

ROUTE 119 COMPLETE STREET DESIGN PLAN FINAL PRESENTATION

October 2019



In association with:



AGENDA

- Project Overview
- Project Approach
- Recommended Design Outcomes
- Pilot Project Design
- Action Plan

AGENDA



1

Project
Overview



2

Project
Approach



3

Recommended
Design
Outcomes



4

Pilot Project
Design












5

Action Plan



PROJECT OVERVIEW

PROJECT GOALS

-  Integrated Pedestrian Network
-  Improved Pedestrian Safety
-  Continuous Bicycle/Pedestrian Path/Access from White Plains to Bridge
-  Enhanced Multimodal Access
-  Placemaking: Opportunities to Create Experiences, Character, Intrigue, & Identity
-  Enhance Place Function while respecting the Through Function
-  Destination Corridor for Locals and Visitors
-  Address Parking, Snow Removal, Maintenance Needs
-  Emphasize “Quick Build” Opportunities

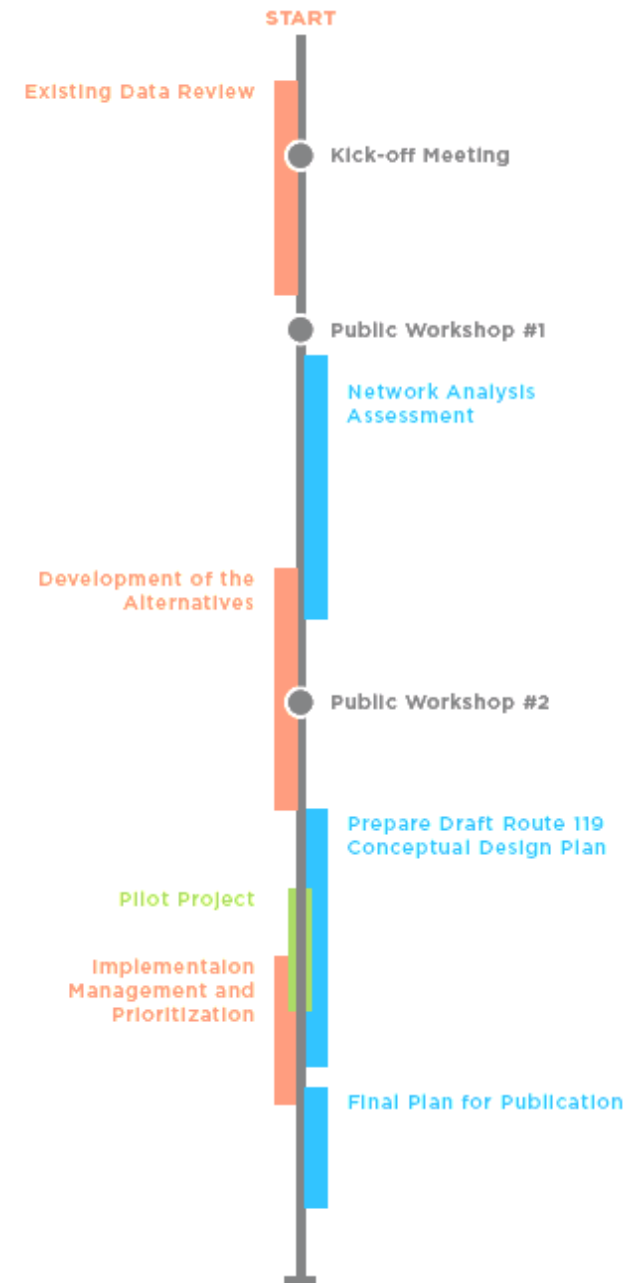
November 2017

January 2018

April-May 2018

TBD

October 2019



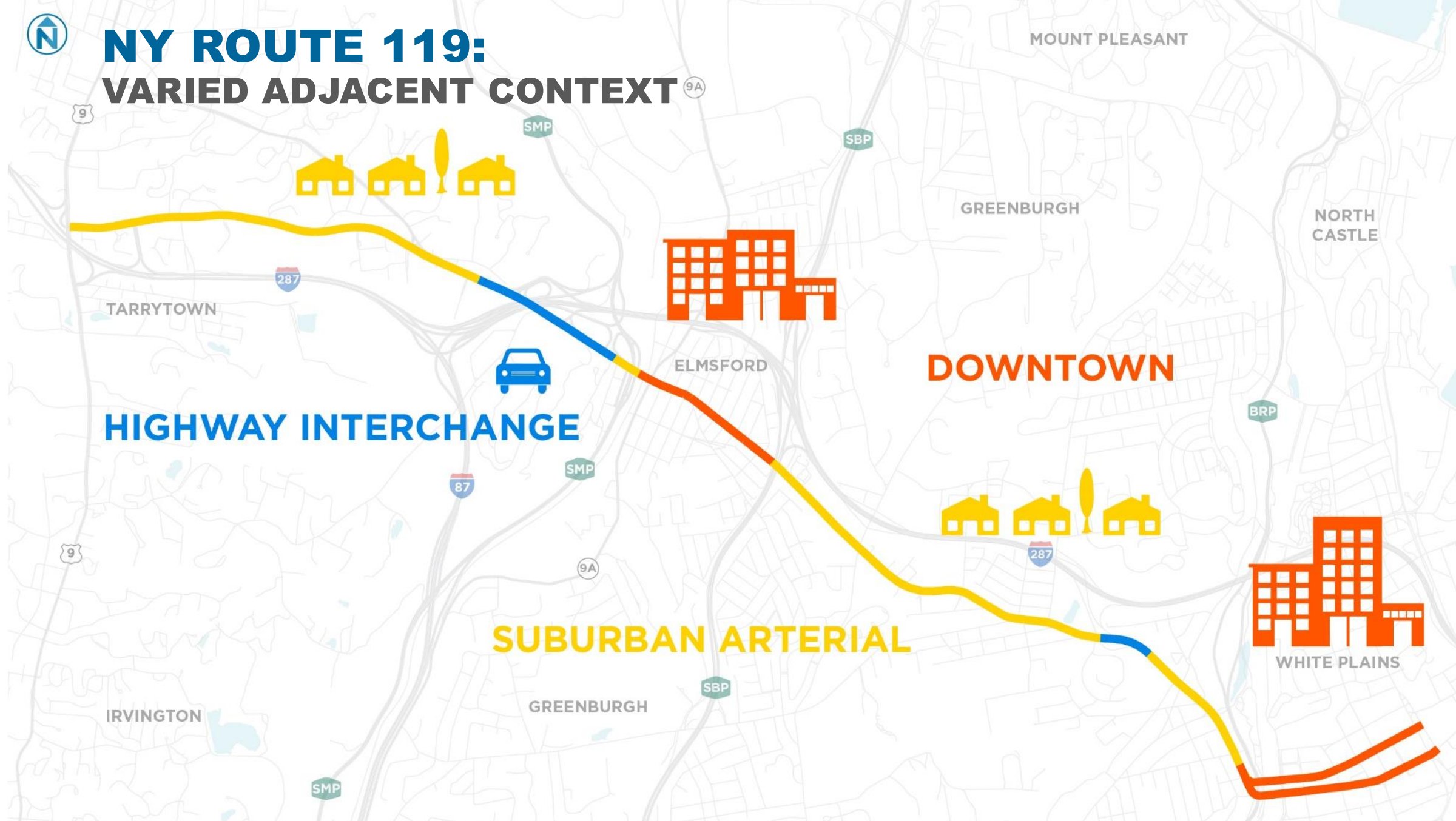
PROJECT CHALLENGES

- Different adjacent **land use context & character**
- Various **owners**
- Designed mostly for **vehicular traffic**
- Varied **pedestrian** experience
- Difficult **transit access**
- High **density of curb cuts**
- Nonexistent or unsuitable **parallel routes**
- On-street parking is highly valued in some areas
- Some pinch points due to on-street parking, narrow roadway width, higher traffic volumes





NY ROUTE 119: VARIED ADJACENT CONTEXT



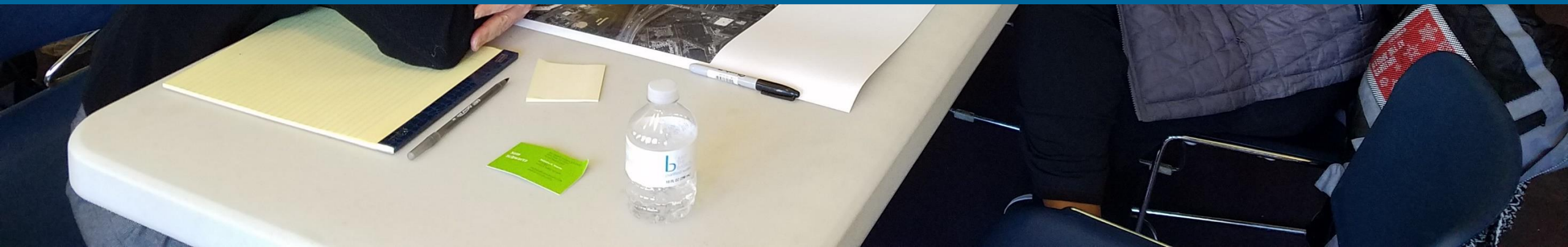
PROJECT OPPORTUNITIES

- The new bridge will bring **more people** walking and riding bikes to Route 119
- Better walking and biking routes support **better access to destinations and more safe transportation options**
- Many Route 119 segments have **sufficient roadway width** to dedicate space for people walking and biking and still keep traffic flowing
- Better **transit access**
- Better **connectivity** at street crossings to existing trails (South County Trail, Bronx River Pathway)





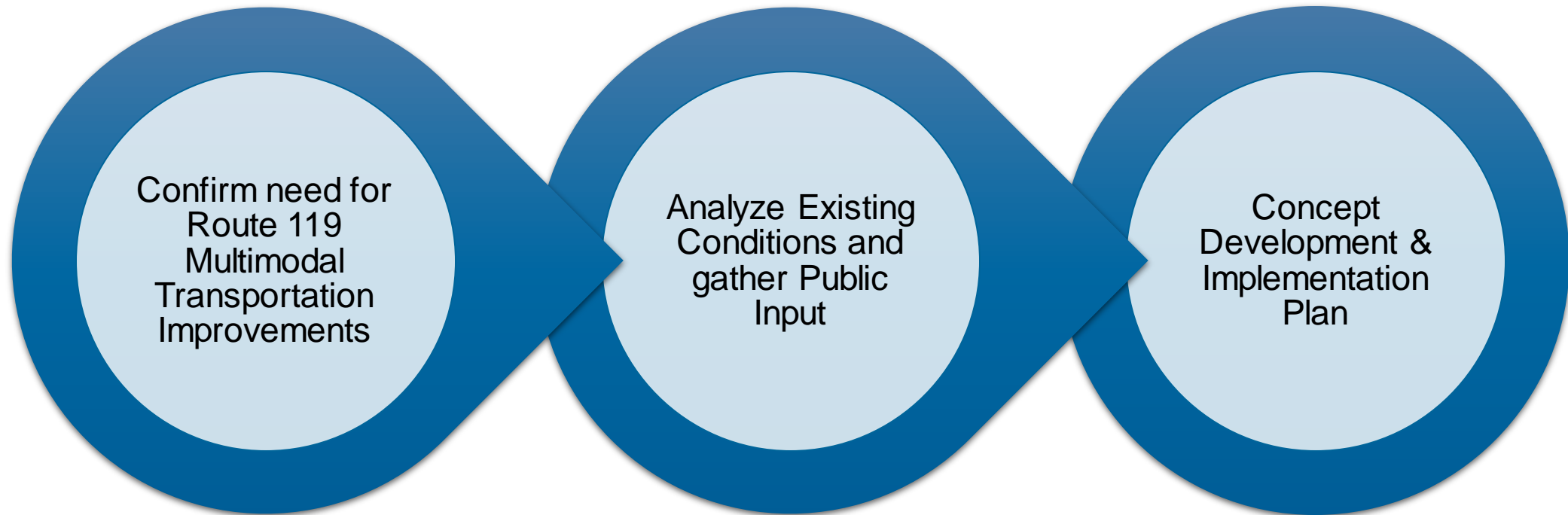
PROJECT APPROACH



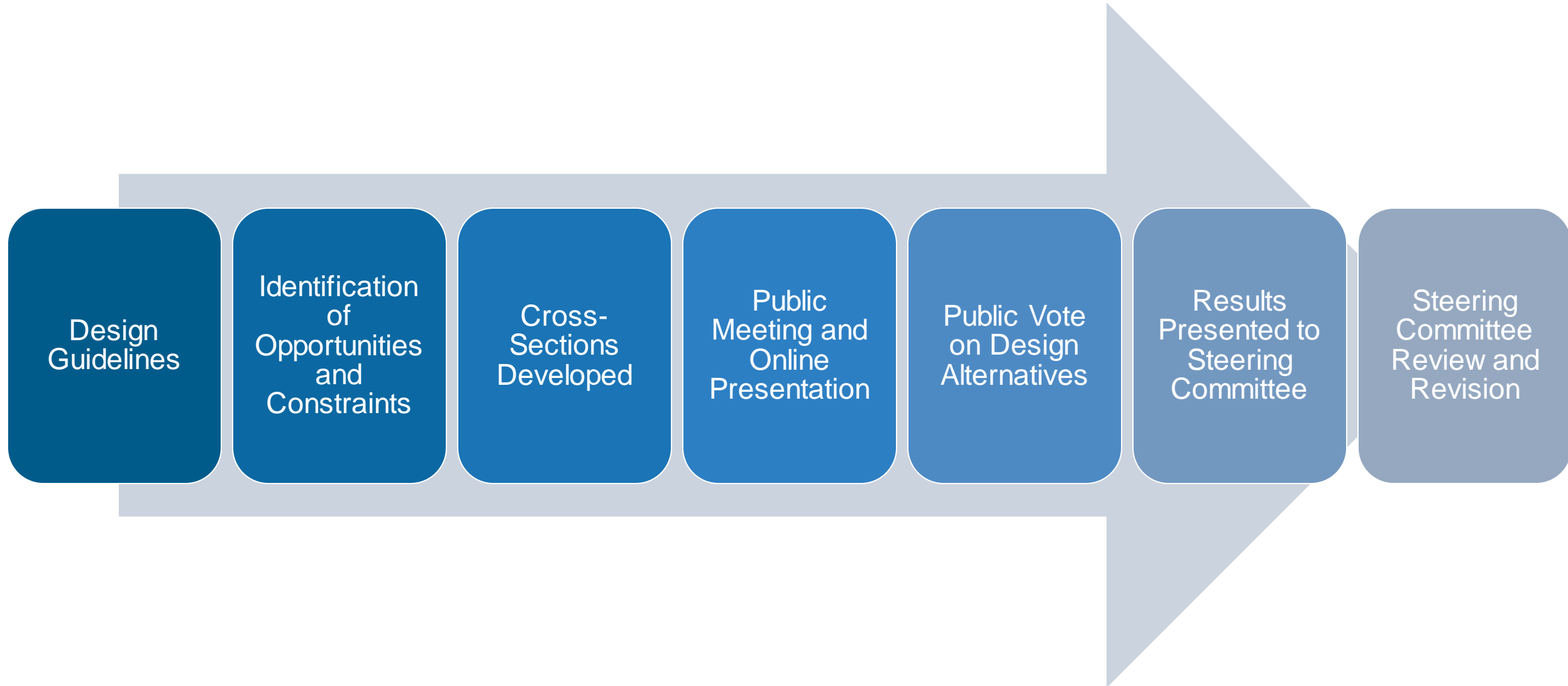
WHY COMPLETE STREETS?



PROJECT APPROACH

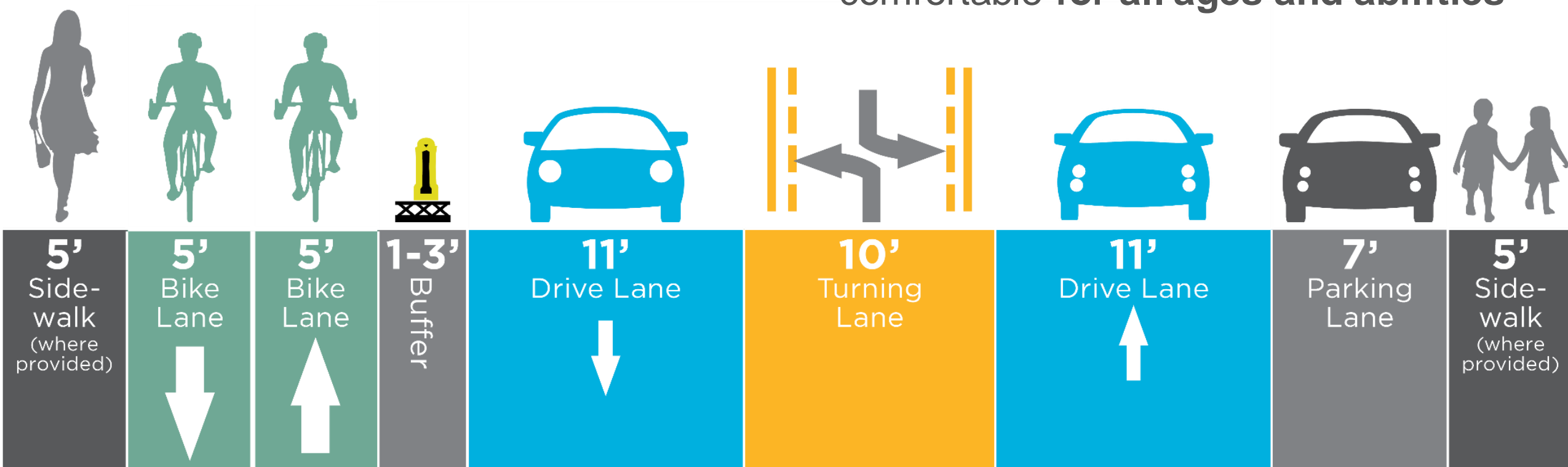


CONCEPT DEVELOPMENT STEPS



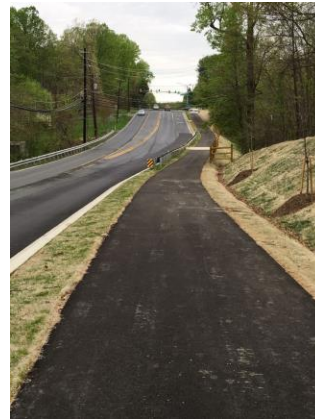
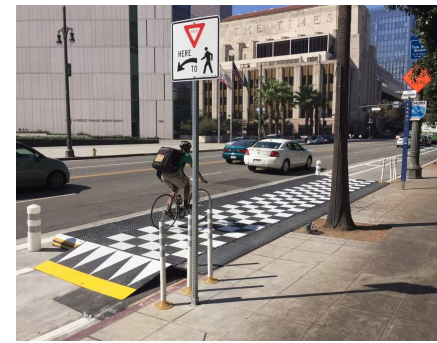
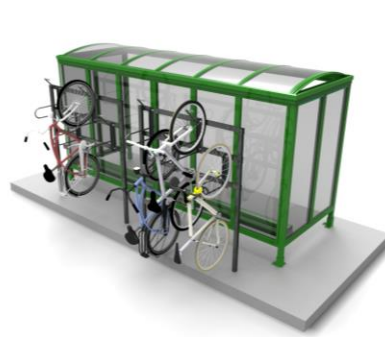
DESIGN GUIDELINES

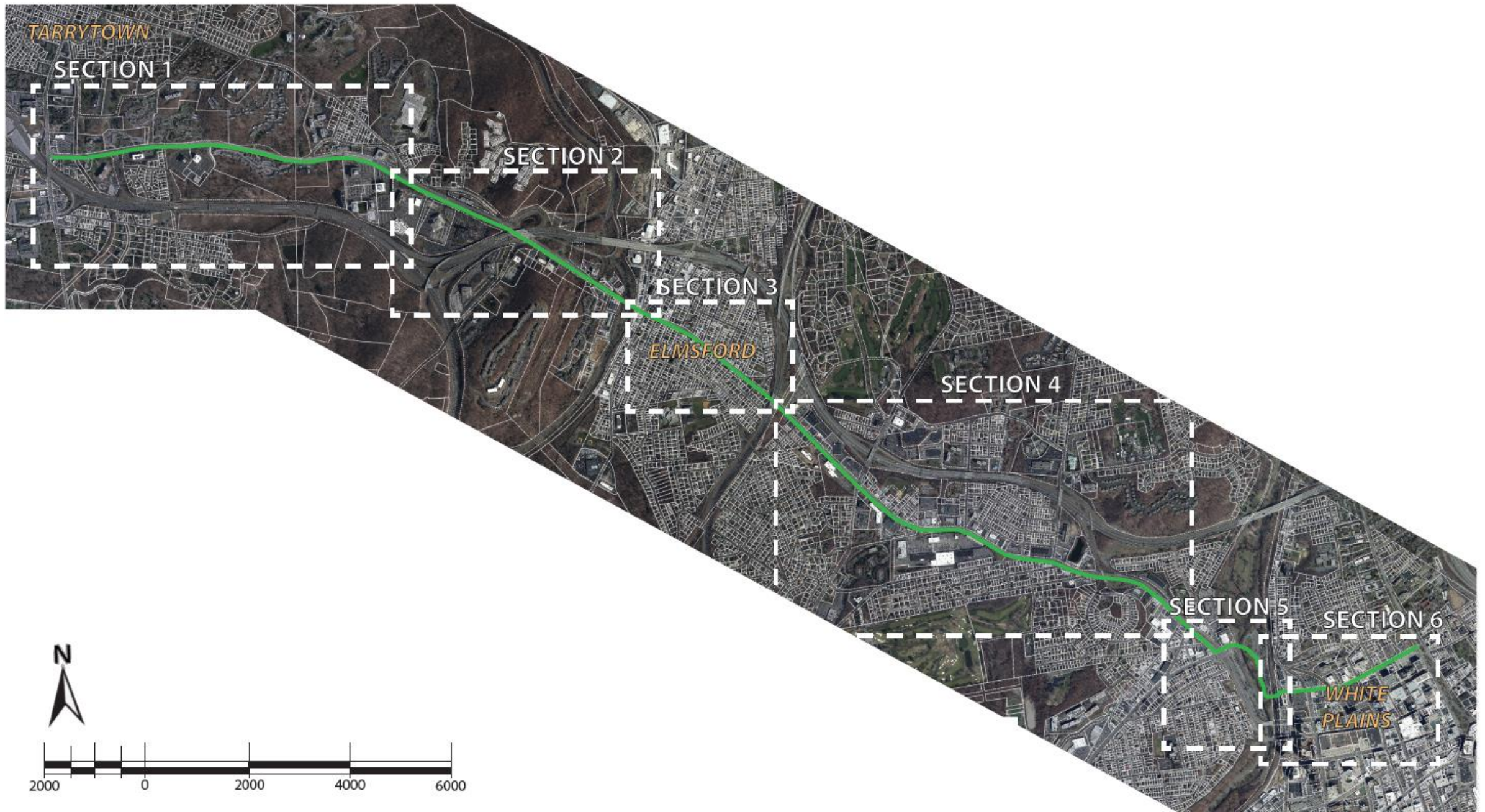
- Support existing traffic volumes
- Retain highly utilized parking
- Maintain existing vehicle level of service at key intersections
- Integrate best practices related to lane width
- Support transit access
- Propose walk and bikeways comfortable **for all ages and abilities**



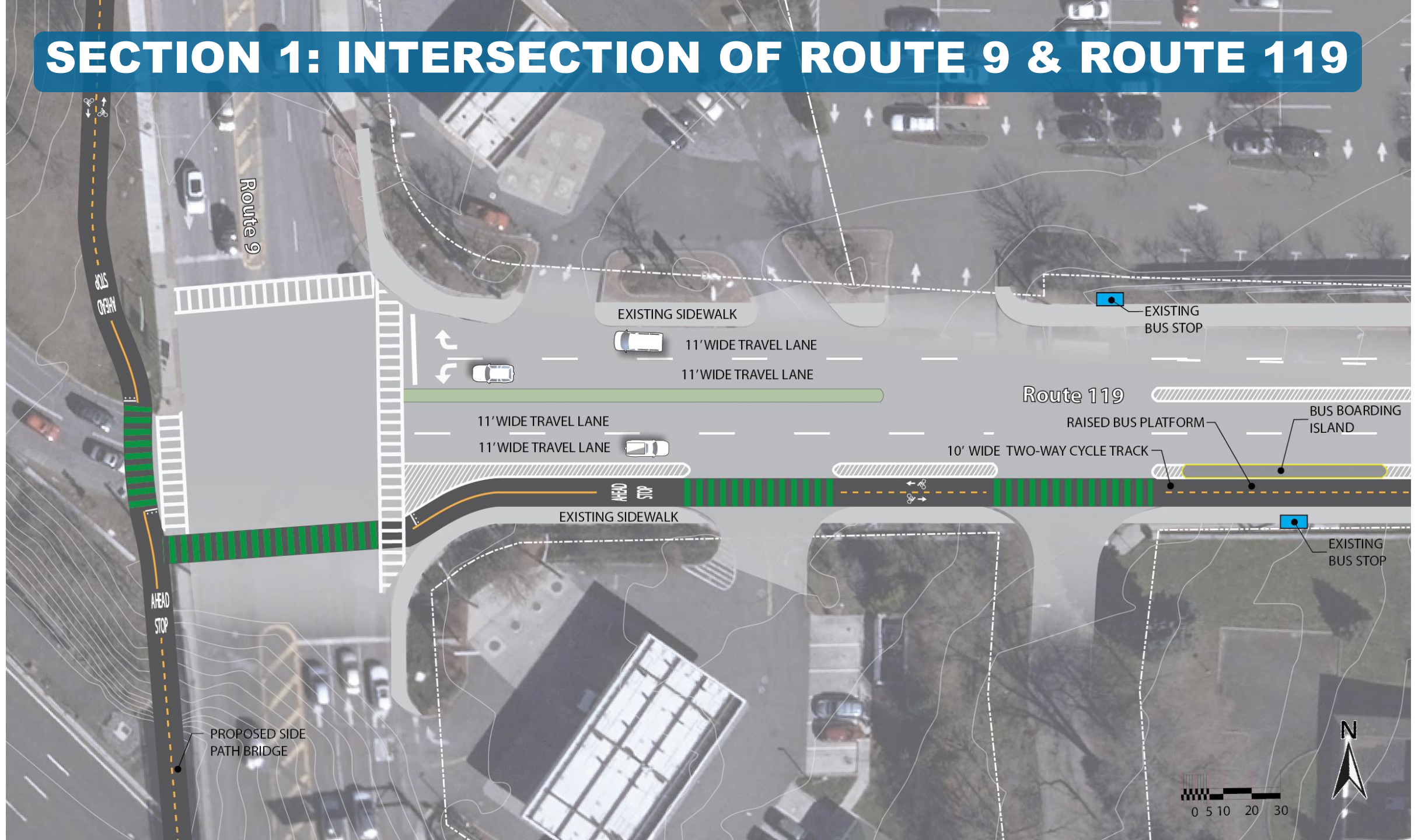
DESIGN ELEMENTS INCLUDED

- Sidewalks
- Crosswalks
- Raised medians with pedestrian islands
- Two-way protected Cycle Tracks
- Off-street shared-use path
- Shared-lane markings
- Curb extensions
- Bus platforms
- Signal timings adjustments
- New bike signals
- Bus shelters
- Pre-fabricated bike/ped bridge

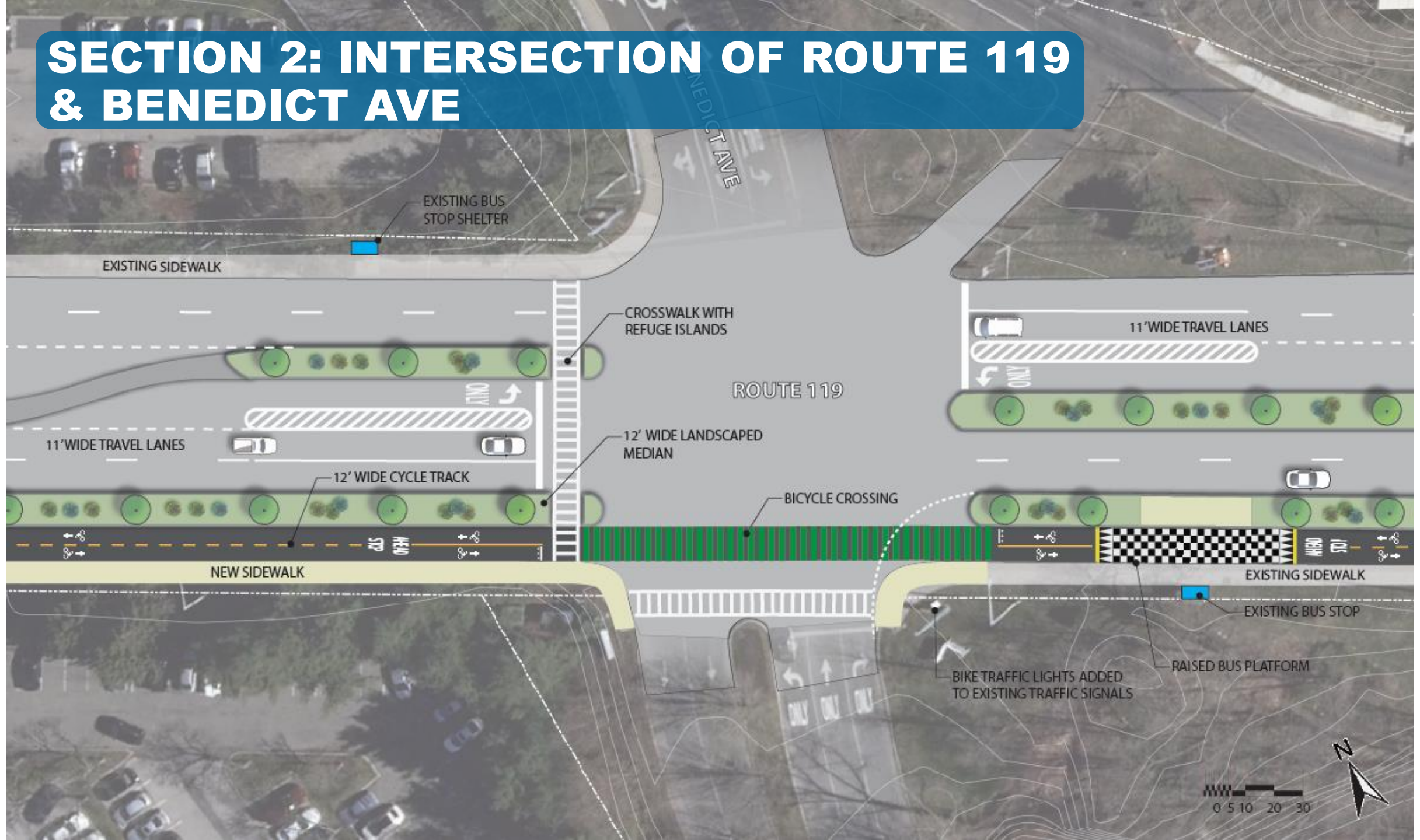




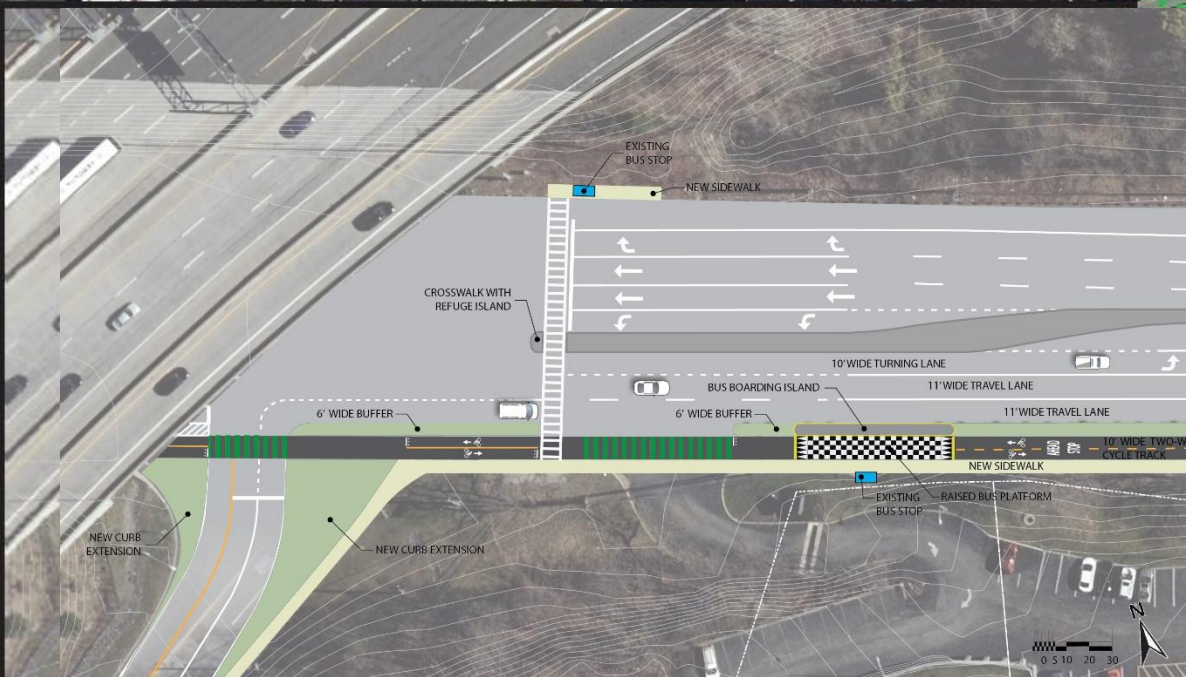
SECTION 1: INTERSECTION OF ROUTE 9 & ROUTE 119



SECTION 2: INTERSECTION OF ROUTE 119 & BENEDICT AVE



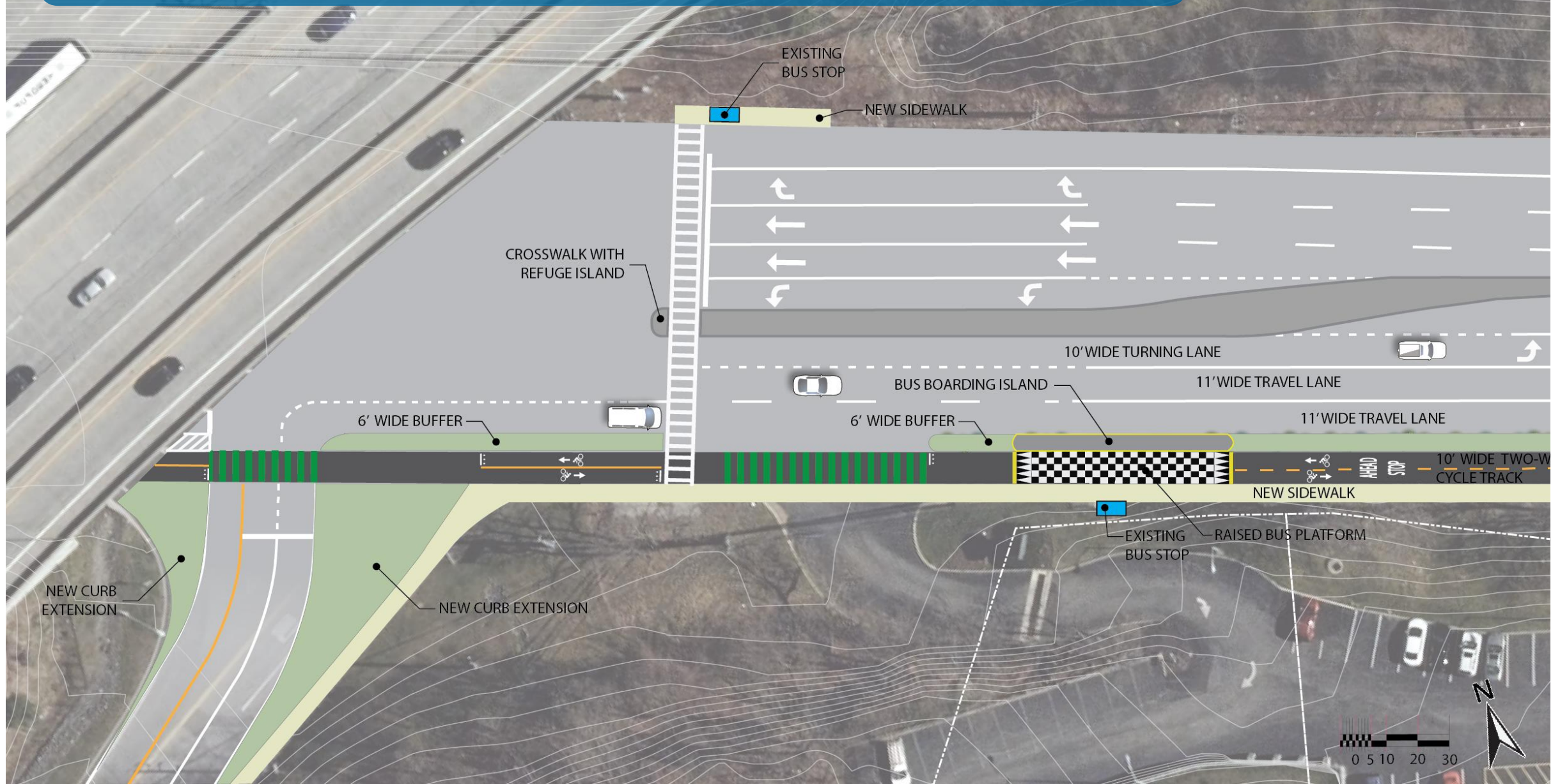
SECTION 2: FROM BENEDICT AVE TO DOWNTOWN ELMSFORD



Section 2



SECTION 2: INTERSECTION OF ROUTE 119 & TAXTER RD



SECTION 3: DOWNTOWN ELMSFORD



Section 3



SECTION 3: DOWNTOWN ELMSFORD – ROAD DIET



SECTION 3: DOWNTOWN ELMSFORD – SHARROWS



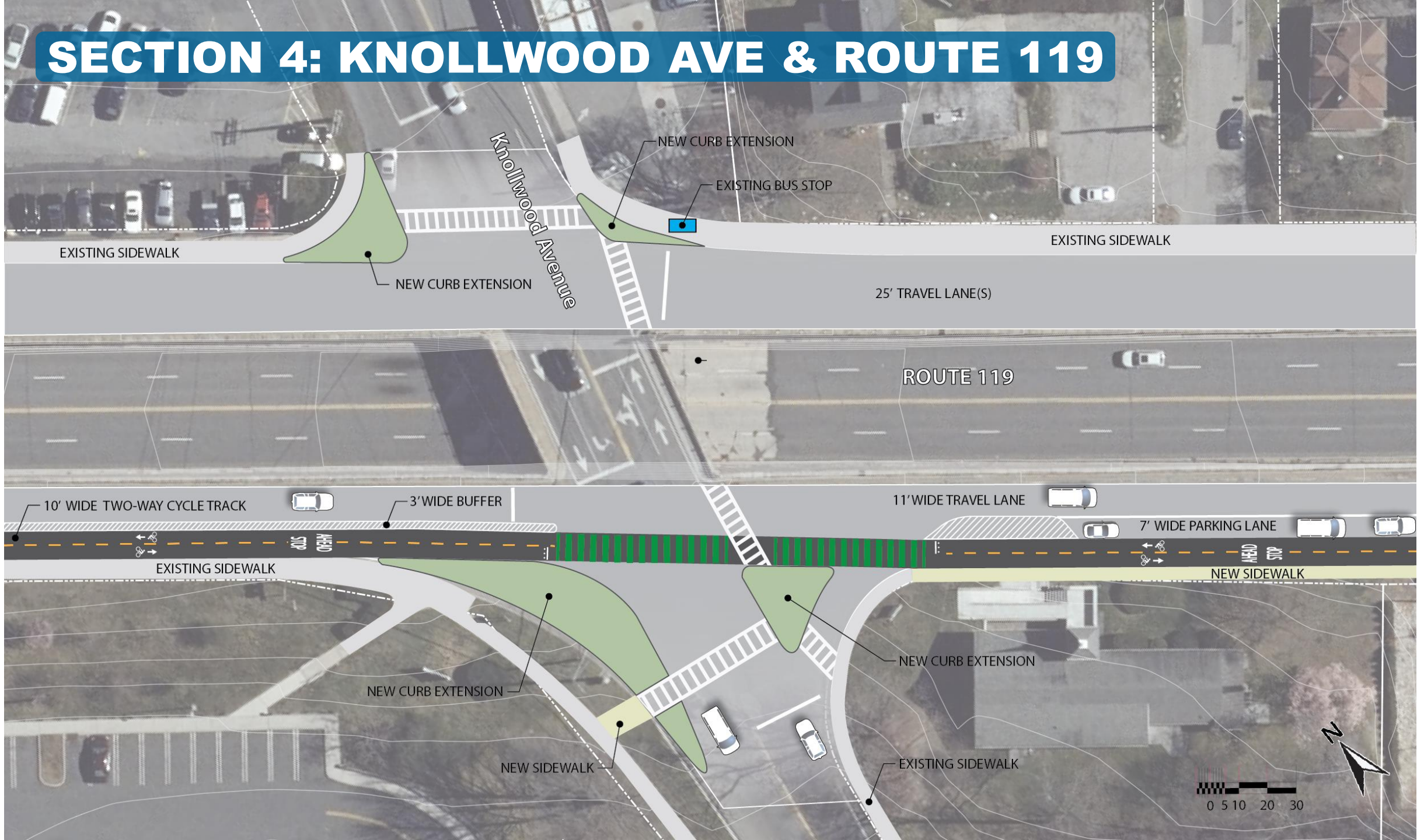
SECTION 4: FROM DOWNTOWN ELMSFORD TO NORTH CENTRAL AVE



Section 4



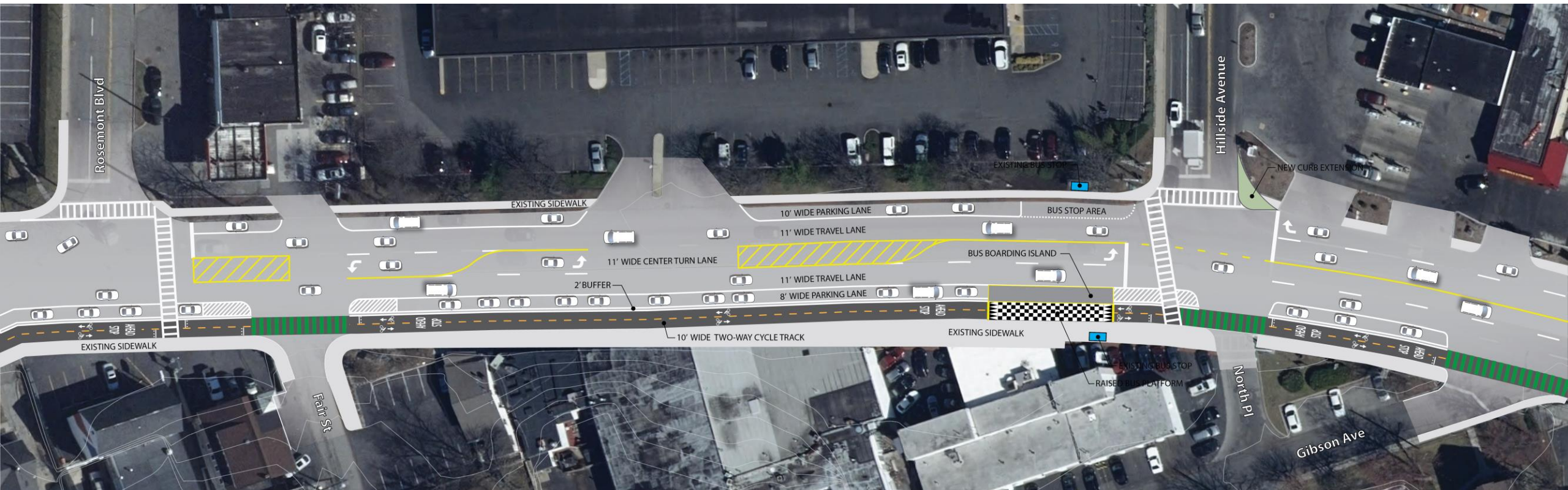
SECTION 4: KNOLLWOOD AVE & ROUTE 119

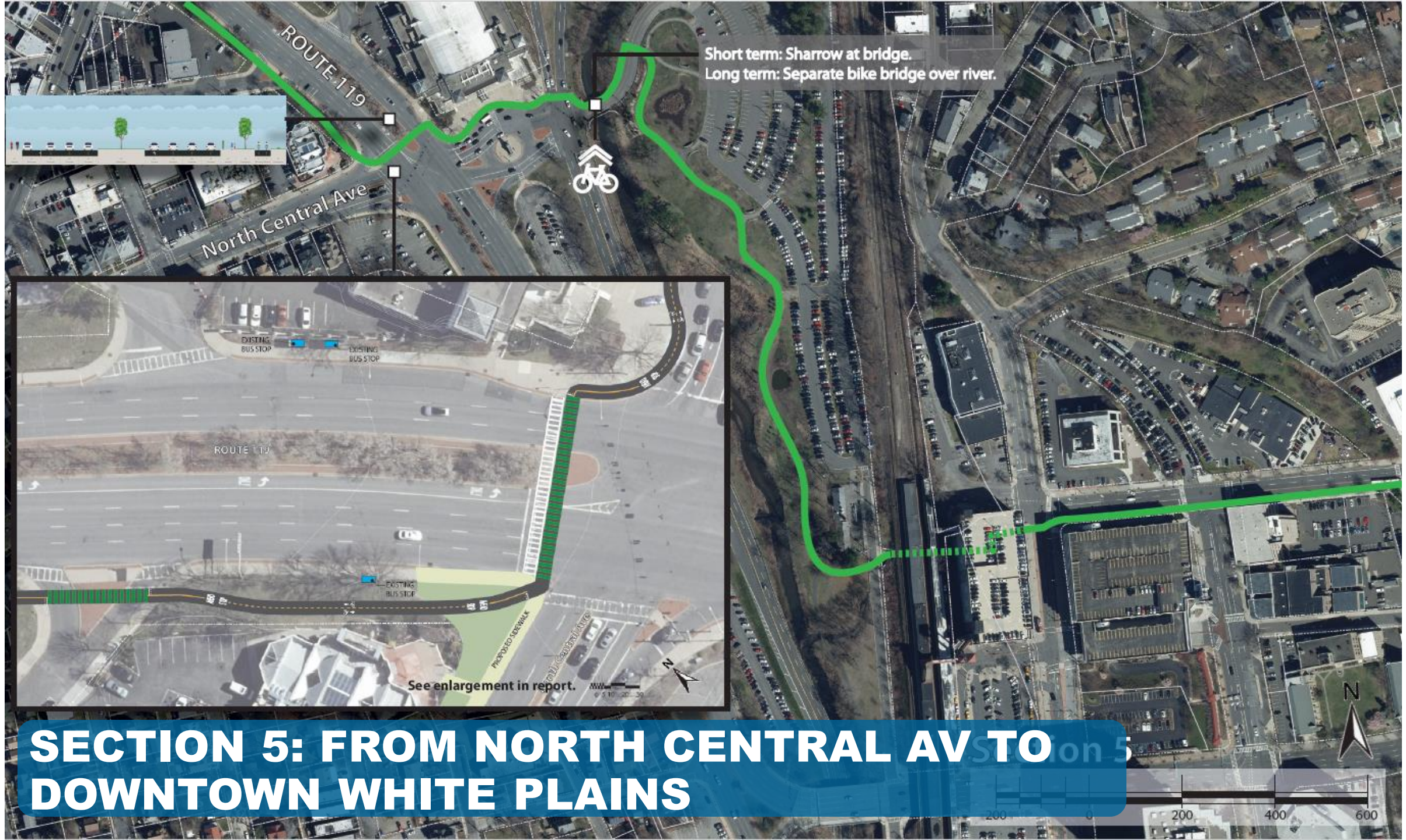


SECTION 4: HILLSIDE AVE – REMOVING OFF-STREET PARKING ON THE NORTH SIDE

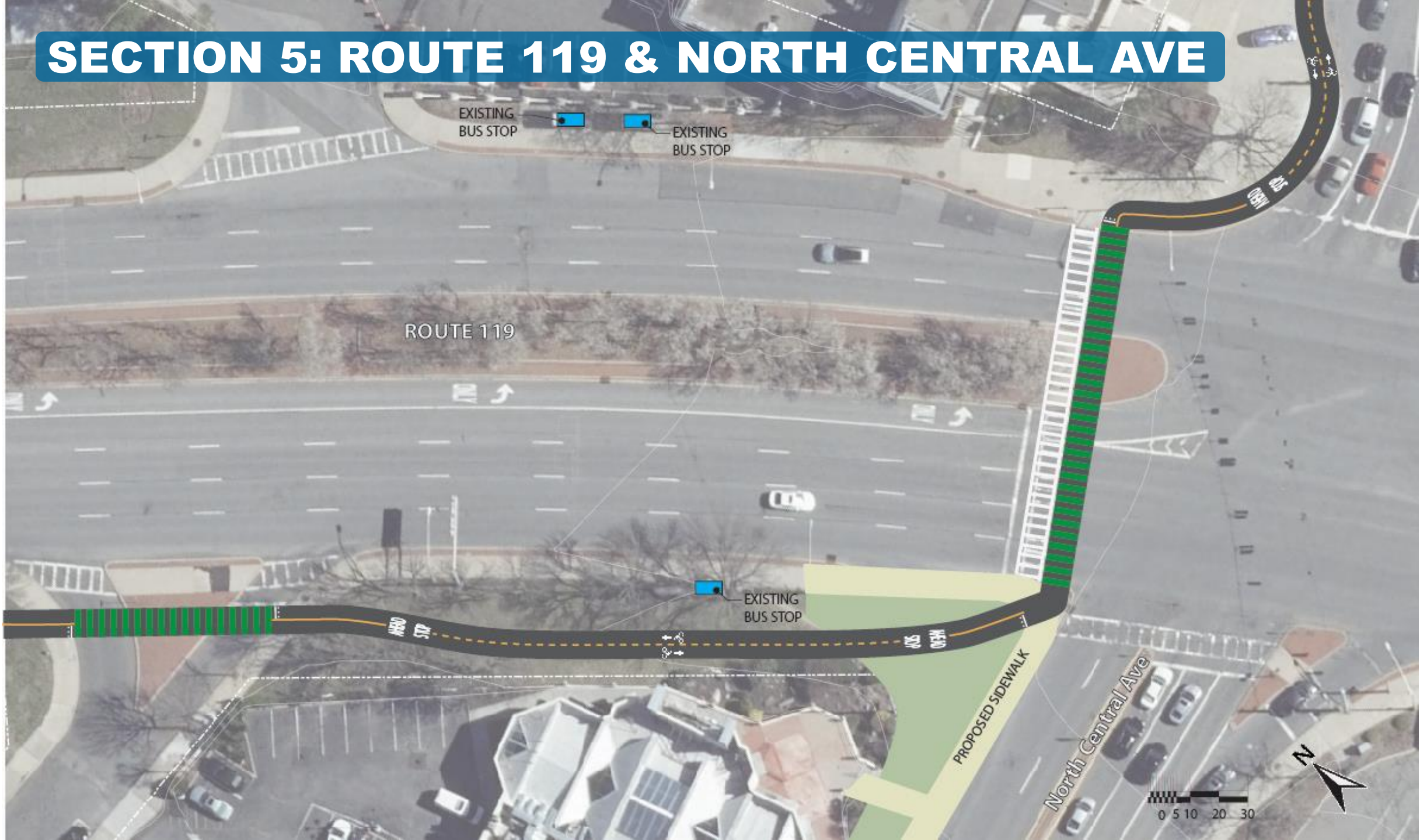


SECTION 4: HILLSIDE AVE – ROAD DIET





SECTION 5: ROUTE 119 & NORTH CENTRAL AVE



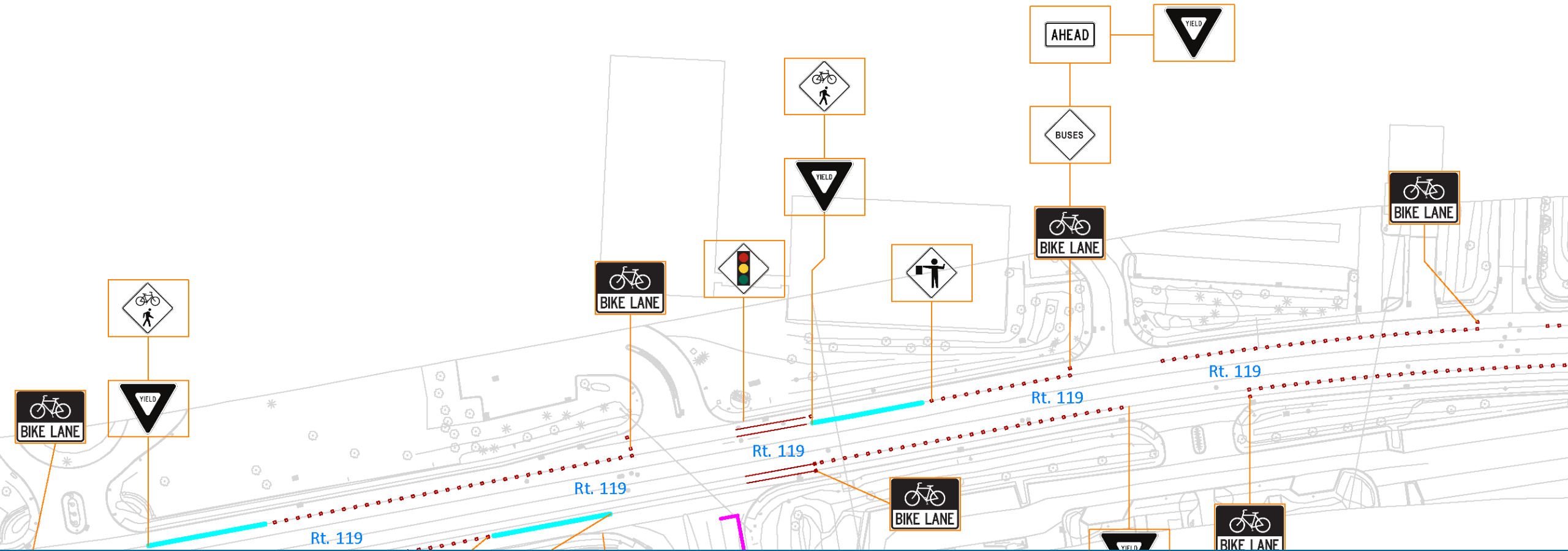
SECTION 6: DOWNTOWN WHITE PLAINS

ROUTE 119

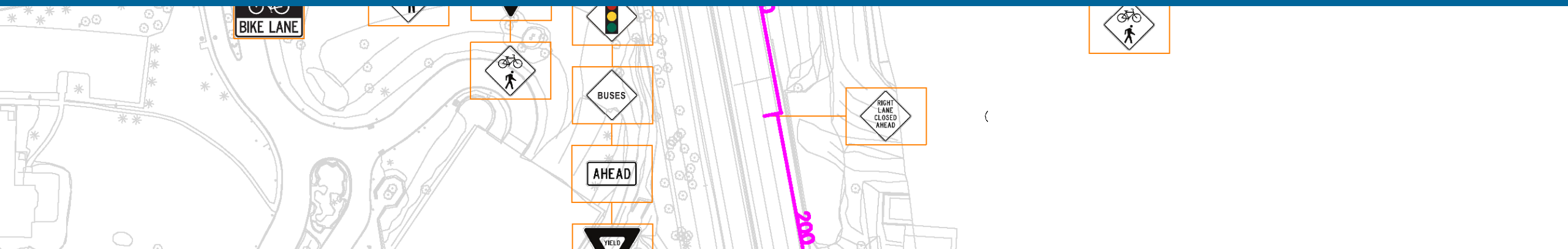
Broadway

Section 6





ACTION PLAN



ACTION PLAN

- Project list by section, road segment, and **implementation term**
- Budget regular **maintenance** of the bicycle and pedestrian network
- **Coordinated Implementation** across departments
- Improve **crash data** reports related to walking and biking
- Perform regular Bicycle, Pedestrian, Vehicle and Transit ridership **Counts**
- Continue supportive education and safety **programs**
- **Integrate pilot project/place-making** in other events along the corridor



PARKING IMPACT

- The implementation of Complete Streets requires removing 13 on-street parking spaces between Rosemont Blvd and Hillside Ave, if this road segment is road dieted.

Segment	Existing On-Street Parking Supply	On-street Parking Supply with the proposed design
Section 1: Route 9 to Benedict Ave	-	-
Section 2: Benedict Ave to SC Trail	-	-
Section 3: Downtown Elmsford	86	86
Section 4: Elmsford to Central Ave	230	217-230
Section 5: Central Ave to WC Center	-	-
Section 6: WC Center to Broadway	34	34
Total	350	337-350

TRANSIT NETWORK IMPACT

- Replace some pole-only stops with **shelters and benches**
- **Connect** all bus stops to walking network with new sidewalk and crosswalks
- **Maintains operations** at all bus stops
- In lane stops overlapping with bike network supported with **boarding platform**
- **Consolidation of stops** based on Bee-Line Routes 7 & 13 Study



TRAFFIC IMPACT

- Road diet along most of the sections (1 to 2 lanes)
- Intersections operating below NYS threshold will continue to
- Delay at other intersections will meet LOS thresholds
- Traffic review will be conducted by state in permitting process

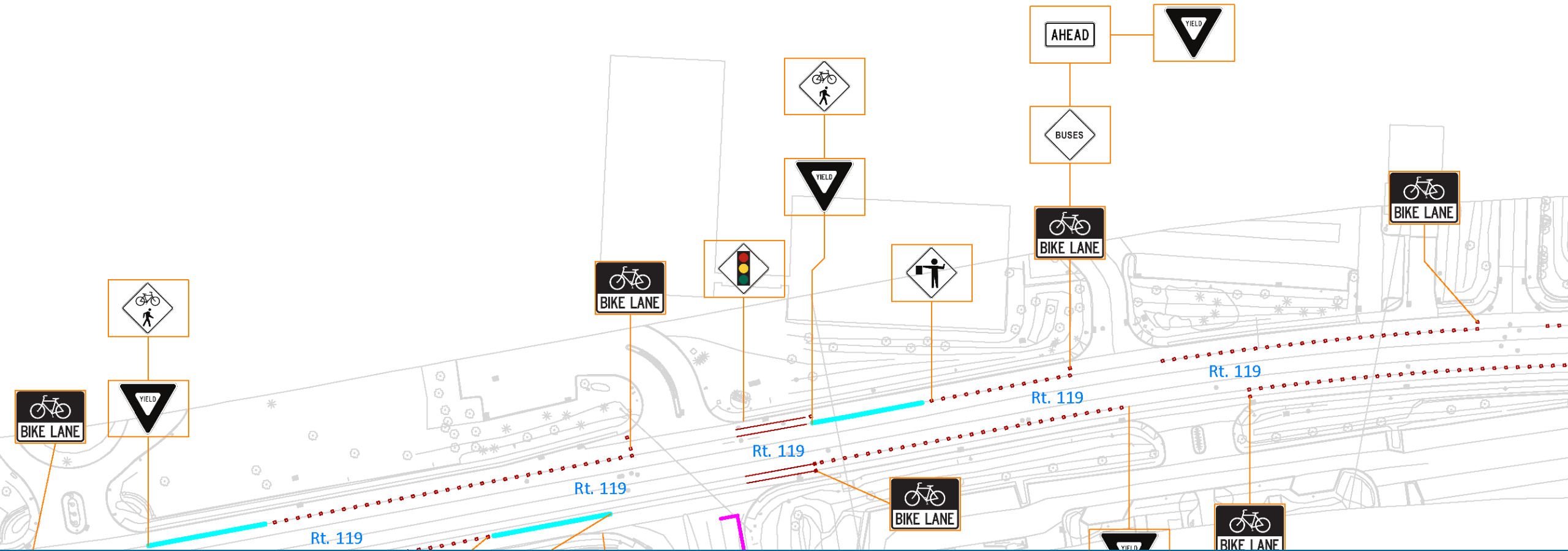
SAFETY IMPACT

- Slow traffic speeds
- Proven benefit of separation reducing collisions for all users
- Safety review will be conducted by state in permitting process

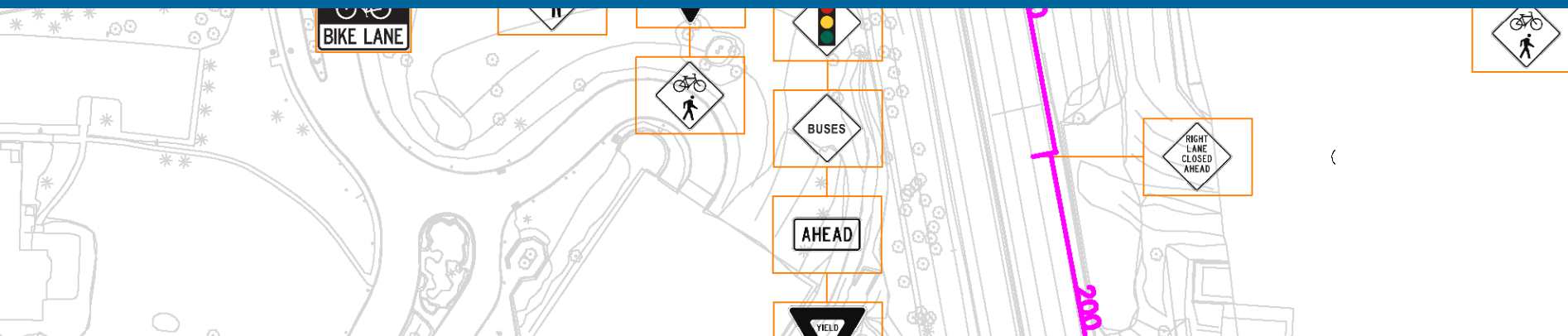
PRELIMINARY COST ESTIMATES

- Total construction estimate between \$11M and \$13.3M, depending on options chosen
- Expectation of joint grant application and funding for engineering design and construction

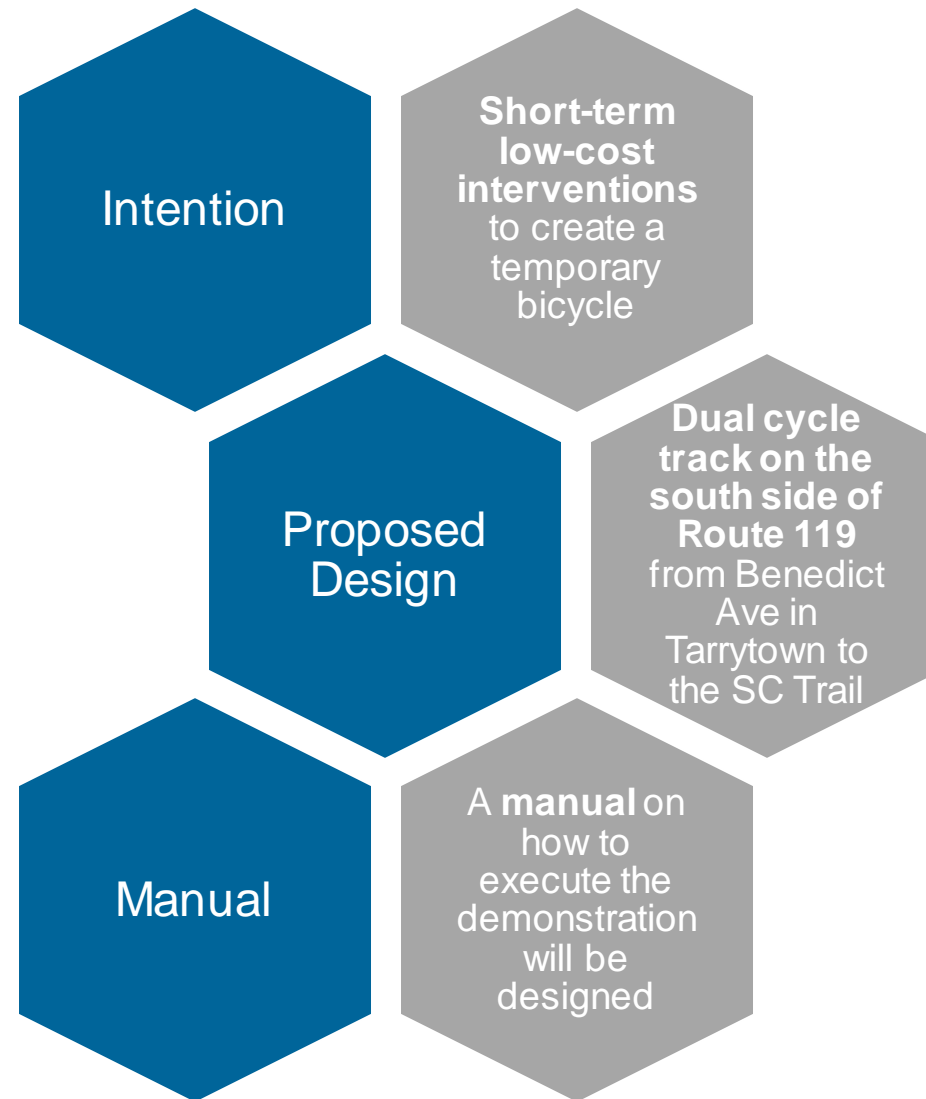
Segment	Average Cost Estimate (Sharrows in Elmsford & over Bronx River bridge)	Average Cost Estimate (Road diet in Elmsford & pre-fabricated bike/ped bridge over Bronx River bridge)
Section 1: Route 9 to Benedict Ave	\$3.6M	\$3.6M
Section 2: Benedict Ave to SC Trail	\$2.6M	\$2.6M
Section 3: Downtown Elmsford	\$0.5M	\$1.3M
Section 4: Elmsford to Central Ave (WP)	\$3.5M	\$3.5M
Section 5: Central Ave (WP) to WP MNR	\$0.7M	\$2.2M
Section 6: WC Center to Broadway	\$0.5M	\$0.5
Total	\$11M	\$13.3M



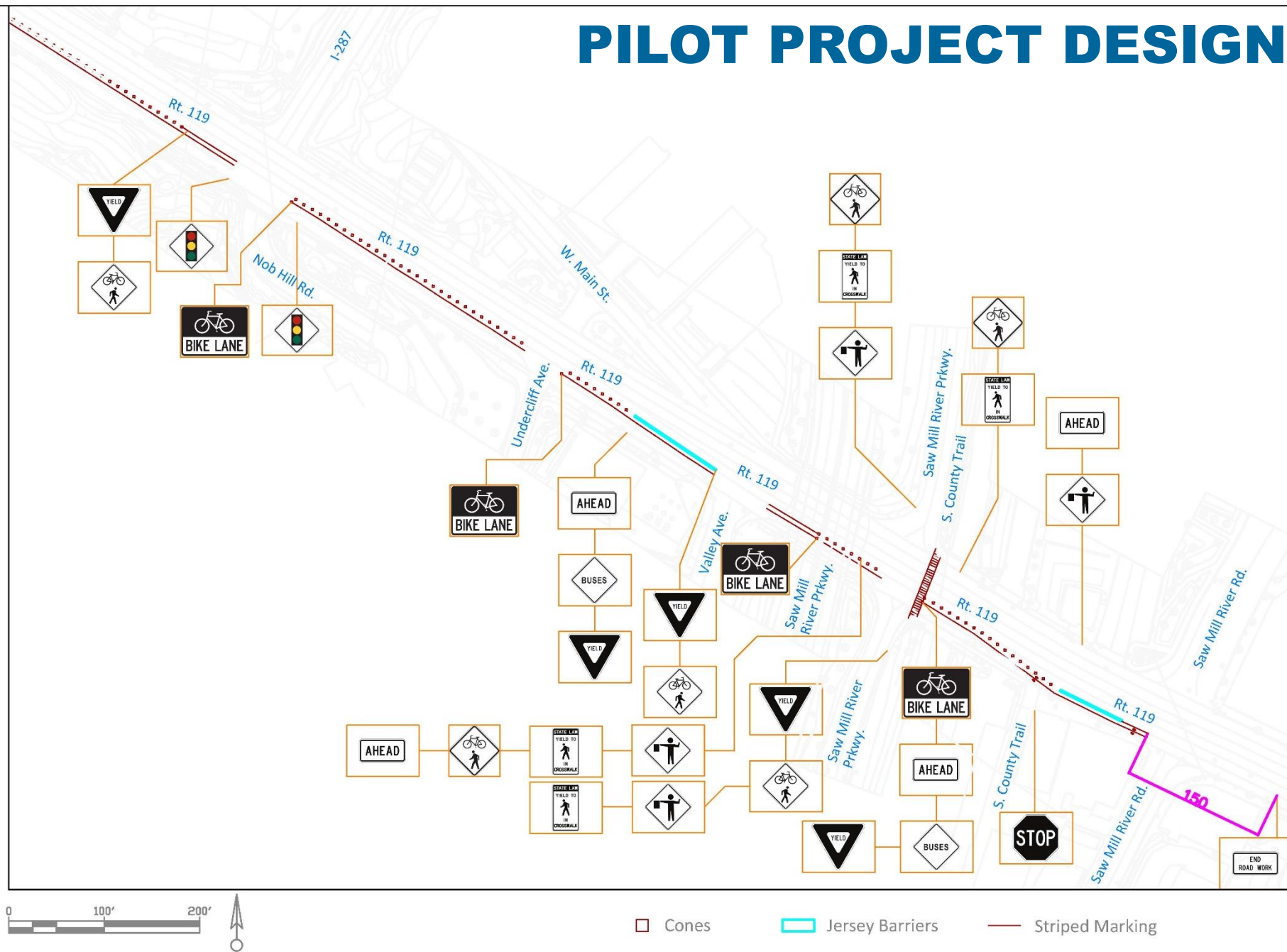
PILOT PROJECT DESIGN



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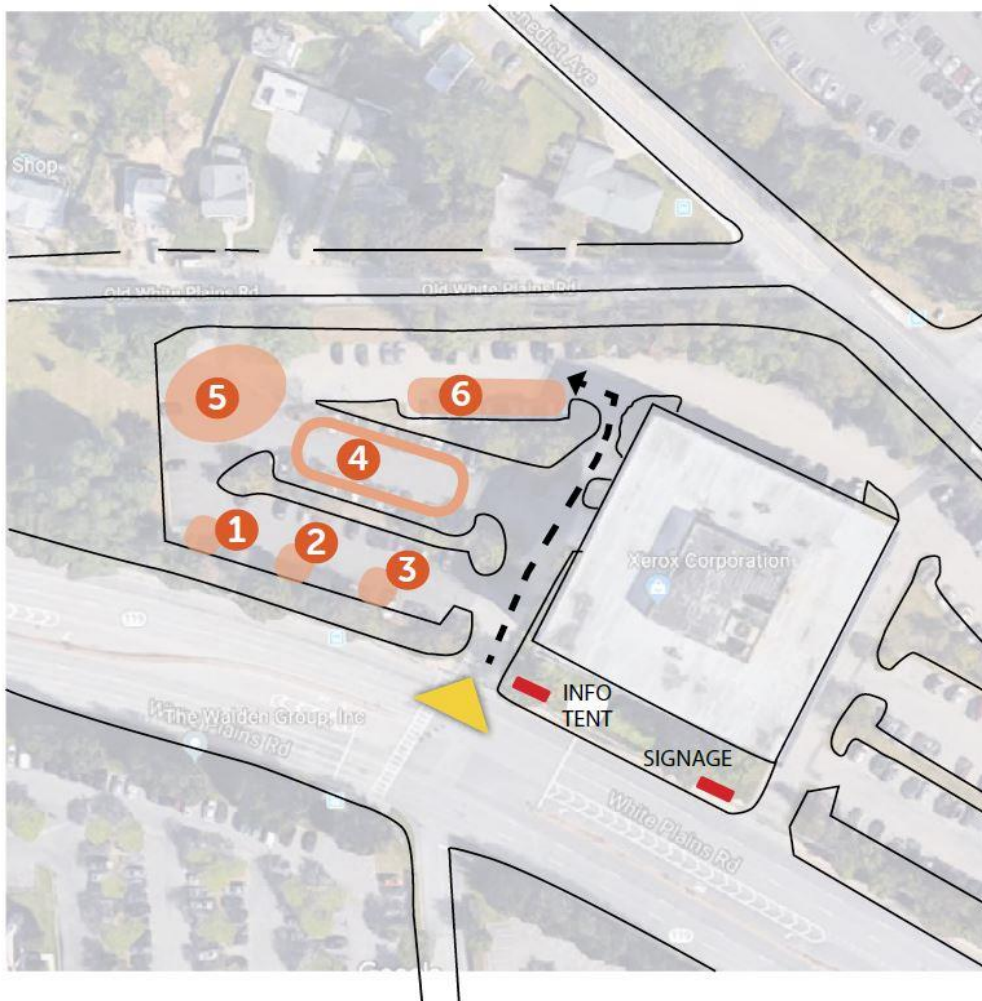
PILOT PROJECT DESIGN



DRAWN:	DESIGN:	REVIEWED:	DATE	PROJECT:
			17 August 2018	
Rt. 119 Demonstration Bike Lane Westchester County, NY				
sheet				6
				of 6

PILOT PROJECT DESIGN – SITE ACTIVATION

555 WHITE PLAINS



1 BIKE POWERED BUBBLES/MUSIC



2 BIKE POWERED SMOOTHIE STATION



3 BIKE POWERED CHARGING STATION



4 BIKE REPAIR/BIKE RODEO



5 PAINTED PLAYGROUND GAMES



6 BIKE PARKING

NEXT STEPS



Confirm support
of each
municipality



List of potential
funding sources



Secure grant
funding



Preliminary
engineering for
design



State evaluation
and approval

QUESTIONS?

Talk to Us

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