

# ROUTE 119 COMPLETE STREETS DESIGN ALTERNATIVES

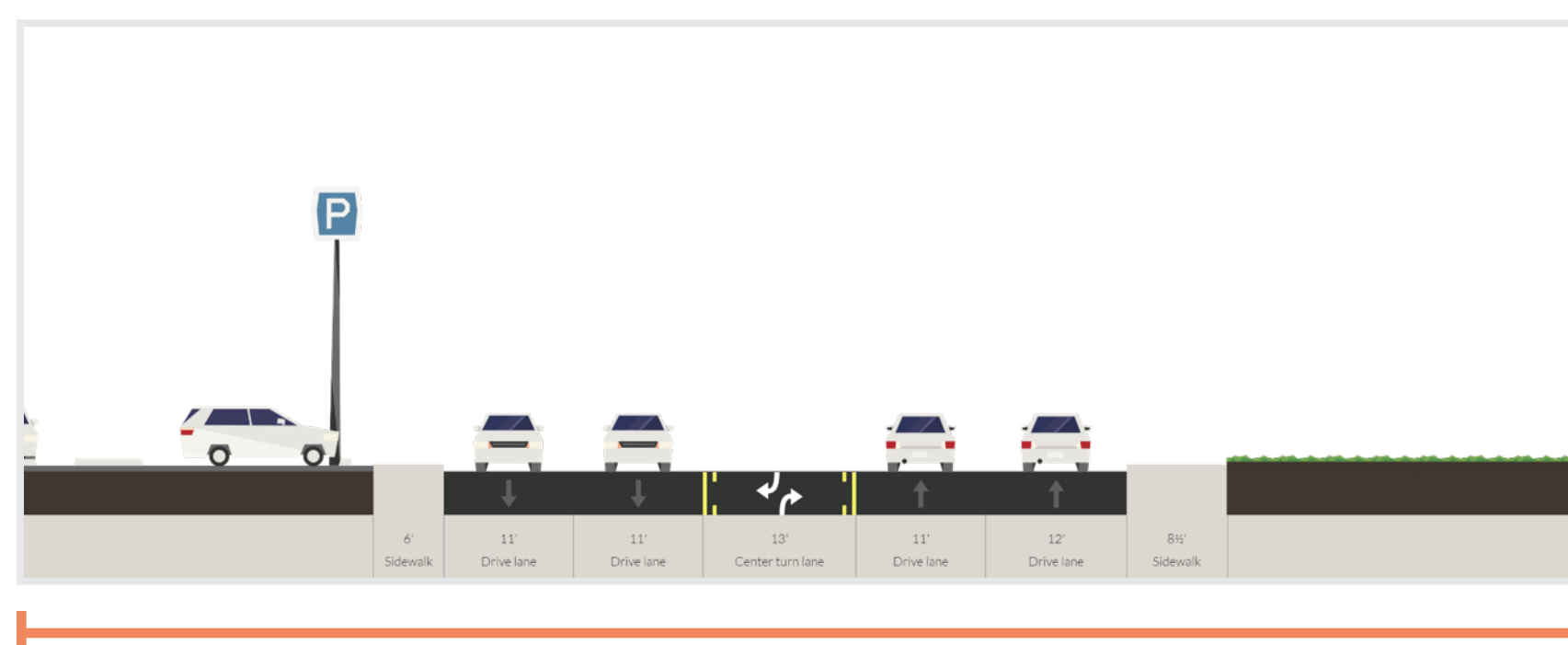
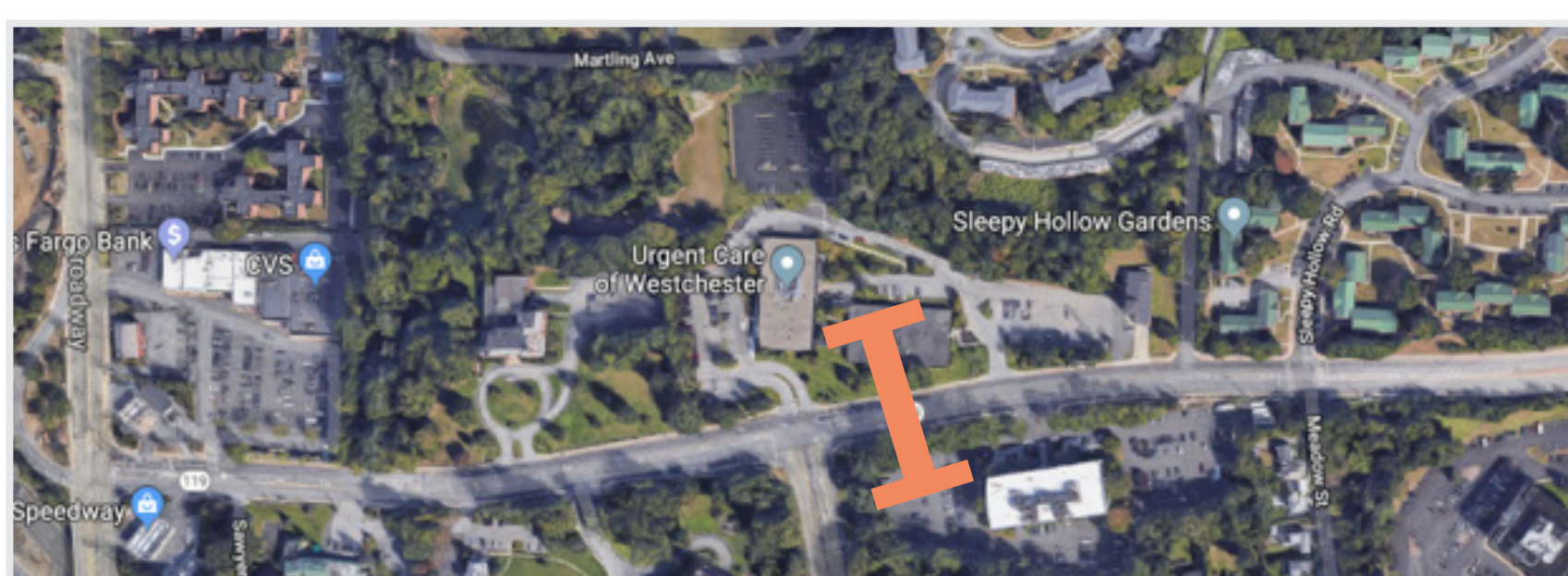


## Section 1

Rt. 9 to Benedict Ave. (Tarrytown)

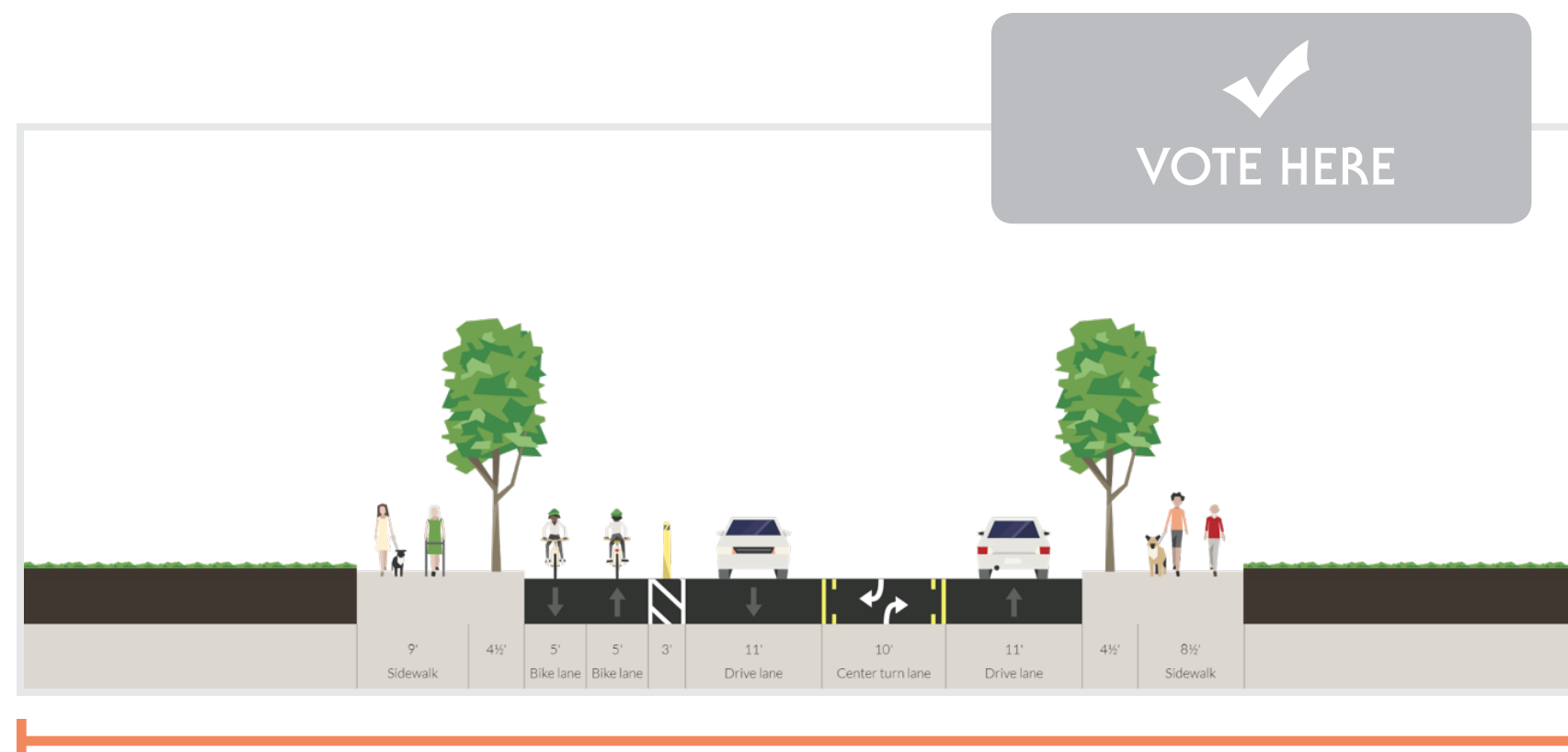
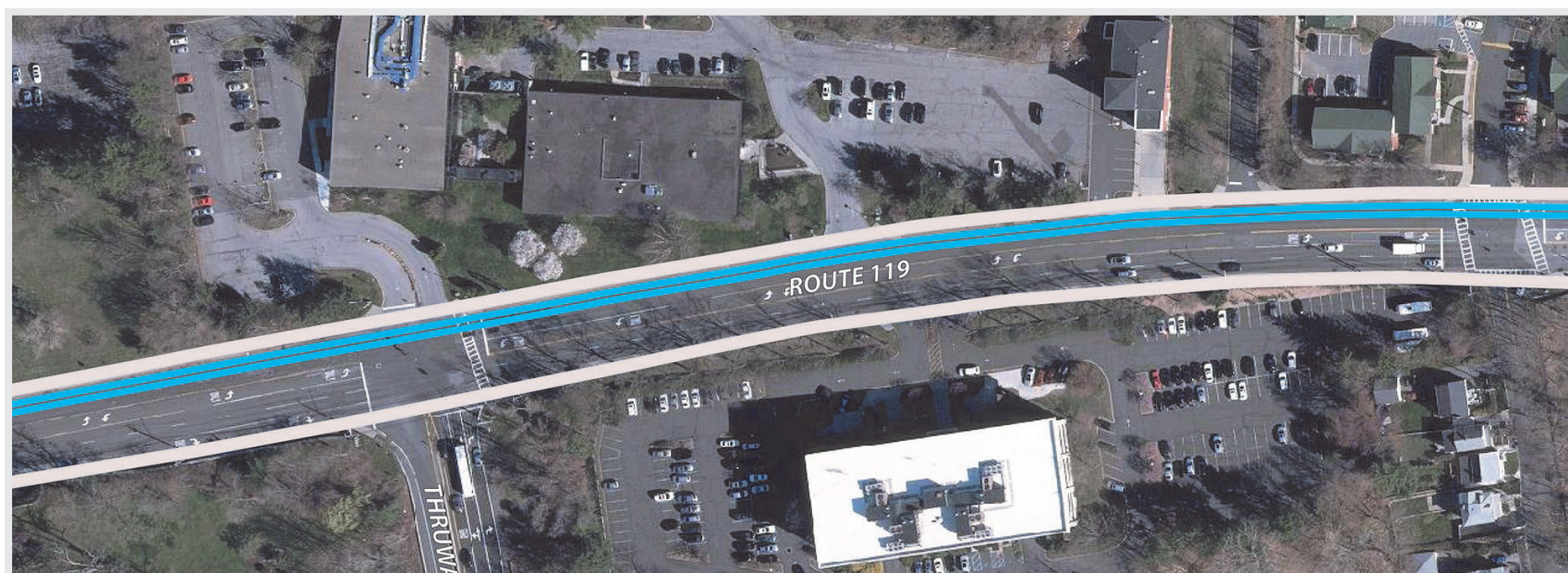
### Existing Conditions

2015 Average Annual Daily Traffic: 11,500  
Curb-to-curb Road Width: 57 ft.



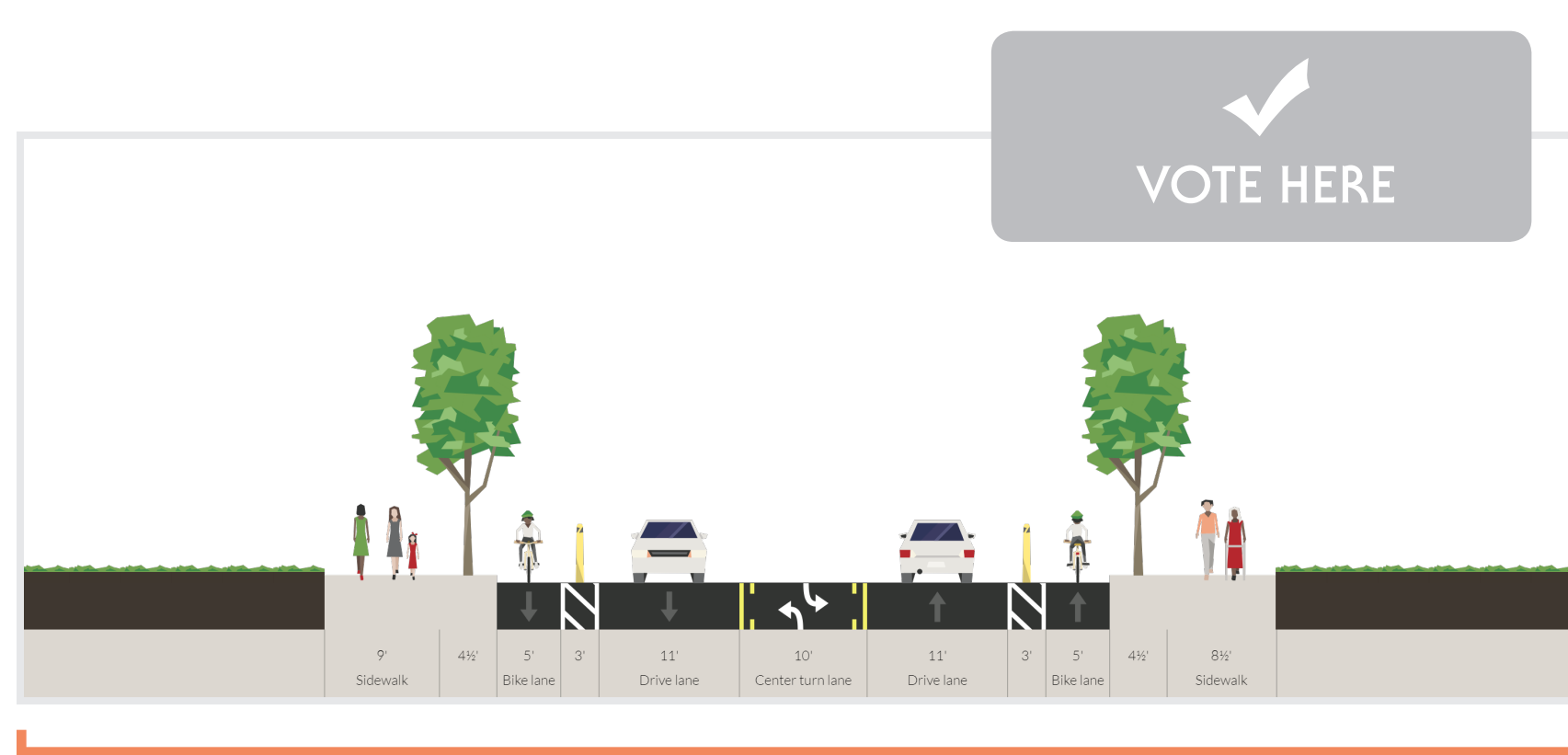
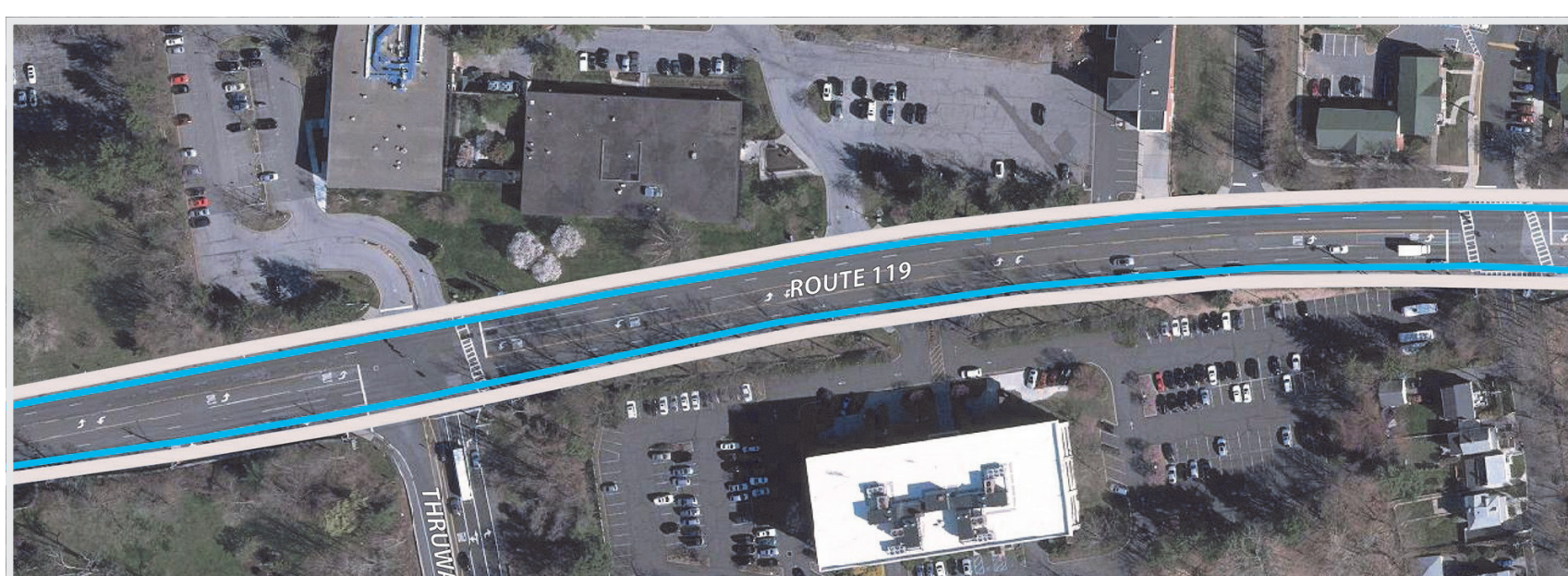
### Option 1: Buffered Dual Bike Lane on North Side & Road Diet

Road Diet: Removal of one travel lane per direction and extension of the sidewalk on the south side.



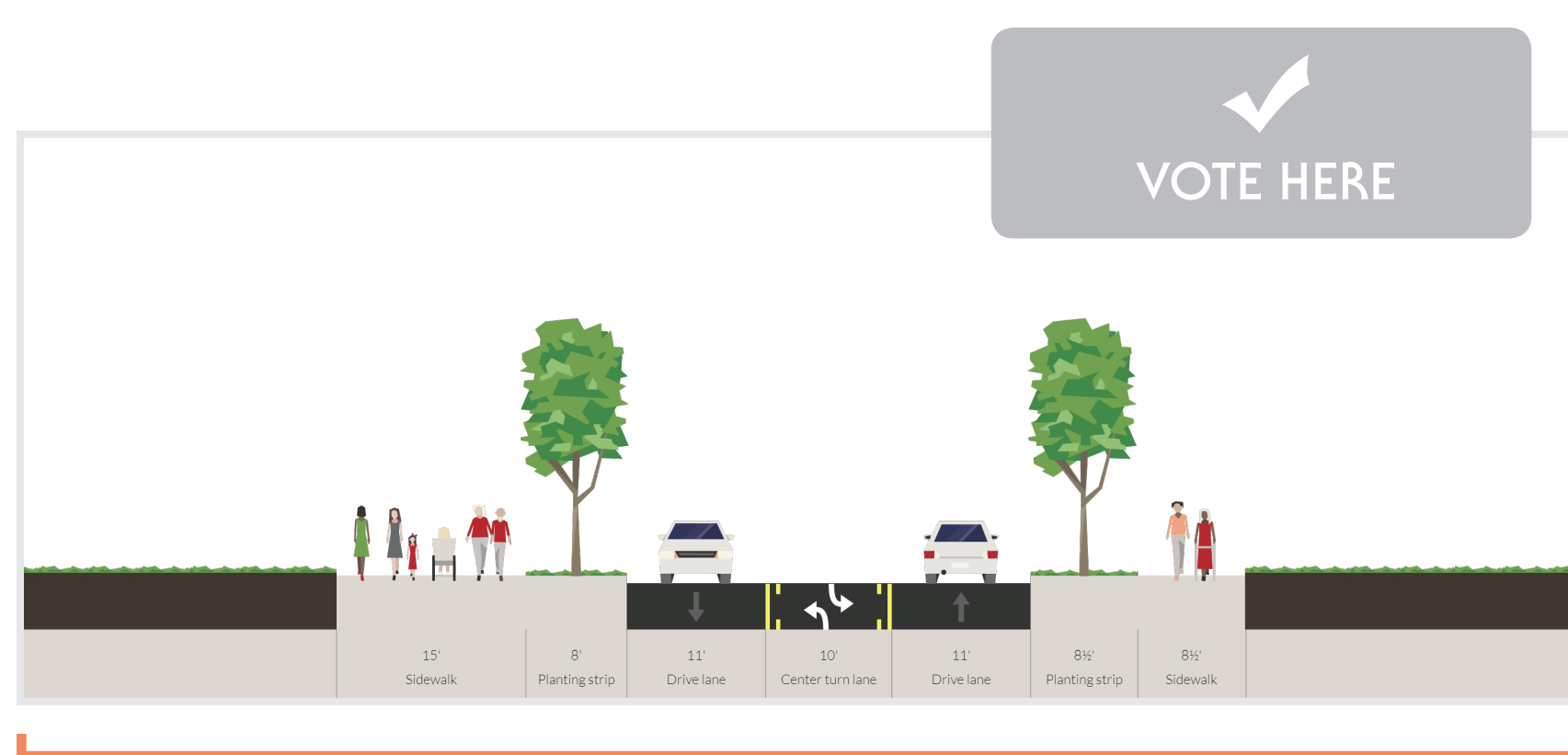
### Option 2: Buffered Bike Lanes in Each Direction & Road Diet

Road Diet: Removal of one travel lane per direction.



### Option 3: Shared Sidewalk & Road Diet

Road Diet: Removal of one travel lane per direction and extension of both sidewalks.

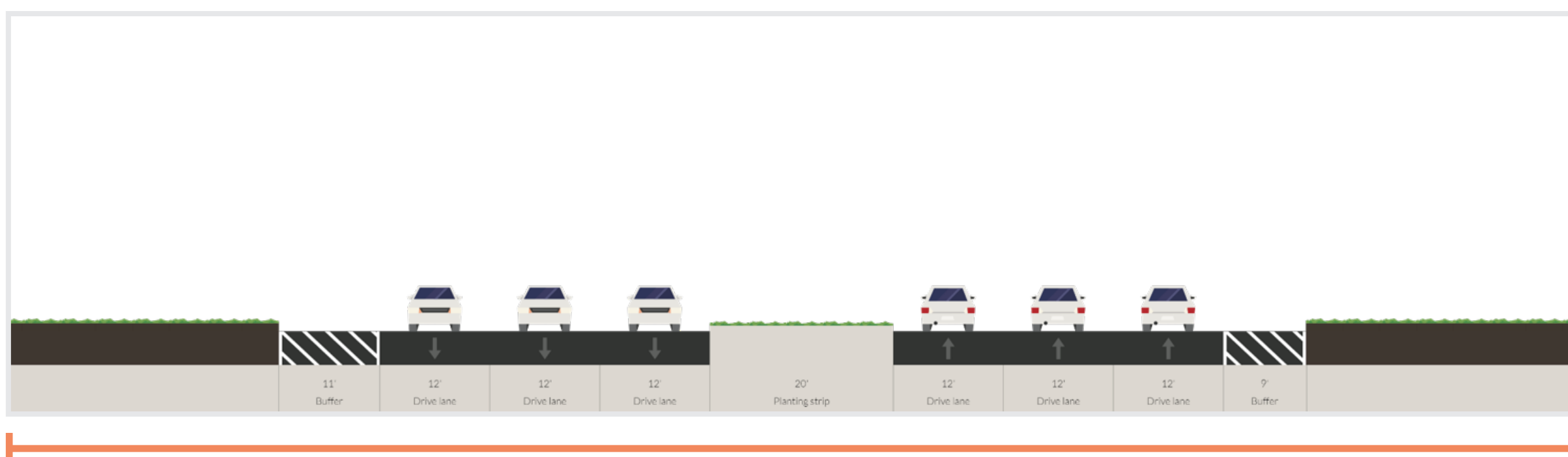
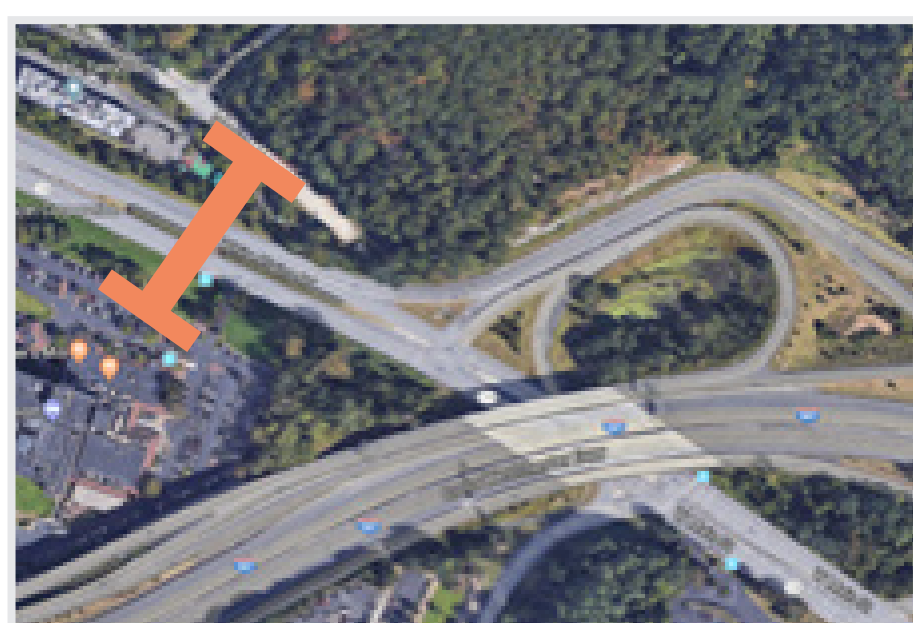


## Section 2

Benedict Ave. (Tarrytown) to Saw Mill River Rd. (Elmsford)

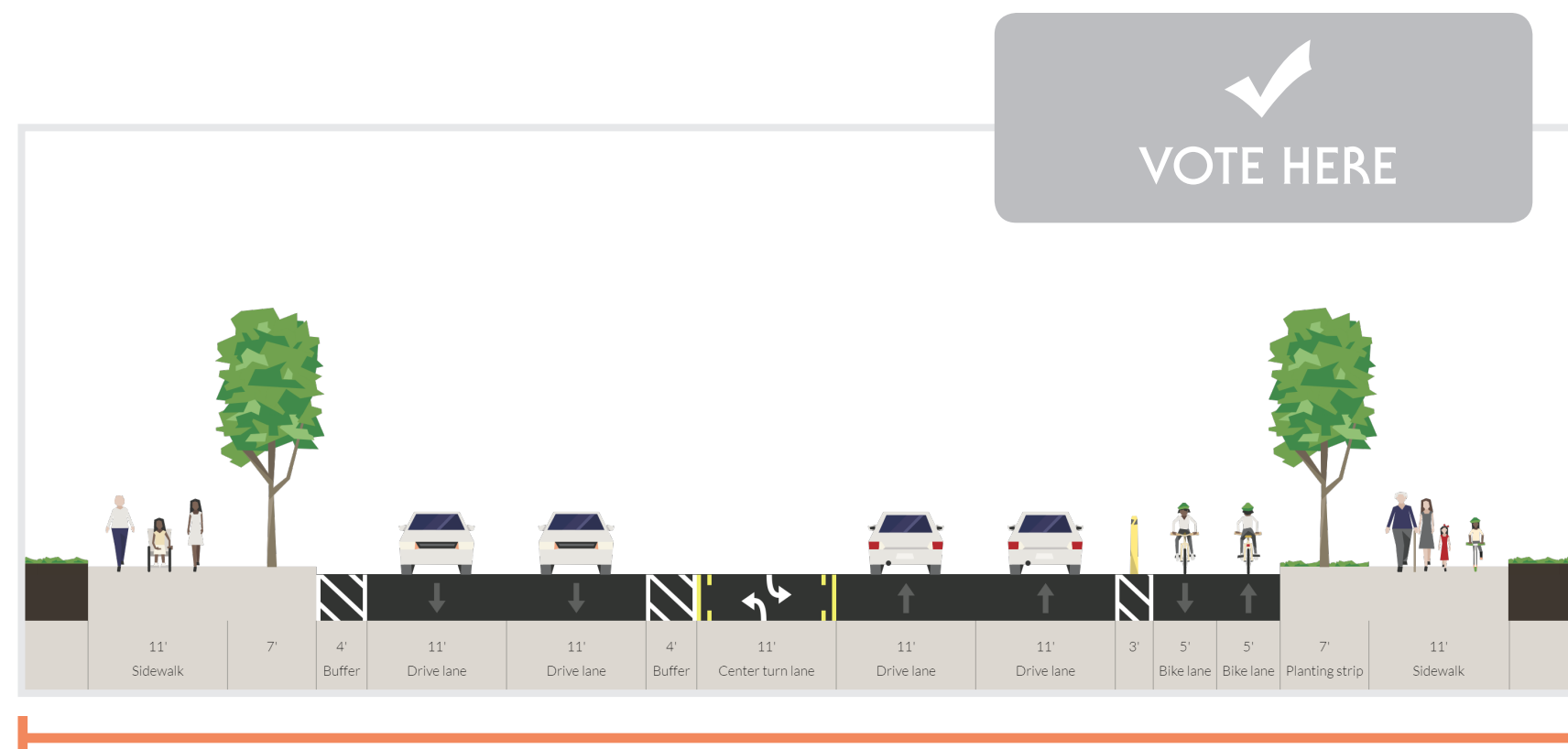
### Existing Conditions

2015 Average Annual Daily Traffic: 29,000  
Curb-to-curb Road Width: 88 - 112 ft.



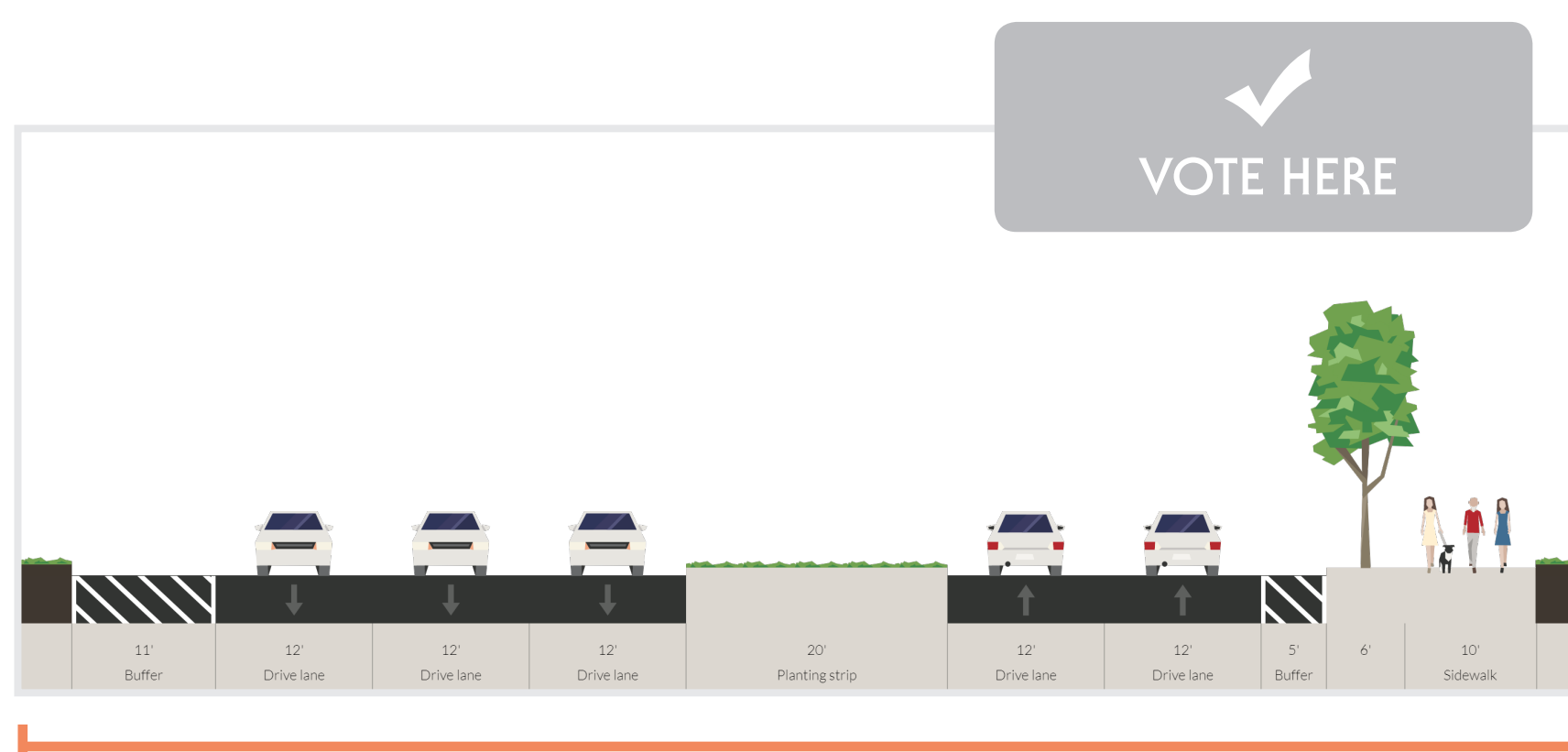
### Option 1: Buffered Dual Bike Lane & Road Diet

Road Diet: Removal of one travel lane per direction and addition of sidewalk on north side.



### Option 2: Shared Use Path & Road Diet

Road Diet: Removal of southern travel lane.

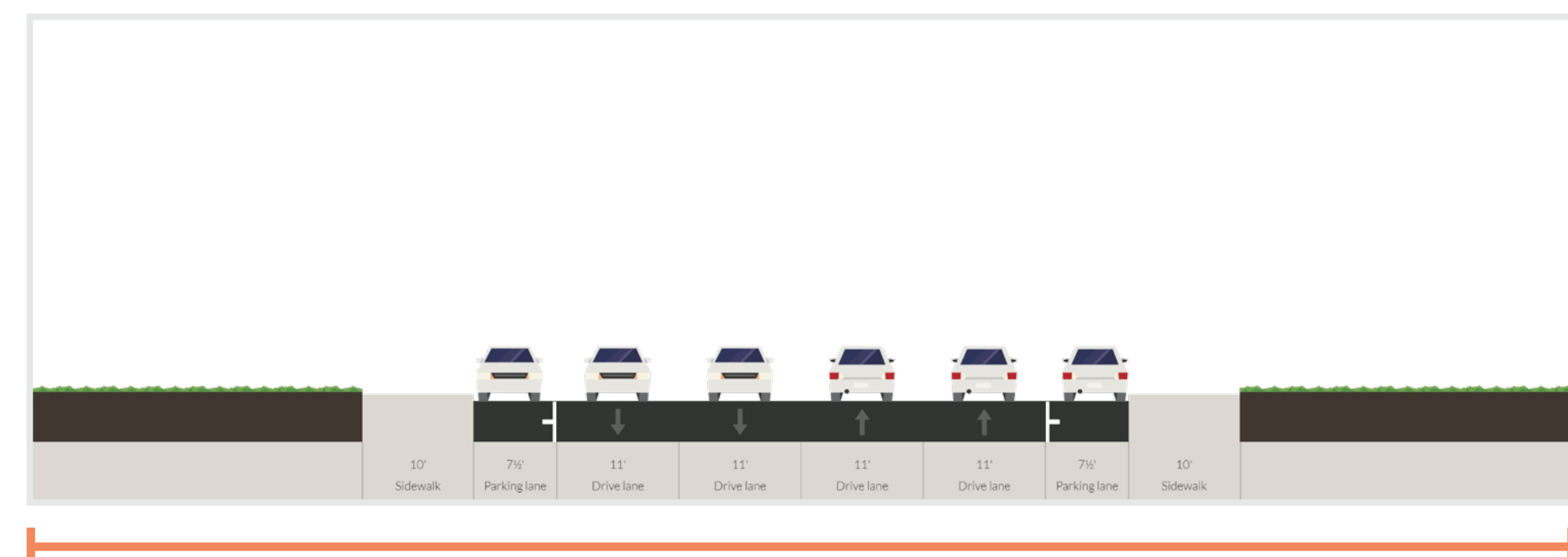
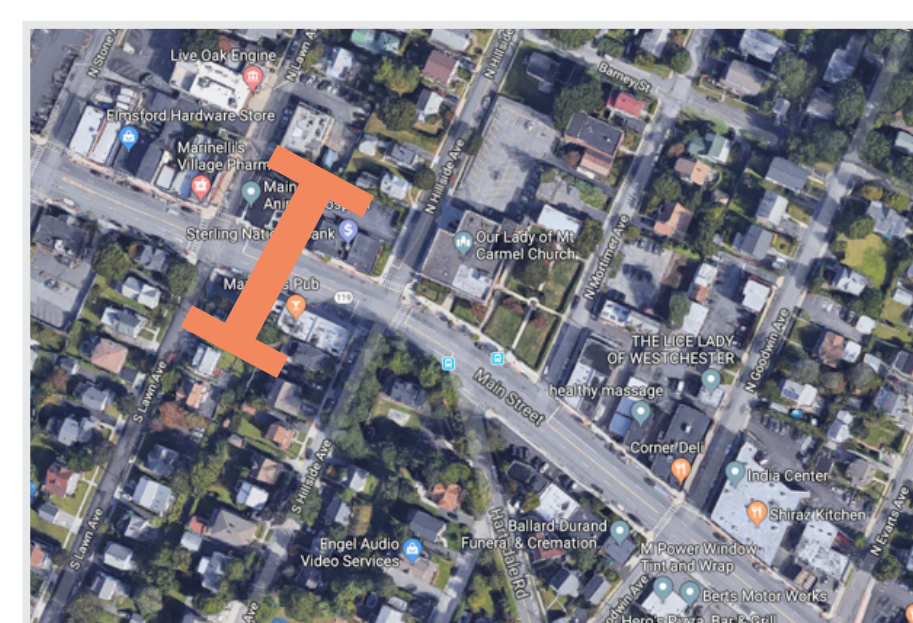


## Section 3

Saw Mill River Rd. to Old Rd. (Elmsford)

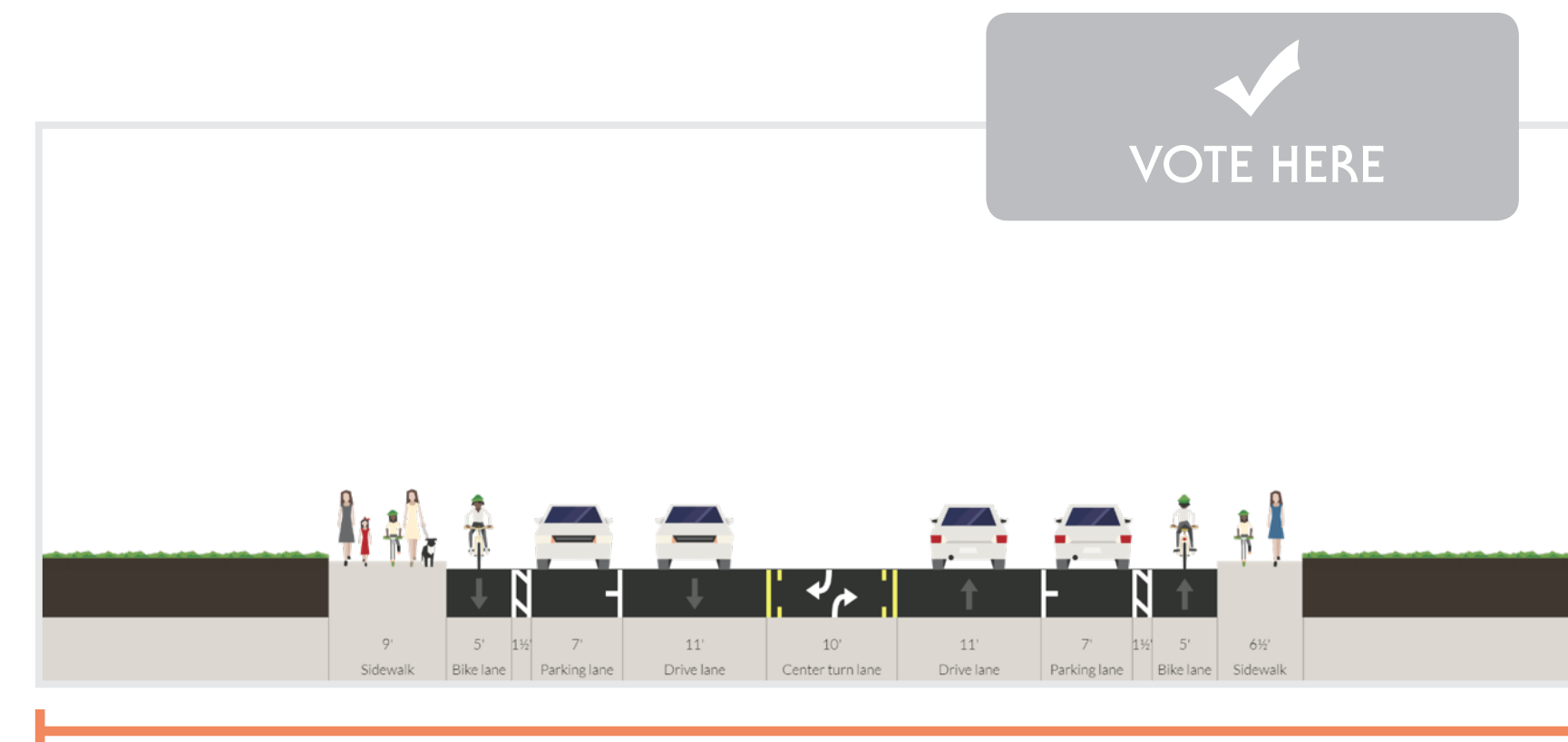
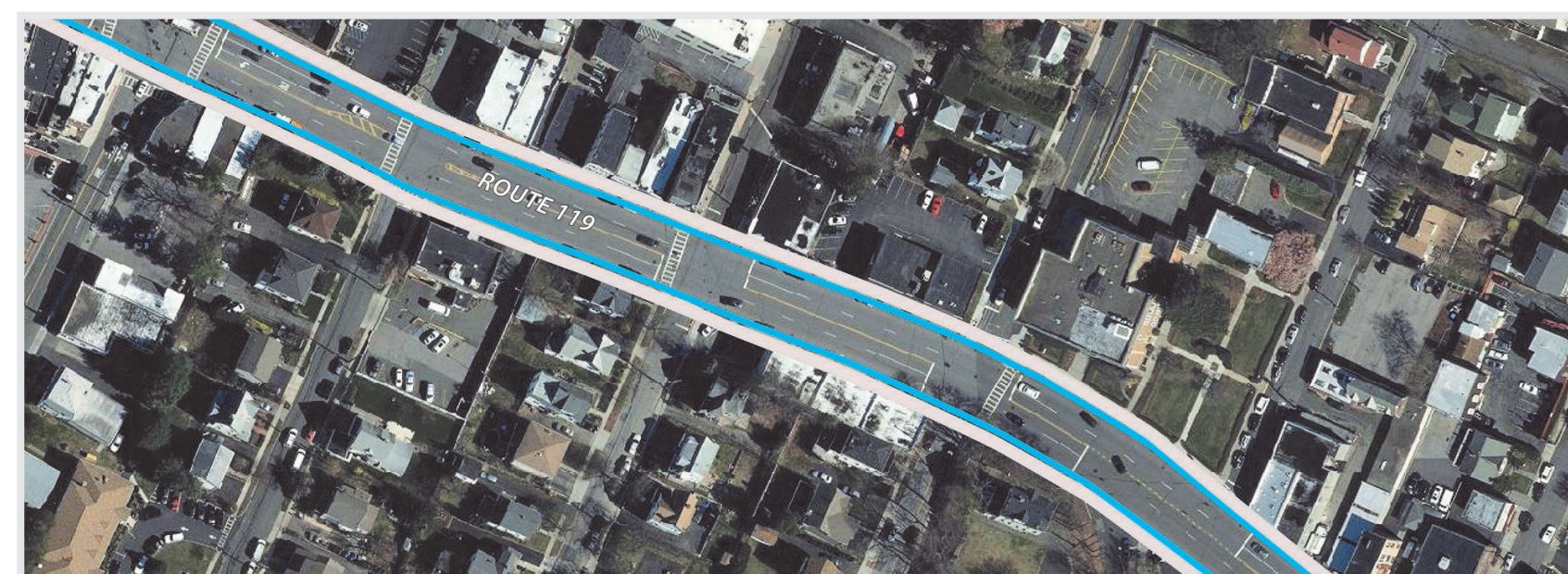
### Existing Conditions

2015 Average Annual Daily Traffic: 19,500  
Curb-to-curb Road Width: 59 - 64 ft.

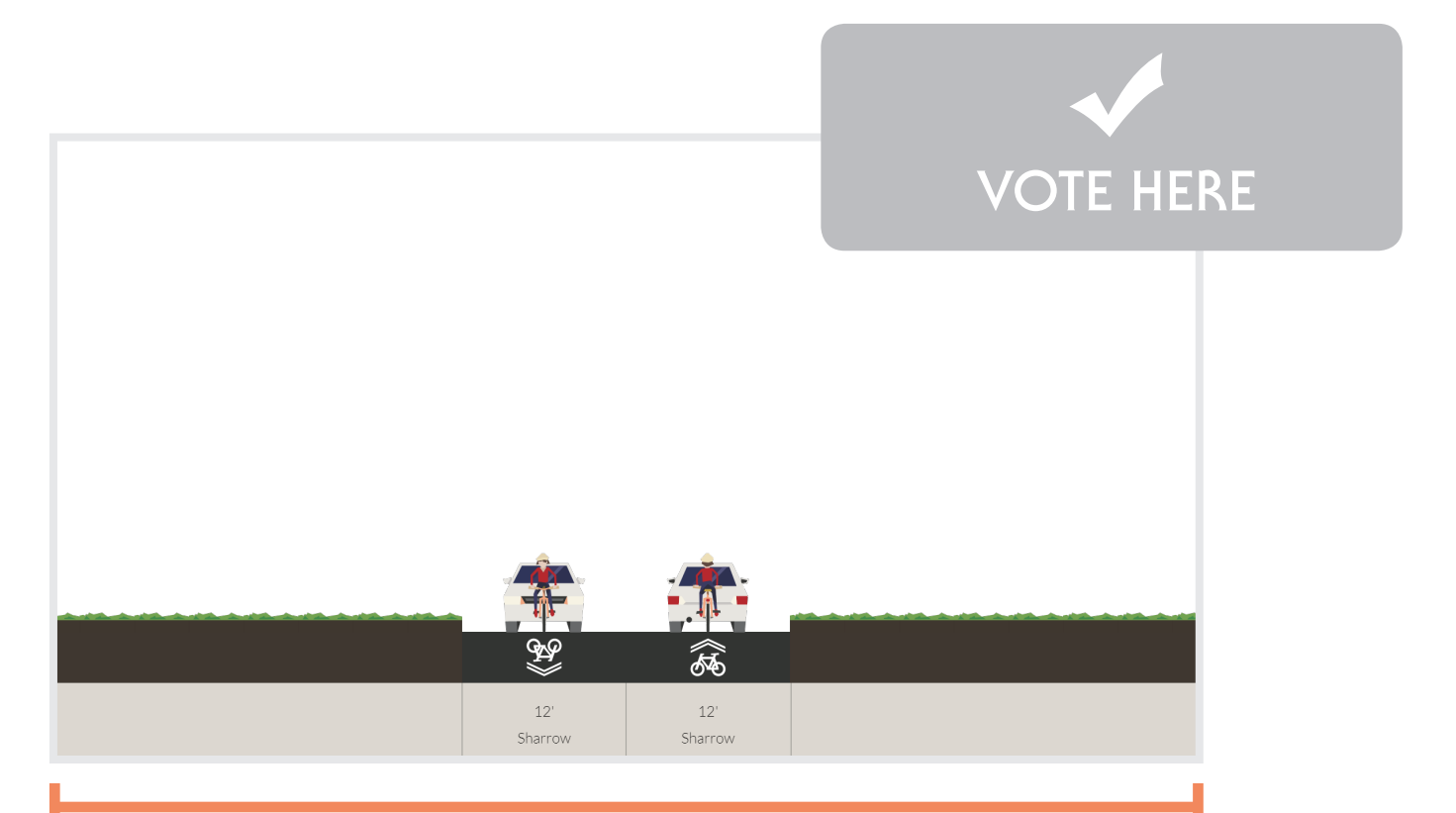
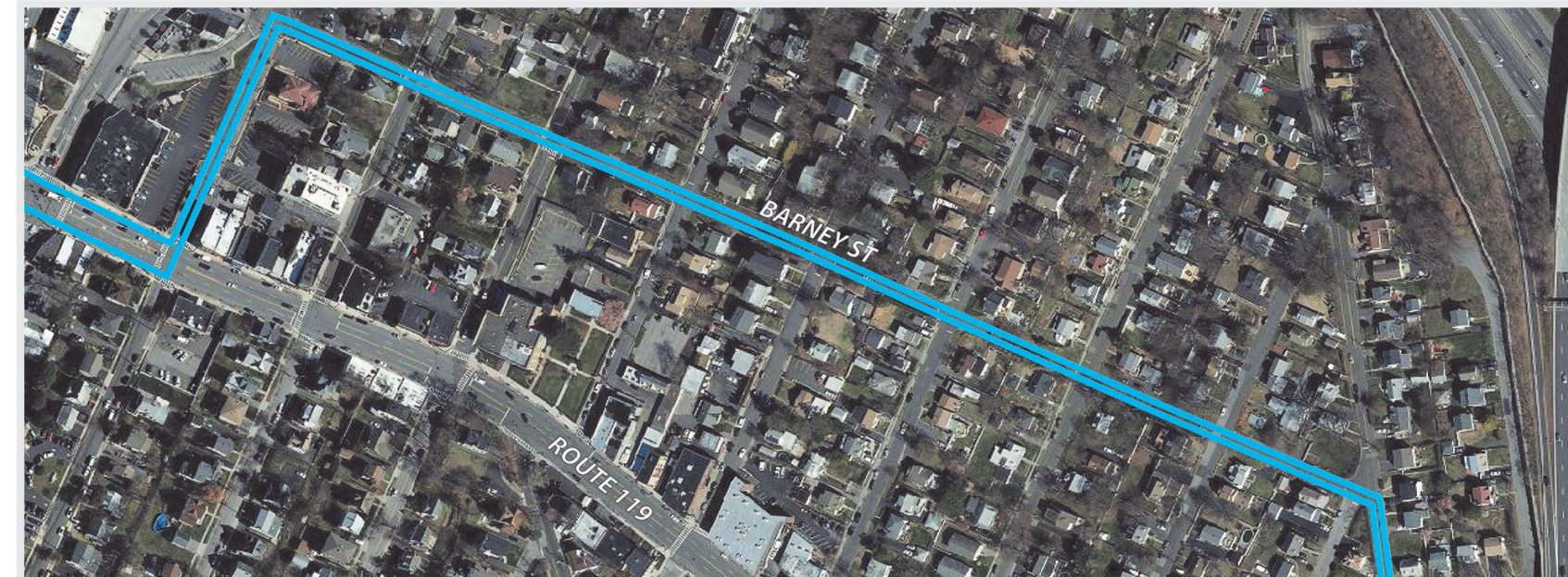


### Option 1: Buffered Bike Lanes in Each Direction

Road Diet: Removal of one travel lane per direction, addition of central turning lane, and preservation of on-street parking.

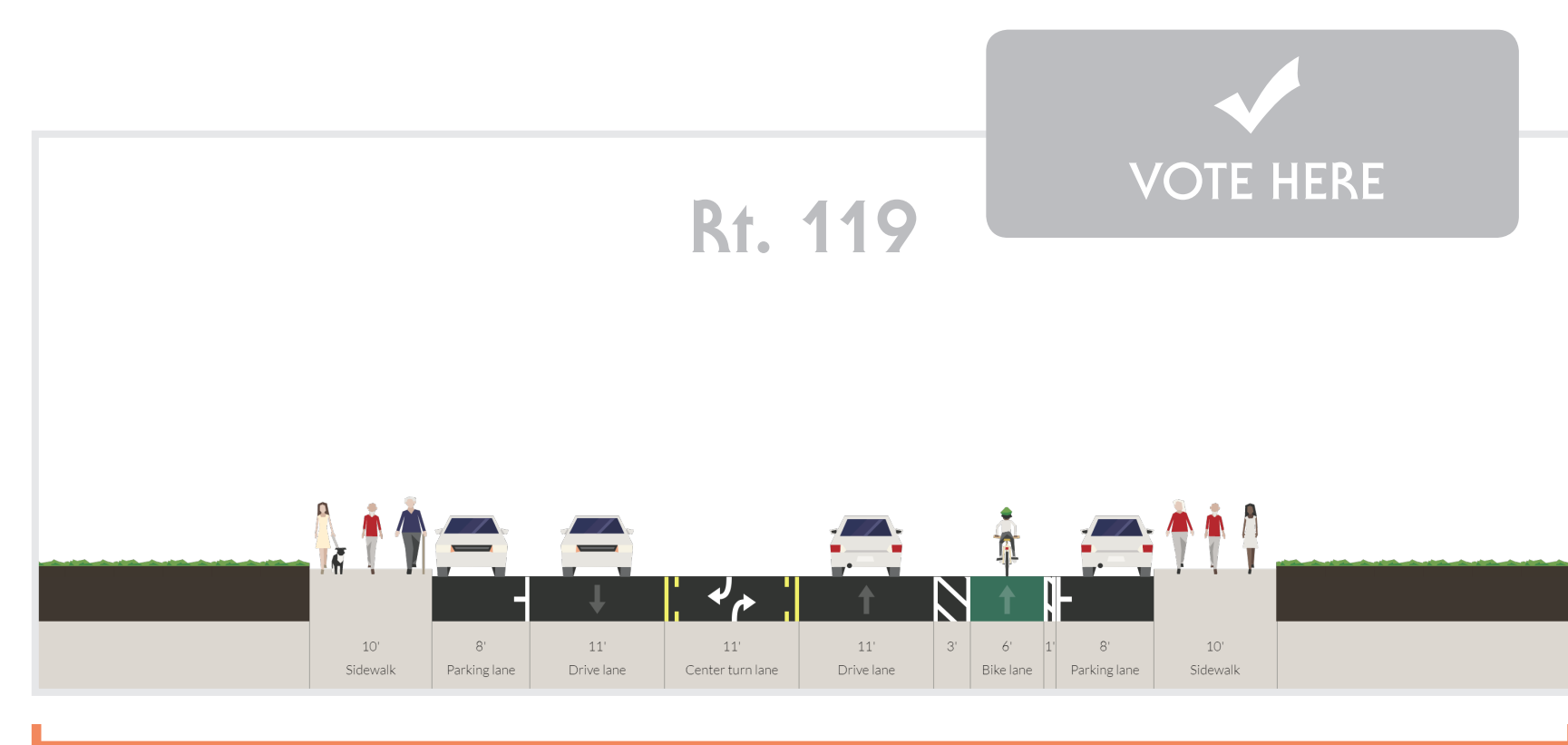
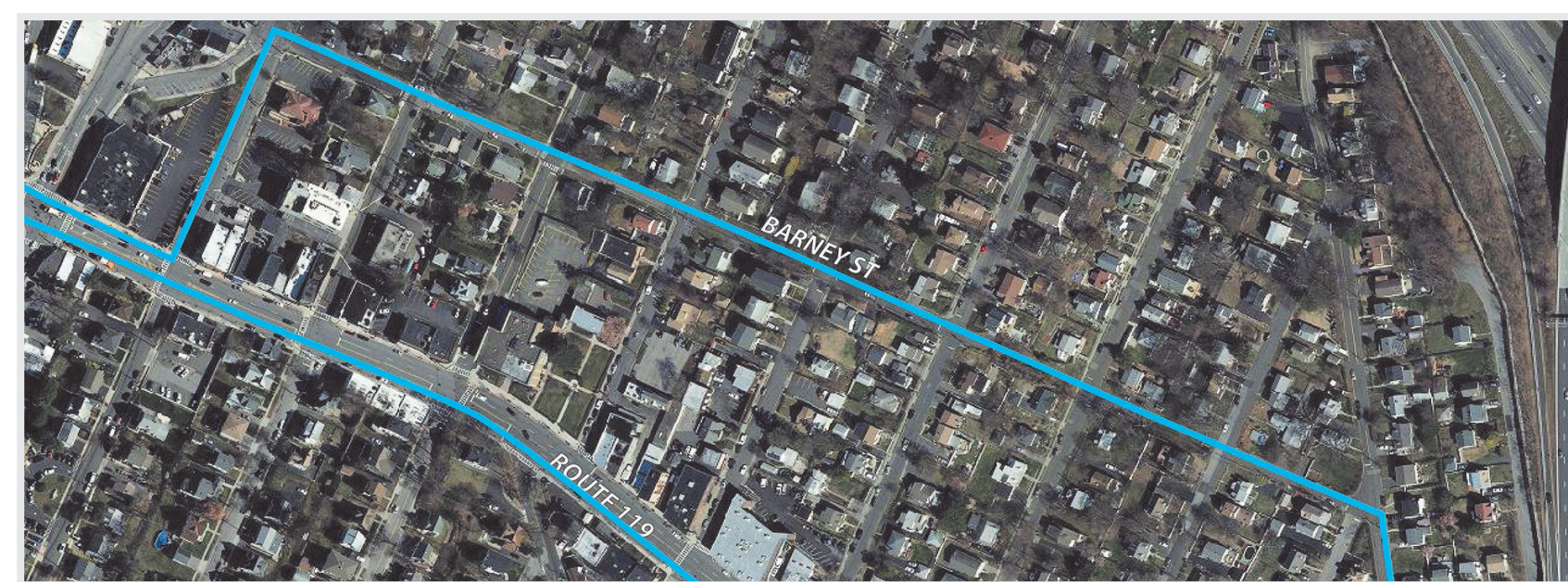


### Option 2: Boulevard on Barney St.



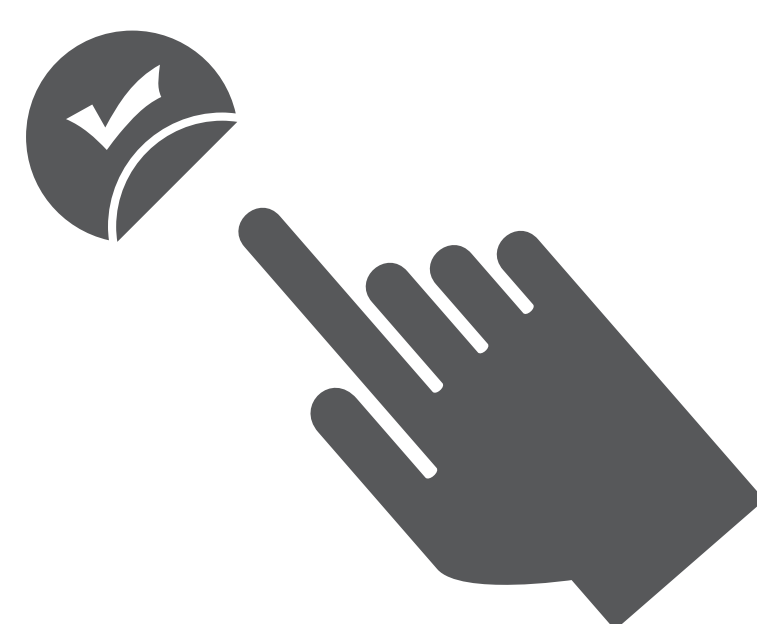
### Option 3: Buffered Bike Lane EB on Route 119 / Boulevard WB on Barney St.

Road Diet: Removal of one travel lane per direction, addition of central turning lane, and preservation of on-street parking.



### WE WANT YOUR INPUT!

Vote for your preferred designs by placing a sticker in the 'Vote Here' box.





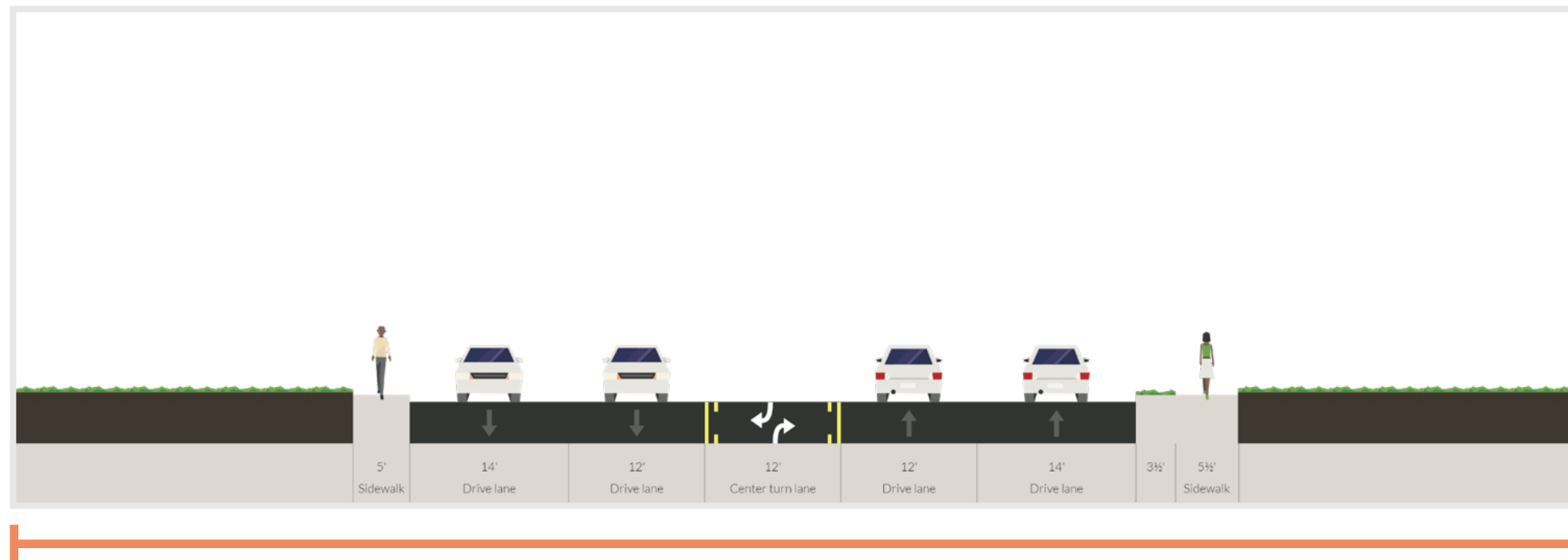
# ROUTE 119 COMPLETE STREETS DESIGN ALTERNATIVES



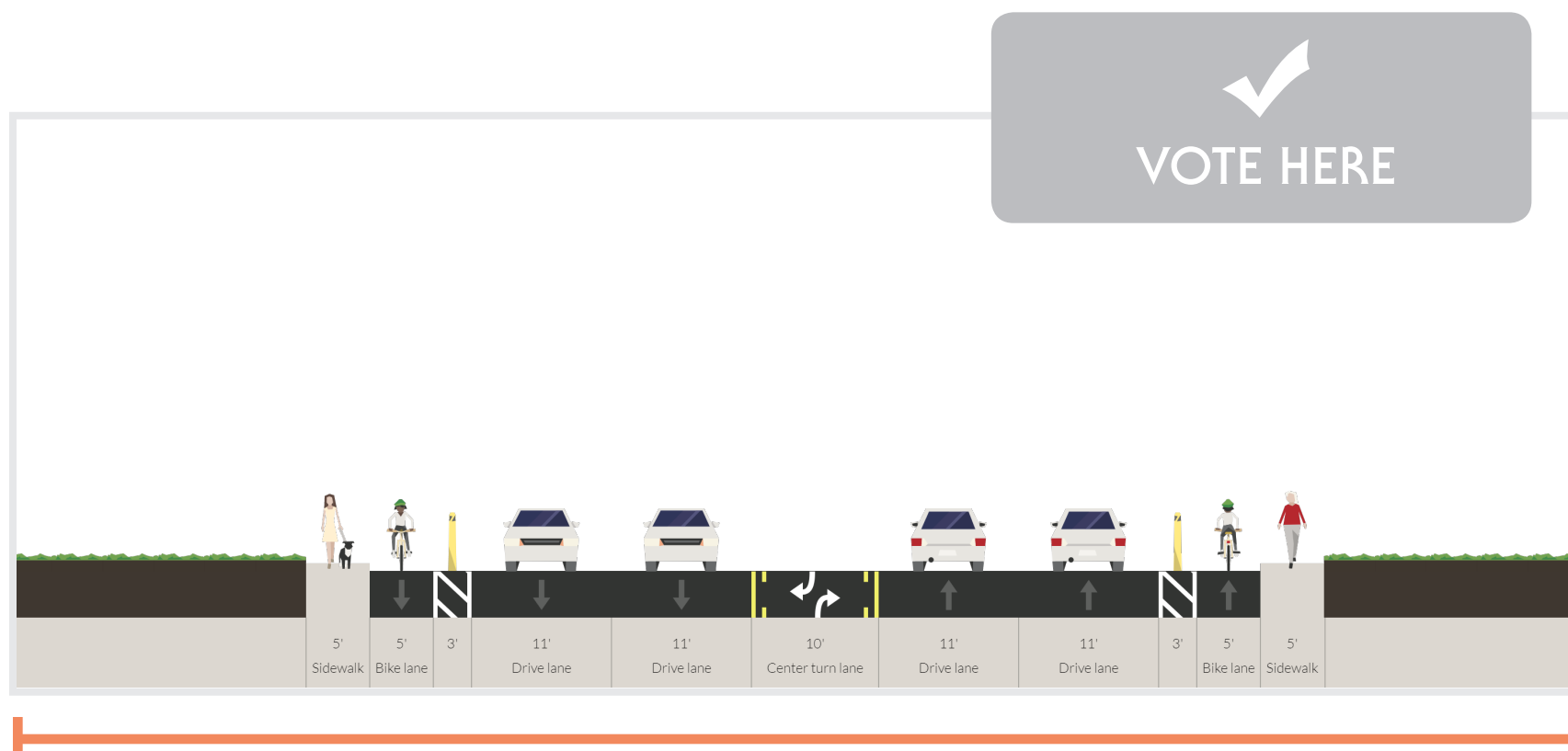
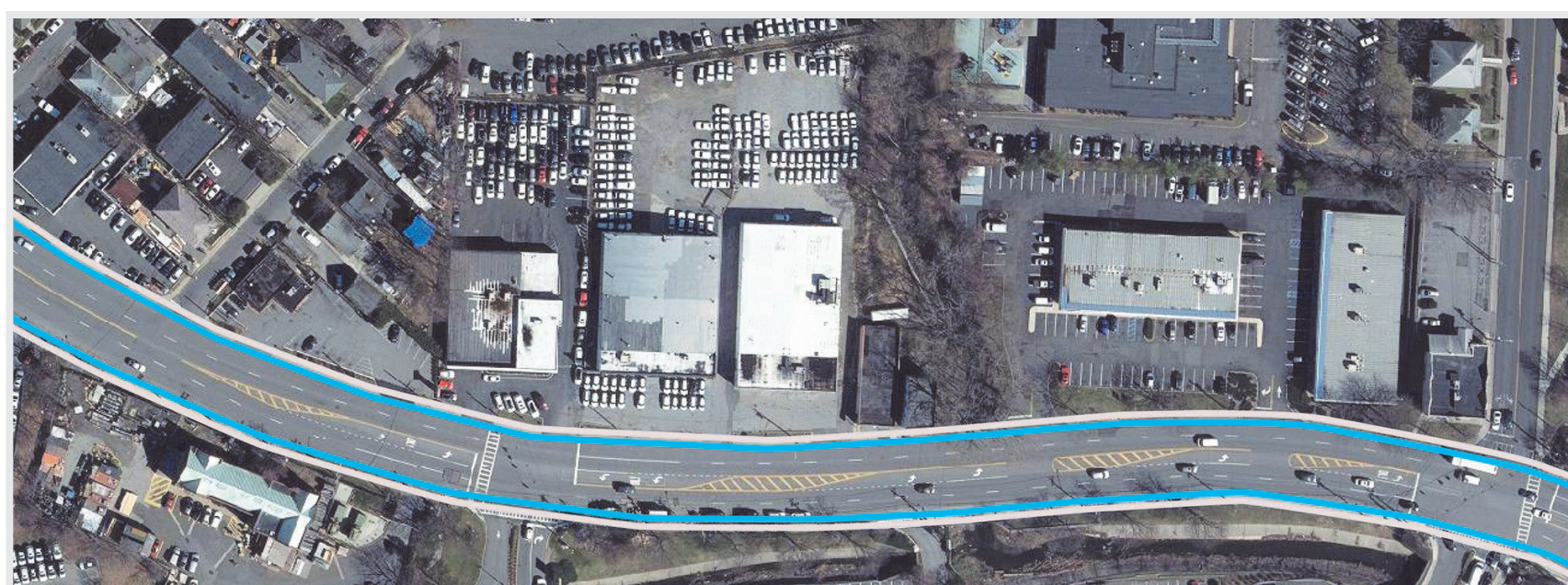
## Section 4

Old Rd. (Elmsford) - Westchester County Center (White Plains)

**Segment A** Existing Conditions 2015 Average Annual Daily Traffic: 20,000  
 Curb-to-curb Road Width: 64 ft.

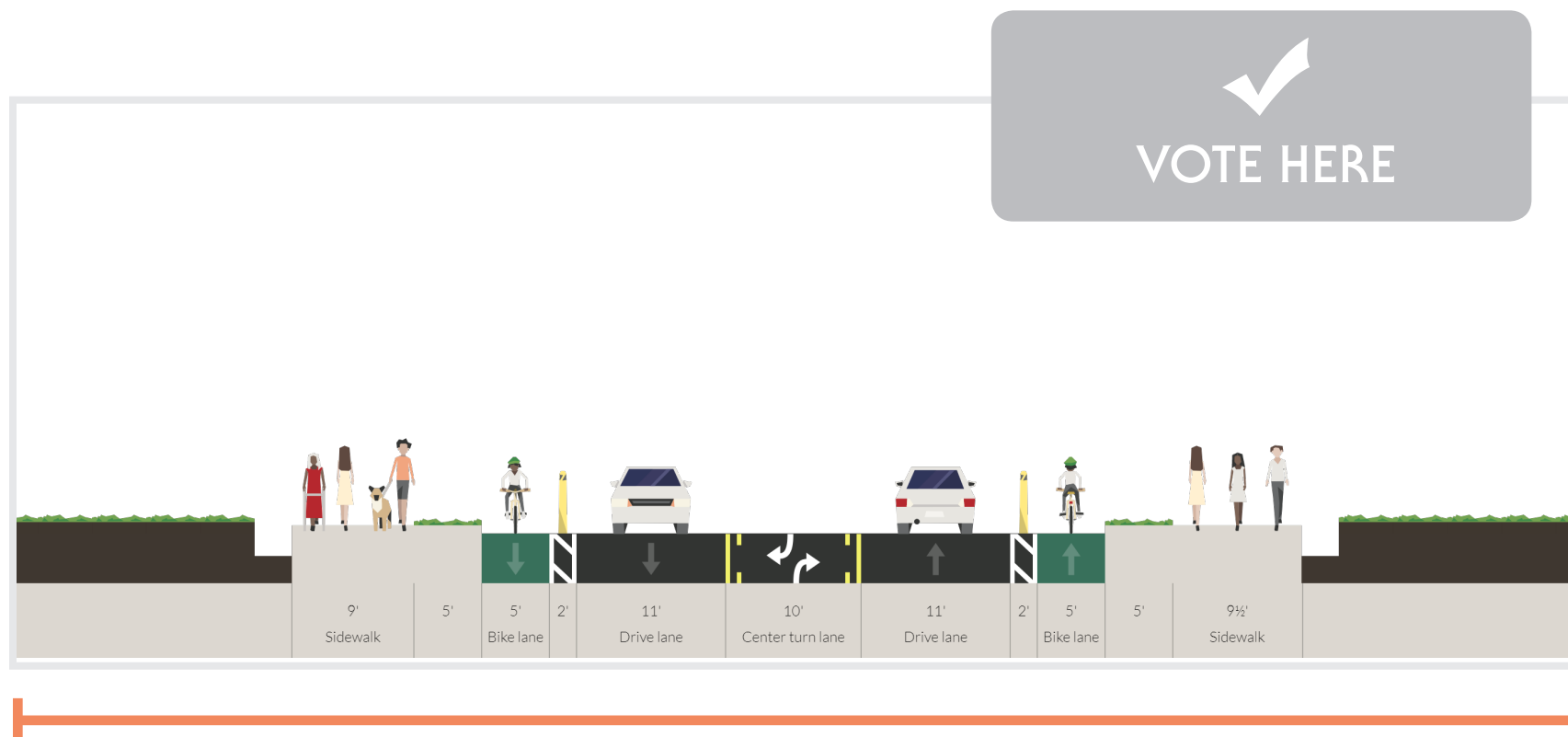
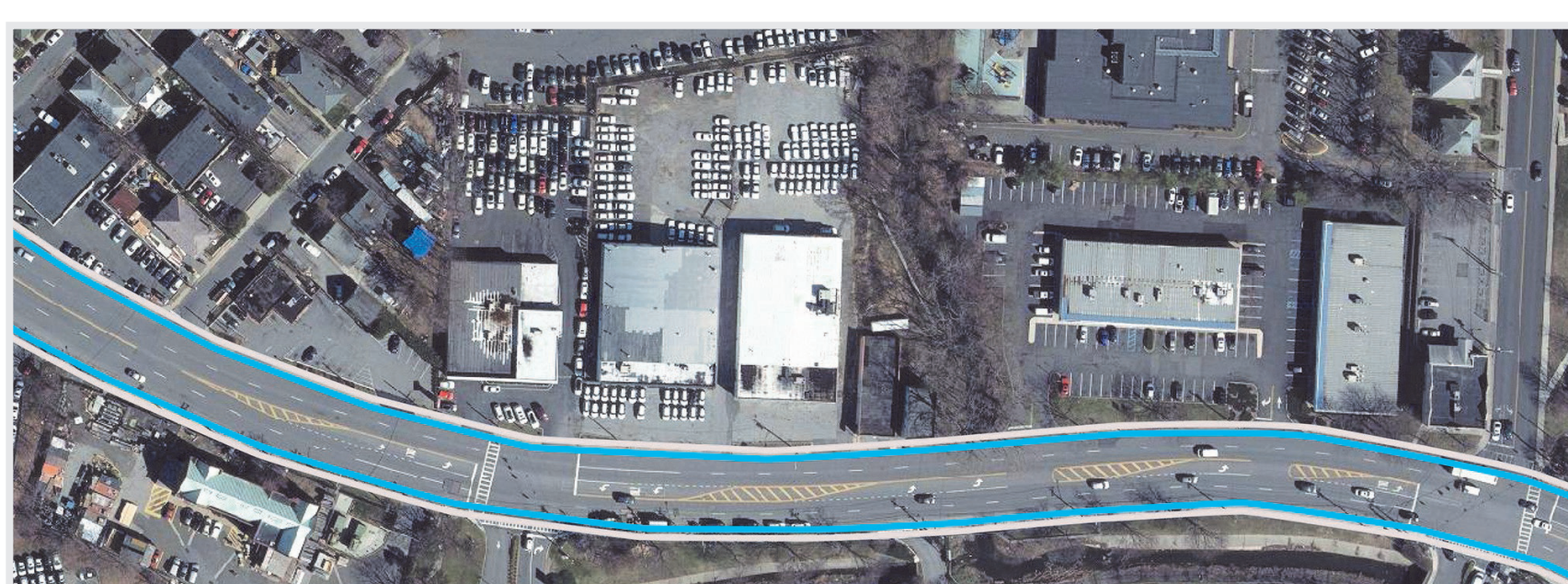


### Option 1: Buffered Bike Lanes in Each Direction

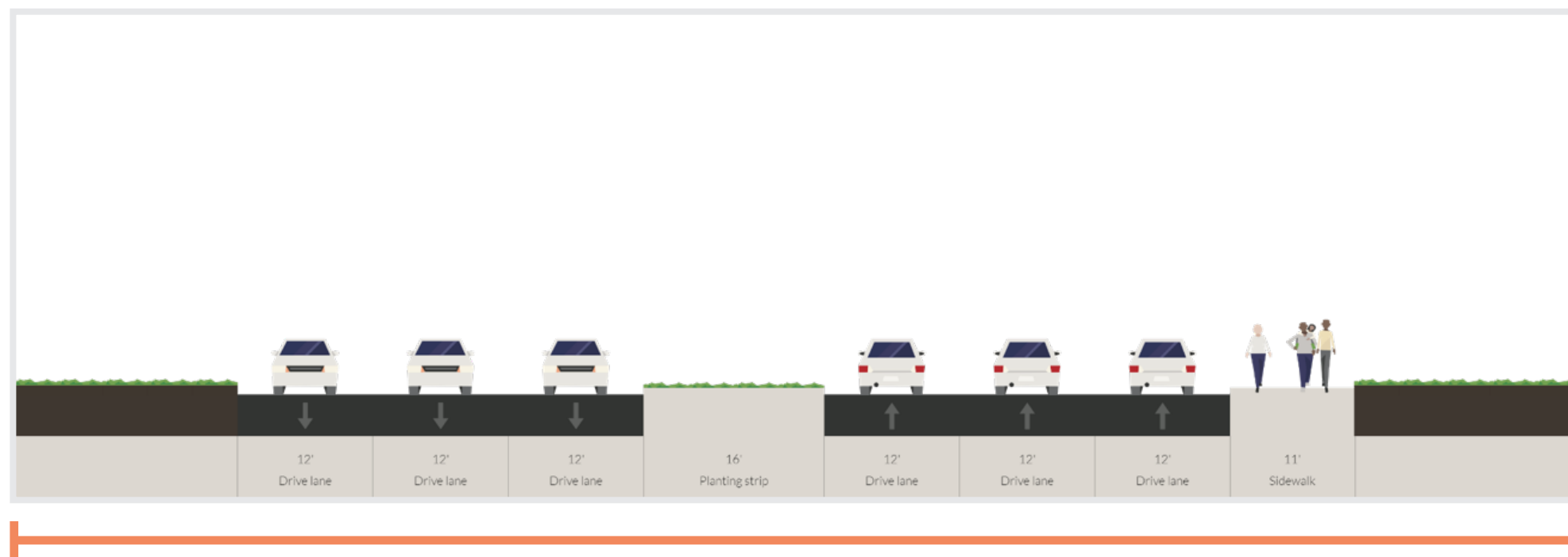


### Option 2: Buffered Bike Lanes & Road Diet

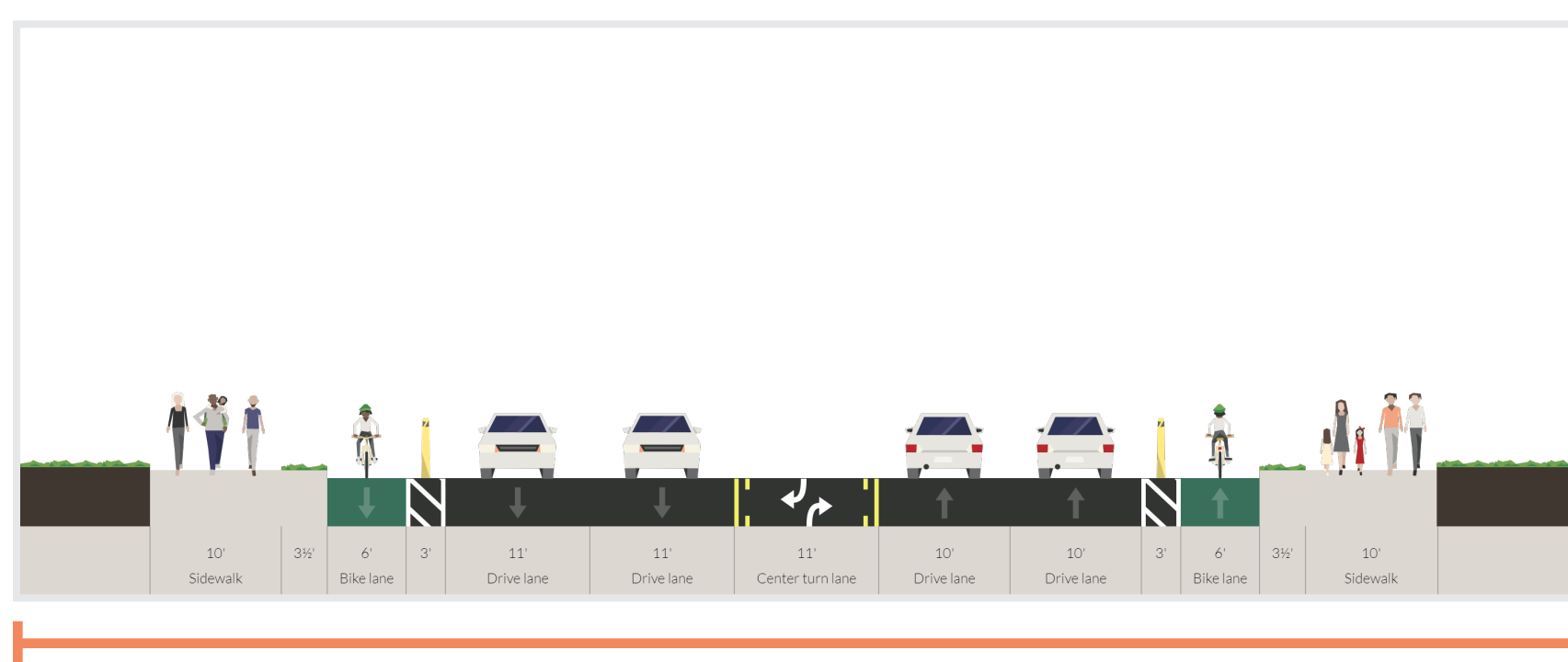
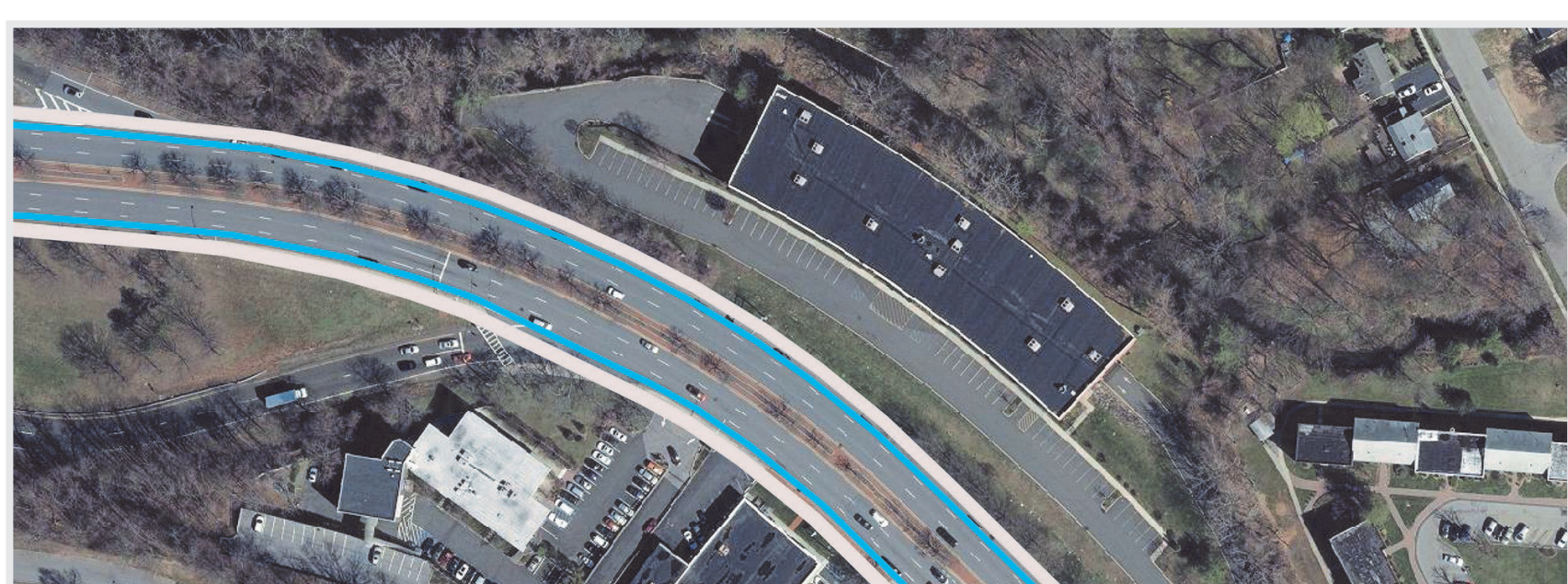
Road Diet: Removing one travel lane per direction and adding a central turning lane.



**Segment B** Existing Conditions 2015 Average Annual Daily Traffic: 27,000  
 Curb-to-curb Road Width: 64 ft.



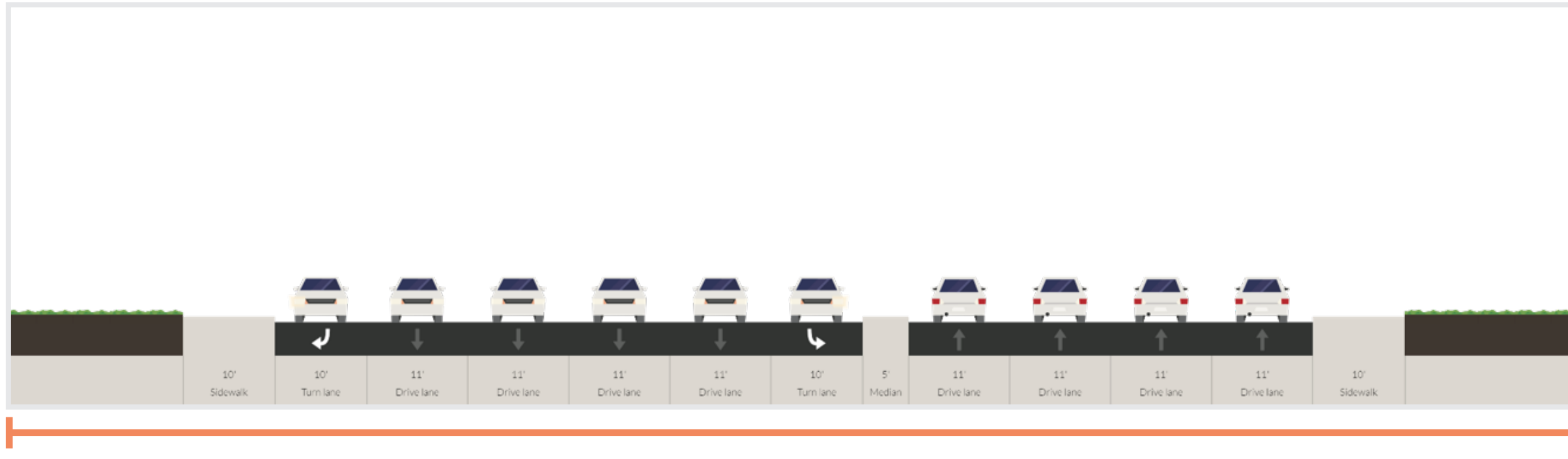
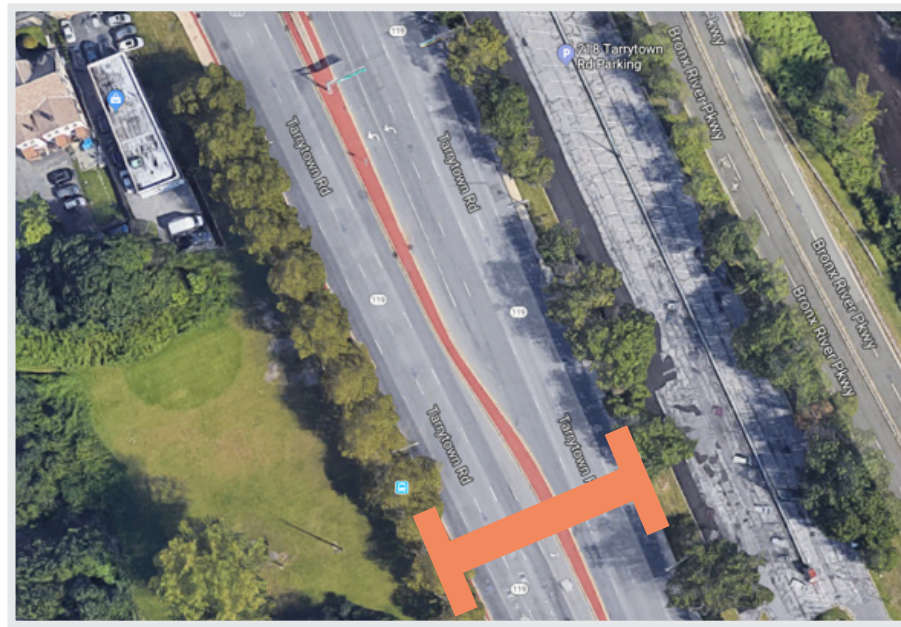
### Option 1: Buffered Bike Lanes & Road Diet



## Section 5

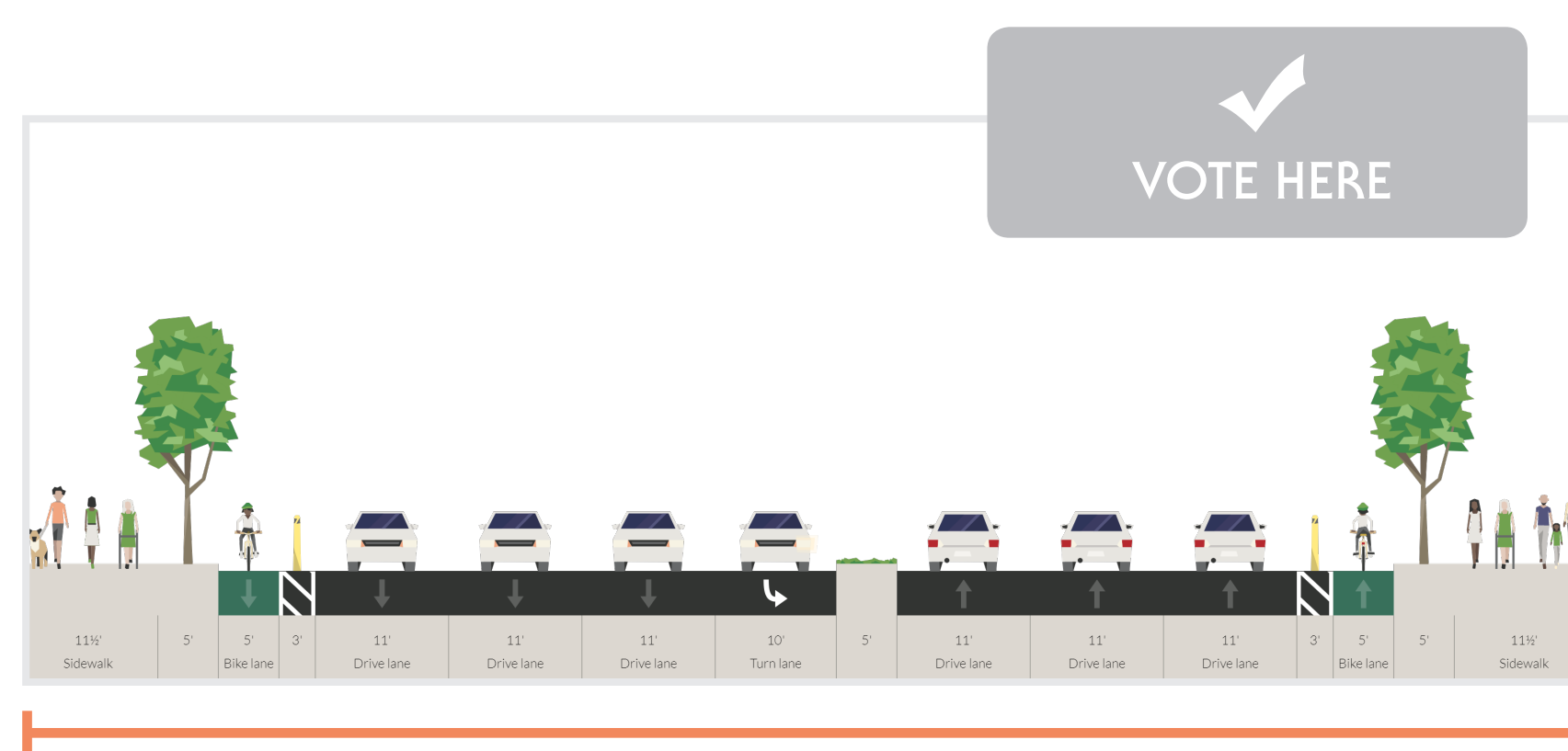
Westchester County Center - Bronx St. (White Plains)

Existing Conditions 2015 Average Annual Daily Traffic: 27,000 - 43,000  
 Curb-to-curb Road Width: 117 - 135 ft.

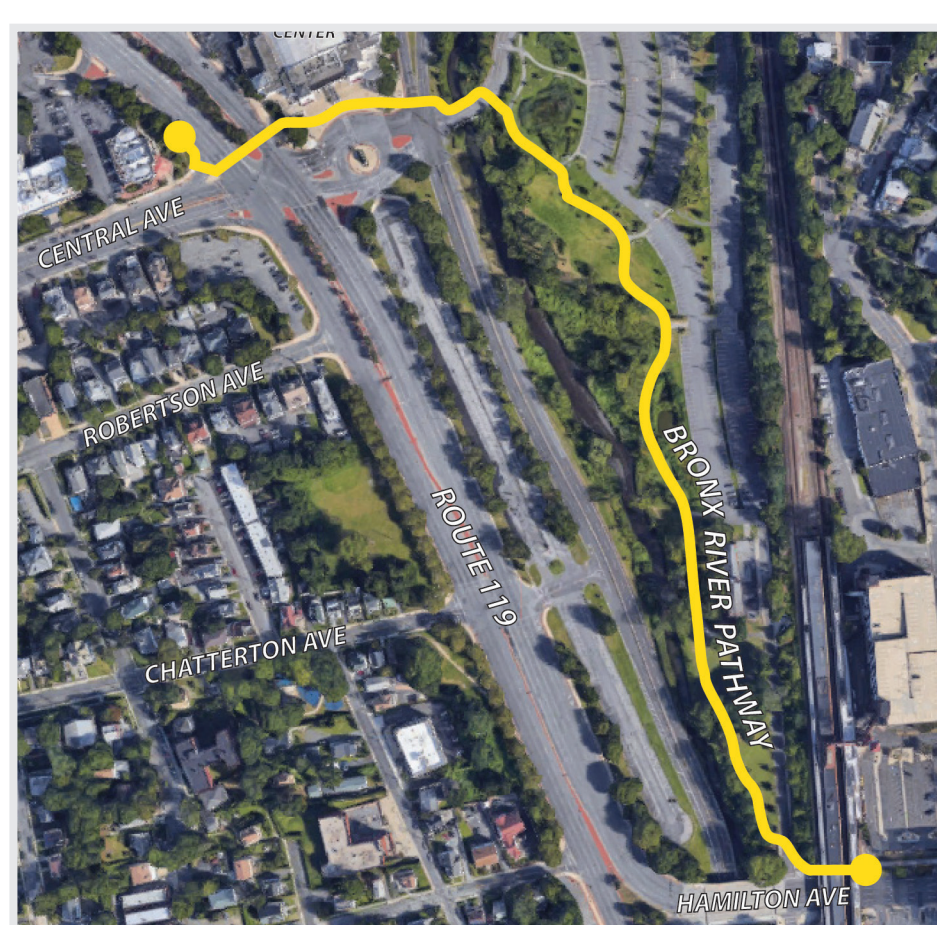


### Option 1: Buffered Bike Lanes & Road Diet

Road Diet: Removing one travel lane per direction.



### Option 2: Bronx River Pathway



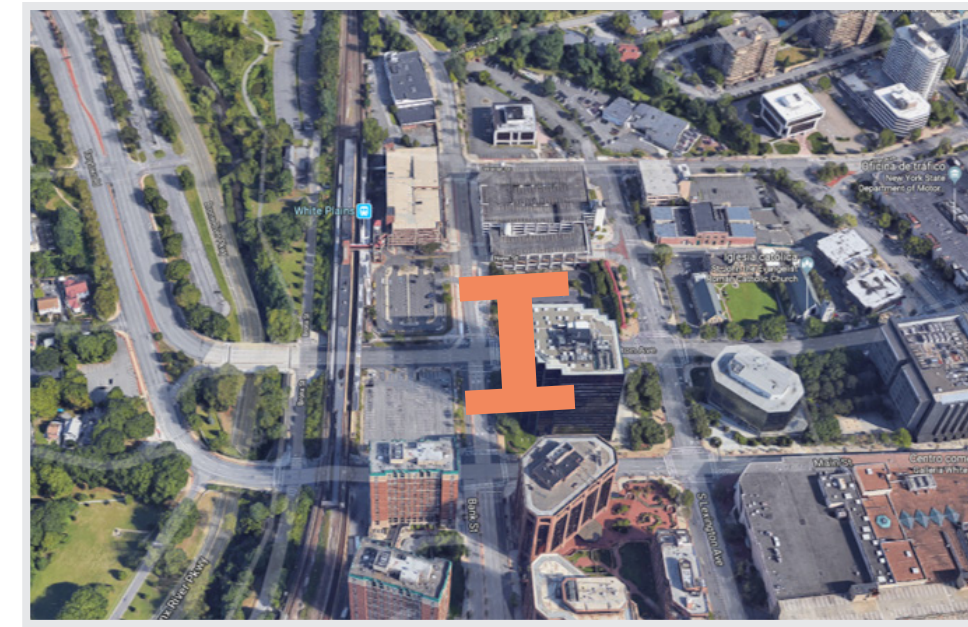
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## Section 6

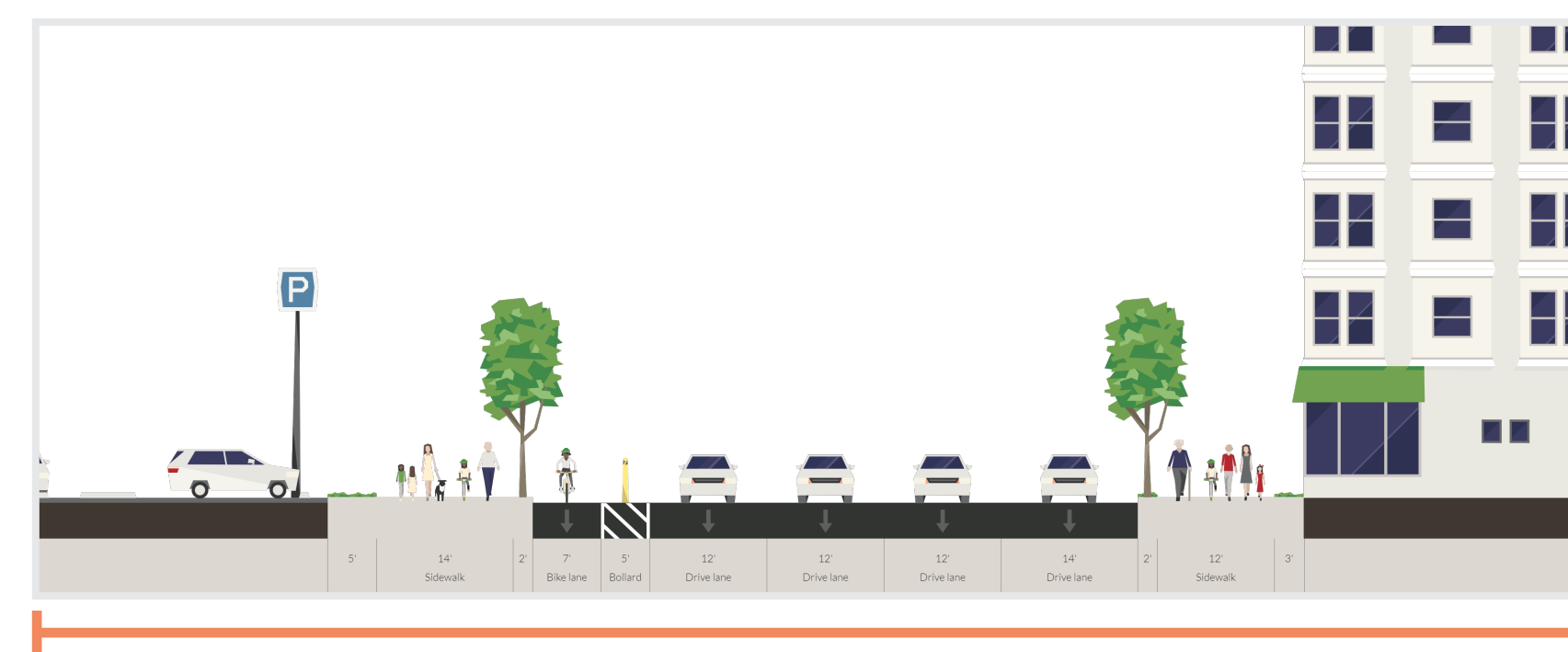
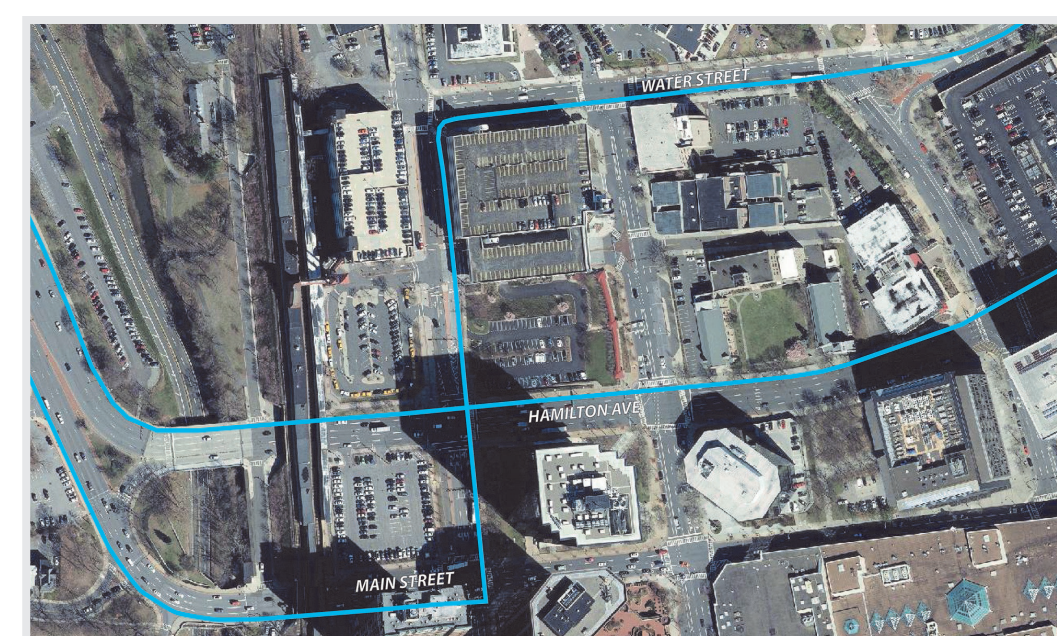
Bronx St. - Broadway (White Plains)

**Hamilton Ave.** Existing Conditions 2015 Average Annual Daily Traffic: 23,000  
 Curb-to-curb Road Width: 62 ft.

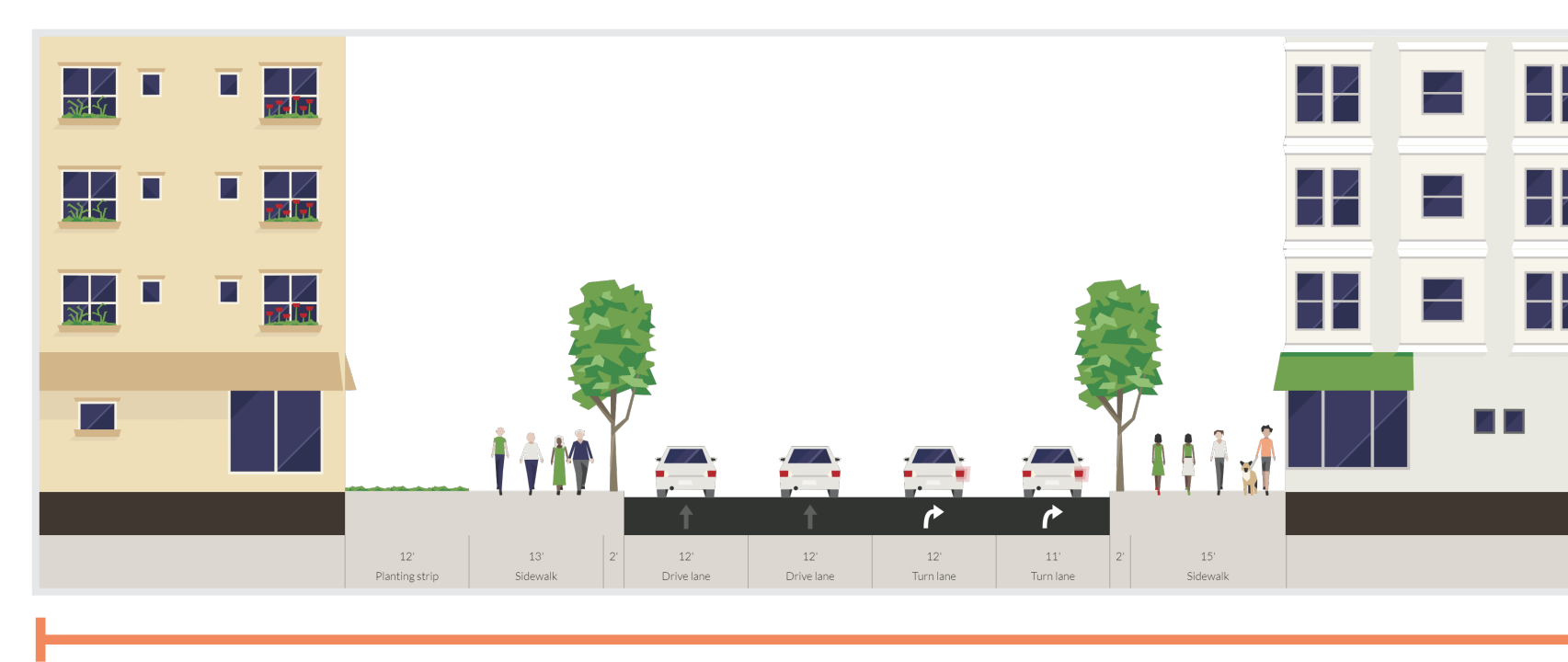
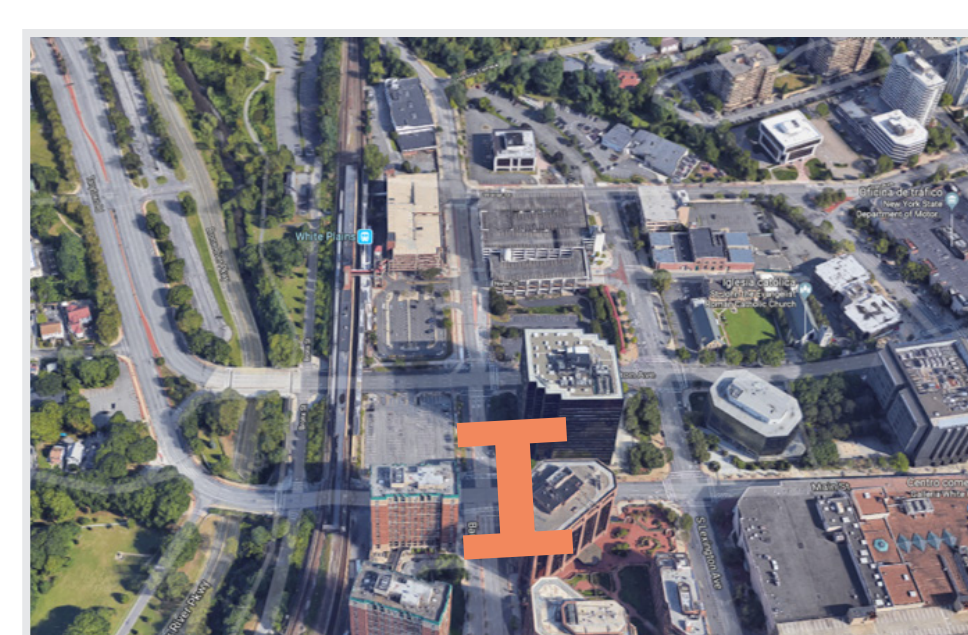


### Option 1: Buffered Bike Lane & Road Diet

Road Diet: Removing one travel lane per direction.

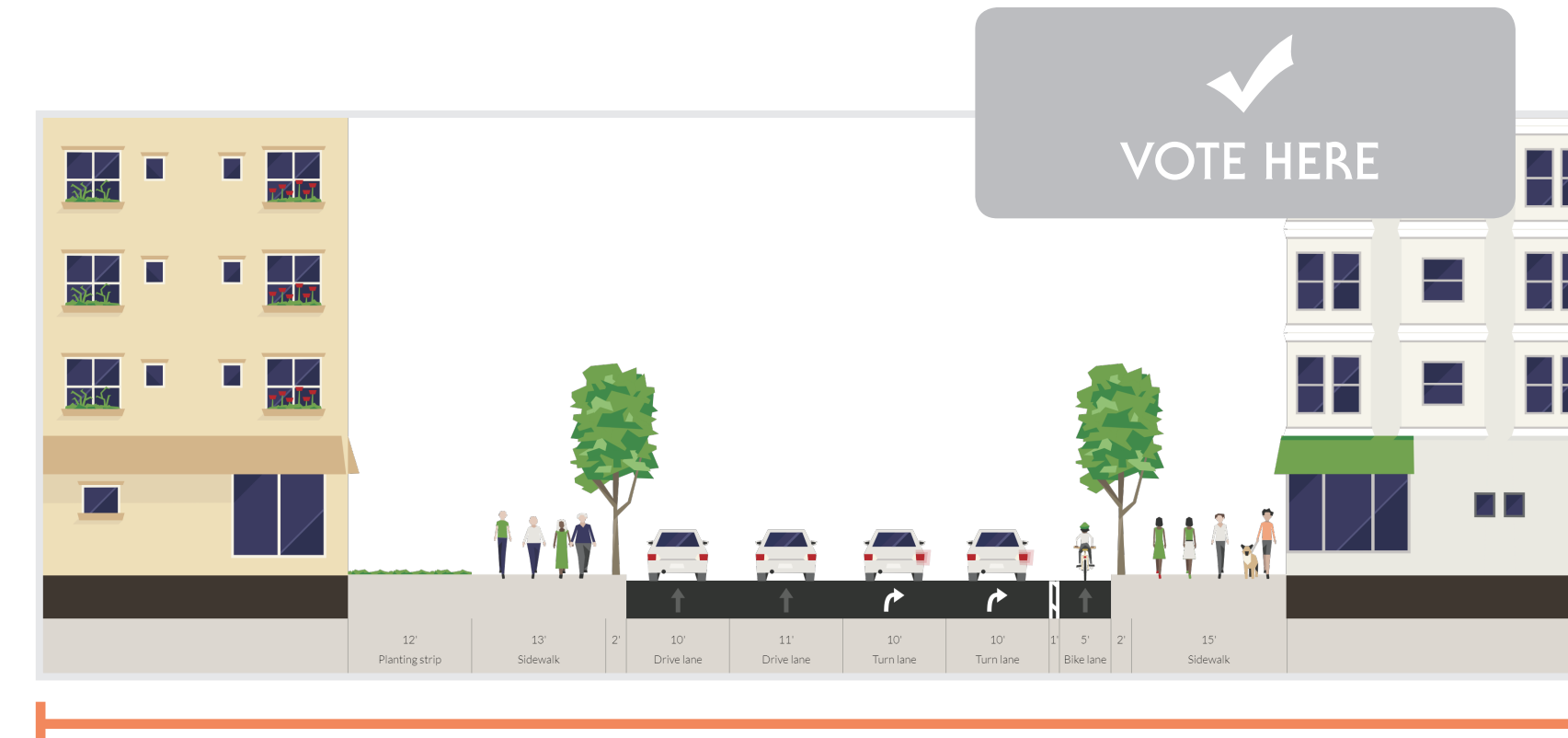
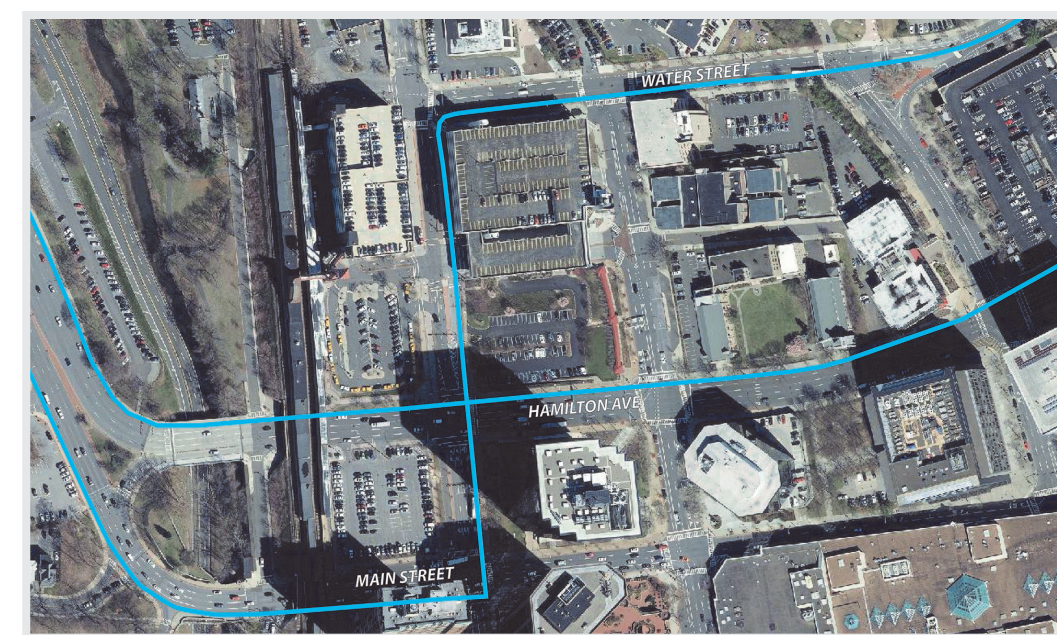


**Main St.** Existing Conditions 2015 Average Annual Daily Traffic: 43,000  
 Curb-to-curb Road Width: 47 ft.



### Option 1: Buffered Bike Lane & Road Diet

Road Diet: Removing one travel lane per direction.



### Option 2: Bronx River Pathway - Baker Ave

