M E M O R A N D U M

To: Garrett Duquesne – Town of Greenburgh

From: Meritxell Font, Jim Watson – Nelson\Nygaard

Date:

Subject: Route 119 Comment Responses

The following presents responses to comments received on September 24, 2018.

Segment 1

Town of Greenburgh Comments

1. *The desired result of maintaining a sidewalk and implementing a protected dedicated bike lane in each direction is great, however, several staff are skeptical that reducing capacity by one full vehicular lane each direction will not cause major traffic backups. Can the desired aspects of the alternative can remain, while keeping the lane capacity (there were no objections to the center turn lane reduction width)? It seems that this may be possible by one potential subtle modification (reduction of sidewalk widths from 8.5' and 9' respectively to 4 ft. and/or remove 4.5 ft. landscaped buffer, focus landscaping to outer extent of the sidewalk) or a major modification (extend the project limits outward to catch more space for interior design features, which may or may not require land acquisition).*
    a. Synchro modeling indicates that adequate levels of service can be maintained throughout most of the corridor with the road diet recommended in the *Spring 2018 Public Outreach Summary*. Some further modifications beyond that contemplated in the previous summary, as discussed in subsequent comment responses below, can improve the traffic flows in some of these segments, such as between Route 9 and the I-87 ramps intersection.

       Regarding the cross-section widths, the width of the landscape buffer is intended to meet minimums required for tree plantings. However, a narrower grass buffer could also be implemented where right-of-way does not support the extended width to accommodate tree plantings. The 8 ½-9 foot sidewalk width is recommended as an optimal width. It should be noted, though, that NYSDOT and AASHTO standards require minimum sidewalk clear widths of 5 feet[1] and NACTO recommends a desired minimum sidewalk width of 8 feet where sidewalks are adjacent to moving traffic.

2. *Eastbound from Rt. 9, the jug handle allows two lanes to Rt. 119. Do these two lanes safely transition to one lane?*
    a. Per the attached diagram and Figure 1 below, two lanes are expected to be kept from the jug handle approach along eastbound Route 119 through the entirety of Segment 1 in order to accommodate traffic volumes. With this layout, the bicycle lanes have been reconfigured as a two-way cycle track along the north curb along the entirety of Segment 1, buffers have been reduced to grass planted strips, and the sidewalk on the south side of Route 119 has been kept at its existing 6 foot width.

1 NYSDOT April 2017 *Highway Design Manual*, Section 18.6.5.1

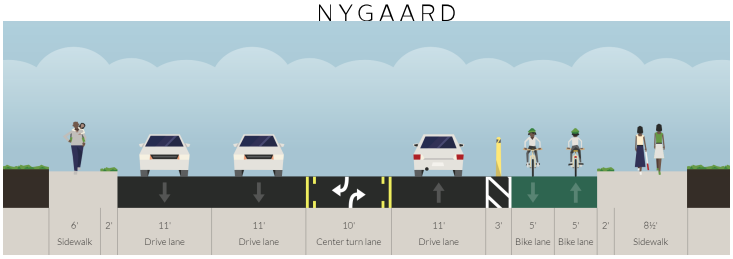

Figure 1: Revised Segment 1 Cross Section Recommendation

3. *Westbound from Rt. 119 toward Rt. 9, Depiction does not show transition to the intersection where two left turn lanes exist and one right lane exists.*
    a. The westbound Route 119 approach to Route 9 is proposed to include a single left turn lane and a single right turn lane. Since the AM peak hour traffic volumes at the Route 119/I-87 intersection require dual northbound left turn lanes (and in turn, split phasing of the signal), two westbound receiving lanes are necessary on Route 119. In order to facilitate mid-block left turns, the westbound lanes of Route 119 are proposed to taper to a single lane for an approximately 450 foot section before widening back out to two lanes to serve the turning maneuvers at Route 9.

Village of Tarrytown Comments

1. *The document serves only to show preferred cross sections along Route 119. It does not get into the design specifics at various points, such as what changes are implied to through and turning lanes for vehicles, parking spaces, provisions for pedestrian crossings or bus stops, or how cyclists switch from bike lanes on both sides to both bike lanes on one side, so we will need to see all that later. N\N should perhaps make that clear when the document is distributed to the full team.*
    a. Comment noted and agreed. The previous document was meant as a necessary step to define feasible cross sections for the corridor and it is expected that design details such as transitions and future lane use will be further defined as the project continues forward.

2. *Route 119 at "the intersection with Route 9" is not notably narrower than the four-lane section along most of Segment 1 in Tarrytown. It may not matter, as this is a general description and nothing particular is proposed as a consequence, but we should avoid anything confusing or misleading.*
    a. Comment noted.

3. *At the intersection with Route 9, we have no indication of how the cross section in Figure 31 meshes with pedestrian paths and bike and vehicle lanes on Route 9. This will be important because we have to ensure smooth connections with the coming DoT redesign in the area, connectivity with the Shared Use Path landing, and the bike and pedestrian provisions recommended by N\N for Route 9.*
    a. Comment noted and agreed. As mentioned above, more specific design details are expected to be determined as the project moves forward.

4. *I see that the preferred cross section for Segment 1 is not the same as for Segment 2 to the east. We will need a clear and detailed recommendation for safe and easy pedestrian and bike transitions from one to the other cross section (such as crosswalks).*
    a. Comment noted and agreed. Transitions will be better defined as the project moves forward.

Segment 2

Town of Greenburgh Comments

1. *Preferred Concept provides two lane protected and dedicated bike lane to the south of Rt. 119. Does this concept become less costly/more viable without having to provide two 9 ft wide sidewalks on each side of Rt. 119 4-5' sidewalks seem acceptable based on low volumes?*
    a. Some cost savings could be realized by reducing the width of the sidewalks. However, sidewalks should provide at least 5 feet of clear width in order to meet NYSDOT/AASHTO standards and preferably at least 8 feet to meet NACTO recommendations, as noted above.

2. *This option does not seem feasible (mainly the bike lanes) at a certain easterly point traveling towards Rt. 9A (perhaps in the vicinity of Valley Avenue in the Village of Elmsford) due to width constraints, and less so as you approach Rt. 9a/Saw Mill River Road. The study could have a section that should Elmsford plan a redesign of its downtown area in this vicinity, the end preferred option could be achieved (would have to confirm this concept with Elmsford)?*
    a. To the east of Route 9A/Saw Mill River Road, the existing four lane configuration (without turn lanes) encourages the centermost lanes to function as de-facto turn lanes, leaving the two outermost lanes to function as de-facto through lanes. Although the plan proposes to reduce the through lanes from two in each direction to one in each direction, the addition of the center turn lane would allow the corridor east of Route 9A/Saw Mill River Road to function in a similar manner as it does today, serving turning vehicles in a more defined lane. Flexibility should be included in the plan to adapt should Elmsford establish a separate plan for its downtown.

Segment 3

Town of Greenburgh Comments

1. *Segment 3 spans both the Town of Greenburgh and the Village of Tarrytown. The desired result of maintaining a sidewalk and implementing a protected dedicated bike lane in each direction is great, however, several staff are skeptical that reducing capacity by one full vehicular lane each direction will not cause major traffic backups, particularly closer to Rt. 9A/Saw Mill River Road. The study could have a section that should Elmsford plan a redesign of its downtown area in this vicinity, the end preferred option could be achieved (would have to confirm this concept with Elmsford)?*

a. As noted above, the primary capacity constraint in downtown Elmsford is at the Route 9A/Saw Mill River Road intersection. Optimization of signal timings at this intersection would allow it to operate at acceptable levels of service. However, some additional delay would be felt by through traffic along Route 119 during both peak periods. As noted previously, the existing four lane configuration (without turn lanes) to the east of Route 9A/Saw Mill River Road encourages the centermost lanes to function as de-facto turn lanes, leaving the two outermost lanes to function as de-facto through lanes. Although the plan proposes to reduce the through lanes from two in each direction to one in each direction, the addition of the center turn lane would allow the corridor east of Route 9A/Saw Mill River Road to function in a similar manner as it does today, serving turning vehicles in a more defined lane. Flexibility should be included in the plan to adapt should Elmsford establish a separate plan for its downtown.

Segment 4

Town of Greenburgh Comments

1. *The transition at underpass (Knollwood Road/Rt. 119) is not referenced.*
   a. As with other segments of the corridor, further design details are expected to be determined as the project moves forward. However, given the layout of the Knowllwood Road underpass, it is expected that the bicycle lanes would use the ramp approaches to Knollwood Road and not the underpass itself.

2. *The block on Rt. 119 from Hillside Avenue to Fair Street contains on-street parking that if removed, would likely cause major sales impediments to several businesses. Could a shared use sidewalk/bike be proposed in this location?*
   a. Given the width, traffic volumes, and characteristics of the block of Route 119 between the Dobbs Ferry Road/Rosemont Boulevard/Fair Street intersection and the Hillside Avenue/North Place/Gibson Avenue intersection, a cross section similar to that proposed for Segment 3 through downtown Elmsford would be an appropriate solution for this section.

3. *In an eastbound direction (East of the Town of Greenburgh Police Station), the off-ramp from I-287 merges to a point that is often backed up to this merger point. Does the road have capacity to handle a reduction to 2 lanes here?*
   a. Synchro modeling has noted that Route 119 between the I-287 ramps and Central Avenue would need three through lanes in each direction to accommodate traffic volumes along that segment. Modifications to turn lanes and the center median as well as adjusting the proposed separated bicycle lanes to a two-way cycle track on the south side of the roadway could be accommodated within the existing right of way.

4. *Much of segment 4B appears to have no use for a central turn lane.*
   a. Agreed. The existing center median could remain in place between Greenvale Circle and the Crossroads Shopping Center.