

I684-I84 Consortium

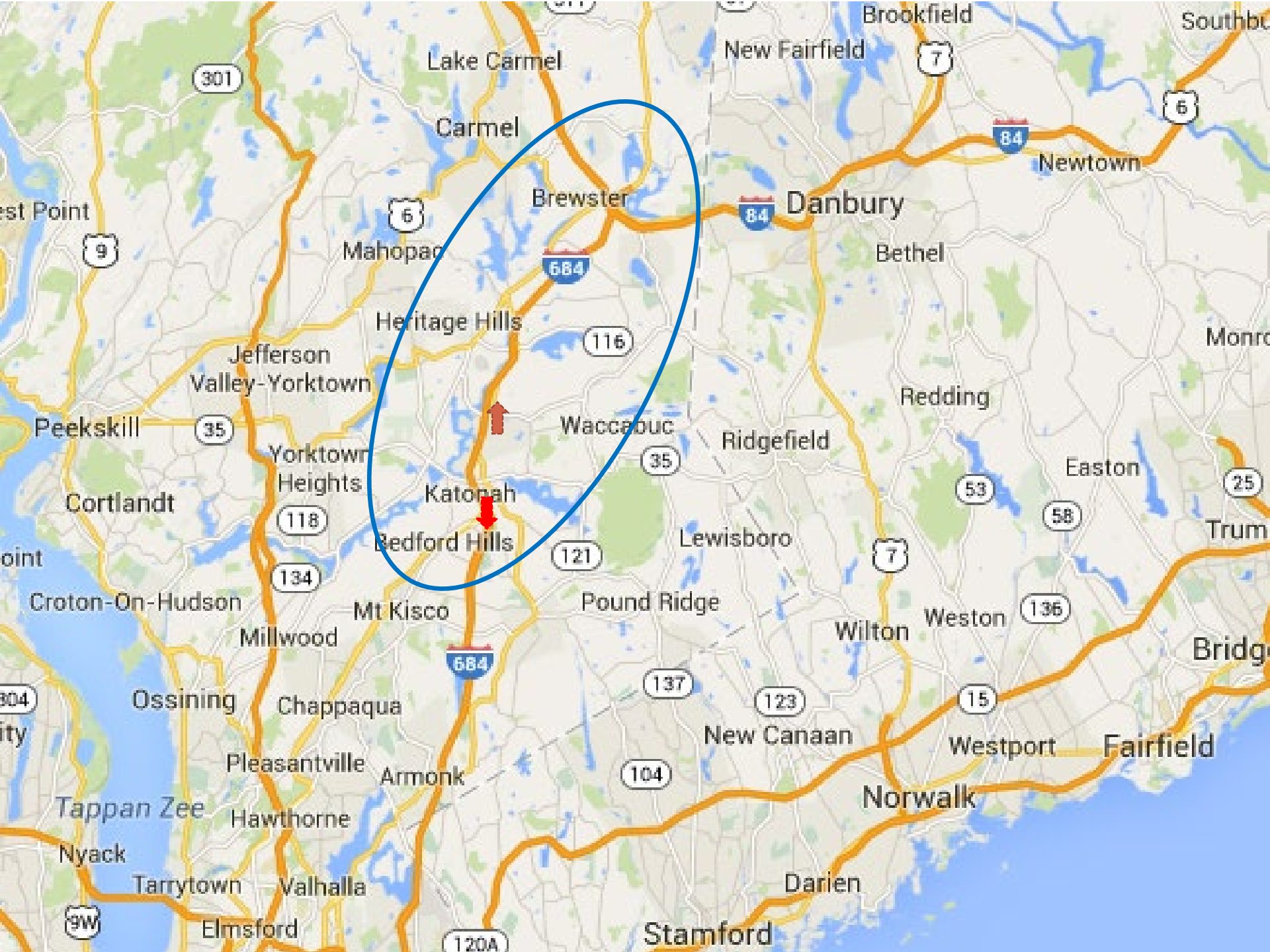


**BEDFORD
LEWISBORO
NORTH SALEM
SOMERS
SOUTHEAST**



IMPROVING THE CORRIDOR

**12/11/2014
5/19/2016**



Meeting Amongst Member Towns



- Started March 2014.
 - *Previous meetings individually with the Region 8 DOT.*
- Creation of original improvement project list
- Individual Town Board discussions for several months
- Resolutions approving projects
- Consortium approved list to improve traffic flow
- Discussions with Westchester and Putnam Counties and MTA.
- Discussion with W Gorton DOT Region 8

Issues Discussed



- No major improvements to Northern I84/684 corridor in Consortium area since 1971 ramp for Route 138
- Serious impact to side roads through member Towns for rush hour traffic bypassing sections of I684/84.
- MTA parking improvements requiring roadway and Exit enhancements.
- No items we are concerned about are in the TIP.

Our Focus



- To have an open discussion about required improvements to the corridor.
- To get mutual agreement among the municipalities on improvements to the corridor.
- Work with the County, DOT, MTA and others getting the improvements into the TIP and to get funding for DOT Region 8.

Next Steps



- Understand the process
- Produce the proper documentation required for further discussion
- Get the DOT and the New York Metropolitan Transportation Council (NYMTC) to understand and focus on our I684/84 Consortium issues.
- Goal - To get I684/84 improvements into the TIP.

Capital Improvements for I684/84 Corridor



- Widen I684 at Katonah to three lanes to improve traffic flow; the roadway decreases from three to two lanes in Katonah.
- Direct access to Golden's Bridge, Purdy's MTA parking from I-684, Direct access to Southeast train station from I-84
- Install southbound exits in Purdy's and Golden's Bridge
- Install northbound entrance at Golden's Bridge
- Improve dangerous merge for exit/entrance ramps at 684/Saw Mill.
- Blacktopping 684 – those portions not presently blacktopped.
- Improve and enhance I684/84 interchange to handle additional cars at proper traffic speeds onto I-684.
- Improved I84 in Connecticut from Exit 2 through Exit 7.
- Install noise barriers along I684 in Katonah, Purdys and Croton Falls.

Intermodal Improvements



Pedestrian Improvements

- Improve pedestrian access to MTA train stations; Southeast, Purdy's and Golden's Bridge.
 - IMA currently in place with MTA in Purdys.
 - ✦ Sidewalks, Pedestrian ramps

Pedestrian killed on Route 116

December 2, 2009 8:57 AM

PURDYS - Authorities say a pedestrian was struck and killed Tuesday night on Route 116 in Purdys.

Police say the accident that killed 57-year-old Anna Werner happened at about 5:45 p.m., when commuters are typically exiting the local Metro-North train station and walking to their cars across the street.

- Build cross walk at the light where Route 172 and Route 22 meet at the fork in Bedford Village
- Many other enhancements needed; Lighting

Intermodal Improvements - continued



Bridges

- Replace Prospect Hill Bridge in Southeast and in the Village of Brewster (the bridge on Route 6- over the MTA tracks just north of the Brewster Station).

Other Items



- **Speed limits**
- Support local control of speed limits bills S1356/A6089
- Reduce the 40 MPH to 30 MPH speed limit of Route 172 from the Pound Ridge border to Route 22 and on Route 22 from 200 yards north of Guard Hill Road to the Hunting Ridge Mall to make the speed limit the same as the speed limit for comparable stretches of state roads in Bedford.

Requested Tactical Repairs



- **Maintenance and Repair Matters**
- Some of these roads have not been repaved in 20 years.
- Repave Routes 22, 117, 121, 137 and 172 in Bedford
- Repave Route 138 through Lewisboro between Route 121 and Old Bedford Road *DONE*
- Repave Route 100 from Route 35 to Croton Falls
- Repave Route 116 from its intersection of 121 to its intersection of Route 22.
- Clear catch basins along Cantitoe Road in Katonah, now causing flooding on residents' properties.
- Until 84 and 684 are improved to maintain the optimal traffic flow, the State should provide additional funding for Town and County repaving projects. Many of the side roads, such as Bloomer Road and Hardscrabble Road in North Salem handle 10,000 cars per day and are used as bypasses for 84 and 684 traffic.