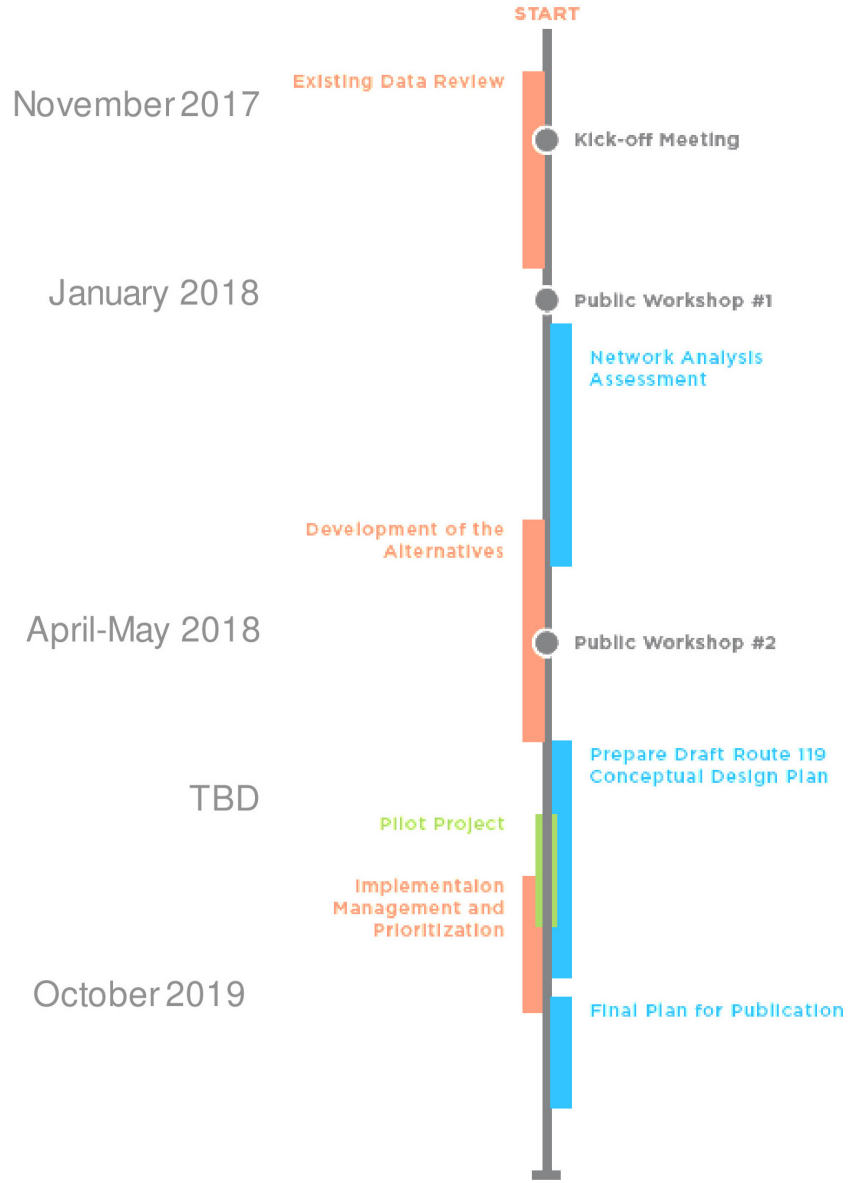
Route 119 Complete Street Design Plan

Summary
March, 2021

GOALS

- Integrated network of safe sidewalks and crosswalks
- Protected cycling infrastructure linking:
  - Mario M Cuomo Bridge
  - Old Croton Aqueduct Trail
  - South County Trailway (Empire State Trail)
  - Bronx River Trailway
  - Downtown White Plains
- Make buses attractive
- Enhance sense of place in downtowns
- Address parking, snow removal, maintenance
- Emphasize “quick build” opportunities

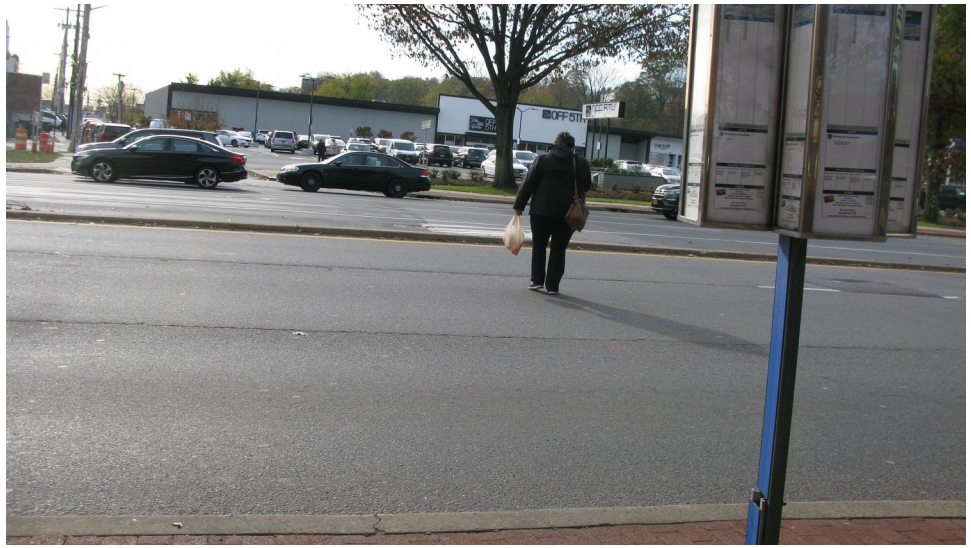


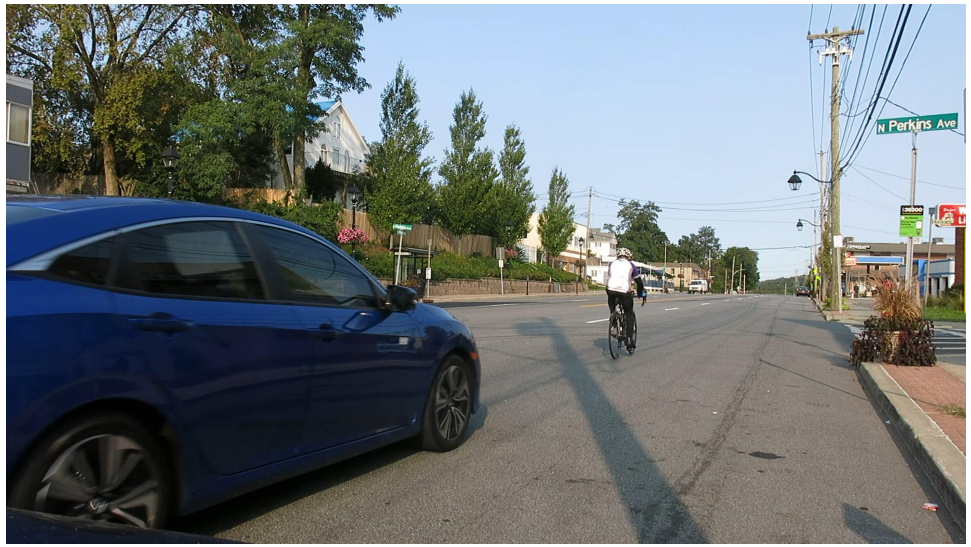
OPPORTUNITIES

- New bridge is bringing **more people** walking and cycling to Route 119
- Links **Mario M Cuomo Bridge** to **Empire State Trail,** 2 other key trails & White Plains
- **Sufficient width and capacity** to create space for active transportation modes
- **50,000 people** live next to Route 119
- Most trips are **short trips** (school, sports, friends, food, library, etc)
- Safe routes **reduce congestion** by converting short trips to walking and cycling

CHALLENGES

- **Variety of contexts** (road configurations and land use)
- Route 119 is **dominated by motor vehicles**
- Walking, biking, and taking transit feel **unsafe**
- Some **pinch points** due to on-street parking, higher traffic volumes
- **Unsuitable parallel routes** in most locations (don't exist, hills)





CONCERNS

- 570 crashes each year *
  - 88 injuries per year
    - 24 per year to people walking and cycling
- Excessive speed
- People driving flagrantly fail to yielding to people walking
- Missing sidewalks and shoulders
- Long crossings
- Angled intersections

* NYS Accident Location Information System, January 2012 - June 2017

PUBLIC ENGAGEMENT

- Winter 2018: live workshops, online wikimap
- Spring 2018: in person and online surveys of alternatives
- People feel endangered by Route 119
  - 15% comfortable walking along it
  - 33% comfortable walking across it
  - 19% comfortable taking transit
  - 4% comfortable cycling
- Improved infrastructure would change outlook
  - 66% would be comfortable walking
  - 50% would be comfortable taking transit
  - 4% would be comfortable cycling

DESIGN ELEMENTS

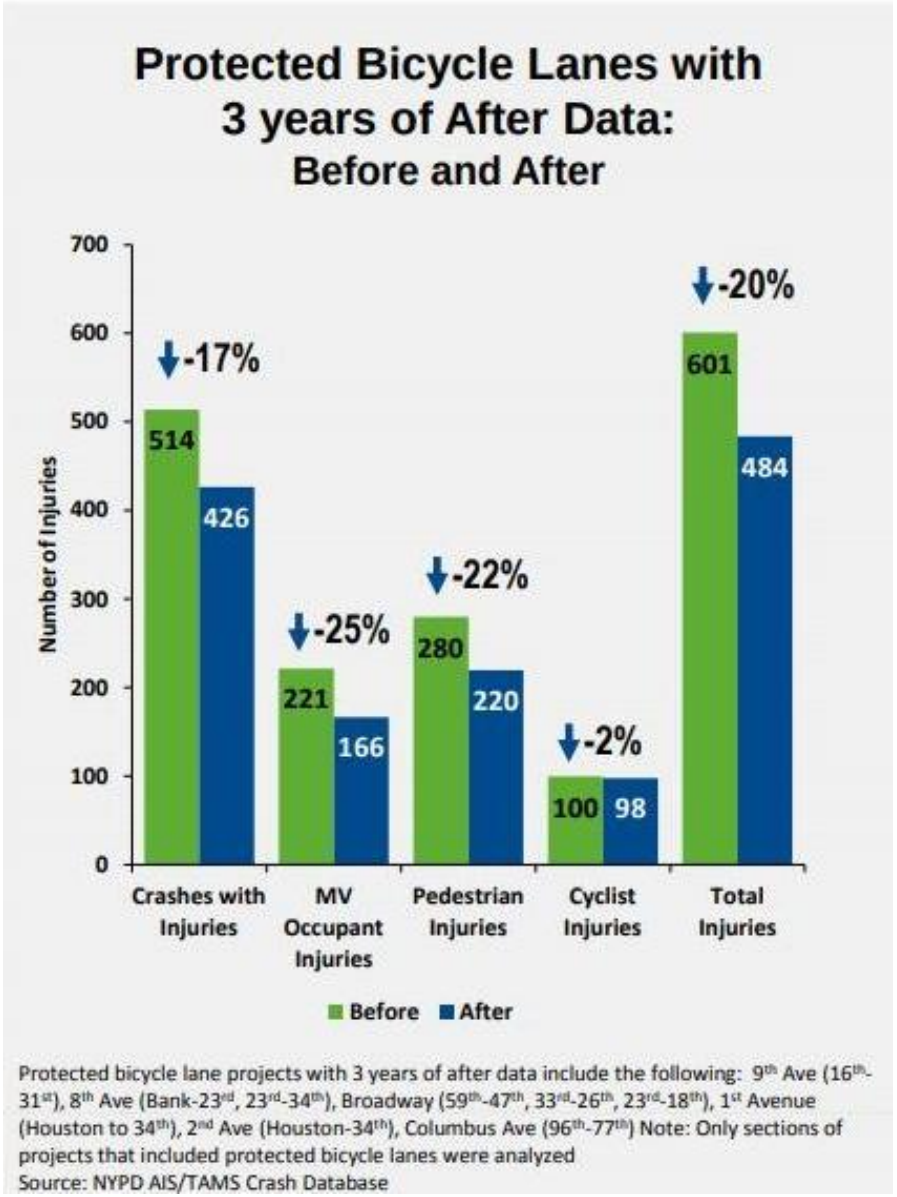
- Sidewalks
- Crosswalks
- Roundabout
- Curb extensions
- Pedestrian islands
- Protected bike lanes
- Bus platforms & shelters
- Signal timing adjustments

TRAFFIC IMPACT

- Intersections operating below NYS threshold will continue to
- Delay at other intersections will meet LOS thresholds
- Detailed analysis will be conducted during permitting process
- Future analysis should account for mode shift created by new options

SAFETY IMPACT

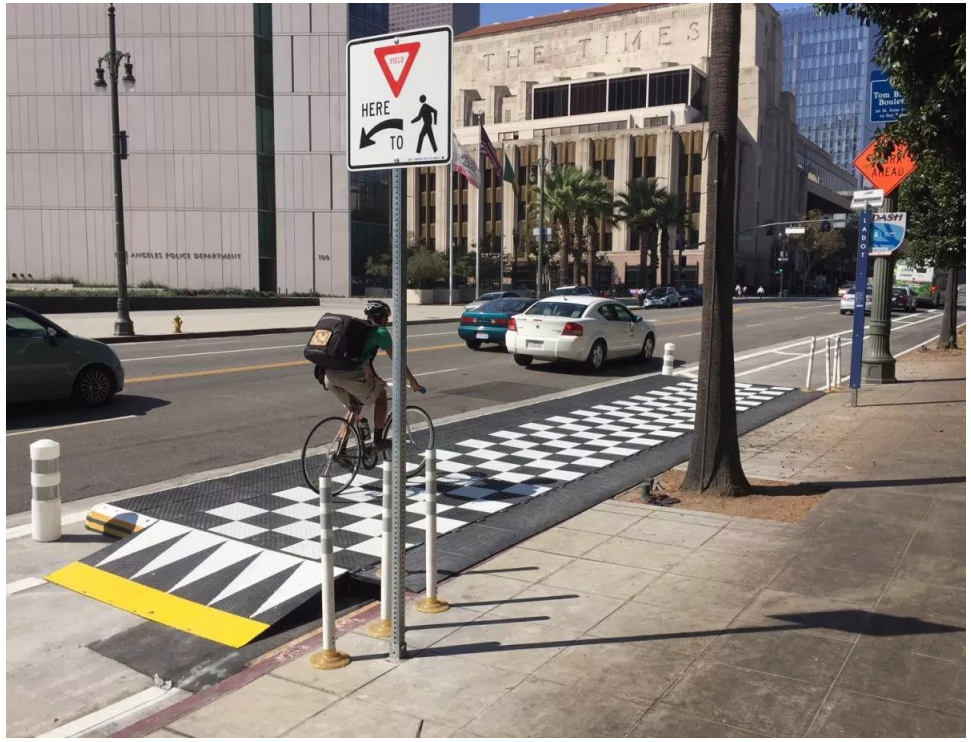
- Similar projects have reduced injuries (for one example, see graph, right)
- Modal separation
- Shorter crossing distances
- Enhanced visibility
- Dedicated turn lanes
- Reduced speeding
- Careful turning geometry
- Detailed review will be conducted during the permitting process



Protected bicycle lane projects with 3 years of after data include the following: 9th Ave (16th-31st), 8th Ave (Bank-23rd, 23rd-34th), Broadway (59th-47th, 33rd-26th, 23rd-18th), 1st Avenue (Houston to 34th), 2nd Ave (Houston-34th), Columbus Ave (96th-77th) Note: Only sections of projects that included protected bicycle lanes were analyzed
Source: NYPD AIS/TAMS Crash Database

TRANSIT IMPACT

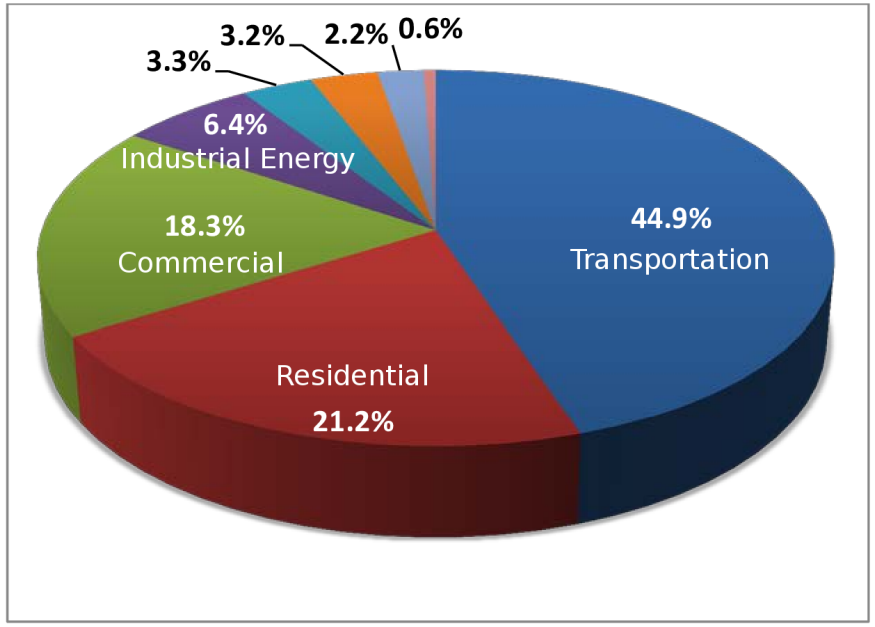
- Replace pole only stops with shelters and benches
- Connect all bus stops to walking network with new sidewalk and crosswalks
- In lane stops overlapping with bike network supported with boarding platform
- Improve bus stop locations and spacing



ENVIRONMENTAL IMPACT

- Transport is region's top carbon emission
- Most trips are short trips
- Safe streets invite more walking and cycling instead of forcing people to drive

Figure 1 - 2010 GHG Emissions in the Mid-Hudson Region, per Sector



Trip Distance Distribution

Percent	Cumulative	Distance
19%	19%	< 1 mile
15%	34%	< 2 miles
11%	46%	< 3 miles
8%	54%	< 4 miles
6%	61%	< 5 miles
5%	66%	< 6 miles
12%	78%	< 10 miles
8%	86%	< 15 miles
14%	100%	>= 15 miles

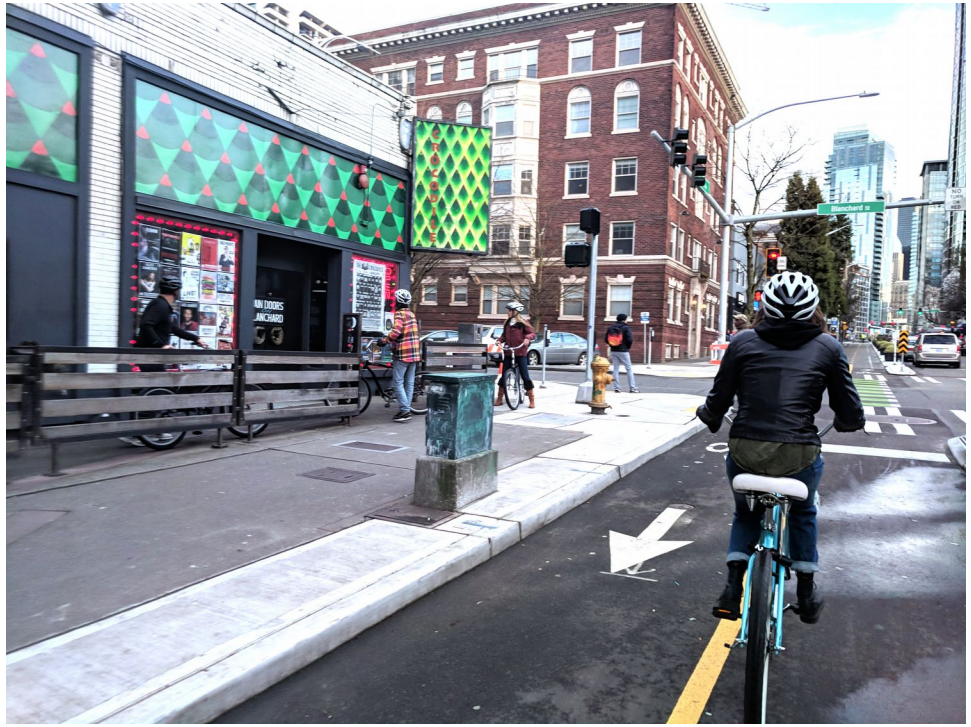
Data: 2017 National Household Travel Survey, USDOT

Tabulation of all person trips in trippub.csv by:

BIKETARRYTOWN

ECONOMIC IMPACT

- Numerous studies show cycling and walking enhancements increase retail sales. People walking and cycling:
  - Shop locally
  - Spend more money per month locally
  - Fit more people in a given space
  - Free up parking spaces
  - Make places calmer and vibrant, attracting more people to spend time and money there



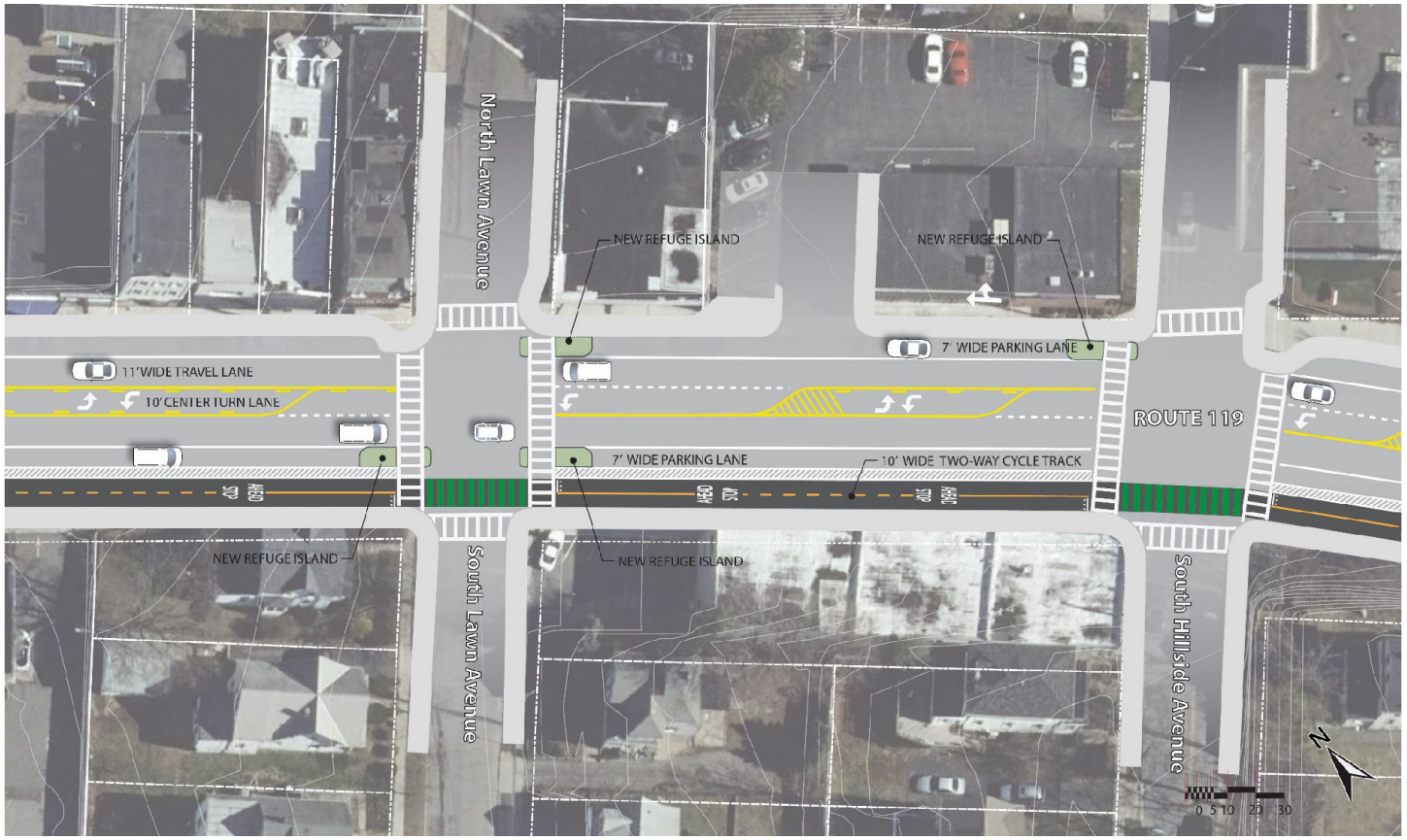
EQUITY IMPACT

- Low income residents tend to rely on walking, cycling and transit
- Car ownership strains family budgets, costing $9,300 / year *

* AAA, “Your Driving Costs,” 2019

PRELIMINARY COST ESTIMATES

- 15 - 20 million dollars *



* Rough estimate. Awaiting updated report with corrected figures.