

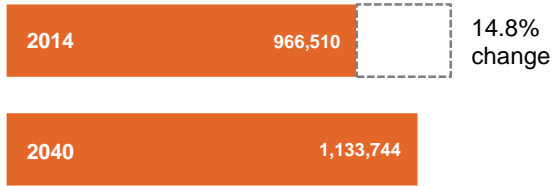
6.10 Westchester

Major Portals and Roadways

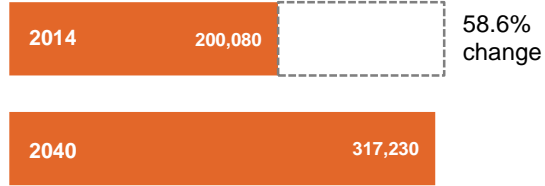


Population and Travel Characteristics

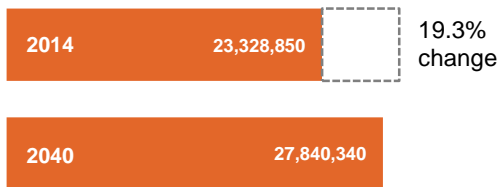
Population



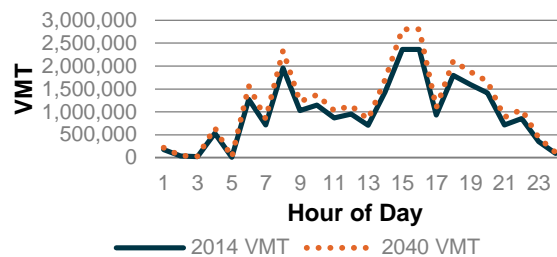
VHD Daily Totals



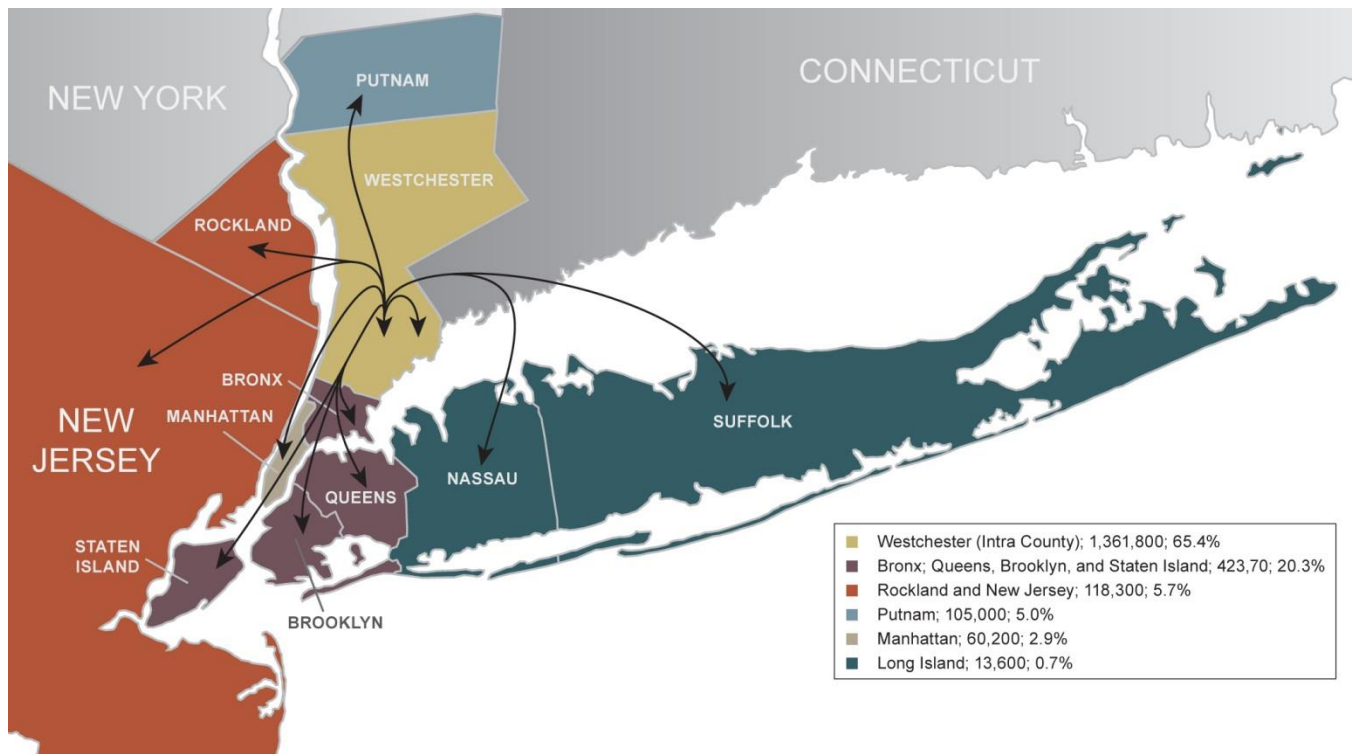
VMT Daily Totals



Westchester 24-hour VMT



Two-Way Trips between The Bronx and Other Counties in the New York Metro Area



New York Metropolitan Transportation Council

Performance Measures County: Westchester

Scenario 2014

Facility Type	D/C	0.8<= D/C<=1	D/C>1	LMC	TTI	ATS	VHD	PHD	VMT
AM Period (6 to 10 AM)									
Freeway	0.37	4%	4%	159.0	1.14	41.4	10,302	14,835	2,659,216
Arterial	0.20	1%	1%	27.8	1.11	21.6	13,121	18,895	1,147,745
Local	0.13	0%	0%	0.1	1.04	22.8	4,369	6,292	1,040,245
PM Period (4 to 8 PM)									
Freeway	0.18	1%	2%	104.6	1.06	44.7	7,435	10,706	2,336,859
Arterial	0.10	1%	1%	44.2	1.06	23.7	16,177	23,295	940,122
Local	0.06	0%	0%	0.3	1.02	24.3	3,141	4,523	781,011
Daily Total									
Freeway	0.32	4%	5%	913.3	1.13	42.2	62,792	90,420	12,464,733
Arterial	0.19	1%	1%	286.5	1.12	22.0	107,675	155,052	5,700,448
Local	0.12	1%	0%	1.9	1.04	23.2	29,614	42,644	5,163,667
Total							200,080	288,116	23,328,847

Scenario 2040

Facility Type	D/C	0.8<= D/C<=1	D/C>1	LMC	TTI	ATS	VHD	PHD	VMT
AM Period (6 to 10 AM)									
Freeway	0.42	5%	5%	278.4	1.18	40.0	15,945	22,960	3,075,583
Arterial	0.24	2%	1%	52.3	1.14	20.7	18,728	26,968	1,376,737
Local	0.17	1%	1%	0.6	1.05	22.0	8,039	11,576	1,329,080
PM Period (4 to 8 PM)									
Freeway	0.22	2%	3%	290.5	1.10	43.3	17,962	25,866	3,029,428
Arterial	0.11	1%	1%	71.3	1.07	23.1	22,758	32,771	1,059,470
Local	0.07	0%	1%	1.5	1.03	23.7	6,835	9,843	912,202
Daily Total									
Freeway	0.37	5%	6%	1602.8	1.18	40.7	107,521	154,830	14,926,427
Arterial	0.22	2%	2%	471.9	1.14	21.3	150,364	216,524	6,605,602
Local	0.15	1%	1%	7.2	1.05	22.4	59,344	85,455	6,308,310
Total							317,228	456,809	27,840,339

D/C = Demand to Capacity; LMC = Lane Miles of Congestion; TTI = Travel Time Index; ATS = Average Travel Speed; VHD = Vehicle Hours of Delay; PHD = Person Hours of Delay; VMT = Vehicle Miles Traveled

Note: D/C = average Demand to Capacity for the particular facility type and period. The "0.8<=DC<=1" and "D/C>1" are the percent of travel that occurs in various conditions (somewhat congested and very congested).

Percentage Difference Between 2040 and 2014 Performance Measures

Facility Type	D/C	0.8<= D/C<=1	D/C>1	LMC	TTI	ATS	VHD	PHD	VMT
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AM Period (6 to 10 AM)									
Freeway	14%	–	–	75%	4%	-3%	55%	55%	16%
Arterial	20%	–	–	88%	3%	-4%	43%	43%	20%
Local	31%	–	–	455%	1%	-4%	84%	84%	28%
PM Period (4 to 8 PM)									
Freeway	22%	–	–	178%	4%	-3%	142%	142%	30%
Arterial	10%	–	–	61%	1%	-3%	41%	41%	13%
Local	17%	–	–	470%	1%	-3%	118%	118%	17%
Daily Total									
Freeway	16%	–	–	75%	4%	-4%	71%	71%	20%
Arterial	16%	–	–	65%	2%	-4%	40%	40%	16%
Local	25%	–	–	285%	1%	-3%	100%	100%	22%
Total							59%	59%	19%

Westchester – Congested Corridors

44. **Westchester Expressway from the Tappan Zee Bridge to I-95** – The only east-west limited-access highway in central Westchester, this highway provides connections between the Tappan Zee Bridge (and many points West of the Hudson River to both the north and south), I-87/New York State Thruway to the south and New York City, the Saw Mill River Parkway, the Sprain Brook Parkway, I-684, the Hutchinson River Parkway (HRP), and I-95 (and points north and east). In addition, it provides easy access to the Tarrytown Metro-North Railroad station (via U.S.-9), to central White Plains (via NY-119, NY-22, and Westchester Avenue) with its many major traffic generators (including Westchester County Center, the White Plains Metro-North Railroad station, White Plains Mall, The Galleria at White Plains, Pace Law School, The Westchester Mall, and New York-Presbyterian Hospital in Westchester), and to Manhattanville and SUNY-Purchase Colleges (via the HRP). Consequently, the entire length of I-287 in Westchester County regularly experiences severe congestion during peak commuting periods, due to insufficient mainline capacity, frequent heavy merges and weaves, and spillbacks from connecting roadways. The eastbound direction is heaviest in morning peaks. The westbound direction is heaviest in evening peaks.

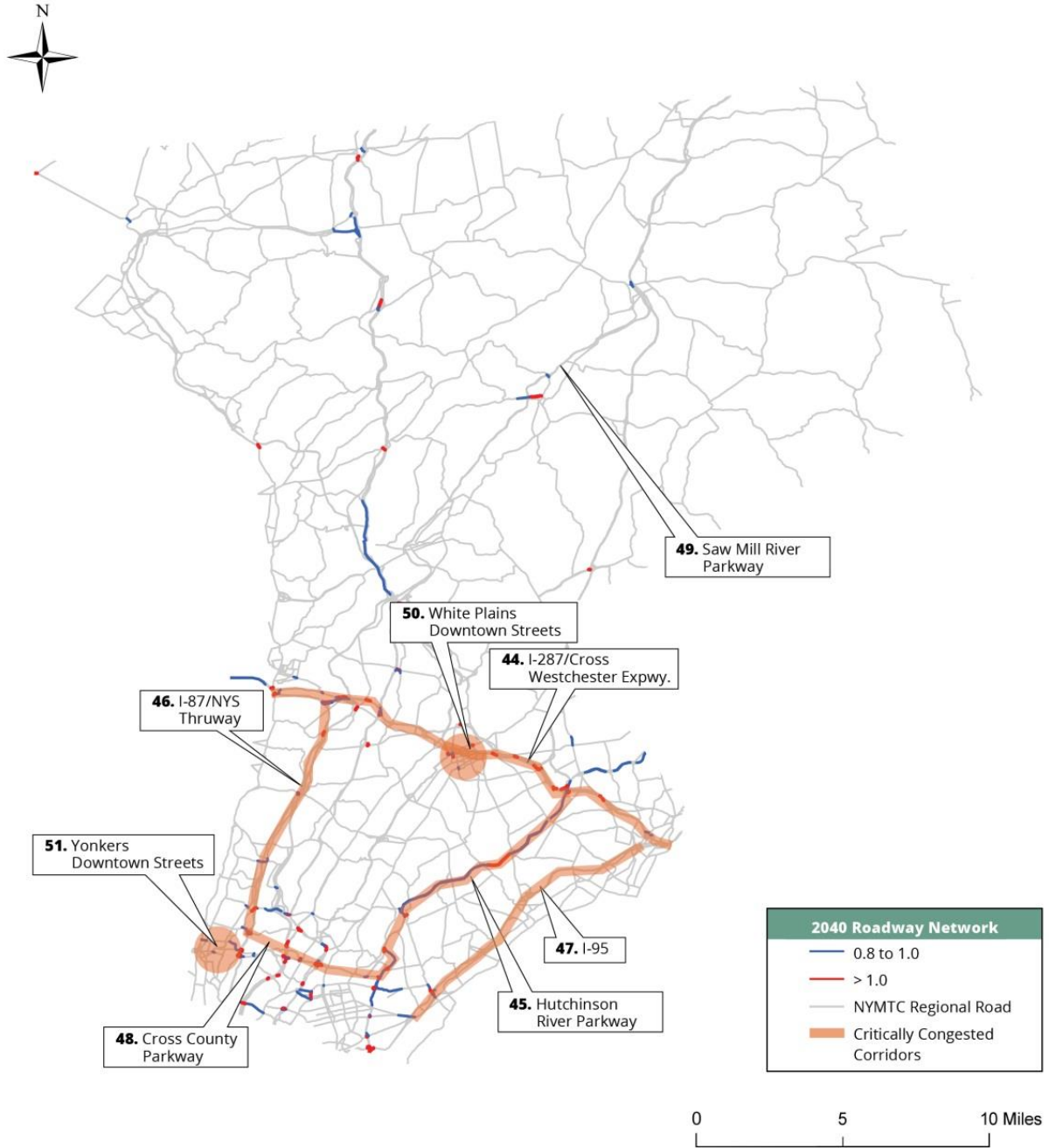
45. **Hutchinson River Parkway (HRP) from the Bronx County Boundary to I-287** – This is one of the two main north-south commuter highways (the other being I-95) in the eastern part of densely developed southern Westchester County. It also carries through traffic between New York City and Connecticut. It regularly experiences severe congestion during peak commuting periods and summer weekends, due to insufficient mainline capacity, frequent heavy merges and weaves (especially at the Cross County Parkway), and spillbacks from connecting roadways. The southbound direction is heaviest in morning peaks and summer Sundays. The northbound direction is heaviest in evening peaks and summer Fridays.

46. **I-87/New York State Thruway from the Bronx County Boundary to Tuckahoe Road** – The highest-quality north-south highway in the western part of densely developed southern Westchester. It regularly experiences congestion during peak commuting periods, due to insufficient mainline capacity and heavy merges and weaves (especially at the Cross County Parkway). The southbound direction is heaviest in morning peaks. The northbound direction is heaviest in evening peaks.

47. **I-95/New England Thruway from the Bronx County Boundary to the Connecticut State Line** – Same as 45., except that I-95 is also a major regional truck route, further adding to congestion, which bears a high economic cost.

48. **Cross County Parkway (CCP) from the Saw Mill River Parkway to the HRP** – The only east-west limited-access highway in southern Westchester, this highway provides connections between the Saw Mill River Parkway, I-87/New York State Thruway, the Bronx River Parkway (thereby providing access to the Sprain Brook Parkway), and the Hutchinson River Parkway (HRP). It also abuts the Cross County Shopping Center and adjacent major retail and entertainment sites. The entire length of the CCP regularly experiences severe congestion in both directions during peak commuting periods, due to heavy merges and weaves, and spillbacks from connecting roadways.
49. **Saw Mill River Parkway from the CCP to Tuckahoe Road** – The continuation of the Henry Hudson Parkway north of New York City, this narrow (2 lanes/direction) limited-access highway carries heavy commuter flows to/from New York City. The southbound direction is heaviest in morning peaks. The northbound direction is heaviest in evening peaks.
50. **Downtown White Plains Streets** – These are congested all day, but especially during the afternoon and evening periods when they are affected by heavy pedestrian flows and backups on roads leading to I-287.
51. **Downtown Yonkers Streets** – These are congested all day as they try to serve the many major traffic generators in downtown Yonkers, including the St. Joseph’s Medical Center, the City of Yonkers municipal offices, the Greenway Shopping Center, Westchester County offices, the Yonkers Metro-North Railroad station, the main Yonkers Post Office, and the New York State DMV office. Heavy pedestrian flows interfere with traffic flows.

Westchester: Congested Corridors and Hot Spot Areas (AM Period)



Westchester: Congested Corridors and Hot Spot Areas (PM Period)

