



# Master Plan

Village of Pleasantville, New York

September 2016 (Working Draft)

**BFJ Planning**

Village of Pleasantville  
80 Wheeler Avenue  
Pleasantville, NY 10570

## Section 4.0: Circulation

### 4.1 Regional Setting

Pleasantville is well-served by several regional transportation options (see Figure 4-1). The Saw Mill River Parkway is a limited-access highway that provides access to New York City to the south and connects to Interstate 684 to the north near Katonah. Less than a mile to the west of the Village limits, the Taconic State Parkway is another limited-access north-south highway that connects Pleasantville to New York City and Upstate New York. Route 117 is an arterial road that provides an important east/west connection through Pleasantville. The Village is also served by the Hudson Line of the Metro-North Railroad, which supports commuters to New York City, and is also served by Westchester County's Bee-line bus service.

### 4.2 Roadway System

The Village's roadway network consists of major corridors that function as both arterial and collector streets. Most of these major roads are under state or county jurisdiction. In the southern section of the Village, streets are arranged in a loose grid formation that radiates from Downtown. In the residential areas of the north and east section of the Village, roads are more circuitous and often terminate in cul-de-sacs. Connectivity between Downtown and surrounding neighborhoods is constrained by the Saw Mill River Parkway and the Metro-North right-of-way.

Figure 4-2 shows the jurisdiction and functional classification of the Village's roadways, as defined by the New York State Department of Transportation (NYSDOT). The purpose of the functional classification system is to describe the roadway's relative capacity, mobility and land access. The State has classified all of the Village's major corridors as either urban principal or minor arterials, or roadways that have been designed to accommodate larger traffic volumes compared with local roadways. Figure 4-2 also shows the annual average traffic (AADT) volumes from 2014. The following is an overview of significant State, County, and local roadways.

#### Interstate

The Village is located along the Saw Mill River Parkway, a four-lane north-south limited-access highway that begins as a continuation of the Henry Hudson Parkway in Yonkers and terminates at Interstate 684 in Katonah. Exits 28 through 30 are located within the Village boundaries, but are incomplete interchanges. Exits 27 and 32, located just south and north of the Village line, respectively, provide complete access to south and northbound lanes. Exit 30, at Grant Street, is one of the parkway's several signalized at-grade intersections. The parkway is restricted to passenger vehicles only. Heavy vehicles must enter the Village using one of the State or County arterials.

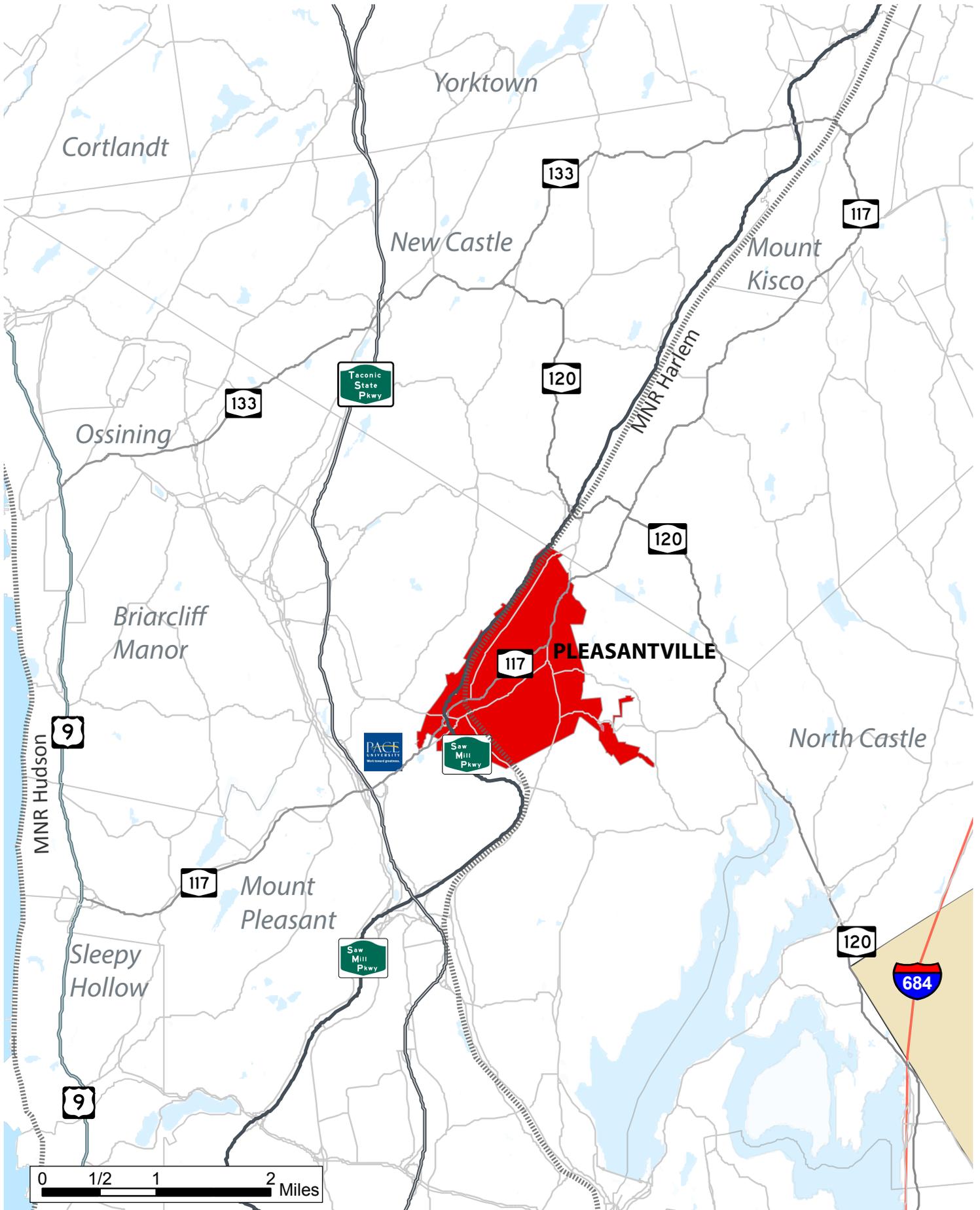


Figure 4.1: Contextual Transit Map

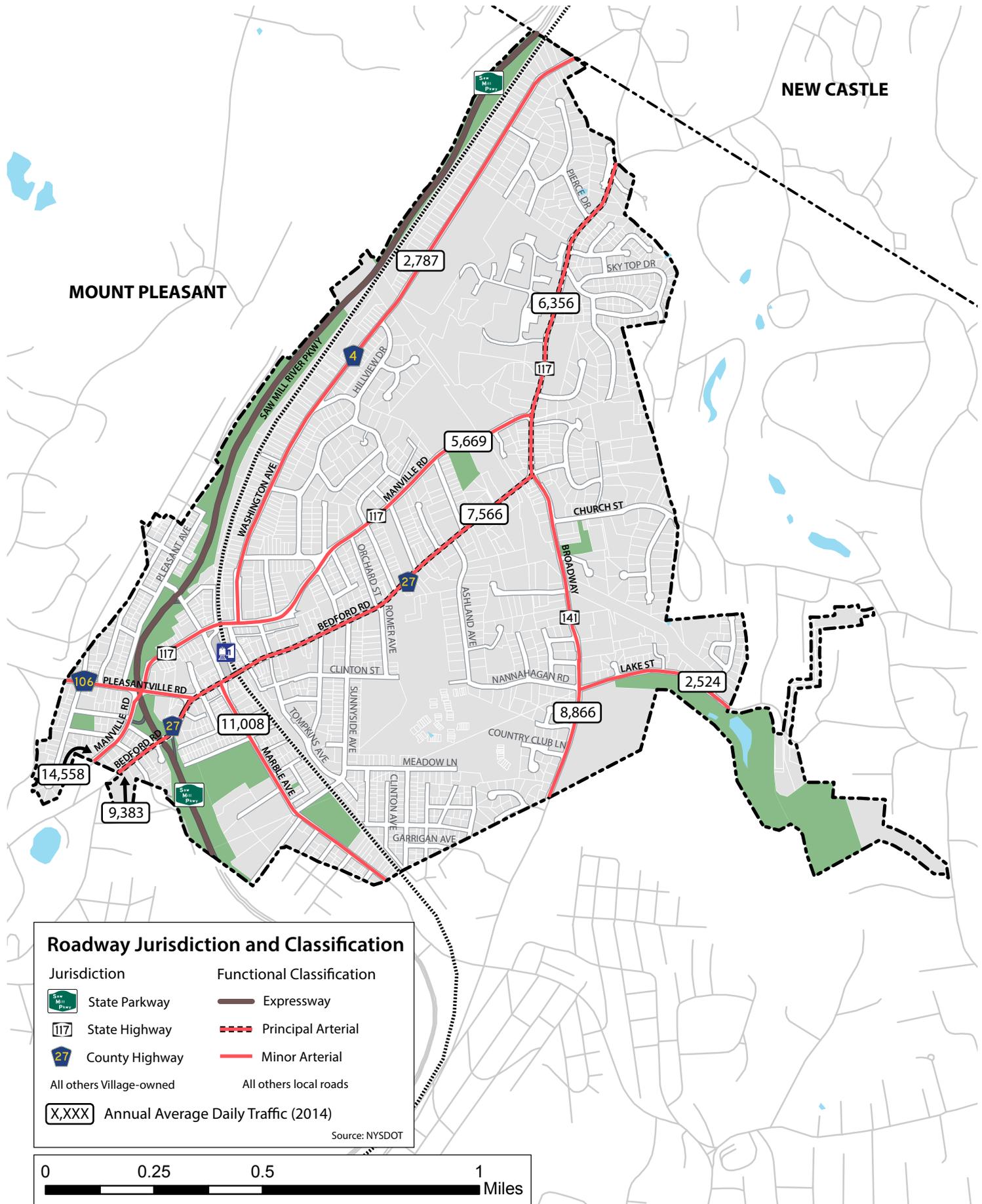


Figure 4.2: Roadway Jurisdiction Lines and Classification

### Principal Arterials

*Bedford Road* is a two-lane arterial road that traverses through the length of the Village. Bedford Road is designated as CR 27 from the southern border to the intersection with Broadway, where it is designated as NY 141 for one block. At the intersection with Manville Road, Bedford Road is designated NY 117, which it remains through the northern border.

### Minor Arterials

*Manville Road* is a two-lane arterial road that begins at Pleasantville Road in Downtown and ends at Bedford Road. The road has wide unpainted shoulders that allow for on-street parking. The entirety of Manville Road is designated as NY 117, which splits off from CR 27 just south of the Village border. NY 117 continues as Bedford Avenue north of the Manville Road terminus.

*Broadway* is a two-lane north-south road with painted shoulders that serves a southern gateway. Broadway is designated as NY 141 which continues as NY 117 when it terminates at Bedford Road.

*Pleasantville Road* is a two-lane road that serves as the Village's western gateway. It provides access to the Taconic State Parkway and Route 9A. In Pleasantville, it is designated as CR 106.

*Washington Avenue* is a two-lane road that begins at Manville Road and runs parallel with the Saw Mill River Parkway and Metro-North right-of-way to the Village's northern border. North of Grandview Avenue, Washington Avenue falls under County jurisdiction; it is designated CR 4.

The Village owns and maintains two roads that have been classified as minor arterials. *Marble Avenue* is a two-lane commercial road that spans between Bedford Road to the Village's southern border. *Lake Street* is a two-lane residential road that serves as the Village's eastern gateway.

### 4.3 Traffic Volumes

The New York State Department of Transportation estimates the Annual Average Daily Traffic (AADT) counts for arterial roadways. Figure 4-2 provides AADT for arterial roadways in Pleasantville. The highest concentration of vehicular traffic in the Village is along Manville Road (14,558 AADT) west of the Saw Mill River Parkway. This section of Manville Road connects the Saw Mill River Parkway to the Taconic State Parkway. The next highest concentration of vehicle traffic is along Marble Avenue south of Bedford Road to the southern border of the Village. This is likely due to traffic exiting the Saw Mill River at exit 27 and traveling north on Marble Avenue to reach Pleasantville. Bedford Road (9,383 AADT, and 7,566 AADT) and Broadway (8,866 AADT and 6,356 AADT) are the next most trafficked roadways in Pleasantville. Bedford Road provides connections to Sleepy Hollow, Mount Kisco and the Town of Bedford. Broadway provides connections to the Village of Hawthorne and the hamlet of Thornwood, eventually merging with Bedford Road in Pleasantville.

#### 4.4 Traffic Safety

Crash data were obtained from NYSDOT for the most recent three-year period, January 2013 to December 2015. A total of 239 crashes occurred within the Village boundaries.<sup>6</sup> Table 4-1 provides a summary of total crashes by severity:

*Table 4-1: Crash Data*

Severity	Crashed
Fatality	0
Injury	84
Property Damage (PDO)	148
Non-Reportable <sup>7</sup>	9
Total	239

Figure 4-3 shows the location of motor vehicle crashes that occurred on public streets. Intersections with multiple crashes are summarized in clusters. The greatest number of crashes occurred along arterial streets that carry the largest share of traffic.

Figure 4-4 shows the location of pedestrian and bicycle crashes, all of which were reported with injuries. Pedestrian crashes are concentrated in the Village's downtown.

<sup>6</sup> Excluding crashes that occurred on Saw Mill River Parkway

<sup>7</sup> Does not represent all non-reportable crashes

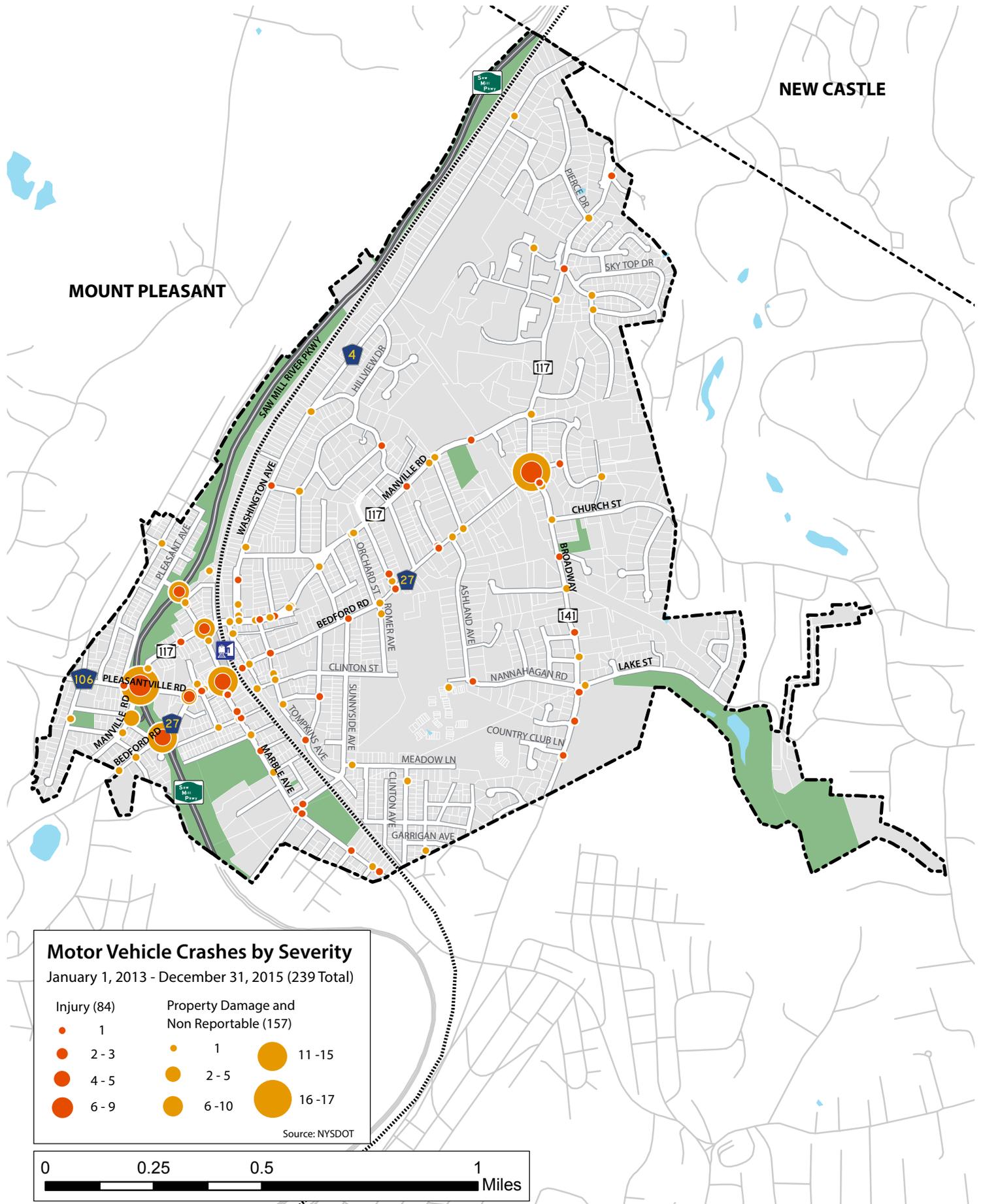


Figure 4.3: Pleasantville Vehicle Crashes

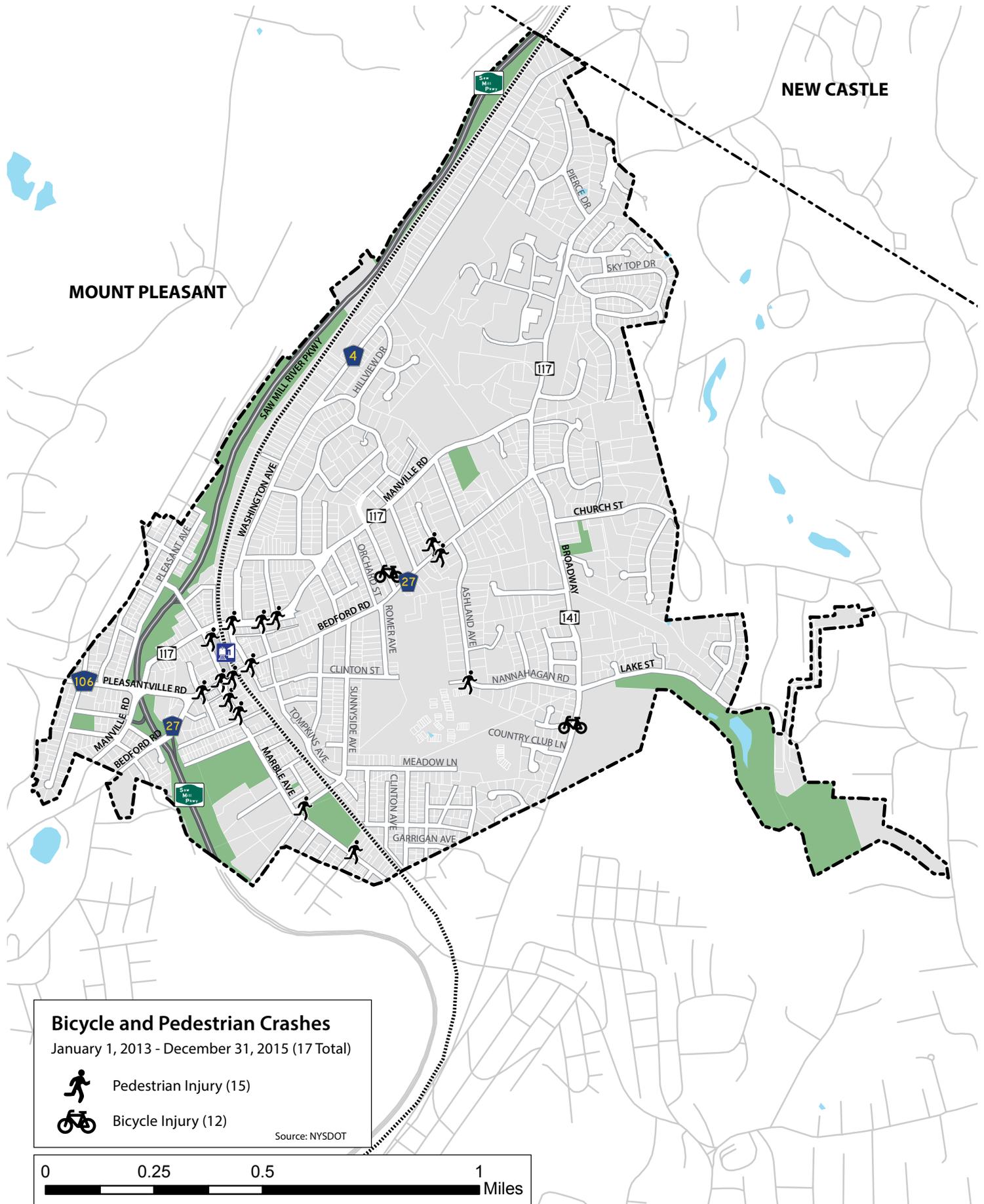


Figure 4.4: Bicycle and Pedestrian Crashes

## 4.5 Public Transportation

### Commuter Rail

Pleasantville Station is serviced by Metro-North’s Harlem Line, which provides north-south service between Grand Central Terminal and Wassaic, Dutchess County. Travel time averages 52 minutes between New York – Grand Central Terminal and 15 minutes between White Plains. On weekdays, trains stop at Pleasantville every 20-30 minutes during peak times and every hour during off-peak times. During the weekend, trains stop every 30-60 minutes. Trains operate between 5 a.m. and 3 a.m.

Pleasantville Station is ADA-accessible and has a park-and-ride facility at Memorial Plaza with nearly 300 spaces. Pace University, located just outside of the Village, encourages students, faculty and staff to access the campus via public transit by providing frequent shuttle service between the station and campus.

### Local and County Bus Service

Westchester Bee-Line is the primary local bus service provider for Pleasantville and the County. The Bee-Line operates three routes through Pleasantville which converge at the Metro-North station. These routes provide access to municipalities across the County, with the bulk of service focused on connections between central and southern Westchester. Table 4-2 lists the bus routes with general service hours, destinations and average rush-hour frequencies. Route 6 provides the most consistent service throughout the week, operating at an average rush-hour headway of 30 minutes in peak direction of traffic. Routes 15 and 19 provide a fraction of the service runs of Route 6. Routes 6 and 15 have few runs scheduled on Saturdays and do not operate on Sundays, while Route 19 does not operate during the weekends.

**Table 4-2: Westchester Bee Line Bus Routes**

Bus Route	Destination	Service Span	Rush Hour Frequency
6	Yonkers to Pleasantville via White Plains	6 AM – 7:30 PM	30 minutes
15	Peekskill to White Plains via Yorktown and Pleasantville	7 AM – 6 PM	30-90 minutes
19	Ossining to Katonah via Pleasantville and Mount Kisco	6:30 AM – 6 PM	20-60 minutes

Figure 4-5 shows the Bee-Line bus routes within Pleasantville. Bedford Road serves as the Village’s primary transit corridor. Route 6 provides service between downtown Pleasantville and the Thornwood Shopping Center via Bedford Avenue and Broadway. Route 19 stops along the length of Bedford Road east of Downtown. These routes stop within walking distance of most of the Village’s civic institutions, such as district schools and the library. Route 15 provides service along Marble Avenue.

### Community, Paratransit and Taxi Services

Westchester County provides paratransit service through its “Bee-Line ParaTransit” program. The service is designed for persons traveling within three-quarters of a mile of the Bee-Line service area who are unable to ride the bus due to disability.

The Pleasantville Senior Center, operated by the Village’s Department of Senior Citizen Programs and Services, offers transportation services to residents 55 years old and over. Services include weekly and monthly shopping vans and medical escort services.

The Village regulates taxi services through the use of a taxi stand on Memorial Plaza located adjacent to the rail station. Taxi operators must apply for a permit to use any of its four designated spaces.

## 4.6 Bicycle and Pedestrian Circulation

### Bicycle Circulation

Pleasantville does not have any signed or marked bicycle routes. Several arterials, such as Broadway and Bedford Avenue, can accommodate bicyclists within their painted shoulders. Bicycle racks are provided at the Pleasantville Station.

In 2001, Westchester County commissioned the *Mid-Hudson South Region Bicycle and Pedestrian Master Plan*. This effort was conducted in cooperation with Rockland County and Putnam County in order to recommend a regional bicycle and pedestrian network for the Mid-Hudson Region. After seeking public input through surveys and public meetings, a series of proposed on-road and off-road bicycle routes were proposed for the tri-county area. Through this process, an on-road bicycle lane was proposed on Route 117 between Route 9A and Cross River Road.<sup>8</sup> The proposed bicycle route would connect to the North County Trailway and another proposed bicycle route on Route 22. Graham Hills Park, located south of the Village in Mount Pleasant, is a mountain bike trail and nature preserve managed by Westchester County.

In 2007, the Village of Pleasantville commissioned the RBA Group to conduct the *Memorial Plaza Intermodal Conceptual Planning Study*. This study analyzed the bicycle and pedestrian network in the Village of Pleasantville with a focus on the downtown area near Memorial Plaza. Figure 4-6 provides a map of the proposed new bicycle lanes and bicycle routes (shared lanes).

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<sup>8</sup> RBA Group, “Mid-Hudson South Region Bicycle and Pedestrian Master Plan,” 2001.

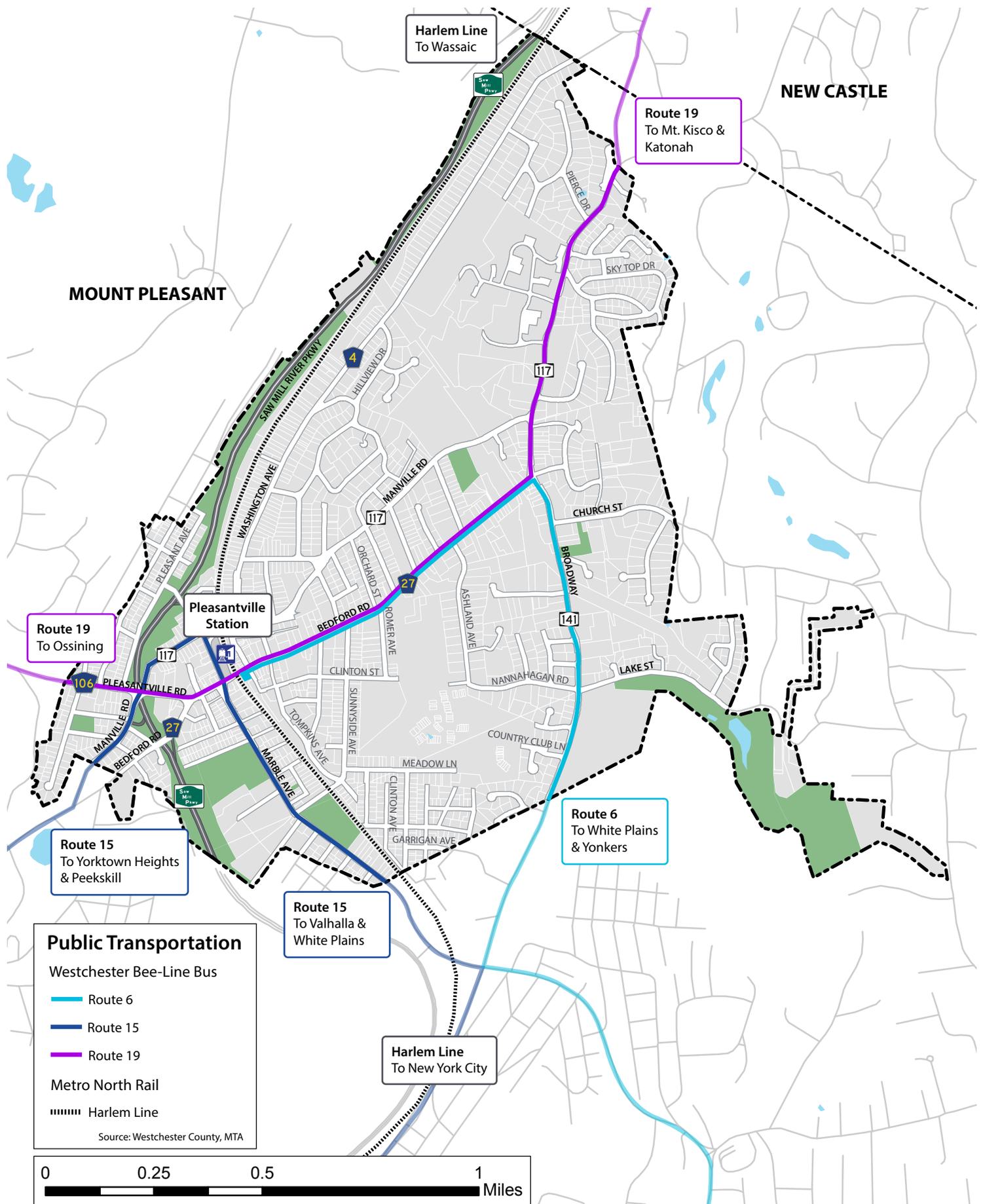


Figure 4.5: Public Transportation

**MEMORIAL PLAZA: INTERMODAL CONCEPTUAL PLANNING STUDY**

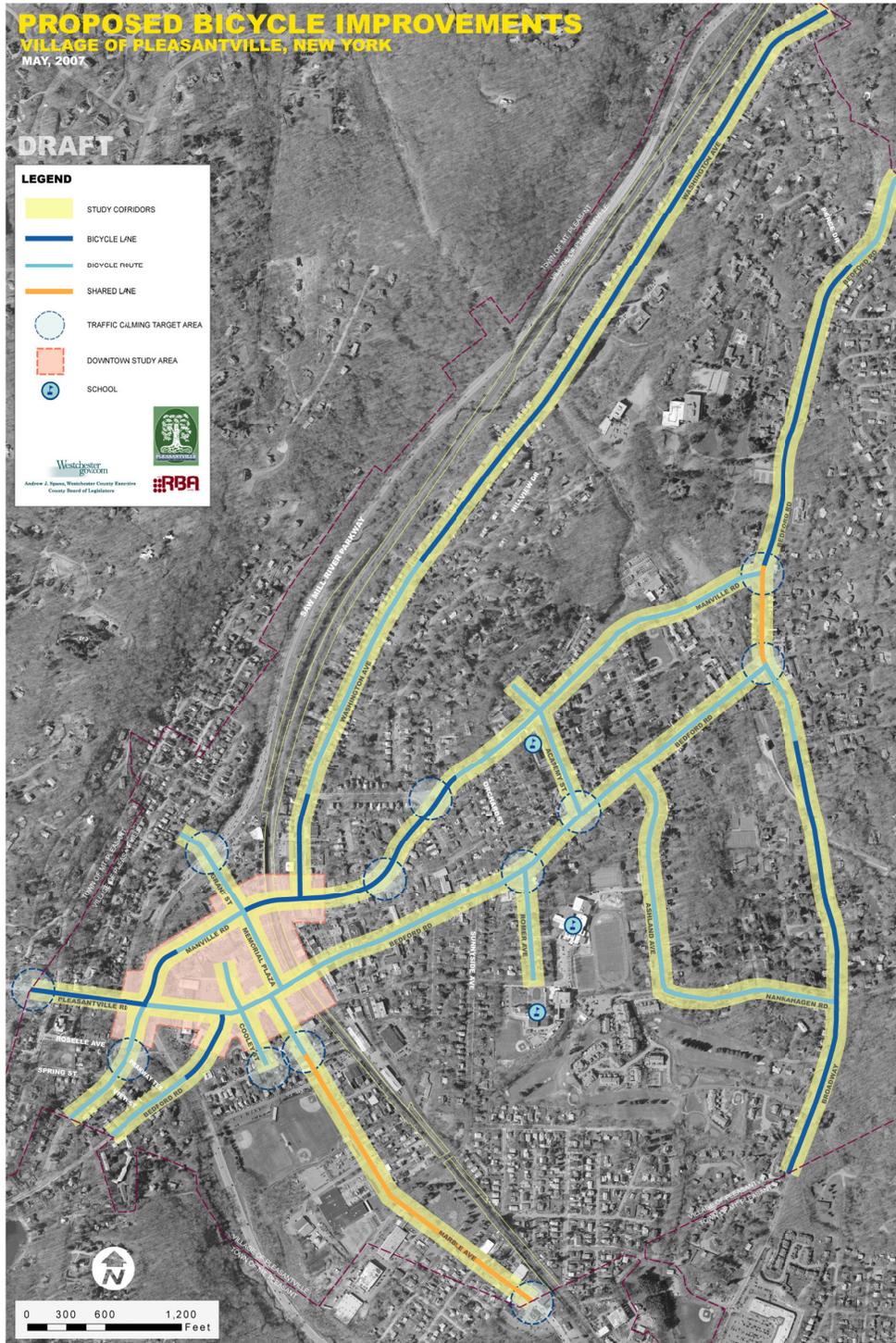


Figure 4.6: RBA Proposed Bicycle improvements

## Pedestrian Circulation

The 2007 RBA study also analyzes the existing sidewalk network in Pleasantville. The sidewalk improvements are interconnected with the intersection improvements listed in Section 4.7. Figure 4-7 illustrates the proposed expansion of the sidewalk network in Pleasantville.

### 4.7 Downtown Intersection Improvement Options

This section provides an overview of several recommended roadway intersection improvements to improve pedestrian and bicycle safety at major intersections in downtown Pleasantville. These recommendations are drawn from three studies: (1) RBA's *Memorial Plaza: Intermodal Conceptual Planning Study*, (2) Imbiano & Quigley Architects' *Study for Memorial Plaza and Cooley Street Connection*, and (3) Project for Public Spaces' plan for Memorial Plaza. Each proposal for the major intersections will be presented in this section.

#### Pleasantville Road at Manville Road

RBA has proposed removing the two pedestrian islands located on the northern side of Manville Road. The right turn lanes to and from the northern portion of Manville Road would be relocated to reduce the turning radii. These recommendations are meant to improve pedestrian safety by shortening the pedestrian crossing distance, reducing turning traffic speed and improving visibility (see Figure 4-8).

#### Pleasantville Road at Bedford Road and Cooley Street

RBA proposed the installation of a traffic signal and new crosswalk striping (which have both been implemented). The RBA proposal also recommended the removal of all channelization of traffic and extending the sidewalk to reduce crossing distance at the intersection by pedestrians, and allowing for a pedestrian crossing phase where vehicles must yield to crossing pedestrians. These proposals are meant to increase visibility and pedestrian safety (See Figure 4-8).

Project for Public Spaces has also proposed extending the curb edges to reduce pedestrian crossing distance. They have also called for adding vegetated landscaping, public art, and/or signage to create a sense of place (See Figure 4-9).

Imbiano and Quigley took a different approach to this intersection. A roundabout was proposed at Pleasantville Road and Bedford Road. In this scenario, crosswalks would be installed at all four sides of the Cooley Street and Bedford Road intersection north of the proposed roundabout (See

Figure 4-10).

# MEMORIAL PLAZA: INTERMODAL CONCEPTUAL PLANNING STUDY

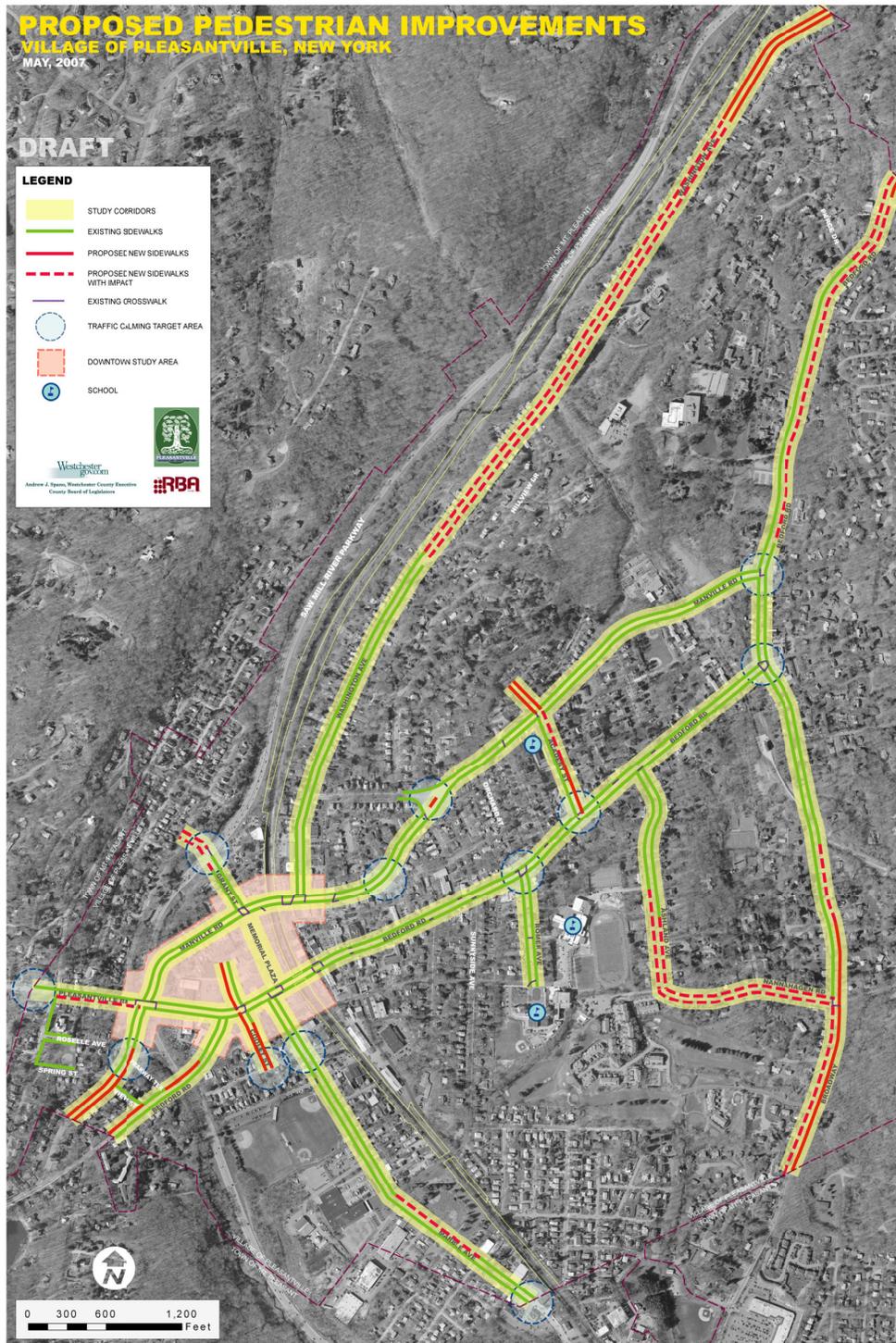
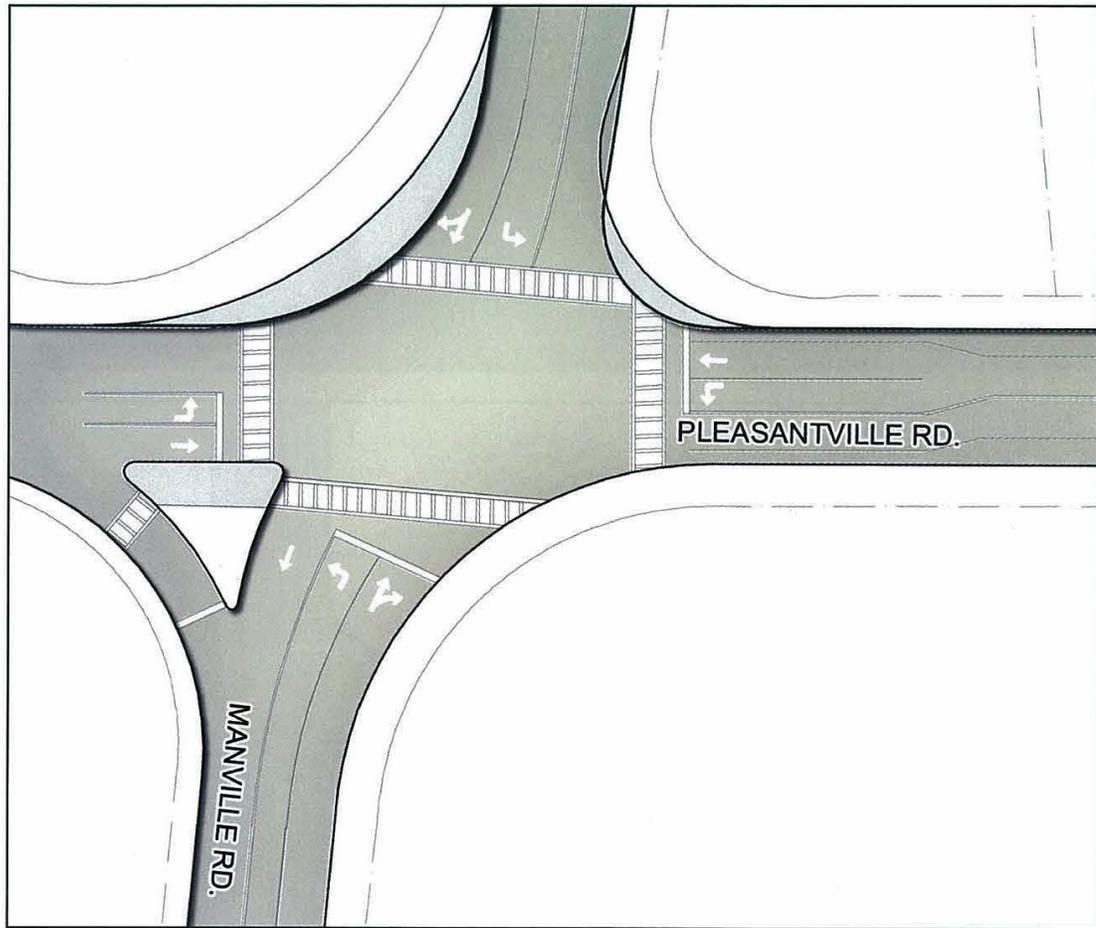


Figure 4.7: RBA Proposed Pedestrian Improvements

## Pleasantville Road at Manville Road



## Pleasantville Road at Bedford Road and Cooley Street

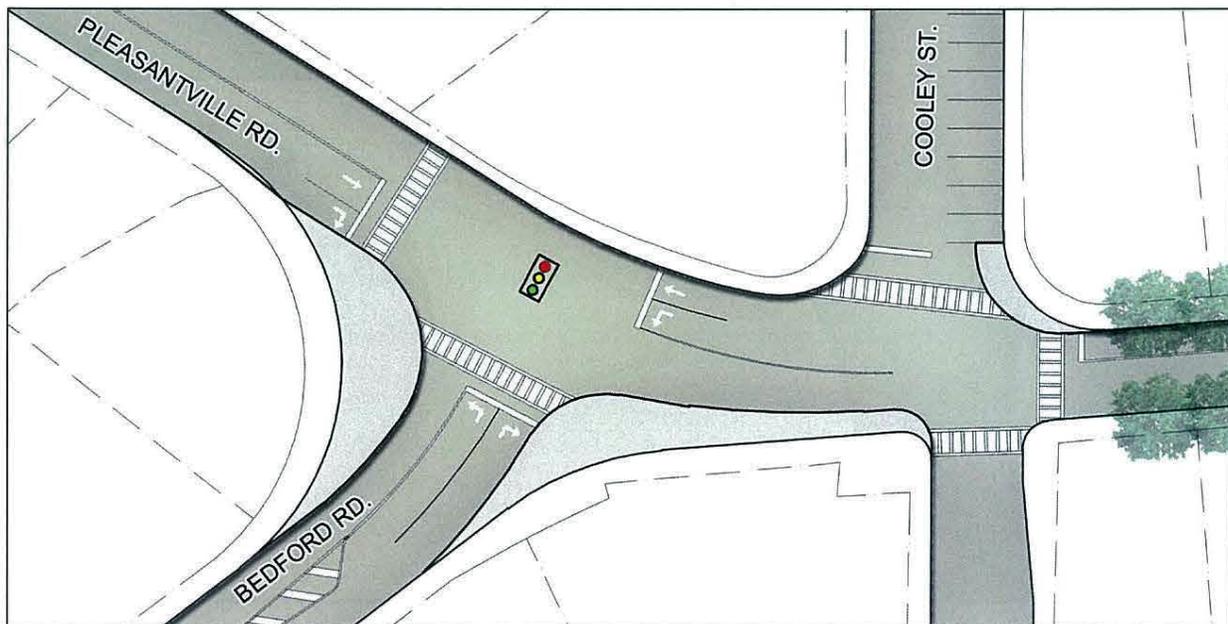


Figure 4.8: RBA Intersection Proposals, A

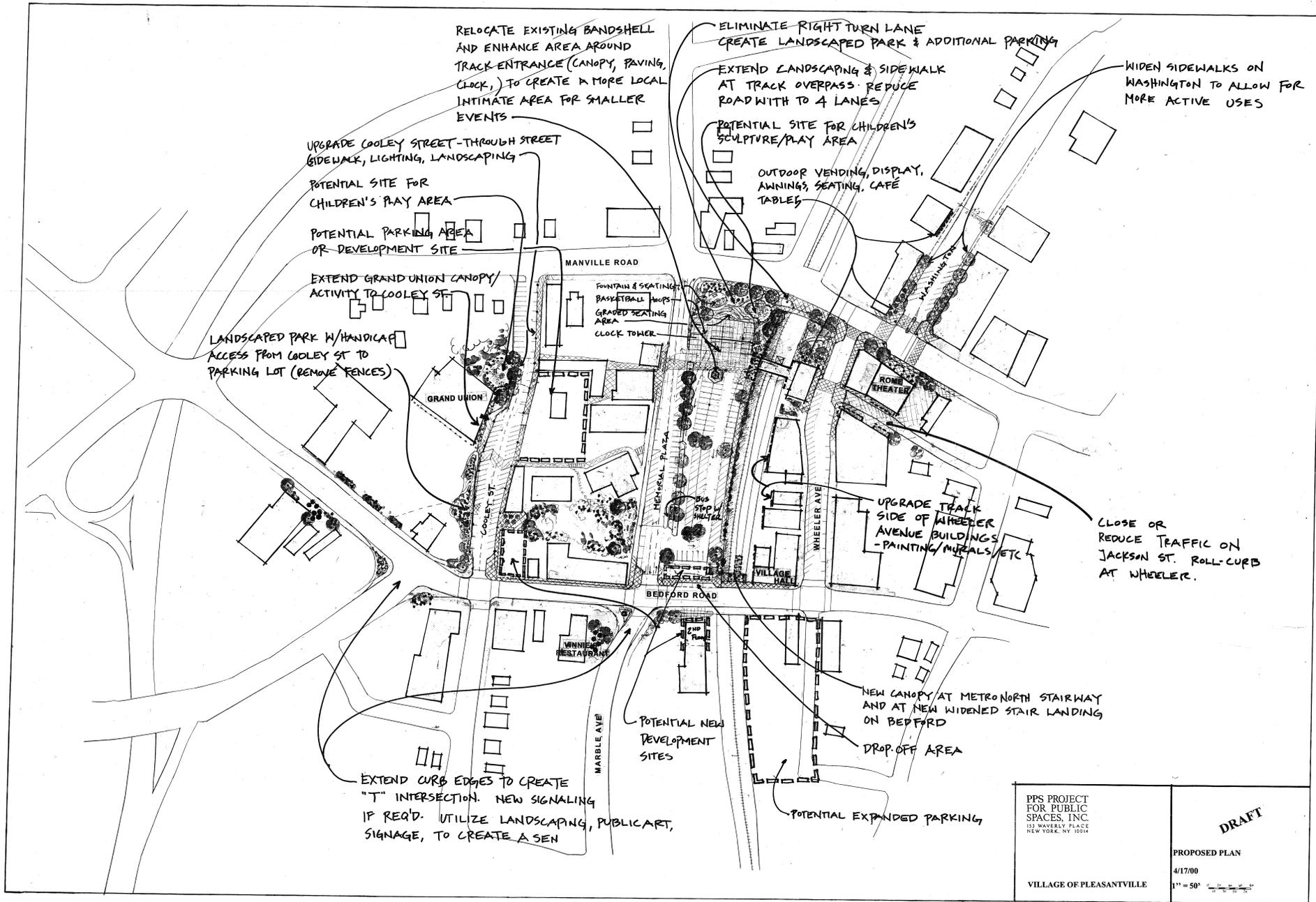


Figure 4.9: Project for Public Spaces Intersection Proposals



### Cooley Street between Bedford Road and Manville Road

RBA proposes adding sidewalk along both sides of Cooley Street and including a shared lane for bicyclists. Project for Public Spaces recommends upgrading Cooley Street to allow through-traffic and sidewalk, lighting and landscaping improvements (See Figure 4-8 and Figure 4-9).

### Bedford Road at Memorial Plaza South/Marble Avenue

RBA has proposed eliminating the free right turn from northbound Bedford Road onto eastbound Marble Avenue to reduce excessive turning radii at the corner. Extending the curb to reduce the pedestrian crossing distance is meant to improve visibility and pedestrian safety. Project for Public Spaces also calls for extending the curb edge and adding landscaping, public, and/or signage (See Figure 4-11 and Figure 4-9).

Imbiano & Quigley proposed installing a pedestrian island on the southwestern corner of the intersection to provide a refuge for pedestrians attempting to cross the intersection (See Figure 4-10). A version of this proposal has been installed. A pedestrian island was created and the pedestrian crossing on the south side of the Bedford Avenue was moved to intersect that pedestrian island.

### Manville Road/Grant Street to Wheeler Avenue at Memorial Plaza

RBA, Imbiano & Quigley and Project for Public Spaces all recommended removing the free right turn from Memorial Plaza onto Manville Road. They recommend moving the gazebo to the northern end of Memorial Plaza and installing a vegetated public plaza where the free right turn has been eliminated. Both RBA and Imbiano & Quigley have proposed installing a raised planted island where the striped median island exists on Manville Road between Grant Street and Vanderbilt Avenue (See Figure 4-11 and Figure 4-12).

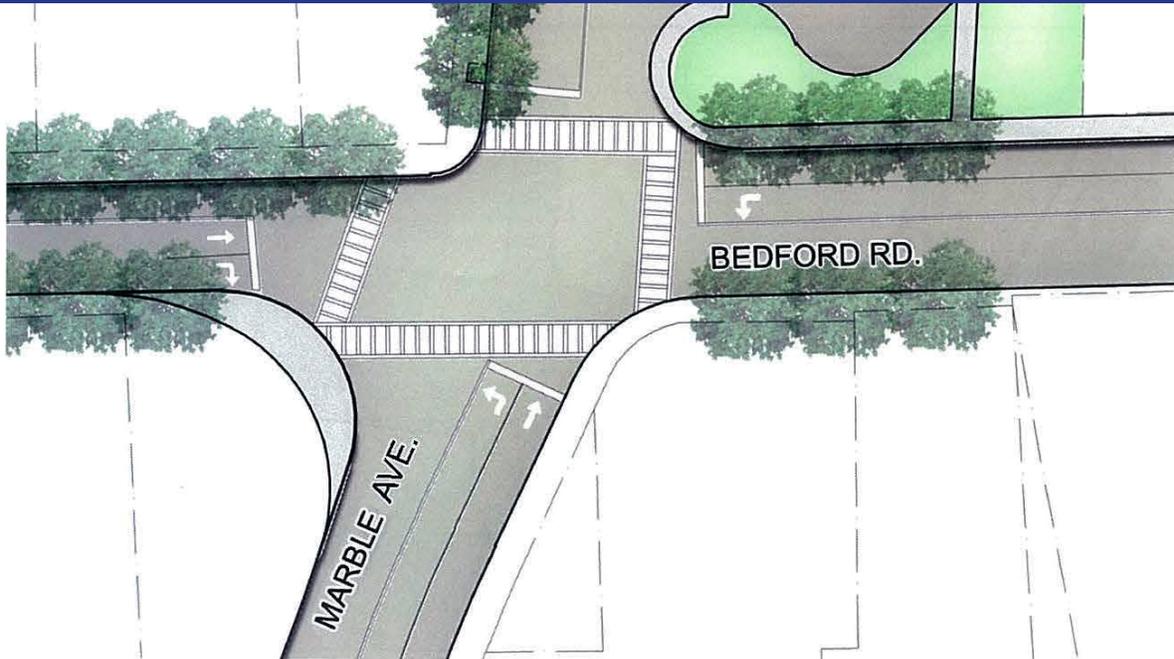
### Manville Road from Wheeler Avenue to Tompkins Avenue at Washington Avenue

Both RBA and Imbiano & Quigley proposed installing raised planted median on Manville Road between Washington Avenue and Tompkins Avenue to help create a tree canopy across the entire street to transform the pedestrian experience along Manville Road. Both proposals include a recommendation to extend the sidewalks at both intersections to reduce pedestrian crossing distance. These curb extensions will allow for a drop-off lane in front of the Jacob Burns' film center (See Figure 4-12 and Figure 4-13).

### Memorial Plaza

All three proposals propose eliminating the free right turn from Memorial Plaza onto Manville Road, and moving the gazebo to the northern portion of Memorial Plaza along Manville Road to create a vegetated public plaza. RBA proposes two mid-block pedestrian crossings on the Memorial Plaza roadway (See Figure 4-13). Project for Public Spaces proposes a similar scenario, but allows for a small development along the southeastern portion of Memorial Plaza (See Figure 4-9). Imbiano & Quigley recommends a significant scenario on the municipally owned Memorial Plaza. Their plan recommends a mixed-use development with commercial retail, transit center, residential and structured parking. A drop-off location is proposed along the eastern side of Memorial Plaza near the entrance to the train station (See Figure 4-12).

# Bedford Road at Memorial Plaza South/Marble Avenue



# Manville Road/Grant Street to Wheeler Avenue at Memorial Plaza



Figure 4.11: RBA Intersection Proposals, B



Figure 4.12: Imbiano and Quigley Intersection Proposals: Downtown Area

# Manville Road from Wheeler Avenue to Tompkins Avenue at Washington Avenue



# Memorial Plaza



Figure 4.13: RBA Intersection Proposals

## 4.4 Parking

There is high demand for parking in Pleasantville’s Central Business District, requiring a balancing of the needs of commuters, employees and shoppers in order to provide adequate parking facilities for all users. The Village maintains on-street and off-street parking to accommodate a wide-range of users. New construction on private property is also responsible for providing adequate parking for uses as determined by the Village Board in the Village code.

### Off-Street Parking

The Village Code provides a schedule of parking requirements for new construction on private property. These parking requirements are meant to reflect the parking needs for a variety of land uses. The Village Code allows for new developments in the A-1, A-2, B and B-1 districts that are within 200 feet of a municipal parking facility to appeal to the Planning Commission to have part or all required off-street parking waived. The applicant is responsible for demonstrating to the Planning Commission that the municipal parking facility is able to serve the parking needs of the proposed use.

The Village manages seven parking lots. Five lots are reserved for permit holders, and two lots provide metered parking. Permits are enforced on weekdays until 3 p.m. Metered lots are in effect from 8 a.m. to 6 p.m. Monday through Saturday and have parking durations from 15 minutes to 3 hours.

### On-Street Parking

There are two categories of on-street parking in the downtown area: metered or permit parking. Table 4-3 provides an outline for the existing pricing:

**Table 4-3: Parking Fee Schedule**

Parking Category	Duration	Resident	Non-Resident
On-Street Meters	20 Minutes	25¢	25¢
Daily Parking Permits	24 hours	\$10	\$15
Annual Permit	1 Year	\$600	N/A

**Metered Parking**

Metered parking is managed by Pleasantville’s Chief of Police and police officers. Pricing for metered parking is established by the resolution of the Village Board in the Master Fee Schedule.

The Village operates at least 350 meters, which are in effect from 8 a.m. to 6 p.m. Monday through Saturday. The legal parking duration is posted on signs positioned along the curb. On commercial streets, the parking duration ranges from 15 minutes to 2 hours, with the exception of a 5-minute pick-up zone on Wheeler Avenue. The Village permits 12-hour parking along streets on the periphery of the Downtown Core and along Memorial Plaza.

**Permit Parking**

Pleasantville reserves certain amount of parking spaces for cars that have registered with the Village for daily and annual parking permits. The Chief of Police is responsible for designating the type of permit and the method of display. Permits fees are set forth by the resolution of the Village Board in the Master Fee Schedule.

Figure 4-14 provides a map of metered and permit parking located in downtown Pleasantville.

## 4.5 Issues and Opportunities

Although Pleasantville is a highly walkable community with good connections to regional transit, its transportation is, and will likely remain for the near future, focused on the automobile. Therefore, key transportation issues facing the Village focus on traffic safety and congestion and parking. As identified in this chapter, there appear to be several crash “hot spots” within Pleasantville: the intersections of Pleasantville and Manville Roads, Bedford Road and Marble Avenue/Memorial Plaza, Bedford Road and Broadway (Old Village), Manville Road and Memorial Plaza/Grant Street, and Manville Road/Washington Avenue/Wheeler Avenue. Previous studies, in particular the RBA plan, proposed improvements at many of these intersections which would improve safety as well as promote better conditions for pedestrians. Implementation of these improvements would entail coordination with the State and County, as most of the affected intersections involve at least one road outside of the Village’s jurisdiction.

Speeding has also been mentioned as a concern by Village residents, especially in residential neighborhoods and near schools. Traffic calming measures can be considered on key roads where high speeds are an identified problem.

In terms of congestion, the heaviest traffic in Pleasantville is found along its principal and minor arterials: Manville Road, Marble Avenue, Bedford Road and Broadway, particularly in and around the central business district. Much of this traffic relates to regional travel and/or commutation on State and County roads. However, the Village can mitigate traffic on its own roads through careful site planning, access management (reducing curb cuts) and proper signal timing. Traffic can also be reduced by enhancing parking supply and management (to cut down on drivers searching for parking spaces) and by promoting more walking and biking.

Parking is a critical issue for Pleasantville's transportation network, and is also important for the economic well-being of its downtown. Although the Village has a significant supply of on- and off-street parking, this supply could be more efficiently utilized through improved parking management. A key element of parking management is to ensure that spaces are continually made available through turnover. The Village can create additional turnover by looking at its metered parking rates, to ensure that these spaces are priced to discourage "feeding the meter." The duration of parking meters could also be revisited. Downtown businesses often find that one-hour parking does not allow time for visitors to shop and dine, and that 90-minute or two-hour parking is more conducive to promoting activity across a range of stores, restaurants and services. Improved wayfinding signage would also help to alert drivers to the availability of parking.

In addition to improving management of existing parking, the Village should also explore opportunities to create additional parking. Various prior studies have examined the potential to create parking at locations throughout downtown Pleasantville, and some of these proposals are still valid, especially considering the Village's ownership of key sites. For example, past studies have suggested that the municipal on Wheeler Avenue could be expanded northward to a parking deck. If this were done, it could accommodate some of the 12-hour on-street parking now used by commuters along portions of Tompkins and Wheeler Avenues, Manville and Pleasantville Roads and Memorial Plaza. More of these on-street spaces could then be available for short-term use by downtown shoppers.

The Village is also seeing increasing interest in walking and biking, and participants in the public outreach for this Plan expressed the desire for more opportunities for non-vehicular transportation. Enhancing Pleasantville's bike network, in particular, is important given the Village's proximity to regional bike routes and attractions. While there is often limited space within roadways to accommodate formal bike lanes, shared-lanes ("sharrows") can often achieve the objective of improving bikeability without reducing vehicular capacity. The RBA study outlines a range of bike and pedestrian improvements throughout Pleasantville; these should be pursued, subject to funding, with priority given to the downtown and in areas near schools.

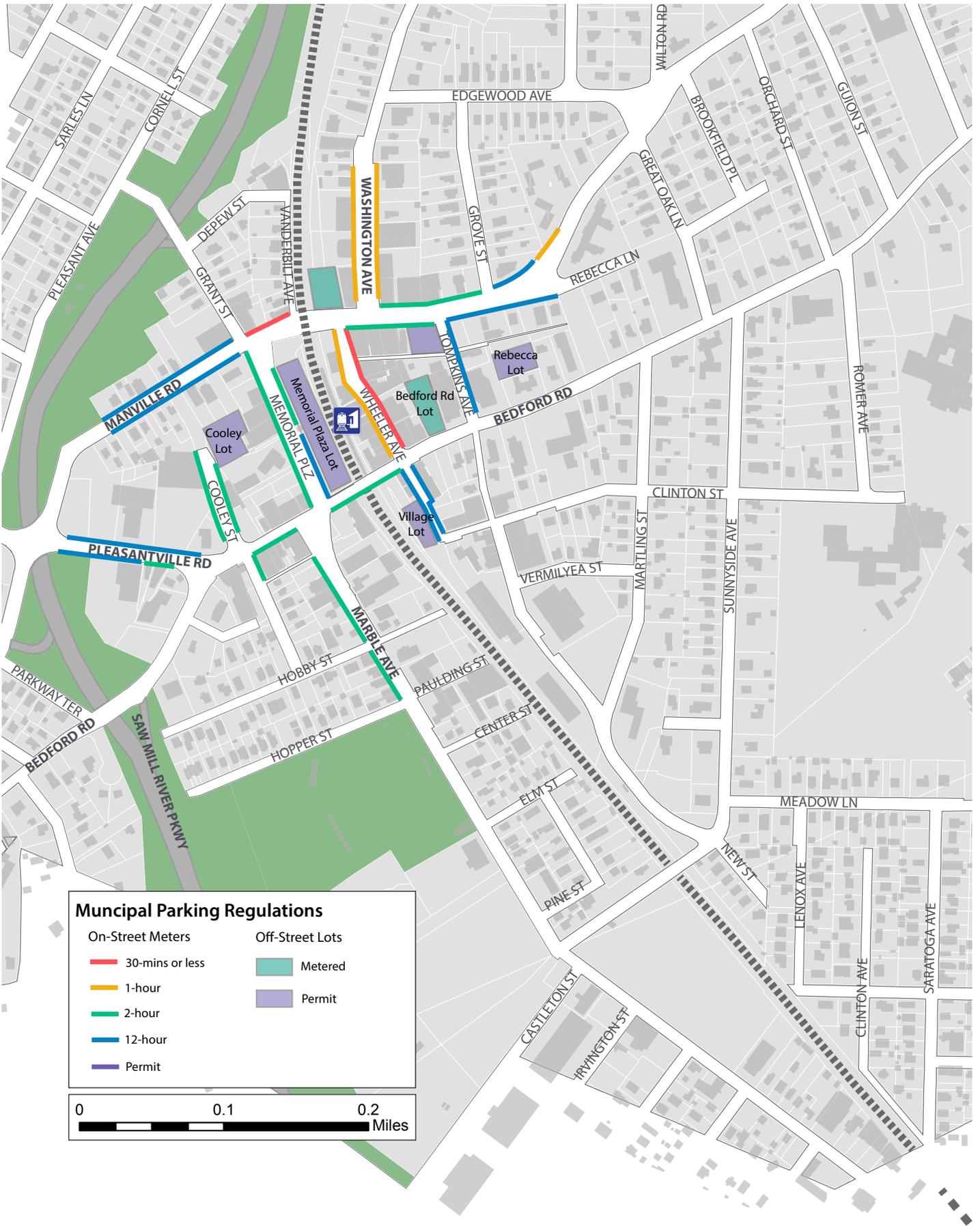


Figure 4.14: Downtown Parking