

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

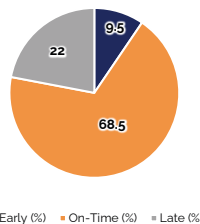
ANNUAL REVENUE HOURS
8,659

Fixed-Route System Total: 21,531

Daily Statistics

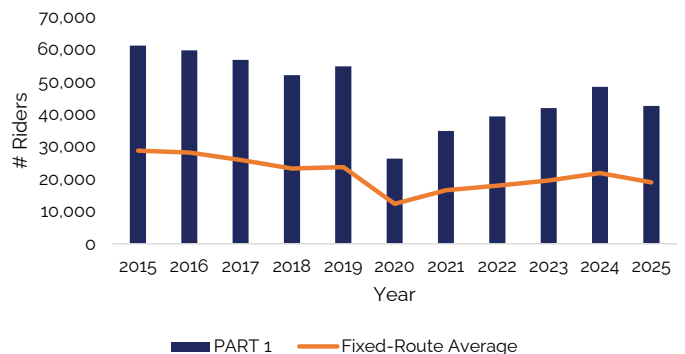
	Average Daily Boardings	Passengers per Revenue Mile	Passengers per Revenue Hour	Passengers per Trip
Weekday	141.5	0.15	7.2	4.9
Saturday	83.8	0.02	6.6	4.7
System Average Weekday	61.26	0.00	5.4	3.7
System Average Saturday	55.4	0.00	5.9	4.4

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.



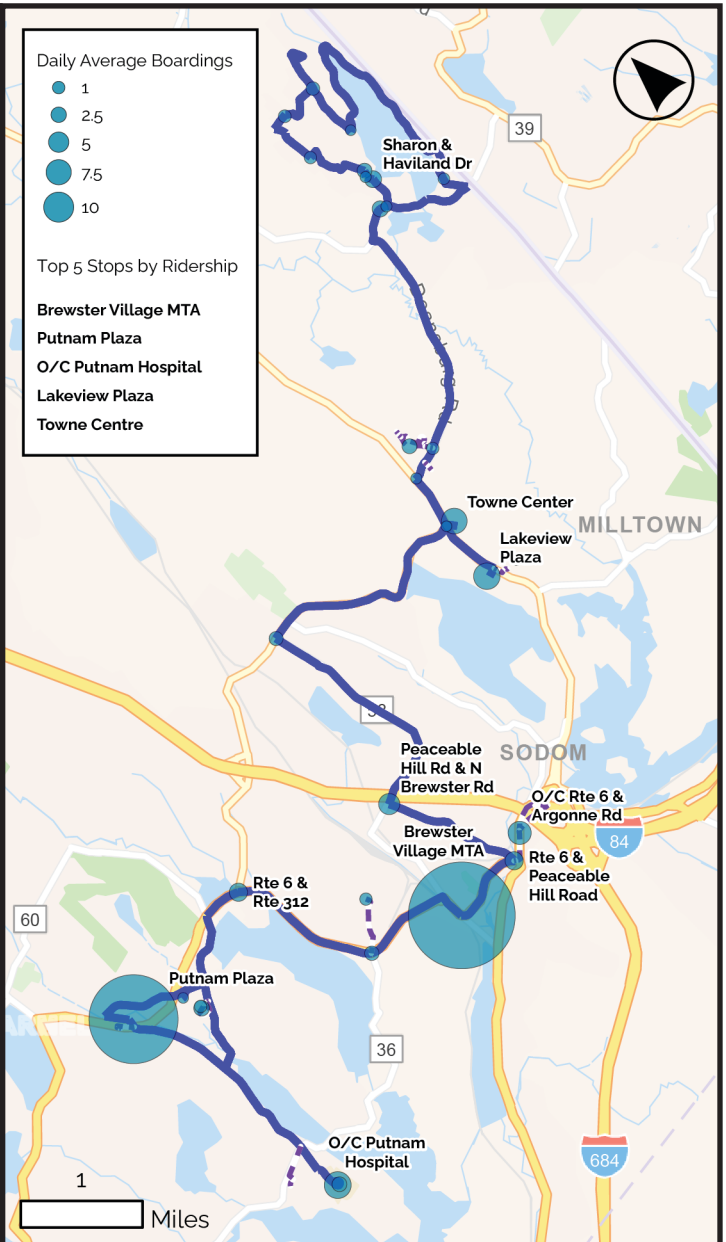
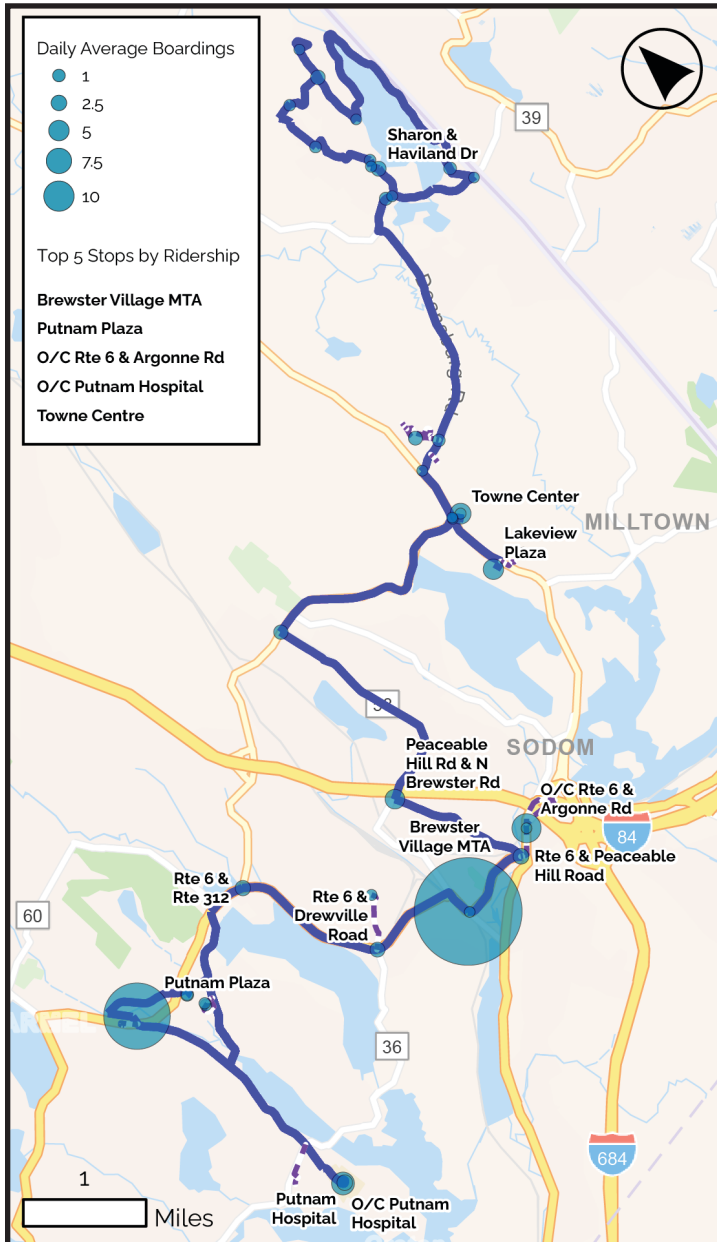
Route 1: Brewster-Putnam Lake

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

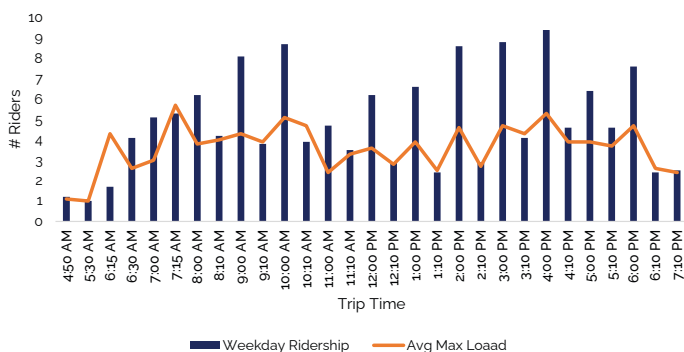
PUTNAM COUNTY
PART

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

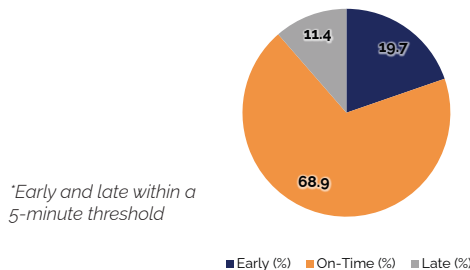
**ANNUAL REVENUE
HOURS**
4,360

Fixed-Route System Total: 21,531

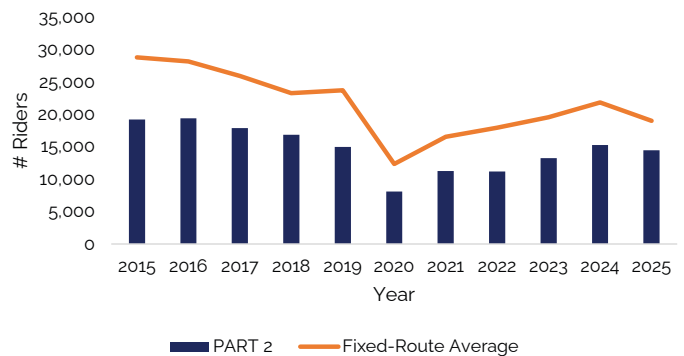
Daily Statistics

	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



Annual Ridership
2015-2025



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%

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.



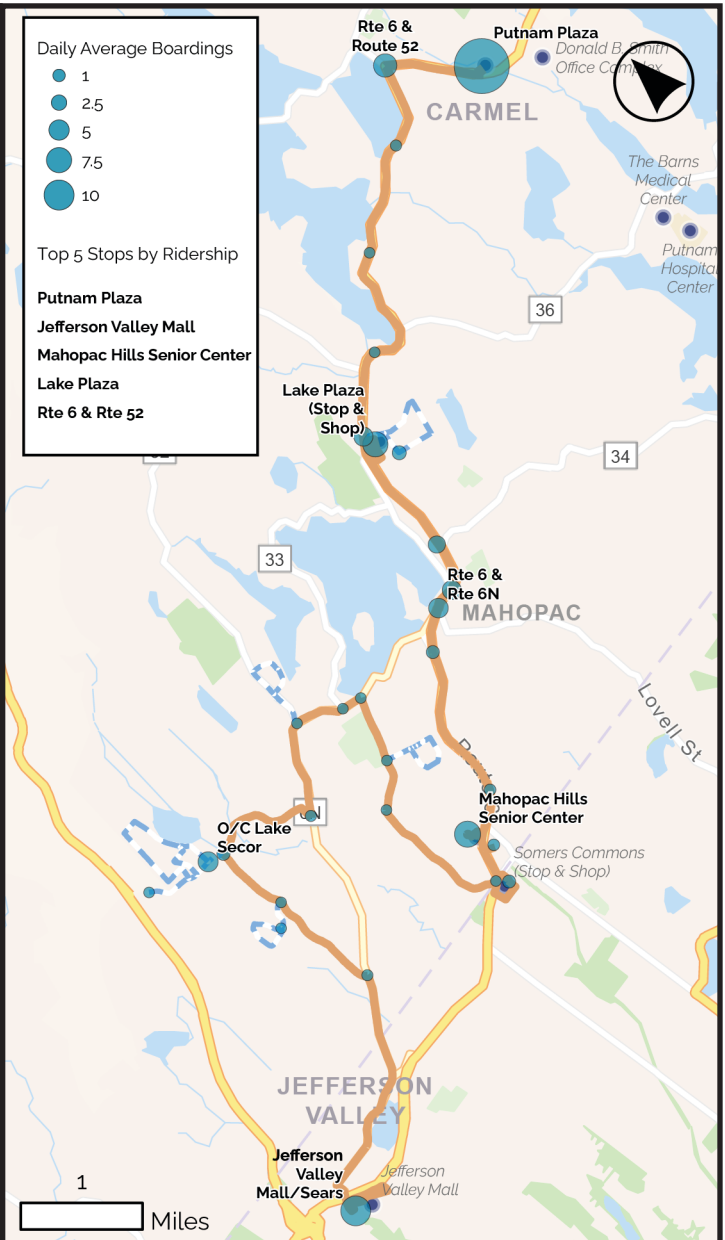
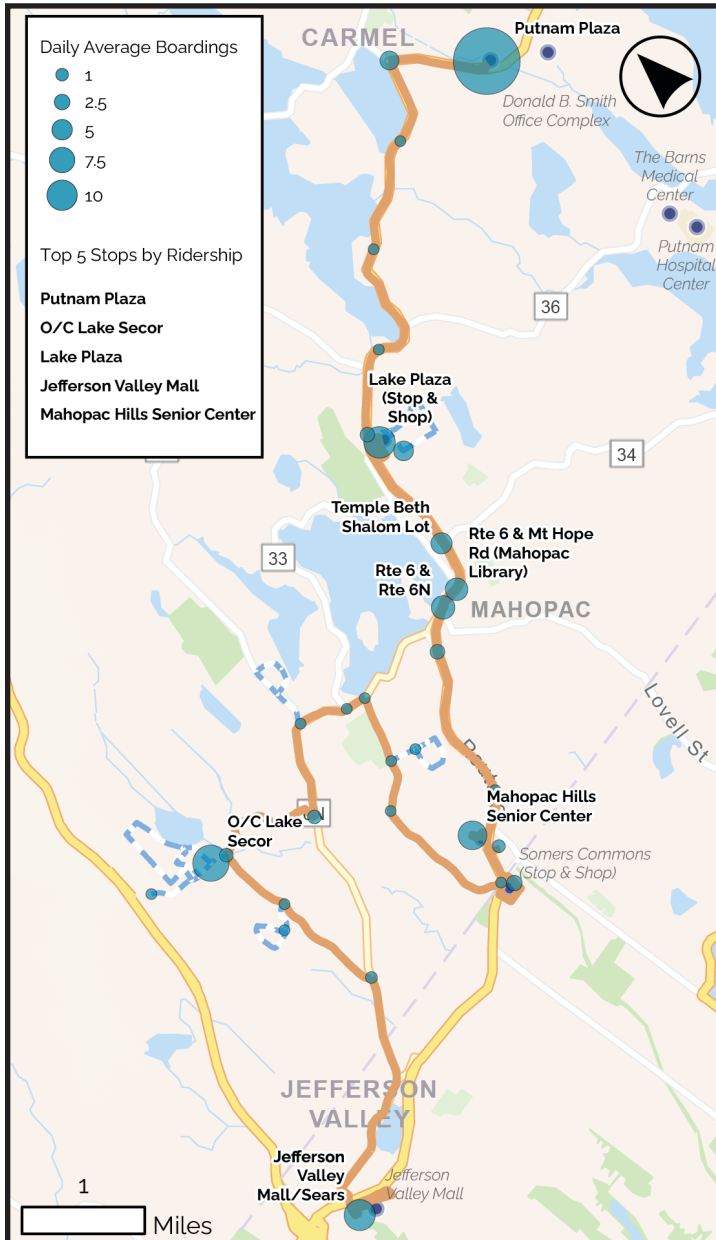
Route 2: Mahopac - Jefferson Valley

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

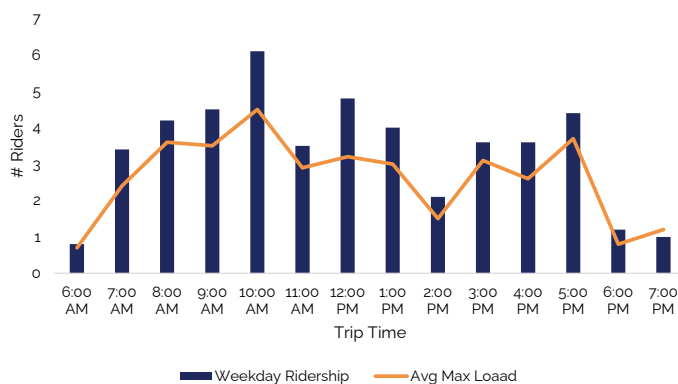
PUTNAM COUNTY
PART

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

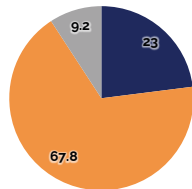
**ANNUAL REVENUE
HOURS**
4,260

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

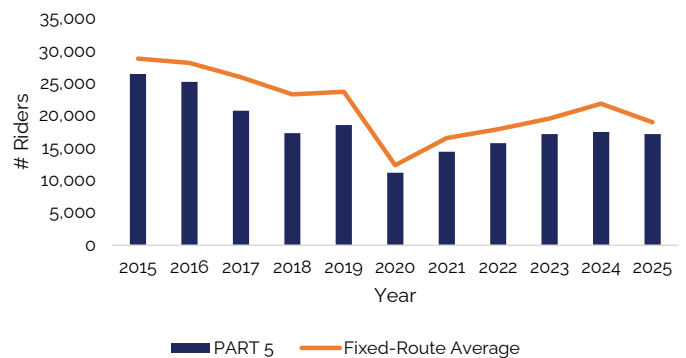
■ Early (%) ■ On-Time (%) ■ Late (%)

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



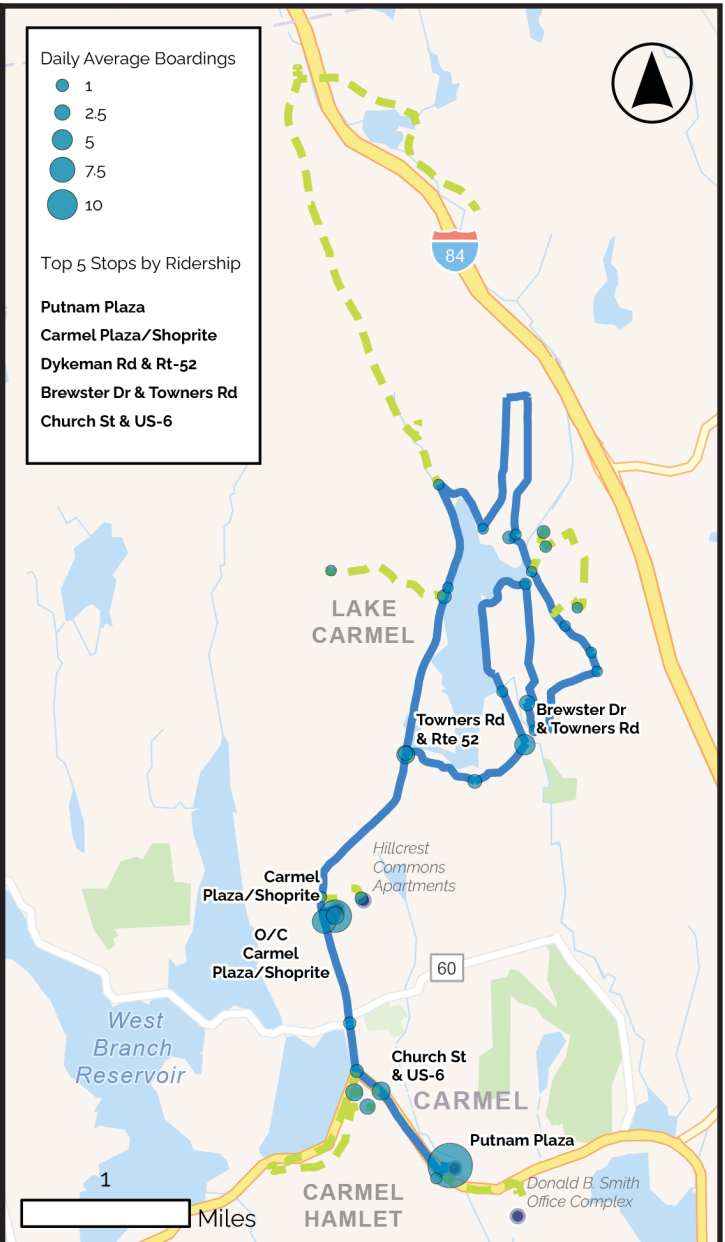
Route 5: Carmel to Lake Carmel

Carmel Hamlet, Rt. 52, Carmel Plaza & Kent

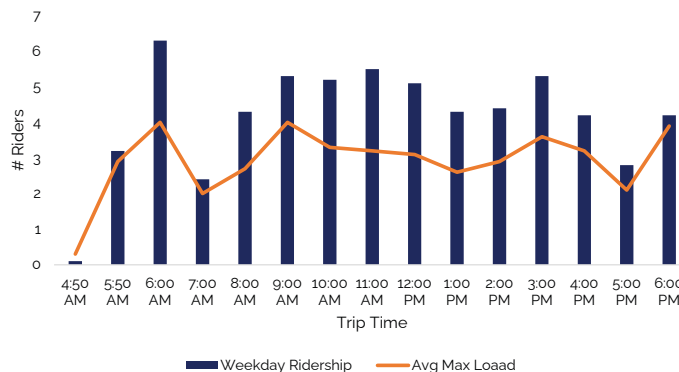
PUTNAM COUNTY
PART

WEEKDAY RIDERSHIP

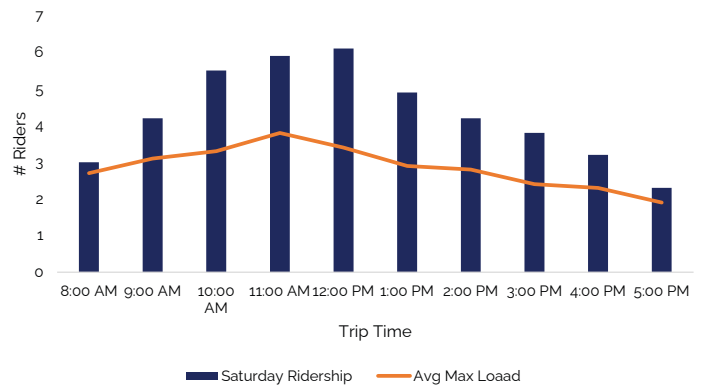
SATURDAY RIDERSHIP



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

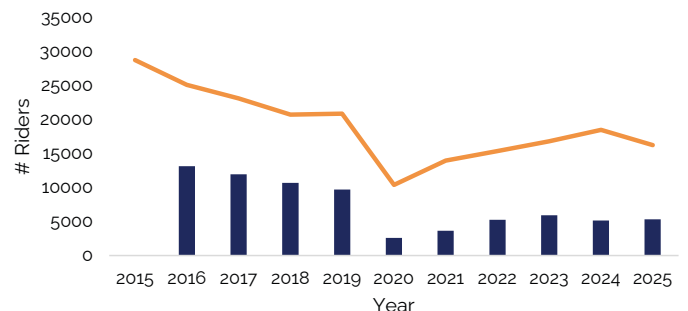
	Average Daily Boardings	Passengers per Revenue Mile	Passengers per Revenue Hour	Passengers per Trip
Weekday	21	0.07	5.3	2.0
System Average Weekday	61.26	0.10	5.4	3.7
System Average Saturday	55.4	0.09	5.9	4.4

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.

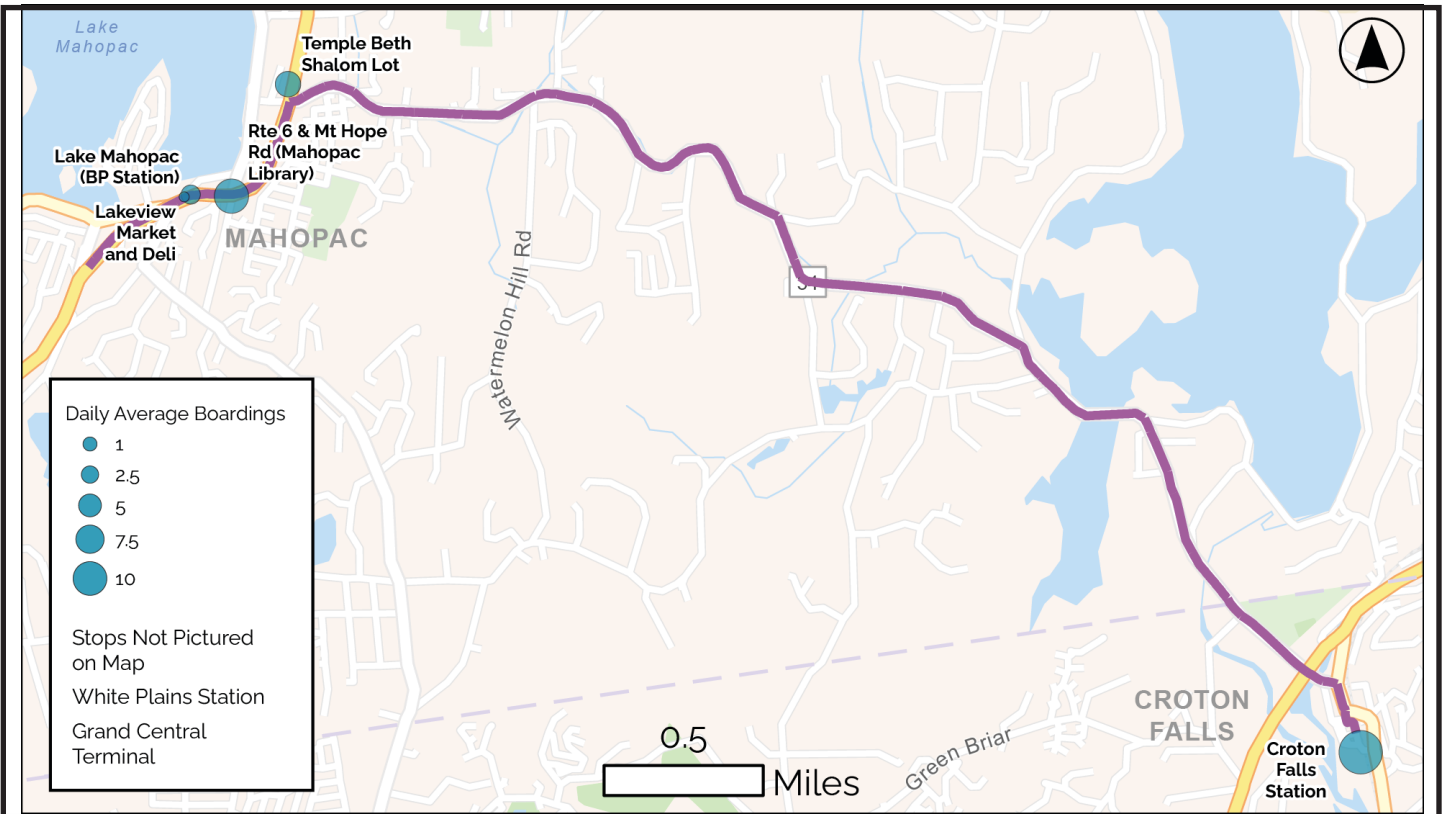
Opportunity 3 - Coordinate with MTA to include the Croton Falls lot as a stop.

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

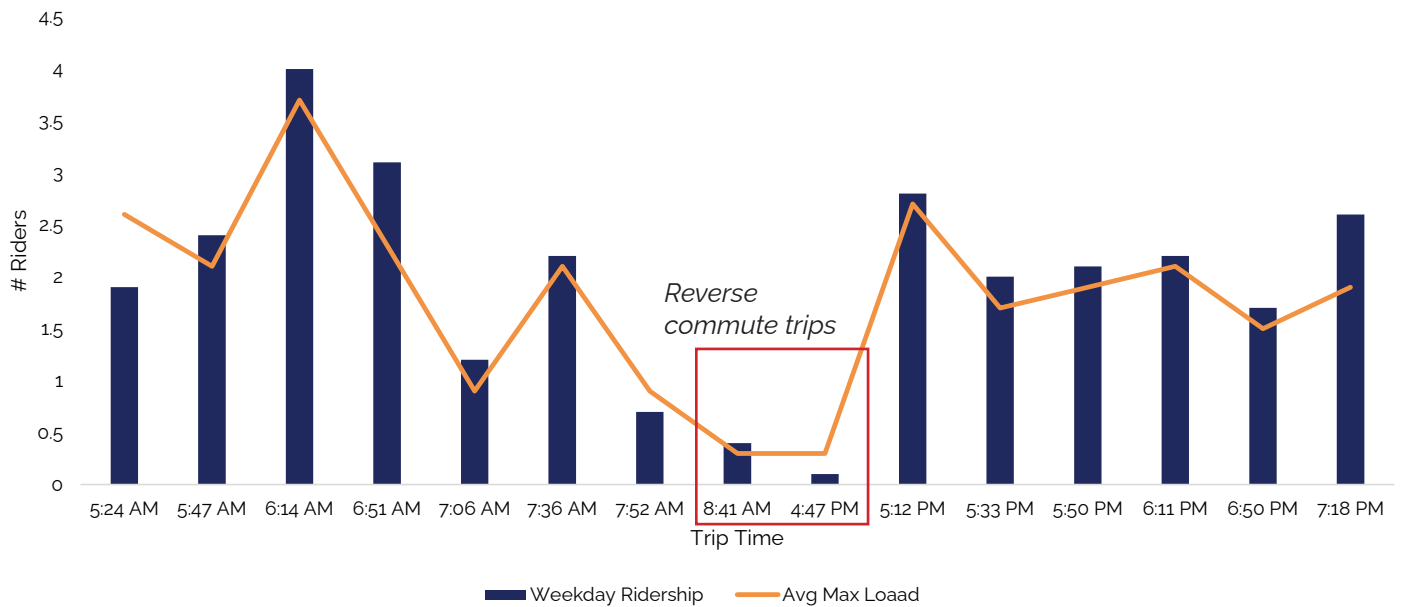


Mahopac-Croton Falls Commuter Shuttle

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

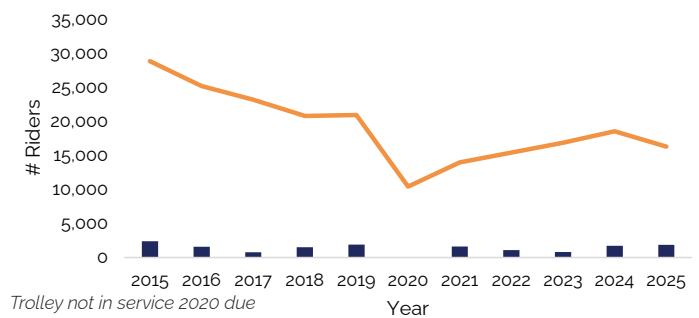
Daily Statistics

	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.

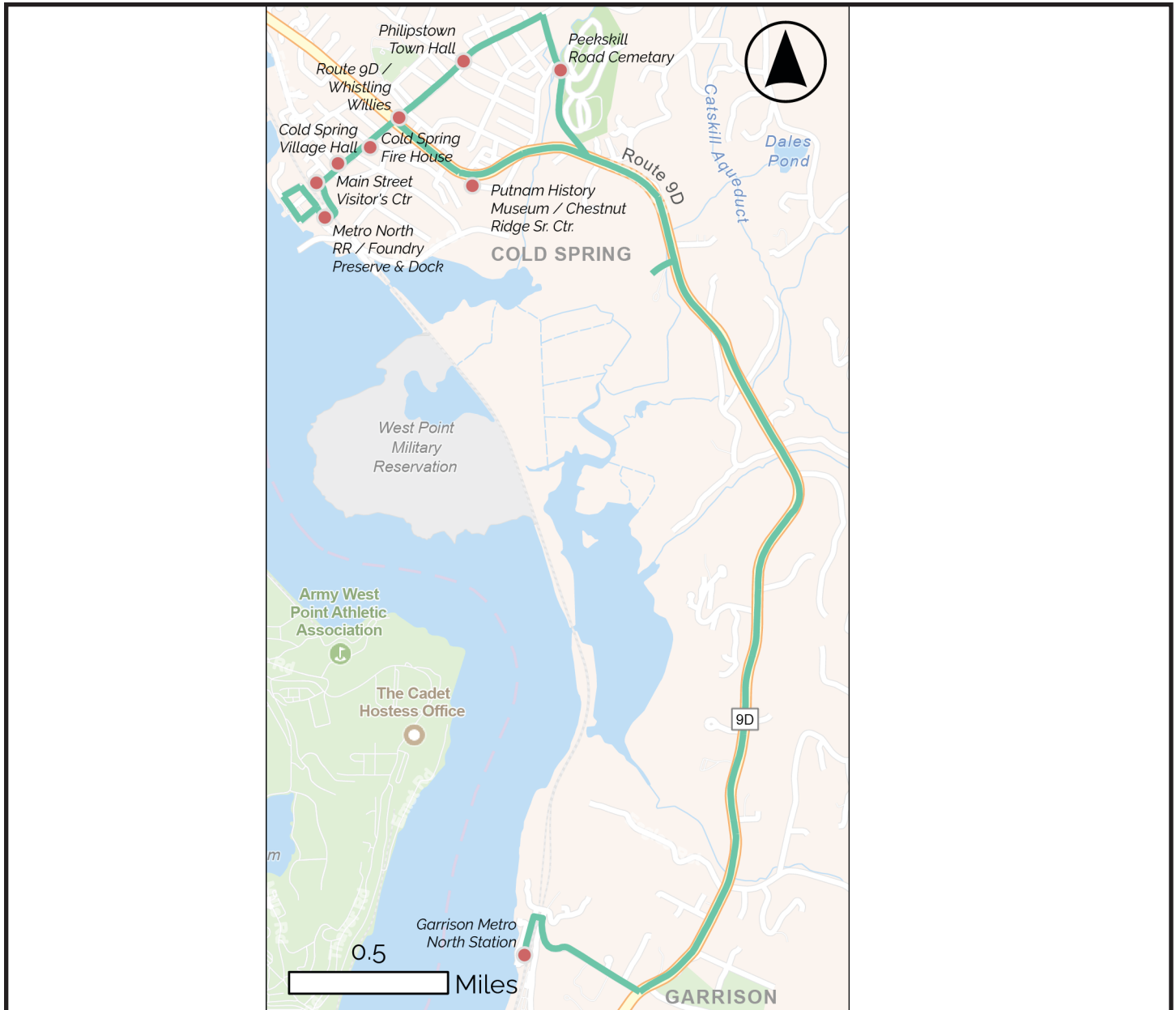
Opportunity 3 - Increase service window beyond current and/or include Fridays or non-weekend holidays.



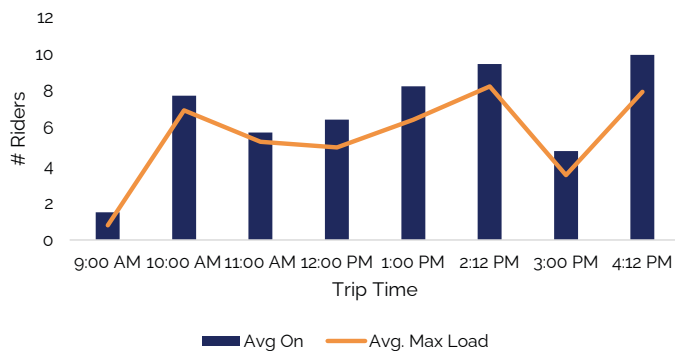
Cold Spring Trolley

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

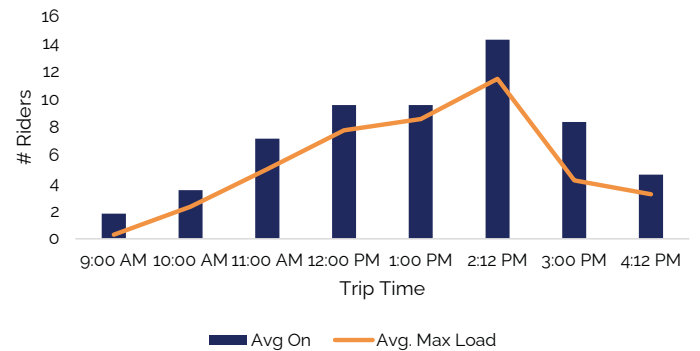
PUTNAM COUNTY
PART



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

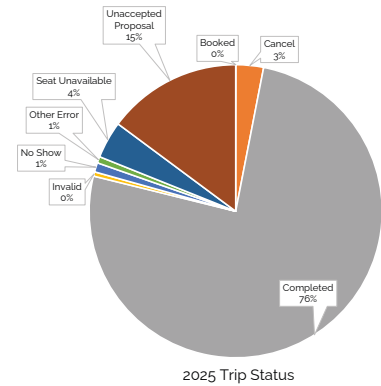
Annual Statistics (May through Dec 2025)

**ANNUAL
RIDERSHIP**
8,657

**ANNUAL
REVENUE
MILES**
80,432

**ANNUAL
REVENUE
HOURS**
4,277

**AVERAGE
DAILY
RIDERSHIP**
44.2



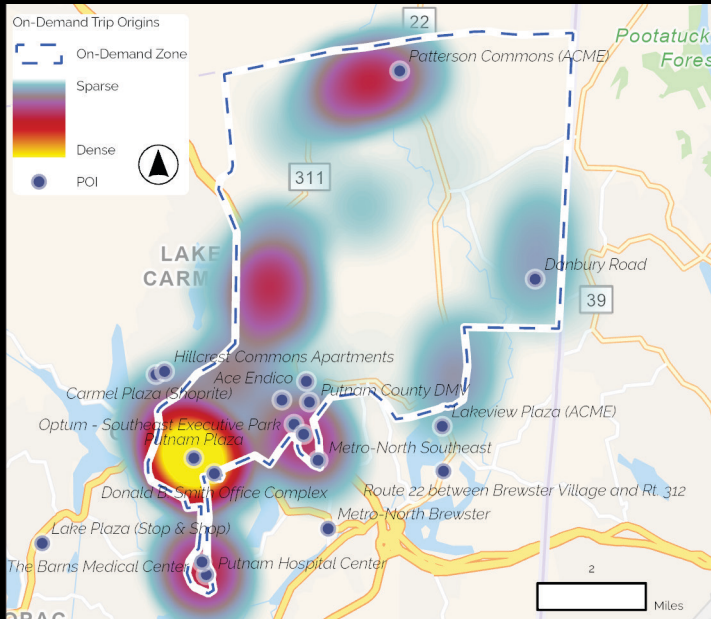
Cost Statistics

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

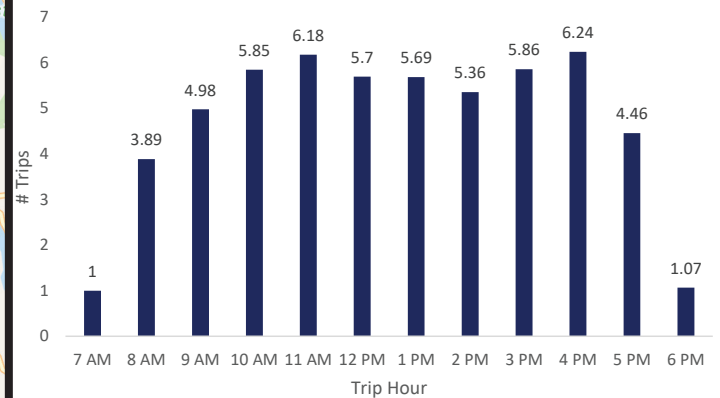
Span of Service

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

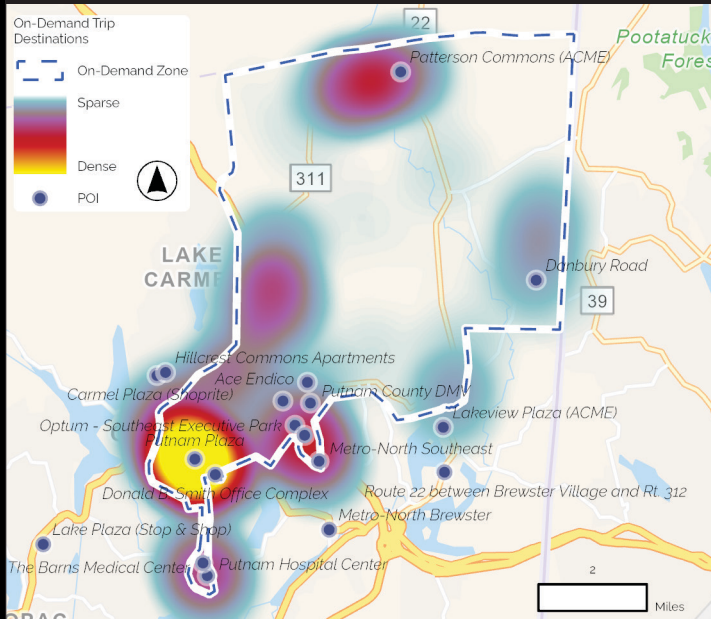
OPPORTUNITIES

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.

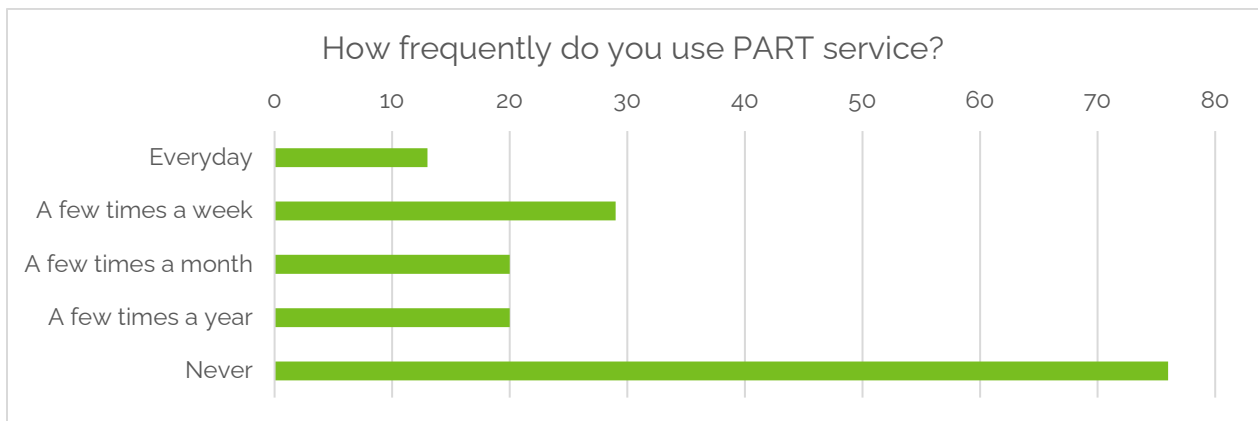
Customer Information and Technology. Many comments pointed to a need for better information, signage, scheduling tools, and app-based trip planning or payment. Respondents described bus stops with minimal signage, schedules that are difficult to find, and the lack of tap-to-pay or real-time arrival information. 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

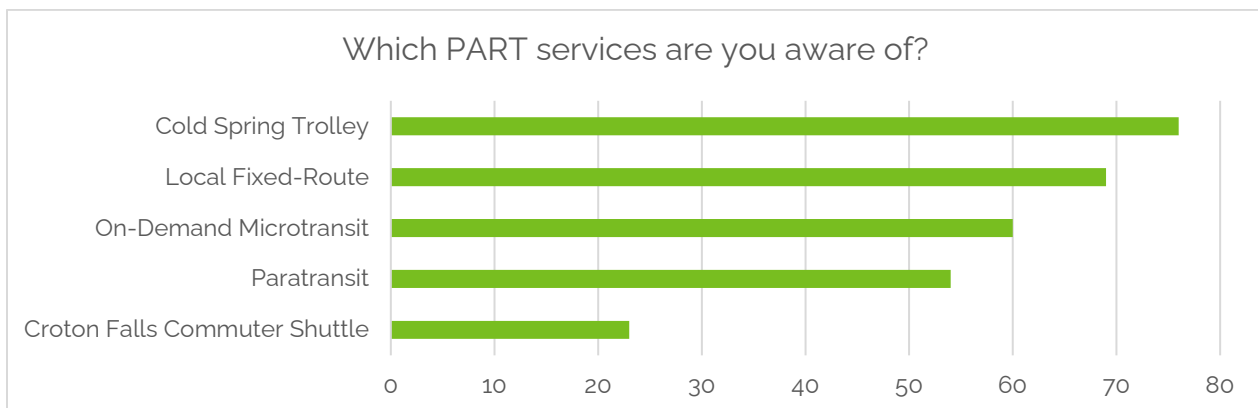
Respondents were asked how frequently they use PART service. Responses ranged from everyday riders to those who have never used the system. The distribution is shown below.



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

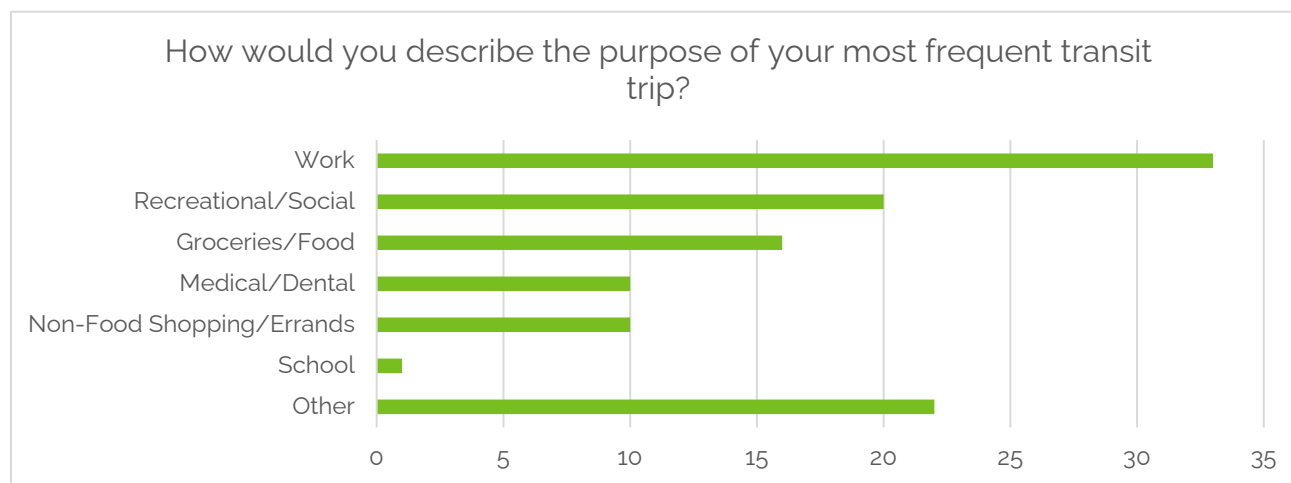
Respondents were also asked what PART services they were aware of. Most respondents were aware of the services offered by PART, including local and specialized service. However, a small percentage of respondents (14%) were aware of the commuter shuttle indicating that additional marketing could increase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



Questions for Riders

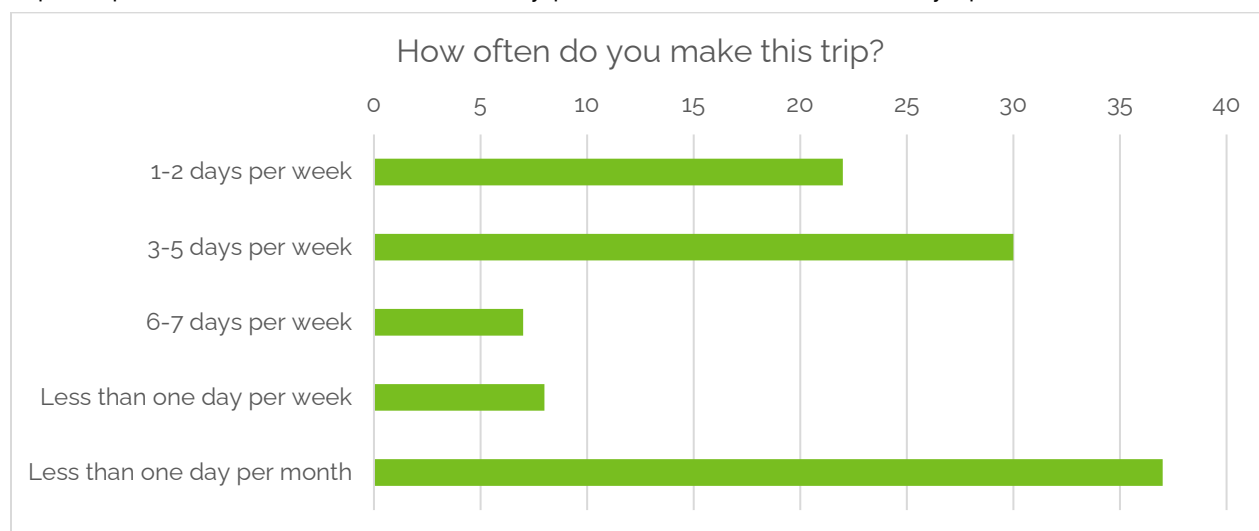
Trip Purpose

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.

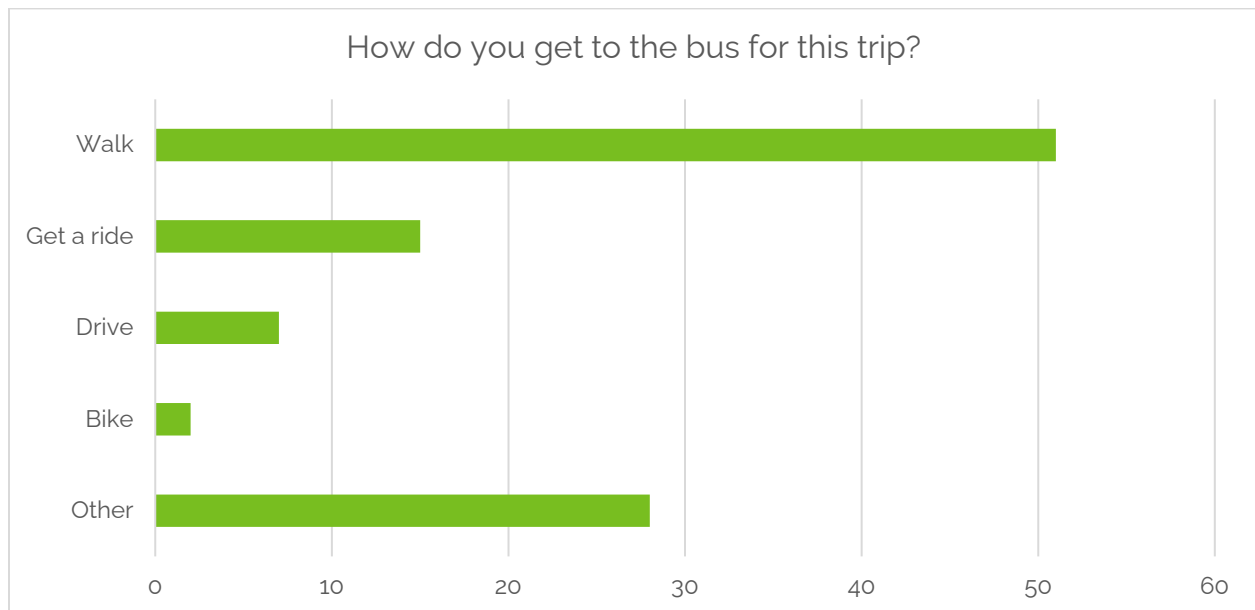


Trip Frequency, Access, and Travel Time

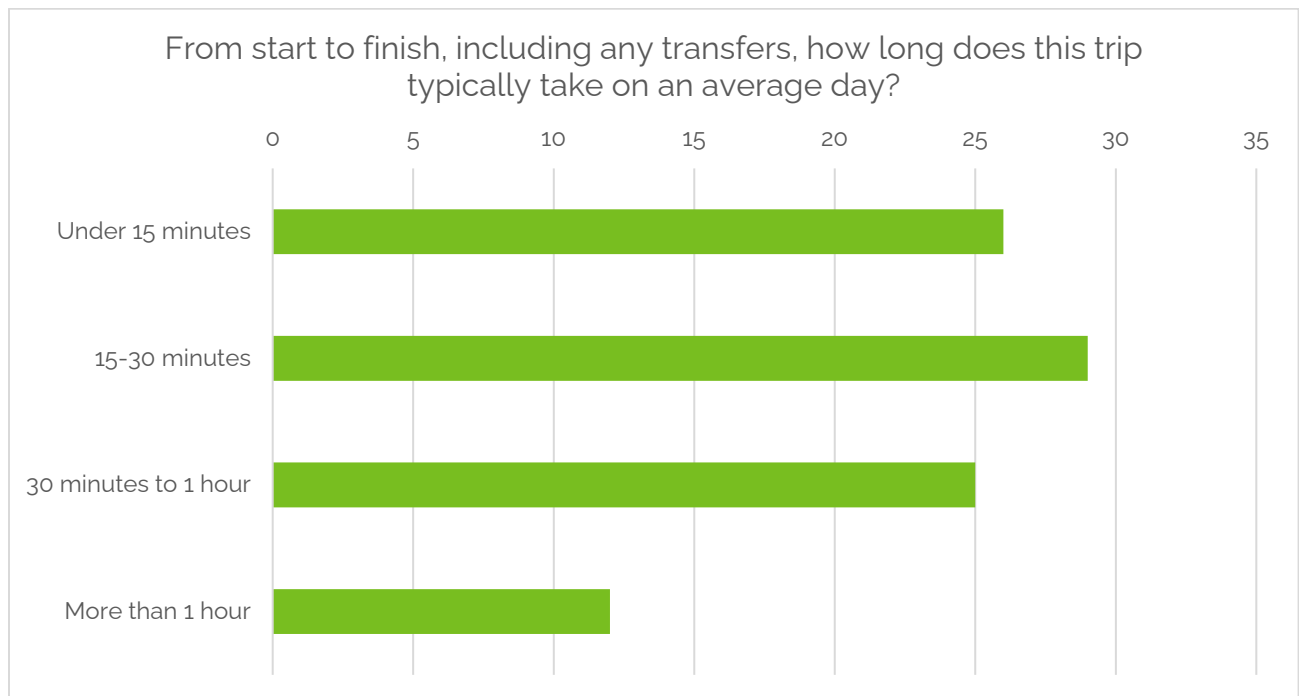
Riders were also asked how often they make their most frequent trip, how they get to the bus, and how long the trip typically takes. Among the 98 who answered, the most common trip frequencies were less than one day per month (37) and 3 to 5 days per week (30),



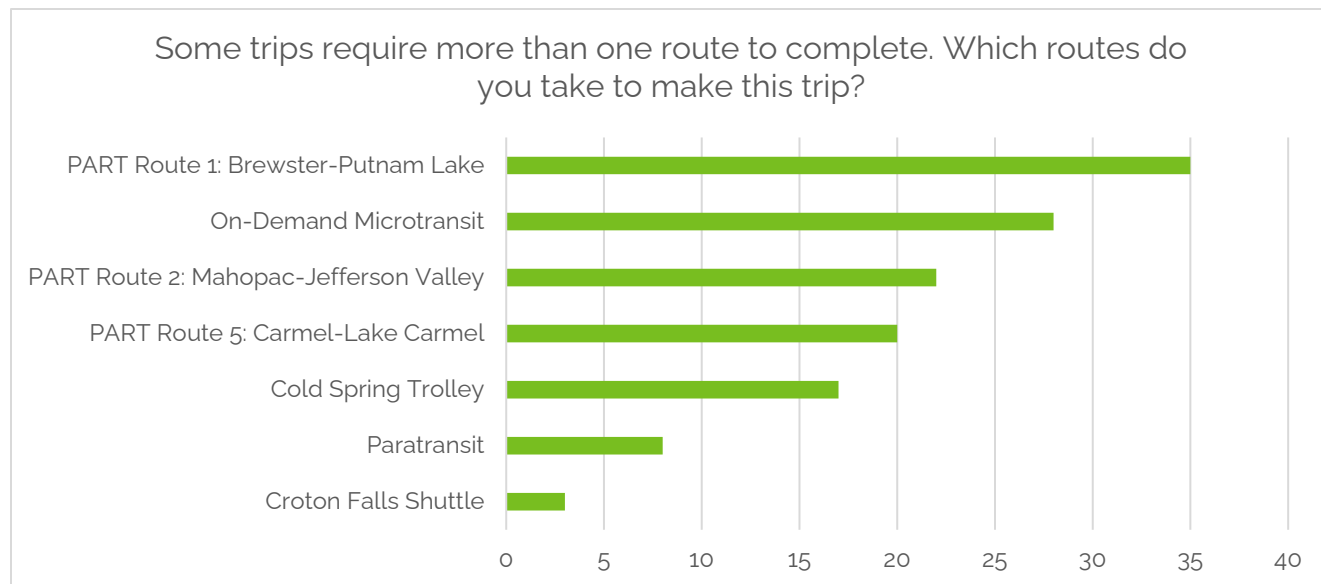
How riders accessed the bus for their trip was also assessed. The dominance of walking as the bus access mode (31% of rider responses) reinforces the importance of stop location and pedestrian connectivity. Comments also highlight the challenge of walking to stops in areas without sidewalks.



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.

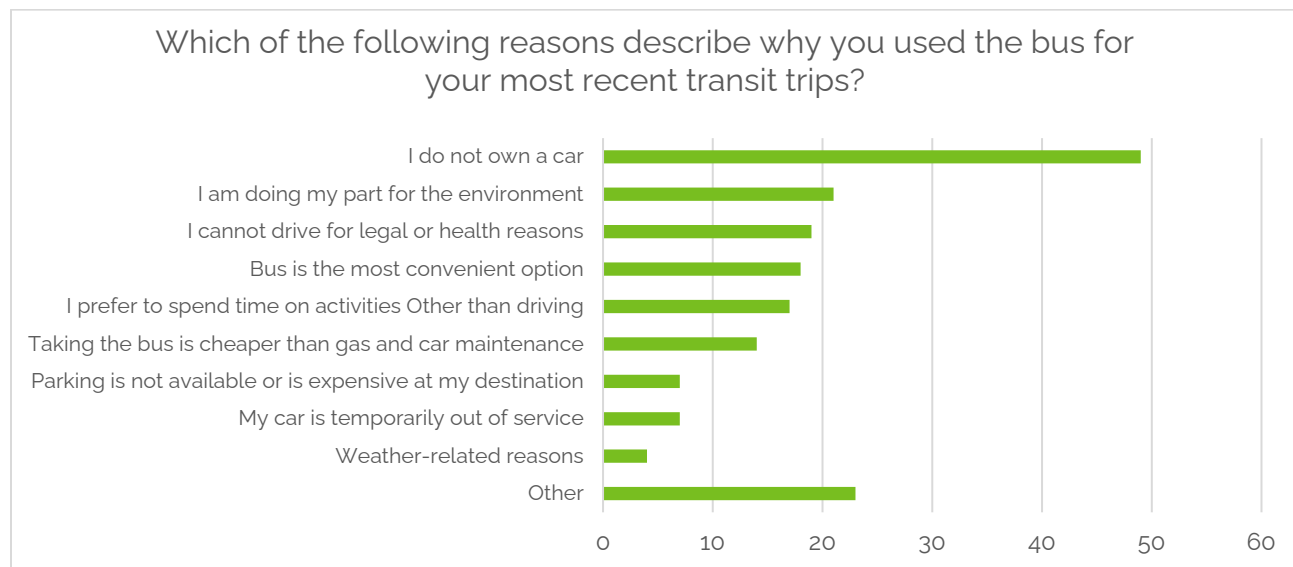


Most riders use PART Route 1 (21%) to make their most frequent trip, followed by On-Demand (18%) and PART Route 2 (13%). This indicates that responses show a similar trend to ridership.



Why Riders Use the Bus

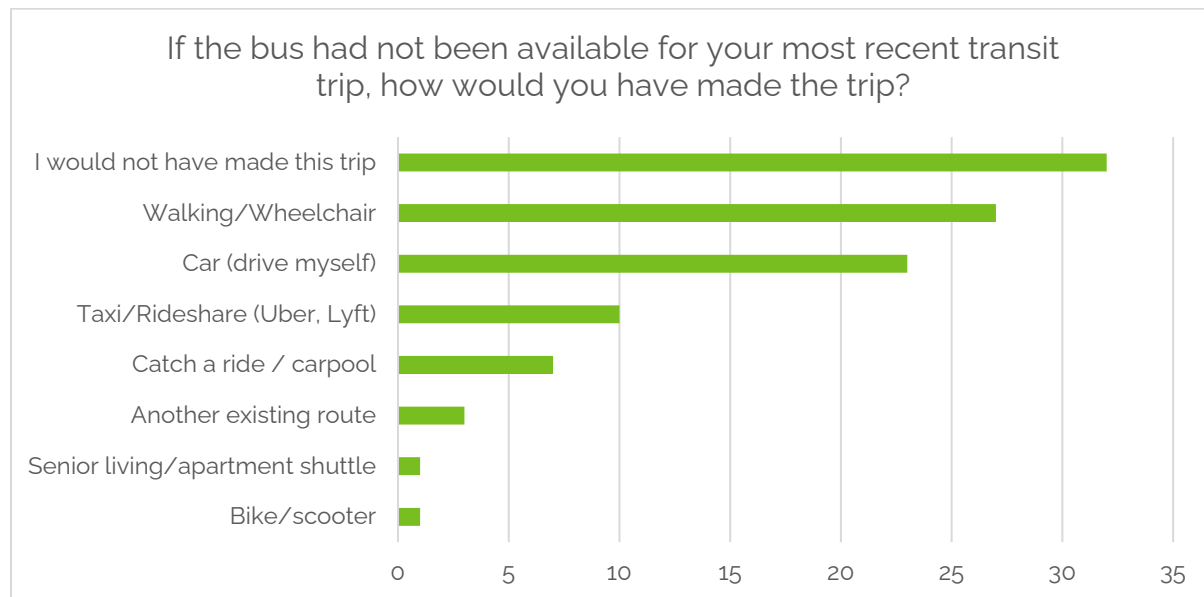
Riders were asked to select all reasons that describe why they used the bus for their most recent transit trip. This select-all-that-apply question captures the mix of motivations behind PART ridership.



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.



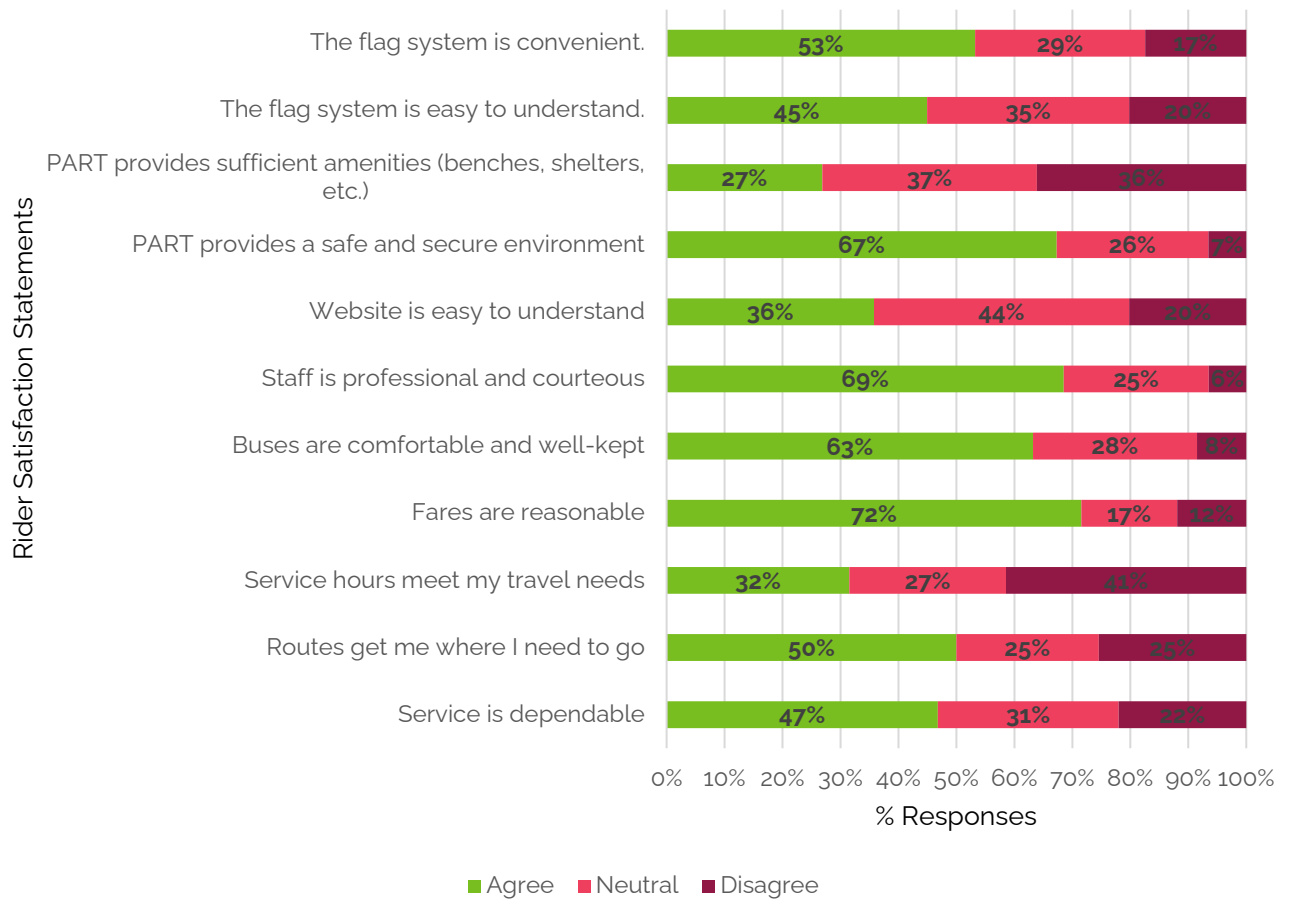
22% of respondents said they would not have made the trip at all. This confirms that PART is not a convenience service for many users. It is an essential access service that enables trips to work, medical appointments, and groceries that otherwise would not happen. Service reductions or gaps in coverage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

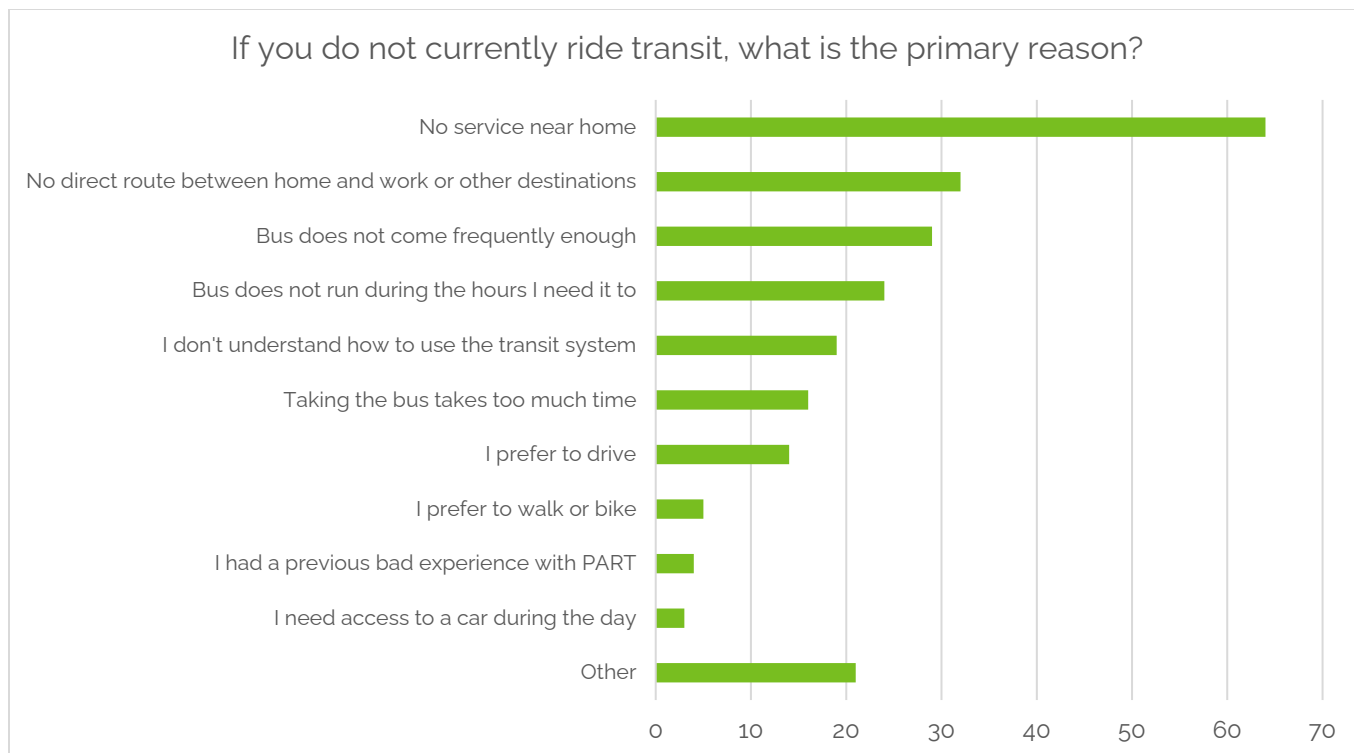
Rider Experience and Satisfaction



Questions for Non-Riders and All Respondents

Why Non-Riders Do Not Use Transit

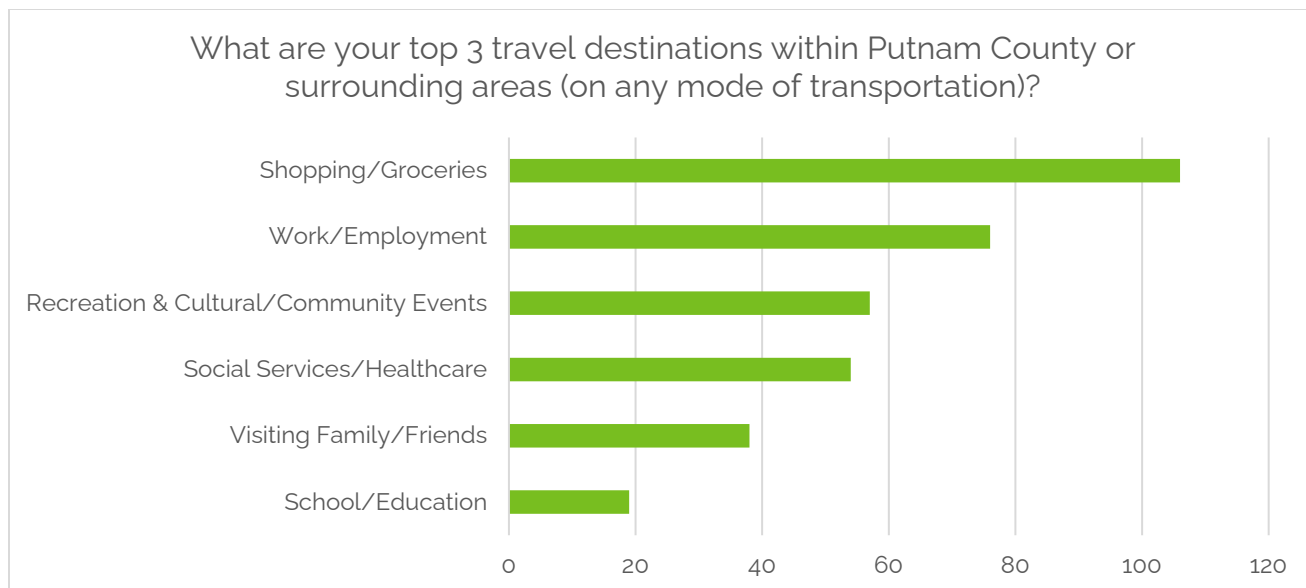
Respondents who do not currently ride transit were asked to select all reasons that describe why. This question helps identify what would need to change to convert non-riders into riders.



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

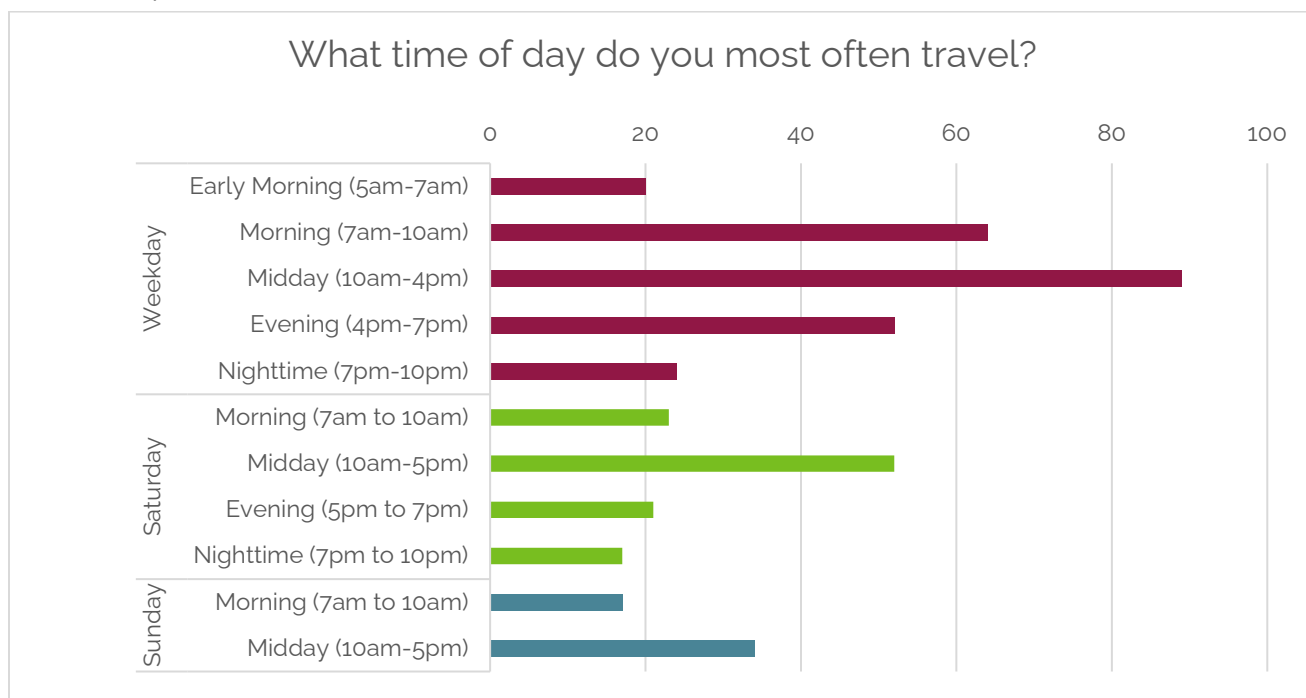
All respondents were asked to identify their top three travel destinations within Putnam County or surrounding areas (on any mode of transportation). This question helps identify where the transit network most needs to connect people.



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.

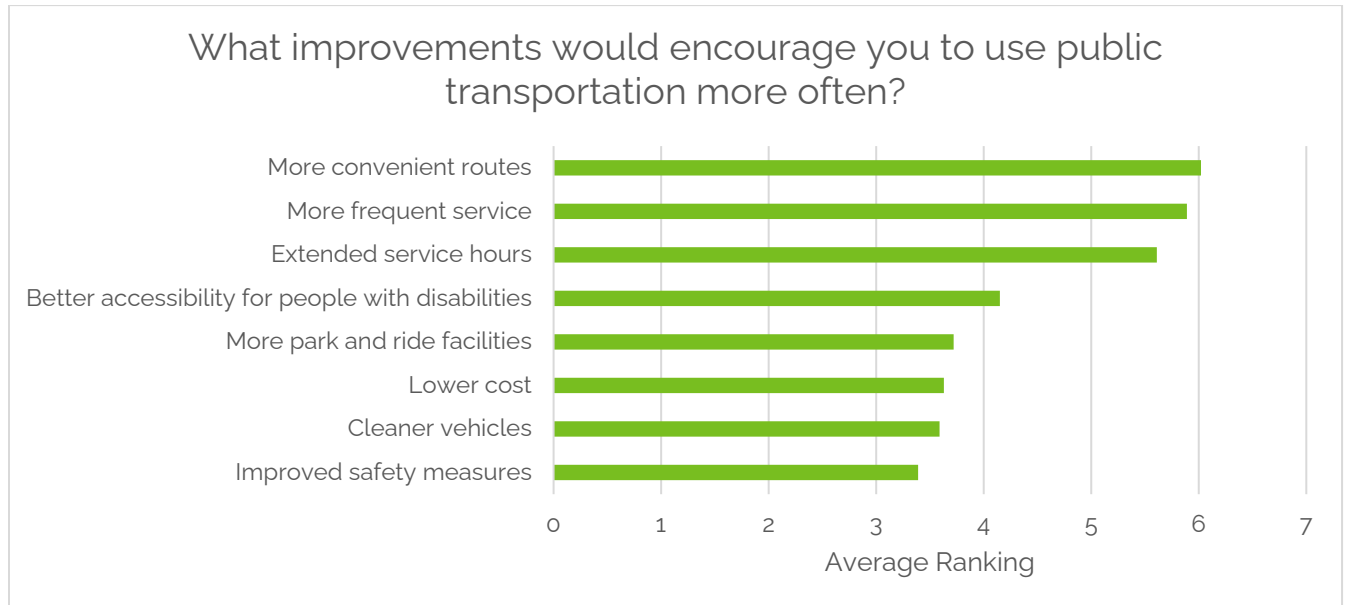
Time of Day

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.



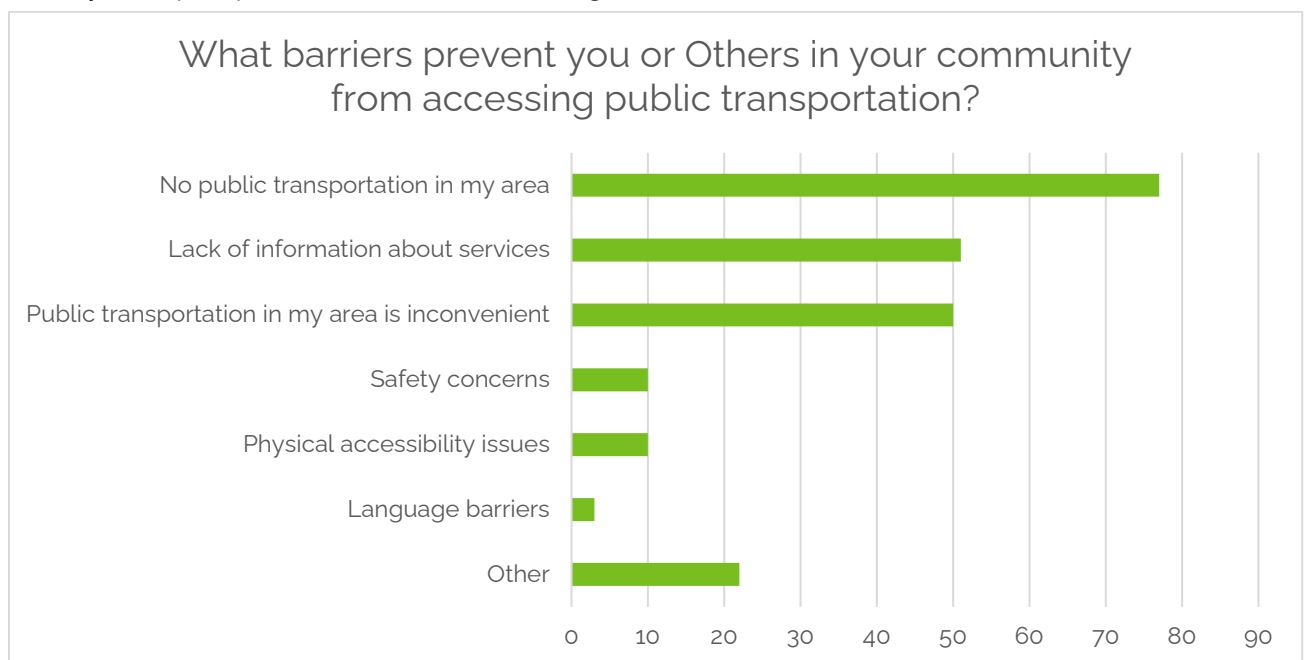
Travel Improvements

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

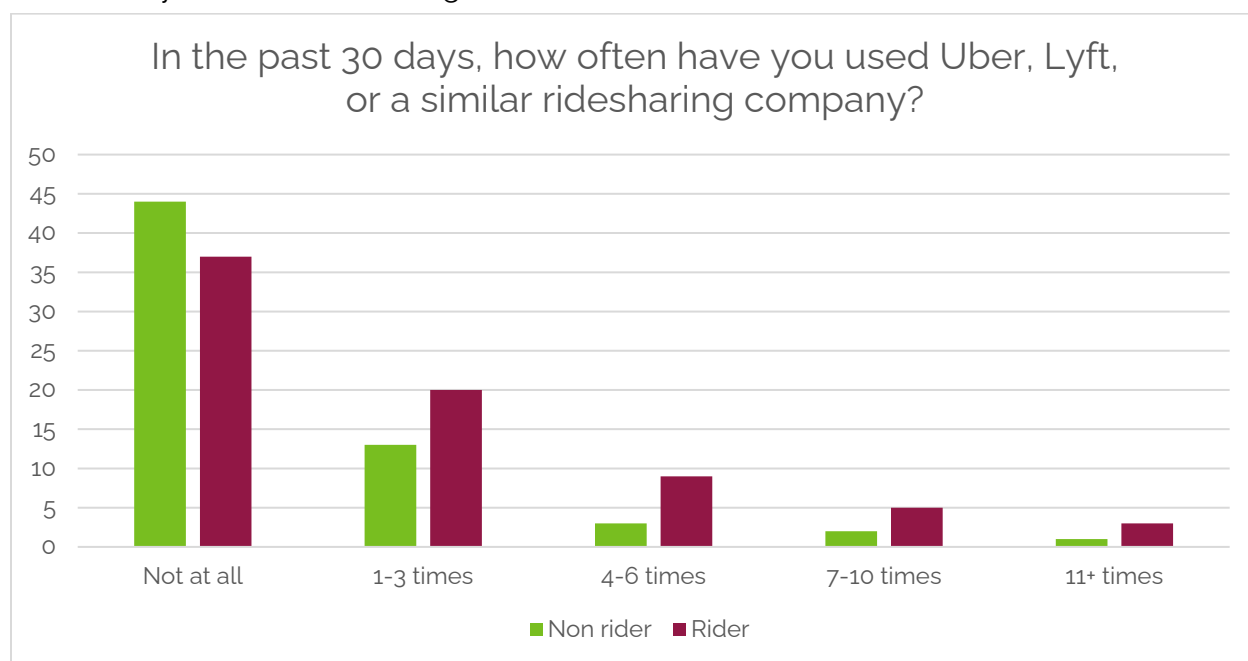
All respondents were asked what barriers prevent them or others in their community from accessing public transportation. This select-all-that-apply question captures the countywide perspective on access challenges.



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

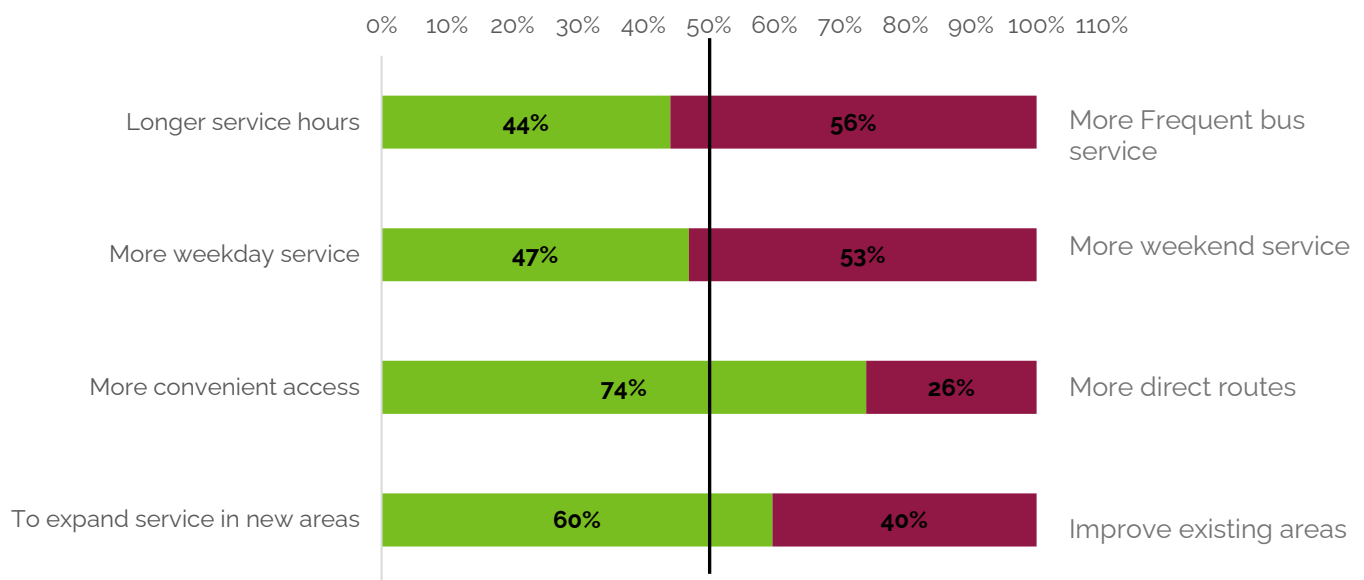
When asked how often respondents used rideshare in the last 30 days, over half said they did not use it at all. When broken out by rider vs. non-rider, all categories except for "not at all" were higher for riders indicating that there may be some competition present between the PART system and ridesharing.



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:

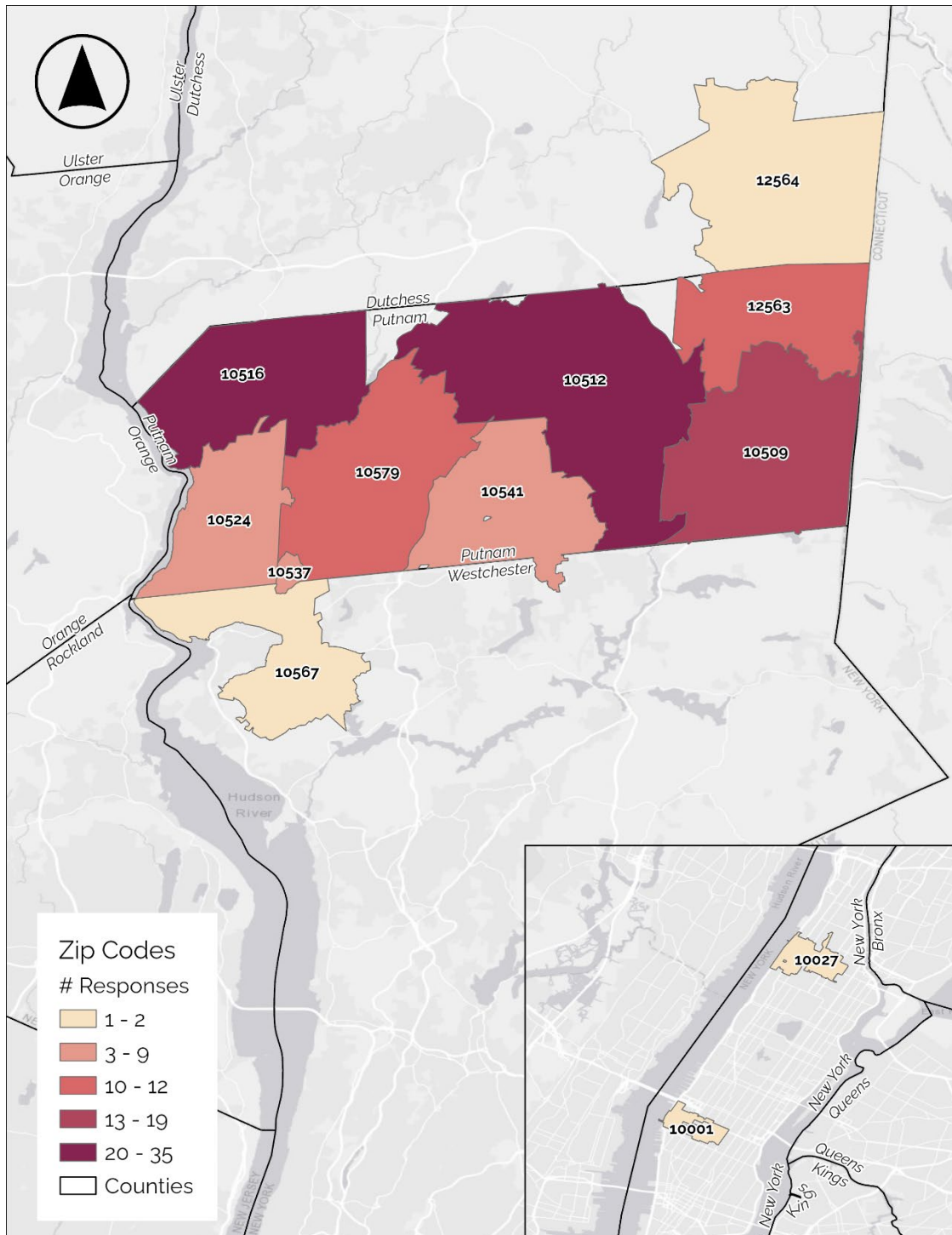


The results lean consistently toward geographic access and broader availability. Respondents slightly favored more frequent service (71) over longer hours (56), slightly favoring more weekend service (69) over weekday service (62), strongly favored more convenient access even if trips take longer (91 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.

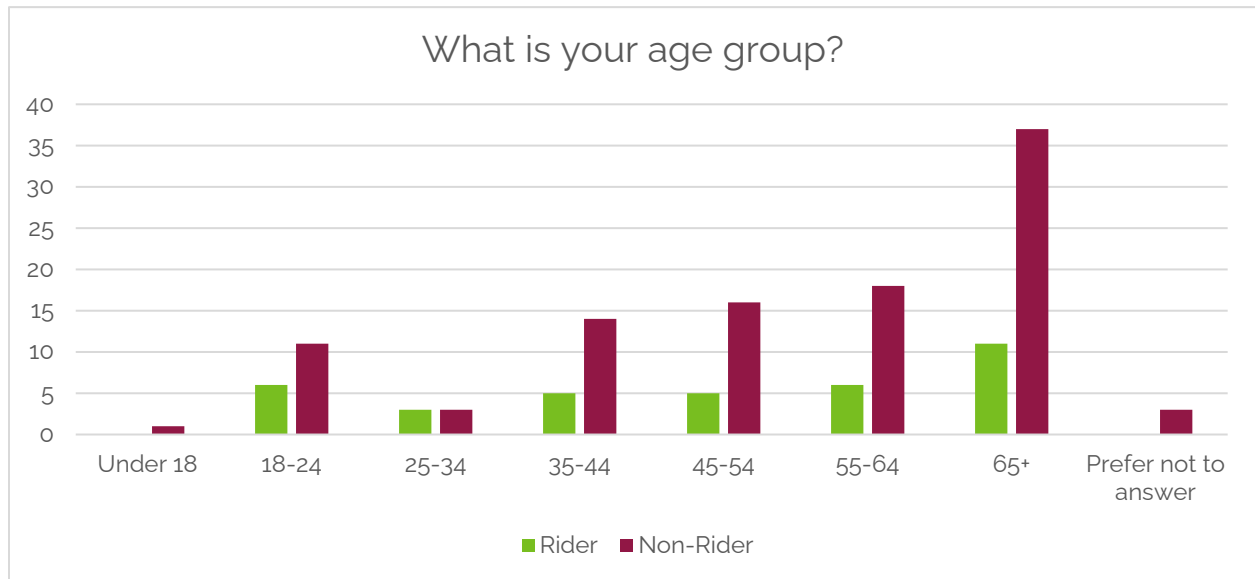
Demographic Profile of Respondents

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.

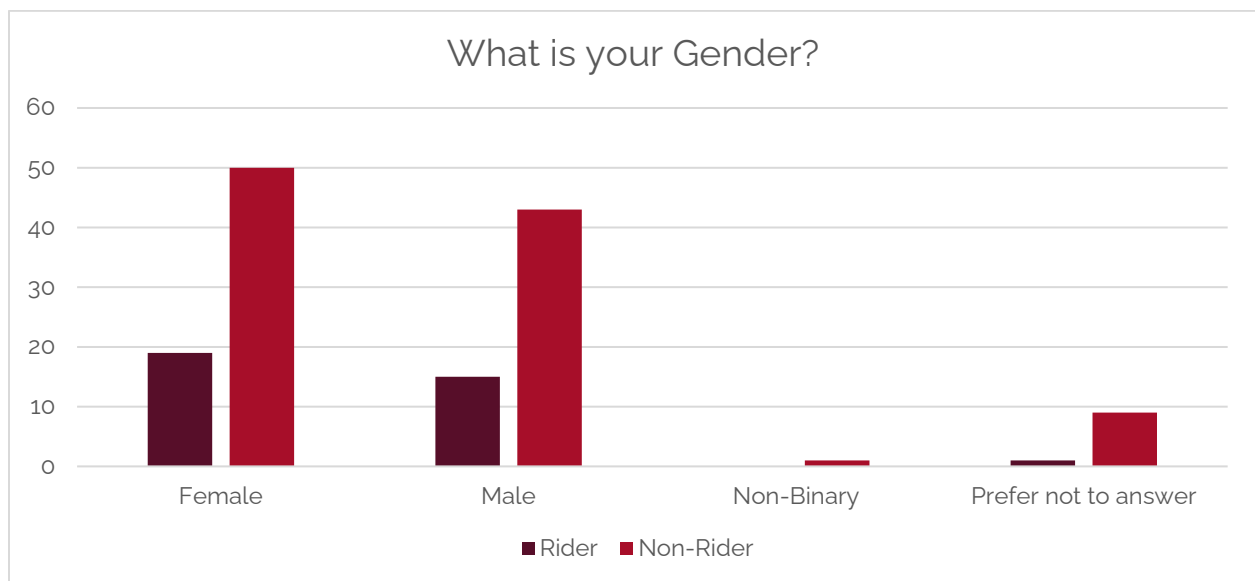
Zip Codes



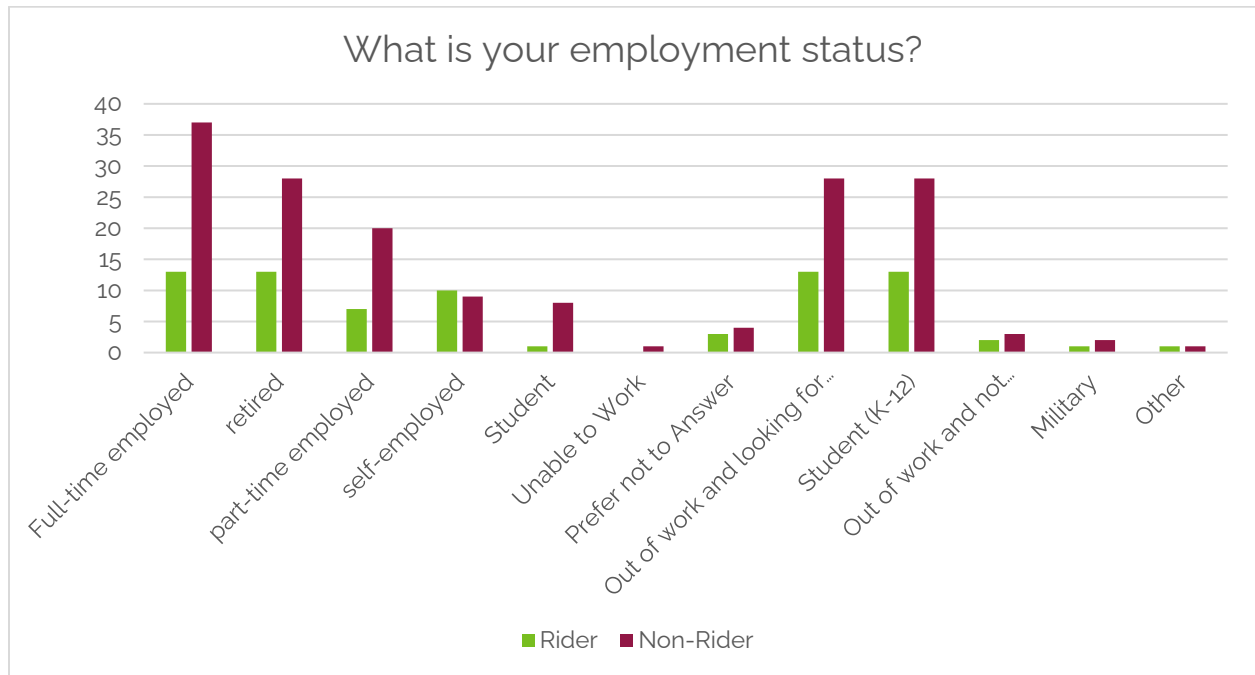
Age Profile



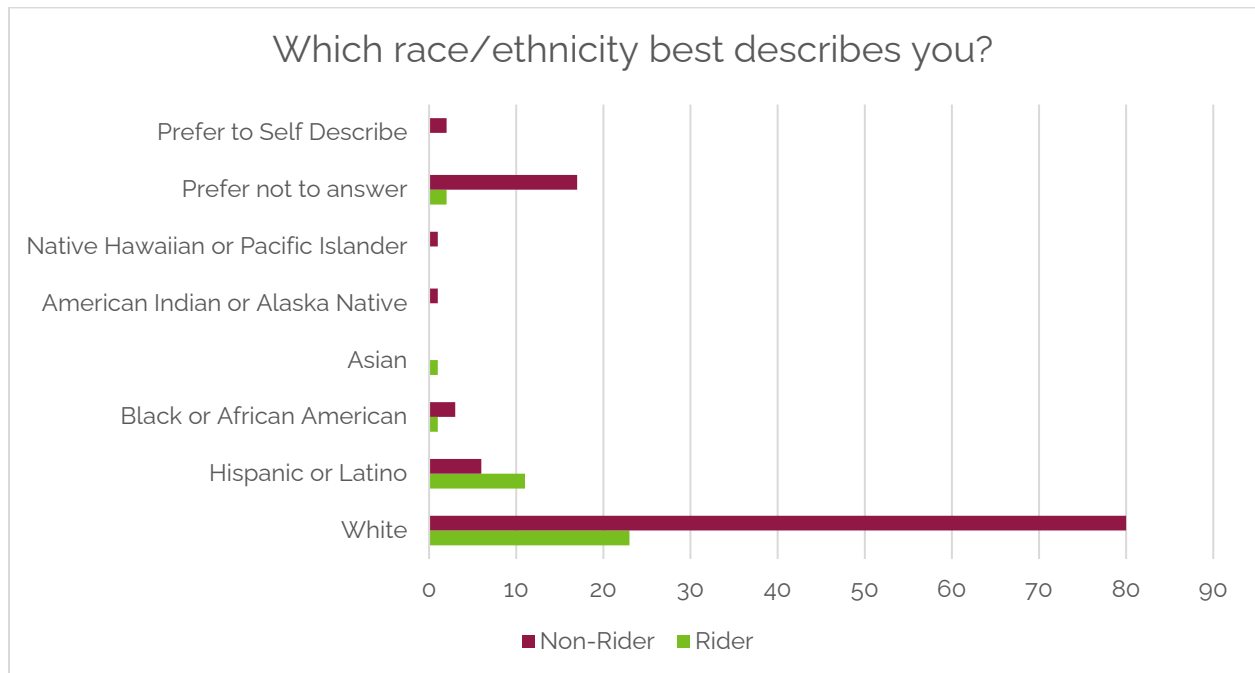
Gender



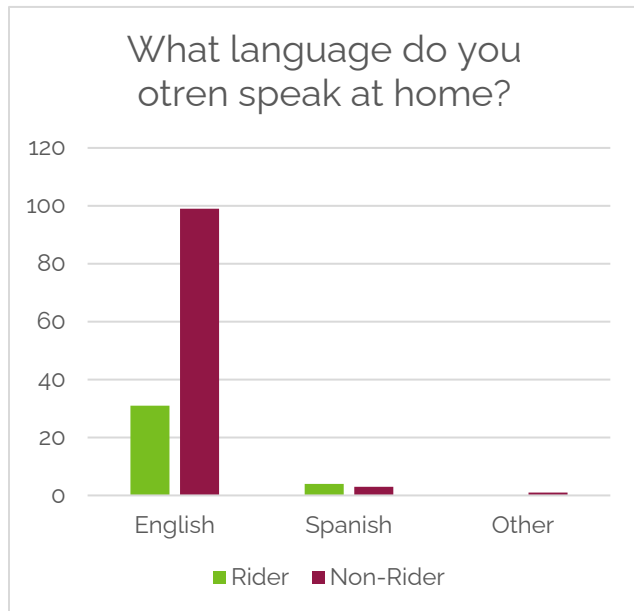
Employment Status



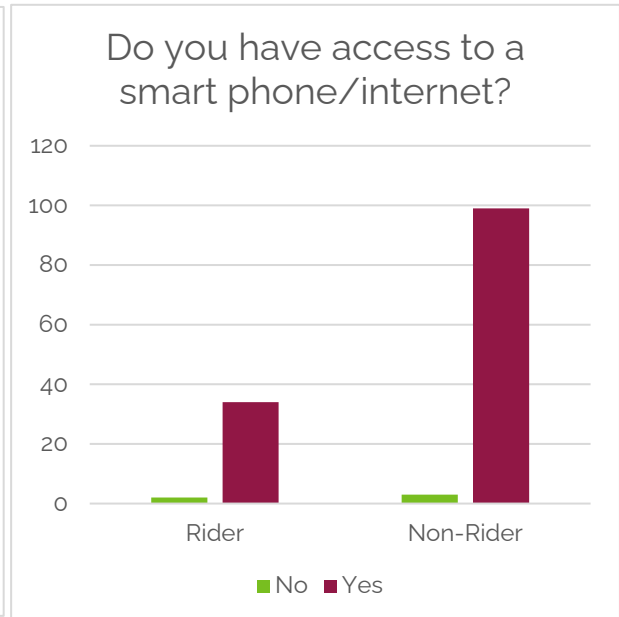
Race/Ethnicity



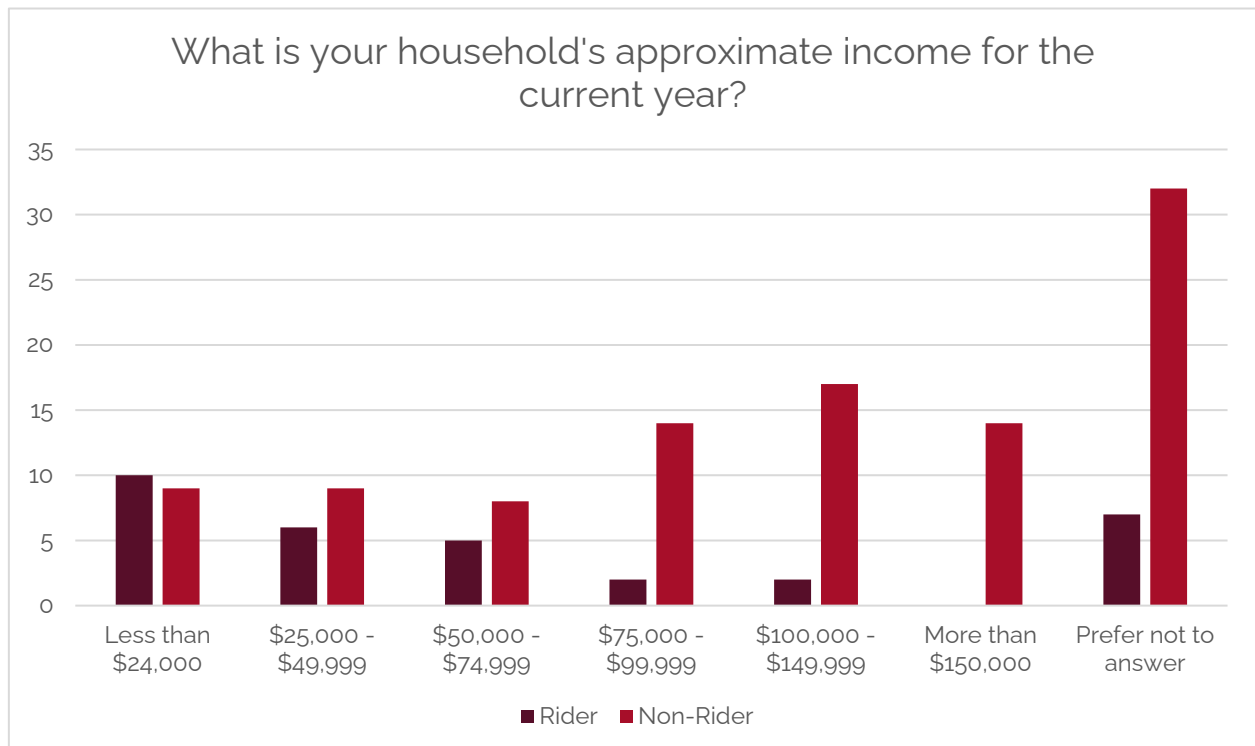
Language



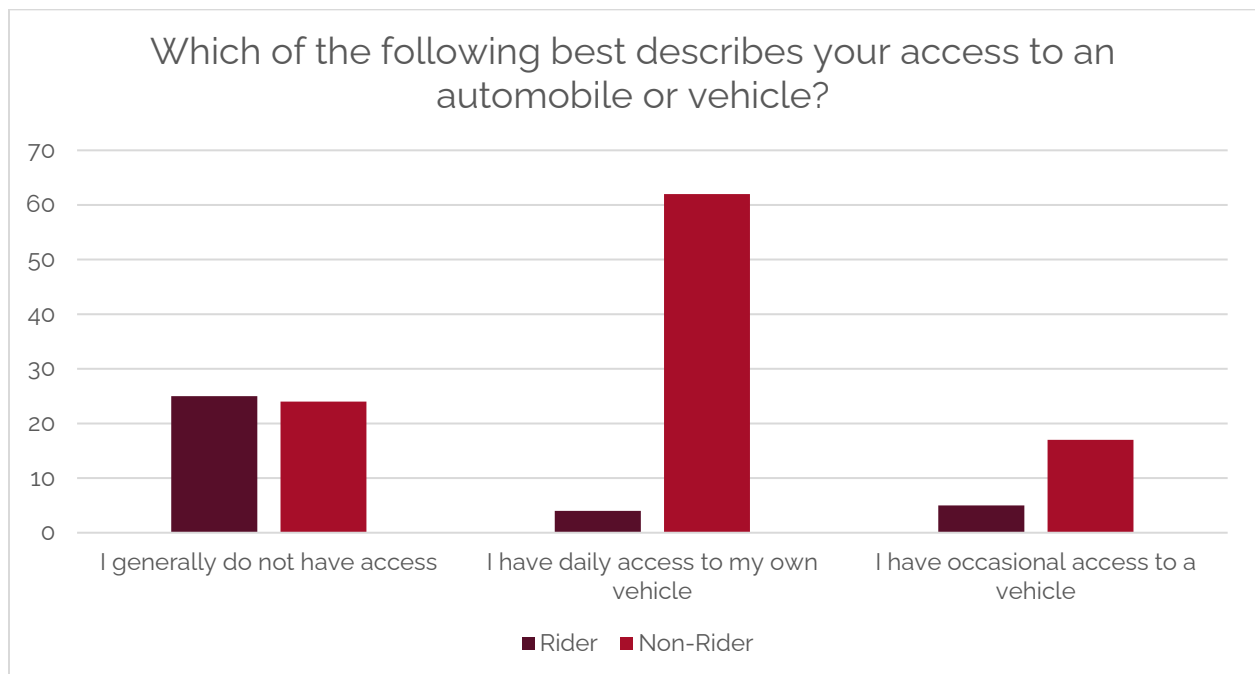
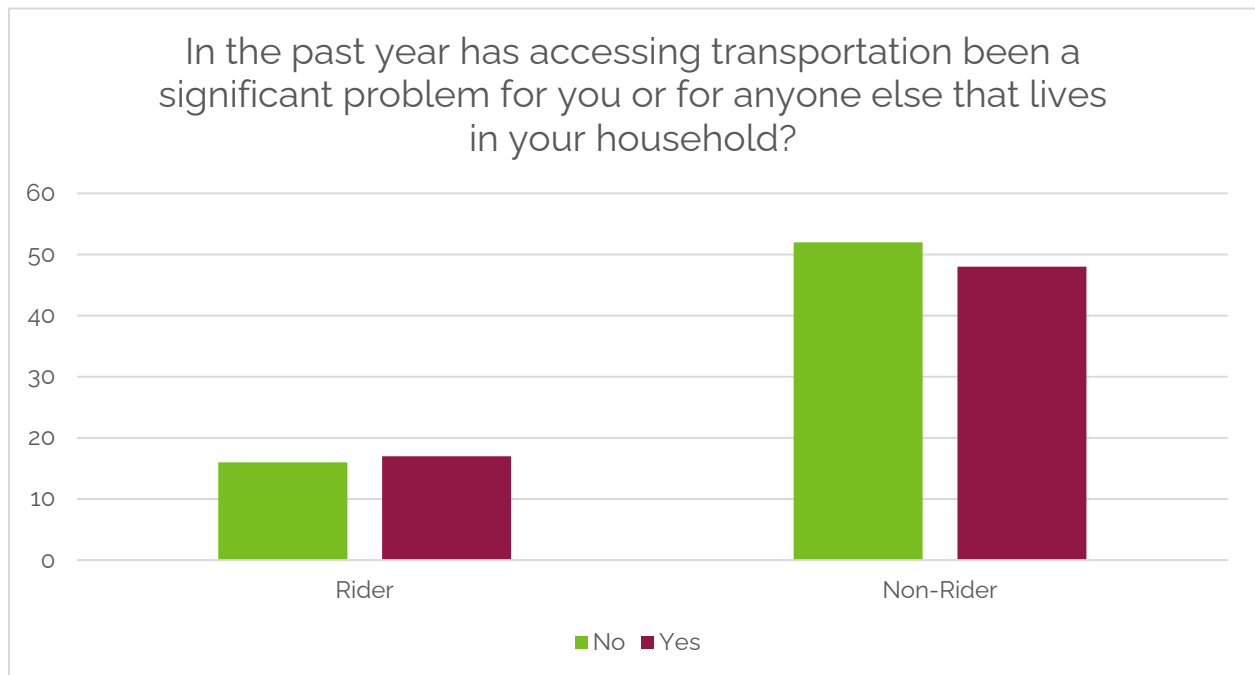
Internet Access



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'N8024°30.14322N+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'N8044°53.2922W/@	
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°29.5822W/@	
616	O/C Rolling Greens - inbound	2	Mahopac/Jefferson Valley	Inbound	41.365	-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°52.14322N+73°26'N8046°57.7922W/@	
627	O/C Wayacross 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 Plaza 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°35.0922N+73°26'N8045°42.8922W/@	
672	Archer Rd. & Wayacross Rd. - inbound	2	Mahopac/Jefferson Valley	Inbound	41.3592	-73.7869	X			N	N	N	N	N	N	N	N	N	N	Westbound	On-Street	Midblock		https://www.google.com/maps/place/41°32'N8021°13.14322N+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°19.4922W/@	
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. Be 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	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	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)	2	Mahopac/Jefferson Valley	Outbound	41.4144	-73.6676	X			N	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°49.14322N+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	41.4867	-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°53.8922W/@	
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'N8027°27.2922N+73°26'N8039°27.2922W/@	
53	E. Croton, Purchase & Cottage	5	Carmel /Lake Carmel	Outbound	41.454122	-73.657596	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°26.3922W/@	
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	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°13.3922W/@	
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																				

							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°30'2%8024%27.5%22N+73°0'2%8056%20.4%22W/@	
806	Bosobel House and Garden	9 Cold Spring Trolley	Outbound	41.4132	-73.939															N/A		https://www.google.com/maps/place/41°30'2%8024%28.4%22N+73°0'2%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	N	Southbound	On-Street	Farside		https://www.google.com/maps/place/41°30'2%8023%06.4%22N+73°0'2%8056%06.4%22W/@	
808	Route 9D and Snake Hill Rd.	9 Cold Spring Trolley	Outbound	41.3851	-73.9351	X			N	N	N	N	N	N	N	N	N	Southbound	On-Street	Midblock		https://www.google.com/maps/place/41°30'2%8022%50.5%22N+73°0'2%8056%51.4%22W/@	
809	Garrison Metro North Station	9 Cold Spring Trolley	Outbound	41.3807	-73.9476	X			N	N	N	N	Y	Y	N	N	Y	N	Southbound	Off-Street	N/A		https://www.google.com/maps/place/41°30'2%8022%12.0%22N+73°0'2%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	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%8020%54.8%22N+73°0'2%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	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°30'2%8022%12.0%22N+73°0'2%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	N	N	Northbound	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°0'2%8056%50.6%22W/@
822	Desmond Fish Public Library	9 Cold Spring Trolley	Inbound	41.3763	-73.9426	X			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°30'2%8022%34.7%22N+73°0'2%8056%33.4%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	N	N	Northbound	On-Street	Farside		https://www.google.com/maps/place/41°30'2%8023%06.7%22N+73°0'2%8056%05.6%22W/@
824	Constitution Marsh	9 Cold Spring Trolley	Inbound	41.40807	-73.93852	X			N	N	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°0'2%8056%01.9%22W/@
							X		V	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°30'2%8024%27.5%22N+73°0'2%8056%20.4%22W/@
825	Bosobel House and Garden	9 Cold Spring Trolley	Inbound	41.4132	-73.939				N	N	N	N	N	N	N	N	N	N	Southbound	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°30'2%8025%08.8%22N+73°0'2%8056%54.6%22W/@
826	Butterfield Center/Putnam History Museum	9 Cold Spring Trolley	Inbound	41.4191	-73.9485	X			V	V	V	V	V	V	V	V	N	N	Westbound	On-Street	Midblock		https://www.google.com/maps/place/41°30'2%8025%13.1%22N+73°0'2%8057%17.3%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	N	N	Northbound	Off-Street	N/A		https://www.google.com/maps/place/41°30'2%8025%01.9%22N+73°0'2%8057%34.3%22W/@
828	Cold Spring Visitor Center	9 Cold Spring Trolley	Inbound	41.41719	-73.959526	X			N	N	N	N	N	N	N	Y	N	N	Northbound	On-Street	V	Unable to determine position relative to intersection	https://www.google.com/maps/place/41°30'2%8025%01.9%22N+73°0'2%8057%34.3%22W/@

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/@41.41417,-73.6596,15z
160	O/C DSS	1	0	41.4117	-73.6596	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%B024°42.1%22N+73%C2%B039°34.6%22W/@41.41409,-73.6574,15z
177	Hughson Commons	2	0	41.409	-73.6574	X	0	N	N	N	N	N	Y	N	Y	Y	Southbound	On-Street	Farside	It should be	https://www.google.com/maps/place/41%C2%B024°32.4%22N+73%C2%B039°26.6%22W/@41.38291,-73.6638,15z
702	O/C Putnam Veterans Residence	3	0	41.3871	-73.6678	X	0	V	V	V	V	V	V	V	V	N	Northbound	On-Street	Midblock	This stop is	https://www.google.com/maps/place/41%C2%B023°13.6%22N+73%C2%B040°04.1%22W/@41.4155518,-73.6425577,18z
20	Putnam Hospital	4	0	41.3829	-73.6692	X	0	V	V	V	V	V	V	V	V	N	Southbound	Off-Street	N/A	This stop is	https://www.google.com/maps/place/41%C2%B022°58.4%22N+73%C2%B039°47.5%22W/@41.3826917,-73.6638786,207m
18	Rte. 6 & Rte. 312	5	0	41.4157	-73.6418	X	0	N	N	N	N	N	N	N	N	N	Eastbound	On-Street	Nearside	0	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 Road	6	0	41.3993	-73.6339	X	0	N	N	N	N	N	N	N	N	N	Eastbound	On-Street	Nearside	0	https://www.google.com/maps/place/41%C2%B023°57.5%22N+73%C2%B038°02.0%22W/@41.399297,-73.6346483,207m
157	O/C Brewster Heights	7	0	41.4041	-73.628	X	0	N	N	N	N	N	N	N	N	N	Northbound	On-Street	Midblock	0	https://www.google.com/maps/place/41%C2%B023°57.5%22N+73%C2%B037°40.8%22W/@41.433483,-73.6100591,415m
150	Brewster Village MTA	8	0	41.3947	-73.6197	X	0	N	N	N	N	N	N	N	Y	N	Eastbound	On-Street	Midblock	Need to verify	https://www.google.com/maps/place/41%C2%B023°40.9%22N+73%C2%B037°10.9%22W/@41.4285,-73.5773056,829m
149	Rte. 6 & Peaceable Hill Road	9	0	41.3949	-73.6077	X	0	N	N	N	N	N	N	N	Y	N	Eastbound	On-Street	Midblock	0	https://www.google.com/maps/place/41%C2%B023°41.6%22N+73%C2%B036°27.7%22W/@41.4095656,-73.6145477,207m
58	O/C Brewster Village - East End	10	0	41.3969	-73.6036	X	0	N	N	N	N	N	N	N	N	N	Eastbound	On-Street	Farside	0	https://www.google.com/maps/place/41%C2%B023°41.6%22N+73%C2%B036°13.0%22W/@41.4202761,-73.5783789,207m
149	Rte. 6 & Peaceable Hill Road	11	0	41.3949	-73.6077	X	0	N	N	N	N	N	N	N	Y	N	Eastbound	On-Street	Midblock	0	https://www.google.com/maps/place/41%C2%B023°41.6%22N+73%C2%B036°27.7%22W/@41.4095656,-73.6145477,207m
14	Peaceable Hill Rd. & Rte. 312	12	0	41.4036	-73.6144	X	0	N	N	N	N	N	N	N	N	N	Northbound	On-Street	Midblock	0	https://www.google.com/maps/place/41%C2%B025°59.9%22N+73%C2%B036°31.0%22W/@41.433483,-73.6100591,415m
13	N. Brewster Rd. & Rte. 312	13	0	41.4333	-73.6086	X	0	N	N	N	N	N	N	N	N	N	Northbound	On-Street	Nearside	Would not	https://www.google.com/maps/place/41%C2%B025°42.6%22N+73%C2%B034°38.3%22W/@41.4285,-73.5773056,829m
12	Rte. 312 & Rte. 22	14	0	41.4285	-73.5773	X	0	N	N	N	N	N	V	N	N	N	Eastbound	On-Street	Nearside	0	https://www.google.com/maps/place/41%C2%B025°12.7%22N+73%C2%B034°41.9%22W/@41.4202761,-73.5783789,207m
11	Lakeview Plaza	15	0	41.4202	-73.5783	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%B025°11.3%22N+73%C2%B034°24.2%22W/@41.4202761,-73.5783789,207m
55	O/C Clocktower Commons	16	0	41.4198	-73.5734	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%B025°40.1%22N+73%C2%B034°32.9%22W/@41.4606059,-73.548819,207m
67	Towne Center	17	0	41.4278	-73.5758	X	0	N	N	N	N	N	N	N	N	N	Northbound	Off-Street	N/A	This stop is	https://www.google.com/maps/place/41%C2%B026°04.2%22N+73%C2%B034°30.0%22W/@41.4602715,-73.5476158,104m
47	Doansburg Rd & Rte. 22	18	0	41.4345	-73.5753	X	0	N	N	N	N	N	N	N	N	N	Northbound	On-Street	Midblock	0	https://www.google.com/maps/place/41%C2%B026°10.0%22N+73%C2%B034°11.6%22W/@41.4636492,-73.5464535,104m
189	O/C Mt. Ebo Rd. S (Outbound)	19	0	41.4361	-73.5699	X	0	N	N	N	N	N	N	N	N	N	Eastbound	On-Street	Nearside	0	https://www.google.com/maps/place/41%C2%B026°17.8%22N+73%C2%B034°11.6%22W/@41.4636492,-73.5464535,104m
170	O/C Stonecrest/Putnam Ridge	20	0	41.4409	-73.5715	X	0	V	V	V	V	V	V	V	V	Y	Northbound	Off-Street	N/A	This stop is	https://www.google.com/maps/place/41%C2%B027°18.0%22N+73%C2%B032°55.3%22W/@41.4606059,-73.548819,207m
701	Green Chimneys - outbound	21	0	41.455	-73.5543	X	0	V	V	V	V	V	V	V	V	N	Northbound	Off-Street	N/A	This stop is	https://www.google.com/maps/place/41%C2%B027°38.5%22N+73%C2%B032°53.9%22W/@41.4606059,-73.548819,207m
189	O/C Mt. Ebo Rd. S (Outbound)	22	0	41.4361	-73.5699	X	0	N	N	N	N	N	N	N	N	N	Eastbound	On-Street	Nearside	0	https://www.google.com/maps/place/41%C2%B027°38.5%22N+73%C2%B032°53.9%22W/@41.4606059,-73.548819,207m
9	Putnam Lake Market	23	0	41.4605	-73.5487	X	0	N	N	N	N	N	N	N	N	N	Eastbound	On-Street	Midblock	0	https://www.google.com/maps/place/41%C2%B027°36.4%22N+73%C2%B032°55.3%22W/@41.4602715,-73.5476158,104m
7	Fairfield & Haviland Dr.	24	0	41.4577	-73.5476	X	0	N	N	N	N	N	N	N	N	N	Eastbound	On-Street	Midblock	0	https://www.google.com/maps/place/41%C2%B027°18.0%22N+73%C2%B032°11.8%22W/@41.4636492,-73.5464535,104m
200	Fairfield Dr. & Rhinecliff Rd.	25	0	41.455	-73.5366	X	0	N	N	N	N	N	N	N	N	N	Eastbound	On-Street	Farside	0	https://www.google.com/maps/place/41%C2%B027°27.7%22N+73%C2%B032°17.5%22W/@41.464608,-73.5465853,30,75y,264.2h,75.41t/
60	Academy Rd & Lake Shore Dr	26	0	41.4577	-73.5382	X	0	N	N	N	N	N	N	N	N	N	Northbound	On-Street	Nearside	0	https://www.google.com/maps/place/41%C2%B027°49.3%22N+73%C2%B032°46.3%22W/@41.4636492,-73.5464535,104m
59	Lake Shore Dr & Haviland Dr	27	0	41.4696	-73.5431	X	0	N	N	N	N	N	N	N	N	N	Southbound	On-Street	Nearside	0	https://www.google.com/maps/place/41%C2%B028°10.6%22N+73%C2%B032°35.2%22W/@41.4636492,-73.5464535,104m
50	Sacred Heart Church	28	0	41.4802	-73.5415	X	0	N	N	N	N	N	N	N	N	N	Southbound	On-Street	Midblock	0	https://www.google.com/maps/place/41%C2%B028°48.7%22N+73%C2%B032°29.4%22W/@41.4752667,-73.5444161,829m/data=!3m1!1e3!4m4!3m3!8m2!3d41.476514d-73.54257entry=ttu&g_ep=EgoyMDI2MDIwOC4wKXkMDSoASAFQAw%3D%3D
50	Sacred Heart Church	0	1	41.4802	-73.5415	X	0	N	N	N	N	N	N	N	N	N	Southbound	On-Street	Midblock	0	https://www.google.com/maps/place/41%C2%B028°48.7%22N+73%C2%B032°29.4%22W/@41.4752667,-73.5444161,829m/data=!3m1!1e3!4m4!3m3!8m2!3d41.476514d-73.54257entry=ttu&g_ep=EgoyMDI2MDIwOC4wKXkMDSoASAFQAw%3D%3D
3	Haviland Dr. & Saginaw Rd.	1	1	41.4765	-73.5425	X	0	N	N	N	N	N	N	N	N	N	Southbound	On-Street	Nearside	0	https://www.google.com/maps/place/41%C2%B028°35.0%22N+73%C2%B032°54.2%22W/@41.476504,-73.5492336,414m
8	Java Rd. & Manchester	2	1	41.4764	-73.5484	X	0	N	N	N	N	N	N	N	N	N	Eastbound	On-Street	Midblock	0	https://www.google.com/maps/place/41%C2%B028°15.2%22N+73%C2%B033°01.8%22W/@41.4636492,-73.5464535,104m
61	Newburgh Rd & Roanoke Rd	3	1	41.4709	-73.5505	X	0	N	N	N	N	N	N	N	N	N	Eastbound	On-Street	Farside	0	https://www.google.com/maps/place/41%C2%B027°52.6%22N+73%C2%B032°48.1%22W/@41.464608,-73.5465853,30,75y,264.2h,75.41t/
6	Wallace & Sharon Rd.	4	1	41.4646	-73.5467	X	0	N	N	N	N	N	N	N	N	N	Southbound	On-Street	Nearside	0	https://www.google.com/maps/place/41%C2%B027°49.3%22N+73%C2%B032°46.3%22W/@41.4636492,-73.5464535,104m
5	Sharon & Haviland Dr.	5	1	41.4637	-73.5462	X	0	N	N	N	N	N	N	N	N	N	Southbound	On-Street	Farside	0	https://www.google.com/maps/place/41%C2%B027°38.5%22N+73%C2%B032°53.9%22W/@41.4606059,-73.548819,207m
509	Putnam Lake Market - inbound	6	1	41.4607	-73.5483	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%B027°18.0%22N+73%C2%B033°15.5%22W/@41.4606059,-73.548819,207m
706	Green Chimneys - inbound	7	1	41.455	-73.5543	X	0	N	N	N	N	N	N	N	N	N	Southbound	Off-Street	N/A	This stop is	https://www.google.com/maps/place/41%C2%B026°10.0%22N+73%C2%B034°11.6%22W/@41.4636492,-73.5464535,104m
670	O/C Stonecrest/Putnam Ridge - inbound	8	1	41.4409	-73.5716	X	0	V	V	V	V	V	V	V	V	N	Westbound	Off-Street	N/A	This stop is	https://www.google.com/maps/place/41%C2%B026°11.0%22N+73%C2%B034°11.6%22W/@41.4636492,-73.5464535,104m
689	O/C Mt. Ebo Rd. S - inbound	9	1	41.4364	-73.5699	X	0	N	N	N	N	N	N	N	N	N	Northbound	On-Street	Nearside	0	https://www.google.com/maps/place/41%C2%B026°04.2%22N+73%C2%B034°30.0%22W/@41.4602715,-73.5476158,104m
47	Doansburg Rd & Rte. 22	10	1	41.4345	-73.5753	X	0	N	N	N	N	N	N	N	N	N	Northbound	On-Street	Midblock	0	https://www.google.com/maps/place/41%C2%B025°12.7%22N+73%C2%B034°41.9%22W/@41.4202761,-73.5783789,207m
511	Lakeview Plaza - inbound	11	0	41.4202	-73.5783	X	0	N	N												

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	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/@41.9%22W/
174	Rte. 6 & Route 52 - outbound	1	0	0	41.4222	-73.6783	X	0	N	Y	Y	N	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/@41.9%22W/@41.9%22W/
21	Rte. 6 & Willow Rd. - outbound	2	0	0	41.4148	-73.6861	X	0	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/@41.9%22W/
22	Rte. 6 & Colonel Glenn Dr. - inbound	3	0	0	41.4081	-73.7011	X	0	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/@41.9%22W/
23	Rte. 6 & Shear Hill Rd. - outbound	4	0	0	41.3995	-73.7119	X	0	N	N	N	N	N	N	N	N	Westbound On-Street	Farside		0	https://www.google.com/maps/place/41%C2%B023'58.2%22N+73%C2%B042'42.8%22W/@41.9%22W/@41.9%22W/
24	Rte. 6 & Baldwin Lane - outbound	5	0	0	41.3933	-73.7226	X	0	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/@41.9%22W/
108	O/C Lake Casse (Baldwin Ln. and Overlook Dr.) - outbound	6	0	0	41.3916	-73.7199	X	0	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/@41.9%22W/
62	Lake Plaza (Stop & Shop) - outbound	7	0	0	41.3914	-73.7221	X	0	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/@41.9%22W/
181	Rt. 6 and Croton Falls Rd.	8	0	0	41.3782	-73.7263	X	0	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/@41.9%22W/
182	Mahopac Library - outbound	9	0	0	41.373	-73.7306	X	0	Y	Y	N	N	Y	Y	N	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/@41.9%22W/
183	Rte. 6 & Rt. 6N - outbound	10	0	0	41.3726	-73.7336	X	0	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/@41.9%22W/
180	Rte. 6 & Clark Place - outbound	11	0	0	41.3695	-73.7339	X	0	N	N	N	N	N	N	N	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/@41.9%22W/
30	Rte. 6 & Union Valley Rd. - outbound	12	0	0	41.3527	-73.7483	X	0	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/@41.9%22W/
51	Mahopac Hills Senior Center - outbound	13	0	0	41.3508	-73.7555	X	0	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

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	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	<i>This stop is unable to be viewed in Google Street Map and would need someone to verify bus stop amenities in person.</i>	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	<i>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</i>	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	<i>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.</i>	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	<i>Possibly reundant with Stop #582</i>	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°38.9′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	<i>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.</i>	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	41.4586	-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/@41.4586,-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	-73.6338	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%B026'10.0%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	Forside		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	-41.3993	-73.6336	X		Standard	N	N	N	N	N	N	N	N	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
679	Hughson Commons - Outbound	0	0	41.4089	-73.6572	X		Standard	N	N	N	N	N	N	N	N	N	Northbound On-Street	Midblock			https://www.google.com/maps/place/41%C2%B024%32.0%22N+73%C2%B039%25.9%22W/@42.1%22N+73%C2%B042%21.4%22E
660	DSS	1	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%50.4%22N+73%C2%B040%03.4%22W/@42.1%22N+73%C2%B042%21.4%22E
78	Putnam Plaza	2	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/@42.1%22N+73%C2%B042%21.4%22E
21	Rte. 6 & Willow Rd - Outbound	3	0	41.4148	-73.6861	X		Standard	N	N	N	N	N	N	N	N	N	Westbound On-Street	Midblock			https://www.google.com/maps/place/41%C2%B024%50.4%22N+73%C2%B040%03.4%22W/@42.1%22N+73%C2%B042%21.4%22E
22	Rte. 6 & Colonel Glenn Dr - Outbound	4	0	41.4081	-73.7011	X		Standard	N	N	N	N	N	N	N	N	N	Westbound On-Street	Midblock			https://www.google.com/maps/place/41%C2%B024%50.4%22N+73%C2%B040%03.4%22W/@42.1%22N+73%C2%B042%21.4%22E
23	Rte. 6 & Shear Hill Rd - Outbound	5	0	41.3995	-73.7119	X		Standard	N	N	N	N	N	N	N	N	N	Westbound On-Street	Farside			https://www.google.com/maps/place/41%C2%B024%50.4%22N+73%C2%B040%03.4%22W/@42.1%22N+73%C2%B042%21.4%22E
24	Rte. 6 & Baldwin Ln - Outbound	6	0	41.3993	-73.7226	X		Standard	N	N	N	N	N	N	N	N	N	Southbound On-Street	Midblock			https://www.google.com/maps/place/41%C2%B024%50.4%22N+73%C2%B040%03.4%22W/@42.1%22N+73%C2%B042%21.4%22E
62	Lake Plaza (Stop & Shop) - Outbound	7	0	41.3914	-73.7221	X		Standard	N	N	N	N	N	N	N	N	N	Northbound Off-Street	Midblock			https://www.google.com/maps/place/41%C2%B023%29.0%22N+73%C2%B043%19.6%22W/@42.1%22N+73%C2%B042%21.4%22E
681	Rte. 6 and Croton Falls Rd.	8	0	41.3782	-73.7263	X		Standard	Y	Y	N	N	N	N	N	N	N	Northbound Off-Street	N/A		Could not verify	https://www.google.com/maps/place/41%C2%B022%41.5%22N+73%C2%B043%34.7%22W/@42.1%22N+73%C2%B042%21.4%22E
183	Rte. 6 & Rte. 6N - Outbound	9	0	41.3726	-73.7336	X		Enhanced	N	N	N	N	N	N	N	N	N	Westbound On-Street	Nearside			https://www.google.com/maps/place/41%C2%B022%21.4%22N+73%C2%B044%01.0%22W/@42.1%22N+73%C2%B042%21.4%22E
180	Rte. 6 & Clark Place - Outbound	10	0	41.3695	-73.739	X		Standard	N	N	N	N	N	N	N	Y	N	Southbound On-Street	Nearside			https://www.google.com/maps/place/41%C2%B022%10.2%22N+73%C2%B044%20.4%22W/@42.1%22N+73%C2%B042%21.4%22E
551	Mahopac Valley Senior Center - Inbound	11	0	41.3508	-73.7555	X		Standard	N	N	N	N	N	N	N	N	N	Westbound Off-Street	N/A			https://www.google.com/maps/place/41%C2%B021%02.9%22N+73%C2%B045%19.8%22W/@42.1%22N+73%C2%B042%21.4%22E
95	Jefferson Valley Mall/Sears - Outbound	12	0	41.3281	-73.8075	X		Enhanced	N	N	N	N	N	N	N	N	N	Westbound Off-Street	N/A			https://www.google.com/maps/place/41%C2%B019%41.2%22N+73%C2%B048%27.0%22W/@42.1%22N+73%C2%B042%21.4%22E
679	Hughson Commons - Outbound	0	0	41.4089	-73.6572	X		Standard	N	N	N	N	N	N	N	N	N	Northbound On-Street	Midblock			https://www.google.com/maps/place/41%C2%B024%32.0%22N+73%C2%B039%25.9%22W/@42.1%22N+73%C2%B042%21.4%22E
660	DSS	1	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%50.4%22N+73%C2%B040%03.4%22W/@42.1%22N+73%C2%B042%21.4%22E
78	Putnam Plaza	2	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/@42.1%22N+73%C2%B042%21.4%22E
21	Rte. 6 & Willow Rd - Outbound	3	0	41.4148	-73.6861	X		Standard	N	N	N	N	N	N	N	N	N	Westbound On-Street	Midblock			https://www.google.com/maps/place/41%C2%B024%50.4%22N+73%C2%B040%03.4%22W/@42.1%22N+73%C2%B042%21.4%22E
22	Rte. 6 & Colonel Glenn Dr - Outbound	4	0	41.4081	-73.7011	X		Standard	N	N	N	N	N	N	N	N	N	Westbound On-Street	Midblock			https://www.google.com/maps/place/41%C2%B024%50.4%22N+73%C2%B040%03.4%22W/@42.1%22N+73%C2%B042%21.4%22E
23	Rte. 6 & Shear Hill Rd - Outbound	5	0	41.3995	-73.7119	X		Standard	N	N	N	N	N	N	N	N	N	Westbound On-Street	Farside			https://www.google.com/maps/place/41%C2%B024%50.4%22N+73%C2%B040%03.4%22W/@42.1%22N+73%C2%B042%21.4%22E
24	Rte. 6 & Baldwin Ln - Outbound	6	0	41.3993	-73.7226	X		Standard	N	N	N	N	N	N	N	N	N	Southbound On-Street	Midblock			https://www.google.com/maps/place/41%C2%B024%50.4%22N+73%C2%B040%03.4%22W/@42.1%22N+73%C2%B042%21.4%22E
62	Lake Plaza (Stop & Shop) - Outbound	7	0	41.3914	-73.7221	X		Standard	N	N	N	N	N	N	N	N	N	Northbound Off-Street	N/A			https://www.google.com/maps/place/41%C2%B023%29.0%22N+73%C2%B043%19.6%22W/@42.1%22N+73%C2%B042%21.4%22E
681	Rte. 6 and Croton Falls Rd.	8	0	41.3782	-73.7263	X		Standard	Y	Y	N	N	N	N	N	N	N	Northbound Off-Street	N/A		Could not verify	https://www.google.com/maps/place/41%C2%B022%41.5%22N+73%C2%B043%34.7%22W/@42.1%22N+73%C2%B042%21.4%22E
183	Rte. 6 & Rte. 6N - Outbound	9	0	41.3726	-73.7336	X		Enhanced	N	N	N	N	N	N	N	N	N	Westbound On-Street	Nearside			https://www.google.com/maps/place/41%C2%B022%21.4%22N+73%C2%B044%01.0%22W/@42.1%22N+73%C2%B042%21.4%22E
66	Rte. 6N & West Lake Blvd - Outbound	10	0	41.3723	-73.7556	X		Standard	N	N	N	N	N	N	N	Y	N	Westbound On-Street	N/A			https://www.google.com/maps/place/41%C2%B022%20.3%22N+73%C2%B045%20.2%22W/@42.1%22N+73%C2%B042%21.4%22E
37	Rte. 6N & Hill St - Outbound	11	0	41.375	-73.7621	X		Standard	N	N	N	N	N	N	N	N	N	Northbound On-Street	Farside			https://www.google.com/maps/place/41%C2%B022%30.0%22N+73%C2%B045%43.6%22W/@42.1%22N+73%C2%B042%21.4%22E
35	Rte. 6N & Secor Rd - Outbound	12	0	41.3666	-73.7712	X		Standard	N	N	N	N	N	N	N	Y	N	Northbound On-Street	Midblock			https://www.google.com/maps/place/41%C2%B021%59.8%22N+73%C2%B046%16.3%22W/@42.1%22N+73%C2%B042%21.4%22E
	Lake Shore Dr & Secor Rd - Inbound	13	0				X	Standard														#N/A
122	Wood St & Secor Rd - Outbound	14	0	41.3739	-73.7981	X		Standard	N	N	N	N	N	N	N	N	N	Westbound Off-Street	N/A			https://www.google.com/maps/place/41%C2%B022%26.0%22N+73%C2%B047%53.2%22W/@42.1%22N+73%C2%B042%21.4%22E
127	Archer Rd & Wayacross Rd - Outbound	15	0	41.3612	-73.7841	X		Standard	N	N	N	N	N	N	N	N	N	Southbound On-Street	Farside			https://www.google.com/maps/place/41%C2%B021%40.3%22N+73%C2%B047%02.8%22W/@42.1%22N+73%C2%B042%21.4%22E
126	Archer Rd & Rte. 6N - Outbound	16	0	41.3478	-73.7829	X		Standard	N	N	N	N	N	N	N	N	N	Southbound On-Street	Farside			https://www.google.com/maps/place/41%C2%B020%52.1%22N+73%C2%B046%58.4%22W/@42.1%22N+73%C2%B042%21.4%22E
95	Jefferson Valley Mall/Sears - Outbound	17	0	41.3281	-73.8075	X		Enhanced	N	N	N	N	N	N	N	N	N	Westbound Off-Street	N/A			https://www.google.com/maps/place/41%C2%B019%41.2%22N+73%C2%B048%27.0%22W/@42.1%22N+73%C2%B042%21.4%22E
95	Jefferson Valley Mall/Sears - Outbound	0	1	41.3281	-73.8075	X		Standard	N	N	N	N	N	N	N	N	N	Westbound Off-Street	N/A			https://www.google.com/maps/place/41%C2%B019%41.2%22N+73%C2%B048%27.0%22W/@42.1%22N+73%C2%B042%21.4%22E
526	Mahopac Village Center - Inbound	1	1	41.348	-73.7541	X		Standard	Y	Y	Y	N	N	N	Y	Y	Y	Northbound Off-Street	N/A		Beeline sign and schedule	https://www.google.com/maps/place/41%C2%B020%52.8%22N+73%C2%B045%14.8%22W/@42.1%22N+73%C2%B042%21.4%22E
530	Rte. 6 & Union Valley Rd - Inbound	2	1	41.3527	-73.7483	X		Standard	N	N	N	N	N	N	N	N	N	Northbound On-Street	Nearside			https://www.google.com/maps/place/41%C2%B021%09.7%22N+73%C2%B044%53.9%22W/@42.1%22N+73%C2%B042%21.4%22E
680	Rte. 6 & Clark Place - Inbound	3	1	41.3692	-73.739	X		Standard	N	N	N	N	N	N	N	Y	N	Northbound On-Street	Midblock			https://www.google.com/maps/place/41%C2%B022%09.1%22N+73%C2%B044%20.4%22W/@42.1%22N+73%C2%B042%21.4%22E
684	Route 6 (Crossroads Deli) - Inbound	4	1	41.3721	-73.7343	X		Standard	N	N	N	N	N	N	N	Y	N	Eastbound On-Street	Nearside			https://www.google.com/maps/place/41%C2%B022%19.6%22N+73%C2%B044%03.5%22W/@42.1%22N+73%C2%B042%21.4%22E
181	Rt. 6 and Croton Falls Rd	5	1	41.3782	-73.7263	X		Standard	N	N	N	N	N	N	N	N	N	Northbound Off-Street	N/A			https://www.google.com/maps/place/41%C2%B022%41.5%22N+73%C2%B043%34.7%22W/@42.1%22N+73%C2%B042%21.4%22E
562	Lake Plaza (Stop & Shop) - Inbound	6	1	41.3919	-73.7218	X		Standard	N	N	N	N	N	N	N	Y	N	Southbound Off-Street	N/A			https://www.google.com/maps/place/41%C2%B023%30.8%22N+73%C2%B043%18.5%22W/@42.1%22N+73%C2%B042%21.4%22E
524	Rte. 6 & Baldwin Ln - Inbound	7	1	41.3993	-73.7222	X		Standard	N	N	N	N	N	N	N	N	N	Northbound On-Street	Farside			https://www.google.com/maps/place/41%C2%B023%35.9%22N+73%C2%B043%19.9%22W/@42.1%22N+73%C2%B042%21.4%22E
523	Rte. 6 & Shear Hill Rd - Inbound	8	1	41.3992	-73.712	X		Standard	N	N	N	N	N	N	N	N	N	Eastbound On-Street	Nearside			https://www.google.com/maps/place/41%C2%B023%57.1%22N+73%C2%B042%43.2%22W/@42.1%22N+73%C2%B042%21.4%22E
522	Rte. 6 & Colonel Glenn Dr - Inbound	9	1	41.4079	-73.7011	X		Standard	N	N	N	N	N	N	N	N	N	Eastbound On-Street	Nearside			https://www.google.com/maps/place/41%C2%B024%28.4%22N+73%C2%B042%04.0%22W/@42.1%22N+73%C2%B042%21.4%22E
521	Rte. 6 & Willow Rd - Inbound	10	1	41.4146	-73.6863	X		Standard	N	N	N	N	N	N	N							

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%B025'02.0%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%B025'30.7%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			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