

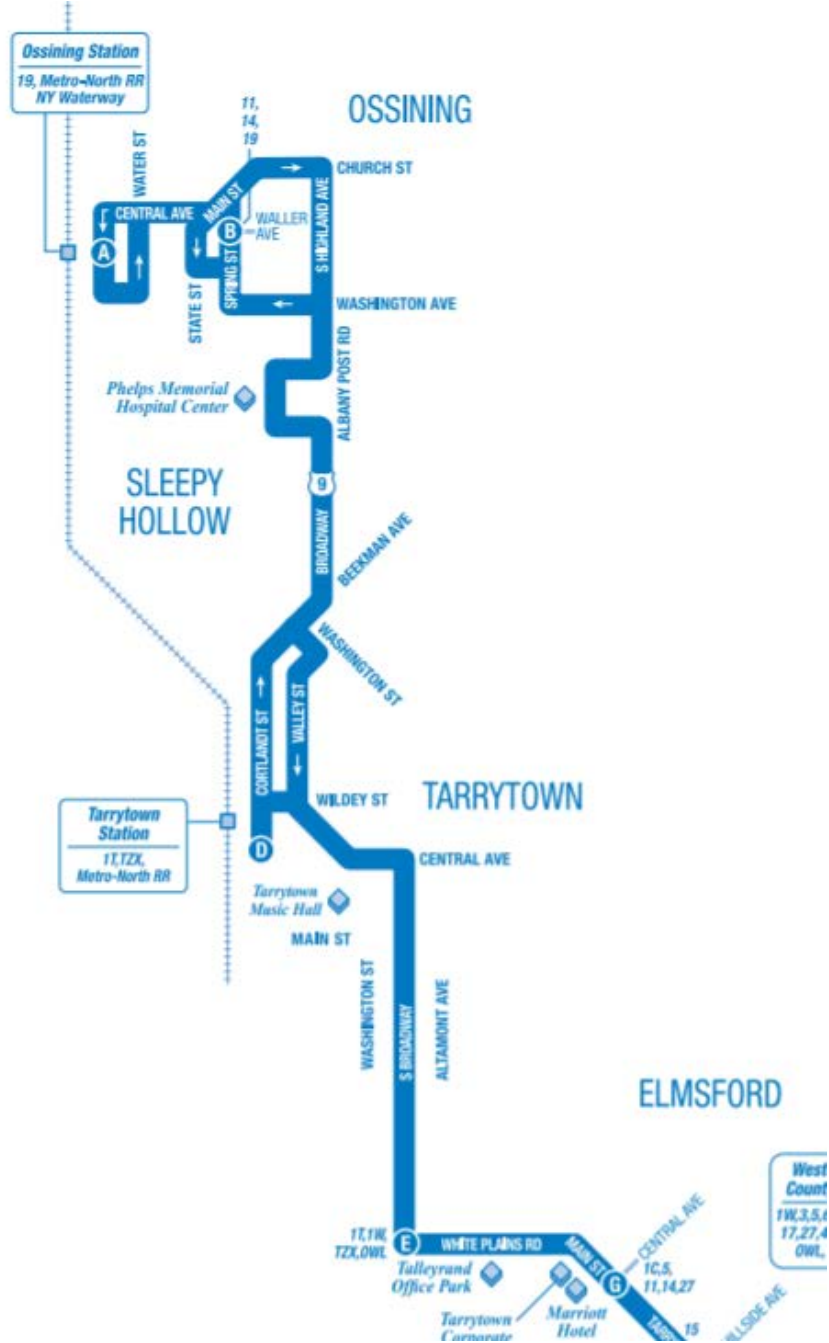
Route 9 Active Transportation Plan: Appendix B
Transit Analysis – Existing Conditions

November 2018

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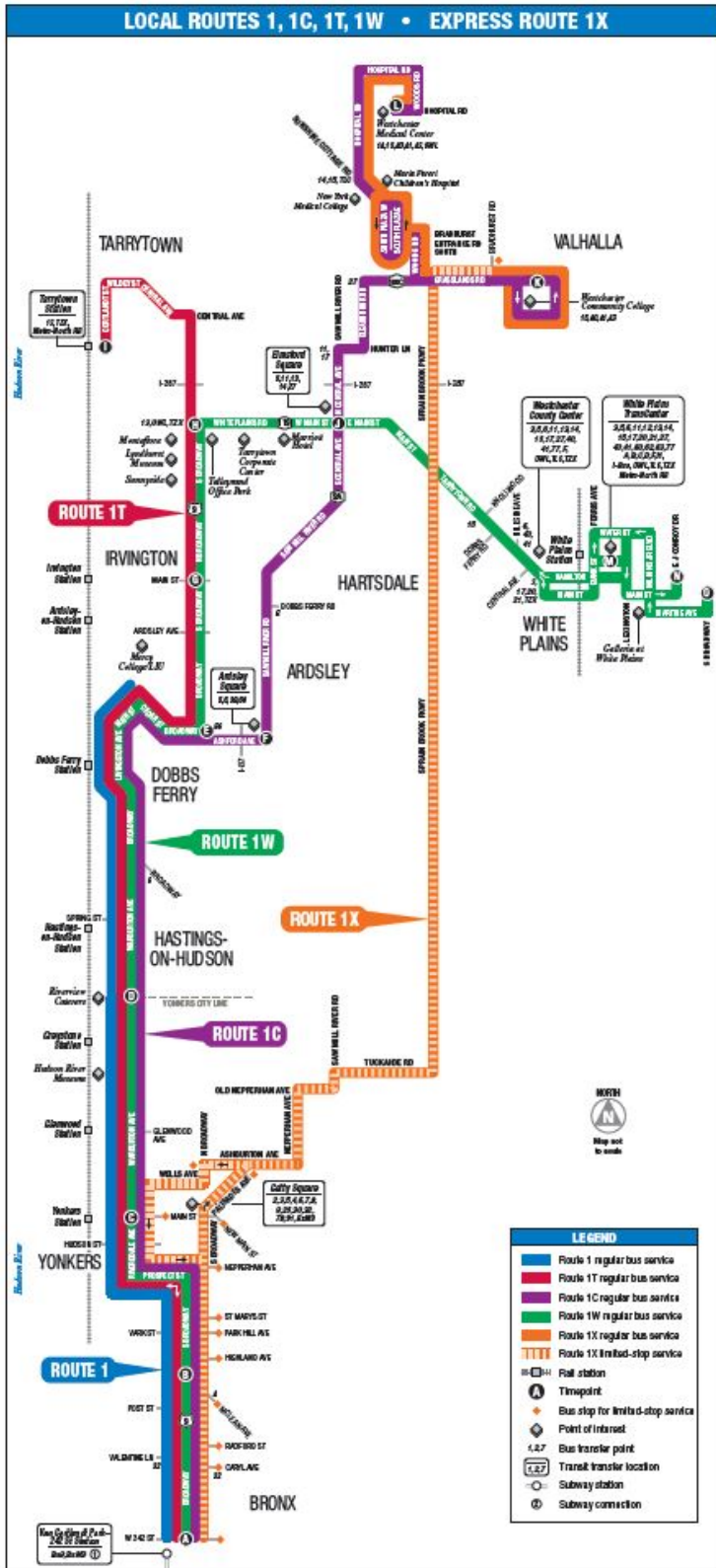
Bus Routes Serving the Corridor

Figure 1 Route 13: Ossining – Tarrytown – Port Chester - Rye



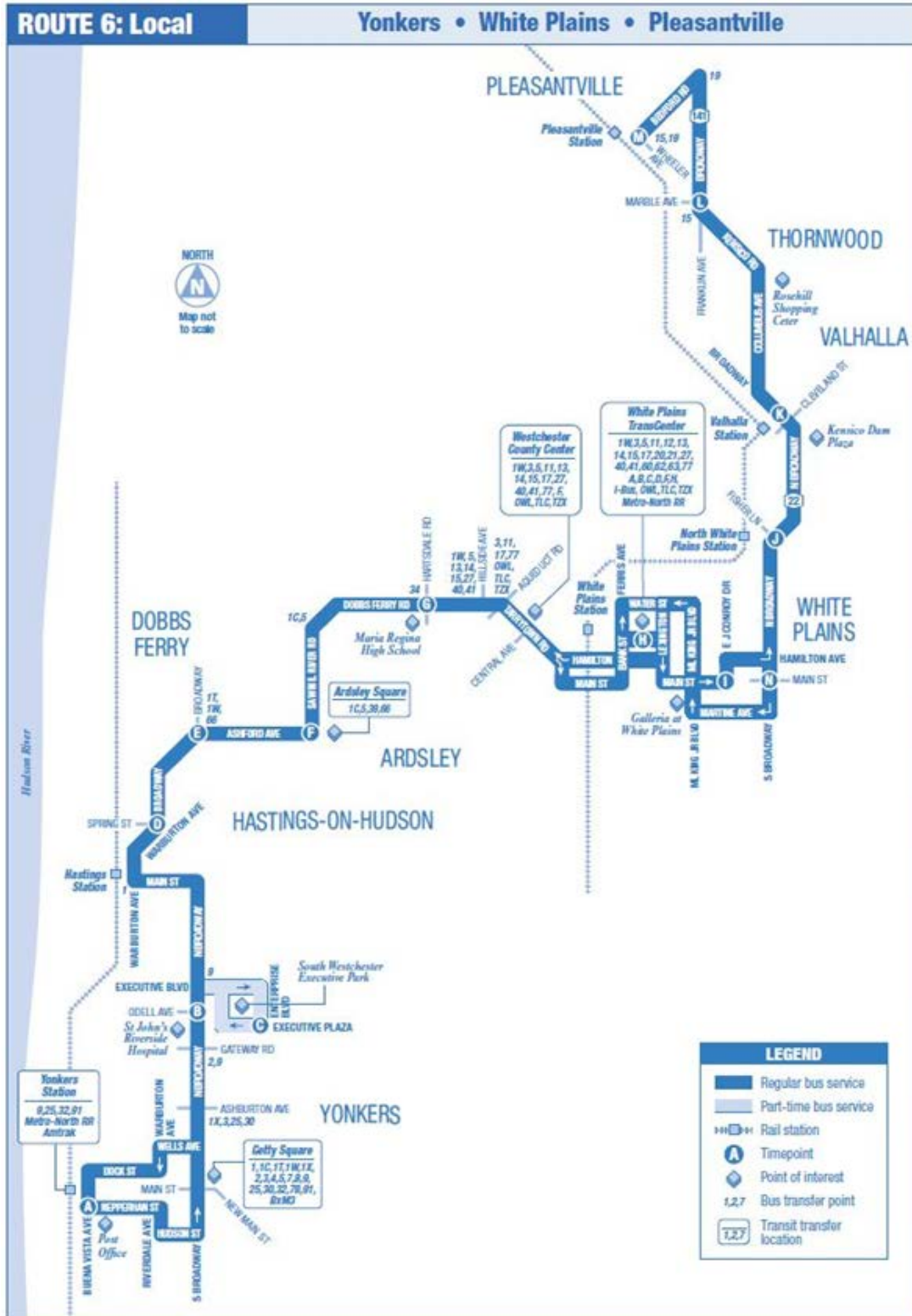
Appendix B: Transit Analysis
Route 9 Active Transportation Conceptual Design Plan

Figure 2 Routes 1, 1T, 1W, 1C, 1X



Appendix B: Transit Analysis
Route 9 Active Transportation Conceptual Design Plan

Figure 3 Route 6: Local



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Route 9 Active Transportation Conceptual Design Plan

Figure 4 Route 66: Local

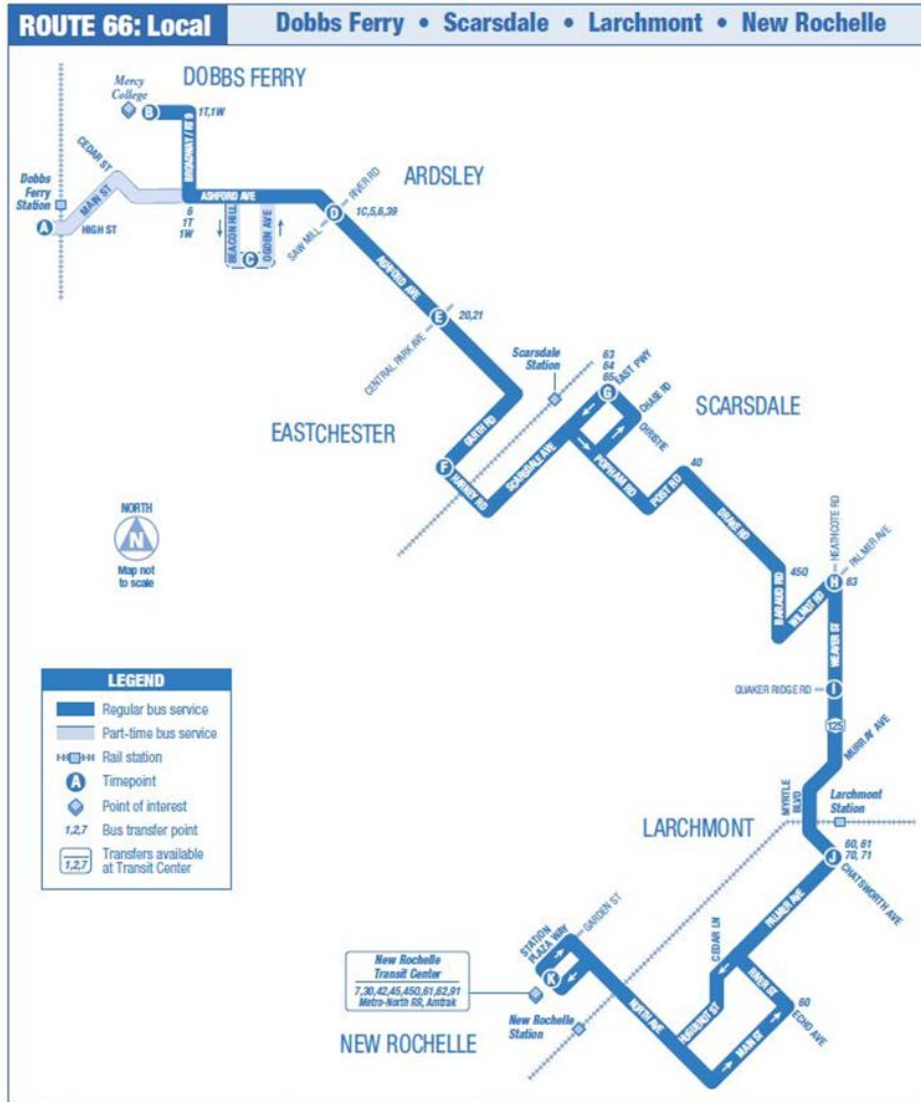
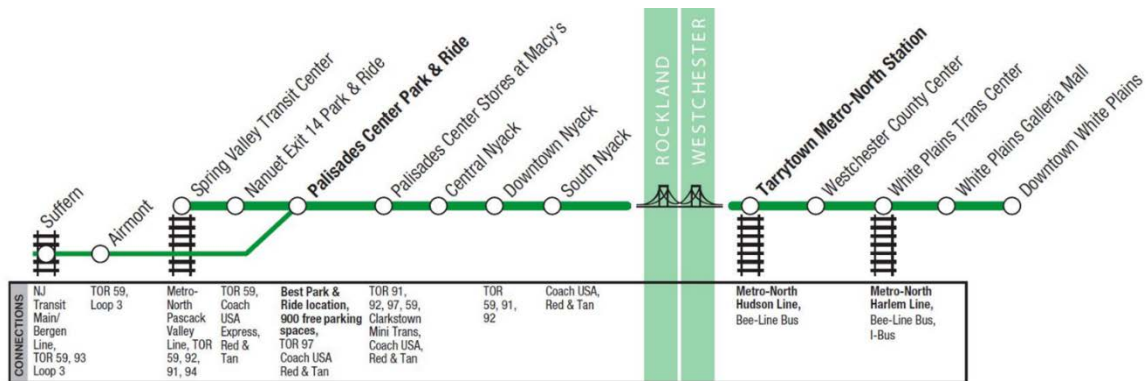


Figure 5 Tappan ZExpress (TZx)



See schedule for important service details and stop locations • See our website or call 845-364-3333 for further information
Check out Google Maps for online trip planning for TZx, Metro-North, New York City Transit, NJ Transit and more!

Initial Assessment and Potential Improvements for Deficient, Higher Ridership Bus Stops

Tarrytown

Central Avenue at North Broadway

These bus stops are on Central Avenue; the westbound stop is for the northbound bus, and is primarily used for alighting and the eastbound stop is for the southbound bus, primarily used for boarding.

These are relatively narrow, urban bus stops, with street walls at the lot lines. There is no space for shelters without changes to the street (see bulb-out, below), although cantilevered canopies are possible with cooperation of the landowner

The following treatments are recommended for further consideration:

- Bulb-out eastbound stop 8 feet from curb, to facilitate right turn geometry & allow a shelter.
- Lengthen eastbound stop to approx. 60' by removing two metered spaces.

North Broadway at Neperan Road, northbound

This bus stop is shorter than a 40 foot bus, and buses likely block the intersection. The following treatment is recommended for further consideration:

- Lengthen stop to approx. 60' by removing one metered space.

South Broadway at Elizabeth Street, southbound

This bus stop would ideally be placed far side, but due to the offset crosswalk, no change is recommended.

Tappan Zee (New New York Bridge) Area

South Broadway at #303 and 330

The stop at 303 South Broadway, southbound and 330 South Broadway, northbound, are likely to see additional use in connection with pedestrian and bicycle accessibility on the new bridge. The following treatments are recommended for further consideration:

- The stop at #303 should be expanded for boarding capacity, likely by moving the shelter back with agreement of the property owner, then expanding the concrete apron.
- The stop at #330 may need to be moved in connection with the new crosswalk associated with the bridge path; in any case, capacity to absorb additional alighting should be designed.

I-287 east, I-87 South Ramps

The bus stops at these ramps consist of the Eldorado Diner (northbound) stop and Doubletree Hotel (southbound) stop. These stops are likely to see additional activity in context with proposed sidewalk improvements leading south from the new bridge. The following treatments are recommended for further consideration:

- The stops at the Eldorado Diner and Doubletree Hotel should be paved to the curb and expanded for boarding capacity, likely by with agreement of the property owner, expanding the concrete apron and adding a shelter.

Irvington

Broadway at Main Street

Ideally, the near side southbound stop would be moved to far side. However, given the complexity of serving the needs of the storefronts at the far side, there is a solution to improve the existing southbound stop at the nearside gas station. On the northbound side, minor changes to the existing pull-off bay are needed to accommodate the length of the bus. The following treatments are recommended for further consideration:

- Realign the curb and sidewalk at the northbound bus bay to extend the bay south to just north of the existing storm sewer. This should allow the stopping position to be about 15' south of the existing, and therefore allow a small shelter at the current stopping position.
- Extend the curb at the southbound stop toward the north to create a 50 foot curb; place a new curb cut for the gas station at the north end of the property. Prohibit right turns from the center lane and move the bus stop behind the stop bar.

Dobbs Ferry

Broadway at Langdon Avenue and Landing Road (Mercy College)

The planned extension of Victory Hall toward a new curbside entry path on Broadway, midblock between Langdon and Landing, provides the opportunity for a safer, signature bus stop for Mercy College. This will become the primary, pedestrian entry to the campus. The following treatments are recommended for further consideration:

- Move Landing Road Southbound Stop 75' North. Add a shelter designed in conjunction with the Victory Hall entry, with continuous weather protection. This will mitigate right turn conflicts with the existing near side stop.
- Add paved platform at Langdon Rd., northbound stop.
- Direct pedestrians from Langdon Blvd. stop to cross at Landing Road by adding a sidewalk to the east curb, Landing to Langdon, and adding a signal at Landing Road.

Broadway at Belden Avenue (High School)

These stops are not among the most heavily used, but there is a need to integrate bus stop access with pedestrian and vehicle access to the High School. Currently, the southbound bus stop is too short, and causes the crosswalk to be blocked. The crossing appears to benefit from a splitter, refuge island. The following treatment is recommended for further consideration:

- Move the southbound bus stop to the far side of the current, entry drive, which is nearside of the T intersection with Belden Avenue.

Broadway at Rochambeau Avenue

Only one change is recommended here. However, there is a parking bay south of Rochambeau this does not front any storefront retail. The southbound Routes 1W and 1T stops could be relocated to this bay, creating a stop with more space for amenities. However the eastbound Route 66 (which turns off Broadway at Ashford) must stay at the current location, reducing the

convenience of transfers. Only the following treatments are recommended for further consideration:

- Pave the grass strip at Broadway at Rochambeau, Avenue, southbound.
- Install a crosswalk with enhanced features (such as a HAWK signal) on the north leg of the intersection.

Broadway at Cedar Street (stop for Ashford Avenue)

The southbound stop is the most visible bus stop in Dobbs Ferry, and may change substantially if the hilly wooded site to the west is developed. This development should incorporate a compact, weather protected waiting area. Given the current infrastructure, the following treatments are recommended for further consideration:

- Move the southbound stop about 15' north (to a wider spot on the sidewalk.)
- Place a shelter on the brick pavers at the new stop location.

There is no reciprocal northbound stop, meaning that there is no stop where people can wait for the next bus to White Plains (Route 1T or Route 6). A reciprocal northbound stop at nearside Estherwood Avenue would address this problem.

An alternative to this new stop is rerouting Route 6 via Main and Cedar Streets instead of Broadway, on the same path as the Route 1 family. This would address the White Plains problem, and would remedy one of the longest bus stop gaps on Broadway, with no existing stop on Route 6 between Ashford and Chestnut, and between Colonial and Livingston, each about 2000'.

Ashford Avenue at Bellewood Avenue

These stops serve Routes 1C, 6 and 66, and are well placed. A new crosswalk connecting Walgreens to the eastbound stop appears difficult to design, but is otherwise desirable.

Broadway at Clinton Avenue/Oak Street

This is a potential opportunity to remedy a 2000' gap in bus stops on Broadway. Far side stops could be sited in both directions, with improvements needed to the curb and sidewalk. The roadway appears to be wide enough to allow a splitter/refuge island at the crosswalk.

Broadway at Chestnut Street, northbound

The northbound stop is nearside of an exceptionally wide (Osborn) driveway, and is too short. Due to the curve on the farside, it cannot be moved to the far side.

The following treatment is recommended for further consideration:

- It should be lengthened by about 15-20',
- The boarding and alighting area should be paved.

Broadway at Walnut Street

This is another potential opportunity to remedy a 2000' gap in bus stops on Broadway. Far side stops could be sited in both directions, with improvements needed to the curb and sidewalk.

Broadway at Colonial Avenue, northbound

No bus stop changes are recommended here. An enhanced crosswalk signal should be considered crossing Broadway to connect to the Cabrini facility.

Hastings-on-Hudson

Broadway at Olinda Avenue

The stops at this location, although not among the most heavily utilized, have some exceptional issues and serve two apartment buildings. The northbound stop is completely unpaved, with no sidewalk. The southbound stop is located where the bus blocks the crosswalk. The following treatments are recommended for further consideration:

- Pave the sidewalk and boarding area at the northbound stop.
- The southbound stop should be moved about 25' north to the nearside of the circular driveway, in order to better serve both apartment buildings and avoid the bus blocking the crosswalk.

Northbound Broadway at Warren Street, northbound

The road here is in a rural cross section, and the bus stop provides connections to the Andrus facility. The following treatments are recommended for further consideration:

- The northbound bus stop should be given a paved platform.
- A crosswalk is needed across northbound Broadway, connecting to the Andrus driveway.

Broadway at Tompkins Avenue, southbound

The roads here are, again, in a rural cross section, and substantial improvements are needed to facilitate bus connections to the Andrus facility. The following treatments are recommended for further consideration:

- The southbound bus stop should be given a paved platform.
- A crosswalk is needed across southbound Broadway, connecting to the south curb of Tompkins Avenue.
- A sidewalk is needed on the south curb of Tompkins Avenue between northbound and southbound Broadway.
- Crosswalks are needed on all four legs of the intersection of Tompkins Avenue and northbound Broadway.
- A north-south sidewalk is needed on the porkchop island north of Tompkins Avenue, with a crosswalk connecting to the northbound bus stop.
- The southbound bus stop should be given a paved platform.

Broadway at North Yonkers City Line, northbound (Executive Blvd.)

The northbound bus stop has a small boarding area, and there is no painted or thermoplastic crosswalk leading to the southbound stop. The following treatments are recommended for further consideration:

- Pave the entire boarding area, including the position of the bus's rear door.
- Install a shelter.
- Install a crosswalk at the pedestrian signal, on the north leg.