



# Citywide Congested Corridors Project White Plains Road E. Tremont Avenue to 233rd Street

November 12<sup>th</sup>, 2009



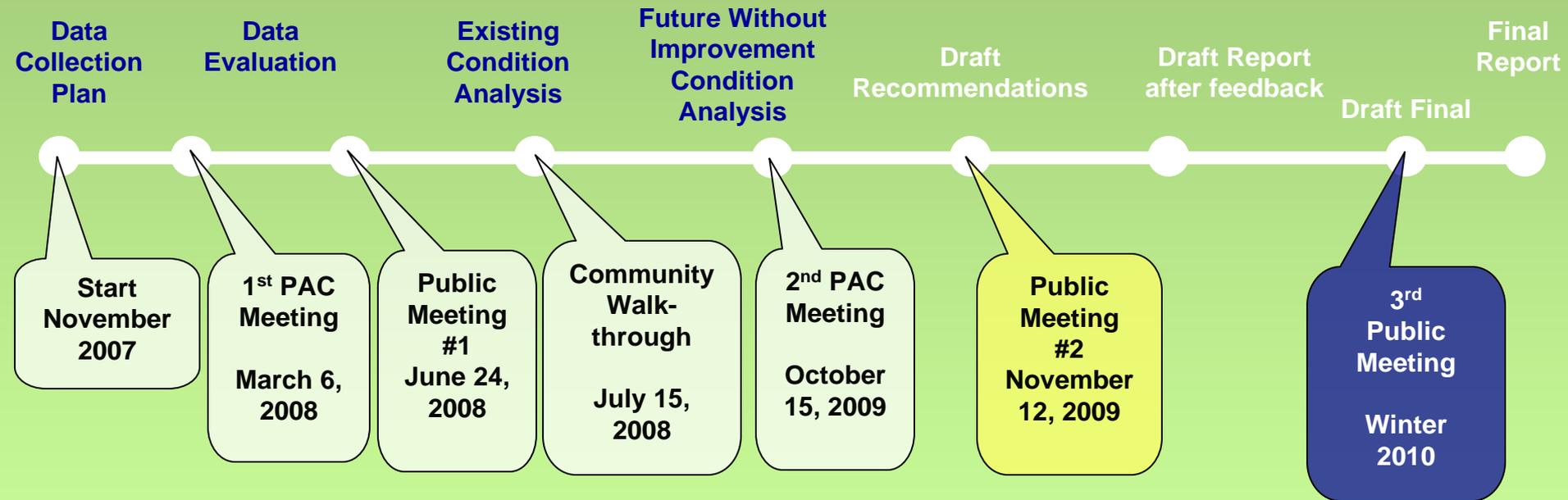
**GPI** Greenman-Pedersen, Inc.  
Engineering and Construction Services



# Study Goals and Objectives

- Reduce vehicular congestion and improve air quality, mobility and safety to enhance the quality of life for all users (vehicle, transit, pedestrians, bicyclists) who live, work and shop in the study area.
- Bring the various stakeholders together in identifying problems and building consensus on potential solutions.

# Project Status

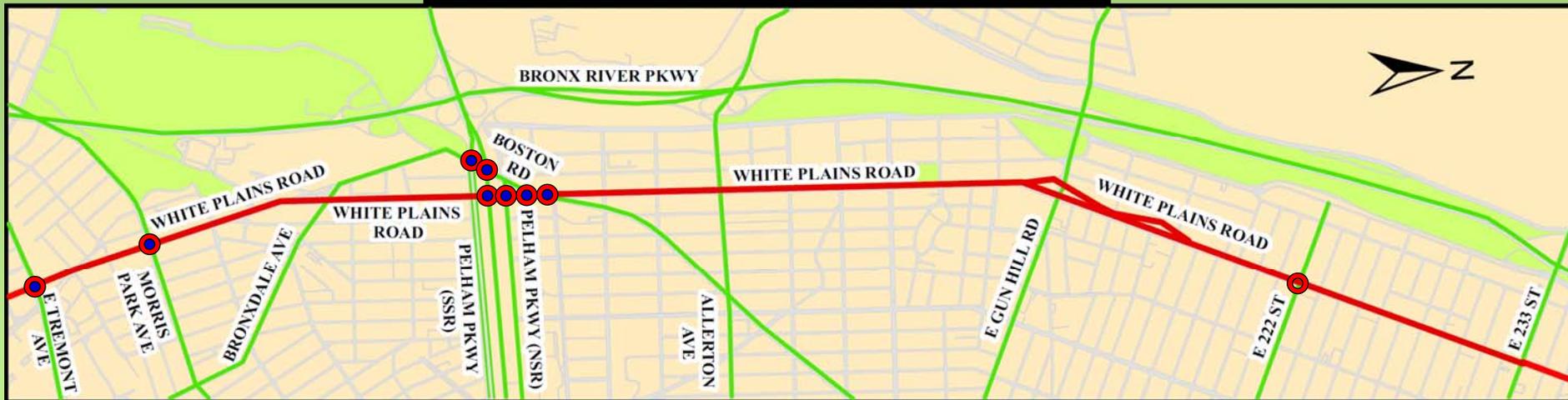




# Existing Conditions - Major Findings

# Traffic Operations at Major Intersections

Weekday AM Peak Hour

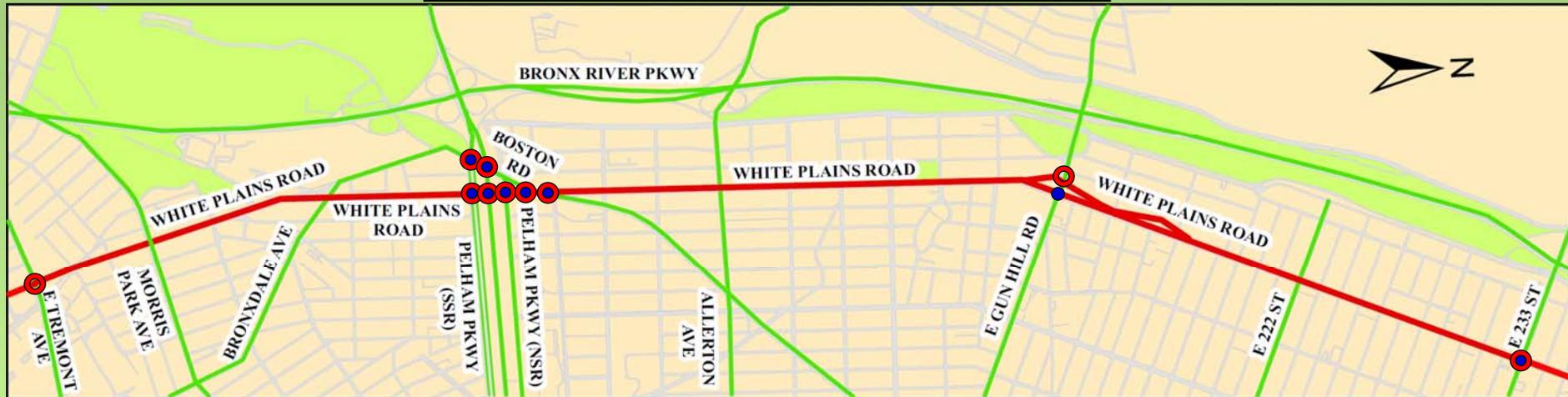


- Existing Conditions
- ◉ Future without Improvements

**INTERSECTION OPERATING AT LOS E/F**

# Traffic Operations at Major Intersections

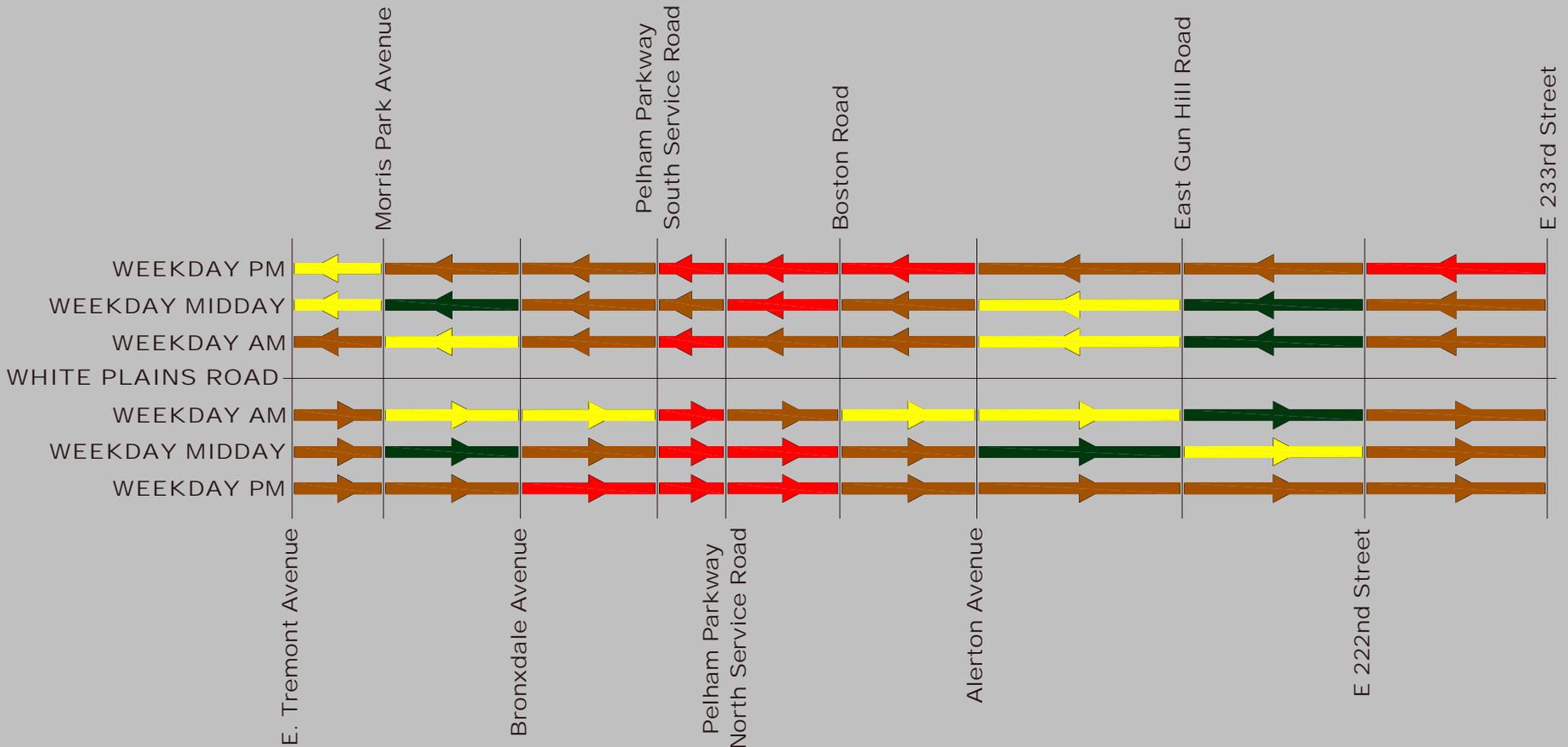
Weekday PM Peak Hour



- Existing Conditions
- Future without Improvements

**INTERSECTION OPERATING AT LOS E/F**

# Travel Speed

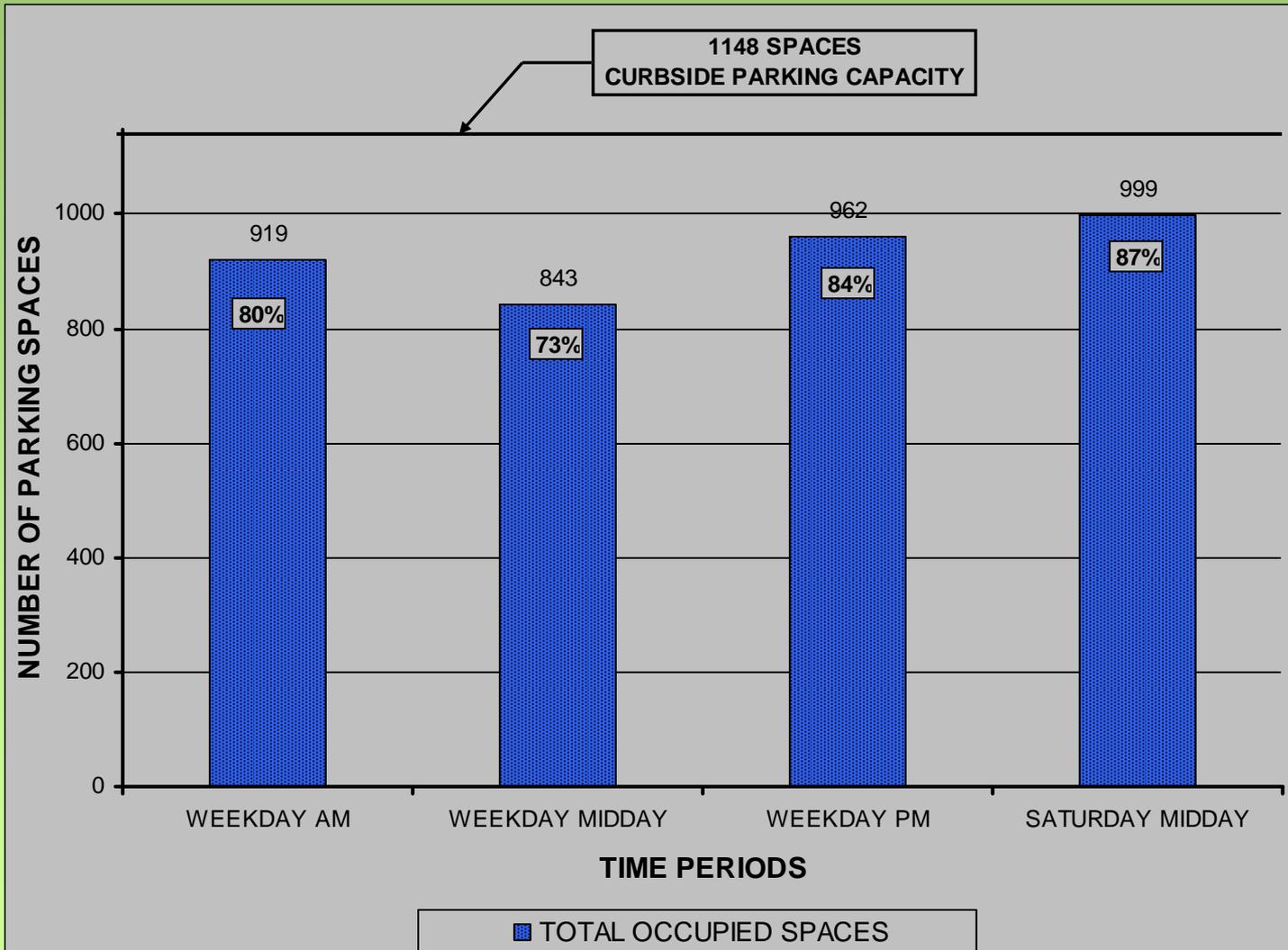


## LEGEND

- < 5 mph
- 5 - 10 mph
- 10 - 15 mph
- > 15 mph

NOT TO SCALE

# White Plains Road Peak Hour Curbside Parking Utilization

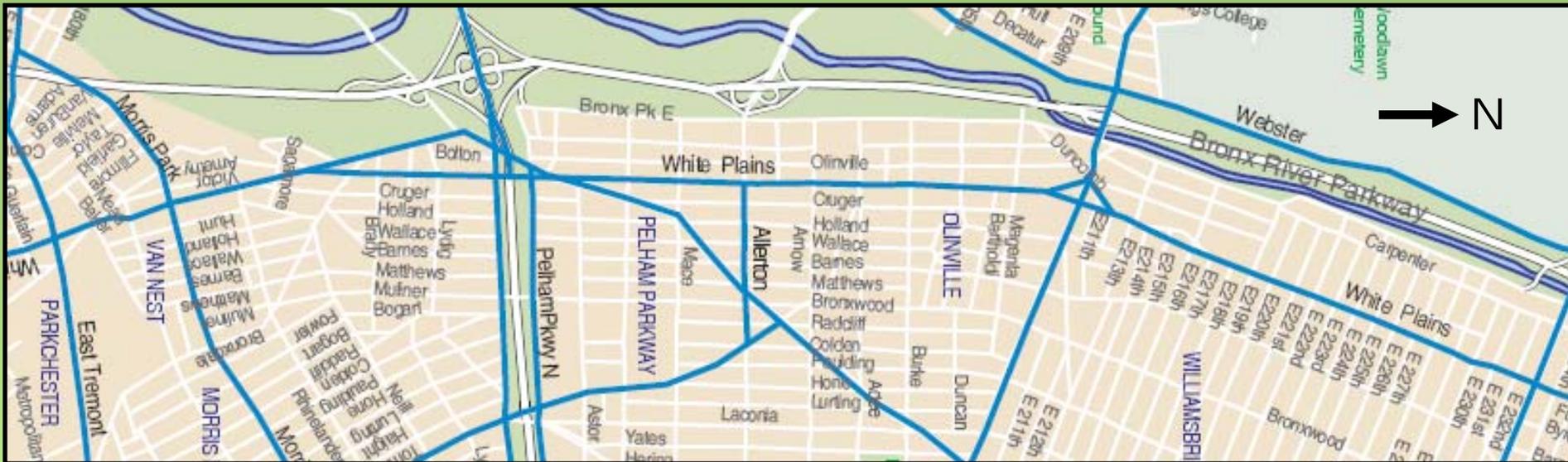


# Illegal/Double Parking

Observed Delivery Truck Double Parking



# Truck Routes

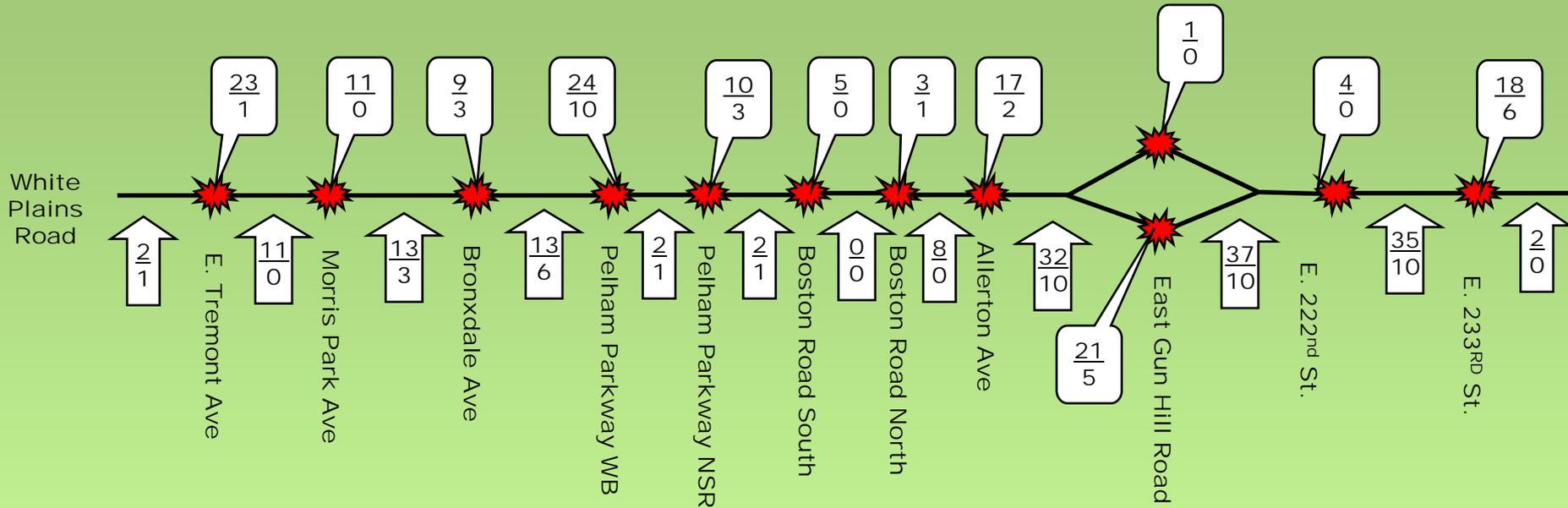


- Local Route only
- Truck Routes intersect at:
  - East Tremont Ave
  - Morris Park Ave
  - Pelham Parkway
  - Boston Road
  - Allerton Avenue
  - East Gun Hill Rd
  - East 233<sup>rd</sup> St

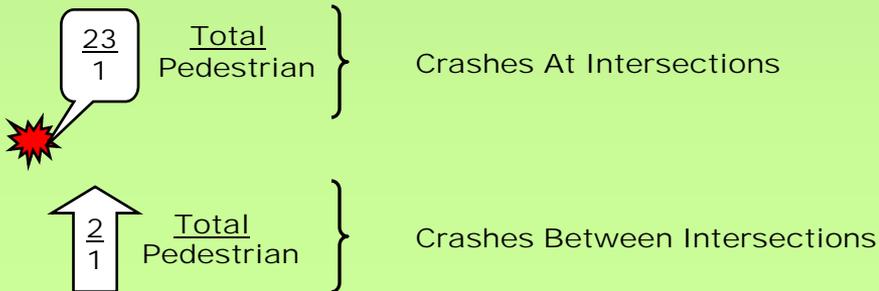
## LEGEND

 LOCAL TRUCK ROUTES

# Traffic Crashes



## LEGEND



# Pedestrians

- Heavy turning volumes
- Visibility constraints due to elevated subway structures
- On-street bus stops
- Substandard pedestrian ramps



# Bicycle Routes



Project Study Area

## LEGEND

-  Class 1, Greenway / Off-Street Path (off-street or designated path in parks)
-  Class 2, Bicycle Lane (on-street striped route)

-  Planned/Proposed Greenway (for future construction)
-  Planned/Proposed Route
-  Bike Shops



# General Corridor Wide Improvement Measures

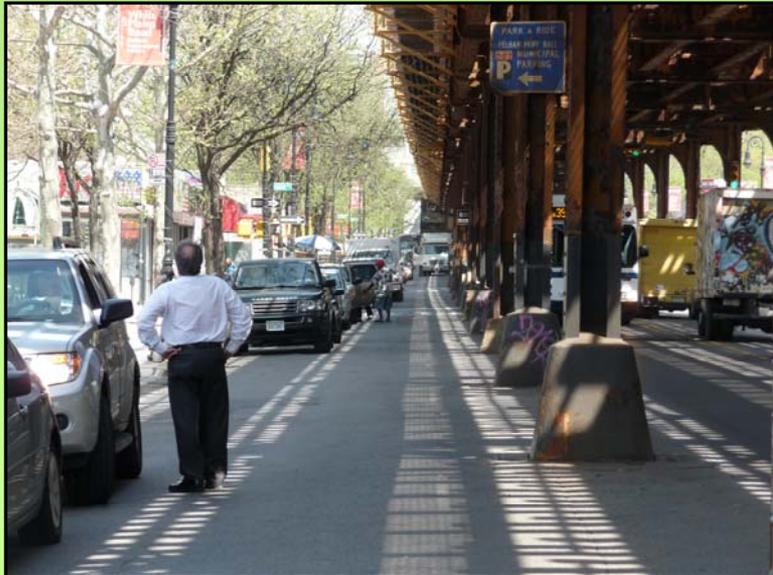
# Pedestrian Safety

- Upgrade pavement markings
- Upgrade or repair pedestrian ramps
- Construct pedestrian refuge islands
- Increase size of bus stop signs on subway columns
- Paint subway column base white and install object marker signs
- Upgrade street lights under subway structures and where found insufficient
- Install “Yield to Pedestrian” signs at key intersections
- Install bus shelters at key intersection



# Traffic Congestion

- Optimize traffic signal timing for smoother progression and coordination to improve operations and reduce aggressive behavior due to excessive delays
- Improve capacity by lane configuration changes within existing curb-to-curb width (e.g. right and/or left turn pocket lanes)
- Travel pattern changes by restricting left and/or right turns
- Install new traffic signals
- Install traffic signs on subway columns to guide motorists



# Parking

- Initiate a ParkSmart pilot program to increase parking utilization
- Install muni-meters in place of existing parking meters
- Identify delivery zone windows for commercial parking regulations
- Increase curbside parking on White Plains Road between Bronxdale Avenue and Brady Street in front of Staples

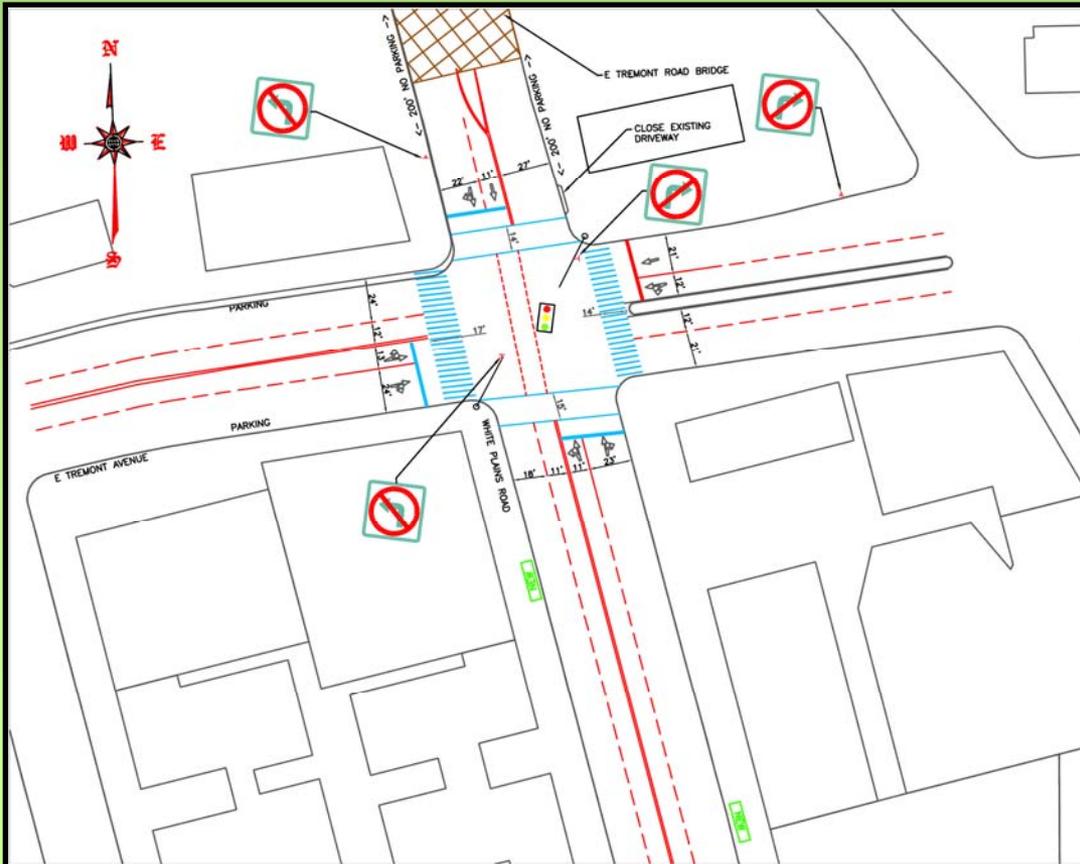




# Site Specific Improvement Measures

# White Plains Road at E. Tremont Ave.

- Remove parking approximately 200 feet from the north side of the intersection (both curbsides)
- Prohibit southbound left turn
- Prohibit westbound right turn
- Peg-A-track for lane guidance
- Install two new bus shelters
- Restripe crosswalks, stop bars and lane lines
- Close existing driveway



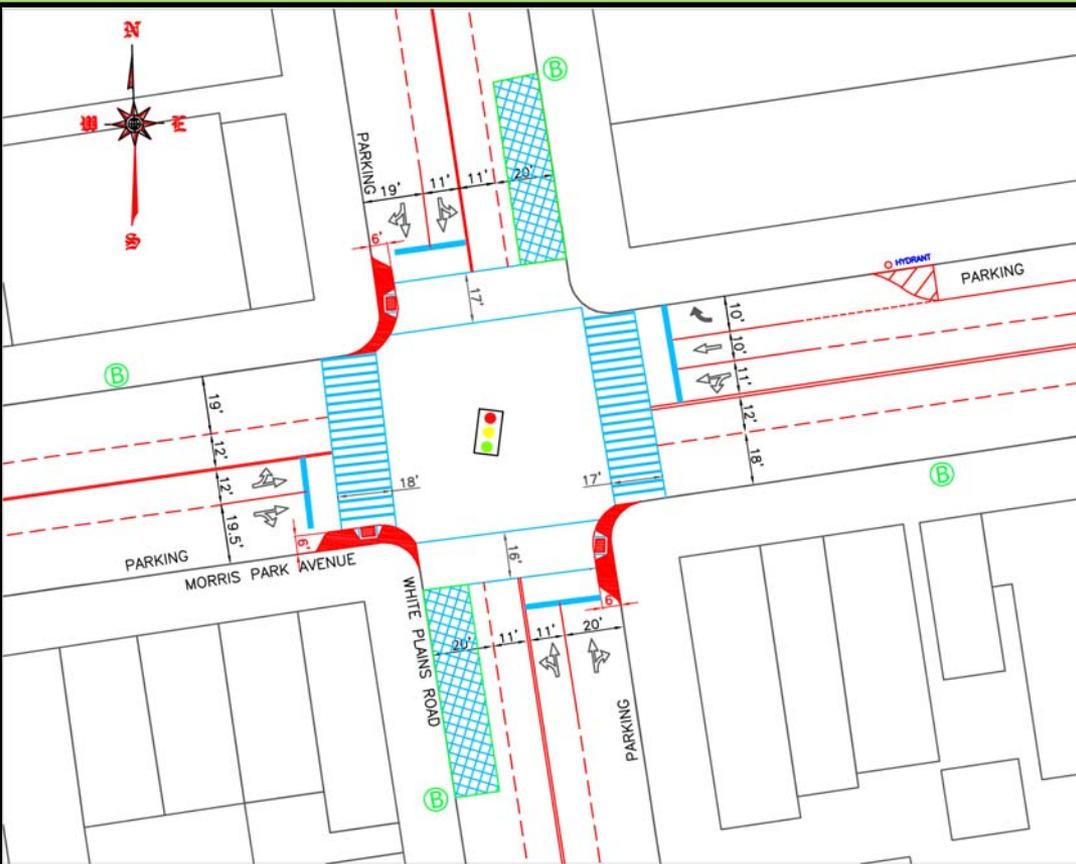


# White Plains Road at Mead Street



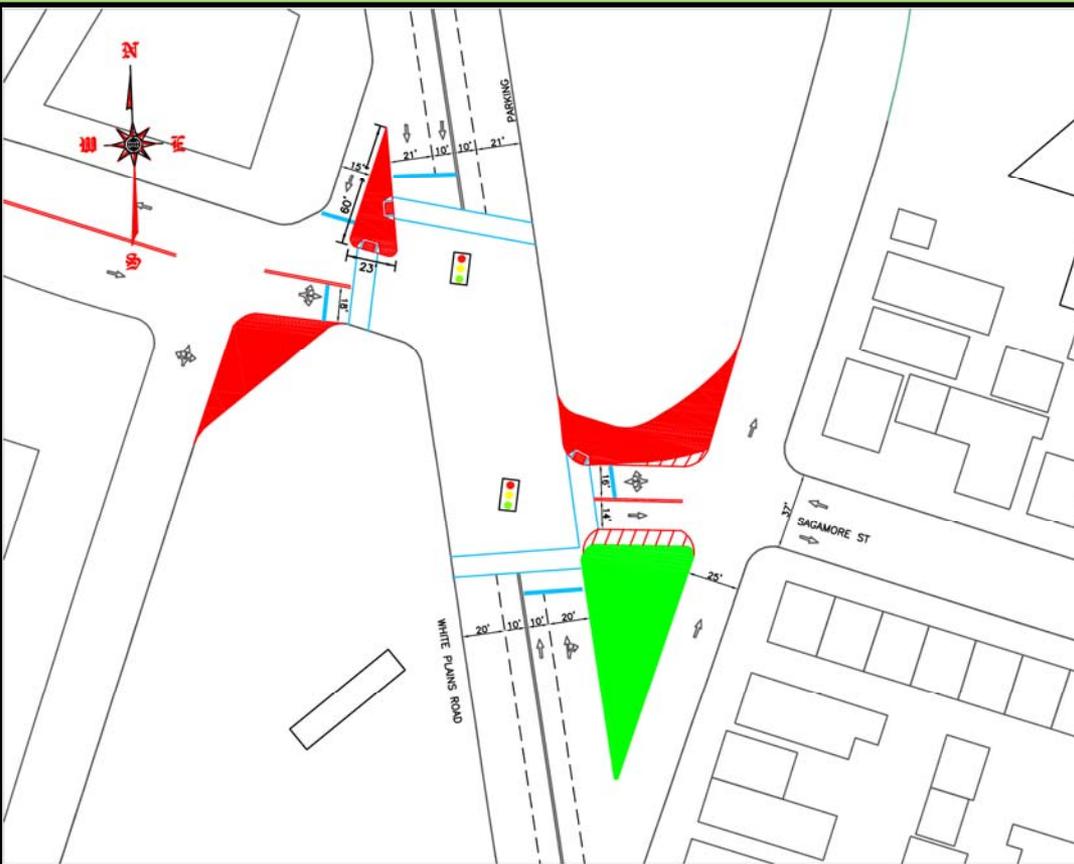
- Close segment of Mead Street between White Plains Road and Unionport Road
- Make Unionport Road one-way southbound between Van Nest Avenue and Mead Street
- Install high visibility crosswalk, stop bar and pedestrian ramps

# White Plains Road at Morris Park Avenue



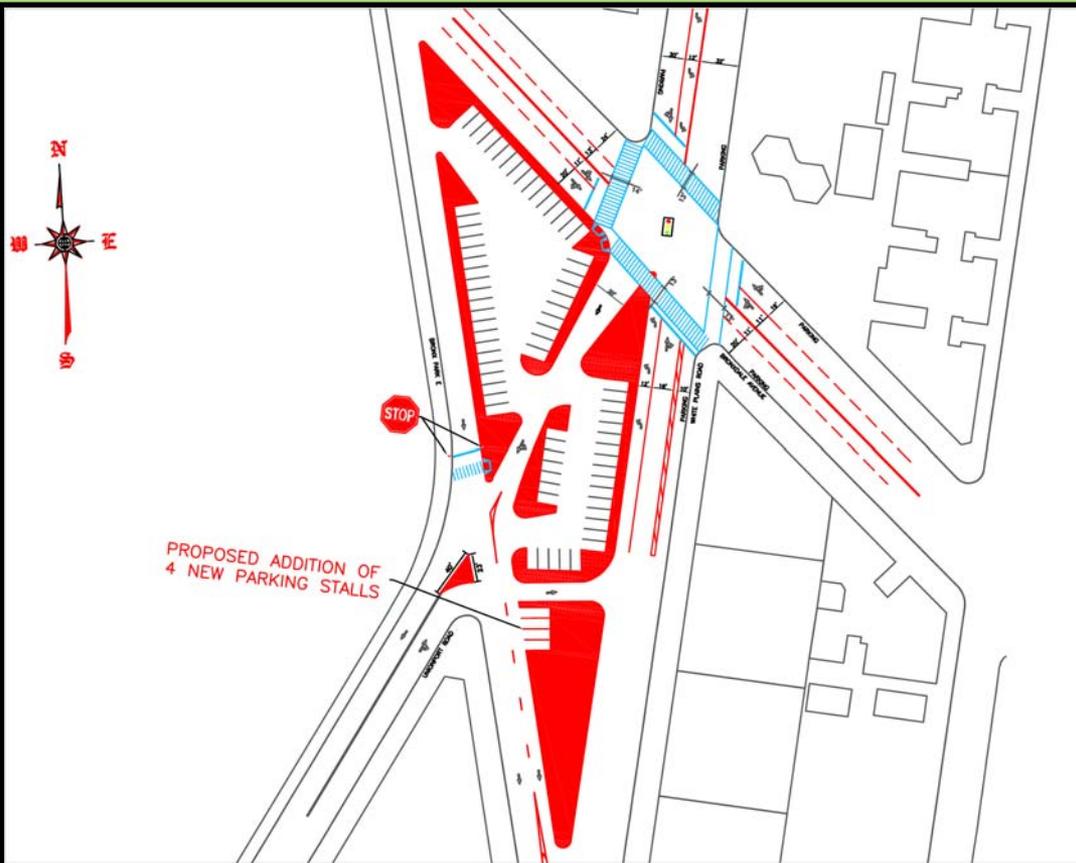
- Reconfigure westbound approach by creating three westbound lanes including a right pocket lane, through and through/left turn shared lane
- Install bulbouts on northwest, southeast and southwest corners and new pedestrian ramps
- Install concrete bus stop pads
- Restripe crosswalks, stop bars and lane lines

# White Plains Road at Sagamore Street



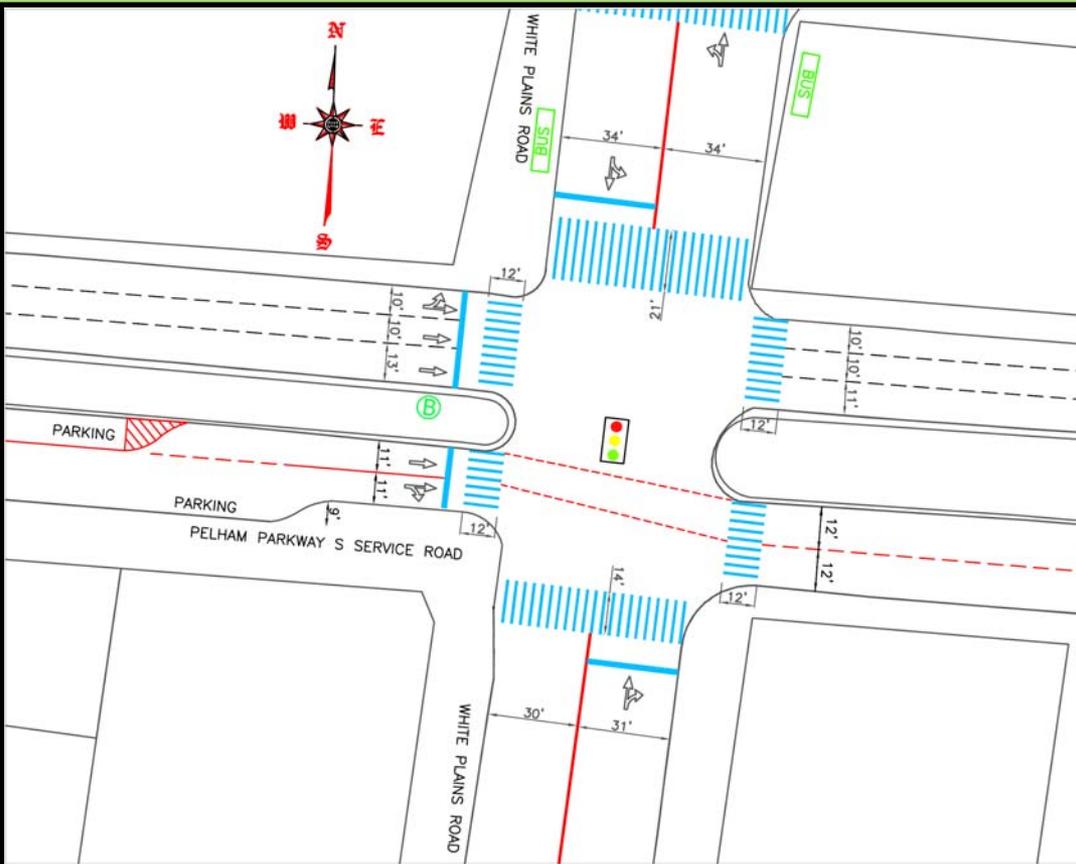
- Add sidewalk extensions
- Reconfigure Sagamore Street approach
- Install raised median between the southbound right turn bay and the southbound approach
- Install new pedestrian ramps
- Restripe crosswalks, stop bars and lane lines

# White Plains Road at Bronxdale Avenue



- Install raised curb at adjacent parking lot.
- Replace existing “Yield” signs with “Stop” signs on southbound Bronx Park East approaching Unionport Road
- Replace hatched median with a raised median at Unionport Road
- Add 4 new parking spaces
- Restripe crosswalks, stop bars and lane lines

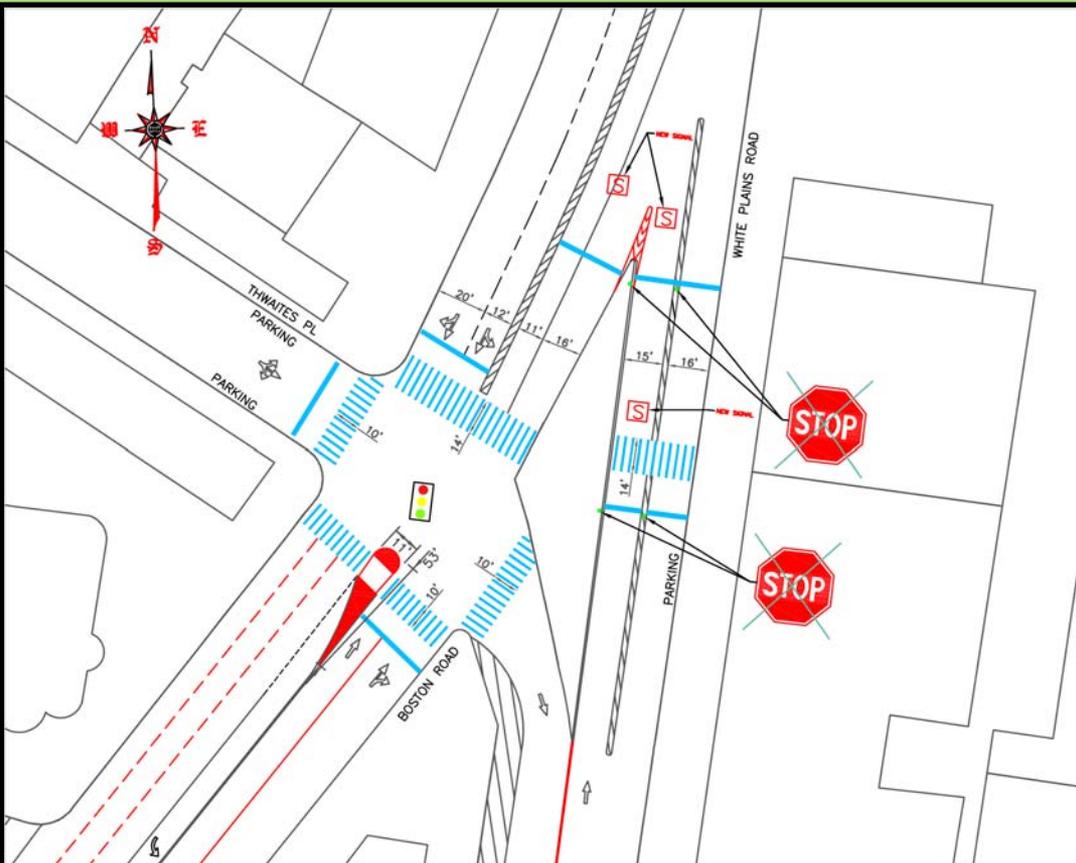
# White Plains Road at Pelham Parkway South Service Road



- Provide additional through pocket lane for eastbound traffic within existing curb to curb width on Pelham Parkway South Service Road
- Restripe west side receiving approach to accommodate two moving lanes on Pelham Parkway
- Restripe crosswalks, stop bars and lane lines

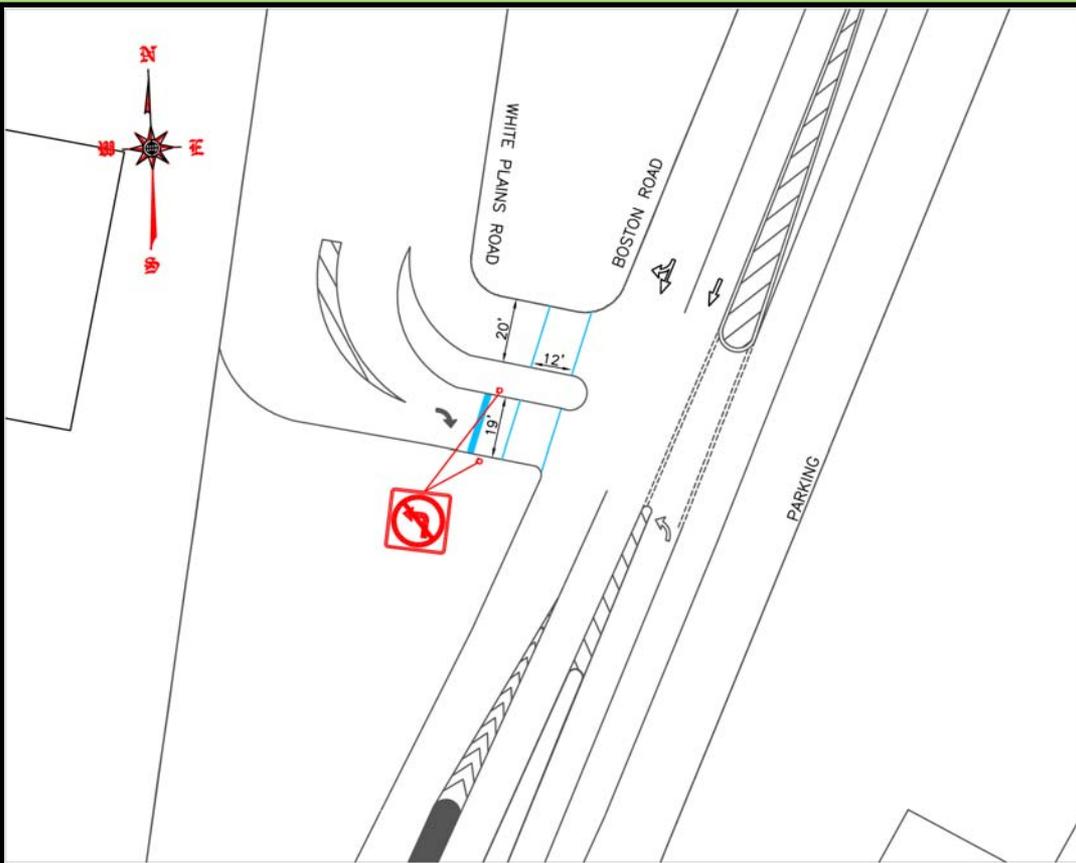


# White Plains Road at Boston Road (South Intersection)



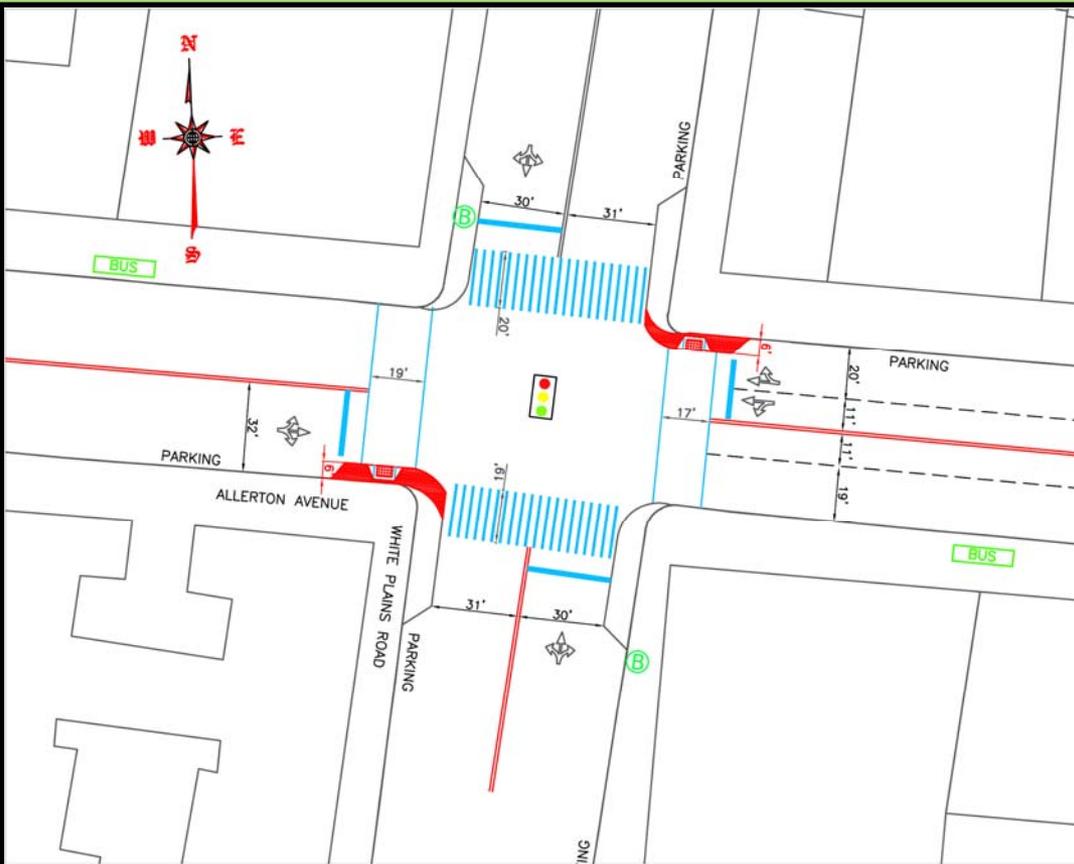
- Install a new traffic signals on White Plains Road as it approaches Boston Road
- Install new median island on south side of Boston Road and Thwaites Place intersection
- Restripe crosswalks, stop bars and lane lines
- Extend gore area striping

# White Plains Road at Boston Road (North Intersection)



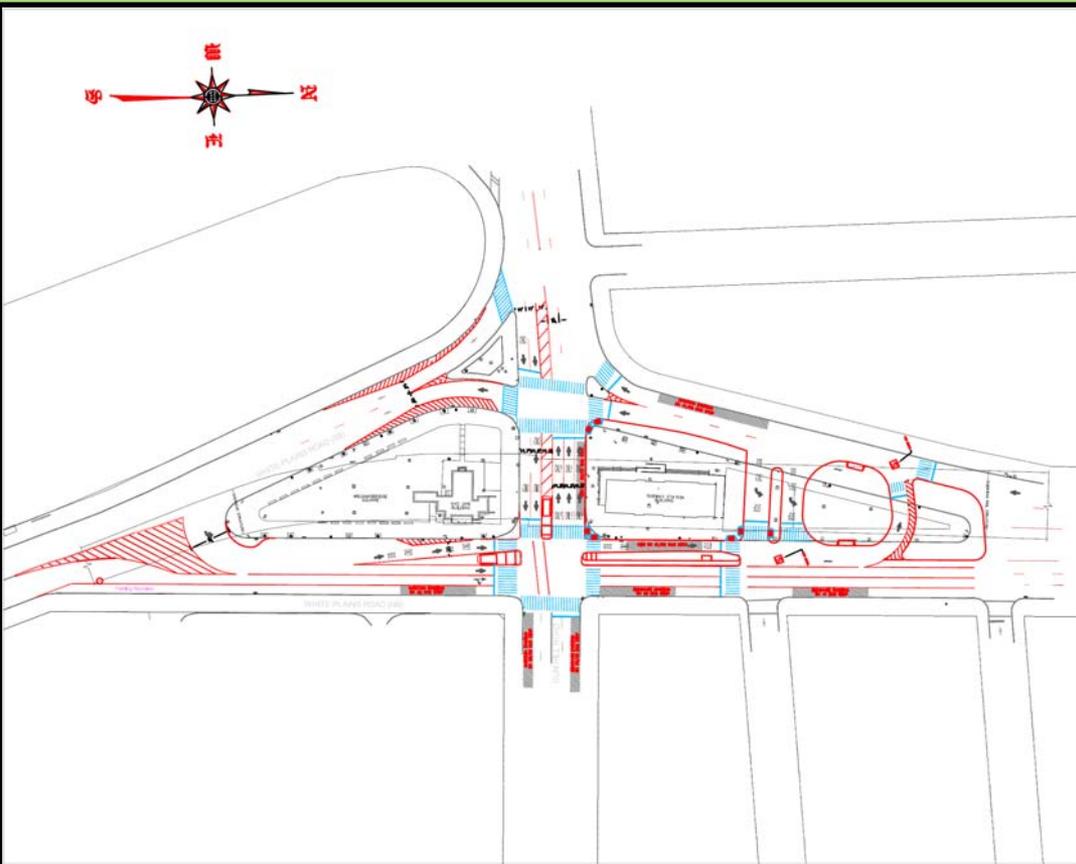
- Prohibit left turns from eastbound approach by installing left turn restriction signs
- Restripe crosswalks and stop bar

# White Plains Road at Allerton Avenue



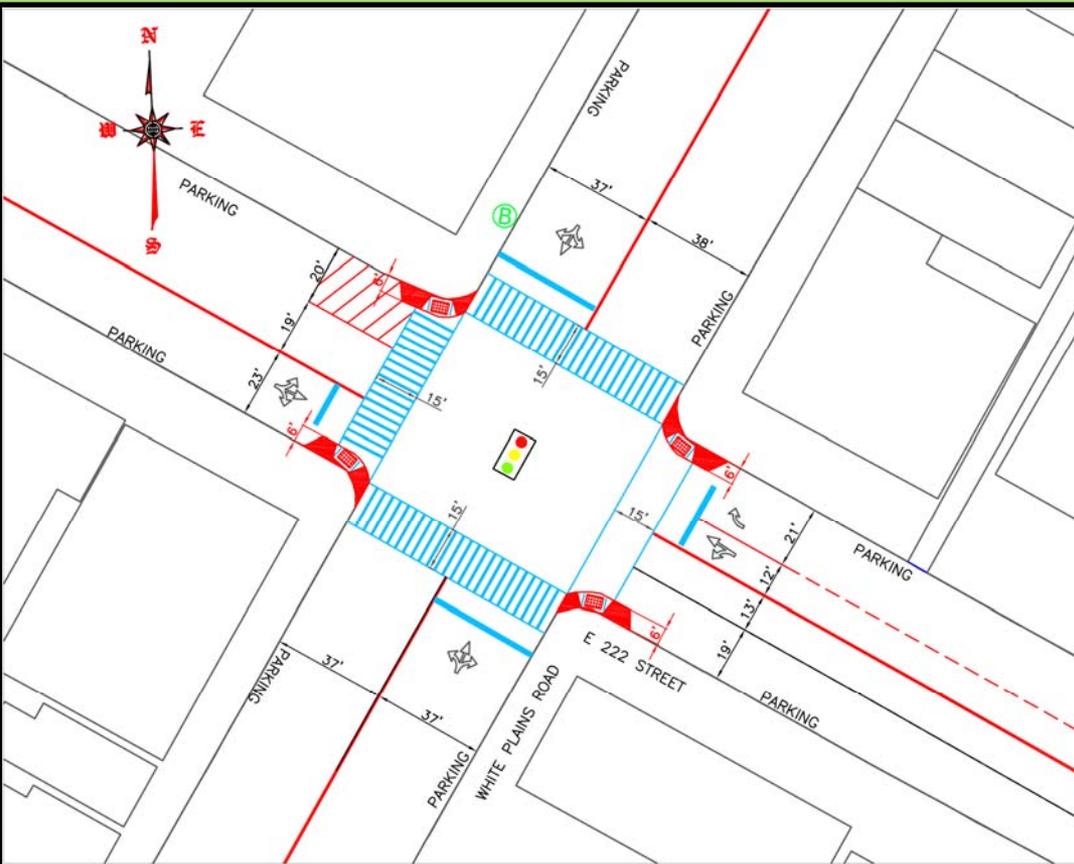
- Install bulbouts at northeast and southwest corners of the intersection and install new pedestrian ramps (Note: This is a DOT recommendation under the “Safe Route to Transit Project”)
- Restripe crosswalks, stop bars and lane lines

# White Plains Road at East Gun Hill Road



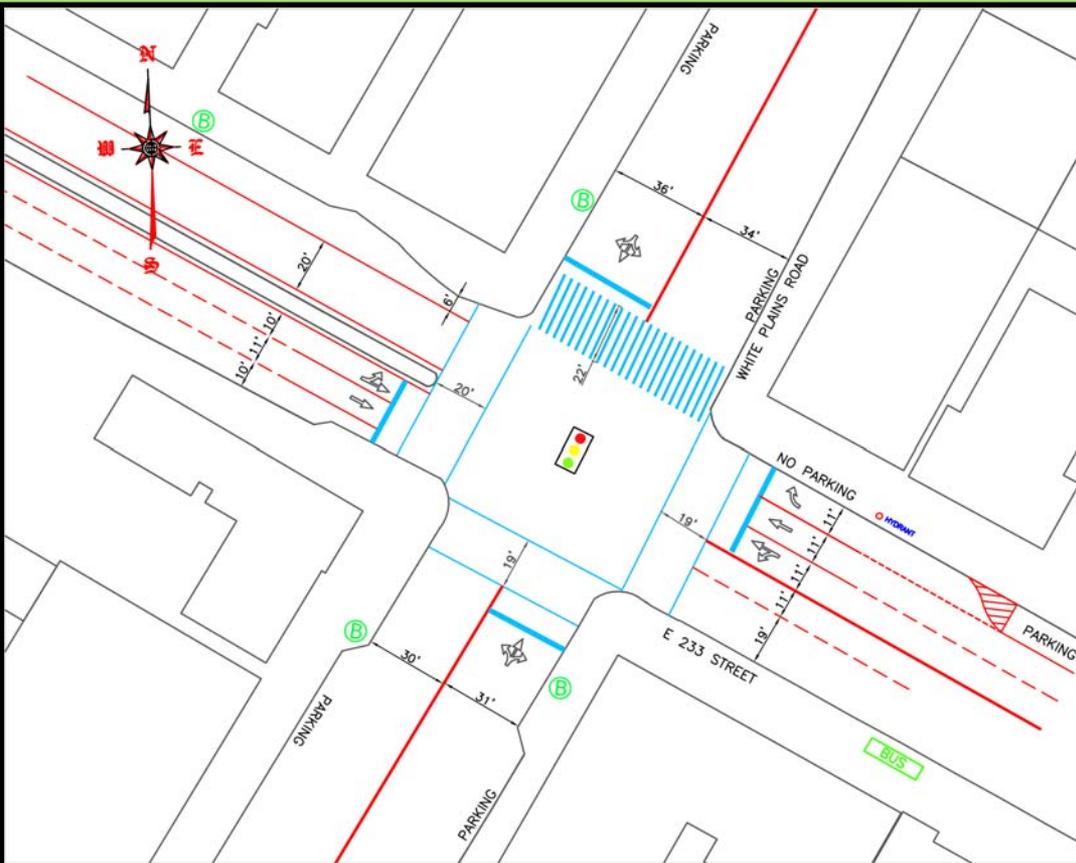
- All major geometric changes to take place at this intersection based on “Gun Hill Road Intermodal Project”, (Contract no # A - 36078)
- Left turns restricted from the east, west and north approaches of the intersection
- Install raised median island on the north, south and west side of White Plains Road and East Gun Hill Road (North) intersection

# White Plains Road at East 222<sup>nd</sup> Street



- Install bulbouts at all 4 corners of the intersection and install new pedestrian ramps
- Restripe crosswalks, stop bars and lane lines

# White Plains Road at East 233<sup>rd</sup> Street

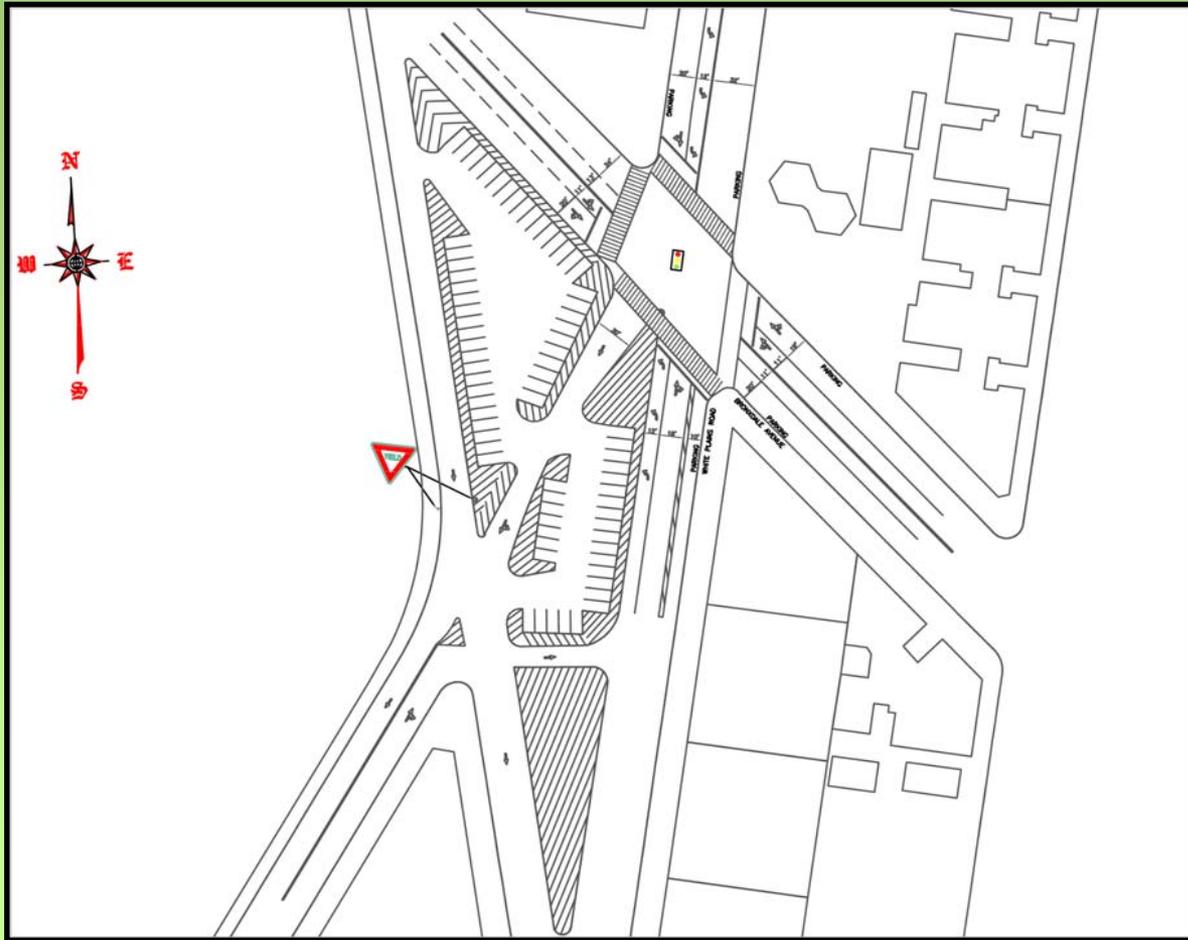


- Remove parking from the westbound approach to create right turn pocket lane for all time periods (Note: AM peak already has a “no curbside parking regulation” in placed to allow a right turn pocket lane)
- Restripe crosswalks, stop bars and lane lines



# Bold Ideas

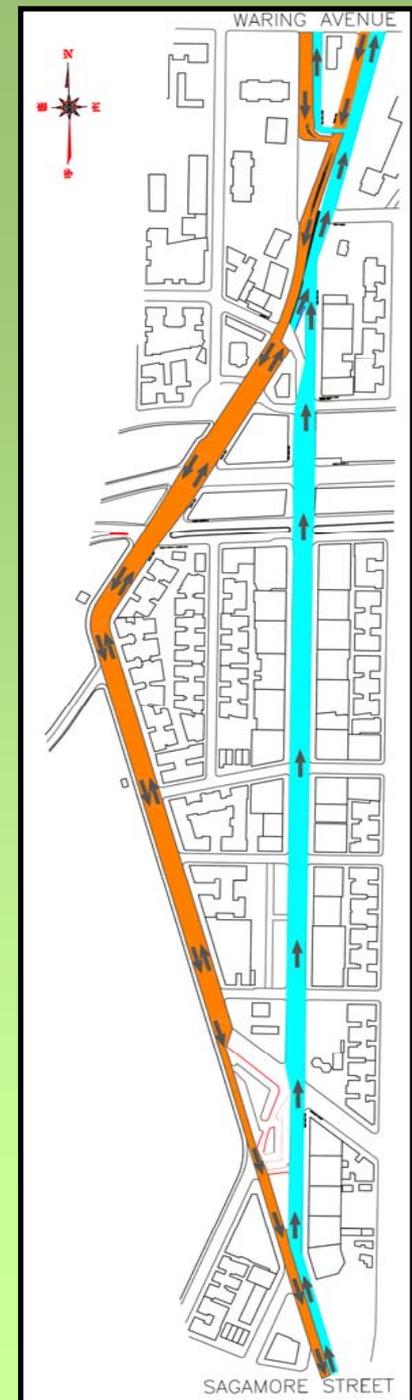
# BOLD IDEA (1)



- Create southbound lane on White Plains Road between Bronxdale Avenue and Unionport Road
- Reconfigure parking lot

# BOLD IDEA (2)

- Traffic Pattern changes
- White Plains Road one-way northbound between Bronxdale Avenue and Boston Road
- Southbound White Plains Road traffic use Boston Road/ Uniondale/ Bronx Park E



# Next Steps

- Review Public Meeting #2 Comments
- Short and Long Term Analysis
- Final Report (Spring/Summer 2010)



# QUESTIONS AND COMMENTS

<http://www.nyc.gov/html/dot/html/motorist/whiteplainsrd.shtml>