

Transportation and Circulation

Transportation plays a central role in shaping how residents, workers, and visitors experience Port Chester. The Village's transportation network supports access to homes, jobs, schools, parks, businesses, cultural destinations, and regional transit services while helping to connect Port Chester to the broader New York metropolitan region.

Port Chester benefits from a unique combination of transportation assets, including a walkable Downtown, a compact and interconnected street network, direct access to Metro-North Railroad service, multiple bus routes, taxis and ride-hailing services, and proximity to Interstate 95 and Interstate 287. Together, these assets support mobility, economic activity, and quality of life while reinforcing the Village's role as a regional destination and transit-oriented community.

At the same time, the transportation network must balance a variety of needs. Major corridors serve regional traffic while also functioning as local business districts and pedestrian corridors. The rail corridor, interstate highways, and other physical barriers can limit connectivity between neighborhoods, Downtown, the waterfront, and transit. As Port Chester continues to grow, transportation investments will play an important role in improving safety, strengthening connections between destinations, expanding mobility options, and supporting continued economic vitality.

Recent transportation and redevelopment studies have consistently identified walkability, pedestrian safety, station access, waterfront connectivity, and multimodal transportation as key priorities. These themes are reflected throughout this chapter and provide an important framework for understanding existing conditions and future transportation needs in Port Chester.

Introduction & Regional Context

Port Chester is one of the most accessible communities in the New York metropolitan region. Located along the New York-Connecticut border, the Village benefits from direct access to regional rail, bus, taxi, ride-hailing, and roadway networks that connect residents, workers, and visitors to destinations throughout Westchester County, Fairfield County, New York City, and beyond. The Village also benefits from proximity to Westchester County Airport, providing convenient regional air travel access.

The Port Chester Metro-North station is the Village's primary transportation asset and the centerpiece of its multimodal transportation network. Located on the New Haven Line, the station provides direct service to Stamford and New York City, and other destinations throughout the region. Combined with Bee-Line Bus and Connecticut Transit service, the station supports regional commuting, expands access to employment opportunities, and reinforces Port Chester's role as a transit-oriented community.

The Village is also served by several major transportation corridors, including U.S. Route 1, Interstate 95, and Interstate 287. These arterial roadways provide important regional connections

but also influence local transportation conditions, particularly along key gateways and commercial corridors. Corridors such as Boston Post Road, Westchester Avenue, North Main Street, and South Main Street serve as important entry points into Downtown and help shape the arrival experience for residents, employees, and visitors. As a result, transportation planning in Port Chester often requires coordination with state, county, and regional agencies responsible for the broader transportation network.

Regional accessibility has helped establish Port Chester as both an employment center and a regional destination. The Village's Downtown, waterfront, restaurants, entertainment venues, and cultural attractions draw visitors from throughout the region, generating activity that supports local businesses while also creating demands on the transportation system. The Capitol Theatre is among the Village's signature destinations, attracting patrons from across the region and throughout the United States. As a result, Port Chester routinely accommodates visitors arriving by rail, automobile, and air, underscoring the importance of a transportation network that is intuitive, well-coordinated, and seamlessly connects the Metro-North station, parking facilities, Downtown, and the waterfront. Strengthening these multimodal connections will enhance the visitor experience while supporting the Village's economic vitality.

As Port Chester continues to grow, its transportation network will play a critical role in supporting economic vitality, expanding mobility options, and enhancing quality of life. Future investments should strengthen connections between neighborhoods, Downtown, the waterfront, and the Metro-North station while advancing a safer, more walkable, and more connected community.

Roadway Overview

Port Chester's roadway network serves both local and regional functions. Local streets provide access to neighborhoods, businesses, schools, and community destinations, while major roadways connect the Village to employment centers, transportation hubs, and destinations throughout the New York metropolitan region.

Functional Classification

Roadways are classified according to the role they serve within the transportation network. Functional classifications distinguish roadways that primarily move traffic from those that primarily provide access to homes, businesses, and other destinations. Refer to Figure II-3-1.

Port Chester's roadway network includes principal arterials, minor arterials, collectors, and local streets. Principal arterials, including portions of U.S. Route 1, carry the highest traffic volumes and serve regional travel. Minor arterials and collectors connect neighborhoods, commercial areas, and community destinations to the broader roadway network, while local streets provide direct access to adjacent properties and support neighborhood circulation.

The Village's compact development pattern and interconnected street network allow many roadways to serve multiple functions. In addition to carrying vehicular traffic, many streets accommodate pedestrians, transit users, bicyclists, deliveries, and on-street parking. As a result,

transportation planning must balance regional mobility with local goals related to safety, walkability, economic vitality, and quality of life.

Interstate Highways - Limited-access highways provide regional connections between Port Chester and destinations throughout the New York metropolitan area and Northeast Corridor.

- Interstate 95 (I-95; New England Thruway)
- Interstate 287 (I-287; Cross Westchester Expressway)

Principal Arterials - Principal arterials serve regional travel and connect major activity centers within and beyond the Village.

- U.S. Route 1 (Boston Post Road / Main Street)

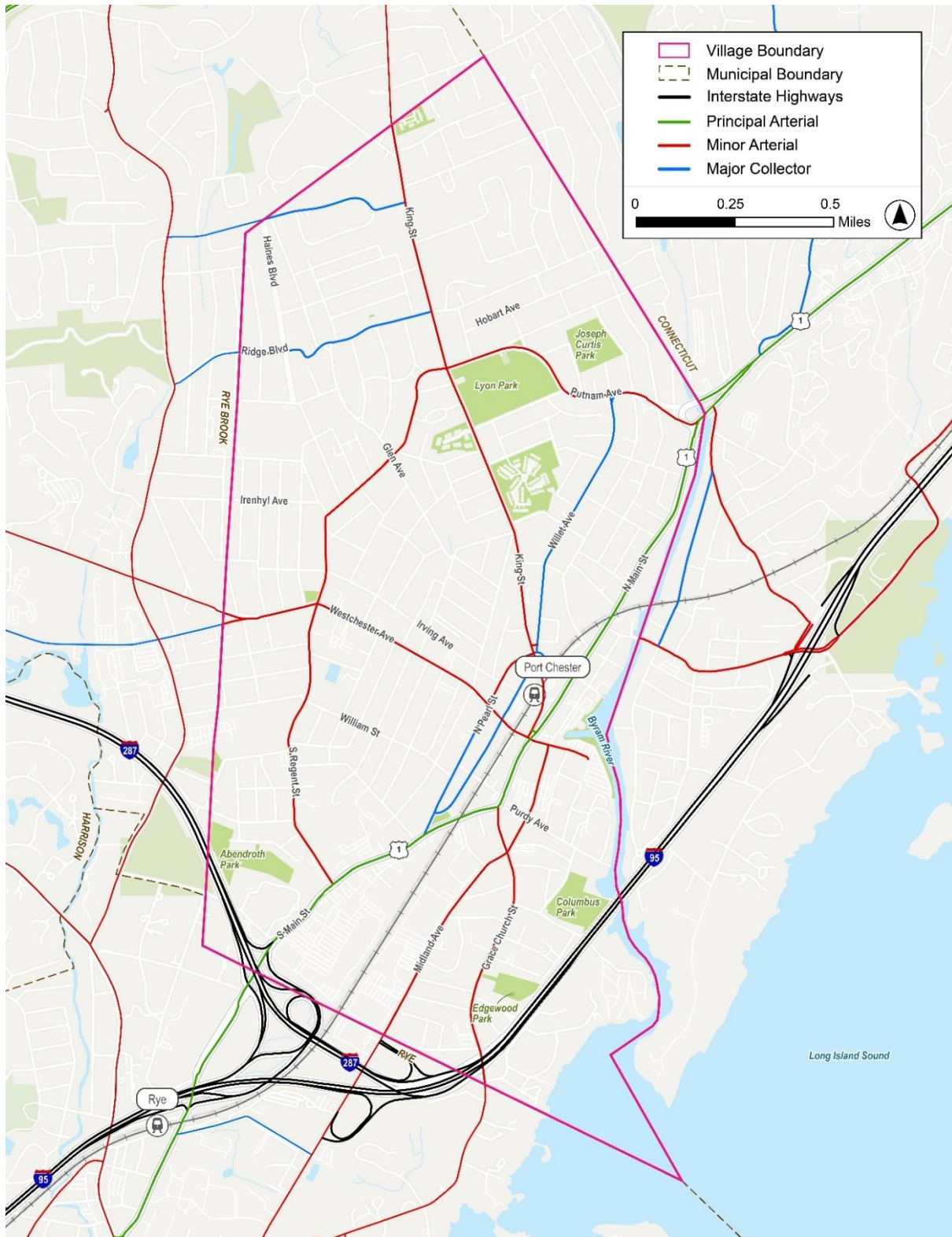
The **2024 Master Transportation Study** identified corridor-wide signal timing improvements and implementation of an Adaptive Traffic Control System along the U.S. Route 1 corridor as a priority strategy to improve traffic operations, reduce delay, and accommodate future growth associated with redevelopment. The study emphasized that operational improvements may provide meaningful benefits without requiring major roadway widening projects.

Minor Arterials and Collectors - These roadways connect neighborhoods, commercial districts, schools, and community destinations to the Village's principal arterial and highway network.

- Westchester Avenue
- Midland Avenue
- Grace Church Street
- North and South Regent Street
- Putnam Avenue
- King Street
- Indian Road

Local Streets - The remainder of the Village's roadway network consists of local streets that primarily provide access to residential neighborhoods, businesses, and community facilities. Port Chester's traditional street grid provides a high degree of connectivity and supports walking, bicycling, and local vehicle circulation throughout much of the Village.

Figure II-3-1: Roadway Classification



Sources: NYS DOT, NYS GIS, Westchester County GeoHub, BFJ Planning

Traffic Volumes

Traffic volumes vary throughout the Village based on roadway function and proximity to regional transportation facilities. Traffic volumes are commonly measured using Average Annual Daily Traffic (AADT), which represents the average number of vehicles traveling along a roadway segment on a typical day over the course of a year. AADT provides a broad measure of roadway use but does not reflect variations in traffic conditions by time of day, day of week, or season. As expected, the highest traffic volumes occur along Interstate 95, Interstate 287, U.S. Route 1, and other major arterial roadways. Lower traffic volumes are generally found on neighborhood streets and local roadways that primarily provide access to adjacent properties. Table 11-3-1 lists the AADT Volumes for Port Chester's most trafficked roadways.

Table II-3-1: Average Annual Daily Traffic (AADT) Volumes

Roadway	Approx. AADT
I-95	73,000
I-287	57,270
U.S. Route 1 (Boston Post Rd.)	25,330
Westchester Avenue	18,240
U.S. Route 1 (S. Main)	14,630
King Street	12,950
Putnam Avenue	12,280
Midland Avenue	11,670
U.S. Route 1 (N. Main)	10,690

Source: NYSDOT Traffic Data Viewer (2019)

Aside from I-95 and I-287, traffic volumes are highest on the Village's principal arterials and regional highway facilities. Many of these corridors also serve pedestrians, transit riders, and adjacent land uses, reinforcing the need to balance mobility, safety, and access.

Roadway Jurisdiction

Responsibility for Port Chester's roadway network is shared among the Village, Westchester County, and the New York State Department of Transportation (NYSDOT). While the Village maintains most local streets, many of the community's major corridors are owned and operated by county or state agencies. Because many of the Village's major corridors are owned and maintained by county or state agencies, advancing transportation improvements often requires strong coordination and partnership among multiple jurisdictions. It also requires continued advocacy by the Village to ensure that local transportation priorities are reflected in county and state planning processes, capital programs, and funding decisions. Refer to Figure II-3-2.

The following roadways are outside of the Village's jurisdiction:

New York State

NYS Thruway Authority

- I-95
- I-287
- *Associated interchange ramps and facilities within the I-95/I-287 interchange complex*

NYS DOT

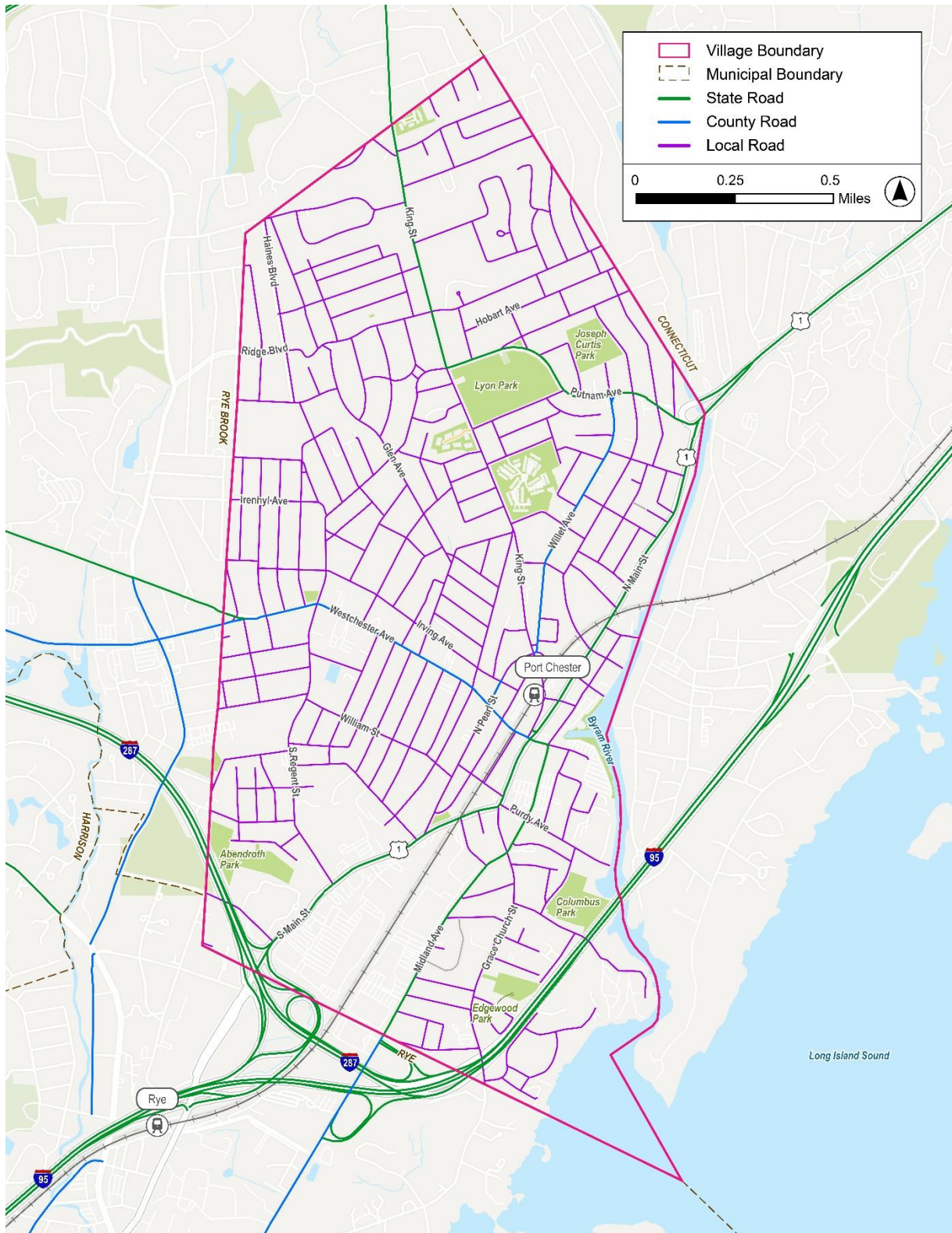
- U.S. Route 1 (Boston Post Road; South Main Street; North Main Street)
- Midland Avenue
- Don Bosco Place
- Waterfront Place
- Westchester Avenue
 - Between Waterfront Place/Abendroth Avenue and South Main Street/North Main Street)
 - A short segment between Merritt Street and the Village boundary
- Putnam Avenue
- King Street
- *Select ramps and connecting roadways associated with the I-95/I-287 interchange complex*

Westchester County

- Willet Avenue
- Westchester Avenue (from Main Street to Village boundary/Merritt Street)

In addition to roadways owned/maintained by state, county, and regional agencies, several privately owned roads (including Nella Lane, Angelo Street, and Ridgeview Place) are not maintained by the Village. While these roadways are outside of Village maintenance responsibilities, coordination with property owners may be appropriate when addressing access, safety, emergency response, or connectivity issues.

Figure II-3-2: Roadway Jurisdiction



Sources: NYS Roadway Inventory System Viewer, NYS GIS, Westchester County GeoHub, BFJ Planning

Roadway Safety

Creating a safe transportation network is essential to supporting mobility, accessibility, and quality of life in Port Chester. Understanding where and how crashes occur can help identify safety challenges and inform investments that improve conditions for all roadway users, including pedestrians, bicyclists, transit riders, and motorists.

Crash Analysis

Between 2021 and 2025, a total of 4,448 reported crashes occurred throughout the Village of Port Chester, including crashes occurring at intersections and along roadway segments. Most crashes resulted in property damage only; however, 638 crashes resulted in an injury, including 60 crashes involving a serious injury and two fatal crashes. The fatal crashes occurred on a ramp associated with Interstate 287 and on Purdy Avenue. Although fatalities were rare during the study period, the occurrence of fatal and serious-injury crashes highlights the importance of continued investments in transportation safety throughout the Village.

Intersection Crashes

To better understand recurring safety concerns, the Village's total crash dataset was further evaluated to identify the approximately 2,000 crashes that occurred at intersections between 2021 and 2025. Further analysis was conducted at these locations because Intersections were analyzed separately because they are locations where targeted safety improvements, such as signal modifications, crossing enhancements, traffic calming measures, and redesigns, can often be implemented most effectively.

Figure II-3-3, a heat map of the Village's 2,000 reported intersection-related crashes, highlights locations where crashes are most concentrated. While intersection crashes occur throughout Port Chester, the highest concentrations are found in and around Downtown, particularly along the U.S. Route 1 and Westchester Avenue corridors. These patterns reflect the convergence of vehicular traffic, pedestrian activity, transit access, and commercial destinations within the Village's most active areas.

Based on the intersection crash dataset (2,000 crashes, 2021–2025), Table 6-2 presents the intersections with the highest number of reported crashes.

Table II-3-2: Highest-Crash Intersections (2021–2025)

Intersection	Total Crashes	Injury Crashes	Serious injuries
Boston Post Rd. & South Regent St.	123	18	2
South Main St. -Westchester Ave. - King St.	62	9	0
Westchester Ave. & N Regent St. / S Regent St.	45	12	0
Putnam Ave. & Riverdale Ave.	43	8	2
Westchester Ave. & Waterfront Pl. / Abendroth Ave.	43	5	0
Boston Post Rd. & High St. – I-287 on-ramp	40	5	0
Westchester Ave. & Bowman Ave. / Monroe Pl & Merritt St.	33	3	0

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North Main St. & Mill St.	33	3	1
Westchester Ave. & Smith St. / Poningo St.	33	5	1
Boston Post Rd. & Pearl St.	32	8	0

Source: NYSDOT, 2021–2025 crash record

Note: No fatalities occurred at these intersections during the period of analysis. The two fatalities during this reporting period occurred at non-intersection locations.

Pedestrian- and Bicycle-Related Crashes

Figure II-3-4 shows the pedestrian- and bicycle-related crash incidents during the 2021-2025 period of analysis.

Pedestrian-Related Incidents

Between 2021 and 2025, 153 motor vehicle crashes involving a pedestrian occurred within Port Chester. Of these, 133 resulted in an injury, including 19 crashes involving a serious injury. No pedestrian fatalities were reported during the study period. Pedestrian crashes are concentrated in and around Downtown, particularly along U.S. Route 1 (Boston Post Road / Main Street), Westchester Avenue, and other corridors with high levels of pedestrian activity. Many incidents occurred at or near intersections where pedestrians, vehicles, transit users, and commercial activity converge.

Key findings:

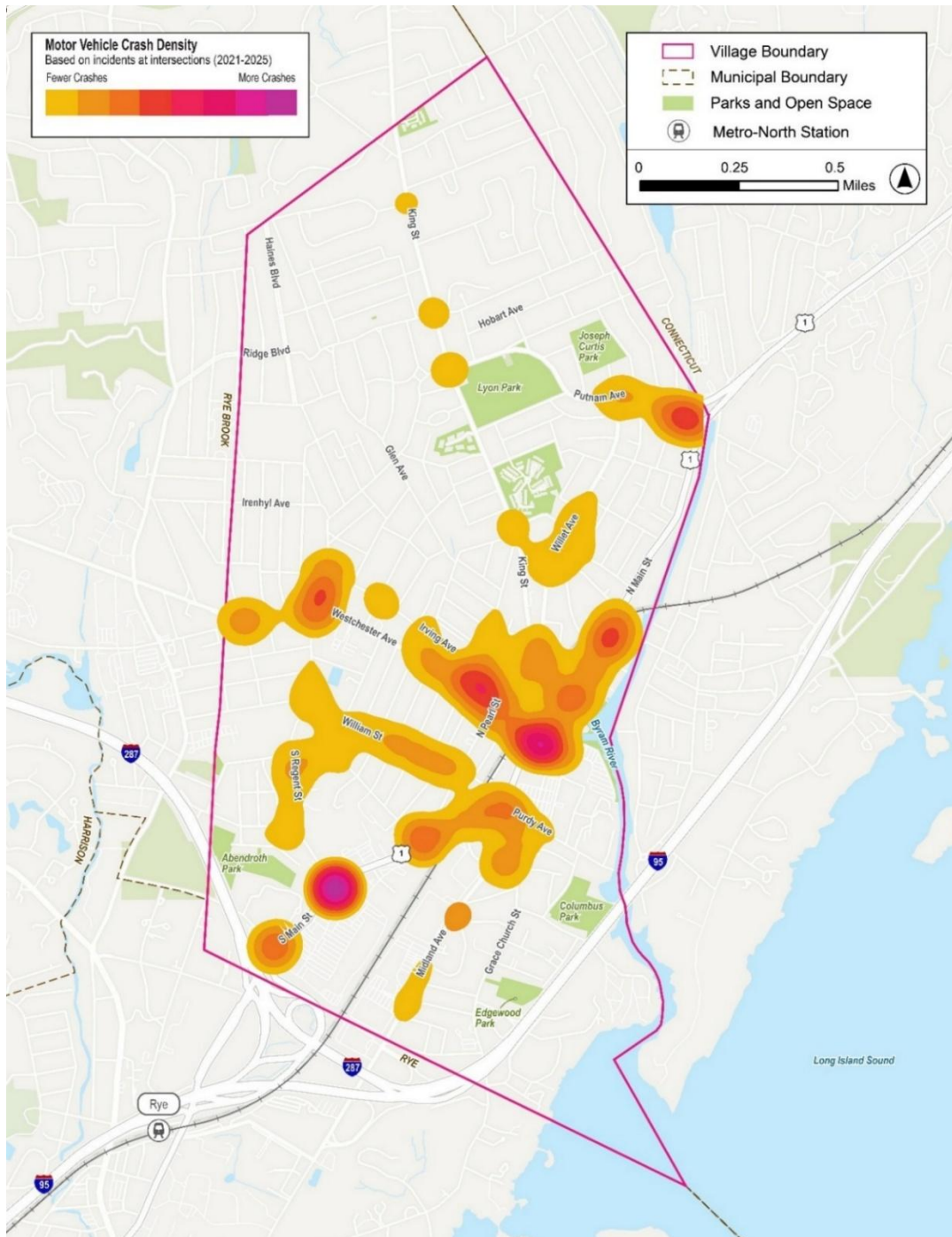
- The highest concentration of incidents occurred at or near the intersection of South Main Street and Westchester Avenue.
- Additional crash concentrations are evident along Abendroth Avenue, Regent Street, Poningo Street, Pearl Street, Midland Avenue, Willett Avenue, and Putnam Avenue.
- Most crashes occurred during daylight conditions (91 crashes), although a substantial number occurred on lighted roadways after dark (48 crashes).
- Driver inattention and failure to yield were among the most frequently identified contributing factors.

The concentration of crashes in areas with significant pedestrian, transit, and commercial activity underscores the importance of continued investments in pedestrian safety and connectivity.

Bicyclist-Related Incidents

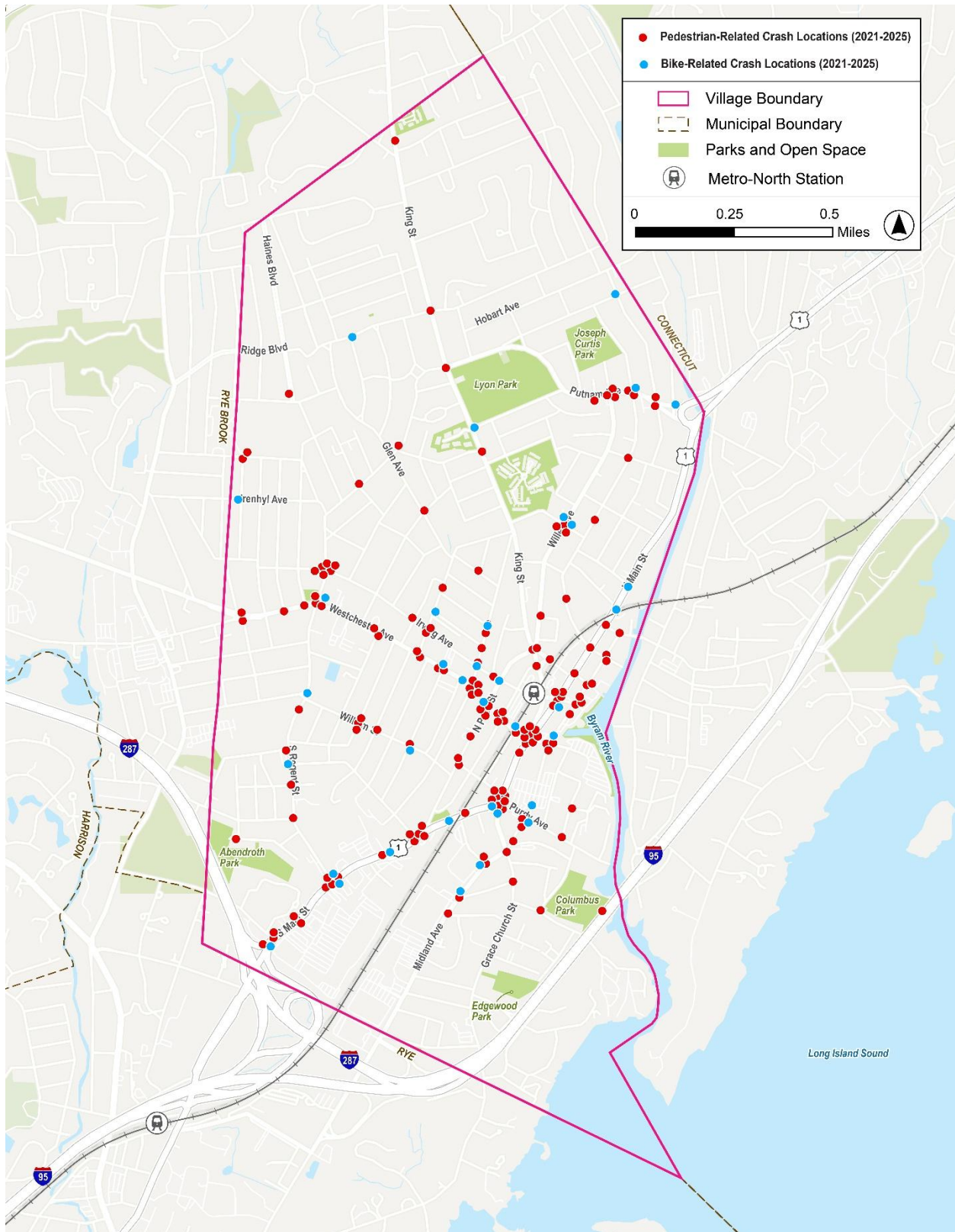
Between 2021 and 2025, 35 crashes involving a motor vehicle and a bicyclist occurred within Port Chester. Of these, 25 resulted in an injury, including four crashes involving a serious injury. No bicycle-related fatalities were reported during the study period. Unlike pedestrian crashes, bicycle crashes are dispersed throughout the Village and do not exhibit a pronounced hotspot pattern. The intersections of Boston Post Road and South Regent Street and Willett Avenue and Chestnut Street experienced the highest number of reported bicycle crashes, though each recorded only two incidents. All other locations experienced a single reported bicycle crash. Most bicycle crashes occurred along major roadways and in areas with higher levels of activity. The dispersed nature of these incidents suggests that bicycle safety is a Village-wide consideration rather than one limited to a small number of locations.

Figure II-3-3: Motor Vehicle Crash Density at Intersections (2021-2025)



Sources: NYSDOT, 2021–2025 crash records, NYS GIS, Westchester County GeoHub, BFI Planning
Note: Data analyzed in this figure is based on crash incidents that occurred at intersections only

Figure II-3-4: Pedestrian- and Bicyclist-Involved Crash Incidents (2021-2025)



Sources: NYSDOT, 2021–2025 crash records, NYS GIS, Westchester County GeoHub, BfJ Planning

Parking

Parking plays an important role in Port Chester's transportation system, supporting access to Downtown businesses, the Metro-North station, waterfront destinations, and residential neighborhoods. Because much of the Village is compact and walkable, parking functions not only as a transportation resource but also as an economic development tool that influences access, turnover, and the overall vitality of commercial areas. Recent planning efforts have generally shifted the focus of parking policy away from expanding supply and toward improving management, utilization, and customer experience.

Regulatory Context

Parking in Port Chester is regulated through a combination of zoning requirements, municipal parking regulations, permit programs, time restrictions, parking meters, and enforcement practices. The Village maintains both on-street and municipal off-street parking facilities and utilizes designated meter zones, permit parking areas, and time-limited parking to manage demand and encourage turnover in commercial areas.

As a transit-oriented and mixed-use community, Port Chester must balance parking needs with broader goals related to walkability, economic development, housing, and public realm improvements.

Parking Supply

Parking demand is concentrated within Downtown and the station area, where commercial activity, entertainment venues, commuter parking, and mixed-use development generate the highest levels of parking utilization. At the same time, some residential neighborhoods experience localized parking constraints due to their historic development pattern as early railroad suburbs. Developed prior to the adoption of modern zoning and parking requirements, these neighborhoods contain a mix of two-, three-, and four-family homes with little or no off-street parking. This historic urban form contributes to greater reliance on curbside parking and localized overnight parking demand. A 2022 parking utilization study found particularly high overnight occupancy rates in portions of the Washington Street–Oak Street–Grove Street area and the Haseco Avenue–Ponino Street area, illustrating how parking demand can vary significantly across the Village.

On-Street Parking

The Village manages curbside parking through a combination of metered spaces, time restrictions, permit parking regulations, and designated loading zones. On-street parking supports Downtown businesses by providing convenient, short-term access to retail, dining, entertainment, and civic destinations. It also accommodates deliveries, passenger pick-up and drop-off activity, and other short-duration trips. Because curbside spaces are often located closest to destinations, effective management is important to maintaining turnover, supporting economic activity, and balancing the needs of residents, businesses, and visitors.

Recent planning studies have identified opportunities to improve curbside parking management through enhanced wayfinding, pricing strategies, loading zone management, and parking information systems. These tools can help improve utilization, reduce unnecessary vehicle circulation, and support the continued vitality of Downtown.

Municipal Parking Facilities

The Village maintains a network of municipal surface parking lots (Table II-3-3). These facilities are concentrated within and around the Downtown core and provide a mix of short-term and permit parking options. Together, the municipal parking system serves as an important resource for residents, employees, customers, and visitors.

Previous parking studies found that user awareness and visibility of available parking facilities can influence perceptions of parking availability. In some cases, parking challenges are associated with how parking is distributed and accessed rather than a lack of overall supply. Parking utilization also varies considerably by location and time of day, reinforcing the importance of managing parking as a coordinated system rather than focusing on individual facilities. Several recently approved mixed-use redevelopment projects include structured public or shared parking, demonstrating an approach that integrates parking within redevelopment while continuing to support Downtown access. Together with the Waterfront at Port Chester Parking Garage, these facilities highlight the importance of effective pedestrian connections, wayfinding, and parking management strategies that encourage motorists to park once and comfortably walk to Downtown destinations.

Curbside Activity & Pick-Up/Drop-Off Trends

The use of curb space has changed in recent years as food delivery, e-commerce, rideshare platforms, and other on-demand services have become more common. In addition to parking, curbside areas now accommodate package deliveries, passenger pick-up and drop-off activity, and short-term loading throughout the Village.

These activities are concentrated in and around Downtown, where restaurants, retail businesses, entertainment venues, and the Metro-North station generate frequent demand for curb access. While they support economic activity and provide convenience, they also increase competition for limited curb space and can affect parking availability, traffic flow, and pedestrian movement. As a result, curbside management has become an increasingly important part of Port Chester's transportation system.

Table II-3-3: Municipal Off-Street Public Parking Facilities

Facility	Approx. Spaces	Primary Function
King & Adee Lot	22	Short-term parking / permits
Willett Avenue Lot	43	Short-term parking
Marvin Place Lot	59	Short-term parking / permits
Oak & Grove Lot	90	Long-term parking / permits
Beech Street Lot	60	Long-term parking
New Broad Lot	55	Long-term parking
East Broadway Lot	14	Short-term parking

Source: Village of Port Chester; AKRF Parking Study (2022); Mobility and Parking Management Study (2017).

Private Parking Supplies

Private parking facilities also play an important role in meeting parking demand within Port Chester, particularly in and around Downtown. The Waterfront at Port Chester Parking Garage provides parking for residents, visitors, and Metro-North commuters, supplementing the Village's municipal parking supply. Other private facilities, including the G&S surface parking lot, provide additional off-street parking capacity. The G&S lot serves as one of the Village's primary visitor parking resources, supporting the waterfront restaurant district and other nearby businesses. Public input and prior planning efforts suggest that improving awareness of available parking, simplifying payment systems, and strengthening wayfinding could help increase use of existing private parking resources. The use of different parking payment applications across public and private facilities may also create confusion for visitors and represents an opportunity for greater coordination and a more seamless customer experience.

Commuter Parking

Port Chester serves as an important regional transit hub, and commuter parking is a significant component of the Village's overall parking system. The Port Chester Metro-North station area provides approximately 266 commuter parking spaces at the main lot at the station and 32 spaces at the King Street lot.

A major component of this supply is the privately owned Waterfront at Port Chester Parking Garage (35 Westchester Avenue), which contains approximately 540 parking spaces set aside for commuters and serves Metro-North riders through a combination of daily and permit parking programs. Together with adjacent station-area parking facilities, including both public and private lots and garages, the commuter parking system supports regional rail access, Downtown activity, and transit-oriented development within the Village.

The future of commuter parking remains an important consideration as redevelopment opportunities continue to be explored within portions of the station area, including Metro-North-owned properties. Recent redevelopment approvals also incorporate publicly available structured parking, reflecting the Village's continued emphasis on maintaining parking resources while advancing transit-oriented, mixed-use development.

Parking Management & Technology

The Village has modernized its parking system through the implementation of pay-by-plate technology, multi-space pay stations, and mobile payment options. In 2021, the Village launched the Passport mobile parking application, allowing users to pay for parking remotely and extend parking sessions through their mobile devices. The program was introduced to improve customer convenience, support contactless payment options, reduce operational costs, and better integrate parking management and enforcement functions.

Technology-based parking management tools provide opportunities to improve parking turnover, monitor utilization, collect parking data, and direct motorists to available parking resources. The Village has also expanded its use of license plate reader (LPR) technology to support parking enforcement and administration.

Several recent planning efforts, including the Mobility and Parking Management Study and The LOOP initiative, identified enhanced parking information, wayfinding, and management strategies as important tools for improving Downtown accessibility and reducing unnecessary vehicle circulation. There are also opportunities to improve coordination among public and private parking operators to simplify payment systems and, where feasible, provide a more seamless customer experience through integrated payment platforms and parking information. As Port Chester continues to evolve as a transit-oriented and mixed-use community, effective parking management will remain important to balancing the needs of residents, businesses, commuters, and visitors.

Electric Vehicle (EV) Charging

Currently, electric vehicle (EV) charging infrastructure is provided at select private parking facilities. The Village has a grant to install EV charging at Village hall. There is a need to expand EV charging stations at more central locations within the Village, while being mindful of flood zones. As EV ownership continues to increase, charging infrastructure will play an increasingly important role in supporting residents, commuters, employees, and visitors. The availability of charging stations also complements broader sustainability and transportation goals by supporting the transition to lower-emission vehicles.

Residential Parking Permit Program

To address localized parking demand in residential neighborhoods, the Village recently established a Residential Parking Permit Program for the Washington Park neighborhood. The program was created in response to parking studies and community concerns regarding overnight parking demand, particularly in areas characterized by older housing stock, multifamily residences, and limited off-street parking opportunities. Village staff noted that parking occupancy in portions of the neighborhood routinely exceeded available curbside supply during overnight periods.

The program became effective on June 1, 2026, following adoption of local legislation and enabling authority from New York State. The Village has also indicated that additional license plate reader technology may be deployed to support enforcement and administration of the permit system. As the Village evaluates the performance of the Washington Park program, the permit system may provide a framework for addressing parking pressures in other residential areas that experience similar parking conditions.

Public Transportation

Public transportation is a critical component of Port Chester's transportation system and contributes significantly to the Village's accessibility, economic vitality, and regional connectivity. The Village is served by commuter rail, local and regional bus service, and connections to destinations throughout Westchester County, New York City, and southwestern Connecticut. Together, these services provide residents, employees, students, and visitors with alternatives to driving while supporting access to jobs, shopping, education, recreation, and regional transportation hubs. Figure II-3-5 shows the bus routes that serve Port Chester in relation to the Metro-North Station.

Metro-North Railroad

The Port Chester Metro-North Railroad Station is one of the Village's most important transportation assets and serves as a key gateway to Downtown. Located on the New Haven Line, the station provides direct rail service to New York City, Stamford, New Haven, and destinations throughout the Northeast Corridor. Travel times to Grand Central Terminal are generally less than one hour, and frequent weekday service makes the station an important transportation resource for commuters, residents, employees, and visitors. Its central location places Downtown businesses, employment centers, residential neighborhoods, and community destinations within walking distance of rail service, supporting both regional mobility and local economic activity.

In 2025, the station recorded approximately 797,000 annual boardings and averaged approximately 2,500 weekday boardings. While ridership remains below pre-pandemic levels, usage has largely stabilized in recent years, reflecting continued demand for commuter rail service and the station's enduring importance within the regional transportation network (see Table II-3-4).

Table II-3-4: Port Chester Metro-North Ridership (Boardings)

Year	Annual Boardings	Average Weekday Boardings	Change from 2019
2019	952,820	3,159	—
2024	793,188	2,464	-22%
2025	797,367	2,501	-21%

Source: Metro-North Railroad.

Note: Metro-North calculates boardings as one-half of total station ridership (arrivals and departures combined), meaning total station activity is approximately double the reported boarding figures.

Beyond its role as a commuter rail station, the Port Chester Station functions as an important multimodal transportation hub. The station is served by Westchester Bee-Line and CTtransit bus routes, providing regional connections to destinations throughout Westchester County, Connecticut, and the Bronx. However, public input during the Comprehensive Plan process noted that local bus service primarily serves regional commuting needs and is less effective for short local trips within the Village. Residents also identified challenges accessing the station from northern neighborhoods, where greater reliance on automobiles reflects longer walking distances and limited local transit options. As Port Chester continues to add housing, employment, and commercial activity within and near Downtown, maintaining safe and convenient access to the station will remain critical to supporting transit use, reducing automobile dependence, and advancing the Village's transit-oriented development objectives.

Previous planning studies have identified opportunities to strengthen pedestrian and bicycle connections between the station, Downtown, nearby parking facilities, and the waterfront. These connections remain important to improving access to transit and supporting multimodal travel throughout the Village.

While the Metro-North station is one of Port Chester's greatest transportation assets, the rail corridor also creates a physical barrier between neighborhoods east and west of the tracks. Prior planning efforts have identified opportunities to strengthen pedestrian connections between the

station area, Downtown, and the waterfront to improve access to transit and support walkability. Public input also identified opportunities to improve the pedestrian environment at rail overpasses, particularly through enhanced lighting, aesthetics, and perceived safety, to strengthen connections between neighborhoods west of the tracks, Downtown, and the station area.

Bus Service

Westchester Bee-Line

Port Chester is served by several routes within Westchester County's Bee-Line Bus System, providing connections to neighboring communities, regional destinations, and other transit services.

Two primary routes serve the Village include:

- **Route 13** - Provides east-west service between Port Chester, Tarrytown, and Ossining, linking Downtown Port Chester with destinations throughout central Westchester County.
- **Route 61** - Connects Port Chester with New Rochelle and the Bronx, providing a key north-south transit connection to employment, educational, and commercial destinations

Together, these routes provide relatively frequent weekday service, with buses operating approximately every 20 to 32 minutes during peak periods and every 30 to 60 minutes during weekday off-peak periods. Weekend service is less frequent, with buses generally arriving every 28 to 40 minutes on Saturdays and every 60 to 80 minutes on Sundays. These routes support local mobility, reduce dependence on private automobiles, and provide connections to destinations throughout the region. The 2023 Westchester County Mobility & Transit Plan also identified opportunities to improve service frequency, strengthen east-west transit connections, and enhance connections between local bus service and Metro-North Railroad, which are objectives consistent with Port Chester's role as a regional transit hub.

Although **Route 75** does not directly serve Port Chester, the seasonal route operates nearby between the Rye Metro-North station and Playland Park, expanding access to regional recreational destinations during the summer months.

Bus stops vary in the amenities they provide, including shelters, benches, signage, lighting, and accessible boarding areas. Some stops offer features that improve rider comfort and convenience, while others consist primarily of a sign and lack seating or shelter. These conditions can affect the rider experience, particularly during inclement weather and for older adults or individuals with mobility challenges. Previous planning efforts have identified opportunities to improve amenities, strengthen pedestrian access, and enhance connections between local bus service and the Metro-North station.

Westchester County On-Demand Microtransit

Westchester County's Mobility & Transit Plan recommends evaluating on-demand microtransit service in Port Chester and neighboring communities to complement the existing Bee-Line bus network. The concept would provide flexible, app- or phone-based shared rides within a defined service area, improving first- and last-mile connections to destinations such as the Metro-North

station, Downtown, employment centers, shopping areas, and neighborhoods that are less well served by fixed-route transit. While the service has not yet been implemented, it represents a potential opportunity to expand local mobility options.

CTtransit

Port Chester also benefits from regional bus service provided by CTtransit, reflecting the Village's location along the New York–Connecticut border and its strong connections to neighboring communities. The **CT311 Stamford-Greenwich-Port Chester** route links Port Chester with Downtown Stamford, Greenwich, and intermediate destinations. The route provides an important cross-state transit connection for commuters, employees, students, and visitors while expanding access to employment centers and regional transportation services in southwestern Connecticut.

The availability of CTtransit service strengthens Port Chester's role as a regional transportation hub and provides residents with additional mobility options.

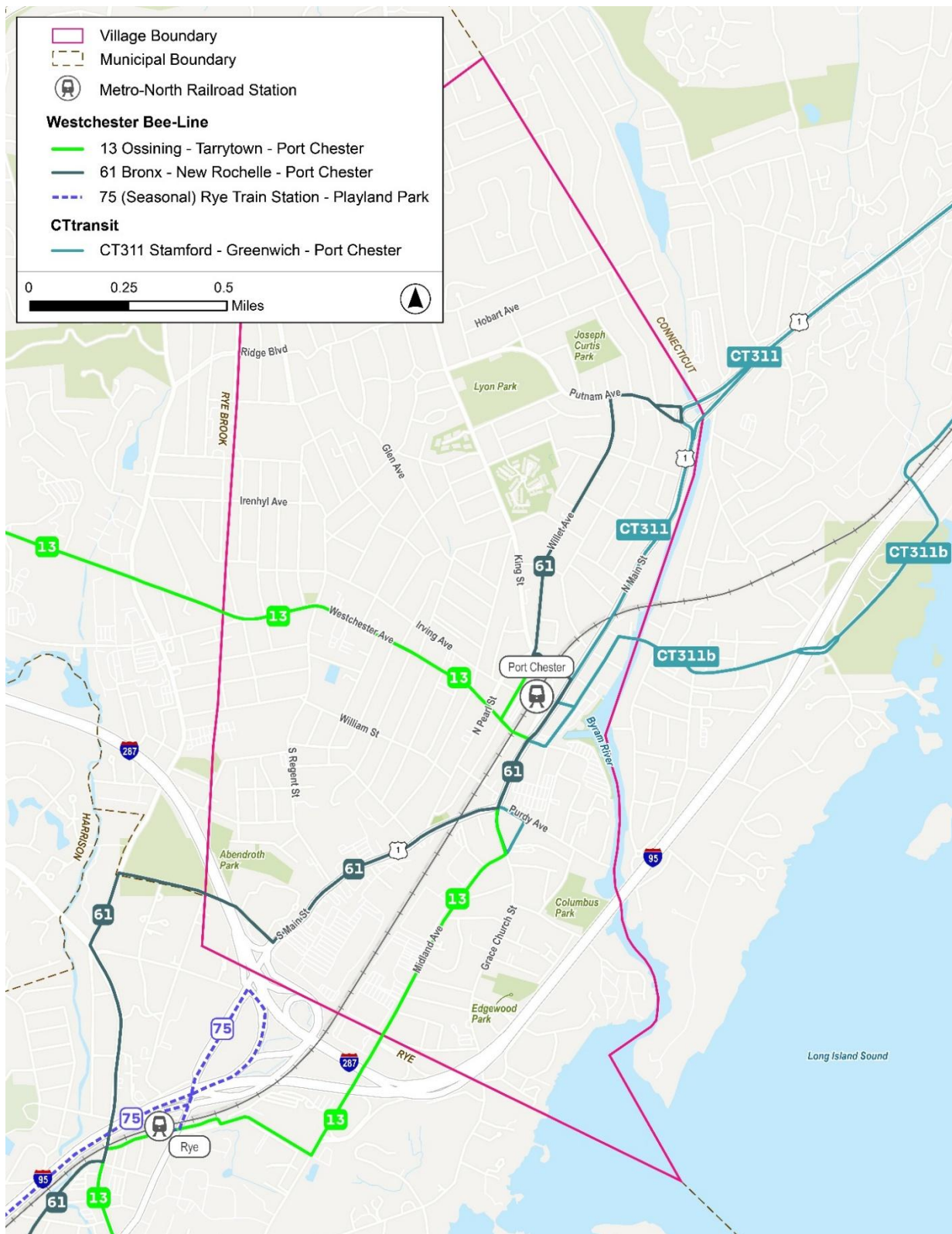
Port Chester Senior Shuttle Program

The Village operates a reservation based Senior Shuttle program that provides transportation for eligible older adults to the Senior Community Center, medical appointments, and grocery shopping. While serving a specialized population, the program helps support mobility, independence, and access to essential services for older residents and complements the Village's broader transportation network.

Downtown Trolley Pilot Program

In 2018, the Village implemented a seasonal Downtown Trolley pilot program to improve connections between the Waterfront Garage and Downtown restaurants, businesses, and entertainment destinations while helping address parking demand during peak evening periods. The pilot demonstrated the potential value of local circulation services by providing a simple, frequent route linking parking resources with key destinations. A post-program evaluation found that the pilot demonstrated demand for a local circulation service, but also concluded that long-term success would depend on sustained marketing efforts, dedicated funding, and public-private partnerships to support ongoing operations and program management.

Figure II-3-5: Public Transportation Resources



Sources: NYS GIS, Westchester County GeoHub, CTtransit, BFI Planning

Pedestrian and Bicycle Facilities

Walking and bicycling are important components of Port Chester's transportation system and quality of life. The Village's compact development pattern, traditional street grid, mix of residential and commercial uses, and access to regional transit support non-motorized travel throughout the community. The walkable Downtown, Metro-North station, schools, parks, and commercial corridors generate substantial pedestrian activity and allow many residents, employees, and visitors to access destinations without relying on a vehicle. In addition to supporting mobility, these characteristics contribute to the Village's sense of place, economic vitality, and overall livability.

Pedestrian Facilities

Port Chester's pedestrian network consists of sidewalks, crosswalks, pedestrian signals, curb ramps, and streetscape amenities. Sidewalks are provided along most roadways and connect residential neighborhoods with Downtown, schools, parks, employment centers, community facilities, and the Metro-North station.

The Village's compact development pattern, interconnected street network, and concentration of destinations support high levels of pedestrian activity, particularly in Downtown and the station area. Many neighborhoods, particularly those in the southern portion of the Village and areas surrounding Downtown, are located within a comfortable walking distance of shopping, dining, employment, transit, parks, and community facilities. While residents in the Village's northern neighborhoods generally face longer walking distances to Downtown and the Metro-North station, the Village's overall urban form still supports walking for many local trips and provides strong connections to neighborhood destinations. This walkable urban form is one of Port Chester's defining assets and makes walking a practical transportation option for many daily trips.

Commercial corridors such as U.S. Route 1 (Boston Post Road / Main Street), Westchester Avenue, North Main Street, and portions of Abendroth Avenue serve as important pedestrian corridors and provide access to retail, dining, entertainment, transit, and civic destinations.

Maintaining and improving pedestrian infrastructure remains an ongoing priority. Village staff identified crosswalk maintenance, pedestrian visibility, and additional crossing opportunities as important needs, particularly along corridors where long distances between marked crossings can limit pedestrian mobility. A recent review of the pedestrian network identified substantial gaps between marked crosswalks along portions of Westchester Avenue and South Regent Street, where crossing distances exceed 1,000 feet and, in one location, more than 2,300 feet. These conditions can create barriers to pedestrian movement and may encourage midblock crossings.

Village staff also identified intersection daylighting as an important opportunity to improve pedestrian safety. Vehicles parked too close to intersections, crosswalks, and stop signs can obstruct visibility between pedestrians and approaching motorists. Expanding daylighting treatments through parking restrictions, curb extensions, or other design measures should be evaluated at locations with documented visibility concerns.

Recent transportation initiatives have advanced crosswalk upgrades, intersection improvements, signal enhancements, and streetscape investments throughout the Village. While these efforts have improved pedestrian safety and accessibility, portions of Westchester Avenue, Boston Post Road, Regent Street, and other high-activity corridors remain priorities for continued investment.

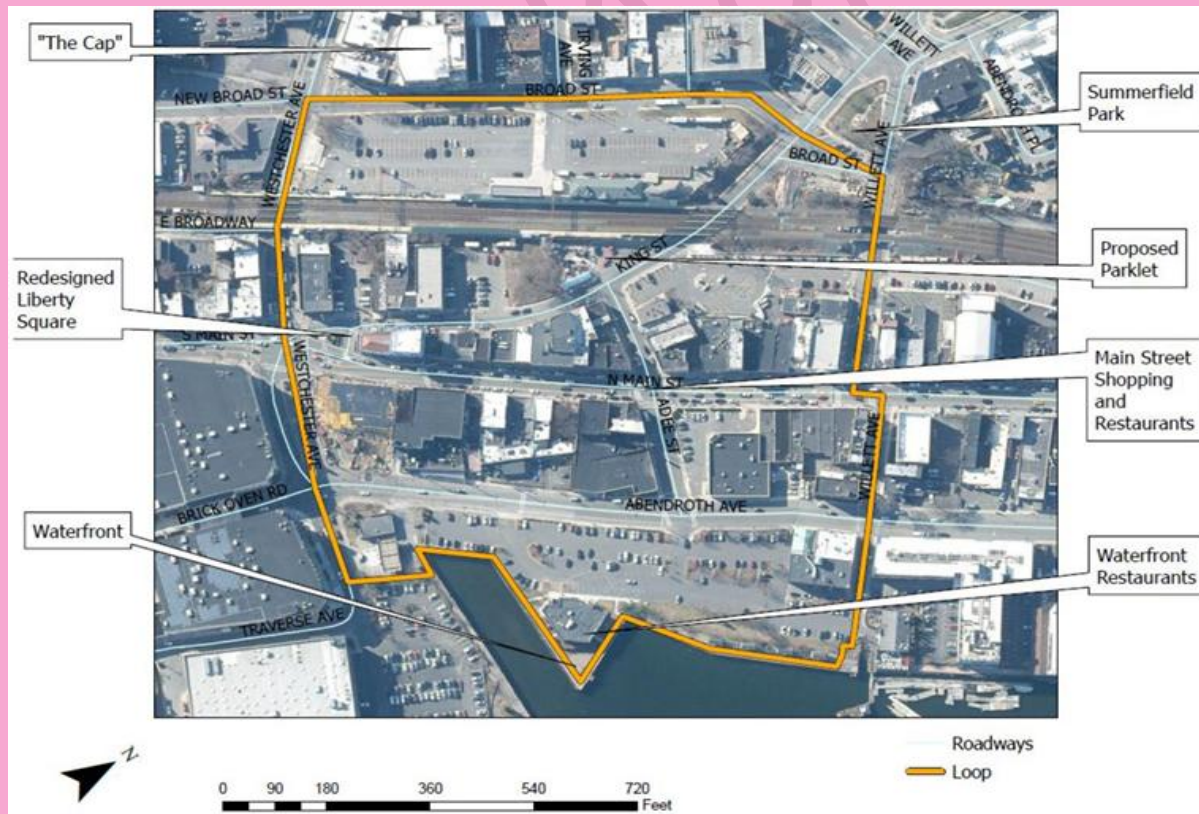
The LOOP: A Signature Pedestrian Initiative

The LOOP is a Village initiative designed to strengthen pedestrian connections between Downtown, the waterfront, the Metro-North station, and other key destinations. Through coordinated streetscape improvements, wayfinding, lighting, landscaping, and public spaces, the project seeks to create a more recognizable, connected, and walkable Village.

Construction of the first phase began in 2026 along the Byram River waterfront. Improvements include upgraded pedestrian pathways, lighting, seating, landscaping, bicycle parking, gathering spaces, and enhanced public access to the waterfront.

As additional segments are implemented, The LOOP will create a continuous pedestrian network linking key destinations throughout Port Chester, using consistent design elements to reinforce wayfinding, placemaking, and transit-oriented development.

Figure II-3-6: The LOOP Project Area



Sources: Place Alliance, Village of Port Chester

Recent corridor planning efforts have also highlighted opportunities to improve walkability along neighborhood commercial corridors outside Downtown. The Village Planning Department's draft report, *Our Other Main Streets*, identified potential improvements along North Main Street, Willett Avenue, and William Street, including additional crosswalks, rapid flashing beacons, streetscape enhancements, bicycle parking, and measures to reduce pedestrian conflicts at curb cuts and driveways. Together, these recommendations reinforce broader Village efforts to improve pedestrian safety, strengthen neighborhood connectivity, and support local commercial activity.

The Village is also advancing larger pedestrian-oriented initiatives focused on strengthening connections between Downtown, the waterfront, the Metro-North station, and other key destinations. These priorities build upon recommendations from earlier planning efforts, including Plan the Port, and are reflected in The LOOP initiative.

Pedestrian Safety Action Plan (2020): Building on Recent Investments

The Village has advanced several pedestrian safety improvements through the New York State Pedestrian Safety Action Plan (PSAP), including ADA-compliant curb ramps, curb extensions, high-visibility crosswalks, traffic calming measures, signal modifications, and truck-routing improvements.

These investments improved visibility, accessibility, and safety at locations with a history of pedestrian-vehicle conflicts. They also show the Village's ability to secure outside funding and move transportation projects from concept to construction.

The PSAP gives Port Chester a strong foundation for future improvements. As the Village grows, it can build on these investments by advancing additional safety projects, strengthening connections between Downtown, neighborhoods, the waterfront, and transit, and continuing to implement the broader vision established through The LOOP and other recent planning efforts.

Bicycle Facilities

Bicycle facilities in Port Chester are limited, and most bicycle travel occurs on shared roadways. The Village does not currently have any dedicated on-street bicycle lanes or separated bicycle facilities. The Village is traversed by the East Coast Greenway, a regional bicycle and pedestrian route that generally follows U.S. Route 1 and provides connections to neighboring communities and destinations throughout the Northeast.

Although Port Chester's relatively compact size allows for short bicycle trips between neighborhoods, Downtown, the waterfront, schools, parks, and the Metro-North station, the lack of dedicated bicycle infrastructure limits bicycling as a practical transportation option for many residents. Public input throughout the Comprehensive Plan process identified bicycle safety as a recurring concern, with residents noting that bicycling often feels unsafe due to traffic conditions and the need to share travel lanes with motor vehicles. Concerns were also raised regarding school-age children bicycling on streets without dedicated facilities or instead using sidewalks because of perceived safety risks. The Village has made incremental investments to support bicycling, including installing bicycle "sharrows" in select locations and purchasing 35 bicycle

racks at 14 locations throughout the community. Existing bicycle parking is provided at the Metro-North station, Downtown commercial districts, and other key destinations.

Additional Micromobility and E-Modes

In recent years, electric bicycles, electric scooters, and other motorized micromobility devices have become increasingly common in Port Chester and throughout the region. These modes provide an additional transportation option and support short trips between neighborhoods, Downtown, the waterfront, the Metro-North station, and other destinations.

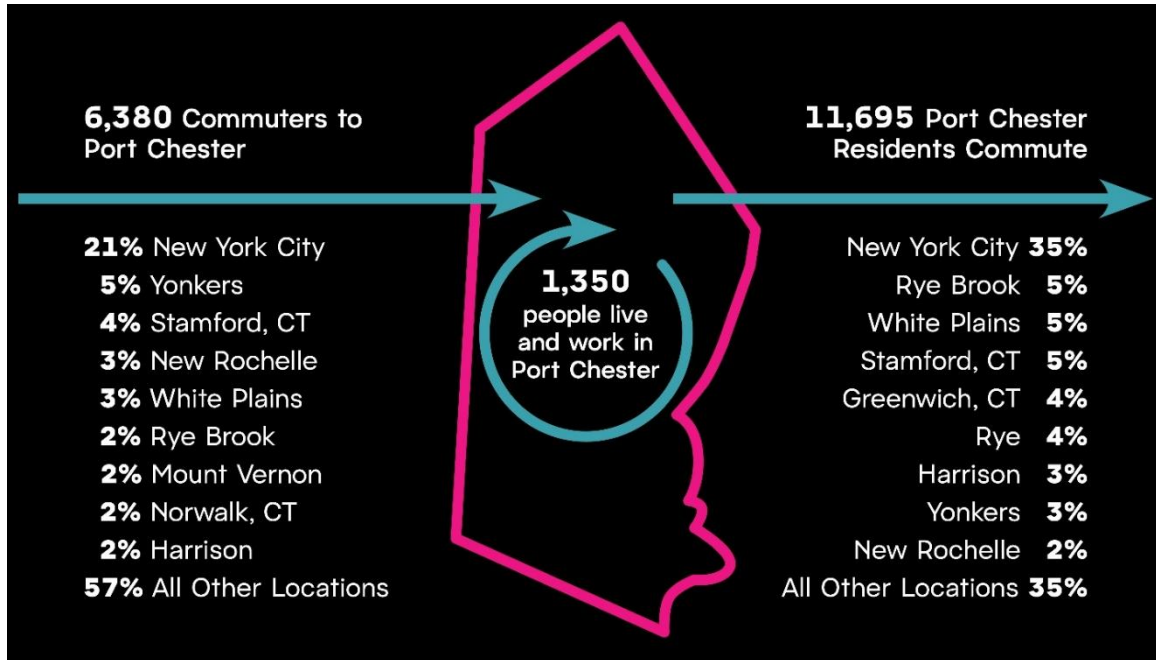
Their growing use has also introduced new safety considerations, particularly in areas with high levels of pedestrian activity. Public and Village staff feedback identified concerns related to sidewalk riding, operating speeds, and interactions among riders, pedestrians, and motorists. As the use of micromobility devices continues to increase, understanding their role within the Village's transportation network will remain an important consideration.

Commuter Patterns

Where Workers Live and Work

As of 2023, 1,373 people who lived in Port Chester also worked in Port Chester. 6,380 workers employed within Port Chester commuted from places outside of the Village, including New York City (20.5%), Yonkers (5.1%), and Stamford (3.8%). 11,695 Port Chester residents commuted outside of the Village for work and their top destinations were New York City (34.5%), Rye Brook Village (5.2%), and White Plains (4.6%).¹ Figure 2-9 shows the inflow and outflow of workers in Port Chester. The graphic shows that a larger number of people leave the Village for work than come to the Village for work.

¹ U.S. Census Bureau, On the Map Longitudinal Employer-Household Dynamics (LEHD) (2023)

Figure 2-9. Worker Flows In, Out, and Within Port Chester (2023)

Source: U.S. Census Bureau, On the Map Longitudinal Employer-Household Dynamics (LEHD) (2023)

Mode of Transportation to Work

Consistent with Port Chester's character as a walkable, transit-oriented community, a substantial share of residents commute using transportation options other than driving alone. While single occupancy driving remains the most common commute mode (62%), approximately 38% of workers commute by carpool, public transit, bicycling, walking, or other means. Public transit accounts for 13% of commute trips, reflecting the importance of the Metro-North station and regional bus service, while approximately 10% of workers commute by walking or bicycling. These travel patterns underscore the importance of continuing to invest in a multimodal transportation network that supports walking, bicycling, transit, and other transportation options.

Table II-3-5: Mode of Transportation to Work (2024)

Mode of Transportation to Work	#	%
Drove Alone	8,999	62%
Carpool	1,554	11%
Public Transit	1,882	13%
Bicycle	278	2%
Walk	1,145	8%
Other	769	5%
<i>Total</i>	14,628	100%

Source: U.S. Census Bureau, American Community Survey, ACS 5-Year Estimates (2020-2024)

Note: Population is based on workers age 16 and older and excludes those who work from home.

Issues, Opportunities, and Recommendations

The following goals and recommendations provide a framework for advancing Port Chester's transportation, mobility, and connectivity objectives. They build upon the findings of this chapter and prior planning efforts and are intended to guide future investments, policies, partnerships, and implementation actions that support safety, accessibility, economic vitality, and quality of life.

1.1. *Strengthen the Partnerships and Capacity Needed to Implement Transportation Improvements*

Many of Port Chester's most important transportation assets, including major roadways, transit facilities, and related infrastructure, are owned, operated, or regulated by agencies outside of the Village's direct control. As a result, successful implementation of transportation improvements often depends upon coordination with NYSDOT, Westchester County, Metro-North Railroad, transit providers, utility companies, neighboring municipalities, private property owners, and other partners.

For this reason, coordination, maintenance, capital planning, and funding are foundational transportation priorities. Long-term success will also depend on the Village's ability to maintain transportation infrastructure, coordinate utility work and roadway projects, manage public facilities, and sustain implementation efforts over time. The recommendations in this section establish the partnerships and implementation framework needed to advance many of the transportation, mobility, safety, and placemaking initiatives identified throughout this chapter. Coordination with partner agencies should be considered an integral component of many of the recommendations that follow.

1.1.1. *Coordinate with NYSDOT and Westchester County to Advance Roadway Improvements*

Continue to work collaboratively with NYSDOT and Westchester County to improve state- and county-owned roadways within the Village. Priority should be given to roadway segments and intersections with documented crash histories, pedestrian safety concerns, operational deficiencies, connectivity barriers, or other transportation needs identified through ongoing data collection and community input. Particular attention should be given to locations identified through the crash analysis, including portions of U.S. Route 1, Westchester Avenue, and intersections such as South Main Street/Westchester Avenue and Boston Post Road/South Regent Street. The Village should also continue advancing planned improvements in coordination with Westchester County, including the reconfiguration of portions of Westchester Avenue to improve safety, support context-sensitive parking and streetscape enhancements, strengthen pedestrian connectivity, and better balance the needs of residents, businesses, commuters, and visitors.

1.1.1.1. *Coordinate with Westchester County's Complete Streets Program*

Coordinate with Westchester County to align transportation planning efforts with the County's Complete Streets Program and pursue opportunities to advance Complete Streets improvements on County-owned roadways. Collaboration should include identifying priority projects, pursuing joint funding opportunities, sharing best practices, and promoting context-sensitive street designs that improve safety and accessibility for pedestrians, bicyclists, transit users, and motorists.

- The Village's planned reconstruction of the Westchester Avenue/Bowman Avenue intersection, including installation of a new traffic signal, represents an important opportunity to advance Complete Streets principles through coordinated design and implementation in partnership with Westchester County.

Westchester County Complete Streets Prioritization Project

In a 2026 Complete Streets Prioritization Project for County-maintained roadways, Port Chester was identified as one of Westchester County's highest-priority communities for Complete Streets improvements. Within Port Chester, Westchester Avenue was identified as a High Priority corridor for Complete Streets enhancements, while Willett Avenue was identified as a Medium Priority corridor. The County's prioritization methodology considered population and employment density, transit access, pedestrian and bicyclist injury history, proximity to schools, and access to parks to identify corridors where Complete Streets investments should be prioritized.

Unlike several other high-priority communities, the County's analysis found no significant sidewalk gaps along Port Chester's high-priority County roadway segment on Westchester Avenue. The findings suggest that future coordination between the Village and County could focus on pedestrian crossings, traffic calming, bicycle facilities, transit access, and other Complete Streets enhancements along Westchester Avenue.

1.1.2. *Strengthen Coordination with Metro-North Railroad and Transit Providers*

Continue to work with Metro-North Railroad, Bee-Line, CTtransit, and other transportation providers to improve transit access, station connectivity, bus stop amenities, passenger information, and first- and last-mile connections.

This recommendation also includes supporting implementation of Westchester County's proposed on-demand microtransit service in Port Chester as a complement to the fixed-route bus network, improving flexible first- and last-mile connections to the Metro-North station, Downtown, employment centers, and neighborhoods that are less well served by traditional transit.

1.1.3. *Coordinate Transportation and Utility Improvements*

Improve coordination between roadway resurfacing, utility work, sidewalk improvements, streetscape projects, and other infrastructure investments to reduce disruptions, maximize efficiencies, and protect public investments.

1.1.4. *Maintain and Utilize Transportation Safety and Performance Data*

Continue to collect and monitor crash data, traffic volumes, parking utilization, transit ridership, and other transportation performance measures to inform project prioritization, funding requests, and future transportation planning efforts.

1.1.5. *Leverage the Village's Existing Traffic and Safety Committee*

Continue to utilize and strengthen the Village's existing Traffic and Safety Committee as a forum for advancing pedestrian and bicycling safety, walkability, accessibility, and Complete Streets initiatives. The Committee should continue to review transportation projects, identify emerging safety concerns, provide recommendations to the Board of Trustees, support community engagement and public education, foster partnerships with schools and local organizations, and help monitor implementation of transportation-related recommendations contained in this Comprehensive Plan and other transportation studies.

1.1.6. *Pursue Transportation Funding Opportunities*

Actively pursue federal, state, regional, and private funding opportunities to support transportation, safety, accessibility, public realm, and multimodal mobility projects.

1.2. *Create a Safe, Accessible, and Walkable Transportation Network*

Port Chester's transportation network should safely accommodate pedestrians, bicyclists, transit users, motorists, and other users of all ages and abilities. Continued investment in pedestrian safety, accessibility, and roadway operations can improve mobility, strengthen connections between destinations, and enhance quality of life throughout the Village. Priorities include improving crosswalk visibility, expanding crossing opportunities, addressing accessibility needs, and creating a more comfortable and convenient walking environment that encourages walking for everyday trips.

1.2.1. *Continue Implementation of Pedestrian Safety Improvements*

Build upon the recommendations of the Pedestrian Safety Action Plan, Master Transportation Study, and other transportation initiatives by prioritizing pedestrian safety improvements along corridors and intersections with documented crash histories and high levels of pedestrian activity.

1.2.1.1. *Improve Crosswalk Visibility and Accessibility*

Upgrade existing crosswalk markings, pedestrian signals, lighting, curb ramps, and other pedestrian facilities to improve visibility, accessibility, and compliance with current ADA standards. Priority should be given to corridors and intersections identified through the Village's pedestrian network assessment and crash analysis,

including portions of Westchester Avenue and North and South Regent Street, as well as Downtown, the Metro-North station area, schools, parks, and other locations with high pedestrian activity.

As redevelopment occurs, particularly within Downtown and other mixed-use areas, evaluate opportunities to widen sidewalks where feasible to better accommodate growing pedestrian activity, improve accessibility, support outdoor activity, and enhance the overall pedestrian environment.

1.2.1.2. Expand Crossing Opportunities

Evaluate opportunities to introduce new marked crossings, pedestrian refuge islands, curb extensions, and other treatments in locations where substantial distances between existing crossings create barriers to pedestrian movement. Priority should be given to corridors identified through the pedestrian network assessment and subsequent Village review, including Westchester Avenue between Pongo Street and Merritt Street, and South Regent Street between Westchester Avenue and U.S. Route 1. Potential improvements should focus on enhancing pedestrian access to schools, transit stops, parks, commercial destinations, and other community facilities while reducing the need for midblock crossings.

1.2.1.3. Evaluate Complex Intersection Improvements

Evaluate opportunities to simplify and redesign complex or irregular intersections to improve safety, reduce vehicle speeds, shorten pedestrian crossings, and improve overall traffic operations. Examples include the Broad Street/King Street/Willett Avenue intersection and other locations where multiple streets converge or roadway geometry creates operational or safety challenges. Potential improvements may include geometric redesign, signal modifications, all-way stop control where appropriate, or roundabouts, based on engineering analysis.

1.2.1.4. Implement Intersection Daylighting

Evaluate opportunities to implement intersection daylighting by restricting parking near intersections and crosswalks where appropriate. Daylighting can improve visibility between pedestrians and motorists, reduce conflicts at crossings, and enhance safety at locations with documented crash histories, high pedestrian activity, or visibility constraints. Priority should be given to intersections near schools, parks, transit stops, Downtown destinations, and other locations that generate significant pedestrian activity.

1.2.1.5. Pursue Strategic Transportation Safety Planning Studies

Pursue strategic transportation safety planning studies to identify priority safety improvements, establish implementation priorities, and position the Village to compete for future state and federal implementation funding. Actively pursue grant

opportunities, including Safe Streets and Roads for All (SS4A), Safe Routes to School, and other transportation safety programs, to support these planning efforts.

1.2.2. *Advance Complete Streets Planning and Implementation*

1.2.2.1. Update the Green Streets / Complete Streets Policy

Review and update the Village's Green Streets / Complete Streets Policy to reflect current best practices, Vision Zero and Safe Systems principles, ADA accessibility standards, and emerging mobility needs. Establish procedures requiring transportation projects to evaluate Complete Streets opportunities and prioritize improvements using crash history, pedestrian and bicycle activity, transit access, and equity considerations.

1.2.2.2. Evaluate Street Network Operations

As part of future transportation studies, evaluate opportunities to convert one-way streets to two-way operation where doing so would improve traffic calming, business visibility, pedestrian safety, neighborhood connectivity, and Downtown access while maintaining appropriate parking and circulation.

1.2.2.3. Implement Context-Sensitive Corridor Improvements

As part of future roadway reconstruction and corridor studies, evaluate opportunities for context-sensitive roadway reconfigurations, including lane narrowing, lane repurposing ("road diets"), reallocation of excess pavement, and other geometric improvements where appropriate to calm traffic, improve pedestrian and bicycle safety, and create space for wider sidewalks, bicycle facilities, appropriately located on-street parking, street trees, landscaping, transit amenities, and other public realm enhancements. Corridors such as Westchester Avenue, Pearl Street, and other oversized roadways should be evaluated for opportunities to better balance the needs of all users while supporting Downtown vitality.

Potential improvements should also consider opportunities to introduce landscaped medians, pedestrian refuge islands, street trees, and other green infrastructure where appropriate to calm traffic, enhance corridor aesthetics, strengthen gateway character, and improve the pedestrian environment, including along corridors such as Abendroth Avenue.

Complete Streets

An approach to planning, designing, building, operating, and maintaining streets that enables safe access for all users (including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities) while balancing safety, mobility, and community needs. Complete Streets are context-sensitive and support transportation networks that safely accommodate all modes of travel.

The Village has already established a policy framework supporting multimodal transportation through its **Green Streets, Complete Streets Policy, adopted in 2018**. The policy commits the Village to considering the needs of pedestrians, bicyclists, transit users, motorists, and users of all ages and abilities in the planning, design, construction, reconstruction, and maintenance of transportation projects.

Vision Zero

A transportation safety strategy based on the principle that traffic fatalities and serious injuries are preventable. Vision Zero combines engineering, education, enforcement, and evaluation to create a safer transportation system for all users.

Safe Systems Approach

A framework that recognizes people make mistakes and seeks to design transportation systems that reduce the likelihood that those mistakes result in death or serious injury through safer road design, safer speeds, safer vehicles, safer road users, and improved post-crash care.

Sources: Federal Highway Administration (FHWA), Zero Deaths and Safe System; U.S. Department of Transportation (USDOT), National Roadway Safety Strategy

1.2.3. Support Ongoing Maintenance of Village Transportation Infrastructure

Continue to support the Department of Public Works in maintaining sidewalks, pavement markings, curb ramps, traffic control devices, and related transportation infrastructure. Consider preparing a long-term sidewalk and pedestrian infrastructure management.

1.3. Strengthen Connections Between Downtown, the Waterfront, Neighborhoods, and Transit

Port Chester's transportation network should support seamless connections between the Village's major destinations. Improved connectivity can strengthen economic activity, encourage walking and bicycling, improve access to transit, and reinforce the Village's identity as a walkable waterfront community. Building upon initiatives such as the LOOP, future investments should also improve wayfinding and overcome physical barriers that limit connections between Downtown, the waterfront, neighborhoods, and the Metro-North station.

1.3.1. *Advance Implementation of The LOOP Initiative*

Continue to pursue transportation, streetscape, wayfinding, and public realm improvements identified through The LOOP initiative to strengthen connections between Downtown, the Metro-North station, the waterfront, and surrounding neighborhoods.

1.3.2. *Improve Access to the Waterfront and Station Area Connectivity*

Expand pedestrian and bicycle connections to the waterfront and Byram River corridor through enhanced crossings, wayfinding, public spaces, and improved streetscape conditions.

Enhance connections to the Metro-North station and coordinate transportation improvements with future station-area planning, redevelopment efforts.

Particular attention should be given to improving pedestrian conditions along routes connecting the Metro-North station with the waterfront MTA parking lot and other Downtown destinations, including intersections that experience high levels of pedestrian activity and documented crash patterns. Efforts should also focus on improving the safety, appearance, lighting, accessibility, and user experience of railroad underpasses and other pedestrian connections that serve as critical links between neighborhoods, parking, Downtown, the waterfront, and the station area.

1.3.3. *Improve Village-Wide Wayfinding*

Develop a coordinated wayfinding system that helps residents and visitors navigate between Downtown, the train station, the waterfront, parking facilities, parks, and other destinations. Build upon the Village's previous wayfinding planning efforts by implementing and expanding the conceptual Wayfinding Plan developed through the 2017 Mobility and Parking Management Study. The system should incorporate a consistent package of gateway signs, directional signs, pedestrian kiosks, East Coast Greenway trailblazers, banners, and other wayfinding elements that reinforce community identity and improve navigation for residents and visitors. Further, future wayfinding investments should be coordinated with implementation of The LOOP initiative to create a cohesive and recognizable pedestrian network throughout the Village.

1.4. *Expand Transportation Choice and Support a Multimodal Transportation Network*

Port Chester benefits from access to regional rail service, local and regional bus service, and a compact development pattern that supports walking and to some degree bicycling. Future investments should continue to expand transportation options and reduce dependence on single-occupancy vehicles. Opportunities include improving first- and last-mile connections, expanding bicycle accommodations, enhancing bus stop amenities, and thoughtfully integrating micromobility options, such as bicycles, e-bikes, and scooters, while addressing related safety and operational considerations. Collectively, these improvements can help expand access to employment, education, recreation, after-school programs, community services, and other everyday destinations for residents of all ages.

Transportation Choice

The availability of multiple transportation options that allow people to select the travel mode that best meets their needs. Transportation choice may include walking, bicycling, public transit, ridesharing, and driving. Communities with greater transportation choice provide residents and visitors with more flexibility, accessibility, and mobility while reducing dependence on any single mode of travel.

Source: Victoria Transport Policy Institute (VTPI)

1.4.1. *Prepare a Village-wide Bicycle and Micromobility Plan*

Prepare a comprehensive bicycle and micromobility plan that evaluates existing conditions, identifies priority bicycle routes, assesses opportunities for bicycle infrastructure, and develops strategies for accommodating bicycles, e-bikes, scooters, and other emerging mobility options. The plan should emphasize connections between neighborhoods, Downtown, schools, parks, the waterfront, and the Metro-North station while establishing a framework for future infrastructure investments, policies, and programs. Recognizing the Village's constrained roadway network and narrow street widths, the plan should evaluate context-sensitive bicycle facility types and identify realistic implementation strategies, including opportunities for one-way bicycle facilities on parallel streets, neighborhood bicycle routes, shared streets, and other innovative approaches where conventional bicycle lanes may not be feasible. This plan could be the basis to also advance Recommendation 1.4.2.

1.4.2. *Improve Bicycle and Micromobility Infrastructure & Policy*

In tandem with a potential Village-Wide Bicycle Plan, or as a separate effort, there are opportunities to expand bicycle facilities. For example: expand bicycle facilities, bicycle parking, and supporting infrastructure throughout the Village, with particular attention to connections between neighborhoods, Downtown, schools, parks, the waterfront, and the Metro-North station.

1.4.2.1. *Expand Bicycle Parking*

Increase the availability of bicycle parking at the Metro-North station, Downtown destinations, schools, parks, municipal facilities, and other high-demand locations.

As feasible, particularly at the train station, provide covered bicycle parking to further encourage bicycle commuting and multimodal travel.

1.4.2.2. Develop Bicycle and Micromobility Policies

Evaluate opportunities to establish bicycle parking standards for new development, including secure long-term bicycle parking for residents and employees and publicly accessible bicycle parking near building entrances and major destinations. As appropriate, evaluate amendments to the Zoning Code to establish bicycle parking requirements and EV-ready infrastructure standards for new development.

1.4.3. *Improve Transit Access and Rider Experience*

In tandem with Recommendation 1.1.2, continue to coordinate with Metro-North Railroad, Westchester County Bee-Line, CTtransit, and other transit providers to improve station access, bus stop amenities, passenger information, and first- and last-mile connections. Support efforts to improve transportation access to schools, after-school programs, recreation facilities, libraries, community centers, employment opportunities, and other destinations that serve youth, recognizing the important role mobility plays in expanding access to educational, recreational, and workforce opportunities.

1.4.4. *Support Transit-Oriented Development*

Continue to promote context-sensitive transit-oriented development that leverages the Village's regional rail access while supporting walkability, economic development, and housing opportunities. Continue to coordinate with Metro-North on the potential redevelopment opportunities of the commuter parking lot.

1.4.5. *Expand Electric Vehicle Charging Infrastructure*

Support the expansion of publicly accessible electric vehicle charging infrastructure at municipal parking facilities, commuter parking areas, mixed-use developments, and other appropriate locations that are outside of the floodplain. Evaluate amendments to the Zoning Code to incorporate EV-ready infrastructure requirements for new development, where appropriate, consistent with evolving best practices and building standards.

1.5. *Manage Parking and Curb Access as Strategic Community Assets*

Parking and curb space are valuable public resources that support residents, businesses, commuters, and visitors. Future efforts should emphasize efficient management, customer experience, and operational improvements while balancing competing demands within the public right-of-way. Strategies should recognize that many parking challenges relate to management, utilization, turnover, and information rather than an overall shortage of parking, while also responding to evolving curbside demands associated with deliveries, rideshare services, and changing travel patterns.

1.5.1. *Implement Parking Management Best Practices and Periodically Evaluate Parking Pricing and Regulations*

Continue to utilize data, technology, and performance monitoring to improve parking utilization, turnover, customer information, and operational efficiency.

Review parking rates, permit programs, time limits, pricing strategies, technology, enforcement practices, and parking fines to ensure that parking policies support Downtown vitality, residential quality of life, parking turnover, and the effective utilization of available parking resources. As part of this effort, evaluate opportunities to use pricing strategies to improve parking turnover, preserve convenient access to premium short-term spaces, and encourage longer-duration parking in municipal lots (e.g., by instituting a lower rate than on-street parking) and commuter parking facilities where appropriate. Also consider opportunities to reinvest parking revenues into parking management, streetscape enhancements, pedestrian and bicycle improvements, and other transportation-related investments that support Downtown accessibility and vitality.

1.5.2. *Continue to Encourage Shared Parking and Efficient Parking Utilization*

Continue to promote shared parking arrangements through the site plan review process and similar approaches that maximize the use of existing parking resources. Additionally:

- Evaluate opportunities to optimize the use of Village-owned parking lots by assessing time-of-day demand and parking restrictions. Where appropriate, consider strategies such as expanded shared use or adjusted parking regulations during off-peak periods, while ensuring adequate parking remains available for commuters and other priority users.
- When reviewing redevelopment proposals, evaluate opportunities for publicly accessible parking to be incorporated into new development, including through development incentives or bonus provisions where appropriate, in order to address localized parking needs and support Downtown vitality.
- Evaluate opportunities for strategically located satellite parking areas on the periphery of Downtown to accommodate employee parking, commercial vehicles, and other longer-duration parking demands, helping to reduce pressure on on-street parking while balancing neighborhood character and operational needs.

1.5.3. *Monitor and Refine Residential Parking Permit Programs*

Evaluate the effectiveness of the Washington Park Residential Parking Permit Program and consider whether similar approaches may be appropriate in other neighborhoods experiencing localized parking constraints.

1.5.4. *Develop a Curbside Management Strategy*

Evaluate curbside demands associated with deliveries, rideshare activity, passenger pick-up and drop-off activity, emerging mobility services, and commercial vehicle parking needs. Consider designated loading, delivery, passenger pick-up/drop-off zones, and commercial

vehicle parking areas where appropriate zones where appropriate to balance business operations with residential quality of life.

1.6. *Leverage Transportation Investments to Support Community Character and Economic Vitality*

Transportation investments should contribute not only to mobility, but also to placemaking, economic development, and quality of life. Streets, sidewalks, gateways, and public spaces should reinforce the character and identity of Port Chester. Enhancements to streetscapes, neighborhood commercial corridors, gateways, and the public realm should create attractive, inviting, and functional spaces that support residents, businesses, and visitors while reinforcing the Village's sense of place.

1.6.1. *Enhance Streetscapes and Public Spaces*

Continue to improve sidewalks, street trees, landscaping, lighting, seating, public art, and other public realm amenities throughout Downtown and along key transportation corridors.

1.6.2. *Strengthen Gateway Corridors*

Implement gateway, signage, streetscape, and placemaking improvements that create a strong sense of arrival at major entrances to the Village and Downtown. As part of future corridor and intersection improvement projects, evaluate opportunities to redesign key gateway locations (such as the King Street / North Main Street / Westchester Avenue gateway) to enhance the public realm, improve pedestrian safety and comfort, calm traffic, strengthen wayfinding, and create welcoming civic spaces that reinforce Downtown's identity.

1.6.3. *Support Neighborhood Commercial Corridors*

Pursue transportation and public realm improvements that strengthen neighborhood commercial areas, improve walkability, and support local businesses, particularly along North Main Street, portions of Williams Street, and portions of Willett Avenue.

1.6.4. *Improve Access to Parks, Open Spaces, and Community Destinations*

Prioritize transportation improvements, including pedestrian infrastructure, that strengthen connections to parks, schools, community facilities, the waterfront, and other public destinations while enhancing accessibility for residents and visitors