ROUTE 119 COMPLETE STREET DESIGN PLAN

STEERING COMMITTEE PRESENTATION

May 2019

NELSON NYGAARD

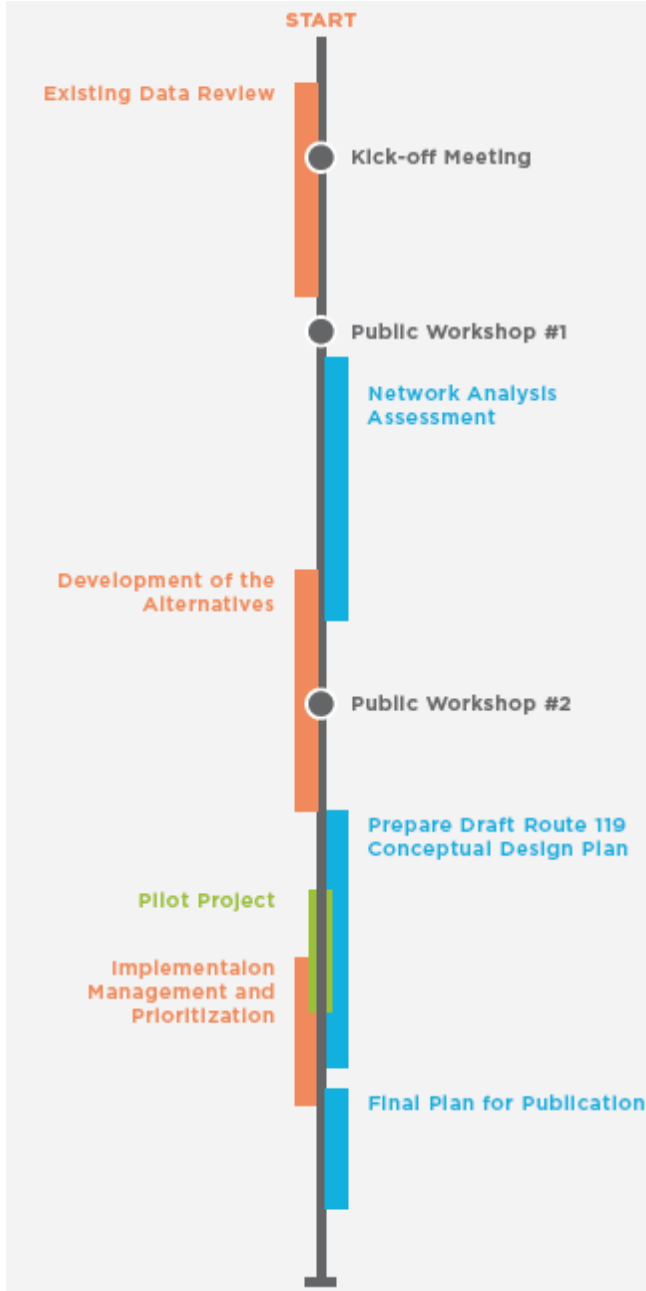
AGENDA

- Introduction
- Project Approach
- Corridor Analysis
- Public Outreach
- Concept Development
- Pilot Project Design
- Next Steps

INTRODUCTION

PROJECT GOALS

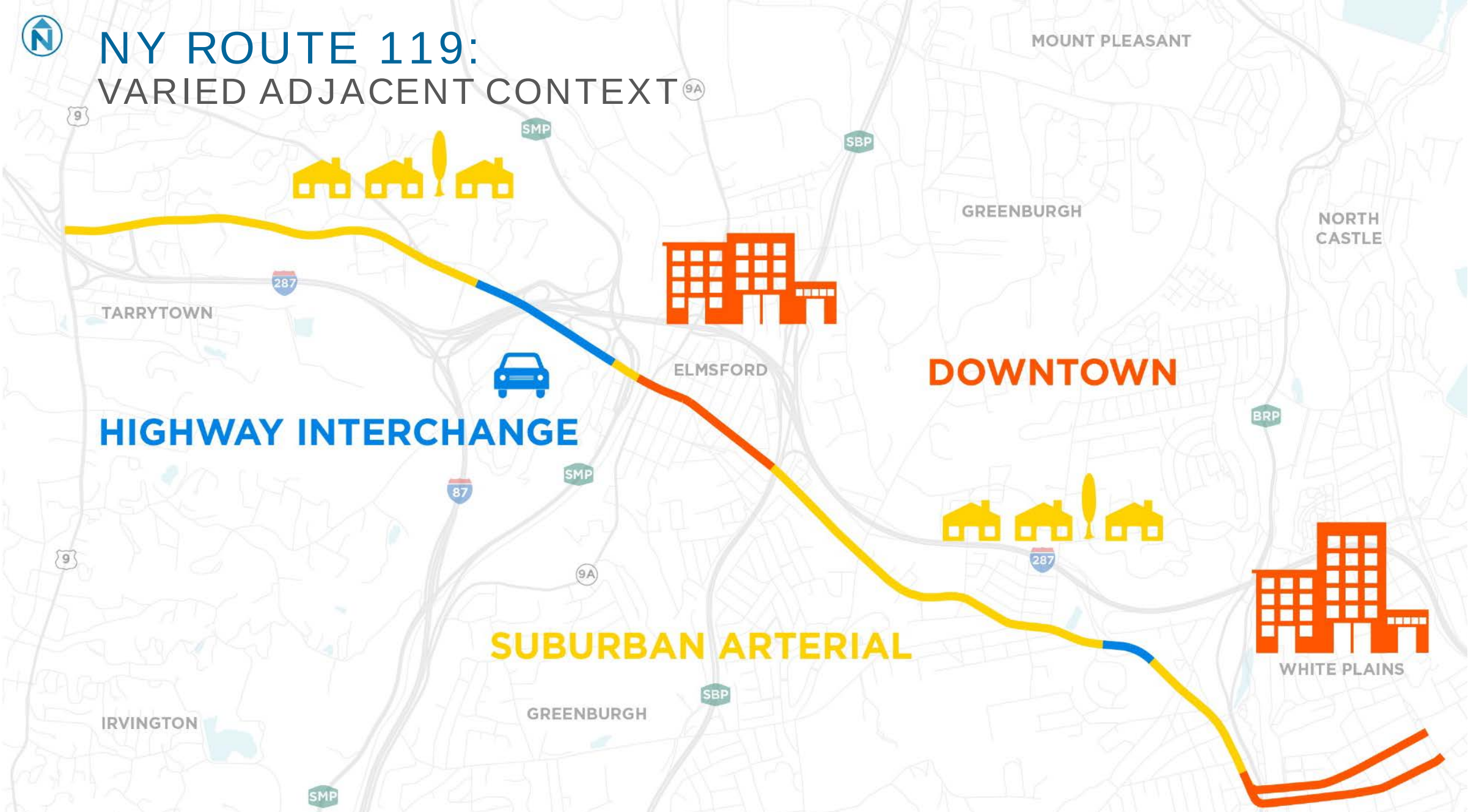
- Integrated pedestrian network
- Improved pedestrian safety
- Continuous bicycle/pedestrian path/access from White Plains to Bridge
- Enhanced multimodal access
- Placemaking: opportunities to create experiences, character, intrigue, and identity
- Enhance place function while respecting the through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



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

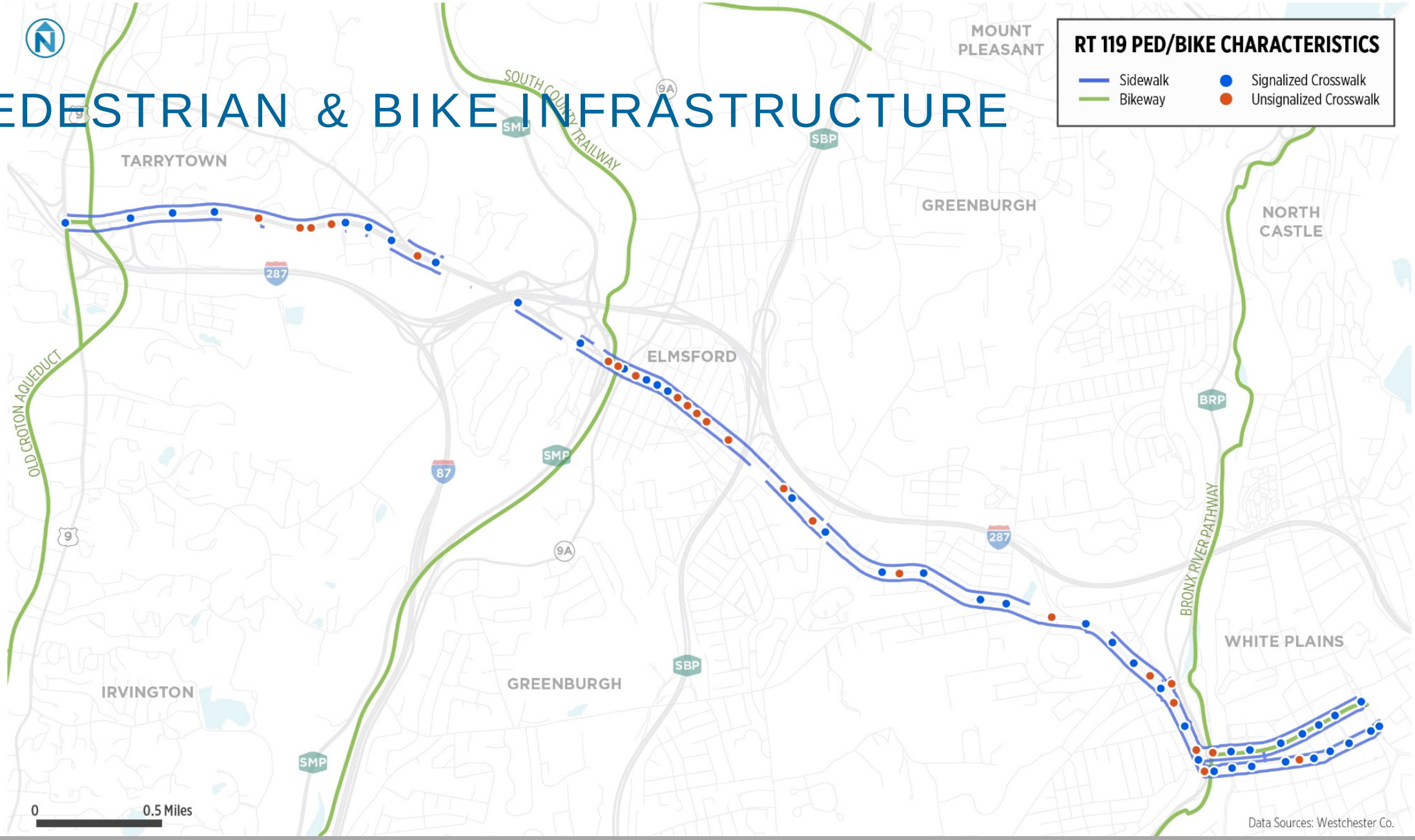
NY ROUTE 119:
VARIED ADJACENT CONTEXT



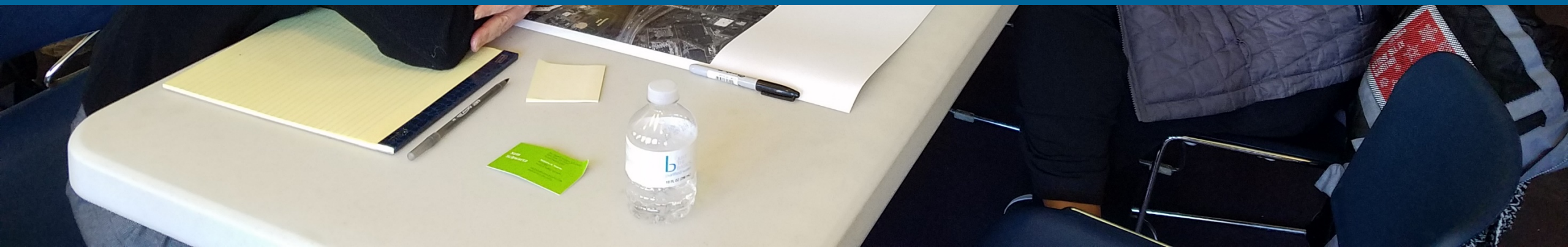
OPPORTUNITIES

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

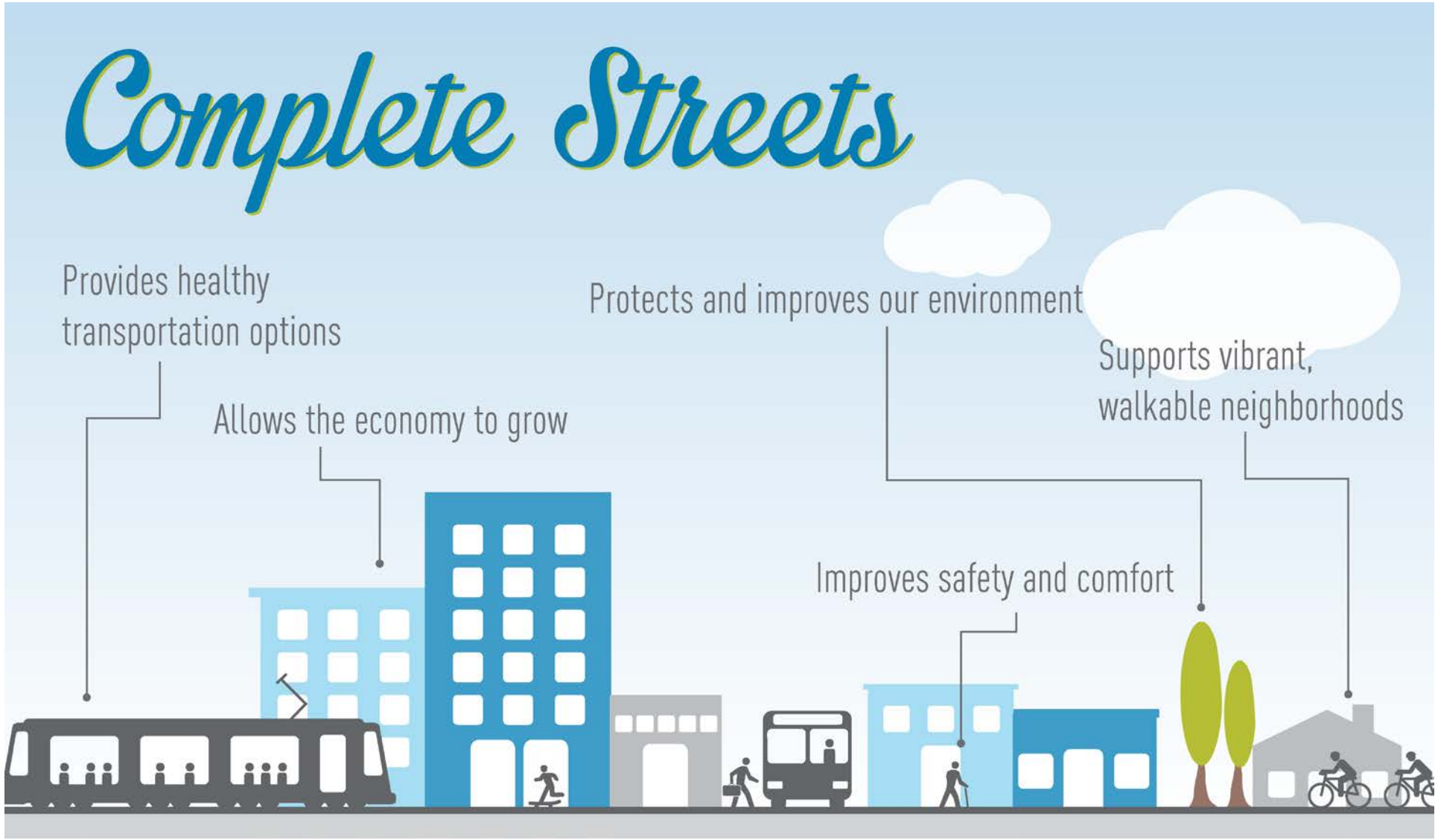
PEDESTRIAN & BIKE INFRASTRUCTURE



PROJECT APPROACH



WHY COMPLETE STREETS?



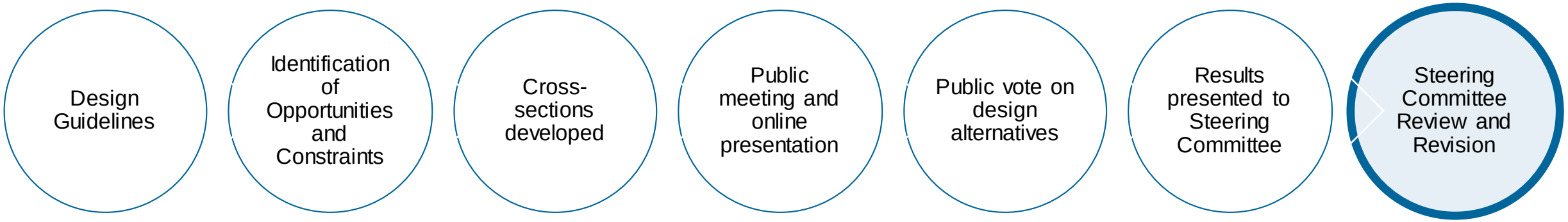
PROJECT APPROACH

Confirm need for Route 119 multimodal transportation improvements

Analyze existing conditions and gather public input

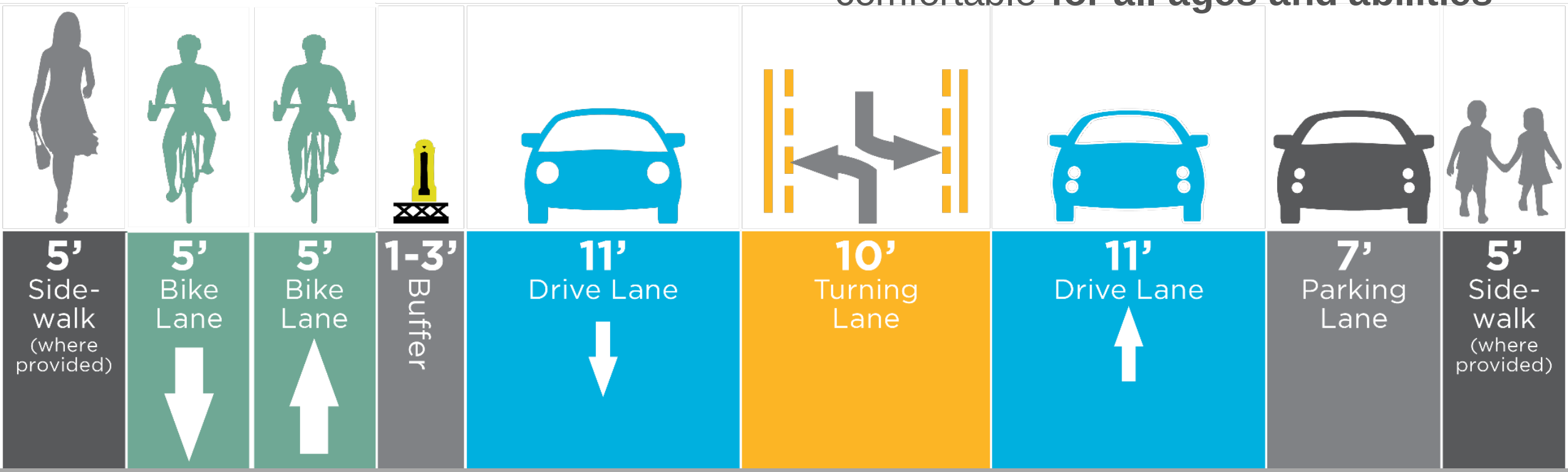
Concept Development and implementation plan

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**



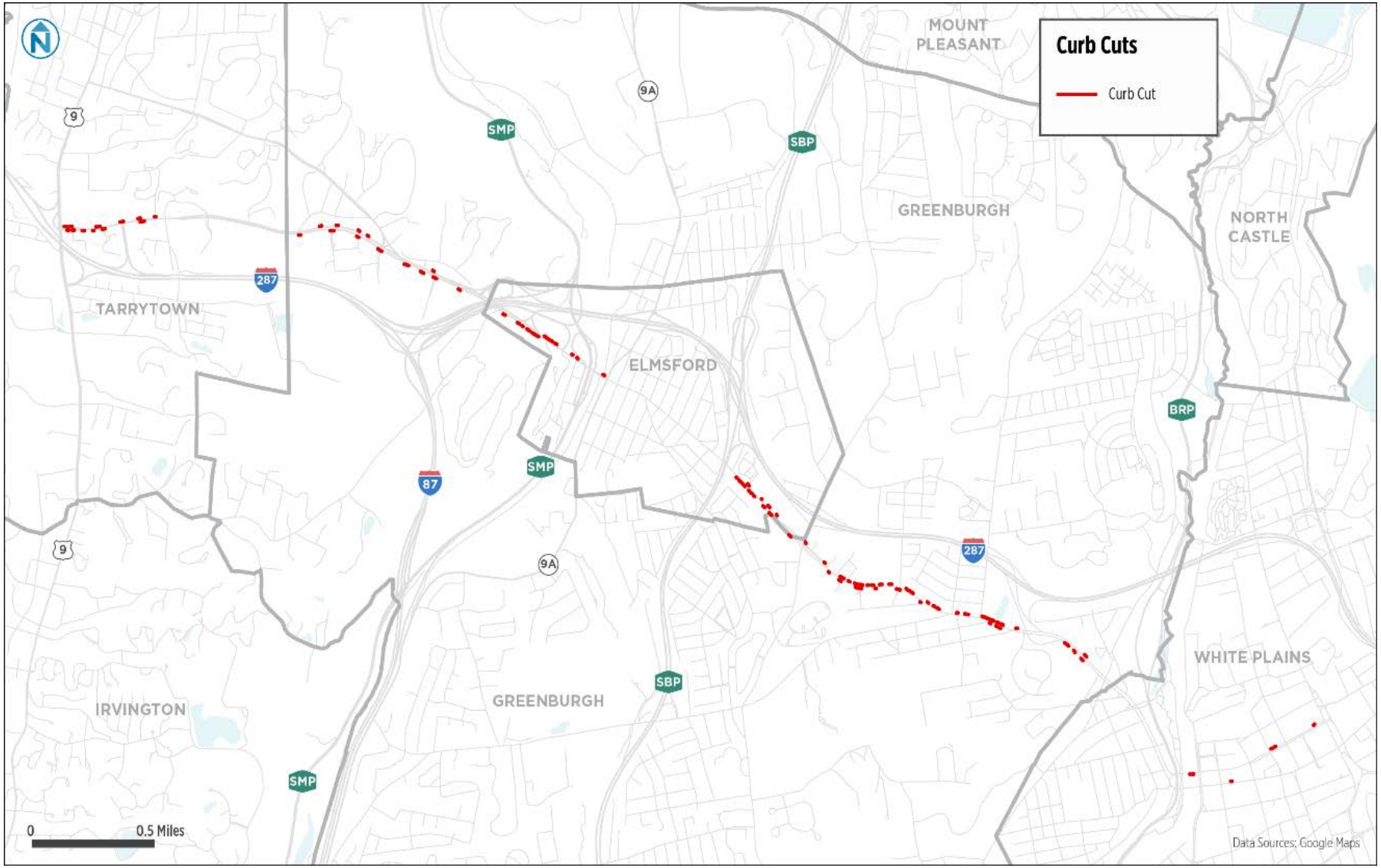
CORRIDOR ANALYSIS

EXISTING CONDITIONS ANALYSIS:
HOW DO PEOPLE MOVE ALONG ROUTE 119

- 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

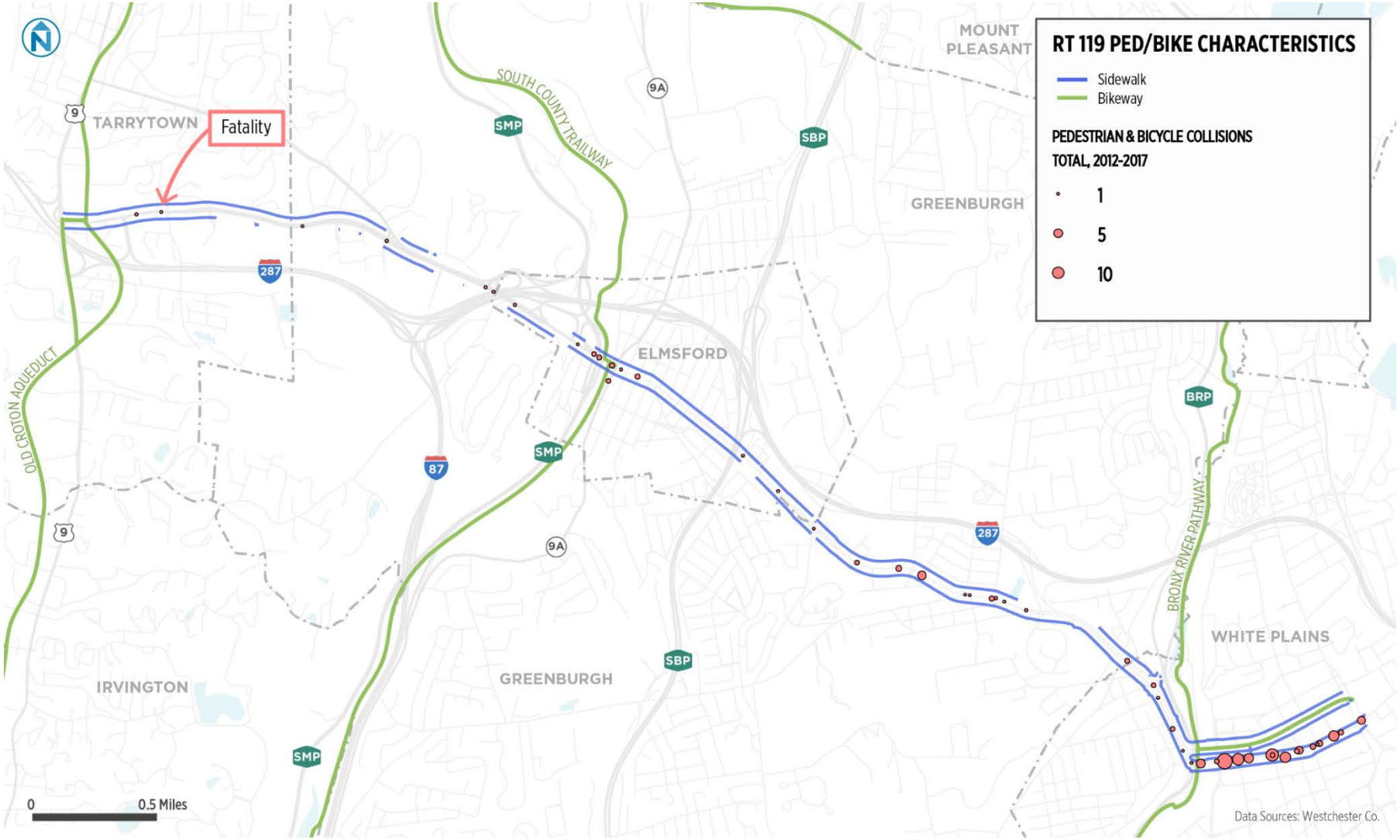
NY ROUTE 119:
CURB-CUTS

- High density of curb cuts in most of the sections along the corridor



NY ROUTE 119:
CRASHES

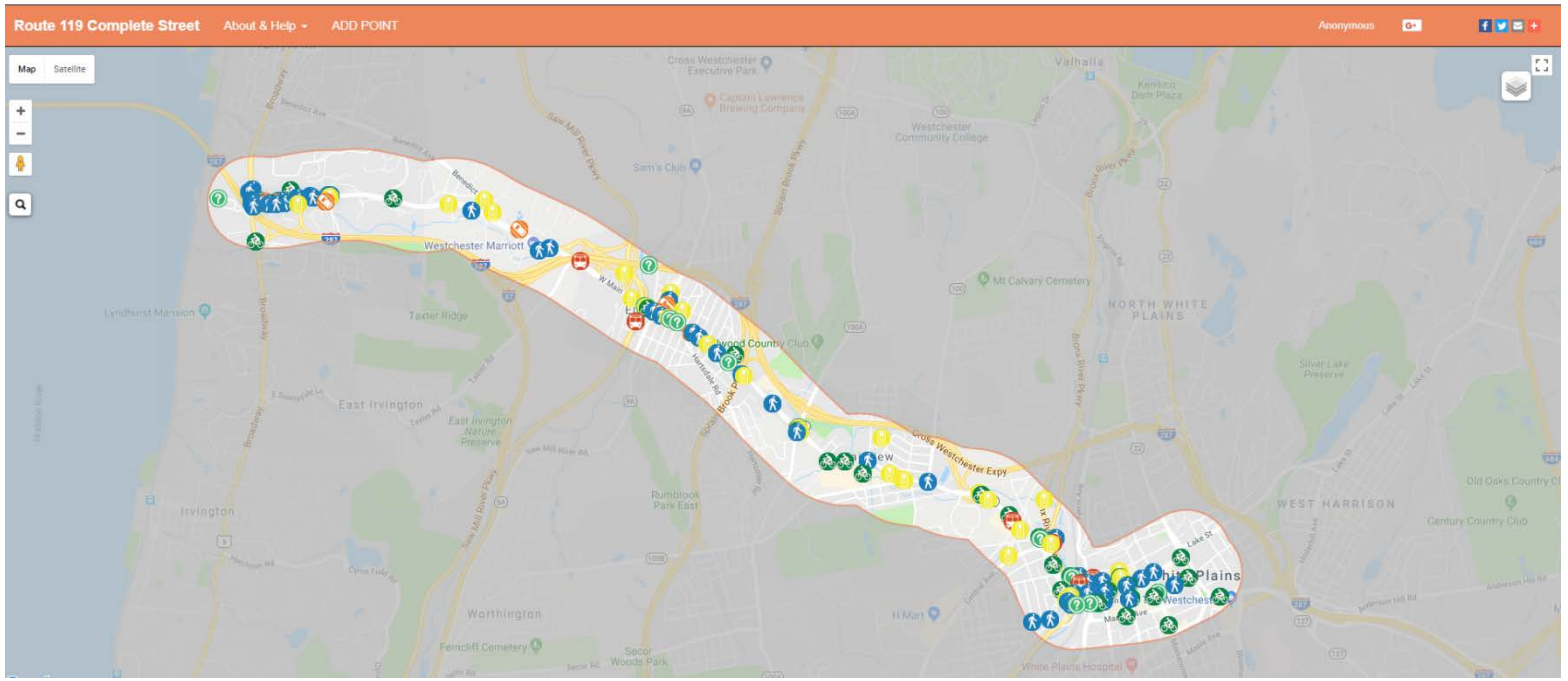
- Collisions involving pedestrians and bicyclists occurred along the corridor, regardless of the bike/ped infrastructure
- White Plains entrance is a hot spot



PUBLIC OUTREACH

PUBLIC OUTREACH:
JANUARY 2018 WORKSHOPS

- Pop-up Workshops:
  - ~40 attendees
- WikiMap
  - 216 responses

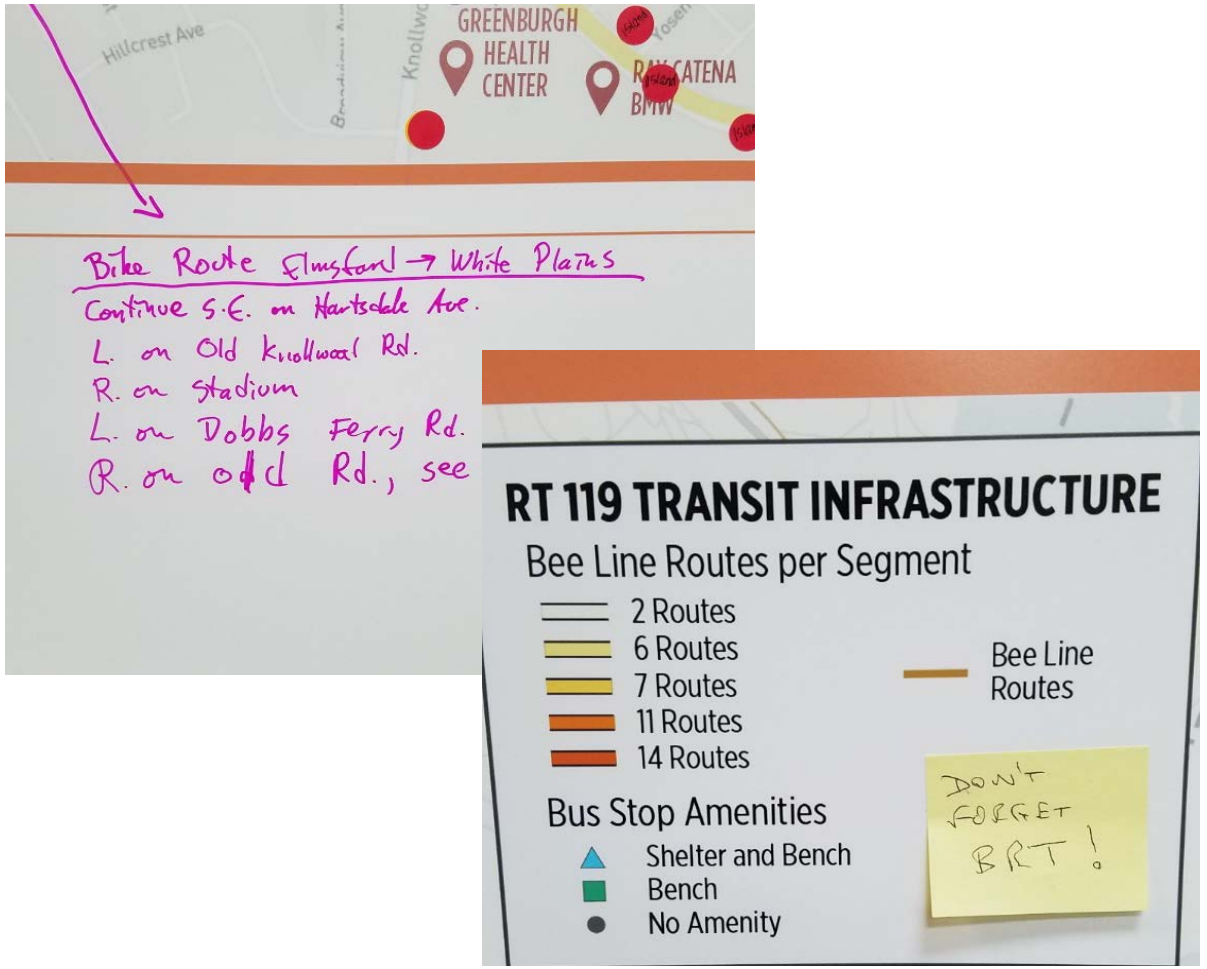


Comments by Type

Bicycling	21%	Parking	6%
Driving	23%	Transit	4%
Info & Signage	9%	Walking & ADA	37%

OUTREACH RESULTS:
ISSUES AND CONCERNS

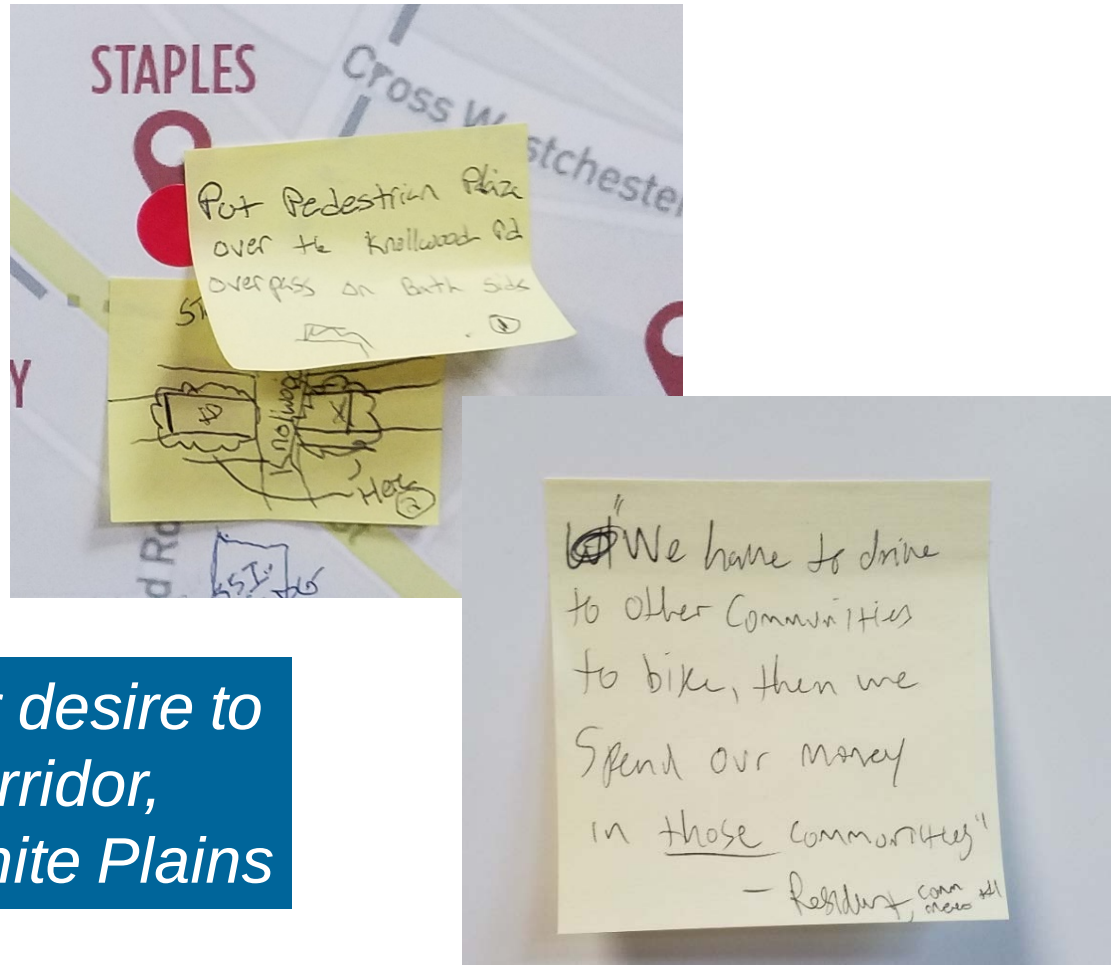
- SAFETY: Route 119 is too dangerous
  - Missing crosswalks
  - High driving speeds
- FUNCTIONALITY: Many parts of route 119 don't work well for cars, pedestrians, and cyclists
  - Poor signal timings
  - Badly designed turning lanes and highway ramps
  - Blind corners
  - Areas with frequent congestion
  - Degraded sidewalks
  - Disconnected bus stops



OUTREACH RESULTS:

ISSUES AND CONCERNS

- AESTHETICS: The corridor is not visually appealing
  - Parking lot-oriented development patterns
  - Buildings set too far back from the street front
  - Lack of quality public space



Members of the public expressed a clear desire to enhance the sense of place along the corridor, especially in downtown Elmsford and White Plains

PUBLIC ENGAGEMENT:
USER COMFORT

- Spring Pop-ups Workshops:
  - ~100 attendees
- Online Survey:
  - Level of biking and walking comfort along Route 119
  - Street design options
  - Over 220 responses

- Very few respondents reported **being comfortable** in its current configuration:
  - walking along (15%)
  - crossing (about 33%)
  - taking transit (19%)
  - riding a bicycle along (4%) Route 119
- Of respondents who are **not comfortable** under current conditions:
  - 66% would be comfortable walking with **improved pedestrian conditions**
  - 50% willingness to take transit if **pedestrian access to transit and amenities (shelters, benches, etc.) was improved**.
  - 50% indicated that they would be comfortable riding a bicycle with **separated bicycle infrastructure** of some kind.

PUBLIC ENGAGEMENT:
DESIGN CONCEPTS

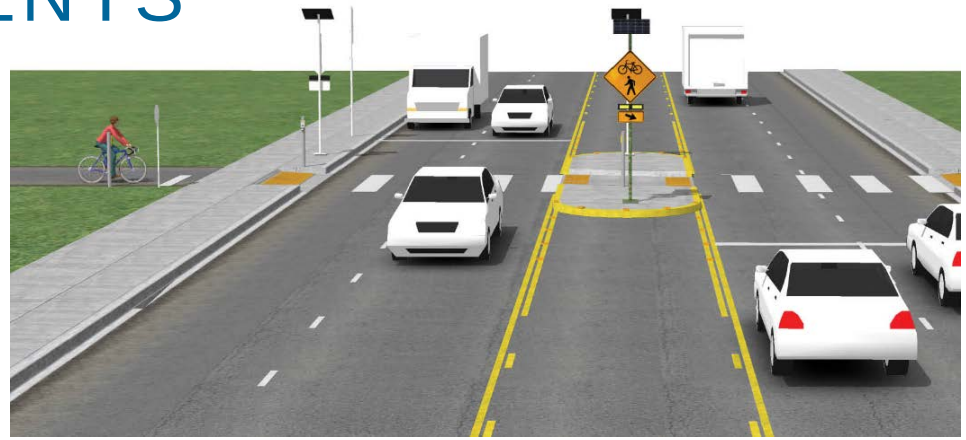
- Spring Workshops/Pop-ups:
  - ~100 attendees
- Online Survey:
  - Level of biking and walking comfort along Route 119
  - Street design options
  - Over 220 responses

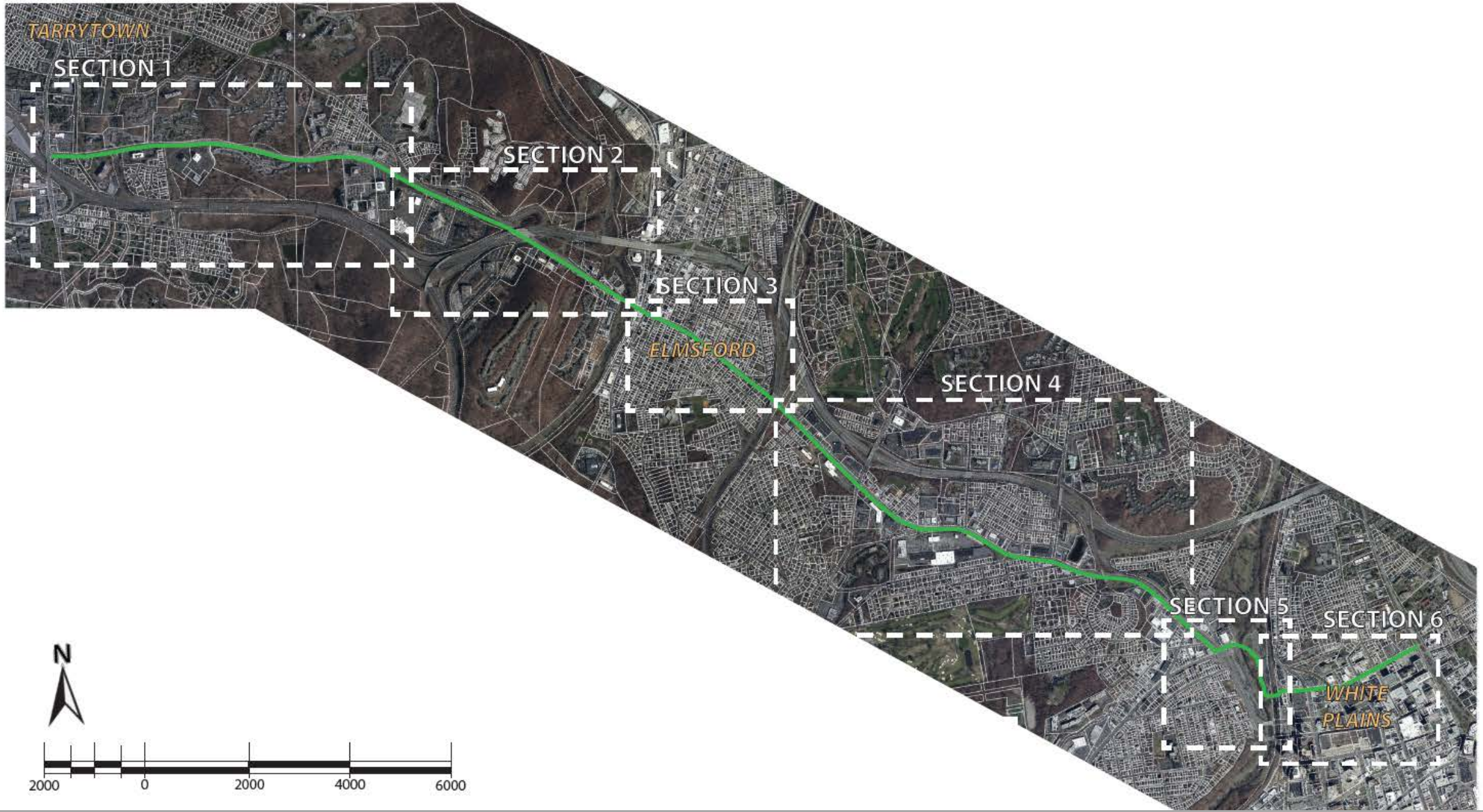
- In general, the **preferred design choices** reveals the following:
  - Street design options that provided **the most separation of transport modes and the greatest degree of protection**.
  - On-street bike lanes to shared-use side paths.

DESIGN CONCEPTS

A VARIETY OF DESIGN ELEMENTS

- Sidewalks
- Crosswalks
- Protected bike lanes
- Off-street multiuse trails
- Shared lane markings
- Bike boxes
- Curb extensions
- Pedestrian islands
- Bus platforms & bus stops reallocation
- Signal timings adjustments




TARRYTOWN
SECTION 1
SECTION 2
SECTION 3
ELMSFORD
SECTION 4
SECTION 5
SECTION 6
WHITE PLAINS
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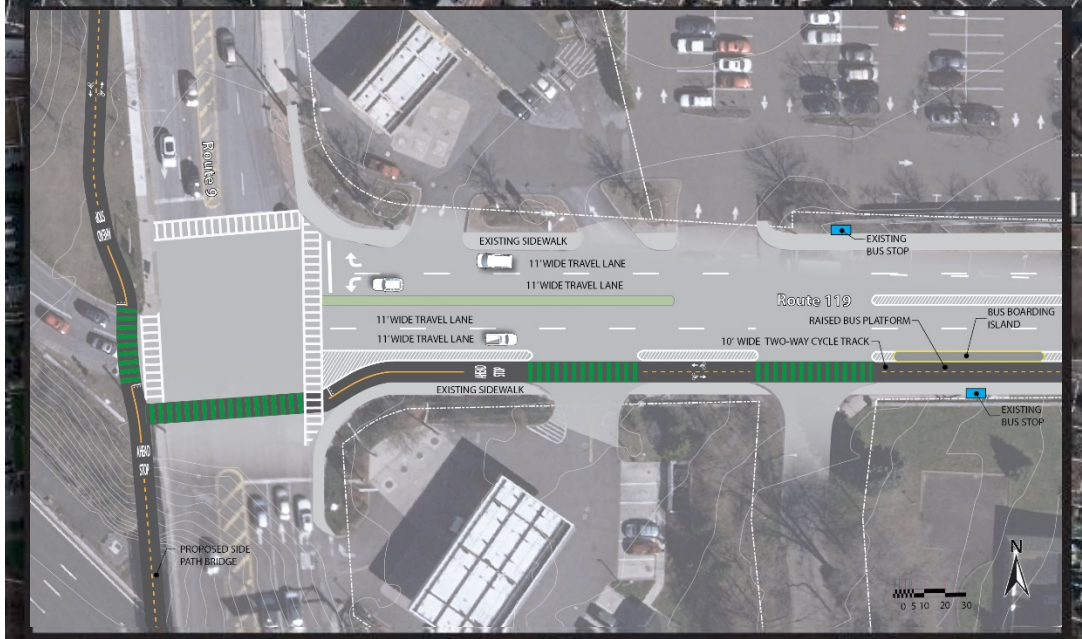
2000
0
2000
4000
6000

SECTION 1: INTERSECTION OF ROUTE 9 & ROUTE 119



ROUTE 9

ROUTE 119

INTERSTATE 87

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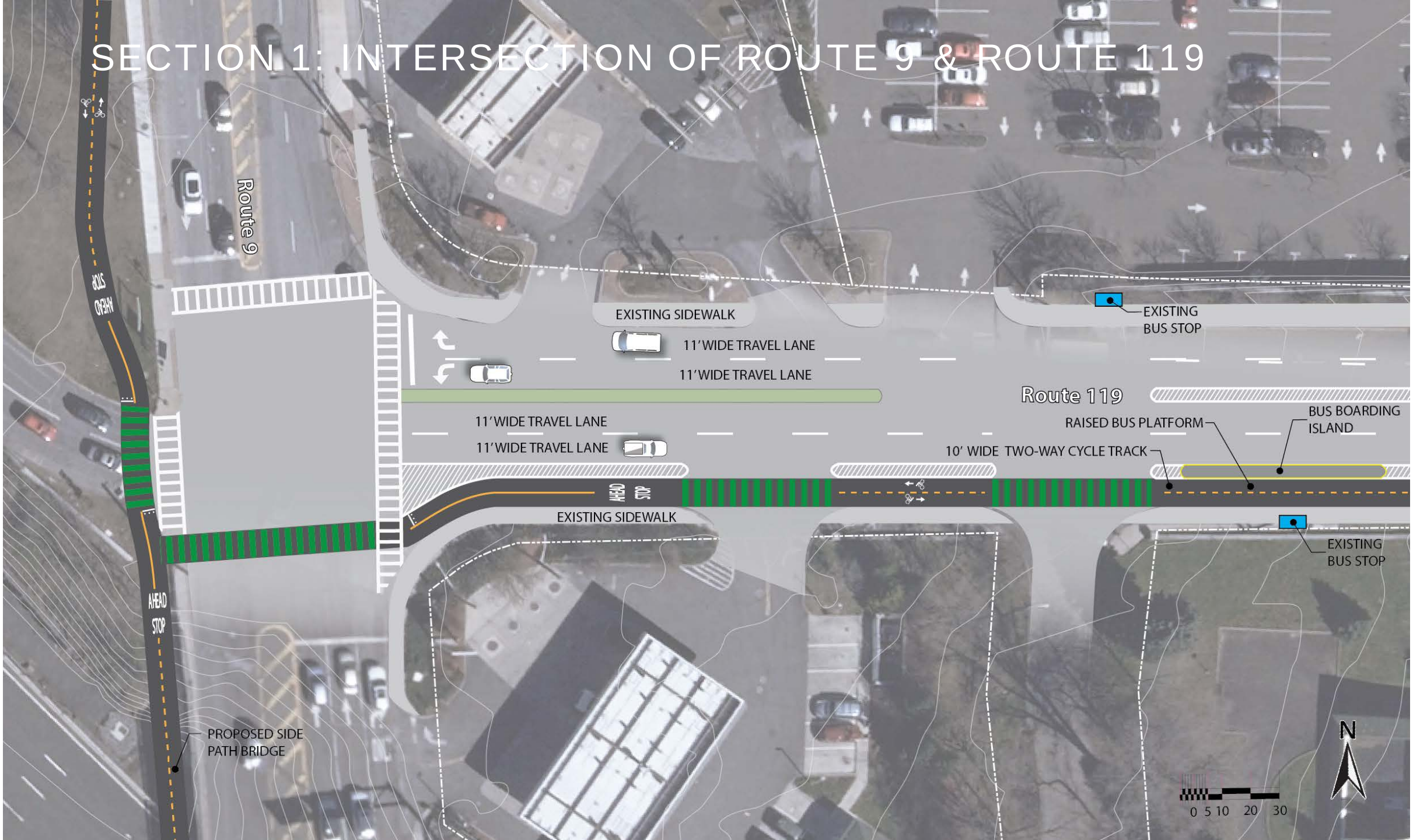
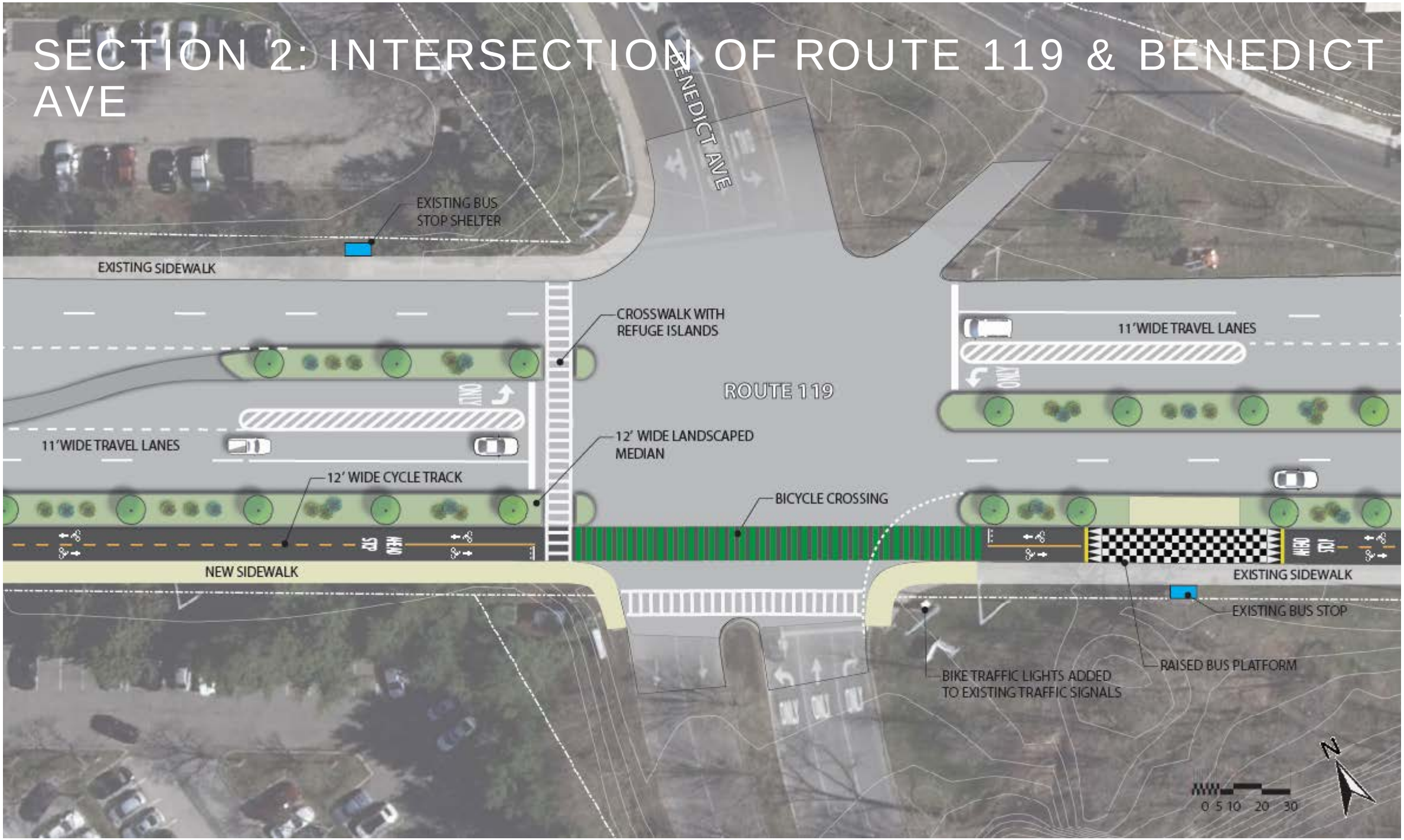
Section 1

500 0 500 1000 1500

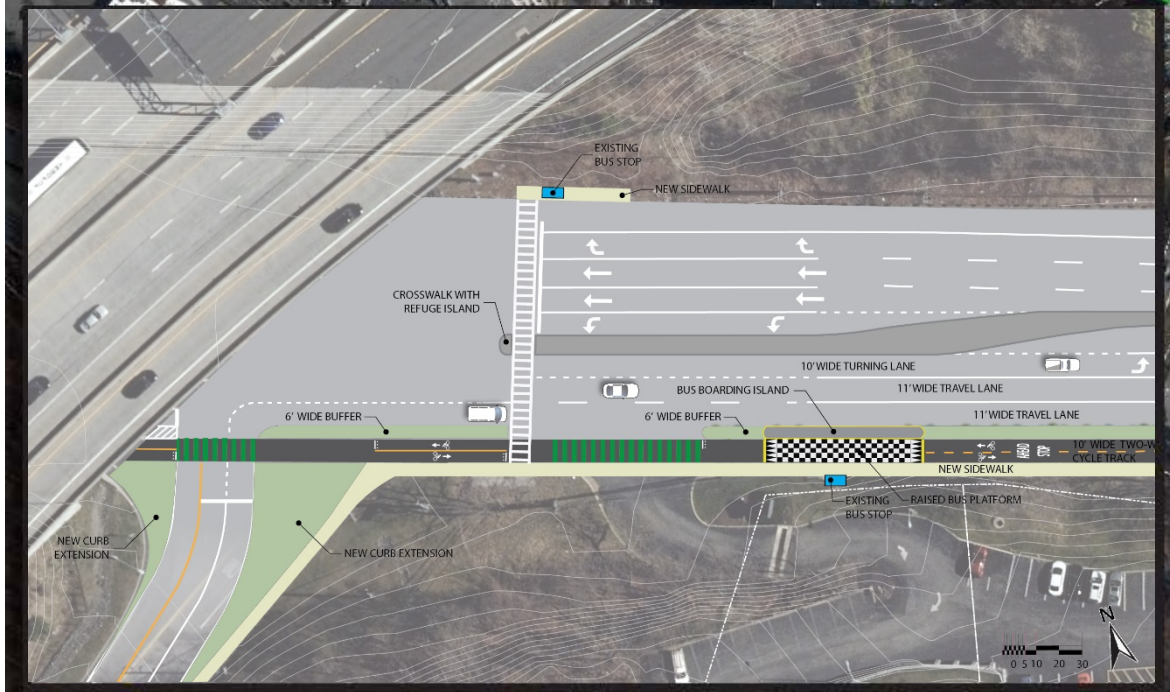
SECTION 1: INTERSECTION OF ROUTE 9 & ROUTE 119



SECTION 2: INTERSECTION OF ROUTE 119 & BENEDICT AVE



SECTION 2: ROUTE 119 & SAW MILL PARKWAY



ROUTE 119

ROUTE 287

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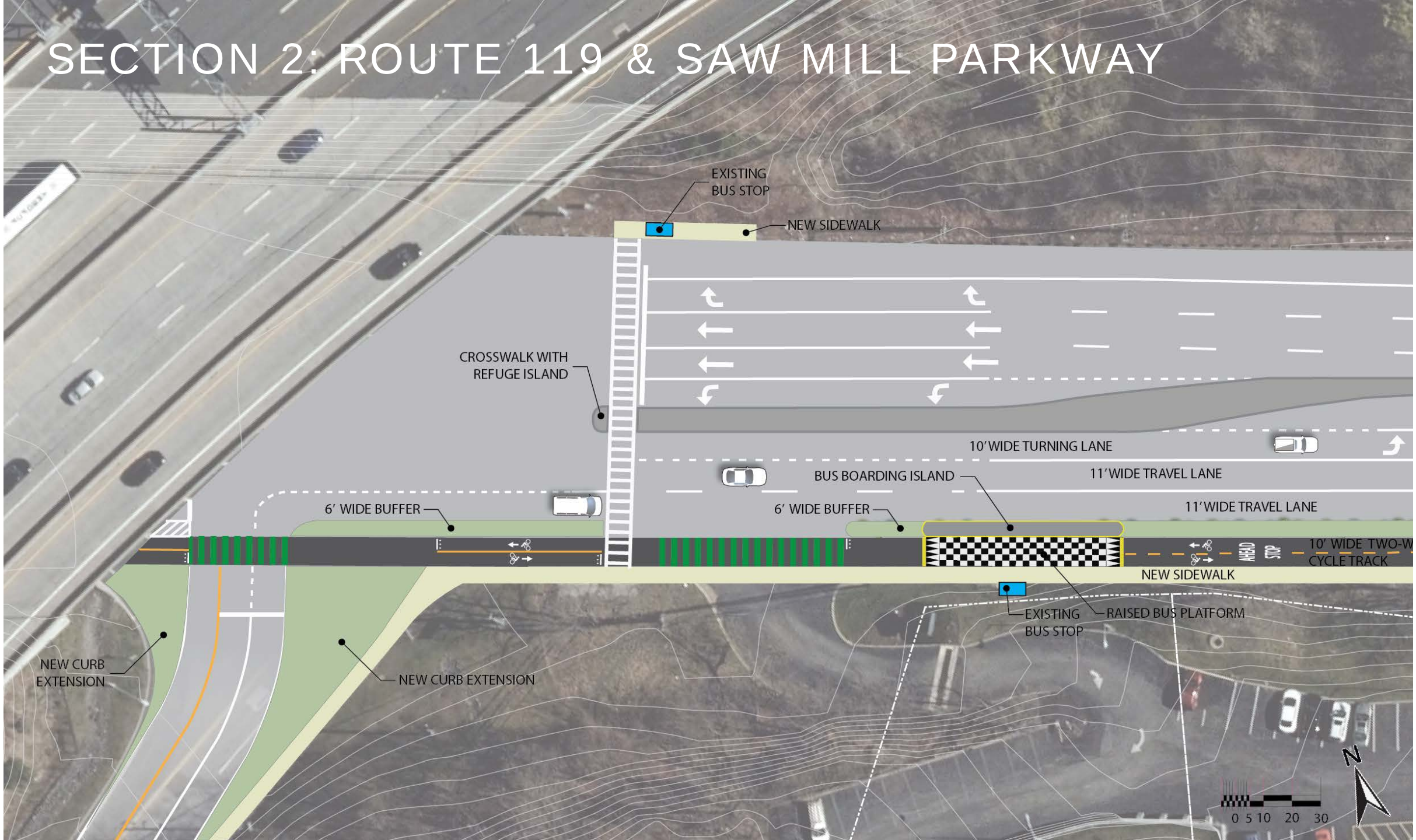
Section 2

300 0 300 600 900

SECTION 2: ROUTE 119 & SAW MILL PARKWAY



SECTION 3: DOWNTOWN ELMSFORD

Sawmill River Parkway

ROUTE 119

South Lawn Ave

987F

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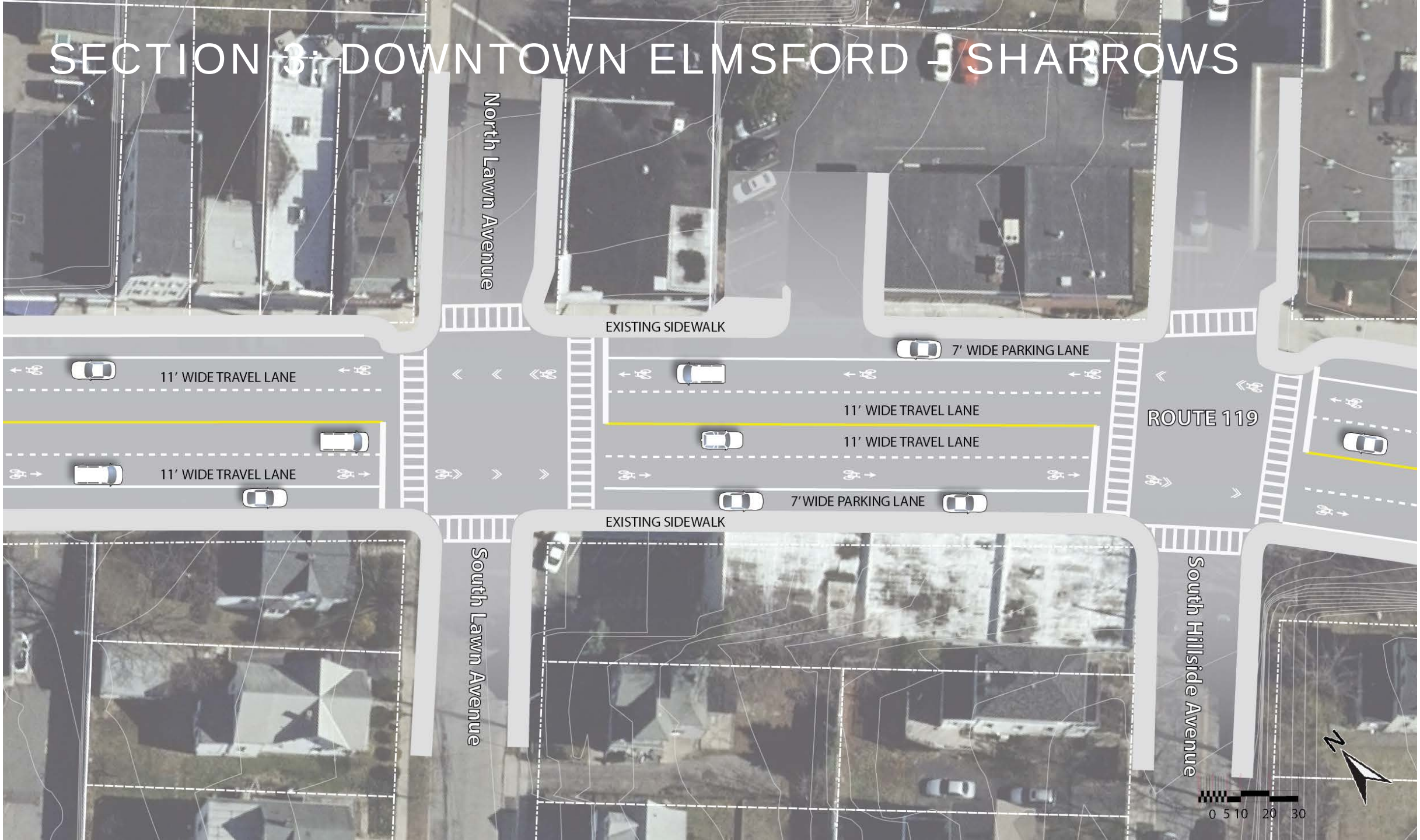
Section 3

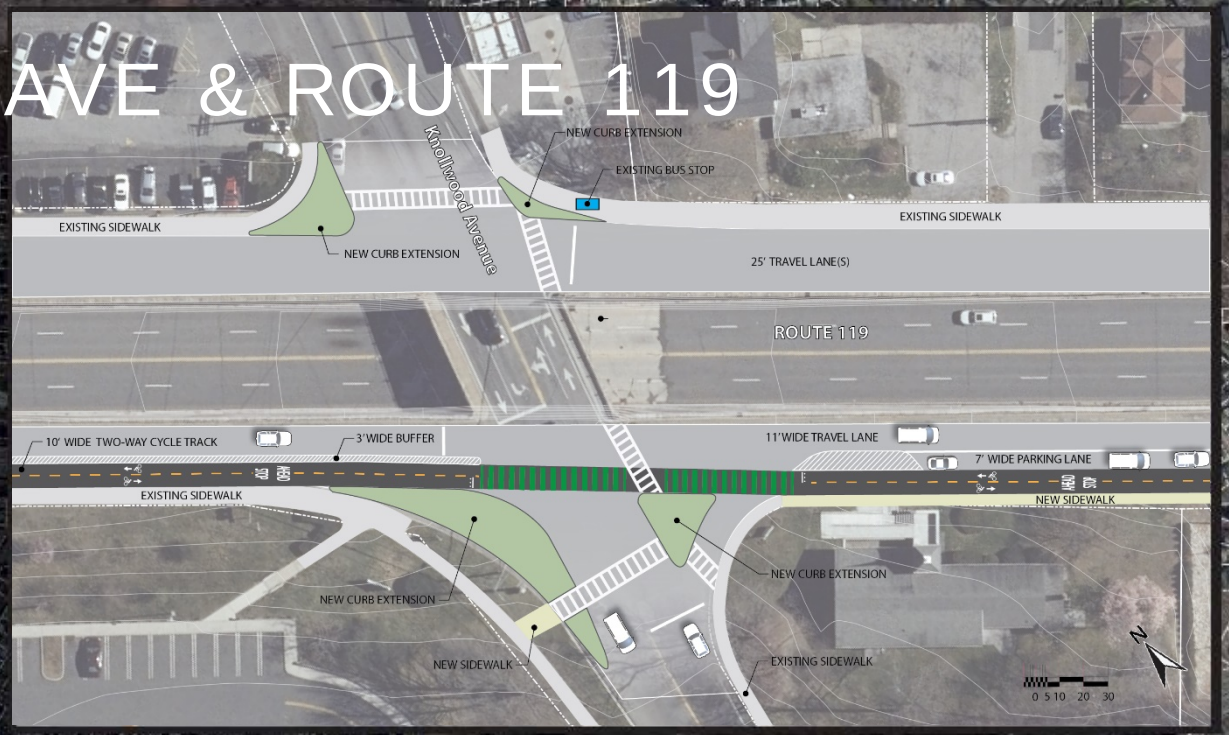
200 0 200 400 600

SECTION 3 – DOWNTOWN ELMSFORD – ROAD DIET

SECTION 3: DOWNTOWN ELMSFORD – SHARROWS



SECTION 4: KNOLLWOOD AVE & ROUTE 119



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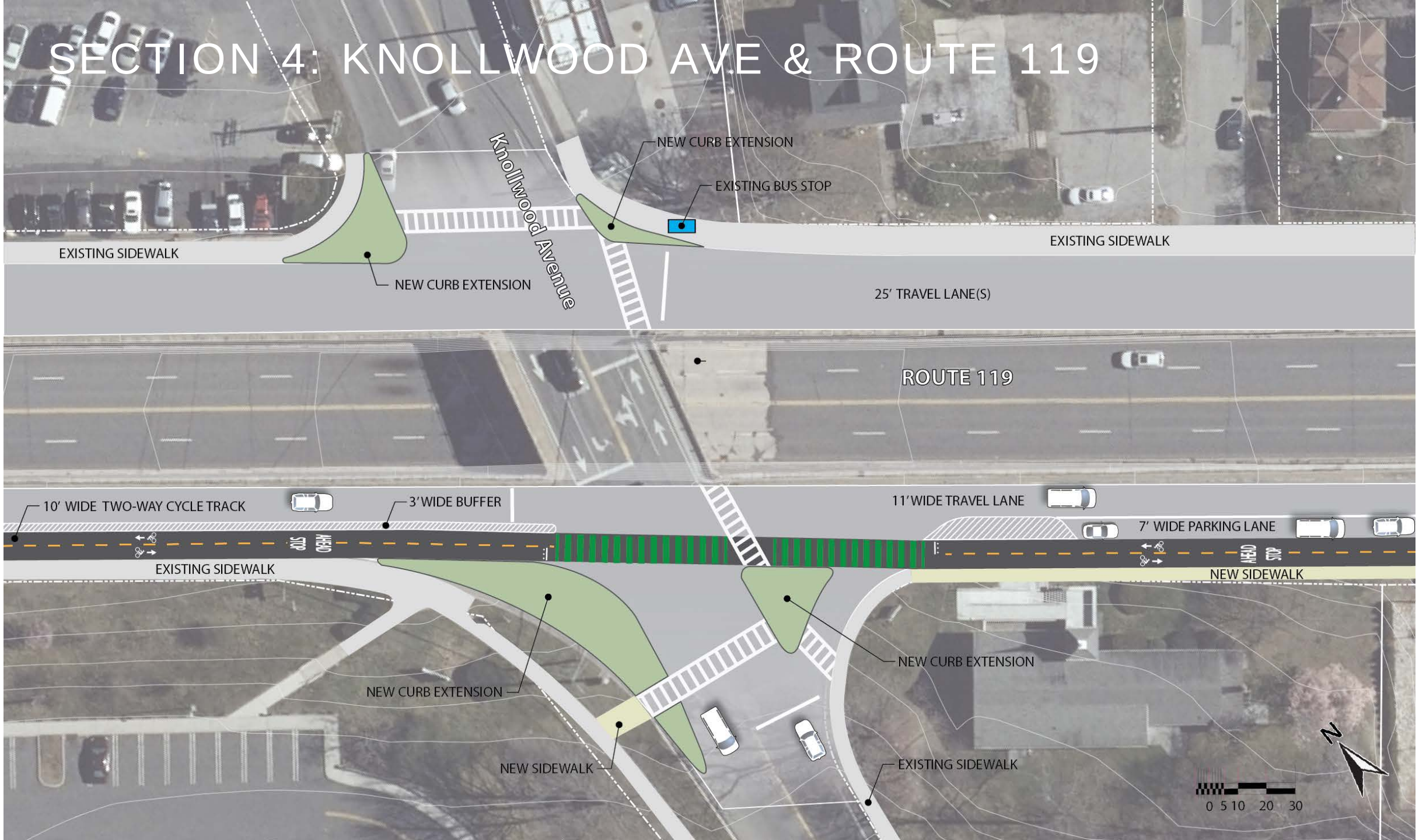
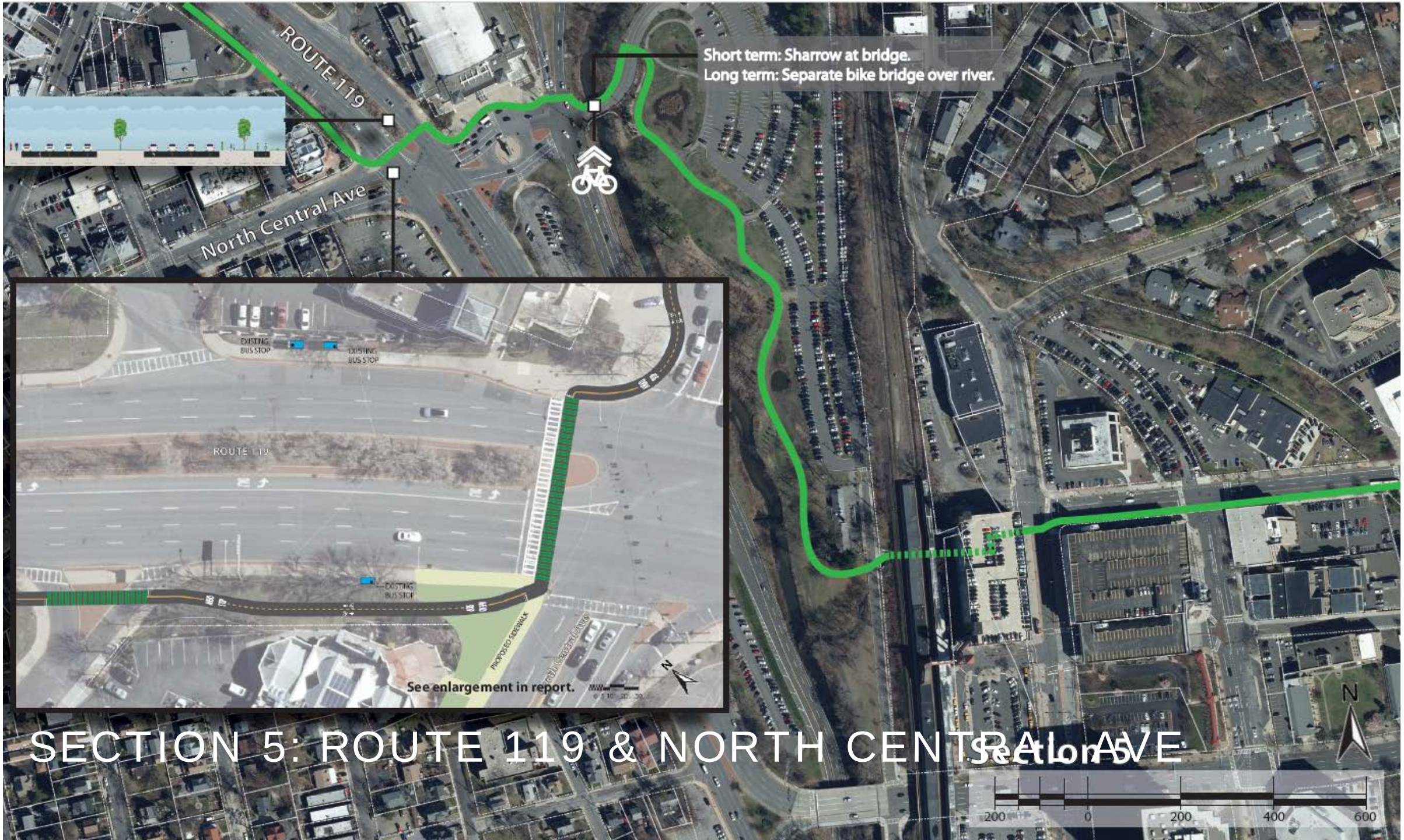


SECTION 4: HILLSIDE AVE – REMOVING OFF-STREET PARKING ON THE NORTH SIDE

SECTION 4: HILLSIDE AVE – ROAD DIET



SECTION 5: ROUTE 119 & NORTH CENTRAL AVE

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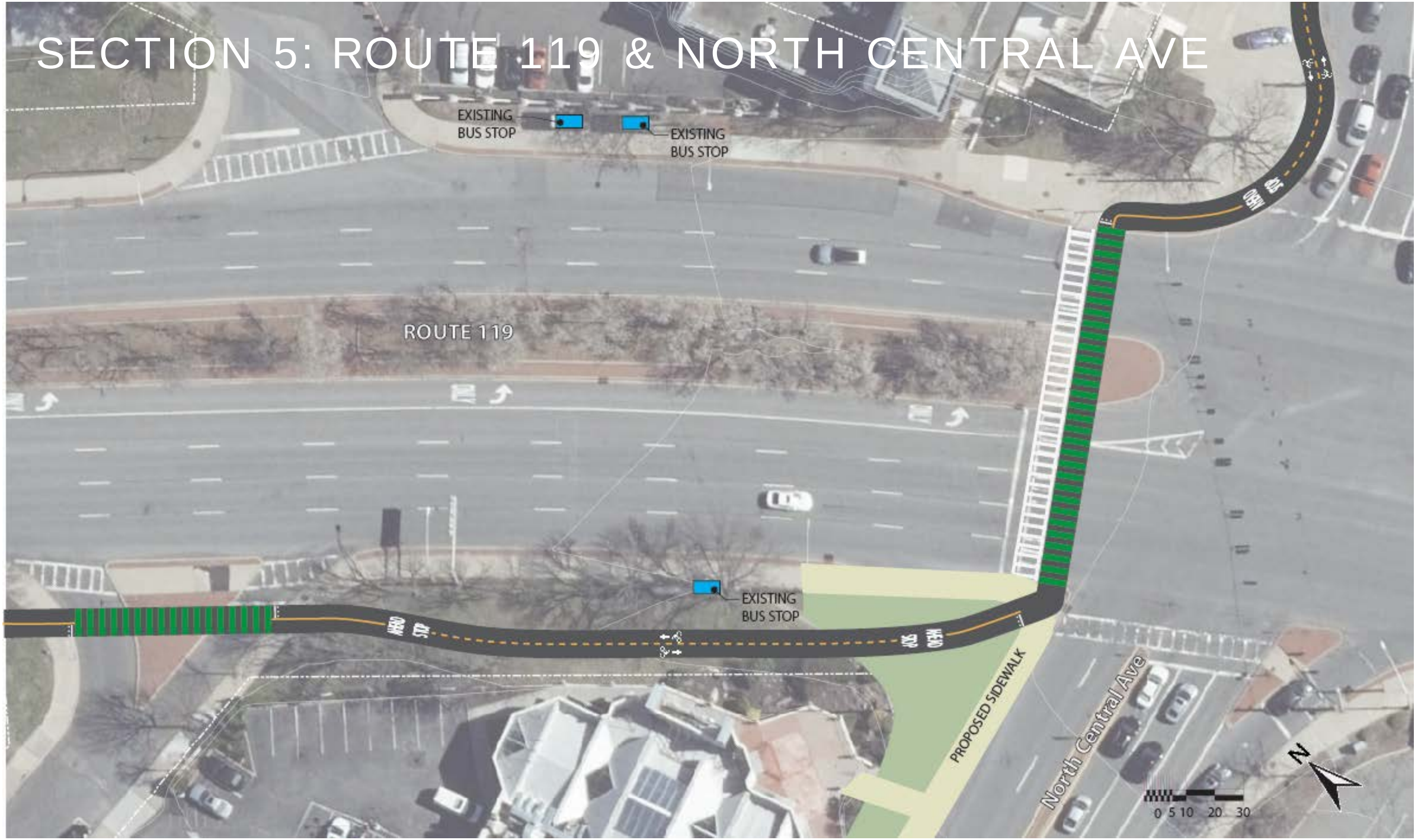
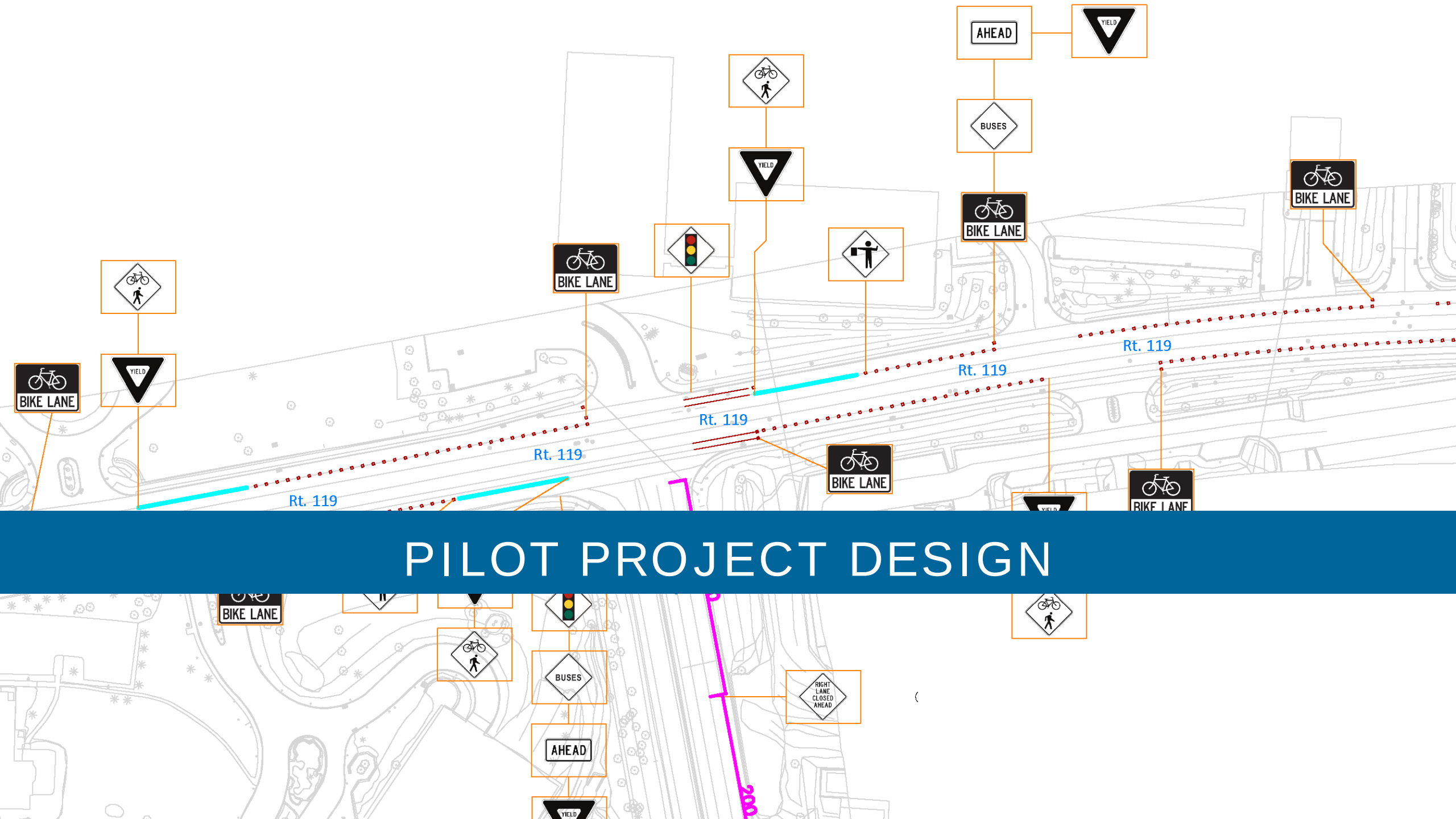


SECTION 6: DOWNTOWN WHITE PLAINS



PILOT PROJECT DESIGN

PILOT PROJECT DESIGN

- Intention: Use short-term low-cost interventions to create a temporary bicycle corridor along a portion of Route 119, and a portion of Route 9
- Proposed design (shared with NYCDOT in Spring 2018): Dual cycle track on the south side of Route 119 from Benedict Ave in Tarrytown to the South County Trail in Elmsford
- Manual: A manual on how to execute the demonstration will be designed

NEXT STEPS

NEXT STEPS

- **Action Plan**
  - **Impact of the proposed design in each of the existing transportation modes**
- **Cost Estimates**
- **Confirm support of each village**
- **List of potential funding sources**
- Secure grant funding
- Preliminary engineering for design
- State evaluation and approval

QUESTIONS?

Talk to Us