



Downtown White Plains Transit District Study Public Comments

January 25 – January 31, 2016

Comment 1

In response to your request requesting ideas and concepts for the Transit District. My observation is as follows

Make the transit center a true destination, not just in the sense of the drop off point. But, to combine it with a destination of retail and entertainment choice. The county is in dire need of an updated County Center for holding concerts. Incorporating a theater or County Center along with retail and restaurants will increase the economic vitality of the city as well as making it a cultural arts center. Having a concert venue at the station will draw in people who seek entertainment with direct transportation access. With all the economic growth experienced in White Plains, with more to come, the city will need more places for performing arts and concerts with capacity to handle the ticket sales. The Capital theater in Port Chester, located next to the train station is a good example of creating a hybrid entertainment/ transportation Hub...a "Transtainment Center"

Comment 2

Area is not pedestrian friendly. Traffic lights are timed for cars. People have to wait too long to cross wide streets. Some streets crossing is not allowed. Cars turning do not allow people to cross. Do not want this area to attract people who just hang out, or beg. Safety is paramount for a train area. Bicycles drive on sidewalks not in bike lanes. Do not need more tall empty stores, apartments and stores. Open space along Parkway needs to stay. Do not need more tall structures blocking views from street level. St Johns' has cars parking on street when signs say no parking on weekdays. They have a parking lot. Verizon park is horrible and signs state this is not a public area so why have it? They should make it a parking lot so Verizon trucks do not take street spaces. Construction to this area will just create more pollution, noise and a mess. Everything gets old and never maintained after a few yrs. Putting pedestrians in walking areas above ground are not good for disabled. Elevators break down and then all that is left are stairs. Parking for people who use trains less often is lacking by train.

Comment 3

Tear down the Galleria turn the Macy's side into a park with a stage and start doing concerts in the summer like the city of Stamford does...

This will bring in thousands for dinners and drinks and that will bring back downtown

Comment 4

Tearing down the old train station was a travesty. It had retail, taxi facilities, adequate rest room facilities and a huge waiting area, aside from being a beautiful building. Its twin still exists as the Poughkeepsie Metro North station. A modern facility such as this will be a much-needed, welcoming entranceway to the City, instead of the present-day embarrassing station. The new station needs to connect the transit area with the downtown core visually and physically. Presently, there exists a wasteland between the tracks and downtown, owing to an urban renewal area that destroyed a vibrant area, not to mention the destruction of the beautiful county courthouse and replacing it with the monstrous Galleria. We can't reclaim the past, but urban planning has changed, returning the pedestrian-friendly downtown to the forefront. Take a look at how the City of Saratoga Springs has modernized its downtown, yet has retained



its historical character. I salute Mayor Roach for his insight in creating the Westmoreland historic district. Hopefully, this transit district endeavor will succeed in melding downtown with the transit district area.

Comment 5

Local "mass" transit will be more necessary than ever. Everyone cannot expect to drive to the train station. The city has no plans for city buses and seems resigned to depend on the county Bee-Line bus system. Yuck. The wind swept mess at the current TransCenter where poor people wait for buses is never frequented by city officials. Maybe if they used it, they'd improve it.

Alternatives could include the owners of buildings (rental, condo, co-op) forming a group that hires smaller vehicles to transport residents to and from the train station. Or maybe some cutesy trolley system. Fewer parking spaces near the train station would force people to seek alternatives. More parking spaces simply means more congestion and there can never be enough spaces (or roads) for it to be efficient. Some open space is essential.

Comment 6

Downtown has been blighted to support cars to support retail sales tax. Maybe breaking that boom-bust tax dependency would also begin to change public policy that has become so distorted by its accommodation of cars.

Comment 7

Here are my comments and concerns about the Downtown White Plains Transit District:

After years and years of seeing my dear ones dashing between cars with impatient motorists, so we can pick them up at the station, I hope any plans for the station include safe, wide, lighted dedicated pedestrian walkways; well-thought-out lanes for traffic; and appropriate signage for train travelers and motorists.

Signage for motorists should stress being patient and respecting pedestrian right-of-way.

Also, here's a chance to make pedestrian access to Battle Hill safe and easy, in more than one location. It's next to impossible to get directly and safely to the Battle Hill neighborhood from the station as a pedestrian. Try it. This neighborhood should be walkable from the station. Walkways that get covered with snow and ice and are not cleaned are not appropriate. Please talk to Patty Cantu, a member of the Task Force, about this need.



February 1 – February 7, 2016

Comment 1

Good Day! I love our city and am so happy to see this study progressing. I've lived on North Broadway and worked at the the Westchester County Office Building on Martine (I'm an Assistant County Attorney) for nearly 8 years, and walking is my primary mode of transportation. I use the train station frequently too, but not at peak hours. Please contact me if there's an opportunity for public participation or if I can be of assistance (as a resident, not in a legal capacity). This project has the potential to be a great thing for White Plains. I hope it will bring life and atmosphere to the dead grey zone that currently greetings many, many White Plains visitors and residents. Thank you again for your efforts

Comment 2

Years ago the developer Capelli did a study and tried to update the transit center and white plains rejected it. The transit center has gone way down since then with panhandlers asking for money daily and no cops for the appearance of safety anywhere to stop it, even though there is a cop "booth" in the station with no one there. The station is dirty and you still did not replace the food place downstairs that lost there lease two years ago. You also only have two bathroom stalls for each sex that is the only bathroom for the white plains station and bus depot across the street that is supposed to serve the thousands daily? This new study is WAY overdue and you need to address the needs of a major hub city because the downtown is looking like the ghetto.

Comment 3

Apart from attending the Public Engagement Meetings, how else can residents participate in the plans to make the downtown area better? Is there a detailed budget for the planned "updates" / revitalization project? What is the timeframe for this project to get begin and be completed? How can members of the public and residents of the area make sure that their voice and concerns would be heard?

1. Starbucks or other major coffee shops such as Peets coffee or others with seating areas where people can sit inside while waiting for their trains at the Metro North White Plains station.
2. A taxi cab attendant like those at LGA and JFK that direct passanger to cabs that would stop the curen practice of cab driver picking and choosing passengers (and often being rude, ignoring people, etc.)
3. Better and uniformed look for sidewalks (in adjacent areas to the planned development
4. More trash bins at the Metro North station all the way to post office on Banks and Fisher (and for retail establishments around the area)
5. Major retail stores mixed with small business that can make the walk between the metro North station to the downtown core feels shorter in addition to generating income for the City.
6. Well-maintained, and well-lit sidewalks and roads.
7. Sidewalk, bike station with CCTV and bike path between White Plains Metro North Station with neigboring Hartsdale and Scarsdale. This could benefit merchants near those Metro North Stations as accessibility between these stations improves. (Think of how Manhattan many subway stops are accessible by foot and people are able to walk and shop)
8. More frequent trash BIN pick up and cleanliness mantanance in core and immediate downtown areas as to not to repeat NYC's mistake in not dealing with piled up trash. (This would create jobs for sidewalk sweepers)
9. Converting empty lots to open spaces with clean lines, dog friendly parts, and clean, safe environment (think of the Hudson River Park, the Tarrytown development along the river, etc.)

1. Potholes and horrid sidewalks on Banks toward the Rochambeau School, coupled by poor hygiene in rental houses in the area, despite many residents investing heavily to rehab their properties.
2. No speedbump that slows down speeding cars near the Rochambeau School.
3. Lack of trash bins, spotty sidewalk presence between White Plains and Hartsdale, two well maintained and economically viable Metro North Stations within 4.5 miles away; which in Manhattan would have been easily walkable.
4. Lack



of interesting stores and restaurants immediately between White Plains Metro North Station to the downtown core that will help bring in economic growth and attract a variety of residents.

Comment 4

I foresee a mega parking structure with sufficient spaces to completely eliminate the waitlist for White Plains resident parkers and with a comparable amount of spaces for nonresident parking that would command a premium fee or permits that would help defray construction costs over a shorter period of amortization. I would include a sit down and buffet style coffee shop, expanded newsstand, among other amenities. The lowest level of the structure would include designated slips for hotel and corporate shuttle busses that would be designated by a sign and operators would pay an annual fee for a reserved spot and a taxi pick up for city medalion cabs and a separate dropoff for out of town cabs thus protecting the rights of our city cab drivers.

The mega parking structure would span Main Street much in the same way that the Galleria spans Martin Luther King Boulevard

Comment 5

Good morning, Thank you for this opportunity. My question is who owns the White Plains Mall? is there a project or in the works to reconstruct or convert the mall? It seems so out of place with the Avalon right across the street and Ritz Carlton and Train Station a couple blocks away. It also bothers me that this out of date mall has the name of our city and no identity.

an updated modern shopping center a beer garden with outdoor seating (noise might be a concern for residents) so maybe on the end where the McDonald's is.



February 8 – February 14, 2016

Comment 1

Shouldn't a redesign of the White Plains Bus station be connected to a rethink of the way Bee-Line Bus routes are routed and connect to each other? How about bus-only lanes? Houston, Texas just redesigned its bus system to have more frequent service, which requires more transfer points. Perhaps this should be considered? <https://nextcity.org/daily/entry/houston-change-entire-bus-system-overnight>

Someplace in bus section of the station where a rider can refill a MetroCard. (I can't believe this needs to be requested.)

The best station in the world doesn't help when buses get stuck in traffic behind cars. Westchester needs bus-only lanes or bus cue-jumps to give buses an advantage over cars.

Comment 2

There is a great need for retail and services for the increasing number of residential units existing and under construction in this area. There is also a great need for dining and entertainment options for the many companies and law firms occupying space in this area, including white tablecloth restaurants. In my mind, the WP station redevelopment should mimic the Grand Central redevelopment, with more emphasis on services/dining and entertainment than just pure retail.

Comment 3

People move to WP to get away from the canyons of NYC.

Consider wind and shadows of any proposed high rise development.

Do not allow a residential tower on top of the Galleria Mall. DO consider open space uses for the roof, such as a variation on the NYC Highline Park, pop-up bars, and restaurants.

There is no open space for children. The Mitchell Place tot lot has no trees, but does have plenty of used condoms, crack vials, and broken bottles.

The myriad of festivals and parades that close downtown streets makes it impossible to get into and out of City Center.

Traffic congestion is a problem. It takes 35 minutes to travel from the County Center to City Center, or from Rosedale Avenue to City Center.

City Center received no direct notification of the meeting.

The downtown must consider the needs of residents, and the quality of life offered to them:

Mamaroneck Avenue needs stores that serve the needs of residents:

the nightlife should serve more than just college students,

open space is needed for adults and children - dog walking areas are needed.



Comment 4

I bought a condo at Hillside Terrace last August after having lived on Carhart for two years and my new side of town needs redevelopment desperately. The lack of dining and shopping and the horrible traffic lights make the train station side of town much less desirable than the Mamaroneck Ave side of town (even though the lights there are terrible too). While I like White Plains, this side of town is also lacking character. Sustainable development is exactly what it needs. It sounds like you have the right vision. I would really like to be involved. I think you should really focus on creating better green spaces, young emerging restaurateurs and businesses- think breweries, specialty pizza, cafes, taco bars, bike shops, boutique clothing, for-ya etc. - and maybe incorporating the local flavor of Ferris Avenue into the transit area. All of this would appeal to the daytime business crowd as well as the younger millennials who are likely to be WP's newest residents. Plus, the empty nesters would love more options for food and dining. Maybe you can work with the exec buildings to put retail and food in their lobbies?

Comment 5

Traffic...whatever happens I would hope that the overall concern is alleviating traffic as best as possible along with making the area beautiful. I hope to see a well thought out, modern design that not only makes the area easier to use for commuters as well as drivers while beautifying the area. Comment 6

I'd love to see shuttles to/from various neighborhoods to cut down on need for parking at the train station.

Comment 7

Tear down the galleria Make the Macy's side into a Central Park Have a summer concert series and bring people into the city for events they will shop and use eateries

Comment 8

The 2/12/16 article in the Journal News provided what appears to be incorrect or incomplete information regarding a link to provide answers to poll questions regarding the TOD-www.polev.com/wptod125 is inactive (the website exists but there is no link to wptod125 or anything having to do with this project). Who knows how many other people who couldn't attend the meeting but are interested in the project may also have experienced this and you are missing out on getting their input.

Comment 9

What are the tentative plans now? How much Capital is being invested? Who are the investors?

The redevelopment should include residential towers with retail on the bottom levels, under ground parking, removal of 1 parking garage. The station should be redone and enclosed. Transform into a mini hub or grand central type station with some shops and dining options. Reconfigure area to have a piazza plaza with water element to relax, watch small band and have plenty of seating. Dining options should be in this area to include convenience style stores too. A trolley around WP should also be looked at for key areas.

Concerned the project could be too minimal to make an impact. It needs investors and the transformation of the area similar to Stamford must be done to attract new residents to the area.

Comment 10

I have several ideas for improving transit in the downtown White Plains area. My first idea is to add pedestrian skywalks in several key intersections to speed automobile traffic through those intersections that is often halted by pedestrians, and to reduce accidents and pedestrian injuries. I am a registered nurse at White Plains hospital as well as a resident of downtown WP. The intersection most in need of



such a skywalk is the intersection at City place and Main Street. This intersection is horrifying both from the standpoint of a driver or a pedestrian due to the heavy amount of traffic. Another idea would be the provision of a free transportation service from the White Plains train station to the downtown shopping/bar areas - Mamaroneck avenue, primarily. A lightrail would be ideal but expensive, so instead the idea could be piloted with a streetcar or trolley that runs on Friday evenings and weekends. This would reduce drunk driving and increase visitation to downtown White Plains. By offering this free service the town would make money by increasing visitation to the business district. Many large tourist-oriented cities have such services.

As mentioned above, the intersection of City place and Main Street is a disaster area. there have been many times when my children and I were almost struck by a vehicle while attempting to cross, as the cars are so eager to turn onto main street. If skywalks can not be added as suggested, there should be increased police presence in this area to ticket cars who are not stopping for pedestrians, as well as to ticket jaywalkers who attempt to cross when it is the cars' turn.

Comment 11

<http://www.bbc.com/news/magazine-25788068>

It is a free way to conduct pedestrian traffic study.

If you would like to make the city streets more inviting, using the "sneckdown" concept in different places may help and also for the elderly residents to have a fighting chance of crossing streets during the short time the WALK sign is flashing. (If I were elderly, I wouldn't even try walking downtown because of the stress of beating the DON'T WALK signal in high traffic areas.)

Thought it was worth passing forward for you to scan.

Thanks for inviting feedback.



February 15 – February 28, 2016

Comment 1

Dear White Plains Transit District Committee,

I attended the recent meeting at the library on 2/11 as both a private resident of White Plains.... Our 110-unit condominium is located on Hillside Terrace off Ferris Ave and we are both excited and concerned about plans to redevelop the transit district. I was pleased to hear Mayor Roach state that the development plan was meant to benefit the residents of our city, not developers.

We are extremely close to the center of the district and are concerned about traffic flow on Hillside Terrace and being overshadowed by high-rise buildings. We would welcome convenient shops, restaurants, and parks to the area.

Many of our residents are commuters, myself included, and it would be nice to be able to do some shopping on the way home from work without driving anywhere. Many would also welcome shopping that was within walking distance.

Please keep us informed as this process continues and let me know how our feedback can be included in your decision making process.

Comment 2

As a White Plains environmental group concerned with sustainability issues in all White Plains development, EcoNeighbors was shocked that the supposed public feedback at the Feb. 11, 2016, White Plains Transit District "Public Engagement Meeting" was a sum total of literally 2 texted words per person. And the sum total of the "public learning" was a series of stand-up boards around the periphery of a room so packed that no one could see the boards, with only an occasional, haphazard one-on-one introduction of a Stakeholder Task Force member, depending on who an attendee happened to bump into in the crowd. There was no signage as to who was responsible for the displays or any explanation about their significance. It was not clear how the exercise at a couple of the boards, asking people to indicate where they live, work, or get to the train, would be used. Nor was it clear how the auditorium texted responses would be used. If this use of technology was designed to impress the attendees, we doubt it had that effect. During the sit-down auditorium presentation, neither the Mayor nor the Planning Commissioner had the courtesy or professionalism to introduce anyone from Parsons Brinckerhoff, the consultancy group the City hired four months ago at a cost of \$794,000 out of the \$1 million NYSERDA grant from the State of NY. Nor was Parsons Brinckerhoff given an opportunity to speak or answer questions from the audience. The Mayor mentioned the existence of a Task Force Advisory Committee, but – twice – he said he could not state their names!

Here is what true public engagement must be: From the podium before the large sit-down audience in the auditorium, all Stakeholder Task Force appointees should have introduced themselves to everyone, and given their qualifications or reasons for having been appointed by the Mayor (e. g., the Stakeholder Task Force includes no one from BID -- despite the Mayor's stated goal of creating a walkable connection between the train station and Mamaroneck Avenue businesses!) Representatives from Parsons

Brinckerhoff, hired four months ago, should have been introduced to everyone in the auditorium, and their qualifications provided. Parsons Brinckerhoff should have given a visual and oral presentation about past projects they will use as concepts for the White Plains project, and of various options they're exploring for our Transit District. There should have been a presentation of exciting, great models of the various project components that White Plains residents might consider from cities around the US and the world. There should have been an opportunity for citizens to ask questions and voice their concerns from a



microphone so that the entire audience could hear and learn from each other. If the city is truly serious about public engagement with this process, they must have more than 3 public meetings of the Feb. 11 type. And these citizen meetings must take place before the decisions have been made. The City cannot wait for its next public meeting until June, 9 months after Parsons Brinckerhoff was hired, and 4 months before the end of the NYSEDA-funded project! White Plains can be tremendously proud of the level of knowledge, skill, and learning/research capacity of our citizens. Residents separately sending in feedback via website forms (or texting single words in a public meeting) does not allow us to learn from each other and develop our ideas together. We should have meetings which bring together residents and design professionals in focus groups, workshops, and presentations. The City must provide genuine opportunities for citizen-group input. The Feb. 11 "Public Engagement" meeting seemed designed to keep residents atomized and confused about the Transit District redevelopment project, not to truly bring residents together to learn and provide citizen-group ideas. It enabled the city to take photos of the huge attendance to "prove" to NYSEDA that they had the required public engagement, when in fact they had

no meaningful public feedback at all. The City must truly use its outstanding citizens' skills and experiences, not just give lip service to public engagement.

Comment 3

The following is the writer's assessment of "White Plains Transit District" public meeting on Thursday Feb 11, 2016. The Transit meeting was a disaster from beginning to end and left more unanswered questions rather than any clarification. Only the fact that there was a large attendance was encouraging. Upon arriving before 6.30 pm the hallway was crowded and thus it was impossible to see, assess and understand the multiple "informational" boards displayed there. Among the attendees were some people with and without name tags, however it was impossible to tell what their role was. There was not even any prominent signage indicating who was responsible for the display and how to study it. While wandering from one display to another, it was impossible to try to figure out the significance of each display. The one studied more in depth – which seemed to be about current parking facilities – had a significant typo ("Available" was misspelled), omitted a parking facility on Bank St (which Assemblyman David Buchwald observed and asked them to correct). The display itself and its significance was puzzling. There was a woman "attending" this board, but it was hard to identify what her role was, until asked, at which point she identified herself as a Parsons Brinckerhoff staff member. While waiting in the lobby the question was posed to someone who seemed to be involved with the event whether the event would be taped and televised (in the auditorium there was a presence of cameras by FIOS and unidentifiable others). He said he would find out, returning with the response that – yes – it was being filmed but would not be on live, but be shown later on the city's TV channel. It was suggested he tell someone to make that announcement and he said that was a good idea. The announcement never happened! Since the meeting was scheduled to be from 6.30 pm-8.30 pm attendees thought it would start at 6.30 but there was no sign of that. Eventually people drifted into the auditorium and waited for something to happen. After 7 pm the Mayor Roach spoke for more than 20 minutes. He never mentioned the consultants, their presence at the event or any detail about their role in the process. Following the Mayor Roach's introduction, Planning Commissioner Chris Gomez reiterated the information that was already available on the city's website and introduced a texting ability for attendees to state 2 words they wished to associate with the project, assuming that all attendees had Smartphones! The result was displayed as a jumble of words with no indication what would be done with this information. There was no announcement about the chosen consultants (at a cost of over \$700,000), who they were, were they present, what is their role, what is the significance of the boards in the lobby and how to interpret them. As to the Stakeholder Task Force, appointed by the mayor in October 2015, the mayor, in his opening statement, thanked them for serving, but stated twice that he could not name them! Nowhere was there any explanation of the process being used, what would happen with the public input of the evening and beyond, and how that would be used in subsequent deliberations. It was not announced that this event would be viewable on the city's TV channel and that, as of Feb 16, nothing to that effect has been posted



on the city's website. Furthermore there was no opportunity for any discussion or interaction with the audience. Lastly, although the stated focus and emphasis of this project is on the train station, commuting and commuters, what about all the other people who live in or come to White Plains but are not commuters? They do not seem to be considered in any current documentation.

Comment 4

Will the next two meetings include time for suggestions and questions from the live audience? While the boards and social media were probably useful in collecting data, they did not provide the information or sense of community I received from talking to other attendees. Conversations spark connections and ideas.

Shuttle buses: Revive and expand the commuter-bus loops, and promote them to residents and workers. In between the morning and evening commutation peaks, shuttles could loop through residential and commercial areas, including the downtown, malls, and hospital. This would reduce the need for cars and parking spaces, and would allow people to meet neighbors and others. Shuttle buses: Revive and expand the shuttles to the station, and promote them to outbound and reverse commuters. Between morning and evening commutation peaks, the shuttles could loop through residential and commercial areas, including the downtown, malls, and hospital. This would reduce the need for cars and parking spaces, and provide an opportunity for people to make new friends within their neighborhood. It might also encourage people to carpool, at least in the mornings; carpools often fail because participants who would take the same train in the morning have varied schedules in the evening. Parking: Parking space can take an average of 31 percent of a downtown's area. That is essentially dead space. Consider that services such as Uber and the development of self-driving cars will reduce the need for that space, which could then be used for parks, public gardens and markets, or shops. Part of it could also be used for charging stations for hybrid or electric vehicles.

Pedestrian safety: The wind from Battle Hill, channeled by the Bank Street buildings, ranges from being a nuisance to being extremely dangerous to pedestrians, particularly those approaching the station from Lexington Avenue along Main Street. With the various developments in progress or being planned in the city, what is being done to avoid wind-tunnel effects?

Comment 5

Light-bulb letters spelling out "White Plains" on the roof of the old bus station on Bronx St and flag poles near the Battle Hill cannon. Both would be cost/maintenance effective ways to welcome folks in to the city. The MetroNorth overpass makes this the city's most well defined and dramatic entranceway (not to mention it's busiest), so we should build on this and add elements to the landscape to establish it as a place.

Comment 6

1. Access directly connecting with bus station. 2. Access closer to downtown area. Perhaps moving carpet from Galleria area to the secondary entrance on Main Street? 3. Improve outside architecture in a style closer to 19th century original station. Clock tower is practical, but very Ugly. 4. Greater Variety of shops in station eg. Hudson News, florist, grocery, several food stands, etc.

Comment 7

I know the mayor is on the task force but why weren't the rest of you at least introduced?

And where was the collecting of public opinion?



Maybe you should do some surveys and polling.

Comment 8

More office buildings near the train station would ensure that the area is desolate after 8 PM. It's got to be residential with supporting retail and open space kept free of the homeless.

Also, get the county to remove the graffiti along the pathway. It has continued to get worse and has spread to some bridge stone work in the County Center parking lot and even on part of the Hamilton Avenue structure for the tracks. It's visible from the train. I've written to the county executive many times in recent years but with no results. Hey, county person on the task force, do some freakin' thing!



February 29 – March 6, 2016

Comment 1

Thanks for taking community input. Here are my ideas:

The entire plan needs to be laid out from most convenient for the slowest access users (handicapped, pedestrians, cyclists), to least convenient for the faster access users (electric vehicles, motorcycles, small cars, larger cars). The slower the user to get to the center, the more convenient it should be. Buses and multi person transports should have better access than single user taxis as well.

For example, pedestrian access should be paramount in the design. This means direct access to and from from locations pedestrians want to go, probably access to Hamilton Ave and maybe the County Center. Bikes should have next best access, bike parking should be closer than any cars or motorized vehicles. Bike parking should also be covered and easily expandable into motorized parking if demand warrants. Electric vehicles should be next in priority, as we want to encourage their use. Charging stations should be provided. Then comes motorcycles, then smaller cars, then larger cars, which should be furthest away to discourage their use.

Bike ingress and egress should be dedicated if possible, or wide lanes so their travel lanes can be shared with cars. Pedestrians should have dedicated sidewalks. Bikes can travel on road except to get to the bike racks. Cyclists should be able ride up to and away from the racks directly without having to go over curbs.

Access to the train should be wide bandwidth to move people off the train and to their destination quickly, rather than have to wait on narrow staircases for slower people to descend.

There should be direct access from car parking to north and south bound train platforms, and multiple access points, not just one.

Thanks for taking input.



March 7 – March 13,

Comment 1

Thought some of the ideas in this might be relevant to the upcoming redesign:

http://www.theguardian.com/cities/2016/mar/11/cycling-fights-new-york-mean-streets-janette-sadikkhan?CMP=Share_AndroidApp_Gmail

March 14 – March 20, 2016

Comment 1

There is a staircase under the train bridge over Main Street. This is a staircase that walkers/residents from Fisher Hill and Battle Hill use to get on or off trains without having to cross busy Main and Hamilton Avenues. Will this staircase continue to provide access to the train? It is closer and safer for our residents. After all, the original trainstation was closer to Fisher Hill and is one of the desirable qualities of living on Fisher Hill. My father used it for 41 years and he's been dead for 33 years. Now my sons and I use it to the current station.

Keep open the train staircase under the Main Street Bridge to the train platform. Tunnel for BRT use. More parking so that residents can find spaces for occassional weekday trips into the city by train.

Having been involved in many area presentations related to travel and transportation over the years I am concerned about Bus Rapid Transit, BRT, as it was originally described at a Tarrytown Meeting. My concern, then and now, has to do with the BTR driving down Tarrytown Road to Main Street with preferential traffic signals. I believe that that will delay Fisherhill residents from getting to trains and buses in a timely fashion. This would also deter children in buses and children in cars from Fisher Hill getting to Church Street school if that is their K-5 Elementary school. It would also affect anyone attempting to approach Ferris Avenue or Church Street such I needed to when my son lived on Park Ave. Likewise isolating the North East corner of the city when they chose to leave towards the North West pushing unnecessary cards through the Church Sreet streets to backtrack to 287 off of North Broadway instead of Tarrytown Road. What about the tunnel that was proposed at one point?



March 21 – March 27,

Comment 1

Below are my comments, ideas, and suggestions for the redevelopment of the transit district. I've also attached the letter below in the form of a Microsoft Word document for easier reading.

Downtown White Plains Transit District Committee:

After having attended the first public meeting on February 11, I was excited by the opportunity White Plains has in redeveloping the area around the Metro-North station. As a life-long and nearly 36-year resident of White Plains I have witnessed this city grow and position itself as a major destination within, not only Westchester County, but the entire New York Metropolitan area. White Plains has the prospect of creating a world class destination with this project. The city cannot allow the development to be mediocre or ubiquitous. The projects, the architecture, infrastructure, and concept should be unique. White Plains deserves a transit district and neighborhood that is an exemplar to the rest of the nation, not a derivative of what has been done in South Orange, NJ or the Virginia suburbs of Washington, D.C.

Below are some ideas, as I resident of this city, I would like to see incorporated into the redevelopment of this district. I have incorporated links to images of transit oriented development from around the globe. I truly hope that these ideas are taken into consideration, so White Plains becomes a model for other cities looking for transit oriented development.

REDEVELOPING/RENOVATING THE METRO-NORTH STATION

For the third-busiest Metro-North Station, the White Plains station is dingy, dark, and uninviting. In all honesty, it looks like it was built in communist Eastern Europe in the late 1950s. The new station should be the Grand Central of Westchester in terms of the grandeur of the architecture and additional services and retail beyond commuting and coffee shops.

White Plains should look at St. Pancras station in London. The station has the tracks on the upper level, while a retail/market is on the lower level. The current station would not necessarily have to be demolished to accomplish this as the tracks are already on the upper level. Here are some images of St.

Pancras' interior: [Image 1](#) – [Image 2](#).

A European style train station would be unique and perhaps costly, but it would set White Plains apart. And White Plains has to tap all available federal, state, and county funds to create the train station it deserves. An arched glass roof would be architecturally stunning and green, and well worth the cost. The retail/market area should be filled with eateries, specialty food markets, and services that commuters and residents of the area would need, such as restaurants, shoe repair/polishing, dry-cleaning, watch repair, newsstand, and the obligatory coffee shop. Looking to the Pike St. Market in Seattle or a European food market as a model would benefit developers in designing a project that would be successful.

THE GALLERIA AND WHITE PLAINS MALL

In all honesty, these two structures have long outlived their usefulness. The White Plains Mall is a disgrace. The city must strongly consider eminent domain and demolish that mall. The Department of Motor Vehicle is the main reason anyone sets foot in the White Plains Mall. The DMV should be relocated, perhaps to the new train station or perhaps a new office on Mamaroneck Ave or even an empty space at City Center. The business along Mamaroneck Ave and inside City Center would benefit from the hundreds of people per day who spend hours at the DMV.



The White Plains Mall should be replaced with residential towers with ground floor retail. The towers should be affordable to middle class people. We have plenty of million dollar condominiums, however, there are few affordable condominiums for families. My wife and I are teachers in the White Plains City School District and we have an 8-month-old son. We are looking for a two or three bedroom condominium downtown, but the only available options are the Ritz or Trump Tower where the minimum for a two-bedroom is over \$800,000. Residential will further be addressed later in the letter.

The Galleria occupies prime real estate in the center of the city. It is an eye-sore. It looks like a fortress with two anchor stores, neither of which is a class-A store. Macy's and Sears (or a different retailer based on Sears' decline) should be kept, but a new "village" should be created, which again, has residential and a public plaza. Think Rockefeller Center, but residential and some office as opposed to office with retail. Imagine if White Plains had a public skating rink in the winter and working water fountain park in the spring and summer. White Plains needs destinations that attract people from the entire region.

RESIDENTIAL

Residential building is imperative for this redevelopment to be successful. You need a great number of people living downtown, so that the business are frequented regularly. Look at Mamaroneck Ave. As much as politicians like to brag about the vitality of Mamaroneck Ave., they are wrong. Yes, bars are busy, but that's all. Look at all the business/storefront vacancies. You need people living on

Mamaroneck Ave. Aside from the Jefferson at 300 Mamaroneck Ave. there are no large scale residential developments on the avenue itself. This cannot happen in the new transit district. It won't succeed without an abundance of residential towers. There needs to be a mix of condominiums and rental. Most of the buildings need to be high-rise. White Plains is only 9.9 square miles. The only available space to expand is up. White Plains cannot be afraid of height. I can remember the number of residents, usually south-enders, who spoke against the City Center and Ritz-Carlton towers. New Rochelle and Stamford have no issue with high-rises. White Plains is in competition with those cities and this project, if done right, could catch White Plains up with Stamford and keep White Plains ahead of New Rochelle. With this stated, some residential should be urban townhouse or brownstone style (think Brooklyn

Heights). White Plains doesn't have this style of housing. People moving from Brooklyn might be interested in this type of housing. The Avalon on Barker Ave. serves as a model. The combination of high-rise and townhouse has been a great success for White Plains.

Tarrytown Road from Battle Ave. to Robertson Ave. should be the main location for these urban townhomes and brownstones. Since it is abutting the Battle Hill neighborhoods, lower buildings are needed as not to create a wall around the neighborhood. Also, Tarrytown Rd. is not pedestrian friendly. New crossings, perhaps pedestrian overpasses are needed for easier access to the train station and Bronx River Park. Here are some renderings of overpasses: [Image 1](#) – [Image 2](#). Or perhaps High Line park style overpasses.

All buildings should be required to have retail/restaurants/bakeries on the ground level. No banks. I know the city cannot ban banks from the residential retail spaces, but White Plains has plenty of banks. It must encourage developers to sign tenants that will benefit the city and the residents of this new district. The entrance to this retail should be inviting unlike 15 Bank St. where Camille's Sidewalk Café once resided. The eatery was clouded by the building's base arches. Street level visibility is essential.

THE VERIZON OFFICE BUILDING

The Verizon Building at 111 Main Street is brutal. The "park" on the west side of the building is dilapidated at best. White Plains has to put pressure on Verizon to renovate and re-design the façade of the building. It needs to open to the street. The "park" needs a renovation, so it becomes inviting and



people actually use it. Being adjacent to the White Plains Mall creates to massive eyesores in the heart of downtown.

CONVENTIONCENTER/ARENA

The Westchester County Center doesn't work. It's a basketball court with an antiquated stage. The seating is horrible. White Plains would greatly benefit from a new convention center/arena. The new arena should roughly seat a capacity of 10,000. Partnering with Westchester County or even the Dolan family and Madison Square Garden would be essential. Using the SSE Hydro in Glasgow, Scotland as a model, White Plains could have a world class facility. Here are some images of the SSE Hydro: [Image 1](#) – [Image 2](#) – [Image 3](#). White Plains could attract concerts of better quality acts, boxing, larger WWE events, and conventions. This would in turn attract thousands to White Plains.

The new arena could be built in the parking lot that currently serves the County Center. The new arena would have to be connected to the new train station and transit district. The Bronx River Park has to be incorporated into the project so it can be utilized.

PUBLIC PLAZA AND PARKS

Public plazas and parkland is crucial for this project to create a sense of community and a place to gather. White Plains must look to successful urban parks, so that the parks are actually utilized and do not become a place for loitering by teenagers on a Friday or Saturday night.

Chicago's Millennium Park should serve as a model. White Plains can easily replicate that park on a smaller scale. [Image 1](#) – [Image 2](#) – [Image 3](#)

If new Metro-North tracks need to be built, perhaps the old tracks could be turned into a High Line style park.

The Bronx River Park is underutilized. The train station tunnels create an eerie and dark link to the park. The Bronx River Park needs to connect better to the station and the park itself needs improvements. Public art, benches, gazebos, and monuments.

Hamilton Ave., Tarrytown Rd., and Bank St. should become more pedestrian friendly boulevards. Here, Park Ave. in Manhattan should serve as an example. The traffic is separated by a sufficiently wide median of planters, small trees and benches. Park Ave occasionally has public art exhibits. See the image of rose sculptures from a few years ago: [Image](#).

PARKING STRUCTURES

As much as possible, parking should be placed underground. White Plains has too many behemoth parking structures that create eyesores and take away valuable land. They create unfriendly streets. Now, it is impossible to eliminate above ground parking garages in a redevelopment of this scope. However, these structures should be green and architecturally interesting and innovative. Looking from the street level, no one should be think the structure is a garage. Here are some examples of innovative urban and green garages: [Miami Garage](#) – [Oklahoma City Garage](#) – [Yongin, South Korea](#) – [Santa Monica](#). Rooftop parks and gardens should be included in some, if not all of these structures.

SETBACKS

There should not be overly large setbacks between the ground level and the street curb. And the setbacks should not have grass. Save the green for the parks and plazas. Look at buildings such as



Cameo House on the South Broadway side of the building or 7-11 South Broadway or 400 and 440 Hamilton Ave. The grass takes away from the building entrances and narrows the sidewalk for pedestrians. There are so many sidewalks that are uneven and lifted due to the trees' roots. If trees are a must on the sidewalk, place them in planters. See what the Grand Central Partnership and Fifth Avenue Partnership did in Manhattan.

ST JOHN'S SCHOOL

The city and developers have to work with St. John's and the New York Archdiocese to acquire the unused school property. That is valuable land that is key to connecting the station to the surrounding development. If the church still needs building space for religious education classes or church social functions perhaps the developer could build the church a smaller building for such events in exchange for the land and any air rights the church may have.

I thank Mayor Roach and the City of White Plains for providing residents with an opportunity to provide comments, suggestions, and ideas. I cannot reiterate enough that White Plains needs to think big, out of the box, and green. White Plains can become the proverbial shining city upon a hill.



March 28 – April 3, 2016

Comment 1

I go to the train station 4 times a day, Monday- Friday, since 2001. It is getting worse and worse.

I wish I had some ideas other than tearing everything down and starting over!

Traffic flow/safety is the worst problem. Many people drop off in the arrival side and then get annoyed that they can't get through the cars waiting for the trains to arrive. The trains come in late constantly and there are always cars waiting for multiple trains. There is not enough room for them. If you park in the allotted spaces, you are stuck there until most of the double parked cars leave, especially if you need to back out. Once you break free of that, you have drivers close to road rage trying to get out of the lot and into mainstream traffic. Getting from the station to Hamilton Ave is mayhem during peak evening hours. This is not an exaggeration. People are coming from all directions, going in all directions. The light has turned into an optional one to a lot of drivers. I cannot believe there aren't accidents every night.

Comment 2

Having grown upon Westchester all my life I have seen certain towns, including White Plains go through various transformations. I work with ACCES VR and find many of the clients cannot afford housing in Westchester and White Plains would be such an ideal area for people of all backgrounds and financial capabilities. Unfortunately all of the new apartments seem to be for those who have good jobs.

I believe White Plains should have an area by the transit district with retail and housing on top of the stores. This is an idea that is not new and seems to me to be a way to give an area vitality both day and night. It also would provide easy access to transportation to work. I also have been thinking off an idea that would encompass housing for both young and old and possibly could help with some issues for various populations, young and the old. What about having a housing facility that is for the elderly, families with children and most importantly a healthy restaurant in the facility where people could go to eat. As well as a joint meeting room where there could be homework help, socializing, art classes for all. My idea is to offer this housing to the elderly who would be willing to help the kids with homework, conversation and intergenerational exposure who might be left at home alone while the parents work, they could have a health dinner.

I believe the two populations who could benefit from this idea the most would be the young and the more mature populations who have so much to give to the young in helping them develop into responsible citizens. My main concern is that White Plains will end up being like many other areas that cater to the rich and leave the rest behind.

Comment 3

Ideally bike parking should be covered. That will encourage more bikes, less cars. Both good.

It sucks to come back to a web bike and have to ride it. So bike parking should be covered.

Here is how to do it easily and expandable, so when more people start riding bikes, you don't run out of covered space.

The car parking garage should have direct passageways to the train platforms. Since the garage is covered, put the bike parking right by the garage entrances to the ramps. You can then easily expand (or contract) bike parking to meet demand by taking over (or releasing) near by car spaces. This also is in keeping with the directive to make the station the most convenient for the least mobile users, or the users with the least environmental impact.



April 4 to April 10, 2016

Comment 1

Statement to Mayor Roach and Common Council, "Citizens to be heard" April 4, 2016 Today I join other Econeighbors in addressing the TransitCenter/District project.

I commend the administration for seeing the need for change in that important part of the city.

However, I and others still have many questions as to how this will be achieved.

For the public to continue providing input, questions need to be answered at the meetings scheduled for April 11 and April 18. All White Plains residents need to be notified and reminded to come, not just the neighborhood associations listed. Everyone should have an opportunity to hear and speak.

That brings up who will be running these meetings – city staff? Parsons? Project partners? Will Stakeholders be present and contribute? To quote from the website:

Stakeholders.....

Serve as a forum for collaboration among all interested stakeholders

Serve as a liaison with various constituency groups

Provide input on project vision and plan

Participate in public meetings

What will take place in the scheduled 1½ hours? Will Parson be there to answer questions or lay out some basic principles? The public needs to know what to expect so that their time and their efforts are not wasted.

To be more specific I am turning to the "Study Area map" from the city's website.

Where on that map would the transit structure be placed? Would existing structures be removed and replaced? Would the two city garages be replaced or remain? Would they be enlarged to accommodate more parking? How would the public property adjacent to the current station entrance and TransCenter now used for street level municipal parking be used? Why is the fire station highlighted?

The answers to these questions are crucial because Water, Hamilton, Main ,Martine already have private structures on them on both sides of these streets.

Lastly we agree with the mayor that the streetscape needs vast improvement to be made pedestrian friendly. But how can this be accomplished with the existing structures such as the ugly Galleria facades on Main and Martine, the ATT "fortress", the public buildings on Martine, and various office buildings on all these streets to make them more aesthetically pleasing?

There are many more questions but since time is limited these will have to wait for the next occasion.

Comment 2

We need to find a way to integrate the station with downtown. At present it functions as a separate "destination-type of place rather than as part fo the city. It is almost a barrier between downtown and the

"other side of the tracks".



Comment 3

It is Wed April 6 where is the Question of the Week???

Who is collecting all the comments and where? How are they managed? Please respond.

Comment 4

As plans are proposed for a re-developed transit center, I'm hoping that careful consideration will be given to those residents who pick up commuters at the station. It appears that when designing the current station no thought was given to this major group of people who use the station. And, it seems that priority is given to the cab drivers who line up at the left side of the main entrance with an added section to the right of the entrance for "reserved" cabs. (And, most recently, they seem to be lining up in the drop-off and bus stop area as well.) The only area in which others are permitted to wait to pick up their passengers is in the open parking lot on the left. This has caused problems for me in the past - and I'm sure I'm not alone - when hoping to park my car to catch a train - any open spaces were blocked by the waiting cars whose drivers refused to move lest they lose their spot in the line-up. I missed my train.

Though I'm not advocating we adopt a design like Stamford, the designated pick-up area at that station has always been very convenient and stress-free whenever I've had to pick up my husband or sons when traveling on Amtrak. We should be able to do better than the current design to allow drivers a designated waiting area for pick-up.



April 11 – April 17, 2016

Comment 1

YOU NEED TO HAVE MORE BATHROOMS AND MAYBE A BATHROOM AIDE AT THE TRAIN STATION LIKE THEY DO AT GRAND CENTRAL TO KEEP THEM CLEAN. YOU HAVE ONLY TWO BATHROOMS PER SEX, WHICH FOR THE THOUSANDS OF TRAVELERS DAILY IS RIDICULOUS. AND I NEVER GO IN THEM BECAUSE THEY ARE ALWAYS FILTHY AND ARE FREQUENTED BY THE HOMELESS.

YOU NEED TO HAVE BATHROOMS AT THE BUS STATION AS WELL AS THE TRAIN STATION, BECAUSE OTHER THAN THE SMALL AMOUNT (2) AT METRO NORTH THERE ARE NO OTHER BATHROOMS FOR THE TRAIN OR BUS COMMUTERS.

THERE ARE AN INCREASING NUMBER OF PANDLERS AT THE WHITE PLAINS METRO NORTH TRAIN STATION. AND AN INCREASING AMOUNT OF VAGRANTS IN THE DOWNTOWN SHOPPING AREAS IN FRONT OF WALMART AND MACYS IF YOU OPEN THE DOORS ON COURT STREET ENTRANCE, PEOPLE STAY IN THERE AND YOU ENCOUNTER THEM BEFORE YOU CAN GO IN THE STORE.

Comment 2

WP is Motown, the most pedestrian hostile place I know. Every issue is impacted by the city government's reverence for cars. It is Dodge city. Drivers get away with infractions ALL day long. There is minimal enforcement of traffic laws. If CC members walked around downtown occasionally, they might know this. Instead they stay in their suburban enclaves and visit citizen groups that represent those enclaves. Let's save tax money and just have the Scarsdale government make decisions for WP. They have as much vested interest.

Comment 3

Project Design Team,

I am a White Plains resident, attended Monday night's Open House at Church Street School, and want to thank you for putting together a well-organized and structured brain storming session.

I have participated in many of these type of public hearings in the past (in other communities), and greatly appreciate your approach. In particular breaking into (smaller) groups, having focused dialogues with other White Plains residents, and having Parsons Brinckerhoff moderators (and note takers) on hand was a brilliant idea that worked very well. I participated with the Table 6 group, and we found having the oversized maps and markers available to facilitate describing our ideas an incredibly useful resource.

One small suggestion for the Downtown event and to improve the interaction and stimulate open conversation early, I would suggest making use of the whole room, or as much as possible. For example, at Church Street there were six sets of tables located within about 1/3 of the cafeteria's space. This layout created communication obstacles for some regarding speaking, and being heard (over neighboring tables). This impeded the free flow and exchange of ideas when we would have to stop and have a speaker repeat. So perhaps if the next open house is in a tight space, you may want to forewarn the community attendees it may get loud be sure to speak up so the whole group (especially the note taker) can hear your ideas. Again, just an observation.



Overall, I think it was a very interesting and stimulating opportunity for the community to come together to engage in discussions that will enhance White Plains going forward. Congratulations on this!

During the course of the evening Table 6 generated numerous great ideas for the transit district, including the re-development of a new Green Space / Green Roof above a parking lot adjacent from the station, located at the northeast corner of Ferris Ave and Hamilton, see Map below. The concept of this idea was two-fold: create community space to act as a welcome-mat to the City for visitors and commuters, and increase availability of sustainable green spaces within the densely developed district for both the neighborhood 's multi-family housing developments' residents, and thousands of day-time office workers. For illustration, and ignoring the obvious difference in project scale, please consider the City of

Chicago's redevelopment of what is present day Millennium Park, see case study below. Millennium Park is a substantial 24.5 acre site in the heart of Chicago's lakefront and is considered to be one of the largest green roofs in the world, covering +2,000 parking spaces and spans over approx. 5 railroad tracks. Using this project as a case study for what can be accomplished, it conveys the concept in very tangible terms and opens minds for thinking about overlay developments. Said another way, keep in mind no infrastructure was hurt or lost during the redevelopment of the public space – it was just covered up. Clever. Furthermore, creating a new park-like feature at the White Plains transit center can anchor thematic characteristics (e.g. lighting, landscapes, hardscapes, signage, etc.) that can be used to provide natural links and visual cues to pedestrians traveling to the City Center, from the transportation hub along Main or Hamilton .

Comment 4

After Wednesday night's meeting I felt the need to give some additional info regarding the gentleman from the Highlands who reported out for Table #1. First of all he was not from the neighborhoods that the meeting was targeting. He had specific suggestions that we just his as a resident of the Highlands. I am a lifelong resident of WP and have been a Fisher Hill resident since 1964. My father commuted to NYC for 41 years by train mostly from the original station then the present one. My sons have used the train for both business and pleasure. Now we use it for pleasure on the weekends and in the evening. I am presently the co-president of the Fisher Hill Neighborhood Association.

The gentleman who reported out for Table 1 suggested moving the trainstation "350 yards to the north." This would move the station even further away from Fisher Hill and Battle Hill neighborhoods. It would move it closer into Ferris Avenue and Park Ave/ Hillside neighborhoods and they are already reporting traffic and short cutting problems. Clearly he had his own agenda...interesting but clearly not representative of the ideas shared round robin at our table. He was a one man band of sorts.

Hopefully, your recorder and the post-its on Table #1's map will give a more accurate picture of what the residents of the targeted neighborhoods shared at the meeting. It is important to get the groups ideas as they were shared not just reported out as they were not representation of the neighborhood groups and residents particularly at our table.

Thank you for giving us the opportunity for input. It's an important opportunity for the residents to be heard.

Comment 5

The plan has to create a way to make people want to be in this particular area and not just using it as means to go somewhere else, because it is so focused on transportation. Trains to go where NYC to spend money or Buses to go home to Rockland and CT to spend money. Cars to go where down Central Avenue and 119 toward Greenburgh to spend money. I know the focus is transit, but plan has to address



how to keep people from using transit facilities as just a layover to go somewhere else. The transit facilities and surrounding properties have to become the destinations filled with cultural activity, great product, unique food and beverages options. Grand Central has done this well.

More public spaces managed by private operators. Ton of space for pedestrian plazas to be created at a various office building in study area. Better coexistence of pedestrian and motorized vehicle. When you create better public spaces a buzz is generated and therefore people will want to be around. Bronx River not be captured as a great public space. No encouragement to go down to it. Festival on the right of ways, more commercial activity should be encouraged along the River right of way. Westmoreland has to be developed to a cultural center and it will spread like wild fire down into Transit district and in return the rest of city.

Route 119 encourages people to speed right through your target study area (Transportation District).

Starting from City line and beyond, cars come down 119 past train station, bus station, The Galleria, Bank Street development, Library on back side and then bottlenecks around City Center and beyond. There is nothing to encourage people to stop. Current streetscape allows this to happen.



April 25 – May 1, 2016

Comment 1

As a follow-up to answers I submitted to the latest Question of the Week, I want to share concern about the intersection of Hamilton and N.Broadway. I live in the N. Broadway neighborhood, I walk downtown (and back) several times per day and fear for my life every single time I have to cross Hamilton (N.Broadway is the worst but crossing Hamilton tough anywhere). I'm a healthy, physically-fit 33 year old and I struggle here consistently. I've seen elderly people and adults with young children have extreme difficulty too. I've traveling all over White Plains by foot for the past 8-years and this intersection by far the most unpleasant to cross.

The problem is that the two right, southbound lanes on N.Broadway have a green light while pedestrians are also signaled to cross Hamilton. I know this is a typical traffic pattern, but it's dangerous because: traffic backs up at that intersection so drivers turning right from N.Broadway to Hamilton have been sitting for a while and are impatient to move (I don't blame them). Their green light conflicts with the pedestrian signal and they often cut pedestrians off (I find myself trapped on the Hamilton median often).

because there are TWO N.Broadway right turn lanes, the two leading cars block each others' visibility so drivers often can't see a pedestrian in the crosswalk around the other leading car (i.e. the leftmost of the two cars, turning right to the left lane of Hamilton, will fly around the car stopped in the right lane while a pedestrian crosses, because the driver turning from the leftmost lane can't see the crosswalk through the car in the right lane).

very fast moving traffic flying off of Lake Street (or u-turning) is moving so fast, drivers see the green light and whip around the corner from N.Broadway to Hamilton, and I have to break into a run to save myself! The visibility isn't good.

I believe there's a short time when the pedestrian has the signal but the light for N. Broadway is still red. That period is so short that if I start crossing Hamilton from the south, I won't have reached the median before the N.Broadway light turns green and cars start flying around the corner. Once traffic is flowing, drivers assume they have the right of way and don't stop to let a pedestrian through (yes I know there's a blinking "YIELD TO PEDS") sign, so it's hard for a walker to break into that flow of vehicular traffic and get across.

Any improvement to the intersection would help. It would be great if there was a longer time period for pedestrians to cross Hamilton without southbound N.Broadway traffic having a conflicting green signal to turn right. I understand that things that'll help pedestrians will slow down vehicular traffic, and a balance must be achieved, but right now it's too dangerous.

I'm so happy that the City is conducting this transit study. My husband and I became a 1-car household years ago and I don't think we'll ever go back. He has to drive to work on Westchester Ave., but I almost never drive now as I work downtown. White Plains is such a great place to live and work, we plan to stay here indefinitely and it's great to see the City taking steps toward increasing mobility within the city and connectivity to points beyond. Also I hope we have a new, beautiful train station to welcome visitors and residents to this great city. It's too bad they demolished the old one. The current station (and surrounding area) is so depressing,



May 2 – May 8, 2016

Comment 1

I have several ideas and recommendations to share regarding the trans-modal re-positioning of our train station. Walk-ability, connectivity and retail are key to making the new train station the gateway to our city. creating a downtown, train-centric retail corridor that compliments a struggling commercial office market.

May 9 – May 31, 2016

Comment 1

Here's a timely discussion nearby It's basically about livable cities. Thought there might be interest given the decisions about the downtown area: <https://burnsfilmmcenter.org/booking/bikes-vs-cars/>

Comment 2

Just wanted to drop a word that the survey form misses an option "neither" (or "other"). For example, I don't think that any option offered in the list is necessary. The parking garage at the transit station, in my opinion, is organized and managed very well. Especially after an app was introduced to pay for parking remotely, I can't think of anything that can be further improved.

Comment 3

One of the answers should have been "more bike parking". Not everyone drives to this station!!!!

Comment 4

I suggest an improved method for Battle Hill residents to cross Tarrytown Road. One idea would be pedestrian activated Walk/Don't Walk traffic signals.

Comment 5

ONE CITIZEN'S TRAIN STATION THOUGHTS

Preamble

Having attended the initial Transit District meeting at the Library and a neighborhood outreach meeting at Church Street School, I have had the opportunity to witness some broad ideas imparted by City Officials at the Library and some smaller ideas and concerns as vocalized by citizens at the Church Street gathering.

The Train Station

The train station is in a visual and structural "gateway" to the City and should obviously be inviting, not unattractive and functional.

That being said, it must be remembered that this is not a regional transportation hub of the size and multipurpose scope of NYC's Penn or Grand Central Stations. Rather, it is presently one station on one of three north/south commuter rails lines whose primary purpose is to allow our residents to work in Manhattan and secondarily to allow a much smaller number of residents who live above or below White Plains to commute to and from our City as their place of employment. It must also be remembered that while multiple government entities might contribute to the construction costs of the new station, the



outside developer will likely shoulder the bulk of the financial burden of erecting this facility and the “ask” in return (commercial, retail or residential elements) cannot be so great that they over-saturate the site or overrun the adjacent neighborhoods. Thus, the size and scope of our new train station has to be modest, and should emphasize amenities that primarily serve City residents and train station users.

The current station is for train riders only, is largely confined at grade by the relatively narrow space between the north and south bound tracks and has a limited entry space below the train tracks and an upper level that only houses a stairway to a walkway that allows commuters to gain access to an adjacent parking structure. It has a small newsstand and, of recent addition, a Tim Horton’s coffee stand on the ground floor, a small ticket booth and three small waiting rooms (two of which are simple, unventilated enclosures and remain unused except on the coldest days) on the first floor. Though small, austere and much maligned, this train station is actually one of the more functional and attractive train stations on the Harlem line.

The new station should be moved one block south to the Bronx parking lot in order to afford more room for amenities and to offer the potential to connect with a future east/west bus rapid transit (BRT) stop. It would still be accessible via an elevated north/south walkway to the adjacent parking garage. Like the present station it should be accessible from the street level, have quick serve coffee, shoe shine, drycleaner pickup/drop-off and news stand operations on the ground floor, have ticket operations and climate controlled/shielded waiting rooms on the first (tracks) level and enhanced functions such as a restaurant and/or boutique shops on the third floor. If BRT service comes to White Plains, the first floor would have to accommodate a waiting room and drop off space for arriving/departing passengers.

If the main ticket office operations can be moved to the ground floor, more space will be available on the first floor (train platform) itself for passengers to wait in comfort, with areas that are climate controlled for patron comfort in the winter/summer months, but would allow “fresh air” access during the moderate Spring and Fall months.

At the Church Street forum, a suggestion was made to move the Station site 400 yards North to make it (and the adjacent parkland) more accessible from both sides of the tracks and – with a new tunnel constructed under the tracks – more accessible for Ferris Avenue residents. This proposal, while intriguing, would require the construction of a new train platform (and likely track relocation), would further isolate the station from other parts of the City and will unnecessarily inject further congestion and traffic into the Ferris Avenue neighborhood. The Bronx lot site has no negative consequences and many benefits and is preferable to the current location and the “White Plains North” station idea.

Trains, Pedestrians and Automobiles

It is undisputed that pedestrian access to/from the train station ranges from not ideal (from Ferris Avenue or Fisher Hill) to downright dangerous (Battle Hill). Walking to and from the bus station (either the cramped ticket office or the bus departure areas) from any direction – but in particular from the train station – is both confusing and hazardous. The present scene of taxi, office park shuttle vans, Trans Center garage parkers and family passenger drop offs around the train station is simply a mess. Some problems would appear to be fixable with a modicum of effort and cost – building a stairway or ramp pathway for Battle Hill station users to vault themselves above and/or over Tarrytown road and the Bronx River exit ramps and provide access to the station platform would appear to be doable. But keeping cars/buses and pedestrians separated will require far more planning and will necessarily involve use of the vertical plane – i.e., the design and construction of walkways over certain streets or traffic lanes – in order to let pedestrians and vehicles to safely access the station. Perhaps using different levels for departing or arriving passengers not only for pedestrians, but for vehicles as well (like they do at airport terminals) could assist in solving this problem. Right now, if a new train station was not being considered, extending the current 2nd floor walkway along the southern side of the Trans Center parking garage to



link up with the bus station structure would make it much safer for bus station patrons who currently depart the train station, walk downstairs to the ground floor and then across Bank Street to the bus station.

In terms of parking, the fact that the waiting list for annual parking permit at the current Trans Center Garage exceeds a year (and resident meter permits offered but once a year sell out in less than a day) is proof enough that more parking is needed, and it would be inappropriate for that need to be ignored because the automobile has fallen out of favor with some folks and reversing society's sedentary lifestyle via walking is now in vogue. However, given that (unlike their parents) some of our younger citizens appear to be eschewing owning cars, and some car owners are trying to use them less, the idea of adding another three floors to the existing parking structure (or building another one of comparable size) seems equally unwise. Ultimately, some space to park another 160 or so cars should be found – perhaps some additional underground space can be designed as part of the fire station refurbishment project.

Parkland

Obtaining better access for residents on both sides of the train tracks to the open space, the river and the bike paths that currently exist is certainly desirable, but for financial and security reasons, there are probably only a limited number of tunnels that can be dug under the tracks to provide this access. On the other hand, standalone elevated pathways are hard to design in an aesthetic sense. The bottom line is that while parkland access can certainly be improved, the train tracks will remain as an impediment to unfettered access opportunities.

As for setting aside new parkland areas on the eastern side of the tracks, it must be remembered that space in this area is very limited. But there is a small parcel in the northern Grove Street extension spur right of way that could be converted into a small passive park as a tribute to the Hillside Terrace neighbors, who currently look down on an uneven and unsightly makeshift parking lot – cars that park there could be moved to a new parking area under the redesigned firehouse. A visit from the non-amplified “Pops in the Park” concert program or “Shakespeare in the Park” acting ensemble would be welcome here; most any other type of concert or performance would not.

In terms of a “pedestrian plaza”, two simple questions come to mind – how does it benefit the City's transportation functions (it doesn't) and how does it impact vehicular access of any type to the station or the adjacent neighborhoods (negatively). There already exists a “public square” of sorts in the center of the downtown – Renaissance Plaza. Just about anywhere where cars have been removed from streets for “pedestrian plazas,” the results have been bad (Poughkeepsie and Buffalo come to mind) or terrible (see Times Square). After many years of having no cars along the near desolate street level subway path in the downtown Buffalo area, that City's leaders recently brought cars back to the streets as a revitalization initiative. Back to our City, cars, busses (of three distinct varieties), taxis and pedestrians converge on this cramped location everyday – carving out a pedestrian plaza would wreck havoc on the vital local and regional transportation function that this area serves and would likely be a nuisance – if not an affront – to the two nearby neighborhoods.

Bus Station

No one could deny that the current bus station is a visual and functional mess that is both inconvenient and dangerous for pedestrians to enter, wait at or leave. The current station mix between County bus system and Regional bus route vehicles may in the not to distant future add a third use – the bus rapid transit (BRT) system that must stop in White Plains along its planned east-west route that will originate west of the Hudson River. Getting all of these bus systems in one place that is both aesthetically pleasing and functional will be a herculean task by itself. Merging those activities into one big multi-purpose, multi-level station with the train functions fits the bill if we are fashioning nothing more than a



clueless wish list for the site – one that does not take into account the limited space available for such a structure and the limited funds that will be available to pay for this “super station.”

Put another way, if the “super station” is included in the RFP, a developer will surely design what we ask for, but the developer’s “ask” in return in terms of commercial, residential and retail components will surely swamp the site and overwhelm – if not assault – the surrounding neighborhoods. This is not a “chicken little” concern, and the gargantuan and inappropriate train station site development proposal put forth by the Capelli company a few years back in order to fund/construct a ritzy train station amply supports the proposition that we must be modest in terms of what we ask for, and prioritize our needs. A moved and remodeled train station will be costly enough and should be our top priority. If our own Public Works and Transportation personnel believe that adding a lower floor or two to this structure in order to house the bus functions is not that much more money, it should certainly be considered. But if that is too costly, then simply sprucing up the current bus station – adding a ticket office and an enclosed waiting area and finding a way to keep pedestrians from having to fight off cars and busses might be the way to go.

In one of the Church Street breakout group discussions, I was somewhat startled to hear that one City resident – who does not live near the train station – advocate that the bus terminal be moved off of this site and relocated somewhere else. He claimed that bus stations are an “eyesore” that attract an undesirable crowd and pointed to NYC’s Port Authority as an example of how bad these facilities can be. He also mentioned a problem with “regional” destination busses (going to Stamford for example) that use North Broadway and then Barker Avenue to get to the bus station area. From a parochial perspective as a nearby neighbor, one might always want to get rid of potential “eyesores,” or at least keep them at arm’s length. On the other hand, this area has been the “transportation gateway” to the City for quite some time and, neighborhood concerns notwithstanding, it would not be appropriate to attempt to “dump” these functions to any other part of the City, let alone a neighboring municipality.

It should also be noted that during the Church Street outreach session, a suggestion was made to use the “old bus station” location (on Bronx Street) as a potential pick/up and drop off point. Whether the newly refurbished station can “come over the top” of the tracks and down to this street to provide ground level, western side of the tracks access to the station is not known, but this woefully underused street segment should surely be put to use for pick/up and drop off functions of some kind – whether it is for cars, buses or taxis is something that can be sorted out during the formal design process.

Streets

The main one way streets that bring traffic in and out of the City from the western gateway certainly use all of their width and vehicle capacity during peak rush hour times. While some deride the urban renewal era design of these streets, or claim that they have outlived their usefulness because of the addition of more residents who live in the downtown core or an increase of “reverse” train commuters, one look at Tarrytown Road in the morning -- or Hamilton Avenue at 5 pm in the evening – is a stark reminder that of the 200,000 or so folks who trek to this City on a daily basis to work, the vast majority of them still commute with their cars. When and if that demographic ever changes in the future – and that future may be a long way off – the width and directional configuration of the streets can be addressed then. For the foreseeable future, however difficult it may be to traverse the City streets via car because of the current directional configurations (and by the way, New Rochelle is far worse) must yield to the City’s greater need to move the commuting workforce in and out of the City with dispatch. A better long term goal would be to provide an intra-city transportation alternative – a bus or trolley – so that commuters and visitors alike can drive to the City, be directed to our parking structures, and then navigate around the City by foot or by the intra-City transportation apparatus.



It must also be remembered that to the extent that this area is “built up” to include larger transportation facilities, as well as additional commercial , retail or residential components, the relatively small size of the area, the barrier that the Bronx River and train tracks to the west and the neighborhoods to the north, small and narrow streets on the east side of the tracks that traverse through neighborhoods to the North and South, all comprise a most challenging dilemma for any urban planner. If memory serves, the addition of one new commercial building (Gateway II) on this cite in 1989 was found by the Council to have sufficient impact to require the construction of (what was then known as the) “Grove Street extension”, which was never completed due to the tremendous cost involved, and, anecdotally, neighborhood resistance.

Whatever additional vehicle or bus traffic that will enter this area must be handled so that the transportation components can function smoothly and neighborhood streets are not burdened with “cut through” traffic that traverse in and out of the area. An additional wide thoroughfare – properly positioned and utilized in a way that does not disrupt the adjacent neighborhoods– would certainly assist in this endeavor. At the Church Street meeting, a City official indicated that consideration was being given to the construction and use of the smaller, southern spur of the fabled “Grove Street extension” (which circles tightly behind the One Water Street building) as an entrance and/or exit for the BRT system (not for cars) might be an acceptable way (if buttressed by honest traffic studies) to ameliorate the effects of increased traffic to this area. The longer, northern spur of the proposed Grove Street extension project runs too close to many Hillside Terrace homes, and should not be considered as a viable transportation pathway.

In terms of needed improvements to the City’s “Streetscape” – how the City appears from cars travelling into the City from Tarrytown Road , how the City looks to train riders entering or leaving the Station or how the streets appear to pedestrians exiting the train station to walk to their place of employment – there is no reason why these views cannot be evaluated by entities such as the Planning Board, the Design/Review Board and in consultation with the adjacent neighborhood associations and suggestions solicited as to how to spruce up or make more presentable the building facades that we presently have.

In terms of the view of the City from the vantage point of train riders, with the exception of the hideous view from the train as it passes by Westmorland Avenue (replete with barbed wire enclosed pens of cars or junk), the view of the City when the train is stopping at the elevated station is not bad at all. In fact it is better than most similar views of other stations along the Harlem line, with the exception perhaps of the Bronxville station. However, no one gets on or off of the train at Bronxville because the streetscape view from the train is nice, and similarly, no one fails to get on or off of the train in White Plains because their streetscape view might not be suitable to be put on a promotional postcard. To the contrary, people get on or off the train at White Plains for a far simpler reason – it is their stop.

Similarly, people choose a path to walk that is safe, well lit and get them to where they need to go in the center of the downtown area. They walk because they prefer the exercise or they would rather not pay a cab. If afforded the choice of a cheap intra-city bus or trolley, some might opt for that, particularly on an inclement weather day. But no one is going to walk from the train station to a destination on or near Mamaroneck Avenue because the “streetscape” is more appealing. Rather, they will walk or cab it there because that is where their job is located. To be sure, improving all “streetscape” vistas – from the train, from the street – is desirable, and if it can be done with minimal planning and cost, that is great. But it should not be a priority unto itself.

Jack and the Beanstalk, or how high is high?

All neighborhoods that are near the train station area slope upwards as you move into them, which has allowed the neighbors and neighborhoods to tolerate building heights greater than 10 stories, while still projecting the feeling and ambiance that these neighborhoods look down on the downtown core of the



City. But building heights that exceed 20 stories cannot come any closer than they already are (like Gateway I at One North Lexington Avenue or 15 Bank Street) or else day literally turns into night – the new building occupants will be looking down on the neighborhoods. Accordingly, all buildings should gently slope downward from the Gateway I/15 Bank “ground zero” point in any direction towards a neighborhood. If a new building is constructed on the Bronx Street lot, it should mirror the height of its diagonal counterpart (50 Main street -15 stories). All other buildings from this point should similarly slope downward as they move towards the

neighborhoods. At the point where the development abuts the closest neighborhood (Hillside Terrace), the height of the building at One Water Street (4 stories) is a fitting example of a proper slope plan. If a new firehouse is constructed either in connection with this re-development project or separately, it should also be no more than 4 stories, as it is directly opposite Hillside Terrace.

Wishful thinking

The area in the train station corridor must serve the City’s residents that use the station, the nearby neighbors and the City as a whole, in that order. It should also be remembered that, unlike other cities that are sprucing up their train stations (Mt. Vernon and New Rochelle), the current train station is not a blighted area and it is extremely close to neighborhoods. Accordingly, this endeavor to spruce up or augment the area must be done in a fashion that follows the aforementioned priorities and is consistent with the City’s Comprehensive Plan. Moreover, this parcel should not be seen as a repository for everyone’s “wish list” for things that “would be nice” for our City to have.

The City must resist the temptation to turn this area into something that it is not currently and should not be in the future, such as a “new neighborhood for millennials.” One recently published article from a millennial – Maxine Builder of the Journal News – should serve as a cautionary tale for those who think that new “transit centered” neighborhoods are both always desired and easily fashioned:

“ . . . to me, transit orientated, mixed use developments are little more than ersatz recreations of what comes naturally in big cities. . . . if all I wanted was to live in an overpriced, luxury apartment on a block with an artisanal coffee shop that’s not too far from a train station, I’d live in Manhattan.”

This is not to say that some new housing stock cannot not be placed on this site, but one relatively new condominium housing (15 Bank Street) has been there for more than a decade, the 14 story Avalon rental apartment building (5 blocks to the East) was built eight years ago and one brand new rental housing project (16 stories) to the south of 15 Bank Street is under construction now. What exactly is to be gained by building more of the same on top of (or next to) the new train station? Perhaps some different type of housing can be considered for this site, such as lofts or some other type of housing that would more appropriately transition to the existing housing to the North on Hillside Terrace? Put another way, simply adding more housing for the sake of housing, or because that is the current development fad, is hardly needed or desired.

The same can be said for commercial development – all tall and/or sterile buildings that would overshadow the neighborhoods and/or compete with the true core of the downtown business zone need not apply and should not be considered.

Lastly, on this parcel the City should also avoid replicating and competing with functions that already exist in other parts of town – such as dining/entertainment, commercial space or retail functions. The two retail shopping districts in town continue to struggle (the Galleria at the center of the urban renewal project is old and tired despite many facelifts, and one of the anchors of the newer Eastern shopping district – the Westchester Pavilion – recently died after a long “illness” and is being rebuilt). Large segments of Post Road and Mamaroneck Avenue are still in need of further residential, commercial and dining replenishment/revitalization. Trying to create from scratch a new district to house these functions



at the train station area conveys the message that the City is diffident to preserving tranquility in its current neighborhoods; is unwilling to maintain prosperity in its existing commercial corridors and retail enclaves; and signals that the City has simply given up on trying to revitalize its current and longstanding stock of truly downtrodden areas.

Ultimately, there is much that can be done to spruce this area up and make it more functional for the City's residents and visitors alike, as long as it is a project that we can both afford and live with.

Comment 6

We write as a group of White Plains residents who are interested in the project being discussed for redevelopment of the area around the train station. We understand that a public engagement meeting is scheduled for mid-June. Each of us who is able to attend will attend, and hopes for a lively, productive discussion.

Given that the meeting is scheduled to last only two hours, we recognize that there is a limited amount that can be accomplished. Especially if public attendance is high - as we hope it will be! - it will be difficult for all in attendance to provide meaningful feedback. The difficulty will be magnified if the meeting serves as both an informational session, where the public attendees learn new information. As well as a forum where we are asked to provide thoughts. It seems to us that the process can be made more efficient if the public has a better understanding, before the meeting, of what input would be most helpful from us.

With that as context, we write asking for (1) clarification of what you hope to accomplish at the upcoming meeting, and (2) information that will help us formulate informed feedback about the things you are most interested in. We think the meeting will be most productive if the public understands whether you intend to ask for input on:

More new ideas: Like previous meetings, you might be interested in hearing more new ideas from citizens, about things they would like included in this project,

Selecting between options: You might be choosing between potentially conflicting options for the project, and seek public input about which option is most popular.

information about particular elements of the project: It is possible you have decided that the project will include a particular element, and are interested in obtaining detailed input about the best way to maximize its usefulness.

It is our hope that by providing these requests a few weeks before the meeting, we give you a meaningful opportunity to respond, so we can provide you with the type of commentary you are most interested in, towards the goal of having the most productive meeting possible.

Dear Mayor Roach, Members of the Common Council, and Certain Members of the Transit District Stakeholder Task Force:

We write as a group of White Plains residents who are interested in the project being discussed for redevelopment of the area around the train station. We understand that a public engagement meeting is scheduled for mid-June. Each of us is able attend will attend, and hopes for a lively, productive discussion.

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June 1 – June 20, 2016

Comment 1

Pedestrian push buttons throughout White Plains (and most of the US) are underutilized, and pedestrians will jaywalk instead of pushing the button and waiting for the light. Instead of having an actuated ped signal, have concurrent ped phasing with split LPI or split phasing for turning vehicles.

The intersection of Martine Ave and Bank Street is designed poorly for pedestrians. Residents leaving from 4 Martine (the Seasons Condo) and walking toward the train station often jaywalk across the intersection, which already has a very complicated signal timing. Although this is outside the study area, it is a main connector to the downtown area - the odd intersection/large "roundabout" at Westchester Ave and S Broadway - this is extremely unsafe. For vehicles to continue westbound, they must make U-turn near Main Street. Although this is a protected phase and has recently been changed to not allow turns on red, vehicles will still illegally turn on red because of the long wait time to turn (LOS D?).

Comment 2

Attached are helpful videos that explain intersection design, car infrastructure, and bicycle infrastructure in the Netherlands. I envision that solutions like these would benefit the City of White Plains. <https://www.youtube.com/watch?v=41XBzAOmmIU>
<https://www.youtube.com/watch?v=Okb63flApDY>
<https://www.youtube.com/watch?v=XpQMgbDJPok>
<http://www.protectedintersection.com>



June 21 – June 27, 2016

Comment 1

I just received your online "question of the week" survey for the first time and was motivated to write a more detailed response.

I resided/worked in the City of White Plains (Nosband Ave/Bank St) in 1986-1989, moved away, and recently moved to Scarsdale in 2014. As such I have a "before and after" perspective on downtown White Plains.

Responding to one question of the week is a little narrow. I would like to offer this suggestions based on my experience:

Downtown White Plains is unique compared to other satellite cities such as Stamford, New Haven, Bridgeport, Newark. It has relatively few and wide streets for the level of commuter traffic it handles. It also has relatively few main roads in and out of downtown that these wide streets feed into. However, at peak traffic times, some streets are quite over-crowded with vehicles while others are underutilized for entry/exit to downtown. I would like to suggest that you install programmable multi-direction lights and other traffic controls so that you can have different streets be completely [all lanes] one way or partially [i.e. 1 lane outbound, 3 lanes inbound in the morning/evening] one way under certain peak conditions. Accompanying virtual signage and time of day map data supplied to Google, Navteq, and other ADAS map providers on all major approaches would specify what the current road "map" of the downtown road network ahead at that time is.

Comment 2

I just got a private message from someone asking about the "question of the week." I'll answer for all and make a suggestion.

Each week I (and probably many of the people on this FB site) get a "question of the week" sent by someone whose web address is "transitdistrict@whiteplainsny.gov." We can answer the question from within the email or by going to the web site: "wptransitdistrict.com."

Yet, the sender of this note never shares the responses with the larger community. ... Don't we deserve to see the results? Shouldn't the results be provided on their web site? At least, we should get an acknowledgement that includes what was submitted. (We do get told "Your response has been recorded.") Recorded by whom? Shared with whom? Used by whom?

In an effort to promote open communication, the question this week is as follows: "What new service, store or amenity would make the transit district more attractive to you?" In summary, I made four complementary suggestions:

Daylighting the Davis Brook and providing walkways, stores and restaurants along the way.

Closing Main & Mamaroneck to cars and trucks from 10-3.

Providing free trollies from the train station along the car free route from 8-8 (and beyond?)

Providing free parking for residents either downtown or along the trolley route.



And, I also suggested finding a way to give tax breaks to local merchants that are not part of chains and which are "small businesses."

(I wrote more, but never got a copy after I submitted my reply. Nor did I get a reply from transitdistrict@whiteplainsny.gov to ensure that the system worked. I'll be sending a copy of this note to transitdistrict@whiteplainsny.gov. I do hope that he or she will participate in this FB page so that we can have more two way communication than can be provided by the meetings and wptransitdistrict.com web site

June 28 – July 4, 2016

Comment 1

Has anybody in this office been looking at this Facebook page? <https://www.facebook.com/groups/748172138616682/>

If so , you will see that Yonkers has just daylighted a portion of a stream/river.

And, I have just posted a suggestion that, when you post multiple choice questions, you should allow write in replies

Finally, your website does not indicate who is in charge or how to reach a person.

July 5 – July 10, 2016

No Comments

July 11 – July 17, 2016

Comment 1

I am very excited that WP is considering a major overhaul of its transit infrastructure. We have a great city, in a strategic location, with virtually unlimited (retail, commercial and residential) potential. I work in WP, and often find myself contemplating how to make it more accessible and people- (as opposed to car-) friendly. Thus I appreciate you opening up to the public to welcome comments, criticisms and, most relevant to me, design ideas.

As your project identifies, WP needs to seriously reconsider the legacy of prior generations' urban planning, and evaluate what can be improved--and how it can be improved--to accommodate 21st century standards and expectations for a thriving, inviting metropolitan environment.

In my point of view, WP suffers from three significant shortcomings: first, its light rail hub sits at the periphery of the city; second, and somewhat related, many of the businesses that attract commuters require ground transportation to reach, encouraging many to default to driving (even if they live on the Harlem line of MetroNorth); and, third, much of the streetscape--particularly in and adjacent to the corridor from the train station heading east--is littered with architectural eyesores (for example: the Galleria and other unsightly buildings, multi-story parking garages, etc.), weed-filled pockets of green space, and nothing in the way of welcoming storefronts.

With an emphasis on the "vision", but perhaps a subordination of the "realistic", element of this redevelopment project, I would like to submit the following suggestions:

- engage an urban-planning expert/firm that can help you envision the end-goal of development.
Said differently, since it's likely that any such plan will evolve in stages over time, there needs to be an understanding of the ultimate destination of the journey;



- similar to the first point, hire a qualified landscape architect/firm to guide the integration of parks/open areas, and how they segue with hardscapes (such as walkways, walls, buildings, etc.). One cannot overstate the value of this often-overlooked part of the process;
- look into innovative ways to move pedestrians/commuters from the WP station to and through the core of the city, such as elevated tracks (some combination of a modern version of the old "EI" of NYC's outer boroughs and airport trams that move passengers from carparks to terminals) running autonomous pods whether as monorails/gondolas/etc. that can be programmed to take commuters to their destinations, moving walkways (again, elevated), velotaxis (perhaps elevated), all of which should take into consideration the four-season weather we experience in our parts. And if tied to major reconstruction, have these modes of transport deposit users in the building of their destination;
- eliminate the architectural blight of the city. Using some form of persuasion (e.g., tax breaks to landlords of existing structures, or to developers, or both), or through eminent domain, weed out the bad to be replaced with attractive physical destinations (which can be mixed commercial/retail/residential). And, needless to say, the WP train station must either be replaced or get a serious facelift;
- attract businesses looking to flee the overheated real estate/lease prices of NYC by selling them on the convenience, affordability and beauty of WP. In this context, if there could be a way to make the commute out of GCT to WP shorter than it now is, that would be a plus. Also keep in mind a prosperous and vibrant WP will attract homeowners to neighboring towns in Westchester (I live in one of them), thus boosting home values. Therefore, try to build involvement with, and cooperation from, these communities.

Lastly, there are many un- and underutilized spaces in and around the WP train station. Think of the corridor going west towards and past the Westchester County Center. Folding this area into your plans will help to centralize the station within the larger environment of a redeveloped and rejuvenated city--imagine White Plains Central Station (of course, you'd do well to hire a branding company to come up with a more catchy name!). Ignoring this important aspect as you give thoughts to your plans would, in my opinion, miss an opportunity.

I hope this is of some value to you as you consider your options. As is obvious, I fully support this effort and wish it to be abundantly successful!

July 18 – July 24, 2016

No Comments

July 25 – July 31, 2016

No Comments

August 1 – August 7, 2016

Comment 1

Based on the new Transit District Study web site, these are my comments about the list of possible temporary changes (Concepts A-G) that could be made to the W.P. RR station outdoor parking area.

The goal should be to retain as many easy-entry spaces as possible, with good signage and with safety for all concerned.

Space is too valuable here to have an outdoor plaza or other open space. (Wide sidewalk along dark massive telephone building (further east) is a good venue for outdoor activities—food carts, benches....)

re Concept A: all spaces must be backed into; too difficult and time consuming.

re B: Many can't easily back into spaces. How does a person being picked up during rush hour get safely to the waiting vehicle?

re C: Too compressed. Move open space away from this station area.



re D: Too few spaces for waiting vehicles that will pick up people. Method of parking too time (90 degree) consuming.

re E: Move the plaza elsewhere. Method of parking (90 degree) too time consuming.

re F: Not enough spaces for waiting vehicles, but good for vehicle entry and exit.

re G: Also better and safer, but allows spaces for fewer cars.

Thank you for the opportunity to comment.

August 8 – August 14, 2016

Comment 1

I have been a resident and business owner in White Plains for 33 years. I am excited about the potential outcome of a The WP Transit District Study but the solutions will take years to achieve. There are existing conditions that could be addressed now which have a very negative impact on visitors heading east into downtown from the WP train station.

Many new visitors head for the Main Street stairs as they can see this leads to the key downtown shopping. The first thing they encounter at the bottom of the stairs is trash, broken bicycles, and often graffiti. As you walk out from the overpass you see the back of 15 Bank Street Apartments. The attached photos show the typical electronic trash, broken furniture and other dregs that sit out behind the building month after month. I am surprised the building owner doesn't recognize the negative impact on folks coming from the city to look at their apartments but since this has been going on for 3 or 4 years, it appears they don't.

Without new construction or major expense four things should occur-

- a) White Plains should assume maintenance of the sidewalks at the base of the train station steps on Main and Hamilton and provide daily cleanup.
- b) Strong non-tipping trash cans should be installed with separate section for glass, plastic, and metal cans and bottles
- c) The WP Beatification Committee is offered an opportunity and support to do what is possible to improve this area and the sidewalks leading to it.
- d) The owner of 15 Bank St should be required to provide a separate screened area for furniture and electronic waste and add new plantings to improve their rear image.

I would also hope that provisions have been made in the design at the new 55 Bank Street Towers under construction so that the same type of trash is completely screened from the train as it pulls into the WP Station.

The first vision of White Plains from those on the train is a the rows of junk cars at RJT. White Plains diligently requires green fences and netting around any fence or construction site, but allows rusted chain link fences with full view into a junk car lot at the very edge of downtown and by two new residential developments. RJT should be required to completely fence in this slum condition at the entrance to our city.

August 15 – September 27, 2016

No comments

September 28 – October 28, 2016

Comment 1

I remain concerned about how any increased traffic will be able to cross over from 119 and Battle Avenue over to Main Street and central WP. From now through December evening rush hour is already extended earlier and later than otherwise, and is stop and go as holiday traffic overloads Main St. How can we handle thousands of additional residents, workers and shoppers using these same roads?



Pedestrian traffic from the existing parking facilities off 119 and the Bx. River Pkwy, connecting directly to the Transit Hub via a pedestrian bridge, would alleviate some of the traffic on 119 over to Main St. A bus tunnel would also work wonders, but I understand that the option is very expensive. What about a pedestrian bridge?

Comment 2

I thank all concerned for the opportunity to comment.

- 1) I do not care if I see appealing buildings and store windows as I walk from the W.P. Railroad Station to the Downtown (Mamaroneck Ave. area). I do want smooth untripable sidewalks and safe crosswalks. I want enough light after dark. I want good signage. I want pure pedestrian crossings (where one can cross and no cars at all are entering the ped. crosswalk when it says "WALK").
- 2) I want the seasonal outdoor pleasant plantings to remain.
- 3) Yes, I certainly also want wide, high-visibility crosswalks for pedestrians. Motorists should be able to understand the purpose of these special crosswalks.
- 4) Please pre-test all new materials used on the ground for safety (remember the bad bricks all around the downtown).
- 5) Do some research on what's lately causing cement sidewalks to "shrink" around the edges. Poor-quality cement? Defective processes of applying the cement?
- 6) Use special large "watch pedestrian" signs like those at City Place corner of Main St.
- 7) Slanted parking at station is better than perpendicular. Takes less time.
- 8) Don't forget the handicapped who must park or be dropped off at the station.
- 9) Regarding the proposed bus systems related to the new Tappan Zee bridge. *Where are even more buses going to layover* (wait to begin a route, so they'll be timely)? Now they use Hamilton Ave., probably the W.P. bus station. This could be a problem. I saw a bus laying over on Cemetery Rd.
- 10) The police are not stopping bicyclists who ride on the sidewalks. Why?

Comment 3

As I mentioned to Chris Gomez after the presentation, a different option for the Fire Station relocation is placing it below grade in the Gateway 2 land next to the White Plains TransCenter. One could extend the green space from the Station Parking lot in proposals B and C over Ferris (cover Ferris), across the Gateway 2 property and meet with the green space at the Catholic Church. The Gateway 2 surface parking lot already is below grade, so there is little excavation necessary, depending on how high one builds over it.

One could trade off other features / zoning with the owners of Gateway 2 property and the owners could build the Fire Station and green space for the city as part of their development, e.g., 1-2 commercial buildings that extend higher on parts of the property while the linear green space extends through the center.

This is good for the Fire Station because it provides equivalent if not better access to Hamilton Avenue and the special southbound lane on Ferris / Bank St. It also makes it easier to perform the work in stages because one can construct the new Fire Station on Gateway 2, then demolish the current Fire Station and build new parking structure, then demolish current train station parking structure for new building and green space in station lot.

This provides a nice, linear open space, potentially lined by shopping beneath taller residential and retail, viewed from the current station platform. One could have a grand walk / stairs from the platform to the green space entrance to the city. And connect the green space to the Bronx River park on the west side -- sort of like the National Mall / Promenade in Washington DC with the White Plains Train Station bridging over the western side of the green space.

Comment 4

I strongly prefer Option C

Comment 5



I am surprised that the traffic congestion on Route 119 / Tarrytown Road on the other side of the Bronx River (West of Transit Center), as well as pedestrian access from that side of town, do not appear to be addressed in any manner. It also surprises me that there is NO mention of the future rapid transit across the new Tappan Zee Bridge and the impact on downtown WP of this future critically important service.

Comment 6

None of the options are attractive. Have you ever been to Reston, VA? Use that as a model. Redevelop the whole area with office space, and apartments near the train station. One or two blocks is not sufficient. Need a plan going all the way to the Galleria, which should be replaced with a "central park" and housing. Otherwise, this whole concept is a smoke screen.

Comment 7

I like plan B the best. I think plan C might be over developing the area. At one of the public meetings, I left it a little worried that we might be trying to emulate NYC and I don't think we are big enough to be exactly like them. Nor do I think people that live here necessarily want it to be like that.

Comment 8

Can you please get rid of that clock tower? It is worthless because each face of the clock says a different time. So you still have to look at your watch anyway to figure out if you are going to miss your train or not. Just get rid of it, or replace it with a clock that is actually useful. I'm sick of looking at this worthless clock!

Comment 9

Lived in white plains for 10 years and walk to the train station for work I like option B or C, open park space is great and I think enough for both options I just like to make sure it's supplemented with enough commercial to bring more tax revenue into the city and drive more companies to come to white plains and want to business here. Very excited about this

TAP Questionnaire

Do you support pedestrian and bicycle improvements in the White Plains Transit District?

167 (97.1%) Yes

5 (2.9%) No

Comments From TAP Questionnaire

Comment 1

I support improvements to the existing infrastructure as well as the addition of new bike lanes. Here are some videos that explain viable long-term solutions: <https://www.youtube.com/watch?v=FIAppxLz6pA> (Protected Intersection) <https://www.youtube.com/watch?v=6OdJfyoxRDo> (similar intersection to above, in US) https://www.youtube.com/watch?v=XhqTc_wx5EU (Dutch roundabout, integration of different traffic modes into one space) <https://www.youtube.com/user/markenlei/featured> (YouTube channel dedicated to Dutch cycling solutions) https://www.youtube.com/watch?v=m2The_10dYs (cycling in the US from a Dutch perspective)

Comment 2

I support improvements to the existing infrastructure as well as the addition of new bike lanes. Here are some videos that explain viable long-term solutions: <https://www.youtube.com/watch?v=FIAppxLz6pA> (Protected Intersection) <https://www.youtube.com/watch?v=6OdJfyoxRDo> (similar intersection to above, in US) https://www.youtube.com/watch?v=XhqTc_wx5EU (Dutch roundabout, integration of different traffic modes into one space) <https://www.youtube.com/user/markenlei/featured> (YouTube channel dedicated to Dutch



cycling solutions) https://www.youtube.com/watch?v=m2THe_10dYs (cycling in the US from a Dutch perspective)

Comment 3

We need protected bike lanes downtown!

Comment 4

I'm very excited about this whole thing!

Comment 5

Enhancing pedestrian and bicycle opportunities is essential to creating a new vitality in the transit district which has heretofore been principally auto oriented.

Comment 6

Pedestrian and bicycle improvements in the White Plains Transit District would be great!

Comment 7

The existing, scattered, poorly marked bike, often unsafe lanes need vast improvement and extension.

Comment 8

Don't make a dysfunctional mess.

Comment 9

Please make this happen! Thank you

Comment 10

I support 100%. White Plains is a leader in making our city friendly for bikers and pedestrians.

Comment 11

Waste of money that will not stop cars from turning into people. Bikes are still on sidewalks as there is no enforcement. The bike changes are not linked to areas where bikers are coming from and more bikers will just go onto pedestrian pathways. Fix the sidewalks that are damaged and get rid of those buttons for crosswalks. Give pedestrians there own cross time without cars turning. Put police out to stop the turning cars. How many people bike to the train station right now? Why not focus on the parking, drop-offs and pick-ups first. . . which is currently a disaster. . . and where the majority of citizens who use the train station have to tolerate each day?

Comment 12

The current design of the area does not facilitate walking or biking to the train station.

Comment 13

My kids and I frequently bike from our home in Gedney Farms to the Bronx River trail (and parkway on Bike Sundays). It is only marginally safe. We'd love to see dedicated bike lanes ... protected is even better. we need to work on making the city more pedestrian-friendly. I was hit by a car crossing Hamilton avenue. The city is "too car" friendly and cars buzz through as if they were in a highway with many using streets and roads as a fast transit to their shopping and businesses.

Comment 14



Very much needed!!!

Comment 15

About time!

Comment 16

There is a significant opportunity to enhance and improve the venues for walking and cycling in the Transit District and the coordinated approach being proposed will be very important to the quality of life of the community.

Comment 17

Cycle Tracks? Protected Bike Lanes? Yes! Yes! Yes!!!!

Comment 18

We need separate lanes and traffic lights for cyclists. think like Seattle and Portland. Young people are moving there for the lifestyle. We are experiencing drain brain here in Westchester.

Comment 19

More people, fewer cars.

Comment 20

White Plains is a great city for not using a car to get around. Let's make it even better!

Comment 21

I support pedestrian improvements. I am a walker and am appalled at how careless and aggressive the drivers are. Often, they don't yield when I'm in a crosswalk with a Walk sign flashing. As for bicycling, I would Never attempt it here. And I'm not sure how many others would feel safe doing so. I think it's best to focus on pedestrian safety and abandon bike concept..... Thanks for asking!

Comment 22

Soon, please.

Comment 23

Make White Plains the first SAFE cycling commercial district in the area! Painted and protected bike road lanes, sufficient number of covered bike racks at the transit center, signage conducive to road sharing and awareness of cyclists and pedestrians.

Comment 24

Left car traffic would be better

Comment 25

Please make bike friendly Streets!

Comment 26

As a Millennial Westchester native and former White Plains resident who currently lives in NYC, and as someone who is considering a move back to White Plains to raise a family, I believe that restoring a strong,



pedestrian-friendly connection between the Metro-North station and the residential/retail core of White Plains is essential to making the city a competitive option for young families looking for an alternative to Manhattan and Brooklyn. I strongly support any changes that will make the White Plains transit district more accessible to pedestrian commuters.

Comment 27

To add to my previous comment -- having looked at the proposed changes, I want to particularly register my support for crosswalk improvements at the intersection of Ferris and Hamilton Avenues, which is currently a major "pain point" in the pedestrian connection between downtown and the station.

Comment 28

All of these improvements will not only make White Plains more environmentally friendly, they will improve the quality of life for residents, workers and visitors, but will benefit people of all income brackets and physical abilities in an economic way. Enabling people to access transportation and businesses in a safer, healthier, more efficient manner will definitely make White Plains and the local region more viable and vibrant. I am a senior using a cane. I support pedestrian improvements. Of particular concern is the crosswalk at North Broadway and Hamilton Ave. This crossing is dangerous for pedestrians. Cars turning from North Broadway to South Broadway are in effect doing a u turn. They often do the turn rapidly and do not see pedestrians crossing from South Broadway to the island in the middle.

Comment 29

Narrow the roads and give MORE dedicated space to pedestrians and cyclists

Comment 30

WHITE PLAINS PARKING FEES ARE TOO HIGH.

Comment 31

There is a tremendous need for ped and bike improvements in the Transit District and throughout downtown White Plains. I see an increase in cyclists in downtown, using the limited bike lanes and on sidewalks. I also feel that there are more pedestrians throughout downtown. I still feel unsafe, however, as a cyclist and pedestrian throughout downtown, even with the positive work of the City's traffic staff and various improvements. There is a great need for further investment in ped and bike planning and infrastructure. Thank you for the opportunity to provide input.

Comment 32

Very important that these improvements be implemented we are all cyclists in our family and worry about safety on the roads. We are very much in favor of the described improvements.

Comment 33

More sidewalks needed everywhere outside White Plains center, not possible to walk with kids as sidewalks nonexistent, same applies to bike lanes

Comment 34

Major improvement needed .

Comment 35

Good idea - Thanks!

Comment 36



I highly support this initiative and think it is a very important component of the transformation and development of the transit district

Comment 37

We desperately need more sidewalks for pedestrians to walk to various locations. We need to extend the sidewalk on North Street from the senior assisted living center to Bryant Avenue. The number of students and residents I see walking on the grass and road is scary. It would also be nice to have a complete sidewalks 1) on Lake Street that reaches Liberty Park and even Silver Lake in West Harrison, and 2) down Mamaroneck Avenue to Saxon Woods park. With the number 5 bus running so infrequently and the recent taxi hike it would be great to have the ability to actually walk everywhere I want to go in White Plains the way I do when go to Manhattan.

Comment 38

I do not support these improvements, unless the top priority is making the station more accessible to people who need to get to the train by automobile. There has been extensive discussion on Facebook whether that goal requires additional parking, or can be achieved by other means, such as shuttle service. For now, I'm putting that discussion aside, and simply saying that the top priority needs to be to make the station more accessible to folks who live so far from the train station that their only means of getting there is via automobile. The people who live close enough to bike can get to the train via other means. Some of them can walk, and if the City is thinking of implementing a shuttle service, it would likely be most efficient for the people who live close to the station. If that top priority of enabling people who live far from the train to conveniently access the train is addressed, then, of course, adding pedestrian and bicycle improvements would be a good thing. But, I am very concerned that the needs of people who live in my neighborhood (the South side of WP) are being ignored, for the benefit of people who will live in rental apartment buildings that aren't yet built. The backbone of WP are the folks who settle into homes here - not the people who rent in fancy new rental buildings, which they will only live in temporarily.

Comment 39

The "no" is conditional. When the first transit center meeting occurred, people were asked to text one word about the one issue they wanted addressed. In the word cloud that resulted, there was one single word: PARKING. Why did you bother asking, if you had no intention of addressing the issues people wanted you to address. Instead, we've gotten a non-stop stream of propaganda as to why people should be forced to walk or bike to public transportation. I'm a realtor®. This issue has serious implications for home values south of Bryant Ave. When home buyers ask how long it will take to get a parking permit AT THE STATION - and the answer is at least 3 years - they are often on to other towns in other areas. So, you don't want to address these serious issues, then I don't want to support this sort of window dressing. Btw, in case you haven't noticed, it isn't always 70 and sunny. Further, not everyone is under the age of 50. Some people are handicapped and some, though not handicapped, have limitations that mean they aren't capable of doing what you are demanding. Everyone has to commute through snow, ice, rain and other difficult conditions which make biking and walking impractical if not downright dangerous. Most people have also lost control of their working hours. Many have to work late. So many are calculating a commute that brings them into White Plains after 10 PM at least once a week. They don't want to hear that they have to schlep to the Galleria or County Center to get their car. You don't seem to want to address the serious parking issues for commuters from areas of town where biking and walking aren't practical, so I don't want to support pedestrian and bicycle improvements. Tackle the very real commuting issues that the outlying areas of White Plains has and then I will support your biking and walking innovations.

Comment 40

Pedestrian improvements are needed for many. Bicycle improvements are only applicable for those who are able. Senior citizens such as me need a safe and efficient way to travel to and from the transit station from the southern side of town, which we do not currently have. If we drive it is difficult and expensive to find a parking spot. Bus service for the southern end of town is deplorable. I hope attention will be given to improving conditions for seniors who live in the southern part of the city so that we do not have to move elsewhere to have a quality of life experience which is currently lacking in southern White Plains.



And don't forget about Battle Hill
Thanks

Comment 41

As long as the planning is done with public input and results in a FAR greater IMPROVEMENT from what is there now - which is dangerous and useless.

Comment 42

The future of White Plains depends upon making the city a live/work/play destination. A large part of this is making it accessible for pedestrians and bikers.

Comment 43

Walking or riding a bike in downtown White Plains is absolutely horrible. Every day I walk or ride a bike to work from the train station and I think about how much I absolutely despise the experience...and how I feel that it is only a matter of time before I get mowed down by some careless motorist thanks to White Plains' auto-dominated street design. I would be supportive of any program, any grant, any initiative that will make any level of improvement for bikes or pedestrians in downtown White Plains.

Comment 44

This is crucial for making White Plains a forward-thinking, progressive city built for the 21st century. Good bike and pedestrian infrastructure are low-cost ways that in every example worldwide have resulted in job growth, better real estate value, and higher standards of living. No brainer.

Comment 45

Thank you!!

Comment 46

Most needed important improvement would be traffic flow. Without any, there's no way to improve safety. Help it's so dangerous!

Comment 47

I think a key to getting people to use bicycles is the security of the bicycles themselves. Any steps that can be taken to reduce theft will increase trust in the system and thus usage. Suggestions: (1) High-res (preferably 4K, but at least 1080p) HD video cameras at all angles (1a) Allow cameras to be viewed by anyone from the web, with full-rewind abilities for past 24-48 hours (2) Bicycle registration Make, model #, serial #, etc. (3) Use locking racks like bikesharing (e.g. CitiBike in NYC), which require authentication to get bike out of rack (dip credit card, drivers license, etc.) and / or PIN; SMS or push notifications when bike is released (4) Extra penalties for theft, vandalism, etc. (a la "drug-free" zones)

Comment 48

Make them safe please

Comment 49

Connect downtown to train station more easy

Comment 50

I regularly ride from the Highlands to the station, and feel that I'm taking my life in my hands, especially when crossing Hamilton. Crossing any of these streets on foot is perilous as well.



Comment 51

We need these improvements so we can have less cars on the road

Comment 52

The way it is now is not safe for drivers, pedestrians or cyclists. Improvements are necessary and long overdue.

Comment 53

Anything that can be done to keep Mamaroneck Avenue downtown much cleaner would be appreciated. There is also an issue with the homeless and panhandlers that never seems to be addressed. Where are the police?

Comment 54

Anything that can be done to make pedestrians safer would be very much appreciated. I have come close to being hit by cars on several occasions, particularly due to cars running red lights & turning into legal crosswalks. Thank you.

Comment 55

Some great ideas to further the progress made so far.

Comment 56

Pedestrian walkways with easy crossings and bicycle run along left side or right side of wide pedestrian walkway together, pending on direction of road traffic. Bicycle lanes on streets try to be eliminated where possible and put onto a designated area on sidewalks.

Comment 57

Safety of cyclists cannot be overdone. Too many innocent cyclists have been killed by impatient drivers uneducated about cyclists right to the road.

Comment 58

Infrastructure improvements are imperative if you really want people to feel safe and start using them. well-defined lanes with lights and easy visibility.

Comment 59

These improvements will go a long way to facilitating new economic and recreational activities which are environmentally sound and sorely needed in the White Plains downtown area.

Comment 60

Current downtown White Plains bike lanes are dangerous.

Comment 61

Getting through White Plains on a bicycle is a challenge. Bronx River Parkway pathway is dangerous with the low bridges. These improvements should make bicycle travel safer.

Comment 62

Much needed!



Comment 63

Needs to be done in a manner that cannot impede flow of auto traffic (like the current bike lanes).

Comment 64

Protected storage areas for bike commuters to train station would be great. Public education on how to share the road is a must. Members of local cycle clubs ride thousands of miles each year on local roads. Reach out to the for comments and suggestions.

Comment 65

I live right in this area and every morning and night I watch people struggle to cross safely.
NEEDED FOR SAFETY PURPOSES. MORE PEOPLE COMMUTE TO WORK BY BIKE THAN EVER BEFORE.

Comment 66

Bike parking at the train station!

Comment 67

As a runner and biker it would be great to have more routes accessible. Also easier to commute that way.