

GOALS + CONTEXT

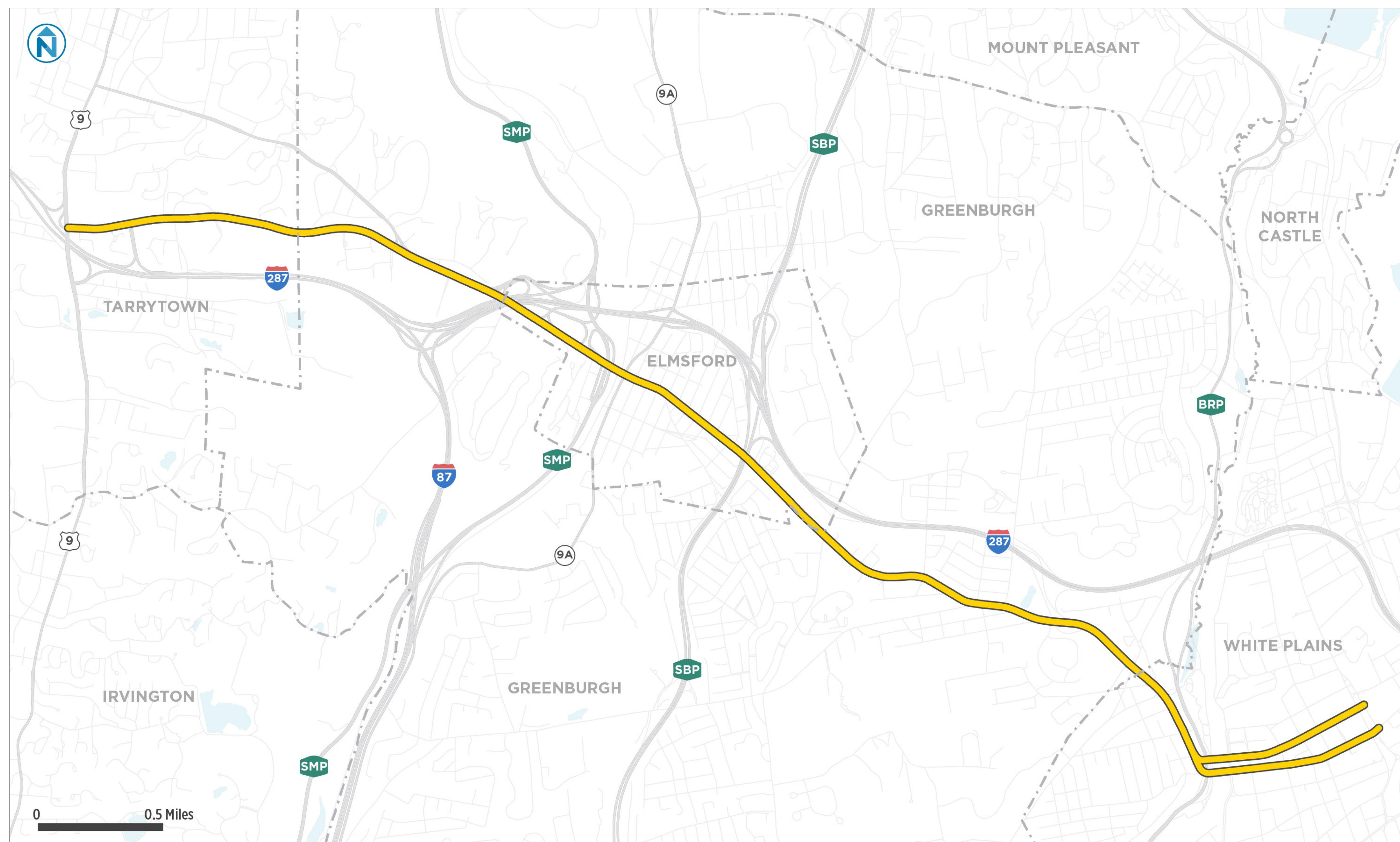
What is this study?

The project will produce an actionable design for making Route 119 a complete street from the intersection of Route 9 (South Broadway) in Tarrytown through the intersection of Route 22 (South Broadway) in White Plains that can readily form the basis for a subsequent design-build. The plan, when implemented in later projects, would provide safe, inviting facilities for people of all ages, abilities and modes to travel along and across Route 119.

PROJECT GOALS:

The goal of the study is to develop a complete streets plan that will:

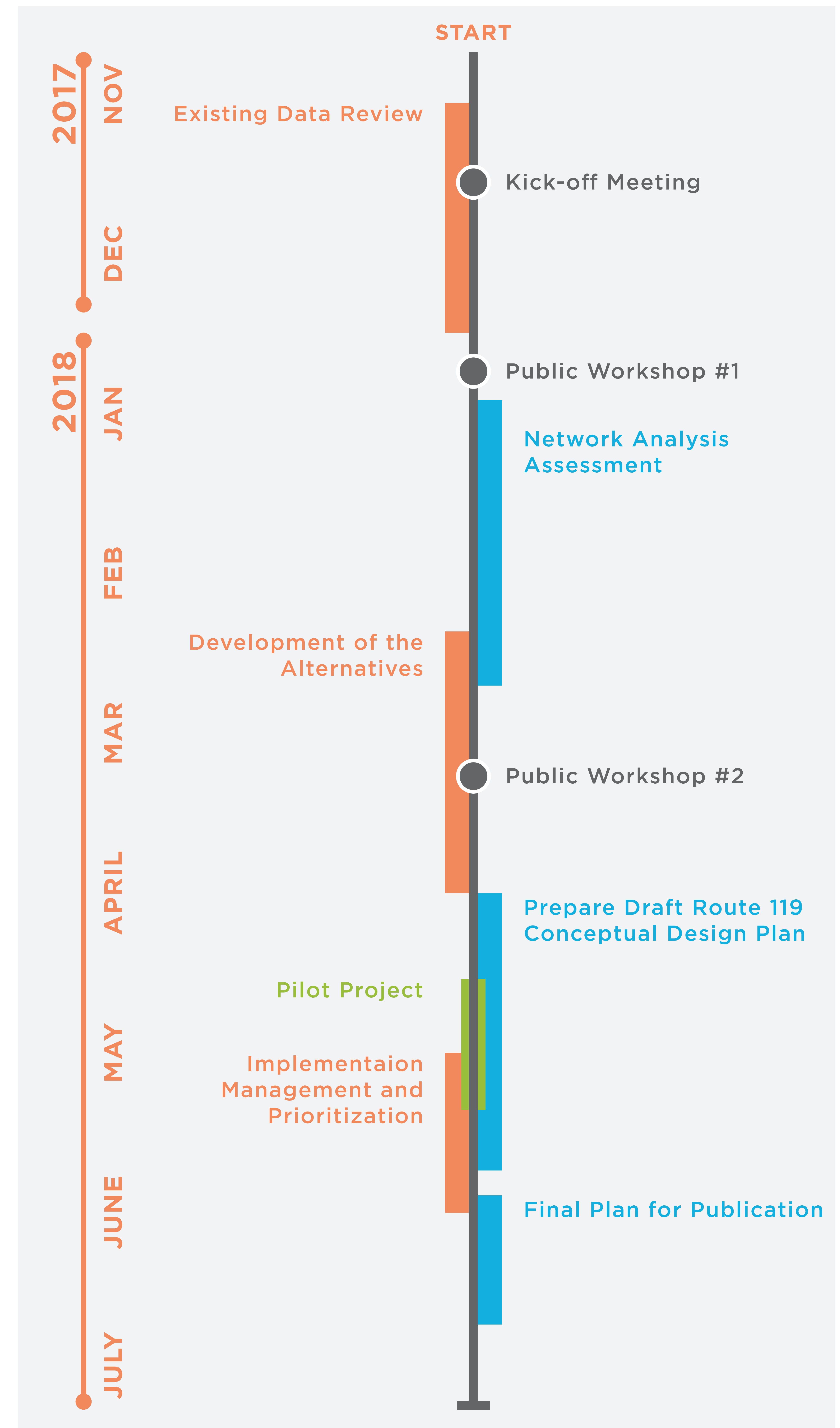
- Provide a safe and integrated pedestrian network, and connected places to walk along and across Route 119
- Provide a safe and continuous bicycle path
- Enhance multimodal access throughout corridor
- Placemaking opportunities
- Address parking, snow removal, maintenance needs
- “Quick Build” techniques
- Attract people using the New NY Bridge path to shops and restaurants



The study is being funded by a reimbursement grant awarded to the Consortium by the New NY Bridge Community Benefits Program.

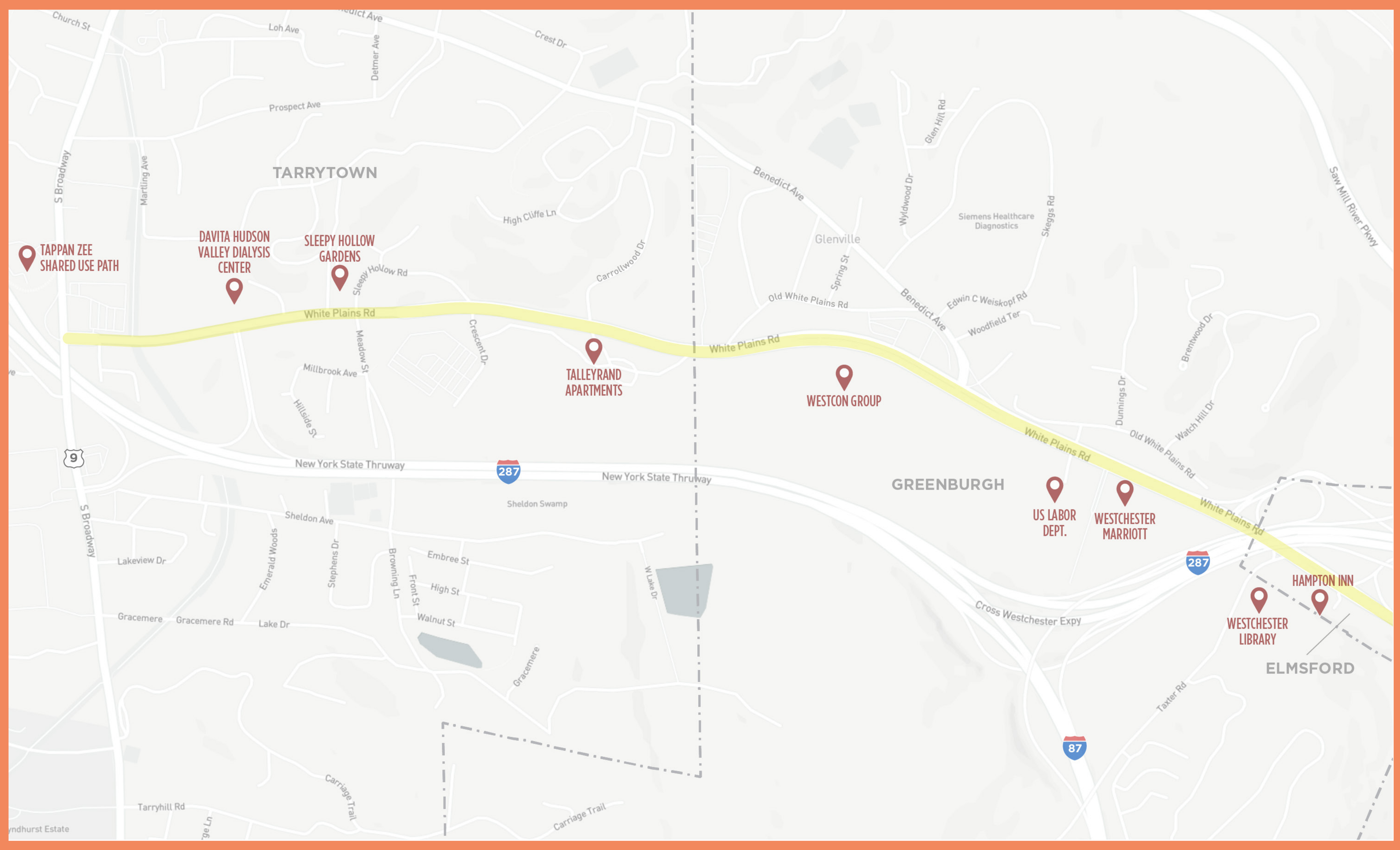
For more information:

- <http://rt119complete.org/>
- 🐦 [@rt119complete](https://twitter.com/rt119complete)
- ✉ Sign up for the project's email announcement list via info@rt119complete.org



TELL US YOUR THOUGHTS

TARRYTOWN AND GREENBURGH



Please help us identify trouble spots and spots with potential to be great places.

Identify problem areas with a red dot ●

Identify areas that work well with a green dot ●

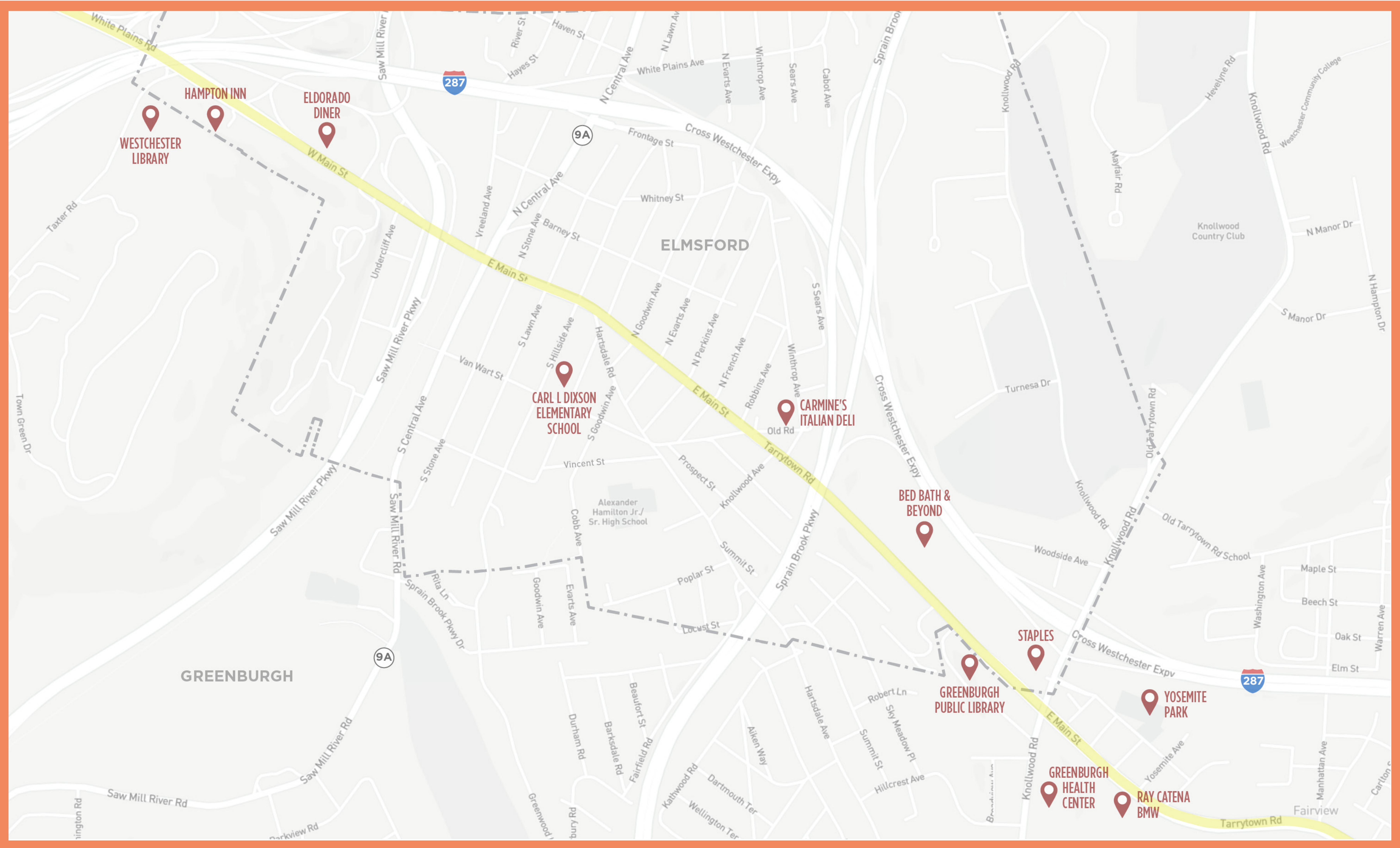
Identify areas that have the potential to be great places with a yellow dot ●

Use the comment box or sticky notes to share any additional thoughts you may have.

COMMENTS

TELL US YOUR THOUGHTS

ELMSFORD AND GREENBURGH



Please help us identify trouble spots and spots with potential to be great places.

Identify problem areas with a red dot ●

Identify areas that work well with a green dot ●

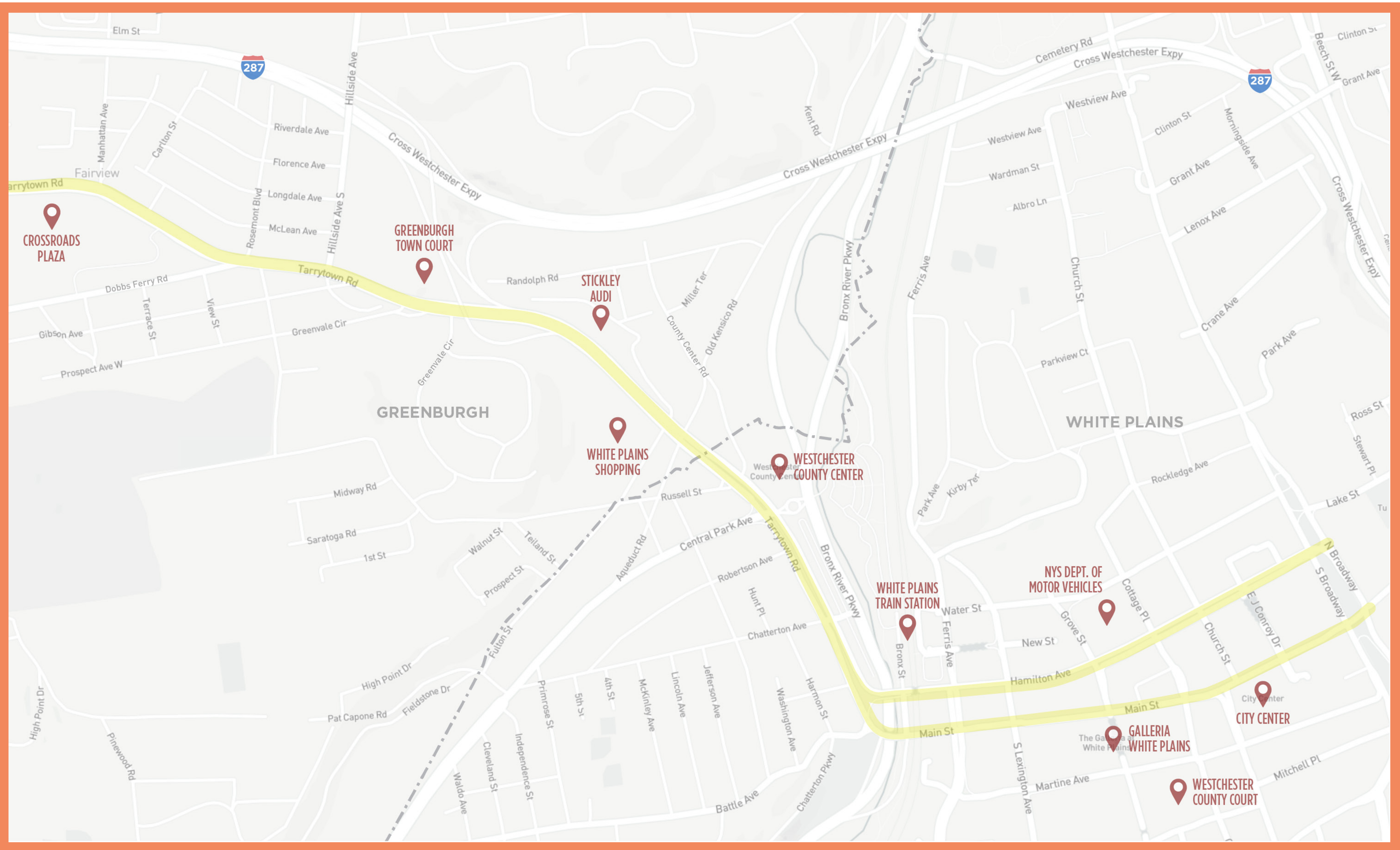
Identify areas that have the potential to be great places with a yellow dot ●

Use the comment box or sticky notes to share any additional thoughts you may have.

COMMENTS

TELL US YOUR THOUGHTS

WHITE PLAINS AND GREENBURGH



Please help us identify trouble spots and spots with potential to be great places.

Identify problem areas with a red dot ●

Identify areas that work well with a green dot ●

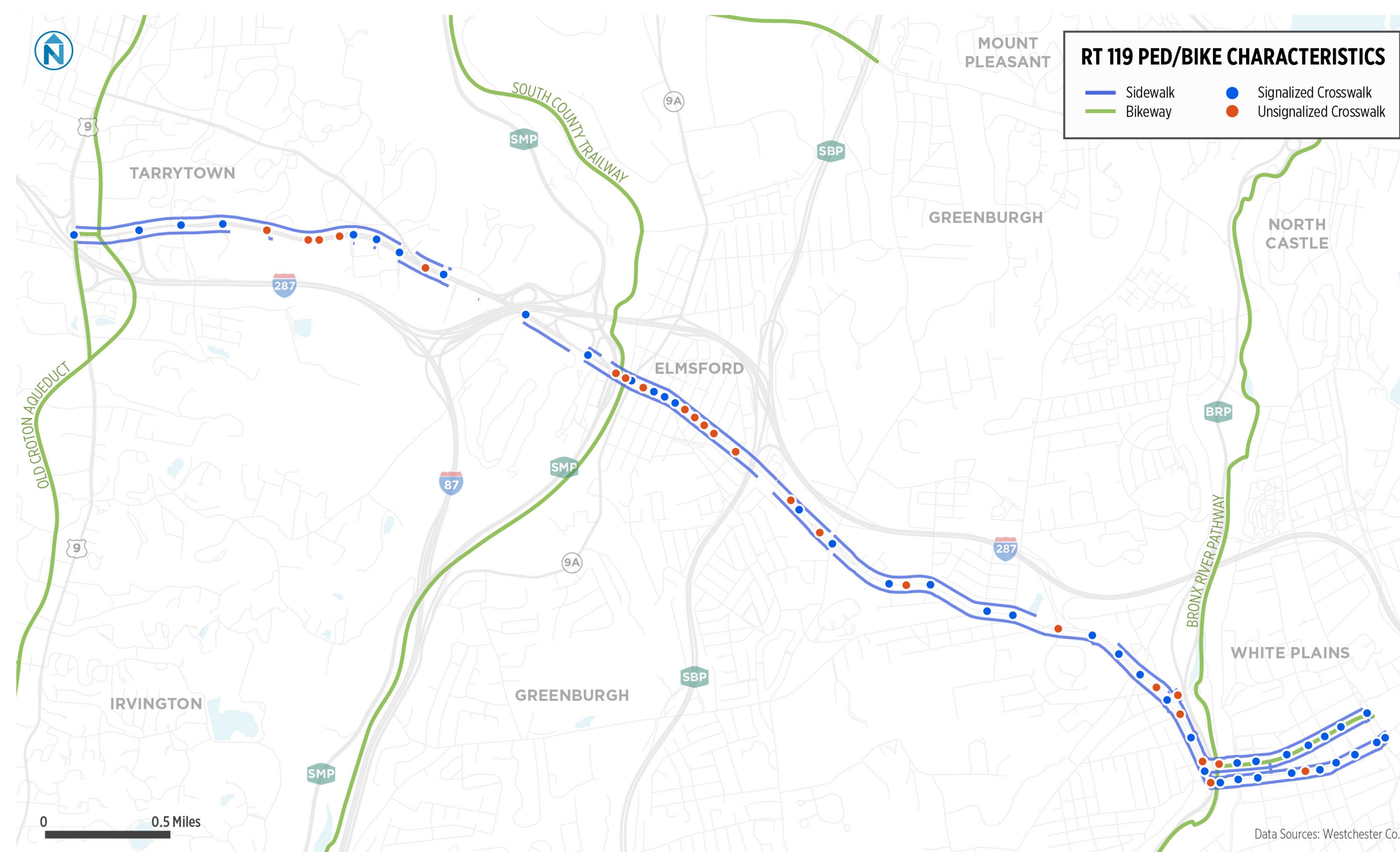
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COMMENTS

EXISTING CONDITIONS

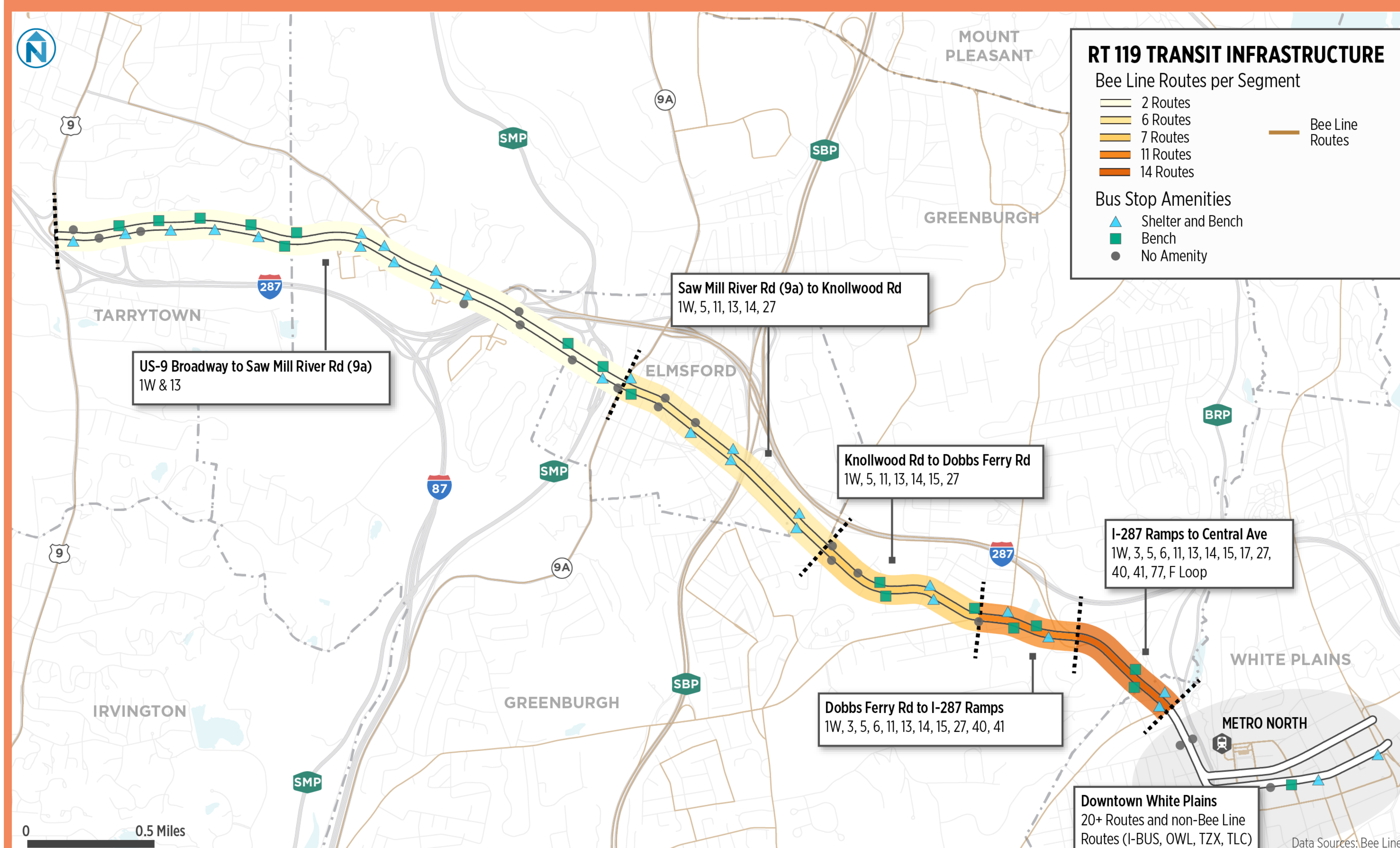
PEDESTRIANS & BIKE



Safety, comfort, and accessibility are important for a vibrant, active corridor. Route 119 must balance needs of those making through trips along the corridor without compromising the fabric of our communities.

- There are sidewalks on at least one side in 93% of the length of the corridor, though they are sometimes narrow and discontinuous
- About 65% of crosswalks have signals, but several crossings are unmarked and unsignalized
- Some trails don't have intuitive crossing conditions at their intersections with Route 119

TRANSIT

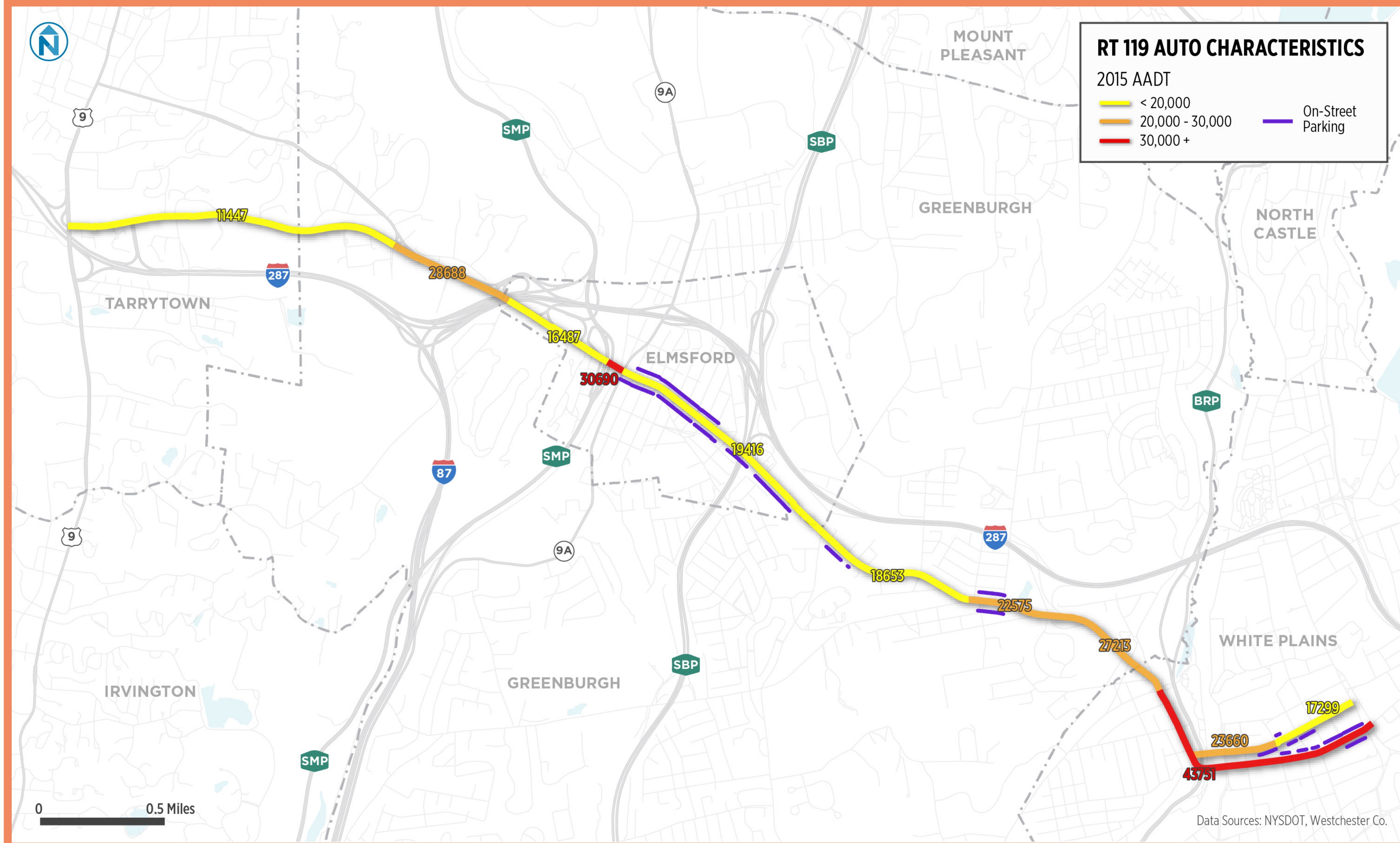


Route 119 is an intensely used transit route, especially near White Plains. Nearly every bus at the Transit Center use some portion of Route 119.

- At least 20 bus routes (16 Bee Line and 4 non-Bee Line) service some part of Route 119, but only one (Bee Line Route 13) serves Route 119 in its entirety
- Many bus stops along Route 119 are inaccessible or lack amenities
 - Some are not accessible from the existing sidewalks and crosswalks
 - 44% of stops are equipped with shelters and benches
 - 27% of stops have a bench but no shelter
 - 29% of stops have no bench, shelters, or crosswalks to access them

EXISTING CONDITIONS

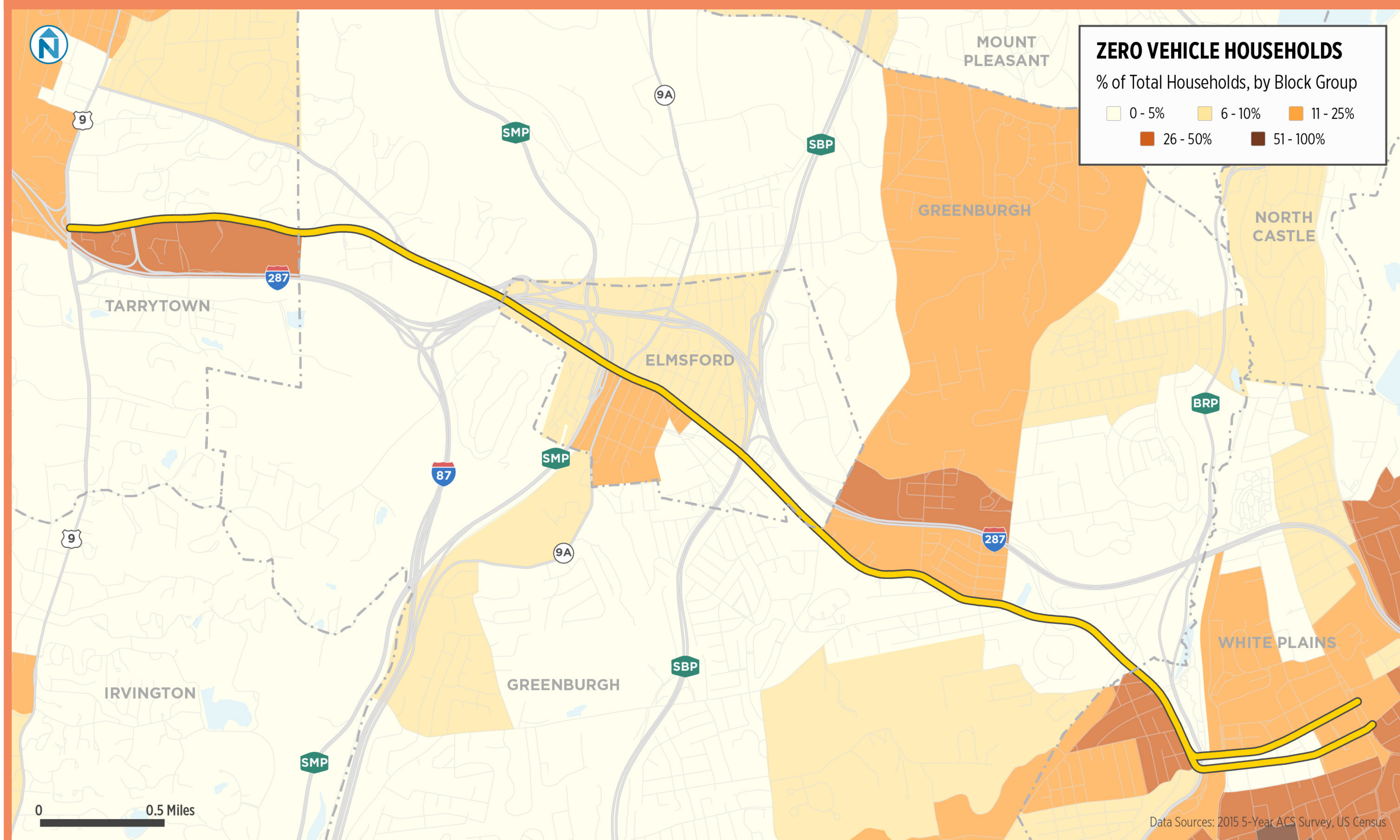
TRAFFIC & PARKING



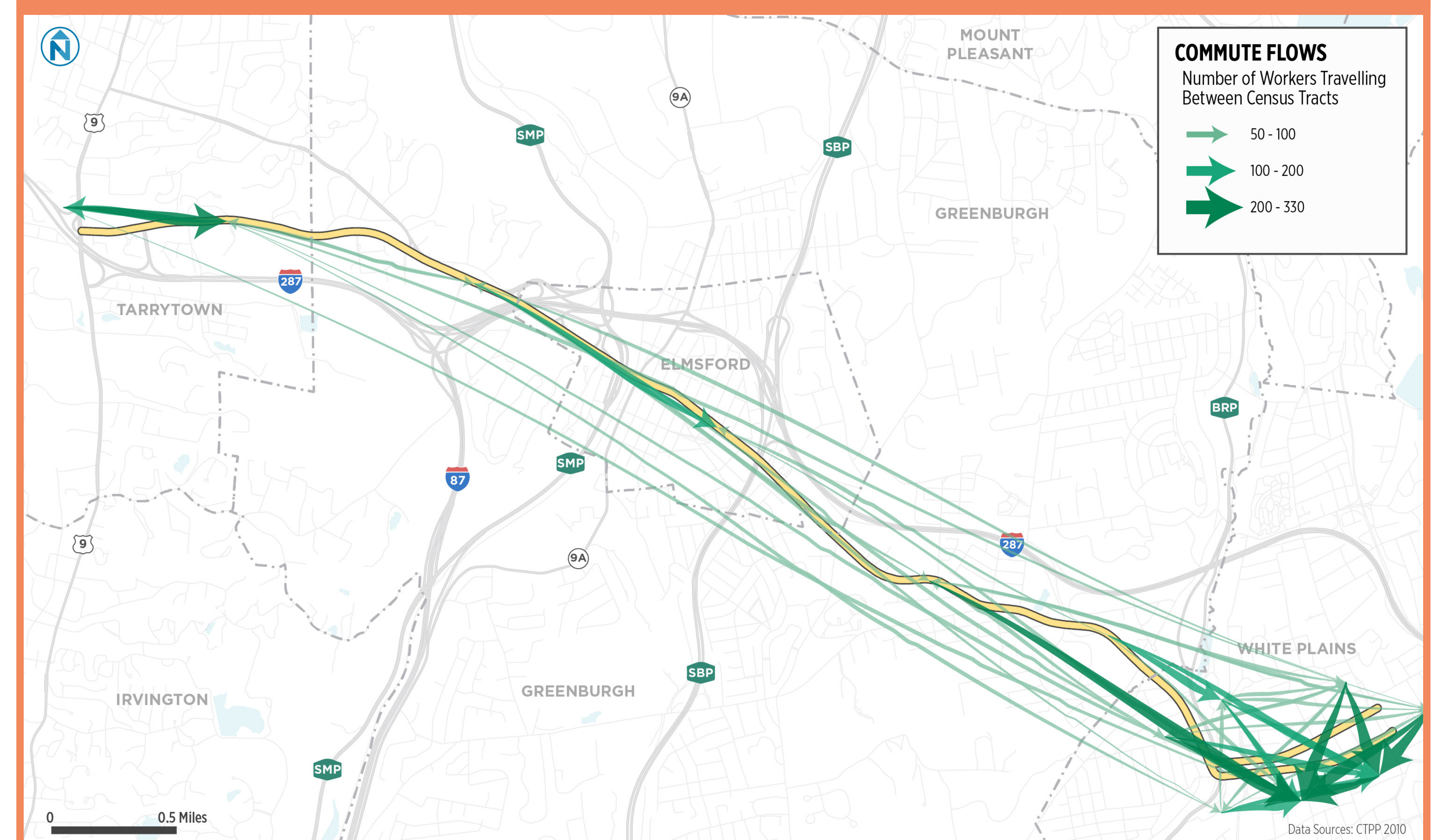
A balanced corridor is important to ensure safe, convenient connections for commuters, students, employees, and visitors whether they are driving, walking, biking, or on transit. In a balanced corridor, existing traffic volumes and parking occupancy help guide decisions on changes in roadway cross section.

- Of the commute trips that begin and end within the study area:
 - About 50% are made by driving (70% excluding White Plains)
 - About 25% are made by walking (12% excluding White Plains)
- Average daily traffic is less than 20,000 vehicles/day along most of the corridor, but reaches 30,000 vehicles/day west of the I-87/I-287 merge, and 40,000 vehicles/day approaching Downtown White Plains
- Over 15% of households within the study area do not have access to a private vehicle
- Commutes within the study area flow heaviest towards downtown White Plains, though some heavy flows also occur within Tarrytown and into Elmsford as well

ZERO VEHICLE HOUSEHOLDS



COMMUTE FLOWS



DESIGN GUIDELINES & SAFETY

DESIGN GUIDELINES

PEDESTRIAN IMPROVEMENT EXAMPLES



STREETS AS PLACES



PROJECT PHASING: COMPLETE STREETS



QUICK BUILD EXAMPLES

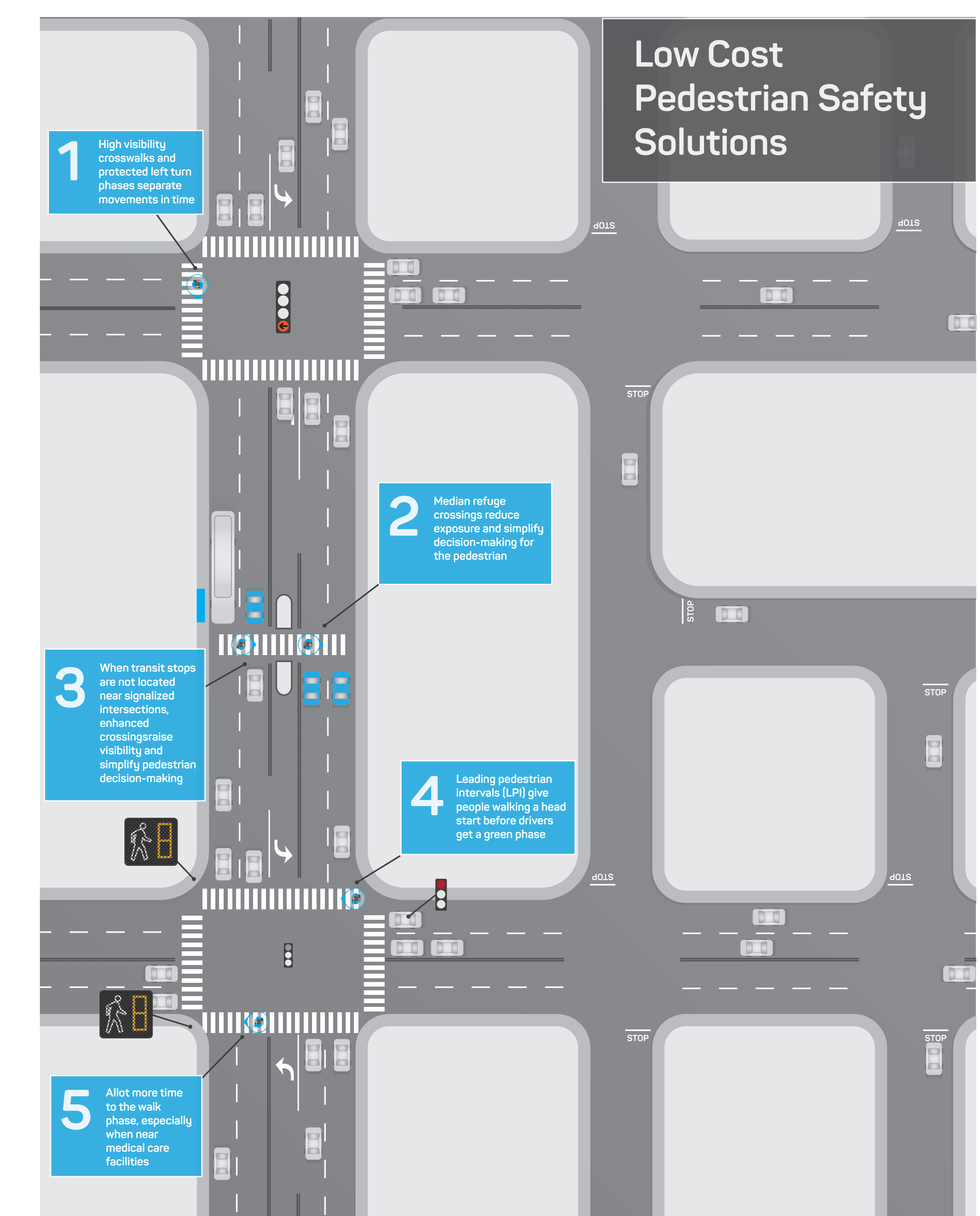
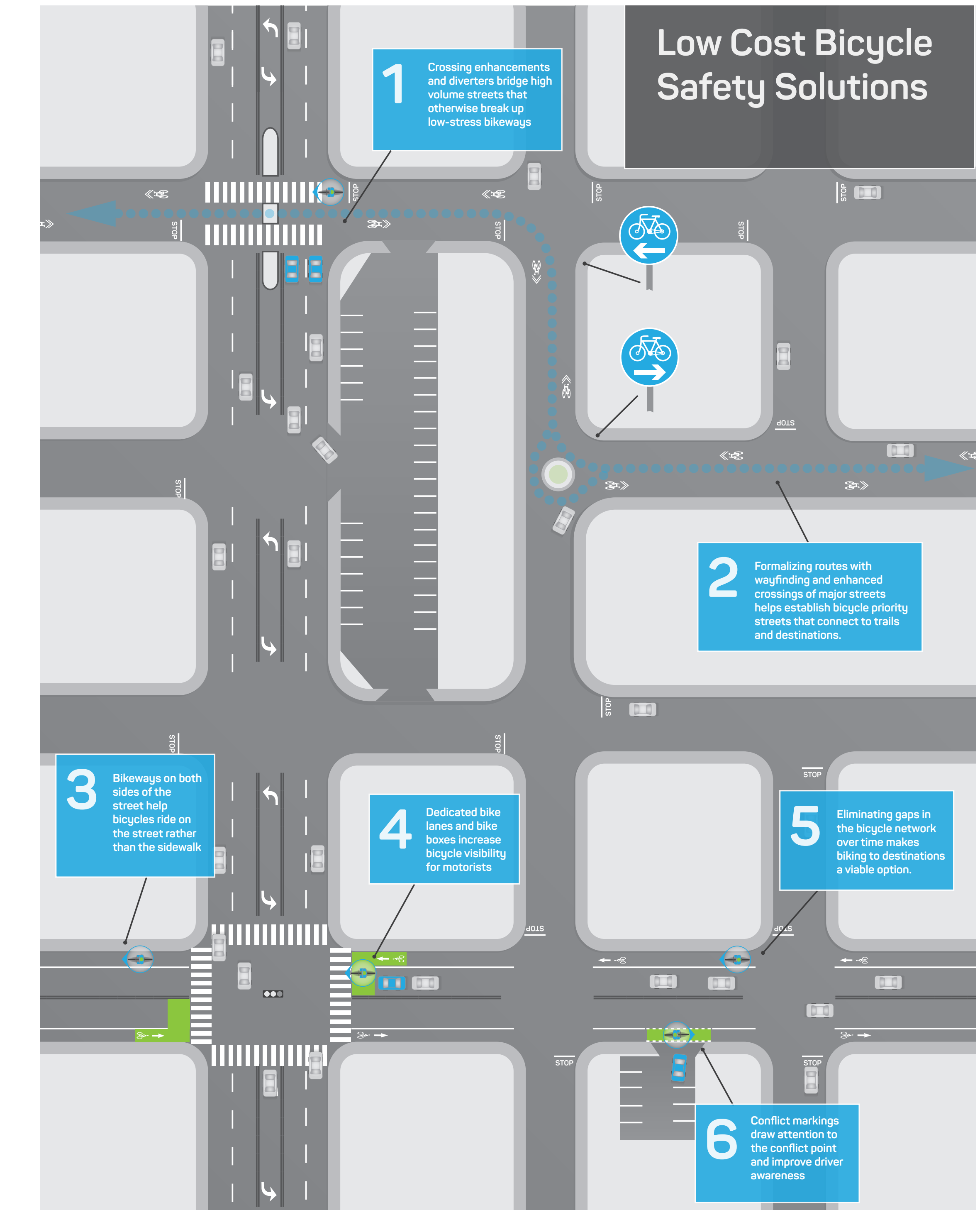


SAFETY

FIELD OF VISION



STREET DESIGN



- **Streets transporting less than 25,000/day** can be supported with 1-lane per direction.
- **Parking removal** will not be recommended where current on-street and nearby off-street utilization is high.
- **Recommendations** will maintain traffic Level of Service D during peak hour.