

APPENDIX 1

ROUTE 52 SURVEY RESPONSE SUMMARY

APPENDIX 1

4. How does the cost, condition, and supply of commercial space along the Route 52 corridor in Kent compare to other areas of Putnam County?

5. What do you see as the most significant *challenges* to recruiting businesses and developing a “niche” identity for the Route 52 corridor? Are any changes or improvements needed to improve the area’s viability?

6. What do you see as the most significant *opportunities* for recruiting businesses and developing a “niche” identity for the Route 52 corridor? What types of businesses are likely to be viable here?

7. What is your vision for commercial development along the Route 52 corridor in Kent in 10-20 years? Ideally, which opportunities (e.g., target markets, types of businesses) should be pursued in order to expand the local tax base?

**Please return the completed survey no later than January 5, 2009
To the attention of Chris Lucas
Mail: The RBA Group, 27 Union Square West, #400, New York, NY 10003
Fax: 212-663-1205
E-mail: clucas@rbagroup.com**

For More Information, Contact Chris Lucas at The RBA Group: 212 741-8090
or Elizabeth Duffy-Rau at Putnam County: 845 225-0441 ext. 1143

***This project is part of the Putnam County Main Street Partnership,
a program funded through the New York State Quality Communities Program
and administered locally by Putnam County Planning Department.***

APPENDIX 1

Route 52 Niche Marketing Survey Response Summary – Town of Kent

In order to obtain input from the business community in and around the Study Area, the RBA Group sent out approximately 100 Niche Marketing Surveys. We received 6 responses, and those responses have been summarized on the two pages that follow. The survey is that which was distributed, and to maintain anonymity each bullet reflects a respondent's input.

Niche Marketing Plan for the Route 52 Corridor Survey/Questionnaire

The RBA Group in association with E.M. Pemrick & Company has been hired by Putnam County to work with the Town of Kent on a niche marketing plan for the Route 52 corridor. The study area for this project covers the Route 52 corridor from Arts on the Lake (near the foot of Barrett Hill Road) south to the Carmel town line. The purpose of the study is to develop a vision for the corridor and to identify potential economic revitalization strategies for this section of Route 52. If your business is not in the study area, your input is still very useful and appreciated.

A meeting was held at the Town Hall on December 3, 2008 to solicit feedback from business and property owners and municipal leaders on challenges and opportunities for recruiting businesses and developing a “niche” identity for the Route 52 corridor. We are seeking additional input from those who were unable to attend the initial meeting.

If possible, please provide your contact information so we can keep you informed and involved as the study progresses. We thank you for your input on this important initiative.

Name of Corporation
Address:

e-mail:
Tel:

What is your vision for commercial development along the Route 52 corridor?

Please take a few minutes to respond to the questions in the space below and return this form following the instructions on the next page. Please feel free to use a separate sheet of paper for additional comments, or email Chris Lucas (clucas@rbagroup.com) for a digital copy of this questionnaire.

1. **How is the Route 52 corridor in Kent currently perceived as a potential commercial business location? How is it perceived by investors, shoppers, and/or visitors?**
 - Poor perception of corridor
 - Congested because there are no alternative routes; property cannot be developed
 - Properties are not cared for
 - Good location for small convenience stores, but no anchor
 - Unfocused mix of commercial and residential, vacant and occupied
 - Negative attitude because it takes a long time to get permits
2. **What geographic markets are served by existing stores and restaurants along the Route 52 corridor in Kent? Do they primarily serve “locals” from within the Town, or do they serve a broader area?**
 - Locals
 - Locals
 - N/A
 - Local traffic and thru-traffic from Dutchess County residents
 - Locals
 - Locals; mixed-used and live-work should be permitted
3. **What methods or media do Kent businesses use to market themselves, and which have been most effective?**
 - N/A
 - Little to no outreach
 - Pennysaver advertisements, Craigslist.org
 - “Shop Putnam” has worked
 - N/A
 - Word of mouth; networking

APPENDIX 1

4. **How does the cost, condition, and supply of commercial space along the Route 52 corridor in Kent compare to other areas of Putnam County?**
 - Much less expensive than Mahopac
 - Do not know
 - More available retail space on Route 52 at a lower cost for good quality building stock
 - Area around courthouse is competitive; north of Town has vacancies
 - Poor compared to other commercial areas in the county
 - Good retail space is available but renting takes a minimum of 6 months of approvals
5. **What do you see as the most significant *challenges* to recruiting businesses and developing a “niche” identity for the Route 52 corridor? Are any changes or improvements needed to improve the area’s viability?**
 - Vacancies and run-down appearance
 - Inconvenient location
 - Create regulations to make properties look more presentable; cut brush from roadside
 - Town needs to be “pro-business” and “pro-development”
 - No focus, quality space, affordable housing, sidewalks, lighting, cohesive signage, identity
 - Prohibited mixed-use and other types of uses; tenants and investors not welcomed
6. **What do you see as the most significant *opportunities* for recruiting businesses and developing a “niche” identity for the Route 52 corridor? What types of businesses are likely to be viable here?**
 - Very well positioned to Route 84; should be next big things as businesses move north
 - Route 84 exits 18 & 17
 - General store; cozy restaurants; clothing store (baby - young adult); antiques; grocery
 - Patterson Crossing, which will feed traffic down Route 52
 - Patterson Crossing, which will encourage visitors to stop along Route 52
 - Small retail and office serving local clientele
7. **What is your vision for commercial development along the Route 52 corridor in Kent in 10-20 years? Ideally, which opportunities (e.g., target markets, types of businesses) should be pursued in order to expand the local tax base?**
 - Main concern should be occupying currently vacant stores
 - There is not a unified vision
 - General store; cozy restaurants; clothing store (baby - young adult); antiques; grocery
 - Cluster of boutique shops accessible by sidewalk access points
 - Providing core services to local residents (pharmacy, restaurant) with specialty shops
 - Small service industry; multi-family residential spaces

Please return the completed survey no later than January 5, 2009

To the attention of Chris Lucas

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APPENDIX 2

VILLAGE OF BREWSTER SIGN CODE QUESTIONNAIRE

(including existing Sign Code)



**Village of Brewster
Draft Sign Ordinance Questionnaire**

Statement of Purpose:

The Village recognizes and supports the right of business people to identify their businesses with signs and other advertising graphics. However, the Village also recognizes that the location, number, size and design of signs significantly influence the Village’s visual environment and the perception of the Village’s economic condition. It is the intent of these regulations to maintain and enhance the quality of the Village’s visual appearance by permitting orderly signage and minimizing visual clutter, while continuing to recognize the need of businesses to advertise goods and services.

<u>Sign Color</u>	Yes	No	Comments
Solid background color	<input type="checkbox"/>	<input type="checkbox"/>	_____
Message may consist of up to 2 additional colors	<input type="checkbox"/>	<input type="checkbox"/>	_____
Background and message must consist of colors that are part of the Village approved color palette	<input type="checkbox"/>	<input type="checkbox"/>	_____
* The color palette can have as many approved colors as the Village chooses. A sample color palette of 10-12 options can be provided if the Village decides to pursue this regulation.	<input type="checkbox"/>	<input type="checkbox"/>	_____
<u>Illumination</u>			
Permitted sign types may only be illuminated by a spot light	<input type="checkbox"/>	<input type="checkbox"/>	_____
<u>Signs material</u>			
▪ Wood	<input type="checkbox"/>	<input type="checkbox"/>	_____
▪ Metal	<input type="checkbox"/>	<input type="checkbox"/>	_____
▪ Plastic	<input type="checkbox"/>	<input type="checkbox"/>	_____
<u>Sign Placement (excludes window signs)</u>			
▪ Above the storefront, but below windows of the floor above, OR	<input type="checkbox"/>	<input type="checkbox"/>	_____
▪ Next to entrance to store (see <i>The Dining Car</i> photo)	<input type="checkbox"/>	<input type="checkbox"/>	_____
<u>Sign Quantity</u>			
▪ One sign per building wall plane (e.g., building on a corner may have one sign on each street frontage)	<input type="checkbox"/>	<input type="checkbox"/>	_____

PERMITTED TYPES

	Yes	No	Comments
Wall Sign			
▪ Mounted on or attached to exterior wall	<input type="checkbox"/>	<input type="checkbox"/>	_____
▪ Must be mounted parallel to the wall	<input type="checkbox"/>	<input type="checkbox"/>	_____
▪ Shall not protrude more than 12 inches	<input type="checkbox"/>	<input type="checkbox"/>	_____
▪ Shall not be larger than 36 inches tall by 72 inches wide (3' X 6')	<input type="checkbox"/>	<input type="checkbox"/>	_____
Bracket or Projecting Sign			
▪ Mounted on a bracket perpendicular to the building wall.	<input type="checkbox"/>	<input type="checkbox"/>	_____
▪ May not project more than three feet from the wall.	<input type="checkbox"/>	<input type="checkbox"/>	_____
▪ May not extend more than three feet vertically from the mounting bracket	<input type="checkbox"/>	<input type="checkbox"/>	_____
▪ Must allow for at least 12 feet of vertical clearance between the sidewalk and the bottom of the sign.	<input type="checkbox"/>	<input type="checkbox"/>	_____
Window Sign			
▪ Posted on interior or exterior of windows (e.g., sign to display store hours or specials).	<input type="checkbox"/>	<input type="checkbox"/>	_____
▪ Shall not cover more than 10% of the square footage of the window. (10% is a recommended minimum, could be up to 25% or more).	<input type="checkbox"/>	<input type="checkbox"/>	_____
▪ Neon acceptable in window? (e.g., "OPEN" or "Heineken" – see <i>Jack and Jill</i> photo)	<input type="checkbox"/>	<input type="checkbox"/>	_____
Real Estate Sign			
▪ advertises sale or lease of a lot, tract, structure or portion of lot, tract or structure	<input type="checkbox"/>	<input type="checkbox"/>	_____
Home Occupation Sign			
▪ for a business or professional activity in a residential structure	<input type="checkbox"/>	<input type="checkbox"/>	_____
▪ Must be smaller than 2 square feet	<input type="checkbox"/>	<input type="checkbox"/>	_____
▪ Must be approved by Zoning Board of Appeals	<input type="checkbox"/>	<input type="checkbox"/>	_____
	<input type="checkbox"/>	<input type="checkbox"/>	_____

Changeable Copy Sign	Yes	No	Comments
<ul style="list-style-type: none"> ▪ Letters can be changed to alter message (e.g., marquee, gas station price) 	<input type="checkbox"/>	<input type="checkbox"/>	_____
<ul style="list-style-type: none"> ▪ Must be approved by Zoning Board of Appeals 	<input type="checkbox"/>	<input type="checkbox"/>	_____
Specialty Sign			
<ul style="list-style-type: none"> ▪ A sign made using techniques or materials akin to the type of business it advertises (e.g., Brewster Iron Works) 	<input type="checkbox"/>	<input type="checkbox"/>	_____
<ul style="list-style-type: none"> ▪ Must be made out of approved material (see above) 	<input type="checkbox"/>	<input type="checkbox"/>	_____
<ul style="list-style-type: none"> ▪ Must be approved by Zoning Board of Appeals 	<input type="checkbox"/>	<input type="checkbox"/>	_____
Institutional Sign (marks an institutional building, such as a church, community center, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	_____
Political Campaign Sign			
<ul style="list-style-type: none"> ▪ No change from existing sign ordinance (Chapter 199, attached) 	<input type="checkbox"/>	<input type="checkbox"/>	_____
Yard, Rummage and Tag Sale Signs			
<ul style="list-style-type: none"> ▪ No change from existing sign ordinance (Chapter 199, attached) 	<input type="checkbox"/>	<input type="checkbox"/>	_____
Awnings			
<ul style="list-style-type: none"> ▪ Metal frame clad with sloped opaque fabric attached over a storefront, door or window 	<input type="checkbox"/>	<input type="checkbox"/>	_____
<ul style="list-style-type: none"> ▪ May be retractable or fixed 	<input type="checkbox"/>	<input type="checkbox"/>	_____
<ul style="list-style-type: none"> ▪ May have a skirt hanging parallel to the building wall, not longer than 12 inches, either framed or flexible 	<input type="checkbox"/>	<input type="checkbox"/>	_____
<ul style="list-style-type: none"> ▪ Business name or address may be displayed on the skirt 	<input type="checkbox"/>	<input type="checkbox"/>	_____
<ul style="list-style-type: none"> ▪ Any graphic or message placed on sloped portion shall not be larger than eight square feet or 25% of the surface area, whichever is less 	<input type="checkbox"/>	<input type="checkbox"/>	_____

	Yes	No	Comments
<ul style="list-style-type: none"> ▪ All permitted awnings shall be solid or striped, and must consist of no more than two colors which are part of the Village approved color palette 	<input type="checkbox"/>	<input type="checkbox"/>	_____

PROHIBITED TYPES

	Yes	No	Comments
Any signage on public property without the consent of the appropriate public body.	<input type="checkbox"/>	<input type="checkbox"/>	_____

Any signage on private property without the consent of the property owner.	<input type="checkbox"/>	<input type="checkbox"/>	_____
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Any sign that projects more than 12 inches from the building, except for permitted bracket signs.	<input type="checkbox"/>	<input type="checkbox"/>	_____
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Any sign or message painted directly onto the building.	<input type="checkbox"/>	<input type="checkbox"/>	_____
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A-frame/Sandwich Board Sign

<ul style="list-style-type: none"> ▪ Free-standing and moveable, typically placed on the sidewalk in front of a storefront 	<input type="checkbox"/>	<input type="checkbox"/>	_____
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Pole Sign

<ul style="list-style-type: none"> ▪ Support(s) or frame made out of poles (can be mounted or free-standing) 	<input type="checkbox"/>	<input type="checkbox"/>	_____
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Portable

<ul style="list-style-type: none"> ▪ Not affixed to the building, storefront or permitted awning 	<input type="checkbox"/>	<input type="checkbox"/>	_____
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Ground Sign

<ul style="list-style-type: none"> ▪ Fixed into the ground 	<input type="checkbox"/>	<input type="checkbox"/>	_____
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Financer Sign

<ul style="list-style-type: none"> ▪ Advertises bank/lender of an ongoing construction project 	<input type="checkbox"/>	<input type="checkbox"/>	_____
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Illuminated Sign

<ul style="list-style-type: none"> ▪ Any sign that emits light from within or consists of lights, whether neon, Light Emitting Diode (L.E.D.) or any other illuminated medium 	<input type="checkbox"/>	<input type="checkbox"/>	_____
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	Yes	No	Comments
Inflatable Sign			
▪ Any three dimensional air-filled sign or object	<input type="checkbox"/>	<input type="checkbox"/>	_____
Off-premises Sign			
▪ Advertises services not performed on the zoning lot where sign is placed.	<input type="checkbox"/>	<input type="checkbox"/>	_____
Roof Sign			
▪ Attached to the top of a roof. (e.g., Bob’s Diner – is this acceptable?)	<input type="checkbox"/>	<input type="checkbox"/>	_____
Canopies			
▪ A overhead covering or structure projecting from the building wall into the sidewalk, that provides shade or other shelter, whether fabric or otherwise.	<input type="checkbox"/>	<input type="checkbox"/>	_____

General Comments



BREWSTER

The Dining Car
Breakfast • Lunch • Catering

THE POOL HALL

BILLIARDS

JACK & JILL

CAFE

Coors LIGHT

Heineken

Nom Hair Ex gn

OPEN



Chapter 199

SIGNS AND ADVERTISING

ARTICLE I
Political Signs and Posters

ARTICLE II
Yard, Rummage and Tag Sales

§ 199-1. Affixing posters on public structures prohibited.

§ 199-5. Signs advertising yard, rummage or tag sales prohibited without authorization.

§ 199-2. Freestanding political signs.

§ 199-6. Restrictions on signs; application; fees.

§ 199-3. Applicability of other provisions.

§ 199-4. Penalties for offenses.

[HISTORY: Adopted by the Board of Trustees of the Village of Brewster as indicated in article histories. Amendments noted where applicable.]

GENERAL REFERENCES

Zoning — See Ch. 263.

ARTICLE I
Political Signs and Posters

[Adopted 1-15-1986 by L.L. No. 1-1986 (Ch. 144, Art. I of the 1992 Code)]

§ 199-1. Affixing posters on public structures prohibited. [Amended 5-20-1992 by L.L. No. 1-1992]

No person, firm or corporation shall affix, paint, post, hang or otherwise attach or cause or allow any of his, their or its subordinates or employees or allow anyone acting on his or their behalf to affix, paint, post, hang or otherwise attach any political banner, poster, placard, handbill or political advertising of any type whatsoever to any lampposts, telegraph or telephone poles, trees, hydrants or boxes covering the same, street signs, signal posts, wires, cables, buildings, fences, structures of any kind, sidewalks, pavements, walls, refuse and litter containers, monuments, statues, arbors, parking meters, bridges, railings, shelter houses, comfort stations, stairways, apparatus, pieces of equipment or on any other objects or items, things or places situated in or upon any of the public streets, avenues, lanes, alleys, roads or public places of the Village of Brewster, New York, or upon any structure or building upon any of the streets, avenues, roads, lanes, alleys or public places of the Village of Brewster, New York.

§ 199-2. Freestanding political signs.

Freestanding political signs shall be permitted within all zoning districts within the Village of Brewster, provided that:

- A. They are not erected prior to four weeks before the date of the election involved.
- B. They are not placed within the right-of-way of any road or street and do not obstruct traffic.
- C. They are removed not later than 12:00 midnight of the Sunday following the election.
- D. The maximum sign size shall be four by eight feet.
- E. The maximum number of signs shall be four per political party.

§ 199-3. Applicability of other provisions.

All ordinances or parts of ordinances inconsistent with the provisions of this Article are deemed not to apply.

§ 199-4. Penalties for offenses. [Amended 5-20-1992 by L.L. No. 1-1992]

Any person committing an offense against any of the provisions of this Article shall be guilty of a violation and, upon conviction thereof, shall be punishable for each offense by a fine of not more than \$250 or by imprisonment for not more than 15 days, or both.

ARTICLE II

Yard, Rummage and Tag Sales

[Adopted 9-14-1994 by L.L. No. 3-1994 (Ch. 144, Art. II of the 1992 Code)]

§ 199-5. Signs advertising yard, rummage or tag sales prohibited without authorization.

No person, firm or corporation shall, without the express written consent of the Board of Trustees as provided in § 144-6 of this chapter, cause in any fashion whatsoever the affixing, painting, posting or hanging of any sign, banner, poster, placard or handbill advertising any type of yard, rummage or tag sale to any lampposts, telegraph or telephone poles, trees, hydrants, street signs, signal posts, wires, cables, buildings, fences, structures of any kind, sidewalks, pavements, walls, refuse and litter containers, monuments, statues, arbors, parking meters, bridges, railings, shelter houses, stairways, things or places situated in or upon any of the public streets, avenues, lanes, alleys, roads or public places of the Village of Brewster, or upon any structure or building upon any of the streets, avenues, roads, lanes, alleys or public places of the Village of Brewster.

§ 199-6. Restrictions on signs; application; fees.

Notwithstanding any other local law to the contrary, any person, firm or corporation conducting any type of yard, rummage or tag sale shall be permitted to advertise the time and location of such sale by the placement of not more than five signs or placards throughout the Village of Brewster. The size of the signs or placards shall not exceed 12 inches in height and 24 inches in width. No placard or sign shall remain posted for more than 14 calendar days. Authorization for placement of such signs shall be on an application such as shall be prescribed by the Village Board from time to time. A fee of \$10 shall be paid, and each

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§ 199-6

SIGNS AND ADVERTISING

§ 199-6

applicant shall deposit \$50 with the Clerk of the Village, whereupon such deposit shall be refunded when the applicant files an affidavit stating that all signs or placards have been taken down.

APPENDIX 3

VILLAGE OF BREWSTER DRAFT SIGN CODE

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Draft Sign Code

Village of Brewster

§ 1 - 1 Statement of Purpose

§ 1 - 2 Definitions

§ 1 - 3 Schedule of Allowed Locations by Zoning District

§ 1 - 4 Obtaining a Sign Permit

§ 1 - 41 Permit Application and Fees

§ 1 - 42 Proceedings for Planning Board Approval

§ 1 - 5 Sign Standards

§ 1 - 51 Commercial Signs

§ 1 - 511 Signs Exempt from Permit Application

§ 1 - 512 Allowable Commercial Signs

§ 1 - 52 Non-Commercial Signs

§ 1 - 53 Temporary Signs

§ 1 - 6 Prohibited Sign Types

§ 1 - 7 Enforcement

§ 1 - 71 Amortization Schedule for Non-Conforming Signs

§ 1 - 72 Amortization Schedule for Billboards

§ 1 - 73 Fines and Penalties

§ 1 - 1 Statement of Purpose

The Village of Brewster recognizes and supports the right of all citizens to communicate using signs. However, the Village also recognizes that the location, number, size and design of signs significantly influence public health, safety and visual environment, and subsequently the perception of the Village's social and economic condition. It is the intent of these regulations to maintain and enhance the quality of life within the Village of Brewster by permitting orderly signage and minimizing visual clutter, while continuing to recognize the rights of business owners as well as all members of the public.

§ 1 - 2 Definitions

§ 1 - 3 Schedule of Allowed Locations by Zoning District

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§ 1 - 4 Obtaining a Sign Permit

An application for all allowable signs (see § 1 – 5) must be submitted to the Building Department for review by the Code Enforcement Officer.

§ 1 - 5 Sign Standards

All permanent signs are subject to Planning Board approval, not inconsistent with any other regulations stated in this code

A. Message

- i. The message shall consist of letters and numbers displaying the name, nature of business, telephone number or website address of the organization it advertises
- ii. Graphics may be permitted pending Planning Board approval

B. Material

- i. All signs must be made of wood, metal or plastic, unless otherwise approved by the Planning Board

C. All signs must consist of colors from the Village approved color palette

- i. All signs must have a solid background color
- ii. Sign message may consist of up to 2 additional colors

D. Direct illumination may be provided from a shielded light source, provided that the illumination source:

- i. Does not project or reflect into nearby windows, or glare create a glare at the sidewalk level

E. The area of a sign shall be determined by calculating the area of the smallest circle or square within which the entire sign is bound

F. On sign per business or occupant may be installed per building elevation fronting on a public right-of-way

§ 1 - 51 Commercial Signs

§ 1 – 511 Signs Exempt from Permit Application

<e.g., American Flag>

§ 1 - 512 Allowable Commercial Signs

All signs must have an application filed, including the appropriate fee, if applicable, and submitted to the Building Department for review by the Code Enforcement Officer. If a Variance is needed after Code Enforcement Officer review, the application will go to Zoning Board. If a Special Exception Use Permit is needed after Code Enforcement Officer review, the application goes to the Board of Trustees. Each allowable sign type must adhere to the corresponding specifications below:

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A. Wall Signs

- i. Permanently mounted on or attached to exterior wall
- ii. Must be mounted parallel to the wall and shall not protrude more than 12 inches
- iii. Must be placed below windows of the floor above the retail location, or below the roof of a one-story building
- iv. The allowable sign area shall not exceed the square footage that is equal to the linear footage of the building's frontage towards a public right-of-way

B. Awnings

- i. Metal frame clad with sloped opaque fabric attached over a door, window or storefront
- ii. May be installed in addition to a wall sign
- iii. May be retractable or fixed
- iv. May have a skirt hanging parallel to the building wall, not longer than 12 inches, either framed or flexible
- v. The business name, nature of business, telephone number or website address may be displayed on the skirt
- vi. Any graphic or message placed on sloped portion shall not be larger than eight square feet or 25% of the surface area, whichever is less
- vii. All permitted awnings shall be solid or striped, and must consist of no more than two colors which are part of the Village approved color palette

C. Canopies

- i. An overhead covering or structure projecting from a building wall over the sidewalk
- ii. May be installed in addition to a wall sign
- iii. Must have at least an 8 foot clearance between the sidewalk and the lowest section of the canopy
- iv. Must be fixed to the sidewalk no more than 12 inches from the curb

D. Window Signs

- i. Sticker, paper or other object posted on interior of windows
- ii. May be posted in addition to other types of signage, provided that all window signs shall not cover more than 10% of the square footage of the window

E. Ground Signs

- i. A sign may be fixed into the ground using proper construction methods
- ii. Must be fully within the boundaries of the building's lot

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- iii. May not stand more than 5 feet tall without Planning Board approval
- iv. The allowable sign area shall not exceed the square footage that is equal to the linear footage of the building's frontage towards a public right-of-way
- v. Must be entirely within the property line and shall not encroach on or overhang the street, sidewalk or right-of-way

F. Real Estate-Type Signs

- i. In residential zones, a sign may be erected that advertises sale or lease of a lot, tract, structure or portion of lot, tract or structure
- ii. May be hung from a self-supported post
- iii. Must not exceed 6 square feet

G. Home Occupation Signs

- i. May be displayed to advertise a business or professional activity in a residential zoning district, and must be smaller than 3 square feet.
- ii. A-frame Signs
- iii. For each business, one a-frame sign may be placed in front of the storefront of the business it advertises, and may be no larger than 4 square feet on each side

H. Changeable Copy Signs

- i. Letters can be changed to alter message (e.g., marquee, gas station price)

I. Specialty Signs

- i. A sign made using techniques or materials akin to the type of business it advertises
- ii. Must be made out of approved material
- iii. Must be approved by the Planning Board

§ 1 - 52 Non-Commercial Signs

- A. Non-Commercial Signs must adhere to the Sign Standards in § 1 - 5 as well as the specifications that apply to Commercial signs in § 1 – 51

§ 1 - 53 Temporary Signs

Temporary signs require a permit (no fee) and a bond (amounted listed in fee schedule) to offset costs if VOB personnel remove signs that are still up after time for posting has expired. Temporary signs may be commercial or non-commercial, and free-standing or placed in the window of an occupied building, provided that:

- A. A permit application is filed and approved by the planning board

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- B. All temporary signs are posted on private property by the property owner, or with the permission of the property owner
- C. The sign is no larger than 2 feet by 3 feet
- D. A limit of five (5) signs may be erected per applicant
- E. Temporary signs may be posted for 21 days around an event, provided that they are removed no longer than 5 days after the corresponding event

§ 1 - 6 Prohibited Sign Types

- A. Any sign that is impeding on public right-of-way
- B. Any sign on public property without the consent of the appropriate public body
- C. Any sign on private property without the consent of the property owner
- D. Any sign, mural or message painted directly onto a building façade
- E. Bracket or Projecting Sign
 - Mounted on a bracket perpendicular to the building wall
- F. Roof Sign
 - Attached to the top of a roof
- G. Billboards
 - A flat surface, wall or fence on which signs are posted advertising a business, product or service not available on the premises
- H. Pole Sign
 - Support(s) or frame made out of poles (can be mounted or free-standing)
- I. Portable
 - Permanent sign not affixed to a building, storefront or permitted awning
- J. Financer Sign
 - Advertises bank/lender of an ongoing construction project
- K. Illuminated Sign
 - Any sign that emits light from within or consists of lights, whether neon, Light Emitting Diode (L.E.D.) or any other illuminated medium
- L. Inflatable Sign
 - Any three dimensional object or air-filled sign
- M. Off-premises Sign
 - Advertises services not performed on the zoning lot where sign is placed

§ 1 - 7 Enforcement

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§ 1 - 71 Amortization Schedule for Non-Conforming Signs

Non-Conforming signs must be replaced to meet the guidelines set forth in this sign ordinance within 3 years of adoption. Date: _____

§ 1 - 72 Amortization Schedule for Billboards

The Amortization Schedule below shows the number years allowed for compliance based on the fair market value of the billboard, pursuant to NYS Assembly Bill A02385.

<u>Fair Market Value</u>	<u># of Years</u>
under \$1,999	3
\$2,000 to \$3,999	4
\$4,000 to \$5,999	6
\$6,000 to \$ 7,999	7
\$8,000 to \$9,999	9
\$10,000 and over	10

§ 1 - 73 Fines and Penalties (see fee schedule)

APPENDIX 4

OREGON CORNERS TRAFFIC COUNT DATA

Roadway: Oscawana Lake Rd
 Location: Just N/O Peekskill Hollow Rd
 Town: Putnam Valley

Site:
 Tuesday, 10/14/2008, 12:00:00 AM -
 Tuesday, 10/21/2008, 12:00:00 AM

Volume Grand Totals

Average Hourly Volumes	
Southbound - SB	
12:00 AM	25.4
1:00 AM	14.9
2:00 AM	12.1
3:00 AM	10.9
4:00 AM	24.1
5:00 AM	82.7
6:00 AM	248.1
7:00 AM	352.7
8:00 AM	287.0
9:00 AM	310.1
10:00 AM	262.0
11:00 AM	260.6
12:00 PM	289.3
1:00 PM	241.1
2:00 PM	273.7
3:00 PM	282.9
4:00 PM	282.0
5:00 PM	292.9
6:00 PM	292.1
7:00 PM	214.4
8:00 PM	135.0
9:00 PM	105.6
10:00 PM	69.9
11:00 PM	44.7
ADT	4414.3

Study Grand Totals
 _____ SB
 30900

APPENDIX 4

The RBA Group
 40 Marcus Drive, Suite 201
 Melville, NY 11747

Roadway: Oscawana Lake Rd
 Location: Just N/O Peekskill Hollow Rd
 Town: Putnam Valley

Site:

Seven Day Volume, per Channel
 Channel: SB - Southbound

Interval Begin	Mon 10/13/2008	Tue 10/14/2008	Wed 10/15/2008	Thu 10/16/2008	Fri 10/17/2008	Sat 10/18/2008	Sun 10/19/2008	Mon - Fri Average	Week Average
12:00 AM	-	27	26	20	22	35	36	23.8	27.7
1:00 AM	-	14	11	11	11	20	29	11.8	16.0
2:00 AM	-	5	12	5	13	28	14	8.8	12.8
3:00 AM	-	8	9	10	24	11	11	12.8	12.2
4:00 AM	-	25	26	26	41	14	8	29.5	23.3
5:00 AM	-	115	110	95	100	32	27	105.0	79.8
6:00 AM	-	327	324	318	322	90	48	322.8	238.2
7:00 AM	-	413	443	443	463	174	100	440.5	339.3
8:00 AM	-	355	334	336	309	187	150	333.5	278.5
9:00 AM	-	320	360	316	315	283	236	327.8	305.0
10:00 AM	-	223	249	248	228	319	303	237.0	261.7
11:00 AM	-	234	240	228	248	338	293	237.5	263.5
12:00 PM	-	258	219	242	272	341	347	247.8	279.8
1:00 PM	-	200	214	220	256	315	261	222.5	244.3
2:00 PM	-	302	235	286	275	287	254	274.5	273.2
3:00 PM	206	284	284	233	345	263	252	270.4	266.7
4:00 PM	258	281	307	284	349	288	217	295.8	283.4
5:00 PM	240	279	287	325	338	337	232	293.8	291.1
6:00 PM	236	324	300	304	346	316	198	302.0	289.1
7:00 PM	183	191	205	232	278	230	169	217.8	212.6
8:00 PM	129	129	109	133	163	173	114	132.6	135.7
9:00 PM	69	97	84	125	169	114	71	108.8	104.1
10:00 PM	68	52	58	78	93	99	48	69.8	70.9
11:00 PM	30	49	37	46	57	75	24	43.8	45.4
Totals	1419	4512	4483	4564	5037	4369	3442	4570.0	4354.5
<u>Peak Hours</u>									
12:00 AM - 12:00 PM Volume	-	7:00 AM	7:00 AM	7:00 AM	7:00 AM	11:00 AM	10:00 AM	7:00 AM	7:00 AM
	-	413	443	443	463	338	303	440.5	339.3
12:00 PM - 12:00 AM Volume	4:00 PM	6:00 PM	4:00 PM	5:00 PM	4:00 PM	12:00 PM	12:00 PM	6:00 PM	5:00 PM
	258	324	307	325	349	341	347	302.0	291.1

APPENDIX 4

The RBA Group
 40 Marcus Drive, Suite 201
 Melville, NY 11747

Roadway: Oscawana Lake Rd
 Location: Just N/O Peekskill Hollow Rd
 Town: Putnam Valley

Site:

Seven Day Volume, per Channel
 Channel: SB - Southbound

Interval Begin	Mon 10/20/2008	Tue 10/21/2008	Wed 10/22/2008	Thu 10/23/2008	Fri 10/24/2008	Sat 10/25/2008	Sun 10/26/2008	Mon - Fri Average	Week Average
12:00 AM	12	11	-	-	-	-	-	11.5	11.5
1:00 AM	8	11	-	-	-	-	-	9.5	9.5
2:00 AM	8	9	-	-	-	-	-	8.5	8.5
3:00 AM	3	10	-	-	-	-	-	6.5	6.5
4:00 AM	29	29	-	-	-	-	-	29.0	29.0
5:00 AM	100	92	-	-	-	-	-	96.0	96.0
6:00 AM	308	310	-	-	-	-	-	309.0	309.0
7:00 AM	433	435	-	-	-	-	-	434.0	434.0
8:00 AM	338	364	-	-	-	-	-	351.0	351.0
9:00 AM	341	332	-	-	-	-	-	336.5	336.5
10:00 AM	264	216	-	-	-	-	-	240.0	240.0
11:00 AM	243	240	-	-	-	-	-	241.5	241.5
12:00 PM	346	89	-	-	-	-	-	217.5	217.5
1:00 PM	222	-	-	-	-	-	-	222.0	222.0
2:00 PM	277	-	-	-	-	-	-	277.0	277.0
3:00 PM	319	-	-	-	-	-	-	319.0	319.0
4:00 PM	248	-	-	-	-	-	-	248.0	248.0
5:00 PM	252	-	-	-	-	-	-	252.0	252.0
6:00 PM	257	-	-	-	-	-	-	257.0	257.0
7:00 PM	196	-	-	-	-	-	-	196.0	196.0
8:00 PM	124	-	-	-	-	-	-	124.0	124.0
9:00 PM	79	-	-	-	-	-	-	79.0	79.0
10:00 PM	61	-	-	-	-	-	-	61.0	61.0
11:00 PM	25	-	-	-	-	-	-	25.0	25.0
Totals	4493	2148	-	-	-	-	-	4350.5	4350.5
Peak Hours									
12:00 AM -	7:00 AM	7:00 AM	-	-	-	-	-	7:00 AM	7:00 AM
12:00 PM									
Volume	433	435	-	-	-	-	-	434.0	434.0
12:00 PM -	12:00 PM	12:00 PM	-	-	-	-	-	3:00 PM	3:00 PM
12:00 AM									
Volume	346	89	-	-	-	-	-	319.0	319.0

Roadway: Oscawana Lake Road
 Location: Just S/O Peekskill Hollow Rd
 Town: Putnam Valley

Site:
 Tuesday, 10/14/2008, 12:00:00 AM -
 Tuesday, 10/21/2008, 12:00:00 AM

Volume Grand Totals

Average Hourly Volumes

Northbound - NB	
12:00 AM	63.0
1:00 AM	32.0
2:00 AM	21.1
3:00 AM	11.6
4:00 AM	14.1
5:00 AM	25.6
6:00 AM	69.0
7:00 AM	158.0
8:00 AM	213.0
9:00 AM	221.4
10:00 AM	244.6
11:00 AM	313.6
12:00 PM	307.4
1:00 PM	330.1
2:00 PM	367.3
3:00 PM	399.1
4:00 PM	464.9
5:00 PM	478.3
6:00 PM	483.0
7:00 PM	371.6
8:00 PM	274.1
9:00 PM	218.6
10:00 PM	148.7
11:00 PM	92.9
ADT	5323.0

Study Grand Totals

	NB
	37261

APPENDIX 4

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway: Oscawana Lake Road
Location: Just S/O Peekskill Hollow Rd
Town: Putnam Valley

Site:

Seven Day Volume, per Channel
Channel: NB - Northbound

Interval Begin	Mon 10/13/2008	Tue 10/14/2008	Wed 10/15/2008	Thu 10/16/2008	Fri 10/17/2008	Sat 10/18/2008	Sun 10/19/2008	Mon - Fri Average	Week Average
12:00 AM	-	60	54	48	59	92	97	55.3	68.3
1:00 AM	-	24	21	17	26	56	64	22.0	34.7
2:00 AM	-	17	12	15	14	37	48	14.5	23.8
3:00 AM	-	6	5	6	13	20	24	7.5	12.3
4:00 AM	-	10	16	13	24	15	14	15.8	15.3
5:00 AM	-	26	21	30	37	21	16	28.5	25.2
6:00 AM	-	84	90	86	87	30	27	86.8	67.3
7:00 AM	-	194	201	173	192	105	53	190.0	153.0
8:00 AM	-	220	239	220	240	171	121	229.8	201.8
9:00 AM	-	231	202	216	229	276	183	219.5	222.8
10:00 AM	-	228	230	205	240	317	225	225.8	240.8
11:00 AM	-	333	295	243	300	390	315	292.8	312.7
12:00 PM	-	282	277	270	290	390	350	279.8	309.8
1:00 PM	-	317	305	288	337	421	356	311.8	337.3
2:00 PM	-	397	355	331	378	385	352	365.3	366.3
3:00 PM	150	416	411	391	465	357	337	366.6	361.0
4:00 PM	417	515	498	483	509	401	351	484.4	453.4
5:00 PM	506	515	511	521	515	419	334	513.6	474.4
6:00 PM	418	531	567	502	593	354	331	522.2	470.9
7:00 PM	353	406	424	366	442	308	242	398.2	363.0
8:00 PM	211	319	292	302	296	265	203	284.0	269.7
9:00 PM	197	227	231	249	246	215	150	230.0	216.4
10:00 PM	104	140	137	170	205	178	97	151.2	147.3
11:00 PM	66	60	67	90	129	164	66	82.4	91.7
Totals	2422	5558	5461	5235	5866	5387	4356	5377.4	5239.5
<u>Peak Hours</u>									
12:00 AM - 12:00 PM Volume	-	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM
	-	333	295	243	300	390	315	292.8	312.7
12:00 PM - 12:00 AM Volume	5:00 PM	6:00 PM	6:00 PM	5:00 PM	6:00 PM	1:00 PM	1:00 PM	6:00 PM	5:00 PM
	506	531	567	521	593	421	356	522.2	474.4

APPENDIX 4

The RBA Group
 40 Marcus Drive, Suite 201
 Melville, NY 11747

Roadway: Oscawana Lake Road
 Location: Just S/O Peekskill Hollow Rd
 Town: Putnam Valley

Site:

Seven Day Volume, per Channel
 Channel: NB - Northbound

Interval Begin	Mon 10/20/2008	Tue 10/21/2008	Wed 10/22/2008	Thu 10/23/2008	Fri 10/24/2008	Sat 10/25/2008	Sun 10/26/2008	Mon - Fri Average	Week Average
12:00 AM	31	48	-	-	-	-	-	39.5	39.5
1:00 AM	16	8	-	-	-	-	-	12.0	12.0
2:00 AM	5	11	-	-	-	-	-	8.0	8.0
3:00 AM	7	6	-	-	-	-	-	6.5	6.5
4:00 AM	7	11	-	-	-	-	-	9.0	9.0
5:00 AM	28	30	-	-	-	-	-	29.0	29.0
6:00 AM	79	95	-	-	-	-	-	87.0	87.0
7:00 AM	188	175	-	-	-	-	-	181.5	181.5
8:00 AM	280	233	-	-	-	-	-	256.5	256.5
9:00 AM	213	219	-	-	-	-	-	216.0	216.0
10:00 AM	267	212	-	-	-	-	-	239.5	239.5
11:00 AM	319	209	-	-	-	-	-	264.0	264.0
12:00 PM	293	-	-	-	-	-	-	293.0	293.0
1:00 PM	287	-	-	-	-	-	-	287.0	287.0
2:00 PM	373	-	-	-	-	-	-	373.0	373.0
3:00 PM	417	-	-	-	-	-	-	417.0	417.0
4:00 PM	497	-	-	-	-	-	-	497.0	497.0
5:00 PM	533	-	-	-	-	-	-	533.0	533.0
6:00 PM	503	-	-	-	-	-	-	503.0	503.0
7:00 PM	413	-	-	-	-	-	-	413.0	413.0
8:00 PM	242	-	-	-	-	-	-	242.0	242.0
9:00 PM	212	-	-	-	-	-	-	212.0	212.0
10:00 PM	114	-	-	-	-	-	-	114.0	114.0
11:00 PM	74	-	-	-	-	-	-	74.0	74.0
Totals	5398	1257	-	-	-	-	-	5306.5	5306.5
Peak Hours									
12:00 AM -	11:00 AM	8:00 AM	-	-	-	-	-	11:00 AM	11:00 AM
12:00 PM									
Volume	319	233	-	-	-	-	-	264.0	264.0
12:00 PM -	5:00 PM	-	-	-	-	-	-	5:00 PM	5:00 PM
12:00 AM									
Volume	533	-	-	-	-	-	-	533.0	533.0

APPENDIX 4

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway: Peekskill Hollow Road
Location: Just E/O Oscawana Lake Rd
Town: Putnam Valley

Site:
Tuesday, 10/14/2008, 12:00:00 AM -
Tuesday, 10/21/2008, 12:00:00 AM

Volume Grand Totals

Average Hourly Volumes	
Westbound - WB	
12:00 AM	17.1
1:00 AM	9.9
2:00 AM	7.7
3:00 AM	7.9
4:00 AM	9.0
5:00 AM	22.9
6:00 AM	74.7
7:00 AM	183.1
8:00 AM	192.0
9:00 AM	242.0
10:00 AM	265.3
11:00 AM	257.1
12:00 PM	253.7
1:00 PM	248.7
2:00 PM	274.6
3:00 PM	265.4
4:00 PM	290.1
5:00 PM	313.3
6:00 PM	270.0
7:00 PM	206.1
8:00 PM	131.4
9:00 PM	145.6
10:00 PM	58.9
11:00 PM	27.4
ADT	3774.0

Study Grand Totals
WB
26418

APPENDIX 4

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway: Peekskill Hollow Road
Location: Just E/O Oscawana Lake Rd
Town: Putnam Valley

Site:

Seven Day Volume, per Channel
Channel: WB- Westbound

Interval Begin	Mon 10/13/2008	Tue 10/14/2008	Wed 10/15/2008	Thu 10/16/2008	Fri 10/17/2008	Sat 10/18/2008	Sun 10/19/2008	Mon - Fri Average	Week Average
12:00 AM	-	9	14	13	27	24	20	15.8	17.8
1:00 AM	-	4	4	3	13	19	20	6.0	10.5
2:00 AM	-	2	6	4	13	10	16	6.3	8.5
3:00 AM	-	6	4	6	11	11	7	6.8	7.5
4:00 AM	-	2	11	7	24	4	8	11.0	9.3
5:00 AM	-	37	20	27	35	6	7	29.8	22.0
6:00 AM	-	94	98	91	106	32	12	97.3	72.2
7:00 AM	-	238	219	230	229	128	45	229.0	181.5
8:00 AM	-	207	216	224	228	126	83	218.8	180.7
9:00 AM	-	339	243	232	278	253	141	273.0	247.7
10:00 AM	-	314	244	180	239	379	176	244.3	255.3
11:00 AM	-	272	199	214	267	415	174	238.0	256.8
12:00 PM	-	322	232	191	305	249	179	262.5	246.3
1:00 PM	-	299	253	232	289	245	158	268.3	246.0
2:00 PM	99	319	305	355	302	224	128	276.0	247.4
3:00 PM	238	280	298	316	290	211	147	284.4	254.3
4:00 PM	255	340	311	371	352	203	146	325.8	282.6
5:00 PM	272	376	363	373	364	184	178	349.6	301.4
6:00 PM	232	298	337	360	303	163	144	306.0	262.4
7:00 PM	145	216	266	261	240	114	109	225.6	193.0
8:00 PM	101	132	160	154	173	117	68	144.0	129.3
9:00 PM	70	133	111	244	326	69	46	176.8	142.7
10:00 PM	42	53	59	51	82	103	33	57.4	60.4
11:00 PM	23	24	21	29	31	40	23	25.6	27.3
Totals	1477	4316	3994	4168	4527	3329	2068	4077.7	3663.0
Peak Hours									
12:00 AM - 12:00 PM Volume	-	9:00 AM 339	10:00 AM 244	9:00 AM 232	9:00 AM 278	11:00 AM 415	10:00 AM 176	9:00 AM 273.0	11:00 AM 256.8
12:00 PM - 12:00 AM Volume	5:00 PM 272	5:00 PM 376	5:00 PM 363	5:00 PM 373	5:00 PM 364	12:00 PM 249	12:00 PM 179	5:00 PM 349.6	5:00 PM 301.4

APPENDIX 4

The RBA Group
 40 Marcus Drive, Suite 201
 Melville, NY 11747

Roadway: Peekskill Hollow Road
 Location: Just E/O Oscawana Lake Rd
 Town: Putnam Valley

Site:

Seven Day Volume, per Channel
 Channel: WB - Westbound

Interval Begin	Mon 10/20/2008	Tue 10/21/2008	Wed 10/22/2008	Thu 10/23/2008	Fri 10/24/2008	Sat 10/25/2008	Sun 10/26/2008	Mon - Fri Average	Week Average
12:00 AM	13	14	-	-	-	-	-	13.5	13.5
1:00 AM	6	10	-	-	-	-	-	8.0	8.0
2:00 AM	3	6	-	-	-	-	-	4.5	4.5
3:00 AM	10	7	-	-	-	-	-	8.5	8.5
4:00 AM	7	9	-	-	-	-	-	8.0	8.0
5:00 AM	28	23	-	-	-	-	-	25.5	25.5
6:00 AM	90	94	-	-	-	-	-	92.0	92.0
7:00 AM	193	196	-	-	-	-	-	194.5	194.5
8:00 AM	260	206	-	-	-	-	-	233.0	233.0
9:00 AM	208	226	-	-	-	-	-	217.0	217.0
10:00 AM	325	204	-	-	-	-	-	264.5	264.5
11:00 AM	259	242	-	-	-	-	-	250.5	250.5
12:00 PM	298	34	-	-	-	-	-	166.0	166.0
1:00 PM	265	-	-	-	-	-	-	265.0	265.0
2:00 PM	289	-	-	-	-	-	-	289.0	289.0
3:00 PM	316	-	-	-	-	-	-	316.0	316.0
4:00 PM	308	-	-	-	-	-	-	308.0	308.0
5:00 PM	355	-	-	-	-	-	-	355.0	355.0
6:00 PM	285	-	-	-	-	-	-	285.0	285.0
7:00 PM	237	-	-	-	-	-	-	237.0	237.0
8:00 PM	116	-	-	-	-	-	-	116.0	116.0
9:00 PM	90	-	-	-	-	-	-	90.0	90.0
10:00 PM	31	-	-	-	-	-	-	31.0	31.0
11:00 PM	24	-	-	-	-	-	-	24.0	24.0
Totals	4016	1271	-	-	-	-	-	3801.5	3801.5
Peak Hours									
12:00 AM - 12:00 PM Volume	10:00 AM 325	11:00 AM 242	-	-	-	-	-	10:00 AM 264.5	10:00 AM 264.5
12:00 PM - 12:00 AM Volume	5:00 PM 355	12:00 PM 34	-	-	-	-	-	5:00 PM 355.0	5:00 PM 355.0

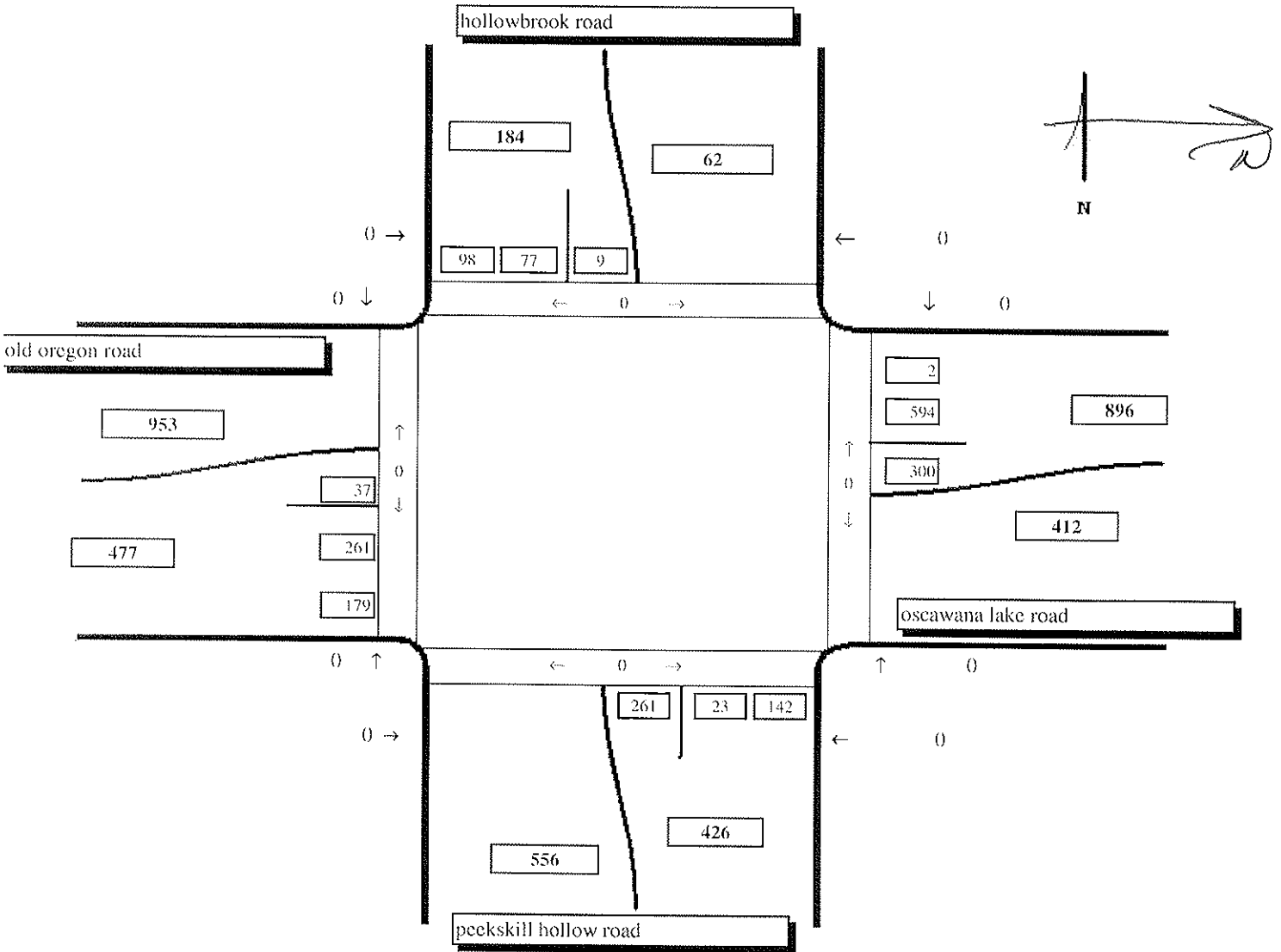
APPENDIX 4

Putnam County
 Town of Putnam Valley
 Traffic Counts

Title1 :
 Title2 :
 Title3 :

Site:
 Date: 12/18/08

Combined
 *Peds not included in table data



APPENDIX 4

Putnam County
Town of Putnam Valley
Traffic Counts

Title1 :
Title2 :
Title3 :

Site:
Date: 12/18/08

Combined
**Peds not included in table data*

Begin Time	Total	hollowbrook road			oscawana lake road			peekskill hollow road			old oregon road		
07:00:00	226	14	14	1	0	58	49	12	2	23	26	23	4
07:15:00	272	17	17	2	1	77	47	38	2	29	21	20	1
07:30:00	247	15	8	0	0	82	31	17	5	23	19	41	6
07:45:00	208	19	8	2	0	56	15	13	1	41	25	24	4
08:00:00	226	14	10	2	0	70	32	9	1	35	21	27	5
08:15:00	262	7	7	1	0	70	49	20	2	34	27	39	6
08:30:00	255	7	5	1	1	80	43	18	3	31	20	42	4
08:45:00	287	5	8	0	0	101	34	15	7	45	20	45	7
1,983		98	77	9	2	594	300	142	23	261	179	261	37

Peak Volume Periods <i>(1 hour Res:15 min.)</i>					
	Period		Peak Period		Volume
AM	05:00:00	To 10:00:00	07:00:00	To 08:00:00	953
Noon	10:00:00	To 15:00:00	NA	To NA	0
PM	15:00:00	To 20:00:00	NA	To NA	0

APPENDIX 4

Putnam County
Town of Putnam Valley
Traffic Counts

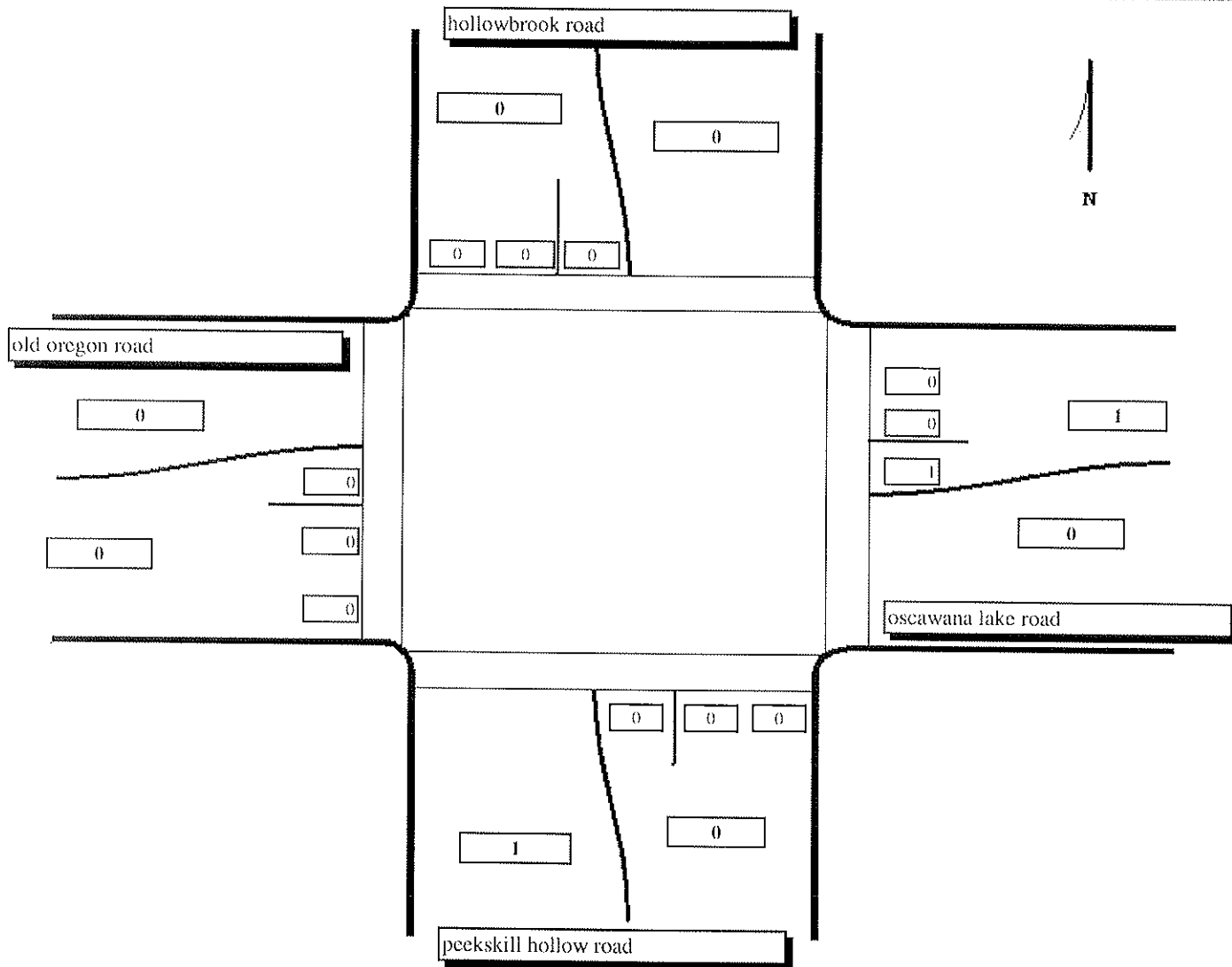
Title1 :
Title2 :
Title3 :

Site:
Date: 12/18/08

Shift A

Begin Time	Total	hollowbrook road			oscawana lake road			peekskill hollow road			old oregon road		
07:00:00	1	0	0	0	0	0	1	0	0	0	0	0	0
07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	0	0	0	0	0	1	0	0	0	0	0	0

Peak Volume Periods (1 hour Res: 15 min.)					
	Period		Peak Period		Volume
AM	05:00:00	To 10:00:00	06:45:00	To 07:45:00	1
Noon	10:00:00	To 15:00:00	NA	To NA	0
PM	15:00:00	To 20:00:00	NA	To NA	0



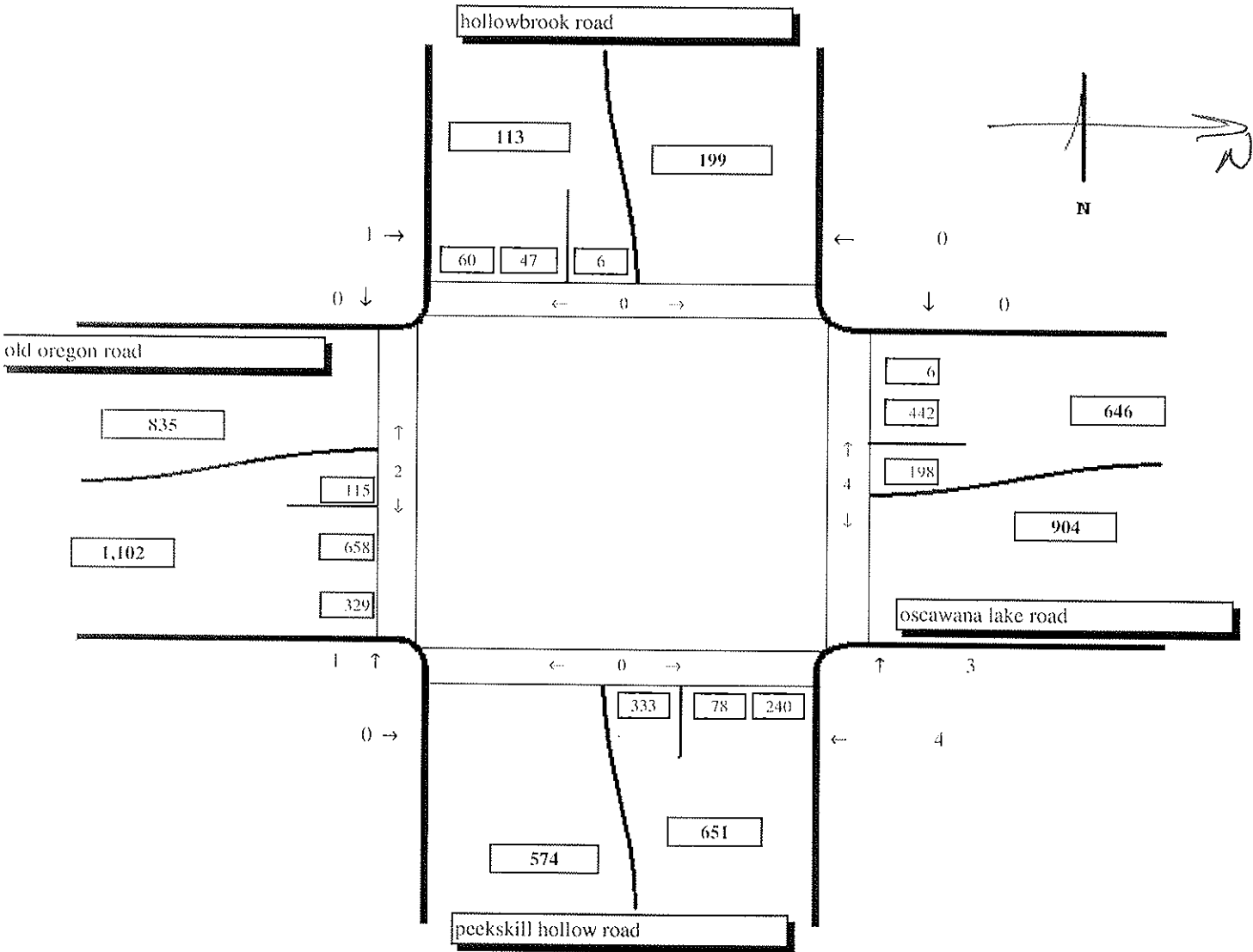
APPENDIX 4

Putnam County
Town of Putnam Valley
Traffic Counts

Title1 :
Title2 :
Title3 :

Site:
Date: 12/18/08

Combined
**Peds not included in table data*



APPENDIX 4

Putnam County
Town of Putnam Valley
Traffic Counts

Title1 :
Title2 :
Title3 :

Site:
Date: 12/18/08

Combined
**Peds not included in table data*

Begin Time	Total	hollowbrook road			osawana lake road			peekskill hollow road			old oregon road		
16:00:00	253	6	8	1	3	53	16	16	8	35	43	51	13
16:15:00	285	10	6	2	0	69	12	27	7	35	42	61	14
16:30:00	326	8	6	2	0	43	25	36	12	40	49	97	8
16:45:00	301	13	5	0	0	61	28	22	5	44	46	65	12
17:00:00	349	10	7	0	1	54	31	32	10	53	36	98	17
17:15:00	345	1	3	0	1	70	20	35	14	46	34	100	21
17:30:00	343	7	8	0	0	45	41	32	13	37	37	107	16
17:45:00	310	5	4	1	1	47	25	40	9	43	42	79	14
	2,512	60	47	6	6	442	198	240	78	333	329	658	115

Peak Volume Periods <i>(1 hour Res: 15 min.)</i>					
	Period		Peak Period		Volume
AM	05:00:00	To 10:00:00	NA	To NA	0
Noon	10:00:00	To 15:00:00	NA	To NA	0
PM	15:00:00	To 20:00:00	17:00:00	To 18:00:00	1,347

APPENDIX 4

Putnam County
Town of Putnam Valley
Traffic Counts

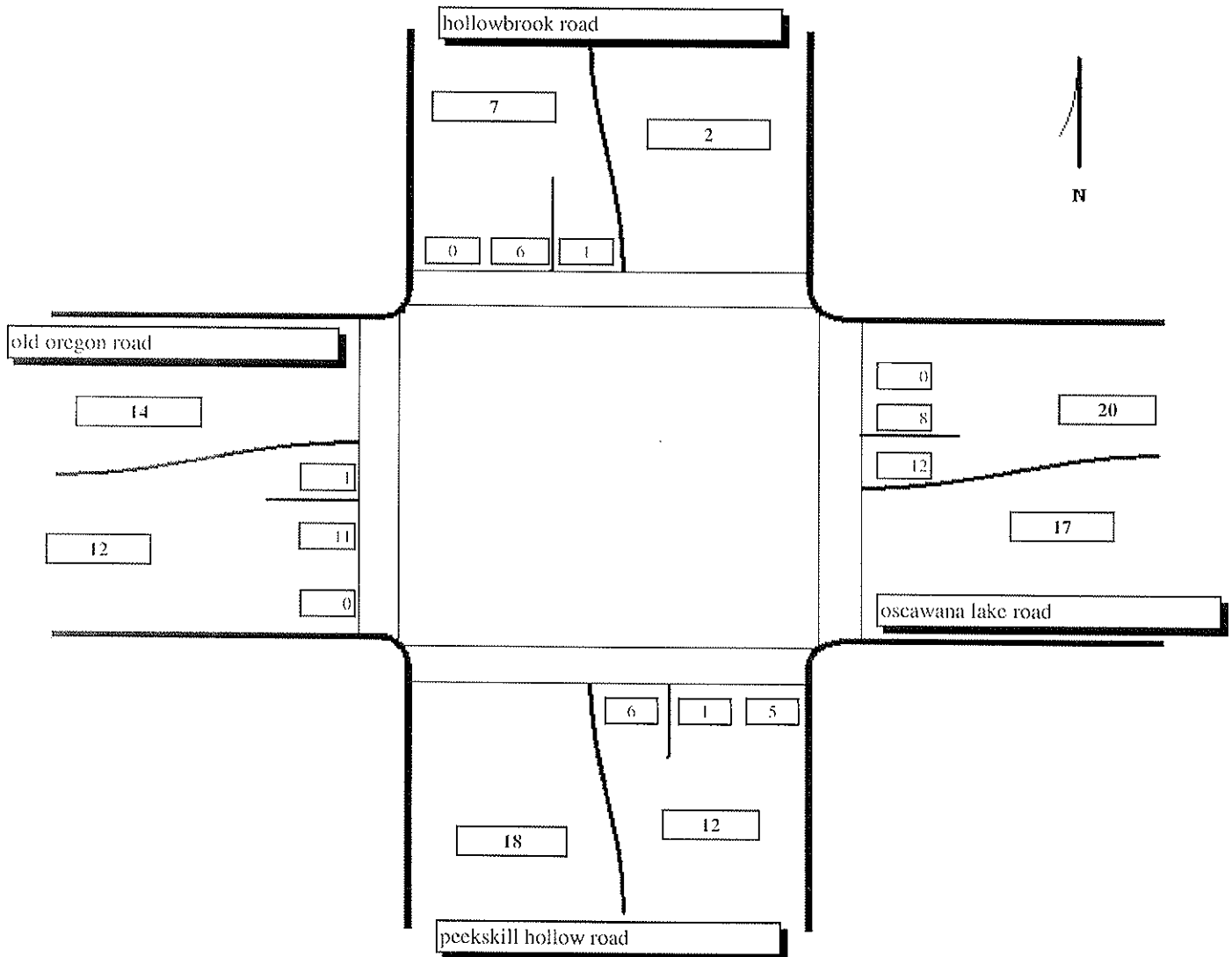
Title1 :
Title2 :
Title3 :

Site:
Date: 12/18/08

Shift A

Begin Time	Total	hollowbrook road			oscawana lake road			peekskill hollow road			old oregon road		
16:00:00	6	0	3	0	0	0	1	0	0	2	0	0	0
16:15:00	5	0	0	1	0	1	0	2	0	1	0	0	0
16:30:00	8	0	0	0	0	3	2	0	0	1	0	2	0
16:45:00	4	0	1	0	0	0	0	1	0	0	0	2	0
17:00:00	4	0	0	0	0	0	1	0	1	0	0	2	0
17:15:00	7	0	0	0	0	0	1	1	0	0	0	4	1
17:30:00	6	0	1	0	0	1	3	0	0	0	0	1	0
17:45:00	11	0	1	0	0	3	4	1	0	2	0	0	0
	51	0	6	1	0	8	12	5	1	6	0	11	1

Peak Volume Periods (1 hour Res: 15 min.)					
	Period		Peak Period		Volume
AM	05:00:00	To 10:00:00	NA	To NA	0
Noon	10:00:00	To 15:00:00	NA	To NA	0
PM	15:00:00	To 20:00:00	17:00:00	To 18:00:00	28



APPENDIX 5

OREGON CORNERS HCS ANALYSIS RESULTS

BACK OF QUEUE WORKSHEET

	Eastbound	Westbound	Northbound	Southbound
LaneGroup	LTR	LTR	LTR	LTR
Init Queue	0.0	0.0	0.0	0.0
Flow Rate	152	340	295	527
So	1900	1900	1900	1900
No.Lanes	1 0	1 0	1 0	1 0
SL	1513	1317	1452	1321
LnCapacity	466	405	782	711
Flow Ratio	0.10	0.26	0.20	0.40
v/c Ratio	0.33	0.84	0.38	0.74
Grn Ratio	0.31	0.31	0.54	0.54
I Factor	1.000	1.000	1.000	1.000
AT or PVG	3	3	3	3
Pltn Ratio	1.00	1.00	1.00	1.00
PF2	1.00	1.00	1.00	1.00
Q1	2.1	5.7	3.1	7.3
kB	0.5	0.5	0.8	0.7
Q2	0.3	2.0	0.5	1.9
Q Average	2.4	7.8	3.5	9.2
Q Spacing	25.0	25.0	25.0	25.0
Q Storage	0	0	0	0
Q S Ratio				
70th Percentile Output:				
FB%	1.3	1.2	1.2	1.2
BOQ	3.0	9.5	4.4	11.2
QSRatio				
85th Percentile Output:				
FB%	1.6	1.5	1.5	1.4
BOQ	3.8	11.3	5.5	13.3
QSRatio				
90th Percentile Output:				
FB%	1.8	1.6	1.7	1.6
BOQ	4.3	12.5	6.2	14.5
QSRatio				
95th Percentile Output:				
FB%	2.2	1.8	2.1	1.8
BOQ	5.3	14.1	7.4	16.2
QSRatio				
98th Percentile Output:				
FB%	2.6	2.0	2.4	1.9
BOQ	6.2	15.6	8.6	17.8
QSRatio				

ERROR MESSAGES

No errors to report.

Analyst: K.GJ. Inter.:
 Agency: The RBA Group Area Type: All other areas
 Date: 12/22/2008 Jurisd:
 Period: PM Peak Year : 2008
 Project ID: Town of Putnam Valley Traffic Pedestrian Access Study
 E/W St: Peekskill Hollow Road N/S St: Oscawana Lake Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	1	0	0	1	0
LGConfig	LTR			LTR			LTR			LTR		
Volume	1	22	23	179	46	139	68	384	149	117	216	3
Lane Width	10.0			12.0			12.0			12.0		
RTOR Vol	0			0			0			0		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0				35.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 65.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	483	1570	0.12	0.31	16.7	B	16.7	B
Westbound								
LTR	448	1455	0.96	0.31	56.2	E	56.2	E
Northbound								
LTR	876	1627	0.78	0.54	18.8	B	18.8	B
Southbound								
LTR	601	1116	0.75	0.54	19.9	B	19.9	B

Intersection Delay = 29.0 (sec/veh) Intersection LOS = C

BACK OF QUEUE WORKSHEET

	Eastbound		Westbound		Northbound		Southbound	
LaneGroup	LTR		LTR		LTR		LTR	
Init Queue	0.0		0.0		0.0		0.0	
Flow Rate	58		431		685		450	
So	1900		1900		1900		1900	
No.Lanes	0	1 0	0	1 0	0	1 0	0	1 0
SL	1570		1455		1627		1116	
LnCapacity	483		448		876		601	
Flow Ratio	0.04		0.30		0.42		0.40	
v/c Ratio	0.12		0.96		0.78		0.75	
Grn Ratio	0.31		0.31		0.54		0.54	
I Factor	1.000		1.000		1.000		1.000	
AT or PVG	3		3		3		3	
Pltn Ratio	1.00		1.00		1.00		1.00	
PF2	1.00		1.00		1.00		1.00	
Q1	0.8		7.7		9.9		6.3	
kB	0.5		0.5		0.8		0.6	
Q2	0.1		4.3		2.7		1.7	
Q Average	0.8		12.0		12.5		8.0	
Q Spacing	25.0		25.0		25.0		25.0	
Q Storage	0		0		0		0	
Q S Ratio								
70th Percentile Output:								
fb%	1.3		1.2		1.2		1.2	
BOQ	1.1		14.5		15.1		9.8	
QSRatio								
85th Percentile Output:								
fb%	1.7		1.4		1.4		1.5	
BOQ	1.4		17.1		17.9		11.7	
QSRatio								
90th Percentile Output:								
fb%	1.9		1.5		1.5		1.6	
BOQ	1.6		18.5		19.3		12.8	
QSRatio								
95th Percentile Output:								
fb%	2.4		1.7		1.7		1.8	
BOQ	2.0		20.3		21.1		14.4	
QSRatio								
98th Percentile Output:								
fb%	3.0		1.8		1.8		2.0	
BOQ	2.5		22.0		22.8		16.1	
QSRatio								

ERROR MESSAGES

No errors to report.

Analyst: jmc Inter.:
 Agency: The RBA Group Area Type: All other areas
 Date: 01/12/09 Jurisd:
 Period: AM Peak Year : 2008+5
 Project ID: Town of Putnam Valley Traffic Pedestrian Access Study
 E/W St: Peekskill Hollow Road N/S St: Oscawana Lake Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	1	1	0	0	1	0	0	1	0
LGConfig	LTR			L TR			LTR			LTR		
Volume	14	69	99	141	21	98	27	132	111	173	333	1
Lane Width	10.0			10.0 10.0			12.0			12.0		
RTOR Vol	0			0			0			0		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	15.0				30.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 55.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

LTR 424 1458 0.53 0.29 21.0 C 21.0 C

Westbound

L 265 912 0.66 0.29 29.1 C
 TR 405 1392 0.35 0.29 17.7 B 24.0 C

Northbound

LTR 883 1566 0.38 0.56 7.9 A 7.9 A

Southbound

LTR 805 1428 0.76 0.56 15.7 B 15.7 B

Intersection Delay = 16.5 (sec/veh) Intersection LOS = B

APPENDIX 5

BACK OF QUEUE WORKSHEET

	Eastbound		Westbound		Northbound		Southbound	
LaneGroup	LTR		L	TR	LTR		LTR	
Init Queue	0.0		0.0	0.0	0.0		0.0	
Flow Rate	224		174	140	333		610	
So	1900		1900	1900	1900		1900	
No. Lanes	0	1 0	1	1 0	0	1 0	0	1 0
SL	1458		912	1392	1566		1428	
LnCapacity	424		265	405	883		805	
Flow Ratio	0.15		0.19	0.10	0.21		0.43	
v/c Ratio	0.53		0.66	0.35	0.38		0.76	
Gm Ratio	0.29		0.29	0.29	0.56		0.56	
L Factor	1.000		1	1.000	1.000		1.000	
AT or PVG	3		3	3	3		3	
Pltn Ratio	1.00		1.00	1.00	1.00		1.00	
PF2	1.00		1.00	1.00	1.00		1.00	
Q1	2.9		2.3	1.7	2.8		7.1	
kB	0.4		0.3	0.4	0.7		0.7	
Q2	0.5		0.6	0.2	0.4		2.0	
Q Average	3.4		2.9	1.9	3.3		9.1	
Q Spacing	20.0		20.0	20.0	20.0		20.0	
Q Storage	0		225	0	0		0	
Q S Ratio			0.3					
70th Percentile Output:								
FB%	1.3		1.3	1.3	1.3		1.2	
BOQ	4.2		3.7	2.4	4.1		11.1	
QSRatio			0.3					
85th Percentile Output:								
FB%	1.6		1.6	1.6	1.6		1.4	
BOQ	5.2		4.6	3.1	5.1		13.2	
QSRatio			0.4					
90th Percentile Output:								
FB%	1.8		1.8	1.8	1.8		1.6	
BOQ	5.9		5.2	3.5	5.7		14.4	
QSRatio			0.5					
95th Percentile Output:								
FB%	2.1		2.2	2.3	2.1		1.8	
BOQ	7.1		6.3	4.4	6.9		16.0	
QSRatio			0.6					
98th Percentile Output:								
FB%	2.5		2.5	2.7	2.5		1.9	
BOQ	8.3		7.4	5.2	8.1		17.7	
QSRatio			0.7					

ERROR MESSAGES

No errors to report.

Analyst: jmc Inter.:
 Agency: The RBA Group Area Type: All other areas
 Date: 01/12/09 Jurisd:
 Period: PM Peak Year : 2008+5
 Project ID: Town of Putnam Valley Traffic Pedestrian Access Study
 E/W St: Peekskill Hollow Road N/S St: Oscawana Lake Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	1	1	0	0	1	0	0	1	0
LGConfig	LTR			L TR			LTR			LTR		
Volume	15	26	28	198	54	153	81	424	164	129	238	3
Lane Width	10.0			10.0 10.0			12.0			12.0		
RTOR Vol	0			0			0			0		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	15.0				30.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 55.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

LTR 433 1489 0.20 0.29 15.7 B 15.7 B

Westbound

L 326 1120 0.72 0.29 30.6 C
 TR 418 1437 0.53 0.29 21.0 C 26.0 C

Northbound

LTR 925 1642 0.77 0.56 15.3 B 15.3 B

Southbound

LTR 702 1246 0.57 0.56 11.1 B 11.1 B

Intersection Delay = 17.3 (sec/veh) Intersection LOS = B

APPENDIX 5

BACK OF QUEUE WORKSHEET

	Eastbound	Westbound		Northbound	Southbound
LaneGroup	LTR	L	TR	LTR	LTR
Init Queue	0.0	0.0	0.0	0.0	0.0
Flow Rate	86	236	220	711	402
So	1900	1900	1900	1900	1900
No. Lanes	1 0	1 1 0	0	1 0	1 0
SL	1489	1120	1437	1642	1246
LnCapacity	433	326	418	925	702
Flow Ratio	0.06	0.21	0.15	0.43	0.32
v/c Ratio	0.20	0.72	0.53	0.77	0.57
Grn Ratio	0.29	0.29	0.29	0.56	0.56
I Factor	1.000	1.000		1.000	1.000
AT or PVG	3	3	3	3	3
Pltn Ratio	1.00	1.00	1.00	1.00	1.00
PF2	1.00	1.00	1.00	1.00	1.00
Q1	1.0	3.2	2.8	8.4	4.0
kb	0.5	0.4	0.4	0.8	0.6
Q2	0.1	0.9	0.5	2.3	0.8
Q Average	1.1	4.1	3.3	10.7	4.8
Q Spacing	20.0	20.0	20.0	20.0	20.0
Q Storage	0	225	0	0	0
Q S Ratio		0.4			
70th Percentile Output:					
FB%	1.3	1.2	1.3	1.2	1.2
BOQ	1.4	5.1	4.1	13.0	5.9
QSRatio		0.5			
85th Percentile Output:					
FB%	1.6	1.5	1.6	1.4	1.5
BOQ	1.8	6.3	5.1	15.4	7.3
QSRatio		0.6			
90th Percentile Output:					
FB%	1.9	1.7	1.8	1.6	1.7
BOQ	2.1	7.1	5.8	16.7	8.1
QSRatio		0.6			
95th Percentile Output:					
FB%	2.4	2.0	2.1	1.7	2.0
BOQ	2.6	8.4	7.0	18.4	9.5
QSRatio		0.7			
98th Percentile Output:					
FB%	2.9	2.4	2.5	1.9	2.3
BOQ	3.2	9.7	8.2	20.1	10.9
QSRatio		0.9			

ERROR MESSAGES

No errors to report.

Analyst: jmc
 Agency: The RBA Group
 Date: 01/12/09
 Period: AM Peak
 Project ID: Town of Putnam Valley Traffic Pedestrian Access Study
 E/W St: Peekskill Hollow Road

Inter.:
 Area Type: All other areas
 Jurisd:
 Year : 2008+10
 N/S St: Oscawana Lake Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	1	1	0	0	1	0	0	1	0
LGConfig	LTR			L TR			LTR			LTR		
Volume	14	69	99	141	21	98	27	132	111	173	333	1
Lane Width	10.0			10.0			12.0			12.0		
RTOR Vol	0			0			0			0		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left	P		
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
WB Left	P				SB Left	P		
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	17.5				32.5			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	455	1475	0.49	0.31	20.7	C	20.7	C
Westbound								
L	282	915	0.62	0.31	27.5	C		
TR	435	1412	0.32	0.31	17.9	B	23.2	C
Northbound								
LTR	875	1567	0.38	0.56	8.7	A	8.7	A
Southbound								
LTR	793	1420	0.77	0.56	17.3	B	17.3	B

Intersection Delay = 17.1 (sec/veh) Intersection LOS = B

APPENDIX 5

BACK OF QUEUE WORKSHEET

	Eastbound		Westbound		Northbound		Southbound		
LaneGroup	LTR		L	TR	LTR		LTR		
Init Queue	0.0		0.0	0.0	0.0		0.0		
Flow Rate	224		174	140	333		610		
So	1900		1900	1900	1900		1900		
No. Lanes	1	0	1	1	0	1	0	1	0
SI	1475		915	1412	1567		1420		
LnCapacity	455		282	435	875		793		
Flow Ratio	0.15		0.19	0.10	0.21		0.43		
v/c Ratio	0.49		0.62	0.32	0.38		0.77		
Grn Ratio	0.31		0.31	0.31	0.56		0.56		
I Factor	1.000		1.000		1.000		1.000		
AT or PVG	3		3	3	3		3		
Pltn Ratio	1.00		1.00	1.00	1.00		1.00		
PF2	1.00		1.00	1.00	1.00		1.00		
Q1	3.0		2.5	1.8	3.1		7.9		
kB	0.5		0.4	0.5	0.8		0.7		
Q2	0.5		0.5	0.2	0.5		2.2		
Q Average	3.5		3.0	2.0	3.6		10.1		
Q Spacing	20.0		20.0	20.0	20.0		20.0		
Q Storage	0		225	0	0		0		
Q S Ratio			0.3						
70th Percentile Output:									
FB%	1.2		1.3	1.3	1.2		1.2		
BOQ	4.4		3.8	2.6	4.5		12.2		
QSRatio			0.3						
85th Percentile Output:									
FB%	1.5		1.6	1.6	1.5		1.4		
BOQ	5.4		4.7	3.2	5.6		14.5		
QSRatio			0.4						
90th Percentile Output:									
FB%	1.7		1.8	1.8	1.7		1.6		
BOQ	6.1		5.4	3.7	6.3		15.8		
QSRatio			0.5						
95th Percentile Output:									
FB%	2.1		2.1	2.3	2.1		1.7		
BOQ	7.4		6.5	4.6	7.5		17.5		
QSRatio			0.6						
98th Percentile Output:									
FB%	2.4		2.5	2.7	2.4		1.9		
BOQ	8.6		7.6	5.5	8.7		19.2		
QSRatio			0.7						

ERROR MESSAGES

No errors to report.

Analyst: jmc Inter.:
 Agency: The RBA Group Area Type: All other areas
 Date: 01/12/09 Jurisd:
 Period: PM Peak Year : 2008+10
 Project ID: Town of Putnam Valley Traffic Pedestrian Access Study
 E/W St: Peekskill Hollow Road N/S St: Oscawana Lake Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	1	1	0	0	1	0	0	1	0
LGConfig	LTR			L TR			LTR			LTR		
Volume	15	29	31	218	59	169	89	468	182	143	263	4
Lane Width	10.0			10.0 10.0			12.0			12.0		
RTOR Vol	0			0			0			0		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left	P		
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
WB Left	P				SB Left	P		
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
NB Right					EB Right			
SE Right					WB Right			
Green	16.0				34.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

LTR 424 1497 0.23 0.28 17.7 B 17.7 B

Westbound

L 324 1142 0.80 0.28 38.6 D
 TR 409 1445 0.59 0.28 24.8 C 31.9 C

Northbound

LTR 949 1627 0.83 0.58 18.4 B 18.4 B

Southbound

LTR 681 1168 0.65 0.58 13.3 B 13.3 B

Intersection Delay = 20.8 (sec/veh) Intersection LOS = C

APPENDIX 5

BACK OF QUEUE WORKSHEET

	Eastbound	Westbound		Northbound	Southbound
LaneGroup	LTR	L	TR	LTR	LTR
Init Queue	0.0	0.0	0.0	0.0	0.0
Flow Rate	96	260	243	787	445
So	1900	1900	1900	1900	1900
No. Lanes	1 0	1 1 0	0	1 0	1 0
SL	1497	1142	1445	1627	1168
LnCapacity	424	324	409	949	681
Flow Ratio	0.06	0.23	0.17	0.48	0.38
v/c Ratio	0.23	0.80	0.59	0.83	0.65
Grn Ratio	0.28	0.28	0.28	0.58	0.58
I Factor	1.000		1.000	1.000	1.000
AT or PVG	3	3	3	3	3
Pltn Ratio	1.00	1.00	1.00	1.00	1.00
PF2	1.00	1.00	1.00	1.00	1.00
Q1	1.2	4.0	3.5	10.6	5.0
kB	0.5	0.4	0.5	0.8	0.7
Q2	0.1	1.4	0.7	3.4	1.2
Q Average	1.4	5.4	4.1	14.0	6.2
Q Spacing	20.0	20.0	20.0	20.0	20.0
Q Storage	0	225	0	0	0
Q S Ratio		0.5			
70th Percentile Output:					
FB%	1.3	1.2	1.2	1.2	1.2
BOQ	1.7	6.6	5.2	16.9	7.6
QSRatio		0.6			
85th Percentile Output:					
FB%	1.6	1.5	1.5	1.4	1.5
BOQ	2.2	8.1	6.3	19.9	9.2
QSRatio		0.7			
90th Percentile Output:					
FB%	1.9	1.7	1.7	1.5	1.6
BOQ	2.6	9.0	7.1	21.5	10.2
QSRatio		0.8			
95th Percentile Output:					
FB%	2.4	1.9	2.0	1.7	1.9
BOQ	3.2	10.4	8.4	23.3	11.7
QSRatio		0.9			
98th Percentile Output:					
FB%	2.8	2.2	2.4	1.8	2.1
BOQ	3.9	11.9	9.8	25.1	13.2
QSRatio		1.1			

ERROR MESSAGES

No errors to report.

Analyst: jmc
 Agency: The RBA Group
 Date: 01/12/09
 Period: AM Peak
 Project ID: Town of Putnam Valley Traffic Pedestrian Access Study
 E/W St: Peekskill Hollow Road

Inter.:
 Area Type: All other areas
 Jurisd:
 Year : 2008+20
 N/S St: Oscawana Lake Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	1	1	0	1	1	1	1	1	0
LGConfig	LTR			L	TR		L	T	R	L	TR	
Volume	15	82	117	172	24	119	31	160	135	211	406	1
Lane Width	10.0			10.0	10.0		12.0	12.0	12.0	10.0	10.0	
RTOR Vol	0			0			0			0		

Duration 0.25 Area Type: All other areas
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left	P		
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
WB Left	P				SB Left	P		
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	19.7				26.3			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 56.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	557	1506	0.47	0.37	16.4	B	16.4	B
Westbound								
L	343	927	0.62	0.37	22.5	C		
TR	535	1448	0.31	0.37	14.1	B	18.8	B
Northbound								
L	310	660	0.12	0.47	9.2	A		
T	895	1836	0.22	0.49	8.8	A	9.2	A
R	701	1492	0.24	0.47	9.7	A		
Southbound								
L	503	1032	0.52	0.49	13.6	B		
TR	852	1747	0.60	0.49	13.4	B	13.5	B

Intersection Delay = 14.1 (sec/veh) Intersection LOS = B

APPENDIX 5

Analyst: K.GJ.
 Agency: The RBA Group
 Date: 12/22/2008
 Period: AM Peak
 Project ID: Town of Putnam Valley Traffic Pedestrian Access Study
 E/W St: Peekskill Hollow Road

Inter.:
 Area Type: All other areas
 Jurisd:
 Year : 2008
 N/S St: Oscawana Lake Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	1	0	0	1	0
LGConfig	LTR			LTR			LTR			LTR		
Volume	5	47	65	116	10	80	15	108	91	142	273	1
Lane Width	10.0			12.0			12.0			12.0		
RTOR Vol	0			0			0			0		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0				35.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 65.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	466	1513	0.33	0.31	19.2	B	19.2	B
Westbound								
LTR	405	1317	0.84	0.31	39.5	D	39.5	D
Northbound								
LTR	782	1452	0.38	0.54	10.1	B	10.1	B
Southbound								
LTR	711	1321	0.74	0.54	18.4	B	18.4	B

Intersection Delay = 22.1 (sec/veh) Intersection LOS = C

BACK OF QUEUE WORKSHEET

LaneGroup	Eastbound		Westbound		Northbound			Southbound	
	LTR		L	TR	L	T	R	L	TR
Init Queue	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Flow Rate	264		212	168	38	198	167	260	508
So	1900		1900	1900	1900	1900	1900	1900	1900
No.Lanes	1	0	1	1	0	1	1	1	0
SL	1506		927	1448	660	1836	1492	1032	1747
LnCapacity	557		343	535	310	895	701	503	852
Flow Ratio	0.18		0.23	0.12	0.06	0.11	0.11	0.25	0.29
v/c Ratio	0.47		0.62	0.31	0.12	0.22	0.24	0.52	0.60
Grn Ratio	0.37		0.37	0.37	0.47	0.49	0.47	0.49	0.49
I Factor	1.000			1.000		1.000			1.000
AT or PVG	3		3	3	3	3	3	3	3
Pltn Ratio	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF2	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1	3.1		2.7	1.9	0.3	1.8	1.6	2.8	5.7
kB	0.5		0.4	0.5	0.4	0.8	0.6	0.5	0.7
Q2	0.5		0.6	0.2	0.1	0.2	0.2	0.5	1.1
Q Average	3.6		3.3	2.1	0.4	2.0	1.8	3.3	6.8
Q Spacing	20.0		20.0	20.0	25.0	20.0	25.0	25.0	20.0
Q Storage	0		225	0	275	0	275	150	0
Q S Ratio			0.3		0.0		0.2	0.6	
70th Percentile Output:									
FB%	1.2		1.3	1.3	1.3	1.3	1.3	1.3	1.2
BOQ	4.5		4.1	2.7	0.5	2.5	2.2	4.1	8.3
QSRatio			0.4		0.0		0.2	0.7	
85th Percentile Output:									
FB%	1.5		1.6	1.6	1.7	1.6	1.6	1.6	1.5
BOQ	5.6		5.1	3.4	0.6	3.2	2.8	5.1	10.0
QSRatio			0.5		0.1		0.3	0.9	
90th Percentile Output:									
FB%	1.7		1.8	1.8	2.0	1.8	1.9	1.8	1.6
BOQ	6.3		5.8	3.8	0.8	3.6	3.2	5.8	11.0
QSRatio			0.5		0.1		0.3	1.0	
95th Percentile Output:									
FB%	2.1		2.1	2.3	2.5	2.3	2.3	2.1	1.9
BOQ	7.6		7.0	4.7	1.0	4.5	4.0	7.0	12.6
QSRatio			0.6		0.1		0.4	1.2	
98th Percentile Output:									
FB%	2.4		2.5	2.7	3.1	2.7	2.8	2.5	2.1
BOQ	8.8		8.2	5.7	1.2	5.4	4.8	8.2	14.1
QSRatio			0.7		0.1		0.4	1.4	

ERROR MESSAGES

No errors to report.

Analyst: jmc

Agency: The RBA Group

Date: 01/12/09

Period: PM Peak

Project ID: Town of Putnam Valley Traffic Pedestrian Access Study

E/W St: Peekskill Hollow Road

Inter.:

Area Type: All other areas

Jurisd:

Year : 2008+20

N/S St: Oscawana Lake Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	1	1	0	1	1	1	1	1	0
LGConfig	LTR			L	TR		L	T	R	L	TR	
Volume	15	35	37	266	71	207	107	571	221	174	321	4
Lane Width	10.0			10.0	10.0		12.0	12.0	12.0	10.0	10.0	
RTOR Vol	0			0			0			0		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	16.2				29.8			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 56.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	444	1447	0.29	0.31	16.4	B	16.4	B
Westbound								
L	358	1167	0.86	0.31	41.4	D		
TR	453	1475	0.65	0.31	24.0	C	32.9	C
Northbound								
L	471	886	0.24	0.53	8.3	A		
T	1040	1891	0.58	0.55	10.7	B	9.8	A
R	824	1548	0.29	0.53	8.1	A		
Southbound								
L	288	523	0.85	0.55	36.4	D		
TR	978	1778	0.43	0.55	8.8	A	19.0	B

Intersection Delay = 18.7 (sec/veh) Intersection LOS = B

BACK OF QUEUE WORKSHEET

LaneGroup	Eastbound		Westbound		Northbound			Southbound	
	LTR		L	TR	L	T	R	L	TR
Init Queue	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Flow Rate	127		309	296	114	607	235	245	422
So	1900		1900	1900	1900	1900	1900	1900	1900
No.Lanes	1	0	1	1	1	1	1	1	1
SL	1447		1167	1475	886	1891	1548	523	1778
LnCapacity	444		358	453	471	1040	824	288	978
Flow Ratio	0.09		0.26	0.20	0.13	0.32	0.15	0.47	0.24
v/c Ratio	0.29		0.86	0.65	0.24	0.58	0.29	0.85	0.43
Grn Ratio	0.31		0.31	0.31	0.53	0.55	0.53	0.55	0.55
I Factor	1.000			1.000		1.000			1.000
AT or PVG	3		3	3	3	3	3	3	3
Pltn Ratio	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF2	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1	1.5		4.5	4.0	1.0	6.3	2.0	3.2	3.9
kB	0.5		0.4	0.5	0.5	0.8	0.7	0.3	0.8
Q2	0.2		1.9	0.9	0.2	1.2	0.3	1.5	0.6
Q Average	1.7		6.5	4.8	1.1	7.4	2.3	4.7	4.5
Q Spacing	20.0		20.0	20.0	25.0	20.0	25.0	20.0	20.0
Q Storage	0		225	0	275	0	275	150	0
Q S Ratio			0.6		0.1		0.2	0.6	
70th Percentile Output:									
FB%	1.3		1.2	1.2	1.3	1.2	1.3	1.2	1.2
BOQ	2.1		7.9	6.0	1.4	9.1	2.9	5.9	5.6
QSRatio			0.7		0.1		0.3	0.8	
85th Percentile Output:									
FB%	1.6		1.5	1.5	1.6	1.5	1.6	1.5	1.5
BOQ	2.7		9.6	7.3	1.8	10.9	3.7	7.2	6.8
QSRatio			0.9		0.2		0.3	1.0	
90th Percentile Output:									
FB%	1.9		1.6	1.7	1.9	1.6	1.8	1.7	1.7
BOQ	3.1		10.6	8.2	2.1	12.0	4.2	8.0	7.6
QSRatio			0.9		0.2		0.4	1.1	
95th Percentile Output:									
FB%	2.3		1.9	2.0	2.4	1.8	2.2	2.0	2.0
BOQ	3.9		12.1	9.6	2.7	13.5	5.1	9.4	9.0
QSRatio			1.1		0.2		0.5	1.3	
98th Percentile Output:									
FB%	2.8		2.1	2.3	2.9	2.0	2.6	2.3	2.3
BOQ	4.7		13.6	11.0	3.2	15.1	6.1	10.8	10.4
QSRatio			1.2		0.3		0.6	1.4	

ERROR MESSAGES

No errors to report.

APPENDIX 6
POTENTIAL FUNDING SOURCES

Potential Funding Sources

As a strategy for securing funding, it is recommended that interested Towns, Villages or the County approach agencies/organizations that may be able to provide the funding needed to implement the improvements recommended in this report. Funding for capital improvements may be sought from the following sources:

- NYSDOT - State Funding
 - Multi-Modal funds
 - NYS Transportation Bond-Act funds
 - Local Aid funding
- NYSDOT/NYMTC - Federal SAFETEA-LU Funding
 - Straight STP funds
 - CMAQ program
 - High Priority Project (requires intervention by local Congressional or Senate representative)
 - Transportation Enhancements Program
 - Hazard Elimination Program
- NYSDHCR - New York State Main Street Program
- NYSDHCR - CDBG funding
- Governors Traffic Safety Committee
- Robert Wood Johnson Foundation - Active Living By Design
- General Mills Foundation - Champions Youth Nutrition and Fitness Program

New York State Department of Transportation (NYSDOT) - State Funding

NYSDOT may elect to fully or partially fund projects with State money or they may steer the project toward federal funding. One internal SDOT program that many of the Regional offices participate in is the 'Local Aid' program. This program may make use of State funds or Federal funds but it is up to the owner of the roadway in question to contact the SDOT regional office and request financial assistance in making the desired improvements.

For more information about NYSDOT funding, please contact the Region 8 Office at 845-431-5750 or visit the Region 8 website at www.nysdot.gov/programs-services.

NYSDOT/NYMTC - Federal SAFETEA-LU Funding

Given the scale and scope of the improvements recommended in this report, the most likely of the many sources listed above is SAFETEA-LU funds available through NYSDOT/NYMTC (for more on federal transportation funds, see the following two sections describing the history of the ISTEA/TEA-21 and the current status of the SAFETEA-LU program). A large amount of money will be spent on transportation improvements in the coming years. Some of it will be New York State tax levy dollars, but most large capital road improvements will be paid for with SAFETEA-LU funds. The federal money deriving from SAFETEA-LU will flow directly from the federal government to NYSDOT but under the oversight of the local Metropolitan Planning Organization (MPO) whose responsibility it is to track the expenditure of these large sums of federal transportation dollars. The MPO for Putnam County is the New York Metropolitan Transportation Council (NYMTC).

For more information about NYMTC funding, please contact NYMTC at 212-383-7200 or visit the NYMTC website at www.nymtc.org.

Most of the SAFETEA-LU funds will be spent by NYSDOT on the State's many transportation needs at SDOT's sole discretion, meaning that local municipal government and other groups do not have direct access to the vast majority of these funds. That is not to suggest, however, that the process by which these funds are allocated to specific projects and programs is not transparent and open to public review. All projects receiving federal funds are listed and described in the region's Transportation Improvement Program (TIP). Two of the programs through which these funds are distributed, however, TEP and CMAQ, are open to local agencies directly via a competitive application process. Funding from both of these programs require a 20% local match (typically, not always). There may, however, be an opportunity to use money obtained from non-federal sources such as the New York Main Street Program or the Robert Wood Johnson Foundation as the local match for CMAQ or TEP funding. Frequently political discretionary funds are used as the local match for projects of this type when local agency funds are not available.

ISTEA/TEA-21 - A Brief History

The Transportation Equity Act for the 21st Century TEA-21, was the name given Federal legislation (Public Law 105-178) which authorized Federal highway, highway safety, transit and other surface transportation programs. The bill was signed into law on June 9, 1998, and covered the period of October 1, 1997 through September 30, 2003. TEA-21 was the succeeding legislation to the Intermodal Surface Transportation Efficiency Act (ISTEA: Public Law 102-240) as the ISTEA legislation - a landmark piece of transportation legislation - expired on September 30, 1997.

TEA-21 built on the initiatives established in ISTEA. It continued most of ISTEA's programs and policies and maintained ISTEA's emphasis on local involvement in transportation decision-making. TEA-21 was historic in a number of ways:

- It was the largest public works bill in history when passed, authorizing (making available) nearly \$218 billion in Federal funding for highway, highway safety and other programs over six years.
- It changed Federal budget rules such that Federal highway, highway safety and transit programs were guaranteed minimum funding levels of about \$198 billion over six years. Prior to TEA-21, funding for surface transportation programs was one priority among many competing for Federal budget dollars. Under the new budget rules, guaranteed funding amounts for highway and highway safety programs were tied to actual Highway Trust Fund (HTF) Highway Account receipts, to be used for projects eligible for funding under the highway and highway safety portions of TEA-21. Transit funds were guaranteed at a selected fixed amount over the six years, to be used for projects eligible to receive transit funding. (Note: The Highway Trust Fund (HTF) was established in 1956 as a means of financing highway projects. While it has changed over time, this fund continues to be supported by fees levied on highway users - including fuel, tire, truck and use taxes, and used to fund highway and transit programs.)
- TEA-21 provided a 42 percent increase in Highway authorizations from ISTEA levels, and a 31 percent increase in Transit authorizations from ISTEA levels.
- Funding for surface transportation programs is a two-step process. Authorizing legislation (such as TEA-21) lays out the program structure for the maximum levels of funding available over a period of several years (recently, six). However, before funds are actually available, they must be appropriated (made available for expenditure) by Congress in the annual appropriations process. Because not all of the funding which is authorized (made

available) is actually appropriated (provided to the states for expenditure), guaranteed funding is significant. Under ISTEA, while nearly all of the authorized highway funding was actually distributed to the states, about three quarters of the transit funding authorized was distributed. Looking at guaranteed funding levels only, TEA-21 provided a 37% increase in highway funding over ISTEA distributions, and a 51% increase in transit funding over ISTEA distributions.

- TEA-21 included a "minimum guarantee" provision for the distribution of highway funds. Each state was guaranteed to receive at least 90.5% of its percentage share of contributions to the Highway Account of the Highway Trust Fund (HTF) based on the most recent data available at the time of apportionment (distribution). This provision in TEA-21 essentially consolidated the several categories of equity adjustments in ISTEA. There is no minimum guarantee provision for the distribution of transit funds

SAFETEA-LU - The Current Federal Transportation Authorization

On August 10, 2005 President George W. Bush signed into law the \$286.4 billion surface transportation authorizing legislation, called Safe Accountable Flexible Efficient Transportation Equity Act - a Legacy for Users (SAFETEA-LU). Highway funding for Fiscal Years 2004-2009 totals approximately \$228 billion, as opposed to \$173 billion in the previous bill (TEA-21). Transit funding totals \$52 billion as opposed to \$41.2 billion in TEA-21. The New York State delegation was able to keep the Minimum Guarantee at 90.5% for the first two years and the Minimum Guarantee does not go beyond 92%. There was a major effort to increase the Minimum Guarantee to 95%, which would have severely impacted New York.

New York is slated to receive \$10.066 billion in highway funds and \$6.477 billion in transit funds for the period of the bill (2004-2009). New York highways will average \$1.678 billion and its transit systems will average \$1.08 billion for each year of the bill.

Of note - the bill provides for the establishment of a National Surface Transportation Policy and Revenue Study Commission which was a high priority for New York State and also designates I-87 and the East-West Corridor as ISTEA High Priority Corridors which would make them eligible for future federal funding.

Congress is now working on new transportation authorization to continue when SAFETEA-LU expires, which will be called Clean Low-Emissions Affordable New Transportation Equity Act (CLEAN TEA). This funding is likely to include a larger share of funding for green transportation than previous bills, including transit, bicycle and pedestrian improvements.

STP - Surface Transportation Program

Approximately 32.5 billion dollars worth of STP funds has flown directly to the various State Departments of Transportation (SDOT's) around the country over the past five years. The amount that each State gets is based on a formula that takes into account population and other factors. According to USDOT, "The Surface Transportation Program provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, *transit capital projects, and intercity and intercity bus terminals and facilities*".

STP NATIONAL ALLOCATION

Year	2005	2006	2007	2008	2009
Authorization*	\$6,860M	\$6,270M	\$6,370M	\$6,473M	\$6,577M

In practice the majority of STP funds are used to maintain and improve roads within a given State that are on the National Highway System (NHS) such as limited access interstate highways and/or State owned and maintained roads. With the NHS basically complete in most locations however (particularly true in the Northeastern United States) a sizable chunk of the STP money may be used for design and implementation of the type of improvements described in this report. There is no formal application process by which a local municipality may request straight STP funds for a local improvement project. A local municipality may typically, however, apply for 'local aid' from their NYSDOT Regional Office for a local improvement project. From which pot of money the Regional office chooses to pull funding for the project, however, is up to NYSDOT.

All STP project categories previously eligible under ISTEA/TEA-21 continue and are restated in SAFETEA-LU. New eligible project categories include:

- Advanced truck stop electrification systems.
- Projects relating to intersections that: have disproportionately high accident rates; have high congestion; and are located on a Federal-aid highway.
- Environmental restoration and pollution abatement - on a 4R project the expenditures for this activity may not exceed 20 percent of the total cost of the project.
- Control of terrestrial and aquatic noxious weeds and establishment of native species.

Starting in 2006 and thereafter:

- The Safety setaside is eliminated as the new Highway Safety Improvement Program takes over the funding of the safety programs.
- The TEP setaside is modified to be the greater of 10% of the State's STP apportionment or the dollar amount of the TEP setaside for the State.
- 62.5 percent of the amount remaining after the TEP setaside is divided among sub-State areas based on population. [1113(b)] The Federal share is generally 80 percent, subject to the sliding scale adjustment. When the funds are used for Interstate projects to add high occupancy vehicle or auxiliary lanes, but not other lanes, the Federal share may be 90 percent, also subject to the sliding scale adjustment. Certain safety improvements listed in 23 USC 120(c) have a Federal share of 100 percent.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

CMAQ provides approximately 8.6 billion dollars in funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM- 10, PM-2.5) which reduce transportation related emissions. While often associated with programs such as vehicle fleet conversion to alternative fuels and the like, CMAQ funds have also frequently been used by municipalities to pay for capital improvements that support a mode-shift from auto use to non-polluting forms of 'alternative' transportation such as bicycling and walking.

CMAQ NATIONAL ALLOCATION

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Year	2005	2006	2007	2008	2009
Authorization*	\$1,667M	\$1,694M	\$1,721M	\$1,749M	\$1,777M

Funds are subject to the overall Federal-aid obligation limitation. Funds are apportioned according to a formula based on population and severity of pollution in ozone and carbon monoxide areas, similar to the formula under TEA-21, but weighting factors have been revised under SAFETEA-LU.

A State may transfer CMAQ funds to its Surface Transportation, National Highway System, Interstate Maintenance, Bridge, Highway Safety Improvement, and/or Recreational Trails apportionment. The amount that may be transferred may not exceed 50% of the amount by which the State's CMAQ apportionment for the fiscal year exceeds the amount the State would have been apportioned if the program had been funded at \$1.35 billion annually. 23 USC 126(c).

States and MPOs will give priority in distributing funds for projects and programs to diesel retrofits and other cost-effective emission reduction activities, and cost-effective congestion mitigation activities that provide air quality benefits.

Eligibility is expanded to include projects and programs that:

- Establish or operate advanced truck stop electrification systems
- Improve transportation systems management and operations that mitigate congestion and improve air quality
- Involve the purchase of integrated, interoperable emergency communications equipment
- Involve the purchase of diesel retrofits that are for motor vehicles or non-road vehicles and non-road engines used in construction projects located in ozone or particulate matter non-attainment or maintenance areas and funded under 23 USC
- Conduct outreach activities that provide assistance to diesel equipment and vehicle owners and operators regarding the purchase and installation of diesel retrofit

The eligible use of program funds for States that receive the minimum apportionment is clarified to include projects that would be CMAQ eligible if in a non-attainment or maintenance area or any project under the Surface Transportation Program.

SAFETEA-LU adds new requirements that States and MPOs will give priority to projects and programs to diesel retrofits and other cost-effective emission reduction activities, and cost-effective congestion mitigation activities that provide air quality benefits.

The EPA is to publish a list of approved diesel retrofit technologies and the emission reduction effectiveness and cost effectiveness of the technologies.

States and MPOs are encouraged to consult with State and local air quality agencies in non-attainment and maintenance areas on the estimated emission reductions from proposed congestion mitigation and air quality improvement programs and projects.

An evaluation and assessment of CMAQ projects and programs to determine the direct and indirect impact of the projects on air quality and congestion is required. A cumulative

database describing The Federal share is generally 80 percent, subject to sliding scale and 90 percent for Interstate projects. Certain other activities, including carpool/vanpool projects, priority control systems for emergency vehicles and transit vehicles and traffic control signalization receive a Federal share of 100 percent.

High Priority Projects Program

The High Priority Projects Program provides nearly 15 billion dollars in designated funding for specific projects identified in SAFETEA-LU. A total of 5,091 projects are identified, each with a specified amount of funding over the 5 years of SAFETEA-LU. These projects were selected individually and made a part of the legislation by individual politicians.

HPPP NATIONAL ALLOCATION

Year	2005	2006	2007	2008	2009
Authorization	\$2,966 M	\$2,966 M	\$2,966	M \$2,966	M \$2,966 M

The funds designated for a High Priority project are available only for that project with the following exception: Funds allocated for a project specified below may be obligated for any other of these projects in the same State:

- High Priority Projects listed in section 1702 and numbered 3677 or higher;
- Projects of National and Regional Significance listed in section 1301 and numbered 19 or higher;
- National Corridor Infrastructure Improvement Program projects listed in section 1302 and numbered 28 or higher; or
- Any Transportation Improvements project listed in section 1934;

The funds are available only for the activities described for each project in Section 1702 of SAFETEA-LU, subject to the flexibility described above. The Federal share remains at 80%.

Transportation Enhancements Program (TEP)

An ISTEA/TEA-21 program funded through a ten percent set-aside of the Surface Transportation Program category of federal funds for projects which are transportation related. TEP projects are designed to foster more livable communities, preserve and protect environmental and cultural resources and to promote alternative modes of transportation. Funds are available for design, right of way acquisition and construction. Selection of TEP projects involves the participation of civic and environmental groups, the transportation community and other government organizations such as the state’s metropolitan planning organizations. An advisory committee is charged with applying the selection criteria and preparing the recommended list of projects for approval by the NYSDOT Commissioner.

Project categories eligible for TEP funding under ISTEA/TEA-21 included:

- Provision of facilities for pedestrians and bicyclists;
- Provision of safety and educational activities for pedestrians and bicyclists;
- Acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs (including the provision of tourist and welcome center facilities);

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- Landscaping and other scenic beautification;
- Historic preservation, rehabilitation and operation of historic transportation buildings;
- Structures and facilities (including historic railroad facilities and canals), preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails);
- Control and removal of outdoor advertising;
- Archaeological planning and research environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity;
- Establishment of transportation-related museums.

TEP funds are to be used only for projects with a direct transportation relationship that enhance quality of life while reaching the greatest number of people.

A State's TEP funding is derived from a setaside from its annual Surface Transportation Program apportionment. Since 2006, the TEP setaside has been 10% or the amount setaside for TEP in the State in 2005, whichever is greater.

All TEP project categories previously eligible under ISTEA/TEA- 21 continue and are restated in SAFETEA-LU. New eligible project categories include:

- Clarification of the eligibility of acquisition of historic battlefields as a specific inclusion in the existing eligibility of acquisition of scenic easements and scenic or historic sites.
- Clarification of the eligibility inventories of outdoor advertising as part of the larger eligibility for control and removal of outdoor advertising. The word "inventory" is added to the legislative language. Further clarification is provided in the Joint Explanatory Statement in H. Rept. 109-203, which states that inventory for outdoor advertising is currently, and continues to be, an eligible activity. Report language further explains that inventory control includes, but is not limited to, data collection, acquisition, and maintenance of digital aerial photography, video logging, scanning and imaging of data, developing and maintaining an inventory and control database, as well as hiring of outside legal counsel.

Generally, the Federal share is 80 percent, subject to the sliding scale adjustment, but this may be achieved on an aggregate, rather than project-by-project, basis. Funds from other Federal agencies and the value of other contributions may be credited toward the non-Federal share of a transportation enhancement project or group of such projects, but the aggregate effect may not exceed an 80 percent, or the sliding scale, Federal share.

For more information about TEP Funding, please review the TEP Guidebook, which can be viewed and downloaded at www.nymtc.org/project/TEP/publications/guidebook.pdf.

NYSDHCR - New York State Main Street Program

The NYS Department of Housing and Community Renewal recently announced that there will be almost \$7 Million in funding for Main Street Revitalization under the State's Main Street Program, which DHCR administers. The program is designed to stimulate downtown revitalization in communities by providing funding for building renovations, streetscape enhancements and downtown business or cultural anchors.

The New York Main Street Program was launched by Governor Pataki in 2004, to provide matching grants for facade and interior building renovations, streetscape enhancements, landscaping and signage and to install street furniture, and for communities to establish a business or cultural anchor in their downtown.

For more information about the New York Main Street program, please contact the State Division of Housing and Community Renewal at 518-474-9553 or visit the Main Street website at www.nymainstreet.org.

NYS DHCR - Community Development Block Grant (CDBG)

There is federal funding available from the Department of Housing and Urban Development (HUD) for a wide variety of community improvement and economic stimulation type projects. The streetscape/urban design improvement components of this project could very possibly be eligible for CDBG funds if the area can be established as an Urban Enterprise Zone (UEZ).

Governors Traffic Safety Committee - Assistance for Local Programs

While not necessarily a source of funding for capital improvements, in developing their own programs, localities can receive assistance from the Cornell Cooperative Extension, the NYS Association of Traffic Safety Boards as well as the NYS Governor's Traffic Safety Committee. Your local traffic safety boards can also serve as a clearinghouse for ideas, data, experience and knowledge, and to encourage the cooperative efforts in your locality.

Robert Wood Johnson Foundation - Active Living By Design

Active Living by Design is a national program of The Robert Wood Johnson Foundation and is a part of the UNC School of Public Health in Chapel Hill, North Carolina. This program establishes innovative approaches to increase physical activity through community design, public policies and communications strategies. Active Living by Design is funding 25 community partnerships across the country to demonstrate how changing community design will impact physical activity. Recognizing the important role of physical activity in promoting healthier lifestyles, Active Living by Design and The Robert Wood Johnson Foundation (RWJF) present 25 partnerships across the United States to increase active living, a way of life that integrates physical activity into daily routines. Each partnership receives a \$200,000 grant in addition to technical assistance to address community design, land use, transportation, architecture, trails, parks and other issues that influence healthier lifestyles.

Jumpstart Community Grants - The Robert Wood Johnson Foundation and Active Living by Design awarded one-time grants of up to \$10,000 to six communities to support their active living initiatives for one year.

General Mills Foundation

The foundation provides grants through the Champions Youth Nutrition and Fitness program. Annually, the foundation awards 50 grants, each for up to \$10,000. Applicants must be a non-profit organization. The American Dietetic Association will assist in evaluating the proposals.

For more information, please visit the General Mills Champions Youth Nutrition and Fitness program website at www.generalmills.com/corporate/commitment/champions.aspx.