N	Northbound	Off-Street	N/A	0	https://www.google.com/maps/place/41%C2%B028'46.9%22N+73%C2%B040'11.3%22W/@
144 Rte. 52 & North Terry Hill Rd		10	0	41.4729	-73.668	X		Standard	Y	Y	N	N	Y	Y	N	N	N	Northbound	On-Street	Nearside	X&Y coord.	https://www.google.com/maps/place/41%C2%B028'22.4%22N+73%C2%B040'04.8%22W/@
148 North Terry Hill Rd & Putnam Dr		11	0	41.4691	-73.6633	X		Standard	N	N	N	N	N	N	N	N	N	Southbound	On-Street	Nearside	0	https://www.google.com/maps/place/41%C2%B028'08.8%22N+73%C2%B039'47.9%22W/@
32 Putnam Dr & Knollcrest Rd		12	0	41.4803	-73.6601	X		Standard	N	N	N	N	N	N	N	N	N	Northbound	On-Street	Nearside	0	https://www.google.com/maps/place/41%C2%B028'49.1%22N+73%C2%B039'36.4%22W/@
38 Knollcrest Rd & Longfellow Dr		13	0	41.4804	-73.6579	X		Standard	N	N	N	N	N	N	N	N	N	Southbound	On-Street	Farside	0	https://www.google.com/maps/place/41%C2%B028'49.4%22N+73%C2%B039'28.4%22W/@
135 Rte. 311 & Terry Hill Rd.		14	0	41.4684	-73.66	X		Standard	N	N	N	N	N	N	N	N	N	Westbound	On-Street	Nearside	0	https://www.google.com/maps/place/41%C2%B028'06.2%22N+73%C2%B039'36.0%22W/@
52 Terry Hill Rd. & Lakeshore Dr. E		15	0	41.4654	-73.6577	X		Standard	N	N	N	N	N	N	N	N	N	Southbound	On-Street	Nearside	0	https://www.google.com/maps/place/41%C2%B027'55.4%22N+73%C2%B039'27.7%22W/@
154 Beechmont Rd & Vernon Dr		16	0	41.4686	-73.6532	X			N	N	N	N	N	N	N	N	N	Eastbound	On-Street	Nearside	0	https://www.google.com/maps/place/41%C2%B028'07.0%22N+73%C2%B039'11.5%22W/@
161 Echo Rd & Vernon Dr		17	0	41.4662	-73.6516	X		Standard	N	N	N	N	N	N	N	N	N	Eastbound	On-Street	Farside	0	https://www.google.com/maps/place/41%C2%B027'58.3%22N+73%C2%B039'05.8%22W/@
175 Clubhouse Dr & Vernon Rd		18	0	41.462	-73.6523	X			N	N	N	N	N	N	N	N	N	Southbound	On-Street	Nearside	0	https://www.google.com/maps/place/41%C2%B027'43.2%22N+73%C2%B039'08.3%22W/@
93 Terry Hill Rd & Fair St		19	0	41.4581	-73.651	X		Standard	N	N	N	N	N	N	N	N	N	Southbound	On-Street	Nearside	0	https://www.google.com/maps/place/41%C2%B027'29.2%22N+73%C2%B039'03.6%22W/@
88 Fair St & Towners Rd		20	0	41.4567	-73.6502	X		Standard	N	N	N	N	N	N	N	N	N	Westbound	On-Street	Farside	0	https://www.google.com/maps/place/41%C2%B027'24.1%22N+73%C2%B039'00.7%22W/@
Purchase Rd & Larchmont Rd		21	0				X	Standard	~	~	~	~	~	~	~	~	~					
131 Lake Shore Dr & Brewster Dr		22	0	41.455	-73.6611	X		Standard	N	N	N	N	N	N	N	N	N	Southbound	On-Street	Nearside	0	https://www.google.com/maps/place/41%C2%B027'18.0%22N+73%C2%B039'40.0%22W/@
79 Brewster Dr & Towners Rd		23	0	41.4505	-73.6586	X			N	N	N	N	N	N	N	N	N	Southbound	On-Street	Nearside	0	https://www.google.com/maps/place/41%C2%B027'01.8%22N+73%C2%B039'31.0%22W/@
133 Towners Rd & Hill and Dale Rd		24	0	41.4474	-73.6642	X		Standard	N	N	N	N	N	N	N	N	N	Westbound	On-Street	Nearside	0	https://www.google.com/maps/place/41%C2%B026'50.6%22N+73%C2%B039'51.1%22W/@
589 Towners Rd & Rte. 52		25	0	41.4499	-73.672	X		Standard	Y	Y	N	N	Y	Y	N	N	N	Westbound	On-Street	Farside	This stop c.	https://www.google.com/maps/place/41%C2%B026'59.6%22N+73%C2%B040'19.2%22W/@
696 Clapboard Rdge & Rte. 52		26	0	41.4374	-73.6821	X			N	N	N	N	N	N	N	N	N	Southbound	On-Street	Midblock	0	https://www.google.com/maps/place/41%C2%B026'14.6%22N+73%C2%B040'55.6%22W/@
96 Carmel Plaza/Shoprite		27	0	41.4358	-73.6805	X			N	N	N	N	N	N	N	N	N	Northbound	Off-Street	N/A	0	https://www.google.com/maps/place/41%C2%B026'08.9%22N+73%C2%B040'49.8%22W/@
582 County Courthouse		28	0	41.4263	-73.679	X			N	N	N	N	N	N	N	N	N	Southbound	On-Street	Nearside	Possibly re	https://www.google.com/maps/place/41%C2%B025'34.7%22N+73%C2%B040'44.4%22W/@
674 Rte. 6 & Route 52 - Inbound		29	0	41.422	-73.6779	X		Standard	Y	Y	N	N	N	N	N	N	Y	Southbound	On-Street	Farside	Beeline sig	https://www.google.com/maps/place/41%C2%B025'19.2%22N+73%C2%B040'40.4%22W/@
78 Putnam Plaza		30	0	41.414	-73.6676	X		Enhanced	N	N	N	N	N	N	N	N	N	Northbound	Off-Street	N/A	0	https://www.google.com/maps/place/41%C2%B024'50.4%22N+73%C2%B040'03.4%22W/@
660 DSS		31	0	41.4117	-73.6596	X			N	N	N	N	N	N	N	Y	N	Westbound	Off-Street	N/A	0	https://www.google.com/maps/place/41%C2%B024'42.1%22N+73%C2%B039'34.6%22W/@

Value Key	
Y	Yes
N	No
V	Requires verification

Stop ID	Stop Name	Sequence	Direction	X	Y	Existing	Proposed	Recommended Stop Class	Sign	Pole	Schedule	Light	Bench	Shelter	Trash	Sidewalk	ADA Pad	Heading	Type	Position (Relative to Intersection)	Notes	Google URL
500	Croton Falls Metro North Station	0	0	41.348	-73.6623	X		Enhanced	N	N	N	N	Y	N	N	Y	Y	Northbouna Off-Street	N/A		0	https://www.google.com/maps/place/41%C2%B020'52.8%22N+73%C2%B039'44.3%22W/@
	Union Valley Rd & Emhofer Dr - Outbound	1	0				X	Enhanced	~	~	~	~	~	~	~	~	~					
	Union Valley Rd & Lovell St - Outbound	2	0				X	Standard	~	~	~	~	~	~	~	~	~					
182	Mahopac Library - Outbound	3	0	41.373	-73.7306	X		Standard	Y	Y	N	N	Y	Y	N	Y	Y	Eastbound	On-Street	V	Same here, https://www.google.com/maps/place/41%C2%B022'22.8%22N+73%C2%B043'50.2%22W/@	
183	Rte. 6 & Rte. 6N - Outbound	4	0	41.3726	-73.7336	X		Enhanced	N	N	N	N	N	N	N	N	N	Westbound On-Street	Nearside		0	https://www.google.com/maps/place/41%C2%B022'21.4%22N+73%C2%B044'01.0%22W/@
	Mahopac Library - Inbound	5	0				X	Enhanced	~	~	~	~	~	~	~	~	~					
	Mahopac Library - Inbound	0	1				X	Enhanced	~	~	~	~	~	~	~	~	~					
	Union Valley Rd & Lovell St - Inbound	1	1				X	Standard	~	~	~	~	~	~	~	~	~					
	Union Valley Rd & Emhofer Dr - Outbound	2	1				X	Enhanced	~	~	~	~	~	~	~	~	~					
500	Croton Falls Metro North Station	3	1	41.348	-73.6623	X		Enhanced	N	N	N	N	Y	N	N	Y	Y	Northbouna Off-Street	N/A		0	https://www.google.com/maps/place/41%C2%B020'52.8%22N+73%C2%B039'44.3%22W/@

Value Key

Y	Yes
N	No
V	Requires verification

Stop ID	Stop Name	Sequence	Direction	X	Y	Existing	Proposed	Recommended Stop Class	Sign	Pole	Schedule	Light	Bench	Shelter	Trash	Sidewalk	ADA Pad	Heading	Type	Position (Relative to Intersection)	Notes	Google URL
800	Cold Spring Band Stand	0	0	41.4161	-73.9611	X		Standard	N	N	N	N	N	N	N	N	N	Northbound On-Street	V		Need to verify stop location due to X&Y coordinates being located in the middle of the street. Makes it difficult to determine the intersection type of the bus stop.	https://www.google.com/maps/place/41%C2%B024'58.0%22N+73%C2%B057'40.0%22W/@
199	Cold Spring Station	1	0	41.415	-73.9581	X		Standard	N	N	N	N	N	N	N	N	N	Northbound Off-Street	N/A		Possibly redundant with Stop #801	https://www.google.com/maps/place/41%C2%B024'54.0%22N+73%C2%B057'29.2%22W/@
802	Cold Spring Visitor Center	2	0	41.4172	-73.9595	X		Standard	N	N	N	N	N	N	N	Y	N	Southbound On-Street	V			https://www.google.com/maps/place/41%C2%B025'00.0%22N+73%C2%B057'34.2%22W/@
803	Hikers' Drop-off (Fair St. and 9D)	3	0	41.4252	-73.9636	X		Standard	N	N	N	N	N	N	N	N	N	Southbound On-Street	Nearside			https://www.google.com/maps/place/41%C2%B025'00.7%22N+73%C2%B057'49.0%22W/@
804	Main St Cold Spring	4	0	41.4201	-73.9548	X		Standard	N	N	N	N	N	N	N	Y	N	On-Street	V		Need to verify stop location due to X&Y coordinates being located in the middle of the street	https://www.google.com/maps/place/41%C2%B025'12.4%22N+73%C2%B057'17.3%22W/@
805	Putnam History Museum	5	0	41.4172	-73.9502	X		Standard	N	N	N	N	N	N	N	Y	N	Southbound On-Street	Midblock			https://www.google.com/maps/place/41%C2%B025'01.9%22N+73%C2%B057'00.7%22W/@
806	Boscobel House and Garden	6	0	41.4132	-73.939	X			V	V	V	V	V	V	V	N	N	Northbound Off-Street	N/A		This stop is unable to be viewed in Google Street Map and would need someone to verify bus stop amenities in person. The GIS data makes it difficult to determine the directionality of the stops.	https://www.google.com/maps/place/41%C2%B024'47.5%22N+73%C2%B056'20.4%22W/@
807	Constitution Marsh	7	0	41.4079	-73.9339	X		Standard	N	N	N	N	N	N	N	N	N	Southbound On-Street	Farside			https://www.google.com/maps/place/41%C2%B024'28.4%22N+73%C2%B056'02.0%22W/@
808	Route 9D and Snake Hill Rd.	8	0	41.3851	-73.9351	X		Standard	N	N	N	N	N	N	N	N	N	Southbound On-Street	Midblock			https://www.google.com/maps/place/41%C2%B023'06.4%22N+73%C2%B056'06.4%22W/@
809	Garrison Metro North Station	9	0	41.3807	-73.9476	X		Standard	N	N	N	Y	Y	N	N	Y	N	Southbound Off-Street	N/A			https://www.google.com/maps/place/41%C2%B022'50.5%22N+73%C2%B056'51.4%22W/@
810	Glenclyffe Trail Loop	10	0	41.37	-73.9474	X		Standard	N	N	N	N	N	N	N	N	N	Southbound On-Street	Midblock		Duplicate set of stops that makes it hard to determine directionality.	https://www.google.com/maps/place/41%C2%B022'12.0%22N+73%C2%B056'50.6%22W/@
811	Manitoga (Russell Wright Design Center)	11	0	41.3486	-73.9524	X		Standard	V	V	V	V	V	V	V	V	V	Southbound Off-Street	N/A		This stop is unable to be viewed in Google Street Map and would need someone to verify the bus stop amenities in person.	https://www.google.com/maps/place/41%C2%B020'54.8%22N+73%C2%B057'08.8%22W/@
811	Manitoga (Russell Wright Design Center)	0	1	41.3486	-73.9524	X		Standard	V	V	V	V	V	V	V	V	V	Southbound Off-Street	N/A		This stop is unable to be viewed in Google Street Map and would need someone to verify the bus stop amenities in person.	https://www.google.com/maps/place/41%C2%B020'54.8%22N+73%C2%B057'08.8%22W/@
821	Glenclyffe Trail Loop	1	1	41.37	-73.9474	X		Standard	N	N	N	N	N	N	N	N	N	Northbound On-Street	Midblock		Duplicate set of stops that makes it hard to determine directionality.	https://www.google.com/maps/place/41%C2%B022'12.0%22N+73%C2%B056'50.6%22W/@
822	Desmond Fish Public Library	2	1	41.3763	-73.9426	X		Standard	V	V	V	V	V	V	V	V	V	Northbound Off-Street	N/A		This stop is unable to be viewed in Google Street Map and would need someone to verify the bus stop amenities in person.	https://www.google.com/maps/place/41%C2%B022'34.7%22N+73%C2%B056'33.4%22W/@
823	Route 9D and Snake Hill Rd.	3	1	41.3852	-73.9349	X		Standard	N	N	N	N	N	N	N	N	N	Northbound On-Street	Farside			https://www.google.com/maps/place/41%C2%B023'06.7%22N+73%C2%B056'05.6%22W/@
824	Constitution Marsh	4	1	41.4081	-73.9339	X		Standard	N	N	N	N	N	N	N	N	N	Northbound On-Street	Farside			https://www.google.com/maps/place/41%C2%B024'29.1%22N+73%C2%B056'01.9%22W/@
825	Boscobel House and Garden	5	1	41.4132	-73.939	X			V	V	V	V	V	V	V	N	N	Southbound Off-Street	N/A		This stop is unable to be viewed in Google Street Map and would need someone to verify bus stop amenities in person. The GIS data makes it difficult to determine the directionality of the stops.	https://www.google.com/maps/place/41%C2%B024'47.5%22N+73%C2%B056'20.4%22W/@
826	Butterfield Center/Putnam History Museum	6	1	41.4191	-73.9485	X			V	V	V	V	V	V	V	N	N	Westbound On-Street	Midblock		Paulding Ave is unable to be viewed on Google Street Map and would need someone to review bus stop amenities in person.	https://www.google.com/maps/place/41%C2%B025'08.8%22N+73%C2%B056'54.6%22W/@
827	Route 9D and Main St.	7	1	41.4203	-73.9548	X			N	N	N	N	N	N	N	N	N	Northbound Off-Street	N/A			https://www.google.com/maps/place/41%C2%B025'13.1%22N+73%C2%B057'17.3%22W/@
828	Cold Spring Visitor Center	8	1	41.4172	-73.9595	X			N	N	N	N	N	N	N	Y	N	Northbound On-Street	V		Unable to determine postion relative to intersection	https://www.google.com/maps/place/41%C2%B025'01.9%22N+73%C2%B057'34.3%22W/@
800	Cold Spring Band Stand	9	1	41.4161	-73.9611	X			N	N	N	N	N	N	N	N	N	Northbound On-Street	V		Need to verify stop location due to X&Y coordinates being located in the middle of the street. Makes it difficult to determine the intersection type of the bus stop.	https://www.google.com/maps/place/41%C2%B024'58.0%22N+73%C2%B057'40.0%22W/@

Value Key

Y	Yes
N	No
V	Requires verification



All Physical 8113

**Putnam County
Department of Planning, Development,
and Public Transportation**

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#8

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TO: Legislator Daniel G. Birmingham
Chairman, Putnam County Legislature

FROM: Barbara Barosa, AICP, Commissioner
Department of Planning, Development and Public Transportation

DATE: August 5, 2026

RE: Request to Apply for CREST grant in the amount of \$100,000 for structural repairs to the Bureau of Emergency Services building

The County of Putnam has been allocated \$100,000 by Senator Harckham through the CREST Capital Reimbursement Grant Program to increase public safety. Attached for your consideration is a request to approve the submittal of this Community Resiliency, Economic Sustainability, and Technology Program (CREST) grant for structural repairs to the Bureau of Emergency Services building. The application is due September 11, 2026.

I respectfully request that this matter be placed on the upcoming Physical Services Committee meeting agenda scheduled for August 13, 2026.

Thank you in advance for your consideration.

2026 AUG -3 AM 10:39
LEGISLATURE
PUTNAM COUNTY
CARMEL, NY

APPROVAL/ GRANT APPLICATION/ COMMUNITY RESILIENCY, ECONOMIC SUSTAINABILITY, AND
TECHNOLOGY PROGRAM /BUREAU OF EMERGENCY SERVICES FACILITY REPAIRS

WHEREAS, Section 5-2(E) of the Putnam County Code provides that an applicant of any grant application that does not require local Putnam County ("the County") matching funds shall notify the Putnam County Legislature ("the Legislature") prior to the submission of a grant application and, further, if the Legislature objects to such grant application, the applicant shall not apply for said grant; and

WHEREAS, by and through the State of New York and the Office of Senator Peter Harckham, the County has the opportunity to apply for a Community Resiliency, Economic Sustainability, and Technology Program (CREST) grant in the amount of \$100,000 administered by the Dormitory Authority of the State of New York ("DASNY") for structural repairs to the Bureau of Emergency Services building; and

WHEREAS, the Bureau of Emergency Services' lobby flooring is heaving and requires repair as well as ancillary repairs needed to correct the causing of the heaving; and

WHEREAS, the purpose of the grant funds is to subsidize the costs associated with the Project; and

WHEREAS, there is no matching fund requirement by the County to accept the CREST grant for the Project; now therefore be it

RESOLVED, that the Legislature authorizes and approves the County's submission, by the Department of Planning, Development and Public Transportation, of its application for a \$100,000 grant administered through DASNY and awarded by the Community Resiliency, Economic Sustainability, and Technology (CREST) Program for the Project; and be it further

RESOLVED, that this resolution shall take effect immediately.

CHAIR
ENVIRONMENTAL CONSERVATION

COMMITTEES
ALCOHOLISM AND SUBSTANCE USE DISORDERS
CRIME VICTIMS, CRIME AND CORRECTION
INSURANCE
RULES
TRANSPORTATION
VETERANS, HOMELAND SECURITY
AND MILITARY AFFAIRS

**THE SENATE
STATE OF NEW YORK**



PETER B. HARCKHAM
SENATOR, 40TH DISTRICT

ALBANY OFFICE
310 LEGISLATIVE OFFICE BUILDING
ALBANY, NEW YORK 12247
(518) 455-2340

DISTRICT OFFICE
1 PARK PLACE
SUITE 302
PEEKSKILL, NEW YORK 10566
(914) 241-4600

July 27, 2026

Dear County Executive Byrne,

I am pleased to inform you that the County of Putnam has been awarded \$100,000 through the Community Resiliency, Economic Sustainability, and Technology Program (CREST) Capital Reimbursement Grant Program. These state funds are available to support your vital efforts in enhancing public safety.

Eligible capital public safety projects may include, but are not limited to:

- **Emergency Facilities Upgrades:** Facility renovations, roof/HVAC replacements, modernizations, or security improvements.
- **Vehicles & Equipment:** Municipal police or emergency response vehicles, specialized transport vans, body worn equipment or rescue gear.
- **Streetscape & Pedestrian Safety:** High-visibility crosswalks, traffic-calming infrastructure, pedestrian safety beacons, and lighting upgrades.
- **Technology & Communication:** Radio communication system upgrades, or emergency alert system hardware.

To initiate the formal application and approval process, please review and complete the steps outlined below.

Required Documentation

Along with your completed Preliminary Application (PA), please submit the following supporting materials:

- **Project Specifics:**
 - A detailed project description
 - Formal vendor quotes or bids.
- **Site Control:** A copy of the project deed or current lease agreement.
- **Financial Assurances:** A signed letter on organization letterhead confirming that your organization will cover any project costs exceeding the allocated grant amount.

Review and Approval Process

1. **Initial Review:** The Senate Finance Committee will review your PA and supporting documentation for completeness and eligibility.

2. State Agency Advancement: Once cleared by the Committee, your application will be forwarded to the Dormitory Authority of the State of New York (DASNY) for final administrative review and project activation.

Project Activation & Agreement

- Due Diligence: Upon receiving the advanced application, DASNY will assign a unique Project Identification Number and issue a comprehensive due diligence package containing detailed instructions and next-step paperwork.
- Grant Disbursement Agreement (GDA): Following all necessary governmental approvals, DASNY will transmit two copies of the formal GDA to your organization for execution.

Important Note on Funding: CREST grants operate strictly on a reimbursement basis. Your organization must fully fund project costs upfront and submit documentation for reimbursement afterward. **Capital expenses incurred prior to written project activation and explicit confirmation from DASNY may not be eligible for reimbursement.**

We are incredibly excited about the positive impact this project will have on our community, and our office is fully committed to supporting you throughout this administrative process.

If you have any questions or require guidance while assembling your application, please do not hesitate to contact Sarah Perez in my office at Perezs@nyenate.gov or (518) 455-2340.

Congratulations again, I look forward to working together to bring this project to fruition.

Sincerely,



Senator Pete Harckham

SD 40

**COMMUNITY RESILIENCY, ECONOMIC SUSTAINABILITY, AND TECHNOLOGY PROGRAM
(CREST)
PRELIMINARY APPLICATION**

SECTION 1: GENERAL INFORMATION**A. Project Name:**

Project Location(s) (e.g. DASNY campus):

Project Address(es) (e.g. 515 Broadway):

B. Organization / Grantee:

Legally Incorporated Name:

Street (not P.O. Box):

City: Zip: County:

Phone:

Ext:

Fax:

E-mail: _____

Contact Name & Title:

Federal Taxpayer I.D.

Charity Reg.# (Non-profits Only):

1. Type of Organization:☐

Business Corporation

☐

Municipal Corporation

☐

Other

☐

State

☐

Non-Profit

2. a) Is the organization currently seeking or receiving any other New York State assistance for this project?

☐

No

☐

Yes

b) Is the CREST Grant a match to receiving the other New York State Assistance?

☐

No

☐

Yes

If either a or b is Yes, please provide a detailed explanation on an attached separate sheet.

SECTION 2: PROJECT INFORMATION

Note - All projects under CREST must have a useful life of not less than 10 years.

1. Project Purpose - indicate the appropriate project purpose☐

Arts

☐

Educational

☐

Climate Change Mitigation

Projects requiring DED certification:☐

Cultural

☐

Parks & Rec

☐

Resiliency

☐

Port Development

☐

Athletic

☐

Transportation

☐

Environmental Sustainability

☐

Economic Development

☐

Housing

☐

Tourism

☐

Civic Activities

☐

Workforce Training

☐

Child Care

☐

Community Redevelopment

☐

Employment Development

Please attach a **separate sheet** with a detailed description of the specific capital project that will be undertaken and funded pursuant to this Grant. If multiple project locations and addresses, please list in project description.

2. Project Start Date: _____

Anticipated Date of Project Completion: _____

3. Please list the anticipated amount of funding to be received from the CREST Program for this project. Minimum \$50,000.

\$ _____

4. Will any entity other than the Grantee set forth in Section 1, above, be paying any project related costs? <u>If Yes</u> , please attach a separate sheet setting forth the costs to be paid by another entity, as well as a description of the relationship between the Grantee and the other entity.	☐ No ☐ Yes
5. Does the Applicant own the site where the project will be located? <u>If Yes</u> , please provide the deed. <u>If No</u> , please attach a separate sheet describing the control the Applicant has over the Project site and include lease if applicable.	☐ No ☐ Yes
6. Does the applicant plan to occupy 100% of the project facility? <u>If No</u> , attach a schedule explaining the planned occupancy.	☐ No ☐ Yes
7. a. If an organization other than the Grantee will have an interest in the equipment or real property purchased with grant funds, please attach a description of the legal relationship between the grantee and the other organization. b. Will the non-fixed equipment and/or capital assets to be paid for with grant funds be for the sole use of the grantee? <u>If No</u> , please explain.	☐ No ☐ Yes
8. Does the equipment and/or capital assets to be paid for with grant funds have a useful life of not less than ten years. <u>If No</u> , please explain.	☐ No ☐ Yes
9. Does the project require environmental or other regulatory permits? <u>If Yes</u> , please specify type: Have they been secured? ☐ No ☐ Yes ☐ NA <u>If No</u> , please specify why:	☐ No ☐ Yes
10. Has any State or local government agency reviewed the project under the State Environmental Quality Review Act (SEQRA)? <u>If Yes</u> , please set forth the lead agency for the review and provide a copy of the negative declaration, findings statement, or Type II memo issued by the lead agency.	☐ No ☐ Yes ☐ NA
SECTION 3: ELIGIBILITY FOR TAX-EXEMPT FINANCING	
1. Has the applicant previously received financing from the sale of tax-exempt bonds for <u>this project</u> ? <u>If Yes</u> , attach a schedule describing the details of such financing.	☐ No ☐ Yes
2. Does the applicant anticipate applying for financing for <u>this project</u> from the sale of other bonds?	☐ No ☐ Yes
3. Have any funds been expended or obligations incurred to date on that portion of the project for which this application is made? <u>If Yes</u> , attach a schedule showing details of such disbursements (date, purpose, payee, etc.).	☐ No ☐ Yes
4. Will the Grantee be utilizing internal labor for any portion of the project? <u>If Yes</u> , attach a narrative summarizing the usage and dollar value of internal labor on the project. Internal labor costs will <u>not</u> be reimbursed from CREST Grant proceeds.	☐ No ☐ Yes
5. Is the grantee or project location(s) owned or affiliated with a state related entity (e.g. public benefit corporation, entity with governance appointed by Governor of NYS)? <u>If Yes</u> , please attach explanation.	☐ No ☐ Yes

SECTION 4: PROJECT BUDGET

Complete the following Project Budget detailing the proposed sources and uses of funds (attach additional sheets if necessary) that will be utilized to complete the Project. State the source of the funding, and any contingencies that need to be satisfied prior to accessing the funds.

Please include evidence of committed funding sources to be used to complete the project as described. This may include a copy of letter(s) of credit, award letters, a resolution from the governing board of the Grantee committing to provide the balance of the funds, or a combination of the above.

<u><i>USE OF FUNDS</i></u>	<u><i>SOURCES</i></u>						<u><i>TOTAL</i></u>
	State		In-Kind /Equity /Sponsor		Other sources (Please specify each source and include commitment letter or other evidence that funds have been secured)		
Tasks	Entity Name	Amount	Source Name	Amount	Entity Name	Amount	
							\$ 0.00
							\$ 0.00
							\$ 0.00
							\$ 0.00
							\$ 0.00
							\$ 0.00
							\$ 0.00
							\$ 0.00
Total:		\$ 0.00		\$ 0.00		\$ 0.00	\$ 0.00

I hereby certify that the information in this Project Information Sheet is true and correct in all material respects, and I understand that the Dormitory Authority of State of New York and other entities that may be involved in the grant process are relying on this information in the course of the reviews that are required under Federal and State law.

Signature of Authorized Officer

Date

Print Name

Title

Print Form

2026 CAPITAL PROGRAM FUNDING Examples:

These are general examples to help determine project eligibility during the grant award process.
DASNY bond and tax counsel will make the final determination as to project eligibility.

Construction:

- Architectural, Engineering & Design
- New facilities
- Expansion
- Reconstruction, Renovation &
- Rehabilitation:
- Demolition (when part of reno/const project)
- Windows & Doors
- Siding
- Roofs
- Lighting
- Plumbing
- Electrical
- Paving (Initial & repaving surfaces, not resurfacing)

Landscaping – Hardscaping, i.e. retaining walls & walkways

Fixed Equipment:

- HVAC
- Generators
- Appliances
- Durable Medical Equipment
- Playground Infrastructure

Equipment:

- Turnout Gear
- Stretchers
- Classroom (*)
- Laboratory (*)

Technology

- Computers
- Laptops
- Tablets
- Servers
- Monitors
- Whiteboards
- Pagers
- Radios
- Cameras:
 - License Plate Readers
 - Dash Cameras
 - Security Cameras
- EKG Monitors
- Defibrillators

Some Projects Not Eligible for Capital funding Include:

Repairs & Maintenance

Administrative Costs

Software not pre-installed on equipment

Cloud based systems or programs

Training more than the 'Trainer'

Feasibility Studies

Extended Warranties

Painting, Flooring & Landscaping –
unless within the finishing phase of construction or reconstruction project

*Bond eligibility will be determined by DASNY

ALEXANDRA GORDON
Acting Commissioner of Finance



Dep - 8.13.26
Budget 8.24.26
Fell 9.1.26

Recd
#9

DEPARTMENT OF FINANCE

August 5, 2026

Ms. Diane Trabulsy, Clerk
Putnam County Legislature
40 Gleneida Avenue
Carmel, NY 10512

2026 AUG - 6 AM 8:55
LEGISLATURE
PUTNAM COUNTY
CARMEL, NY

Dear Ms. Trabulsy,

Pursuant to Code Section 5-1, A dated February 14, 2010, I am advising you of the following request to amend the 2026 Department of Public Works budget:

Increase Revenues:

10511000 426801	DPW Rd/Bridges – Insurance Recoveries	<u>\$ 4,443.60</u>
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Increase Expenses:

10511000 54647	DPW Rd/Bridges – Sub-Contractors	<u>\$ 4,443.60</u>
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2026 Fiscal Impact - 0
2027 Fiscal Impact - 0

This amendment is needed to recognize an insurance recovery payment received for guardrail repair. A check in the amount of \$4,793.60 was received from Progressive Insurance in 2024 of which \$350 was applied to DPW's revenue line 11511000 426801 to offset a collection fee charge. The balance, \$4,443.60, was placed in deferred revenue for future use. The department respectfully requests that these funds be made available to them for use this year.

AUTHORIZATION:

Date	Commissioner of Finance/Designee: Initiation by \$0 - \$5,000.00
Date	County Executive/Designee: Authorized for Legislative Consideration \$5,000.01 - \$10,000.00
Date	Chairperson Audit/Designee: \$0 - \$10,000.00
Date	Audit & Administration Committee: \$10,000.01 - \$25,000.00

26A068

Progressive Casualty Insurance Company – ck # 6006519292 - \$4,793.60

C. COMPTON SPAIN
County Attorney

JOHN B. CHERICO
First Deputy County Attorney

ANNA M. DIAZ
Sr. Deputy County Attorney



CONRAD J. PASQUALE
Sr. Deputy County Attorney

CONOR McKIERNAN
Sr. Deputy County Attorney

MAT C. BRUNO, SR.
Risk Manager

DEPARTMENT OF LAW

MEMORANDUM:

TO: Michael Lewis, Finance
FROM: Mat C Bruno, Risk Manager
DATE: January 9, 2024
RE: Property Damage Reimbursement

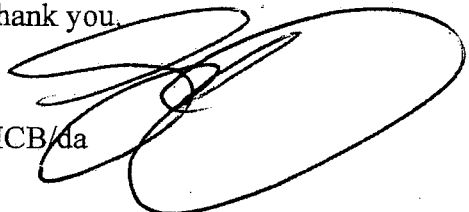
Enclosed please find Progressive check # 6006519292, dated 1/04/2024, in the amount of \$4793.60 made payable to Putnam County representing payment for the property damage claim below:

Claim Number	Date of Accident	Reimbursement	Ins. Co	Driver
232564772	7/28/2023	\$4793.60	Progressive	

Please credit the Department of Public Works for this payment.

Thank you.

MCB/da



48 GLENEIDA AVENUE, CARMEL, NEW YORK 10512

Tel. (845) 808-1150 / Fax (845) 808-1903*

**This office will not accept service via facsimile*

Progressive
PO Box 2930
Clinton, IA 52733-2930

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511095 17791 1 MB 0.561 CMBPI01D 066 017791

Page 1 of 1

PUTMAN COUNTY LAW DEPARTMENT
ATTN FARMER MILLS 2023-80
48 GLENEIDA AVE
CARAMEL, NY 10512



ADVICE FOR PAYMENT 6006519292

Payee: PUTMAN COUNTY	Payment Date	01/04/2024
	Total Payment Amount	\$4,793.60
	Total Number of Invoices	1

If you have any questions regarding this payment, please call us at 1-800-274-4499.

Details

Claim Number: 232564772	Name: PUTMAN COUNTY,	Date of Loss: 07/28/2023	Invoice Number: 121574927	Company: Progressive Direct Insurance Company			
Type	Description	*Coverage	Reference	Identifier	Service Dates	Deductible	Payment Amount
Repair	Estimate	PD	N/A	GUARDRAIL	N/A	\$0.00	\$4,793.60

Total Payment Amount

\$4,793.60

***Full Description of Coverage:**

PD - Property Damage Liability

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PO BOX 2930
CLINTON, IA 52733-2930

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PUTMAN COUNTY LAW DEPARTMENT
ATTN FARMER MILLS 2023-80
48 GLENEIDA AVE
CARAMEL, NY 10512

DRAFT NUMBER: 6006519292

AMOUNT:

\$ *****4,793.60

ISSUE DATE: January 4, 2024