

The background of the slide is a grayscale photograph of a two-lane road with white dashed lines, receding into the distance. On the left side of the road, there are trees and a grassy area. On the right side, there are more trees and a hillside. A large, semi-transparent blue rectangle is overlaid on the upper half of the image, containing the title text.

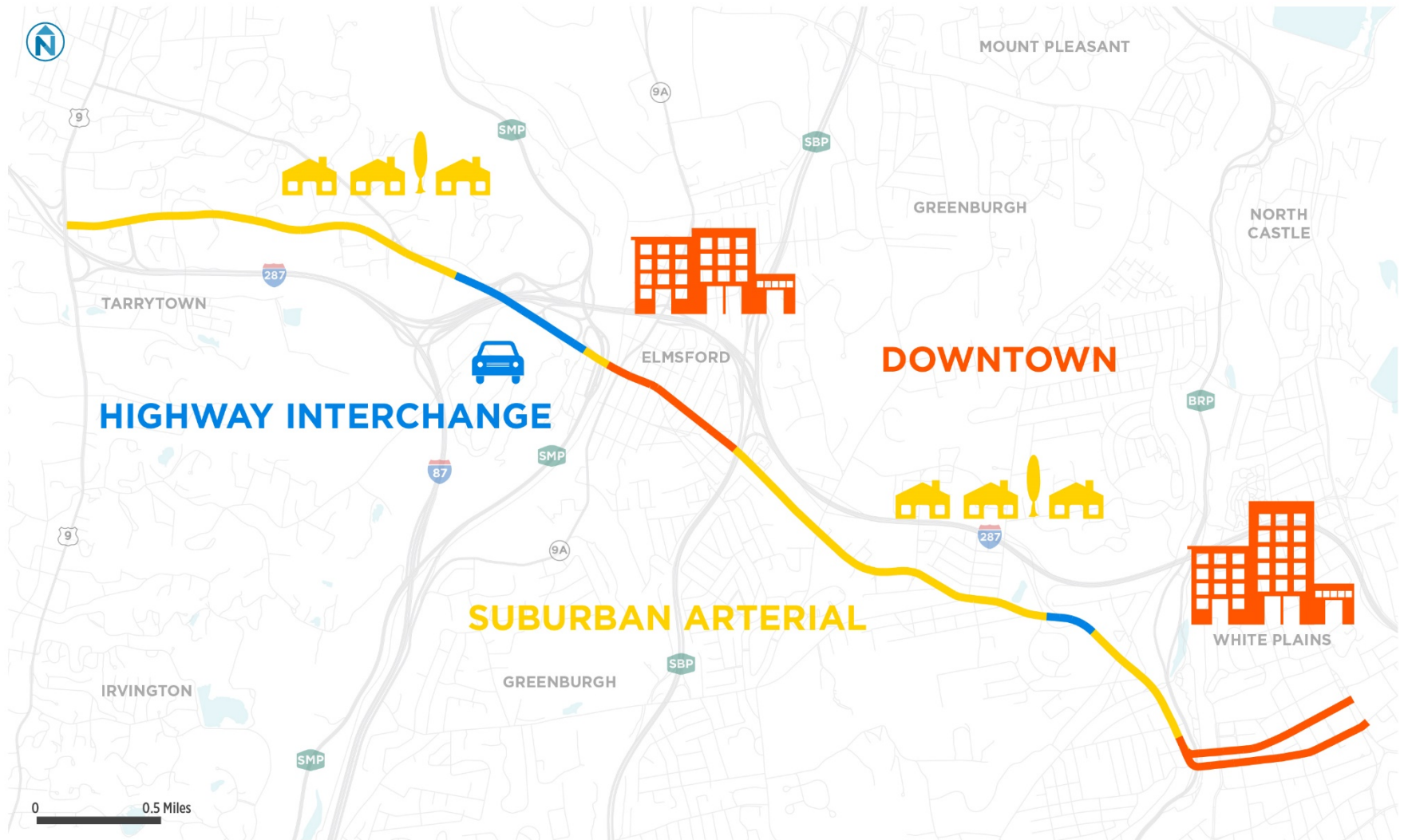
Route 119 Complete Street Design Plan Public Workshop #1

January 2018

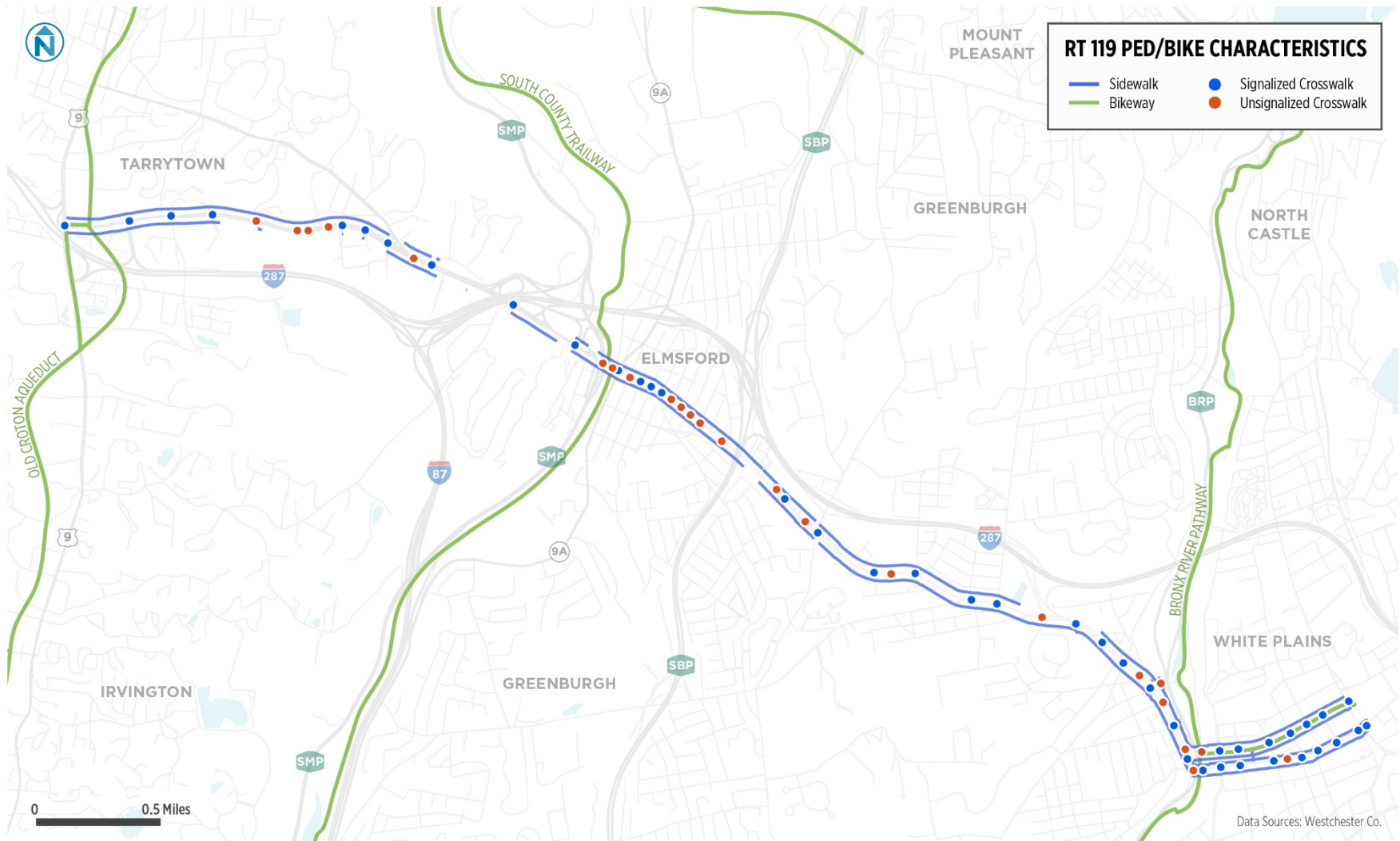
PROJECT GOALS

- Integrated pedestrian network
- Improved pedestrian safety
- Continuous bicycle/pedestrian path/access from White Plains to Bridge
- Enhance multimodal access throughout corridor
- Placemaking: opportunities to create experiences, character, intrigue, & identity
- Enhance *place* function while respecting the *through* function
- Destination Corridor: tourism for locals and visitors alike
- Address parking, snow removal, maintenance needs
- “Quick Build” techniques

NY ROUTE 119



PEDESTRIAN & BIKE INFRASTRUCTURE



EXISTING CONDITIONS: Varied Pedestrian Experience



Source: GoogleMaps

EXISTING CONDITIONS: Bus Stop Access



Source: Google Maps

EXISTING CONDITIONS: Gore Points



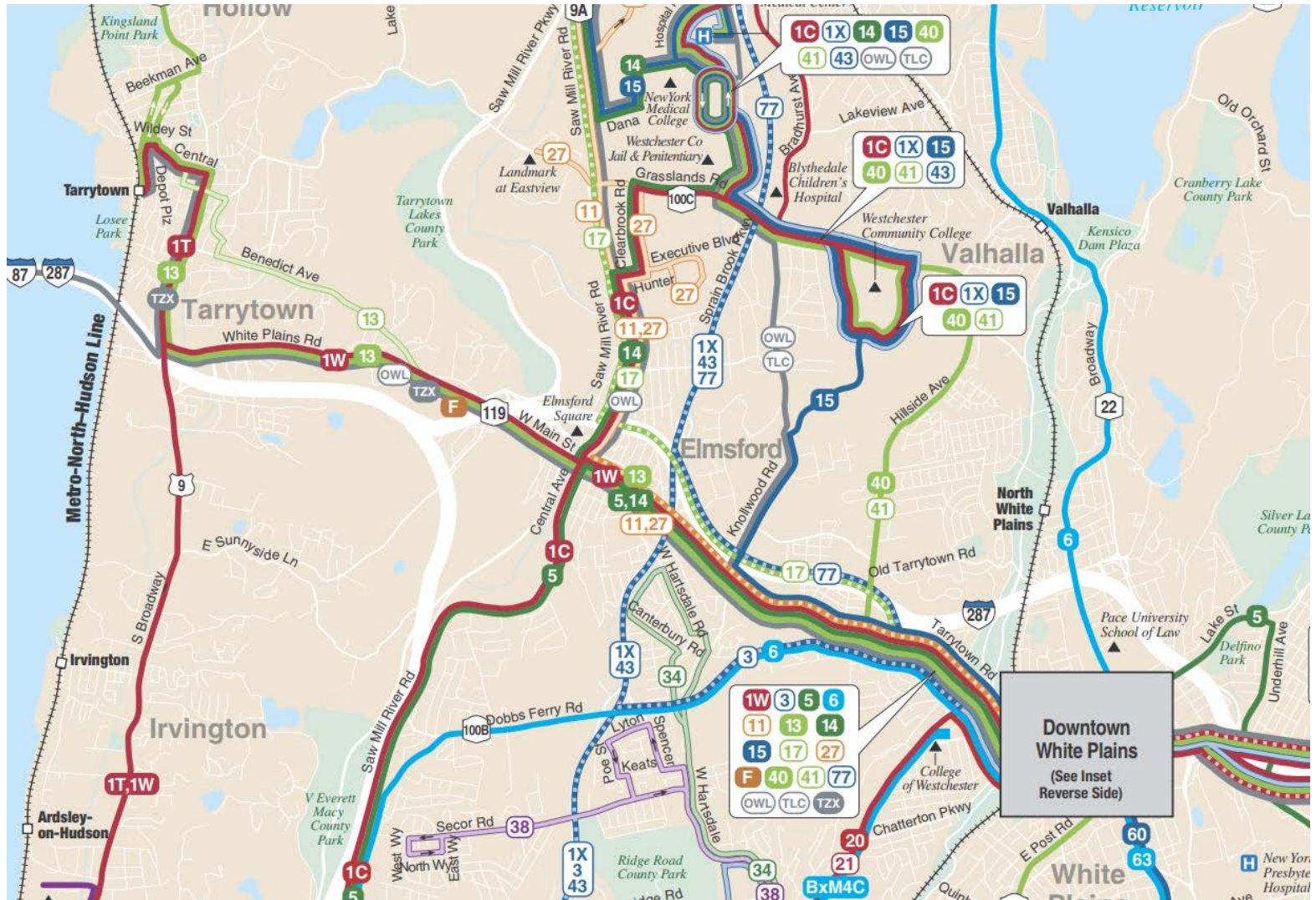
Source: GoogleMaps

MULTIMODAL ANALYSIS

- 9% of work trips within study area are made by walking (54% driving)
- 16 % of corridor households rely on transit, walking, and biking to get around



TRANSIT CONNECTIONS



Source: Westchester.gov

COMPLETE STREETS

Tips for Every Type

Streets are for... **GOING PLACES**

TRANSPORTATION

Complete Streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities

Source: National Complete Streets Coalition



WHY COMPLETE STREETS?

Complete Streets

Provides healthy
transportation options

Allows the economy to grow

Protects and improves our environment

Supports vibrant,
walkable neighborhoods

Improves safety and comfort



APPROPRIATE SPEEDS COMFORTABLE FOR ALL USERS CONTEXT-SENSITIVE

Sidewalks Crosswalks Refuge medians Parking

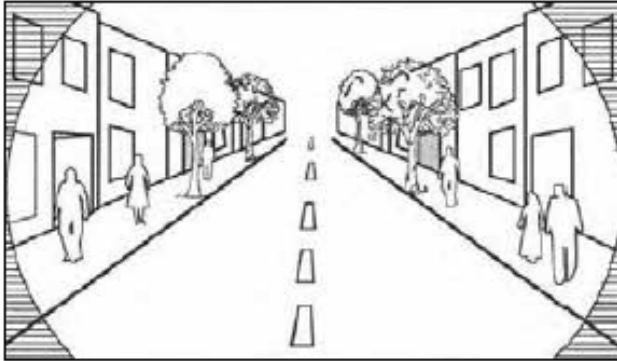


Bus lanes

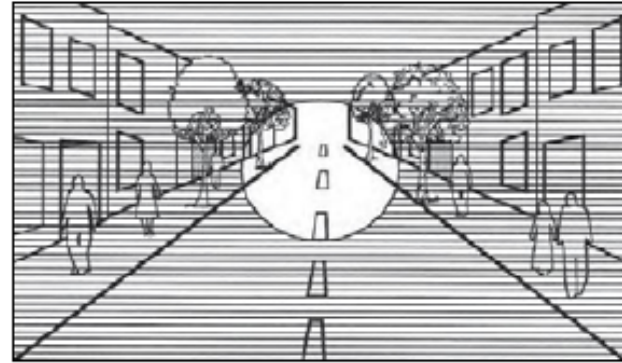
Landscaping

Lighting

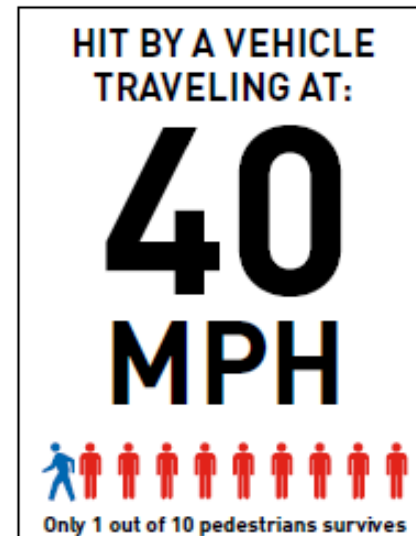
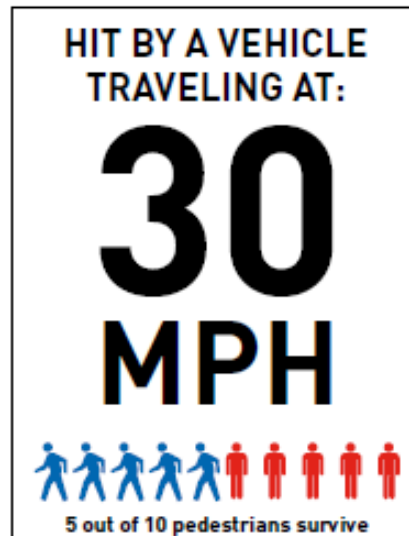
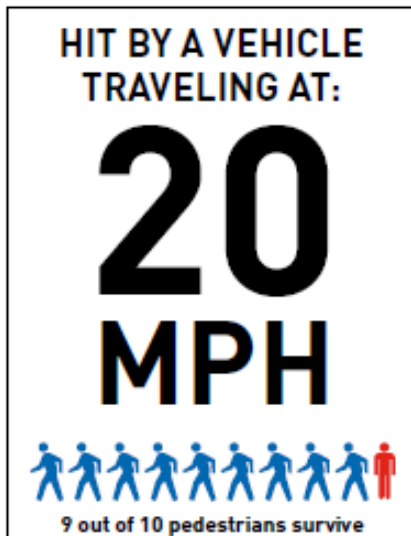
WHY SPEED MATTERS



Field of Vision at 15 mph

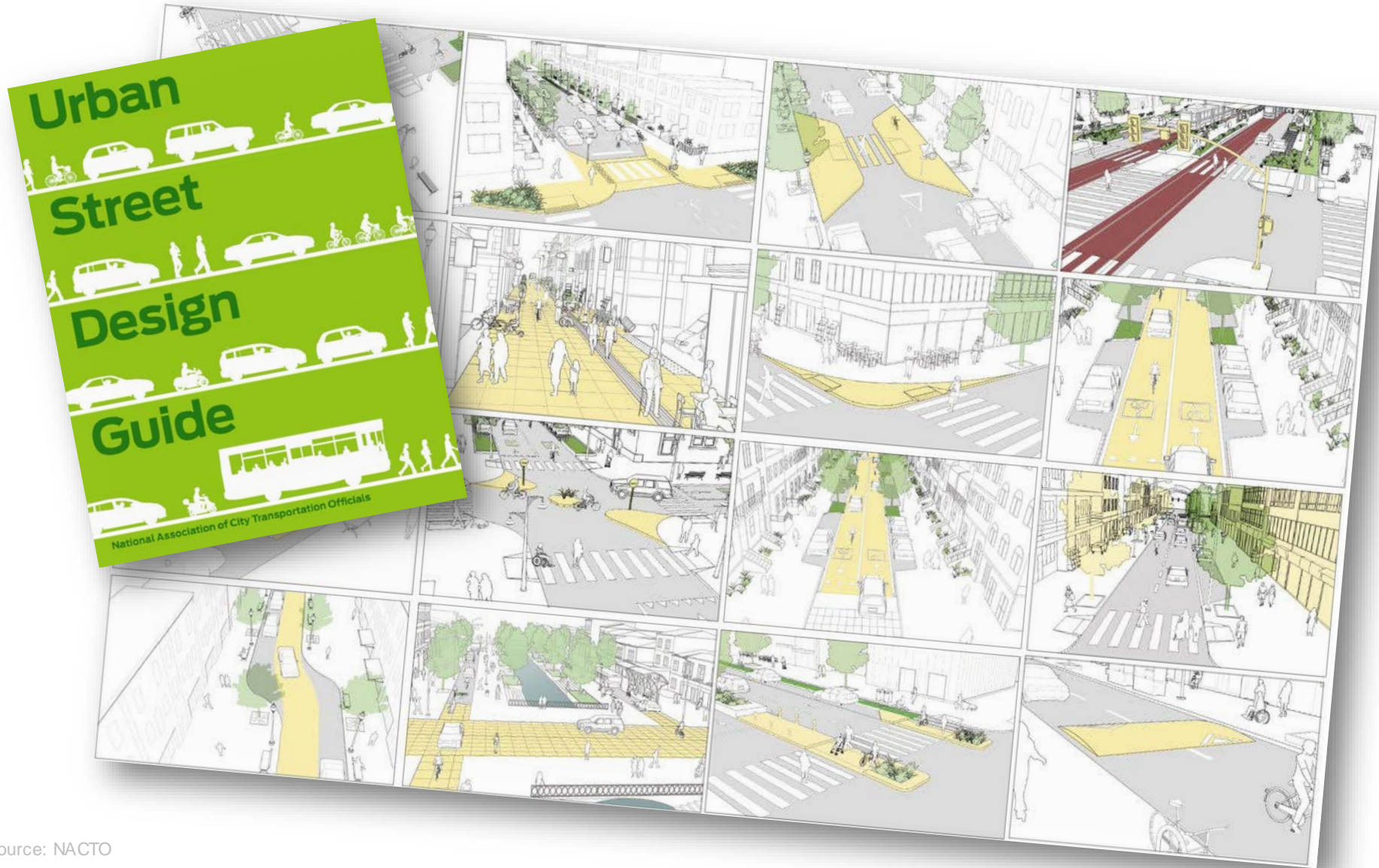


Field of Vision at 40 mph



DESIGN FOR LOWER SPEEDS

(a.k.a. Traffic Calming)



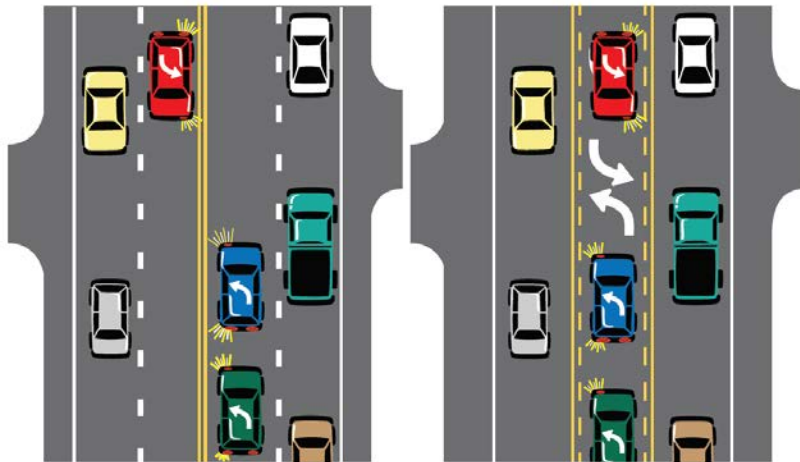
DESIGN FOR LOWER SPEEDS

(a.k.a. Traffic Calming)



DOWNTOWN THOROUGHFARE

DESIGN FOR SAFETY



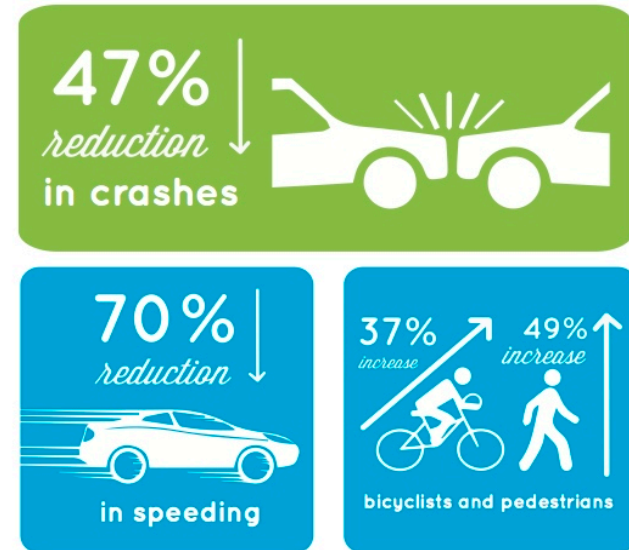
Before

A four-lane undivided road operating as a de facto three-lane cross section.

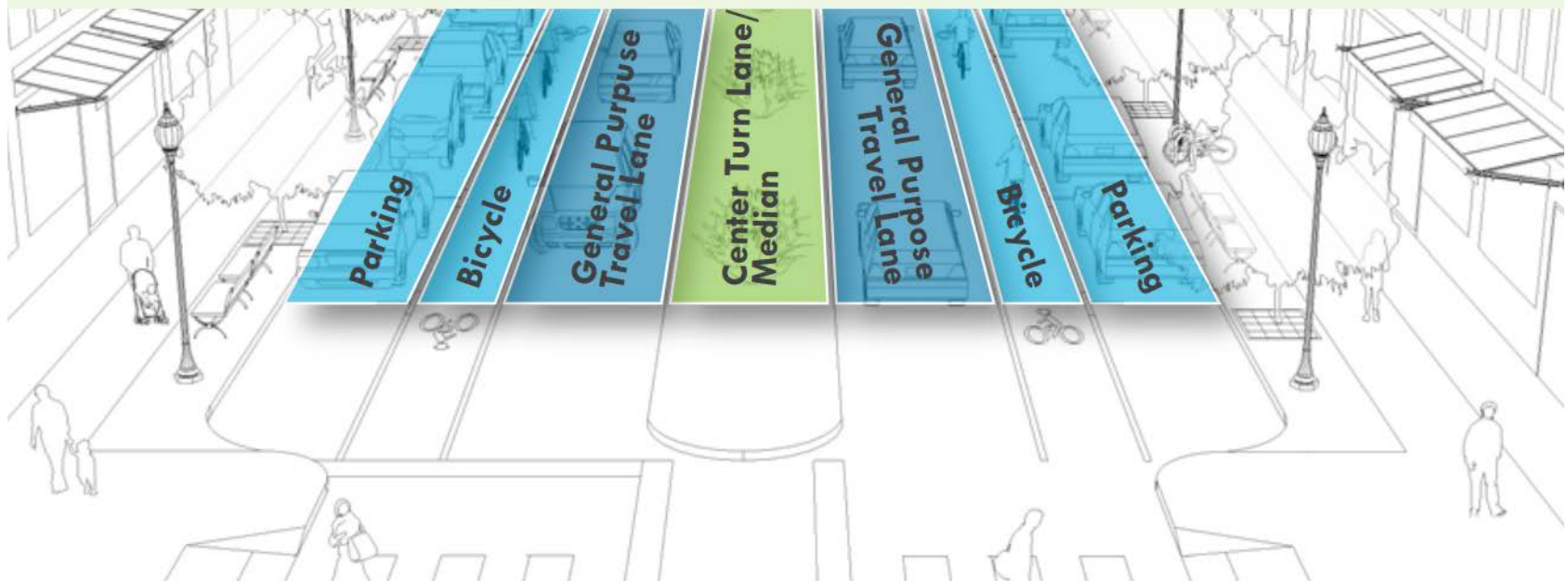
After

A Road Diet providing a two-way left-turn lane.

Road Diet Benefits

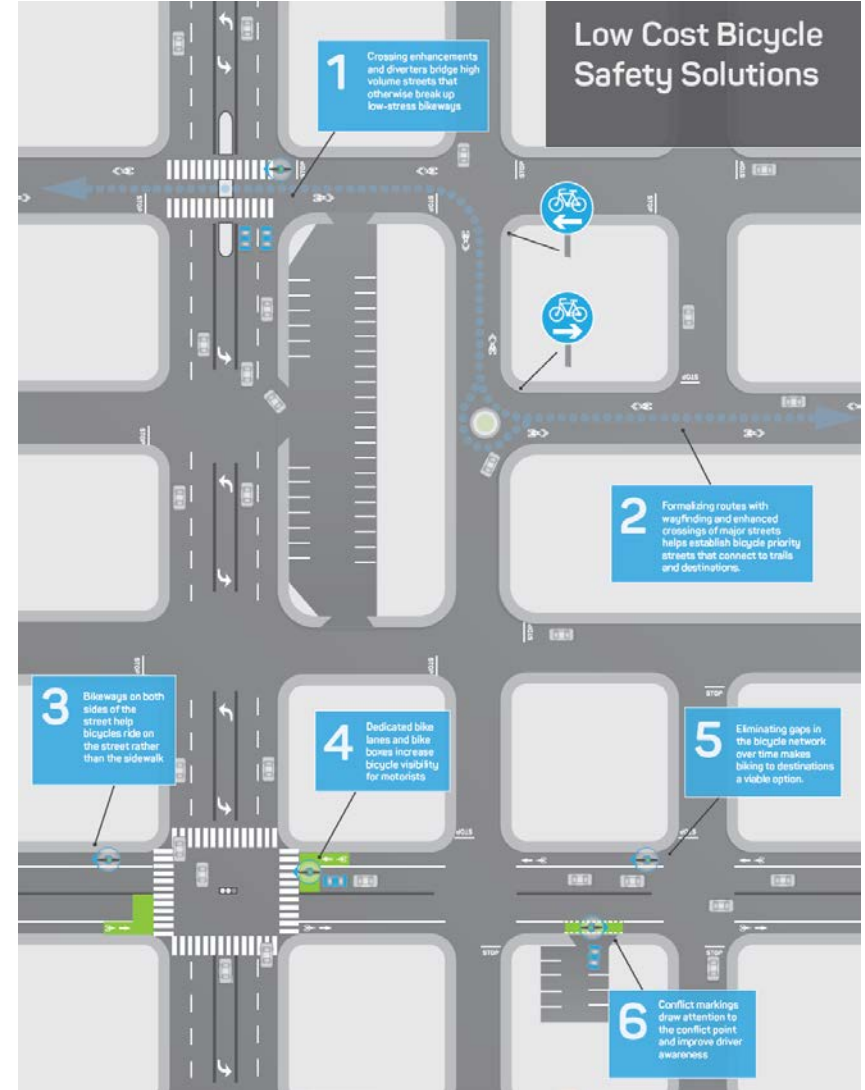
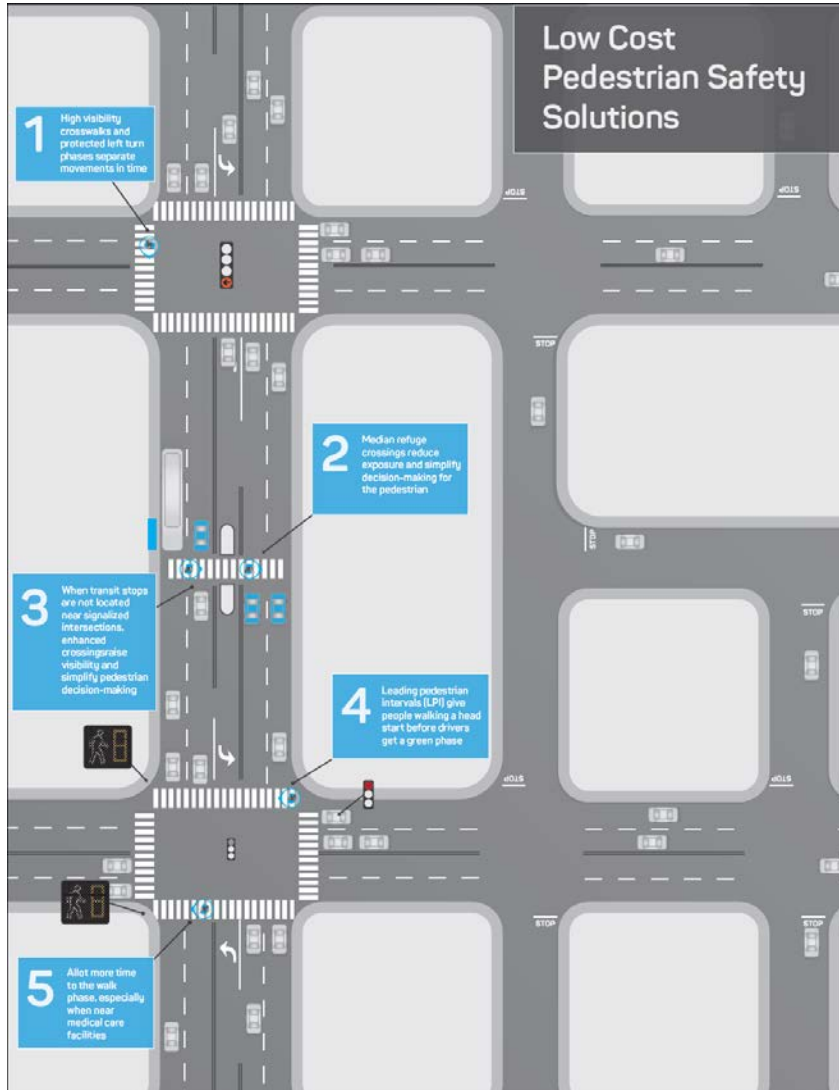


DESIGN FOR SAFETY



Source: Nelson\Nygaard

DESIGN FOR SAFETY



STREET TYPOLOGY

A Variety of **Complete Street Types** in every Street Network



TYPES

USES

NEIGHBORHOOD STREET



NEIGHBORHOOD ST / BIKE BLVD

LANE

DESTINATION STREET

SUPPORT STREET



MEW

ALLEY

COMMERCIAL AVENUE

AVENUE

BOULEVARD

COMMERCIAL BOULEVARD



RURAL HIGHWAY

RURAL DRIVE

INDUSTRIAL ACCESS ROAD

PATH



PLACEMAKING TO COMPLETE THE STREETS

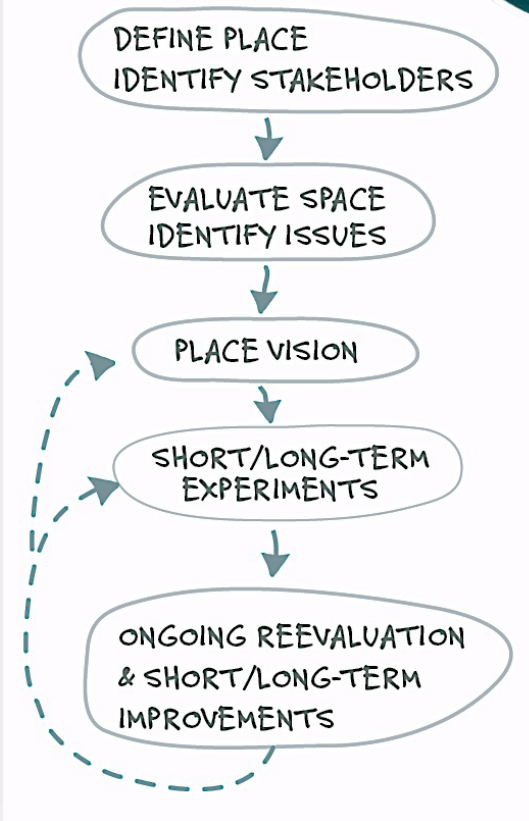
*Like few other places, streets are a public stage
where life unfolds.*

Streets are for... **PEOPLE**

PLACEMAKING

- Attractions & Destinations
- Identity & Image
- Active Edge Uses
- Amenities
- Management
- Intrigue, Uncertainty, Humor
- Flexibility

PROCESS



ATTRactions & DESTinations

- Attract *diverse* users
- Provide a rich variety of things to do
- Cluster activities (triangulate)



IDENTITY & IMAGE (AUTHENTICITY)

- Showcase local assets to create a distinct sense of place
- Businesses, pedestrians and drivers raise their behavior (conform, respect) to this vision



ACTIVE EDGE USES

- Sense of Enclosure
- Ground Level Transparency
- Physical Connections



AMENITIES

- Public and private seating options
- Triangulate to support use – cluster sidewalk elements like benches, waste baskets, planters, lampposts, cafes



INTRIGUE, UNCERTAINTY, HUMOR



MANAGEMENT

- Maintenance and security
- Programming – daily activity generators and cultural, civic events



FLEXIBILITY

- Prioritize People space
- Street design can respond to community use



FLEXIBILITY

There is **no singular design prescription** for Complete Streets; each one is unique and **responds to its community context.**

Source: National Complete Streets Coalition



AASHTO Guide for Achieving **Flexibility** in Highway Design (p.15)

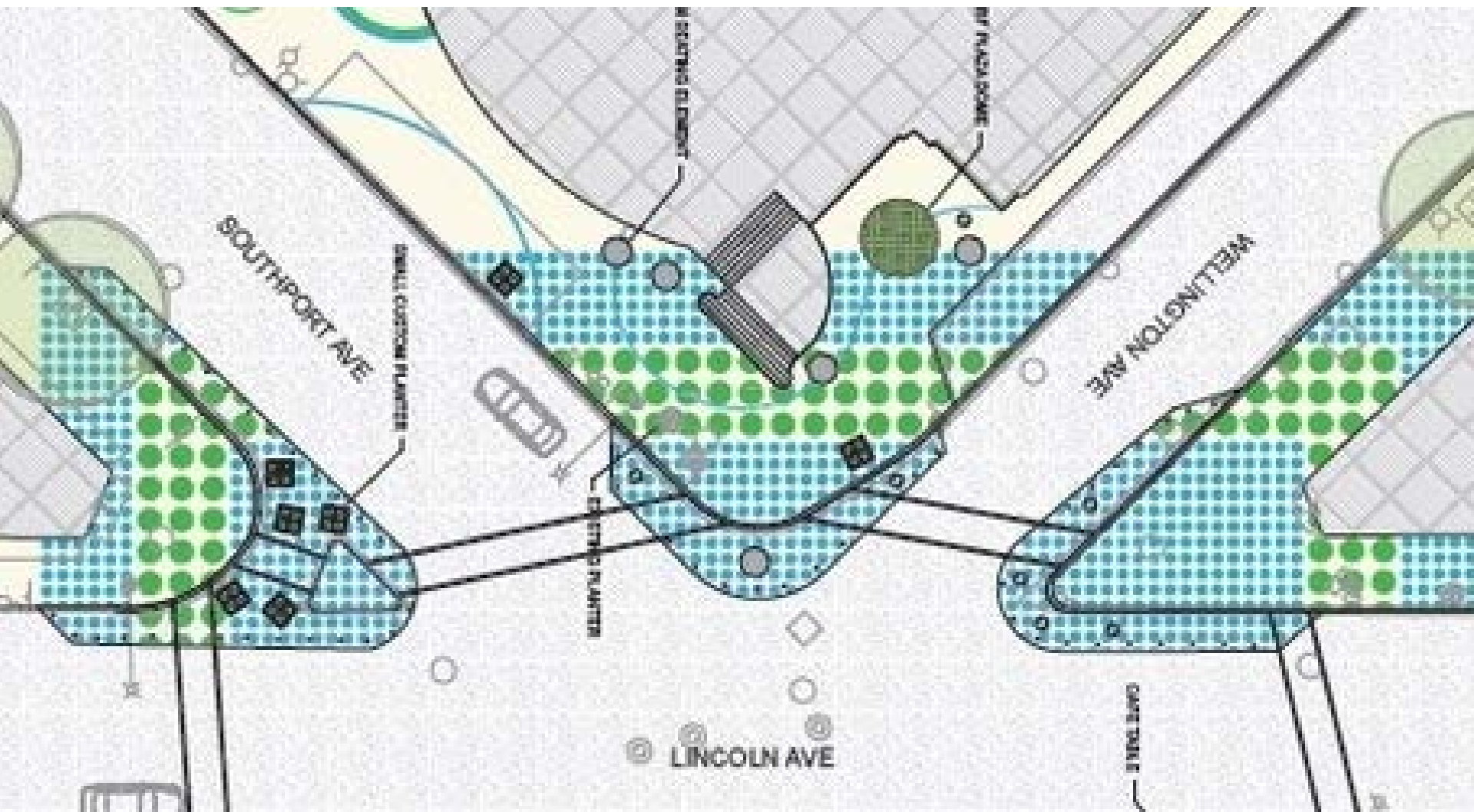
“Selection of a design level of service represents an important design control that is a **choice of the project team**. This choice should be made carefully, with the input and understanding of the community and all stakeholders...”

A flexible or **context-sensitive approach** for a project acknowledges the need to tailor the level of service to other design controls and constraints within the context of the project’s purpose and need.”

LQC SPECTRUM OF CHANGE



People for Bikes: Quick Builds for Better Streets



Increasing People Space - Chicago



Lincoln Hub, Chicago, IL. Built in 2015. Photo Credit: John Greenfield

Increasing People Space - Chicago

DEMONSTRATION



DEMONSTRATION



DEMONSTRATION



Stop thinking **THIS**



...or even **THIS**



Think about **Completing Streets** based on **Community Context**

