

	What would make it easier to walk to/from the Metro-North Station/Bee-Line Bus Station?
1	<p>(1) Places for shelter on bad days. (e.g. overhangs, public atriums, etc.)</p> <p>(2) "Things to do" along the way (e.g. coffee, restaurants, etc.)</p> <p>(3) Connect the downtown to the transit district. They are two separate areas with "nothing" in between them.</p> <p>Have businesses closer to the train station; right now we keep building housing next to the train station. That target audience is people who do not work in White Plains.</p> <p>e.g. Water Street office buildings are completely inefficient. Level it, build multi-deck parking lot with office buildings and retail. Not massive, but enough to make the segment a destination.</p> <p>Knock down the White Plains Mall and a few other surrounding buildings of similar age. Same as Water Street, make a destination. This is the gap between the transit district and downtown.</p> <p>(4) Skywalk across Route 119 (Solve the "Frogger" issue.)</p> <p>(5) Clean up the Ferris Avenue corridor</p> <p>(6) Clear routes - Wider sidewalks, signage along the way, etc.</p> <p>Q1: Why should a walkway (or bike path) be any different than a roadway?</p> <p>People are still trying to get from Point A to Point B, the scale is simply smaller. Have signs for major POIs (e.g. Galleria, library, hospital, court houses (we have all 4 levels of government with their own court houses - obviously the "justice district" is a destination in its own right), Main Street, etc.</p> <p>Q2: Why do sidewalks have to be symmetrical? Could one side of the street have wide sidewalks where we want people to walk with mixed use real estate and the other side with narrower (normal) sidewalks for residential only?</p> <p>Ferris Avenue, Water Street, Hamilton Avenue, Route 22 / North Broadway, Central Avenue, Battle Avenue and Fisher Avenue should all have clearly defined non-automotive paths.</p> <p>(7) Consolidate pedestrian and bicycle paths to same general area. Should still have separate lanes, but by combining the two populations, their respective areas have more combined</p>
2	<p>1) separate location at Metro North for shuttles, buses and taxis. Location away from main pedestrian egress. 2) pedestrian bridge from terminal to terminal, by-passing current chaotic pedestrian pathways vs. traffic.</p>
3	<p>A "you are here" detailed map and better directional signage (to Main Street) in both stations, as well as better signage (aimed at walkers) pointing to the train/bus station from key locations in the downtown area (maybe with # blocks or minutes to get there).</p>
4	<p>a covered walkway</p>
5	<p>A covered walkway over 119 from Battle Hill</p>
6	<p>A covered walkway.</p>
7	<p>A new covered walkway between both buildings.</p>
8	<p>A pedestrian bridge over the street traffic w/elevators and steps from/down the street level between the train and bus station. Easier to walk to the train/bus station from other parts of town: a better access from the County Center side.</p>
9	<p>A well lit covered over head passage from the train platform to the bus station platform that has both train and bus schedules and times visible and updated real-time</p>

10	<p>A working pedestrian streetscape, particularly along the natural walking route between the station and downtown (Bank Street from the station to Main Street, then Main Street to Mamaroneck Avenue.) While this walk is reasonable in terms of distance, the fact that the entire route is an uninterrupted series of parking lots and blank building walls makes it unfriendly to pedestrian commuters who might otherwise see White Plains' downtown and inner-ring neighborhoods as an alternative to similar neighborhoods in the outer boroughs or urban New Jersey.</p> <p>For comparison (I'm a central Westchester native in my early thirties, currently living in the city but seriously considering a move back to White Plains), while my daily walk to and from the subway in Astoria, Queens is about the same length of time as the walk from the station to City Center, in Astoria this walk takes me through a medium-density mixed retail/residential urban neighborhood, with numerous cafes and restaurants, delis and supermarkets, barbershops and dry cleaners, and all the other amenities and "vibe" of a traditional pedestrian streetscape. The bleak 1980s urban renewal landscape of the White Plains transit district is the exact opposite of this, which makes the walk *feel* subjectively more difficult, especially in bad weather. I suspect that the fact that the "gateway to White Plains" from NYC is so unwelcoming drives off a lot of potential residents who aren't familiar with all that White Plains has to offer once you reach downtown.</p>
11	An elevated walkway.
12	An elevated, covered pedestrian walkway at the same level of the existing walkways which connect the MNCRR platform to the parking garage. This would significantly avoid pedestrian - vehicle interference. It would add comfort to passengers in inclement weather. If it were glass/plexiglass and well lit, it would minimize crime. This proposal would require a new
13	An enclosed elevated walkway, or other structure that (1) prevents pedestrians from the need to compete with cars, buses and cabs to cross streets (traffic patterns are confusing for both driver and walker in this area), and (2) protects
14	As they have in Minneapolis there should be overhead walking options that are enclosed from
15	Attractive retail, fitness,
16	better and safer crossings coners. You have 3 areas to utilize entries to each s Station connect them. Street level and elevated levels to walk back and forth. Taxis can be included were there would be direct access.
17	Better defined (i.e - clear, easily recognizable by both cars and pedestrians, logical and efficient or else they will be ignored/not utilized) pedestrian pathways between the M-N Station and Bee-Line Bus TransCenter are needed.
18	Better path from Water Street and Ferris Ave. Now it is scary to cross Ferris as the traffic lights are not set up for pedestrian safety.
19	Better pedestrian control/flow on the main 2 corners where people enter the station. There are a ton of cars working around pedestrians during the morning and evening rush.
20	Better signage
21	Better signage - both telling you how to walk to the station as well as much better signage telling you which bus stops in what lane. It would also be better if Bee-Line was on google transit.
22	broad sidewalks, and crossing areas clearly marked out

23	Clear visual landmarks. A visually distinct pathway, maybe painted a bright color like the parking garages at CDG or inlaid with metal, rubber, pebble - something visual underfoot.
24	Clear walking paths and pedestrian bridges over roadway.
25	Clearer crosswalks, better signage
26	Complete Greenway walking trail into town so those of us who live in the southern
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28	Covered sidewalks (against rain, snow, summer sun)
29	Crossing 5 traffic lanes on both Hamilton and North Lexington would be challenging for anyone who is physically impaired, but, generally, the walk is easy due to ample sidewalks and crosswalk signals.
30	Easier, less confusing walkways just outside the Train/Bus complex
31	Easy and direct walkway to both train & bus stations, and maybe using a High-line Walkway above the road and covered from the weather
32	Elimination of both the Bee Line and regional bus depots. Get them the heck out of downtown WP.
33	Enclosed elevated walkway
34	Fewer large, one way streets. Strict enforcement of speeding limits and vehicle turns into crosswalk restrictions. Commercial and residential buildings with street level entrances, windows, retail and restaurants. Less train station traffic resulting from transit circulators into White Plains' neighborhoods, into office parks and into downtown core. More bicycle infrastructure thus encouraging less cars. More pedestrian friendly streetscape infrastructure on all streets
35	FREE shuttle
36	From where? From my house? From downtown? If we're being asked what would make it easier to walk between the train and bus stations, then a pedestrian bridge over Ferris Avenue is the answer.
37	good signage (a sign of civilized society); a safe way to walk to and from the Battle Hill neighborhood; "pure" street crossings (where all relevant traffic stops--and no vehicles turn into your crosswalk). I am also thinking about how much will be packed into the new transit center
38	Have to pickup location for the cars safer for pedestrians
39	Having a dedicated walking pathway instead of just relying on arbitrary sidewalks would make it easier. While Hamilton Ave. is a major motor vehicle artery, Water St. or New St. can be turned into walkways with appropriate scenery, landscaping, benches and picnic tables, as well as a bike path. Absence of cars along the pathway is key since they are polluting and typically aggressive.
40	If there was a way for Fisher Hill residents to access the Bronx River Parkway trail at Walworth Avenue or Woodlands Place we could walk there in no time. Our only access to the trail is in Scarsdale so we have to walk in the opposite
41	If there were better crosswalks between the two stations. A walkway between the buildings would be even better, since car traffic is difficult to negotiate in rush hour.
42	In winter, encourage residential, commercial, and government street-clearers to use sand or other material for traction after removing snow. Also, avoid ploughing snow into heaps at corners; it makes crossings impossible or dangerous

43	It is already very accessible on foot. Maybe the only thing that could be made easier is another pedestrian crossing over the bronx river pwy around water st
44	It seems like there needs to be an additional crosswalk on Main street before the Verizon building. If there was a way to slow traffic down that would help too
45	less confusing crossing area at entrance to garage where ferris ave and hamilton intersect
46	Make it accessible from more points and safer crossing areas.
47	Make the Hamilton Street crossing more pedestrian friendly. It can be scary to cross that street and I often see people running across on the west side of Bank Street where there is no crosswalk.
48	Metro North Station
49	More and safer sidewalks and entrances.
50	more crossing opportunities; longer crossing lights; something to stop the wind!
51	More streamlined walkways that bring you to the train station without having to cross through traffic and busy parking lots. More covered
52	More walking paths into the station, for example if you have to go up to Battle Ave you have to go towards the end of the platform, crossing towards the middle is tough.
53	Multiple entrances that are clean and secure.
54	neither because lots of traffic and always very conjested. Many cars run red lights and almost always hit
55	Not having to cross a street & clear signage - both to & from
56	not walking - trams
57	Nothing
58	Nothing, it is very easy now. What would make it better would be to provide a fully covered path for when there is inclement weather.
59	Nothing. It is a simple and pleasant walk.
60	Over the street walkway so you don't have to wait for traffic
61	Pedestrian bridges and off street interconnected plazas. The train station is elevated so continue that with pedestrian bridges to eliminate
62	pedestrian islands in the middle of MLK, Lex, Main and Hamilton
63	Pedestrians need Walk lights that accurately show when it is safe or unsafe to cross. The Walk lights at both Lexington/Hamilton and Lexington/Water have problems. At Lexington/Hamilton, pedestrians are prohibited from crossing Hamilton when Lexington has a green light. While this makes sense on the west side of Hamilton (where multiple lanes turn through the crosswalk), there is no reason for this restriction on the east side (because
64	Pedestrians walk across the pedestrian crossing across Ferris Ave between the bus station and the train station on red light. In rush hour pedestrians often crowd up and try to cross right in front of the moving cars. I am not sure what can help, but it is a dangerous spot that can benefit
65	Plexiglass overpass
66	Pretty easy walk for me now, thanks for asking!
67	privileging pedestrian traffic and creating islands or landscaped areas to pass through
68	psychologically, a more engaging streetscape between downtown and the station At present, the walk is not that inviting, given the walls of the Galeria and the Verizon building, and the parking lots. By this I do not mean a lot of planters and open space, but more active streets with

69	Removing snow (completely) from all surrounding curb cuts, especially up Hamilton Ave.
70	shuttle
71	Sidewalks, easier access routes, better signs, pedestrian bridges
72	Since I do not live within walking distance, I am guessing from what I see while driving. But I would think that the ability to cross the major roads during rush hours would be an important
73	The bee line buses are right across the street from the train station. I don't think it's any easier way. It's fine the way it is. You might want to make it clearer what buses are in what lanes by
74	Traffic and buses come from all directions and it's dangerous for pedestrians. Maybe an overpass for
75	Updates to the immediate area surrounding the stations. It feels run down, unsafe and is not pedestrian friendly. more storefronts and
76	Walk to WHERE???