

V

TRANSPORTATION

"The journey is the reward".

Tao saying

5.0 TRANSPORTATION

5.1 GOALS

Goals: Maintain and improve the ability to move vehicles and pedestrians within the town and throughout the region in a safe and efficient manner.

5.2 EXISTING CONDITIONS

A. Roadway Hierarchy:

Eastchester benefits from a fully developed transportation network. This network is composed of four primary elements: the local public roadway system; limited access parkways (the Bronx River Parkway, Hutchinson River Parkway & Cross County Parkway); the county Bee Line bus system; Metro North's Harlem Line accessed via the Scarsdale, Crestwood and Tuckahoe stations; and, the nearby New Haven Line in Mt. Vernon.

Eastchester
supports 53
miles of public
roadways.

In total, 53 miles of public roadways, administered by three levels of government run throughout the town (Figure #5-1). The entire length of White Plains Road (State Route 22) within Eastchester falls within the jurisdiction of the State Department of Transportation, as do the Hutchinson River and Cross County Parkways. The state controls 4.3 miles of roadway.

The County of Westchester is responsible for 3.5 miles of roadway including Brook Street, Wilmot Road, Mill Road, Main Street, and Alida Street. The remaining 45.2 miles of roadways fall within the town's jurisdiction. The full range of roadway types are located within the town (Figures #5-2 & 5-3). These roadway types include Highways (2.5 miles), Major Arterials (2.4 miles), Minor Arterials (5.5 miles), Collectors (4.3 miles), and Local Streets (38.3 miles). This roadway hierarchy is defined as follows:

Highways - carry regional and inter-regional traffic volumes, and have limited access points. Highways support the highest level of travel mobility. Highway

Figure 5-1

Roadway Jurisdictions

State Roadways ■■■■■■
County Roadways ●●●●●●
Local Roadways

TOWN OF EASTCHESTER
Westchester County, New York



Figure 5-2

Roadway Hierarchy

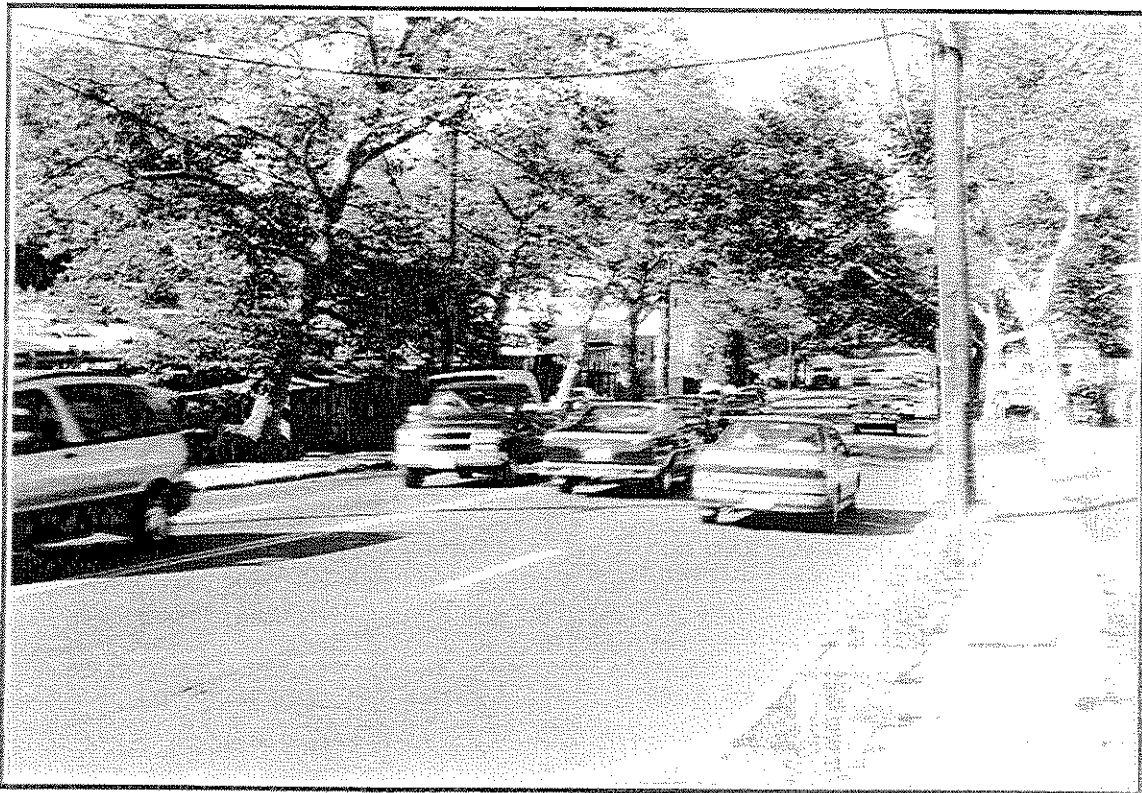
| | |
|----------------|-----------|
| Highway | ■■■■■■■■ |
| Major Arterial | ●●●●●●●● |
| Minor Arterial | — — — — — |
| Collector | |
| Local Street | |

TOWN OF EASTCHESTER
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access is usually made from the arterial system.

Major Arterials - serve the major centers of activity of an urbanized area. Major Arterials are the highest traffic volume corridors and carry a high proportion of the total urban area travel on a minimum of mileage. Major Arterials carry most of the trips entering and leaving the urban area, as well as most of the non-highway through movements. Frequently, Major Arterials support inter-community and local bus routes.

Minor Arterials - interconnect with and augment the Major Arterial system. Minor Arterials accommodate trips of moderate length at a somewhat lower level of travel mobility than Major Arterials do. This system distributes traffic to smaller geographic areas than those identified with the Major Arterial system. This level places more emphasis on land access, but ideally does not penetrate identifiable neighborhoods.



(Route 22 Traffic)

Collector Streets - provide both land access service and traffic circulation within residential neighborhoods and commercial areas. Collector Streets differ from the arterial system in that the collector system may penetrate residential neighborhoods, distributing trips from the arterials through the area to their ultimate destinations. Conversely, the collector system also collects traffic from local streets in residential neighborhoods and channels it into the arterial system.

Local Streets - comprise all roads not in one of the higher systems. Local streets permit direct access to abutting property, and connections to the higher order systems. They offer the lowest level of mobility and usually contain no bus routes. Through traffic is deliberately discouraged.

| Figure 5-3 Roadway Hierarchy | |
|---|--|
| Highways | Bronx River Parkway Hutchinson River Parkway Cross County Parkway |
| Major Arterials | White Plains Road |
| Minor Arterials | Main Street Mill Road Brook Street Wilmot Road California Road New Rochelle Road (east of Calif. Rd.) |
| Collector Streets | New Rochelle Road (west of Calif. Rd.) Highland Avenue Fisher Avenue Lincoln Avenue Dale Road Leewood Drive Maple Street Scarsdale Avenue Hutchinson Boulevard Garth Road |
| Local Streets | All other roads |

All critical
intersections
operate at
acceptable LOS

B. Intersections/Traffic Volumes

Critical intersections were analyzed during the late winter of 1995 to establish if traffic congestion is a concern. Of the five intersections analyzed (Figure #5-5), all operate at acceptable Levels of Service (LOS), with traffic queues generally clearing through the green signal phase. The intersections exhibit a range of Levels of Service from A through D (Figure #5-4).

Figure 5-4
Critical Intersection Levels of Service

| Intersection Name | Level of Service (LOS) |
|-----------------------------------|---------------------------|
| Garth Road/Harney Road | C |
| Brook Street/White Plains Road | A |
| California Road/White Plains Road | A |
| Mill Road/White Plains Road | D |
| California Road/New Rochelle Road | A |

Six standard Levels of Service categories are employed when assessing the characteristics of an intersection which range from A to F. LOS A represents an intersection operating with minimal delay and flowing freely, while LOS F represents a jammed intersection where the flow of vehicles is forced. LOS D is generally considered to represent the tolerable limit for an intersection.

Another factor affecting the flow of traffic is the physical layout and geometry of various intersections. Intersections such as the White Plains Road/Mill Road intersection do not reflect the convergence of feeder roadways at right angles. The consequence of awkward intersection geometry is increased congestion due to turning movement conflicts.

Figure 5-5

Key Intersections

Garth Road/
Harney Road

Brook Street/
White Plains Road

California Road/
White Plains Road

Mill Road/
White Plains Road

California Road/
New Rochelle Road

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Garth Road/Harney Road, Garth Road/Greyrock Road, Mill Road/ White Plains Road, and California Road/New Rochelle Road have been identified as intersections where alignment and geometric improvements may improve safety and traffic flow.

Throughout the warmer months, the closing of the Bronx River Parkway for "Bicycle Sundays", causes traffic to redirect through local streets, causing periodic local congestion and safety problems.

C. Roadway Efficiency

Both major and minor arterials were assessed to determine their ability to handle existing as well as additional traffic volumes. This efficiency assessment employed volume capacity evaluation procedures for each of the arterials (as identified in Figures #5-2 and #5-3). Volume capacity is defined as the maximum hourly rate at which vehicles can reasonably be expected to traverse a point or uniform section of a lane or roadway during a given time period under prevailing roadway, traffic and control conditions. Field observations were made of peak-hour traffic conditions in order to assign an efficiency rating.

Eastchester's arterial roadway network received acceptable roadway efficiency ratings.

The ability of the arterial to accommodate additional traffic demands was rated according to one of the following: "good" which indicates that the roadway has the ability to handle additional traffic volumes; "fair" which indicates the roadway has the ability to handle a limited amount of additional traffic; or "poor" which indicates that the roadway does not have the ability to handle additional traffic. The efficiency ratings of Eastchester's arterial roadway network are displayed below in Figure #5-6.

| <p><i>Figure 5-6</i> <i>Roadway Efficiency</i></p> | |
|--|-------------------|
| Arterial Roadway | Efficiency Rating |
| White Plains Road (north of Mill Road) | Good |
| White Plains Road (south of Mill Road) | Fair |
| Main Street | Fair |
| Mill Road | Good |
| Brook Street (Harney Road) | Fair |
| Wilmot Road | Good |
| California Road | Good |
| New Rochelle Road (east of California Road) | Good |

White Plains Road, south of Mill Road, Main Street, and Brook Street have been rated "fair" indicating that particular care must be taken when evaluating the impacts of development activities along these roadways. These roadways have the ability to appropriately absorb only limited amounts of new traffic volumes.

D. Scheduled Transportation Improvements

Transportation improvements for the region are summarized annually in the Mid-Hudson South Transportation Improvement Program (TIP). This program represents the five year capital improvement plan for transportation facilities within each region. The plan includes federal, state and county projects. Two specific projects are included for Eastchester in the current TIP:

-Traffic signal upgrade, New Rochelle Road and Alta Drive - .140 million

-Chester Heights, resurface roadway with skid resistant asphalt - .50 million.

The current TIP
includes two projects
in Eastchester

E. Public Transportation:

Eastchester is reasonably well served by the county Bee Line Bus System. One express route, five local routes and one bus to rail route serve the residents of the town. The town enjoys direct and easy access to three of Metro North's Harlem Line stations. Scarsdale Avenue and Garth Road provide direct access to the Scarsdale Station (located in the Village of Scarsdale). Fisher Avenue links the Crestwood station, and Main Street runs into the Tuckahoe station (both located in the Village of Tuckahoe).

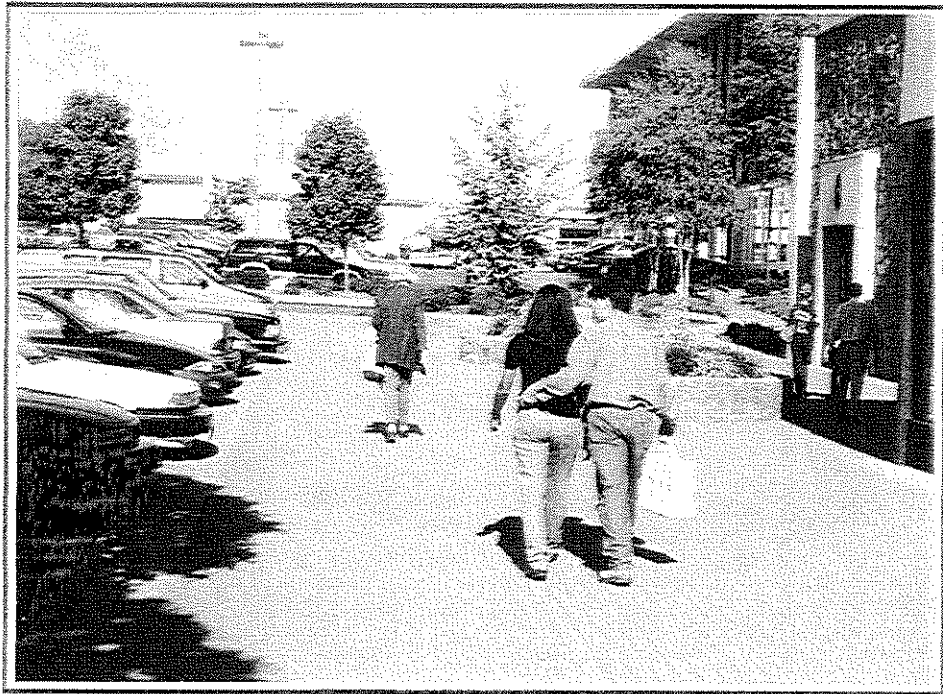


(County Bee-Line Bus System)

F. Circulation:

Vehicular circulation is extensively available throughout the entire town. No area of the town is inaccessible due to the lack of public or private roadways.

Pedestrian circulation is also available. Most of the residential development, and virtually all of the commercial areas within the town provide sidewalks within the public right-of-way. While the condition of these sidewalks varies substantially, they adequately support pedestrian circulation patterns.



(Pedestrian Circulation)

The presence of the Bronx River Pathway, located along the Parkway in the north west corner of the town, represents a public recreational pathway that has the potential to be more fully integrated with the town-wide circulation pattern.

5.3 POLICIES

5-1 Promote the use and improvement of public transportation.

5-2 Incorporate town highway projects within a Capital Improvement Program.

5-3 Establish a periodic monitoring program for traffic volumes, intersection operating conditions and accident occurrences.

5-4 Improve the alignment and geometry of key intersections to improve safety and traffic flow.

5-5 Limit the intensity of new development to levels that can be accommodated by the existing roadway network.

5-6 Establish a series of specific technical standards and techniques to mitigate conflicts at driveway locations.

5-7 Promote or subsidize bus or van service from higher density areas of the town, to the train stations and bus stops.

5-8 Work with local and regional employers to coordinate car and van pool operations and assist in preparing compliance plans in compliance with the Federal Clean Air mandates.

5-9 Encourage transportation demand reduction techniques and support incentive programs both in the private and public sectors (including schools) to reduce traffic generation. Such items to be considered should include modified work hours, job sharing carpooling, ridesharing and employer sponsored vanpools, free employee breakfasts, employee transportation ticket and transportation allowances, telecommuting and work-at-home programs, on-site amenities (eateries, day care and other services), bicycling to work, ride-home programs, and preferential parking programs.

5-10 Provide performance based monetary incentives in local transportation related contracts to shorten project durations and attendant traffic congestion.

5-5 Limit the intensity of new development to levels that can be accommodated by the existing roadway network.

5-12 Explore the development of local bike/walkways

5-11 Work with the County and State Departments of Transportation to improve signal timing, interconnection of signals, roadway sensors and other advanced traffic signal systems to improve mobility, reduce delay, conserve energy and reduce air pollution.

5-12 Explore the development of local bike/walkways, particularly in connection with the existing Bronx River Pathway.

5-13 Promote and expand the "Adopt-a-Highway" program to encourage private support for the clean up of roadway litter and graffiti.

5-14 Obtain NYS DOT Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) funds for enhancement activities including the development of a bikeway, highway landscaping and buffering, pedestrian improvements.

5-15 Provide adequate, safe and convenient parking for commercial uses, but minimize the impact of vast paved areas and sprawling parking lots.

5-16 Improve the Mill Road/White Plains Road intersection as an element of enhancing the "Town Center".

5-17 Explore the development of centralized public parking areas.

5-18 Obtain assistance from the County Department of Transportation to mitigate traffic congestion generated by "Bicycle Sundays."

5-19 Explore the use of shared parking facilities, where different uses with varying peak hours allow for common use of parking facilities.