



City of New Rochelle Complete Streets Study and Design Specification No.5112

May 16, 2017

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Principal-in-Charge

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Project Manager

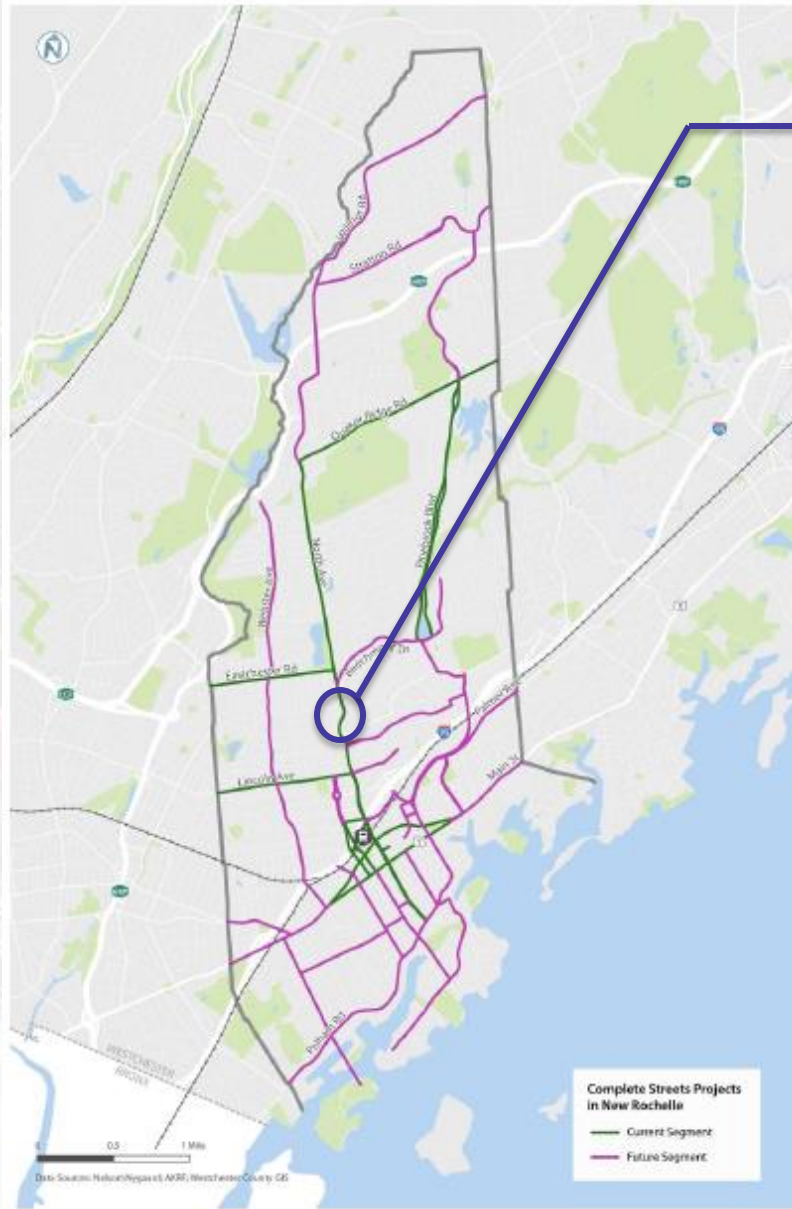
Zabe Bent - Nelson Nygaard
Multimodal Transportation

Resolution 42

- *“A Complete Streets policy and a Sustainable Complete Streets Policy as defined by Smart Growth America. Complete Streets recognizes that our street system should serve everyone and provide **safe** access for **all users**, including pedestrian, bicycles, motorists and transit riders of all ages and abilities, including those lesser abled.”*
- Develop a Comprehensive Complete Street Plan
 - Provide safe connections to traverse the City
 - Attract millennials
 - Allow residents to age in place
 - Incorporate current and future projects

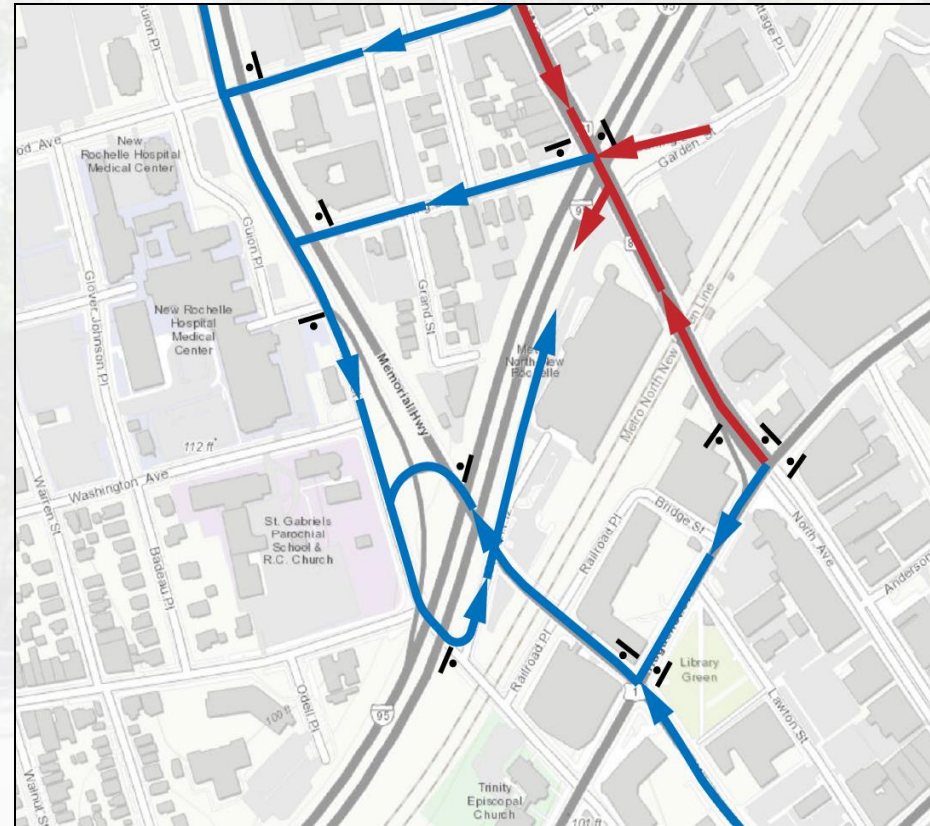
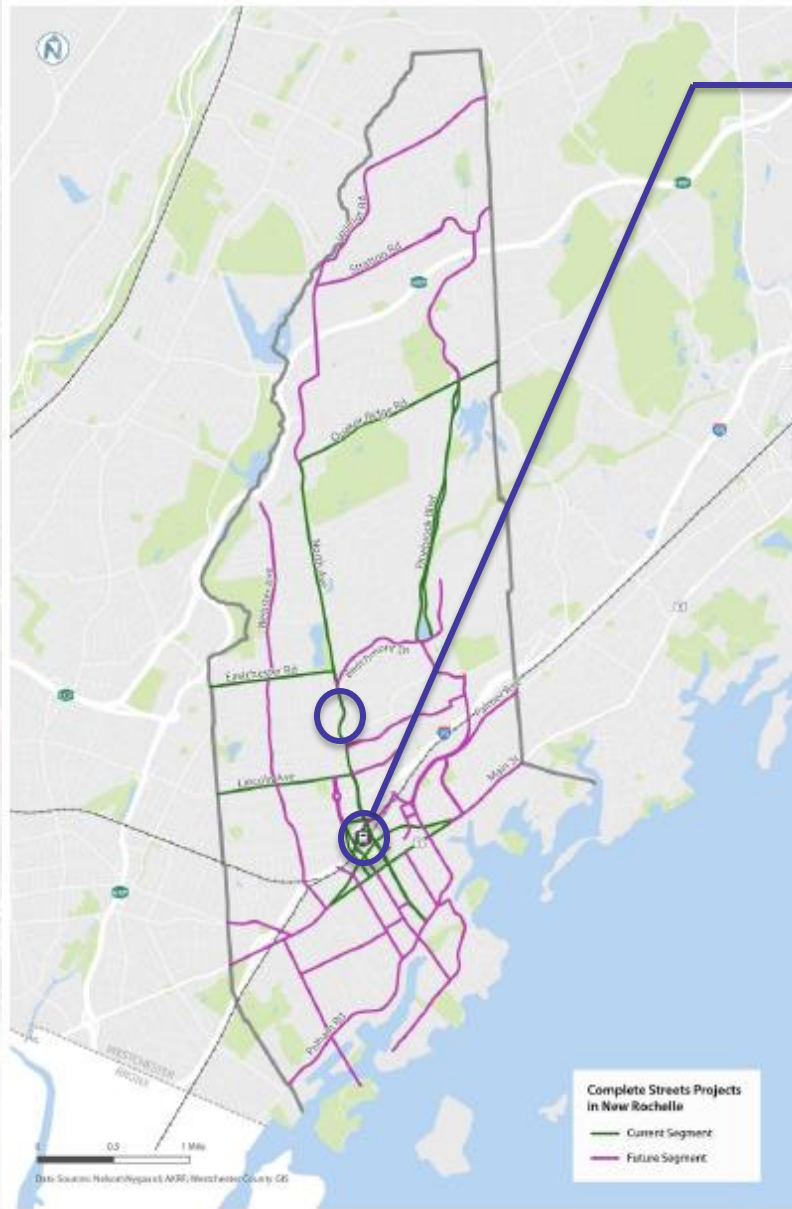
Current and Future Projects

North Street East and West Developments



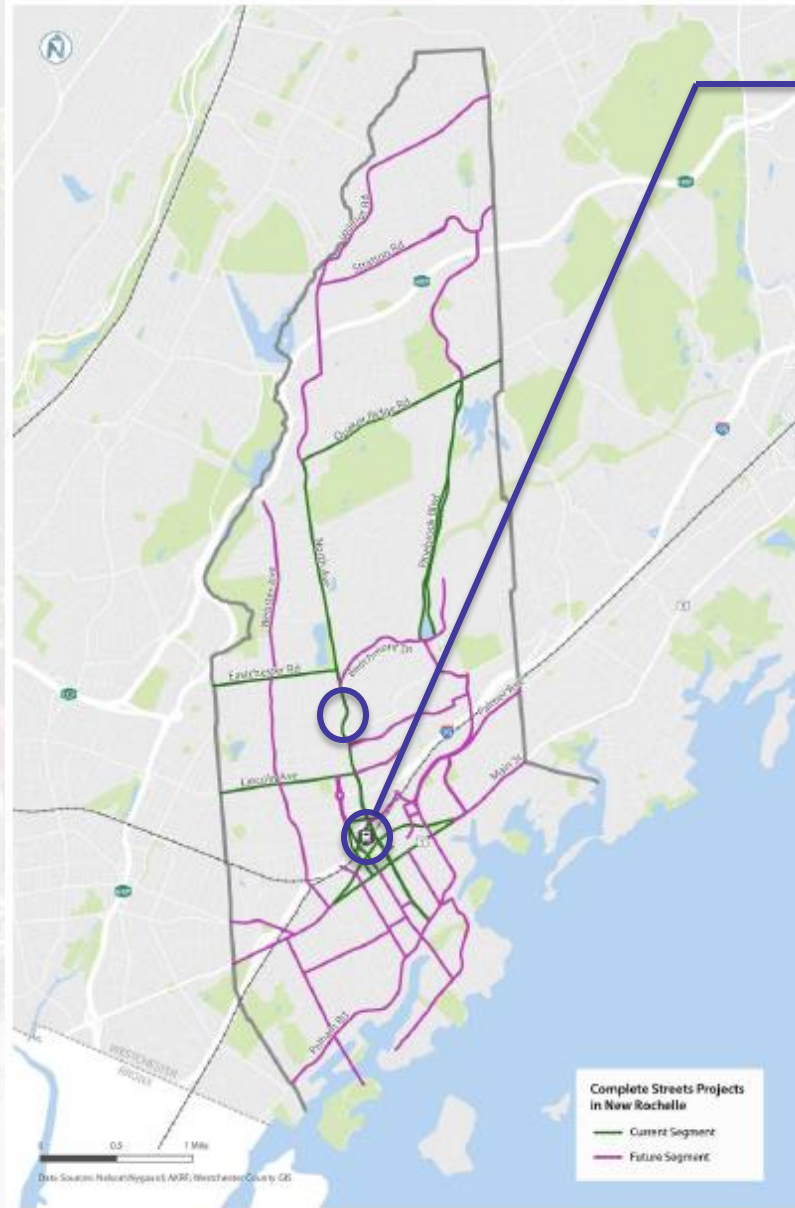
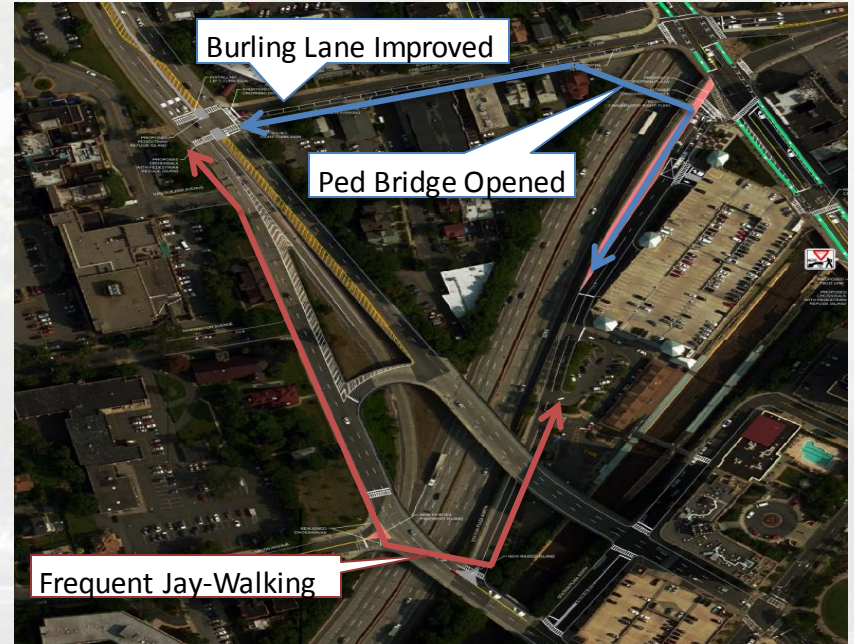
Current and Future Projects

Improved travel patterns around ITC



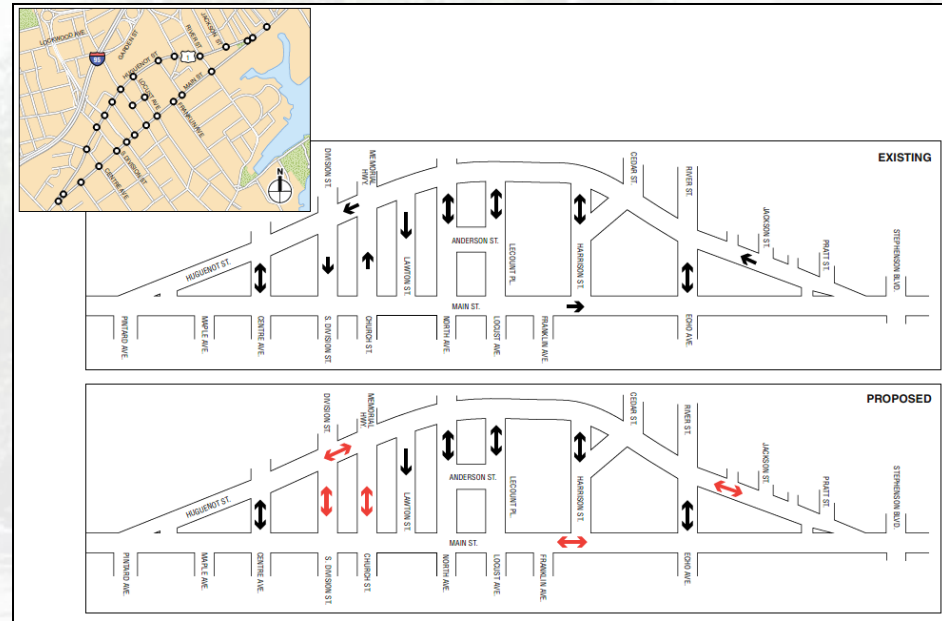
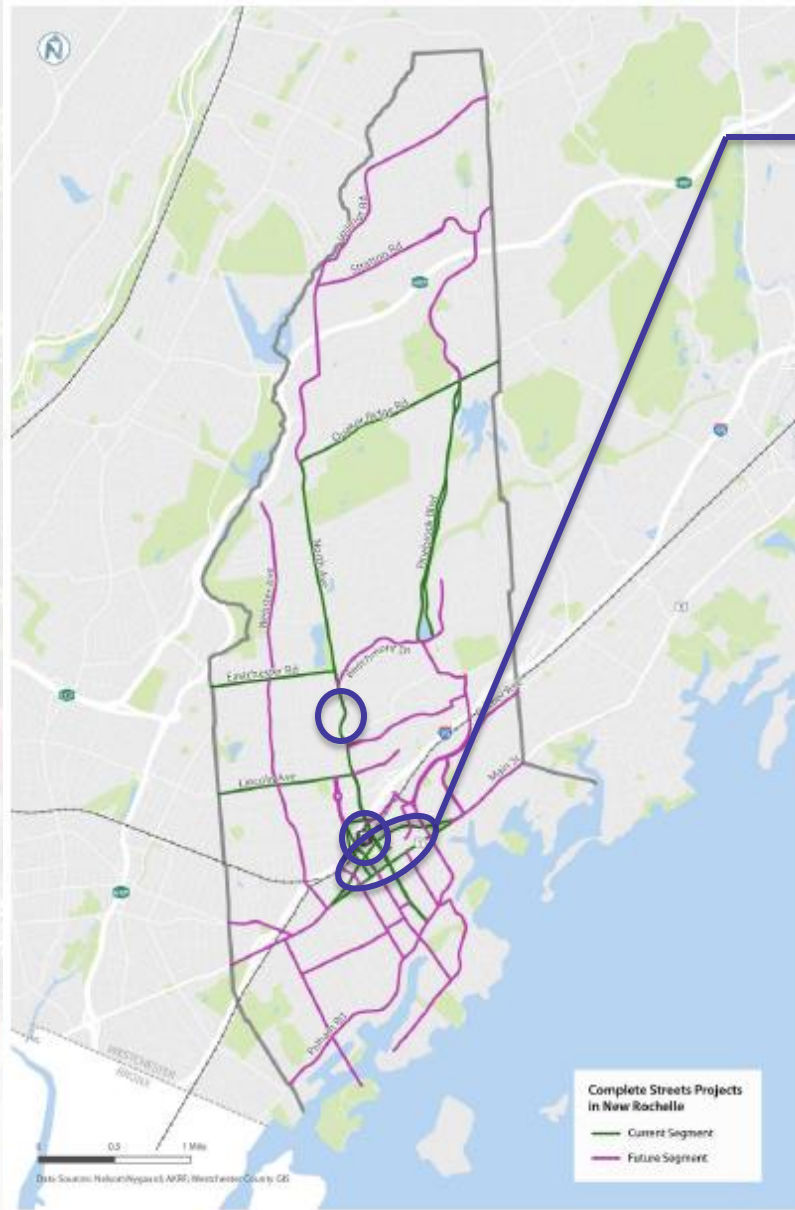
Current and Future Projects

Improved travel patterns around ITC



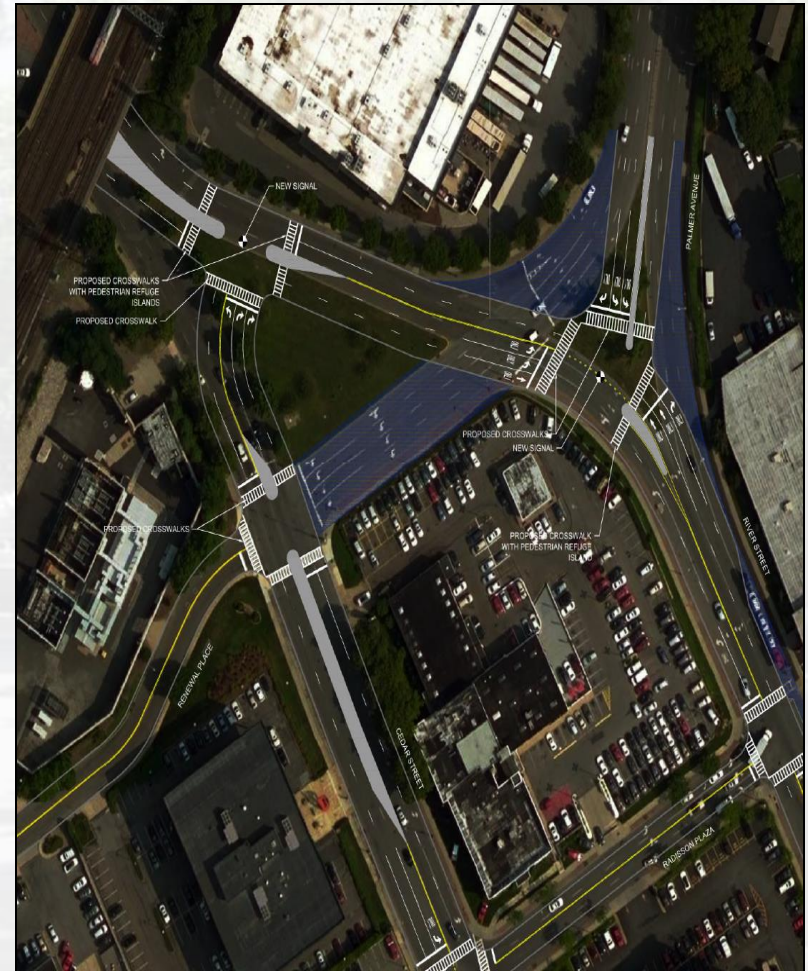
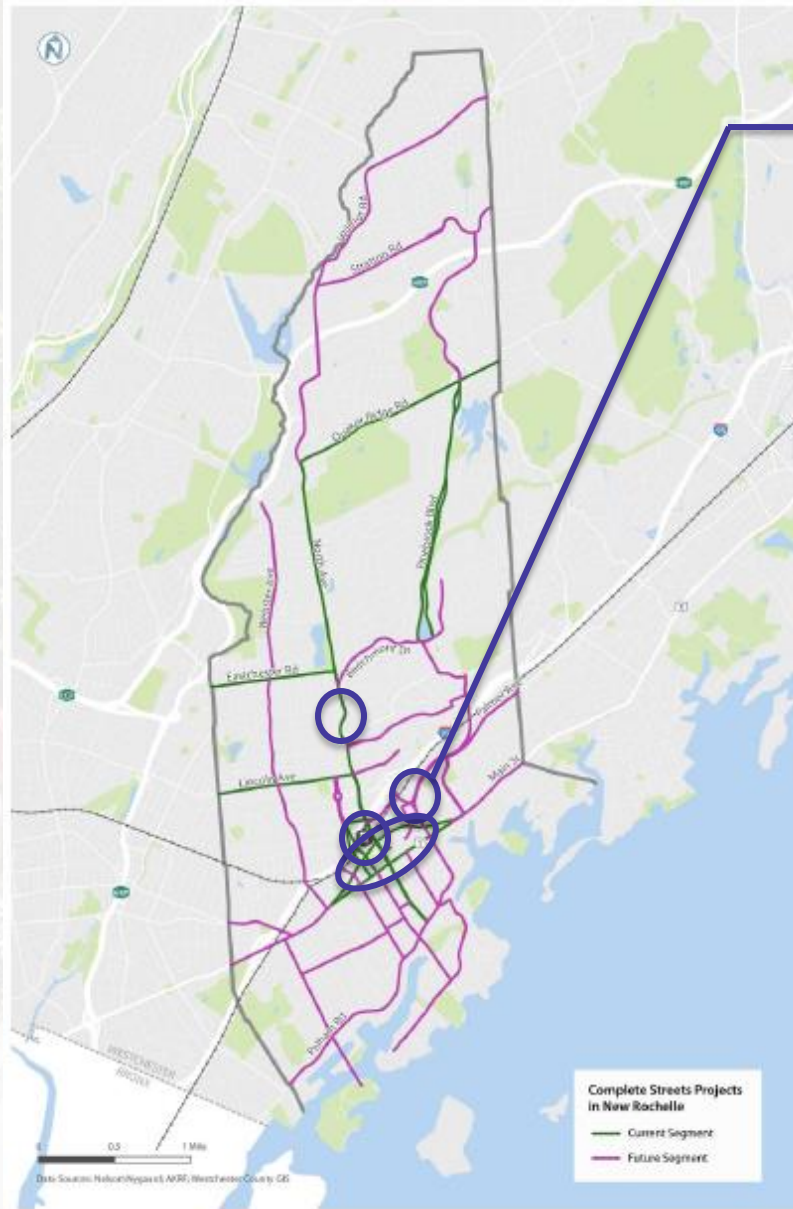
Current and Future Projects

Downtown One-Way to Two-Way Conversion



Current and Future Projects

Conceptual Plans for Palmer/River



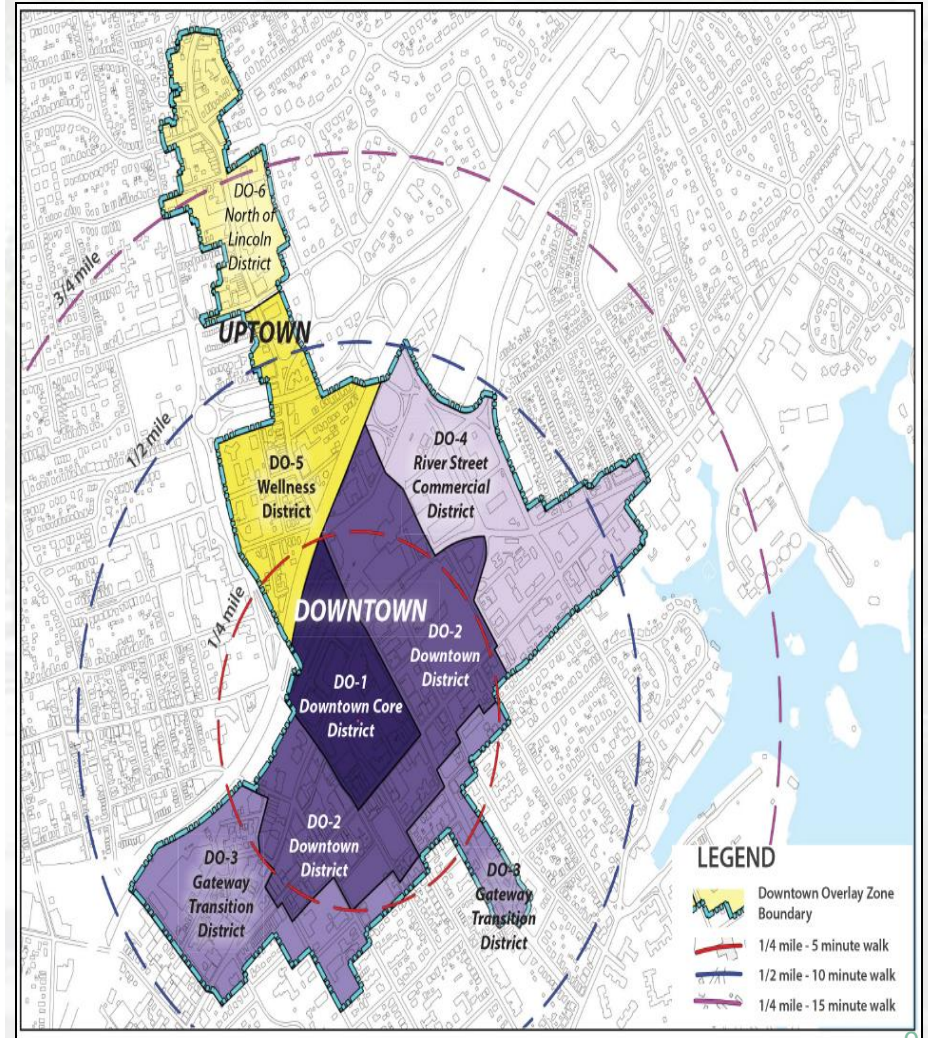
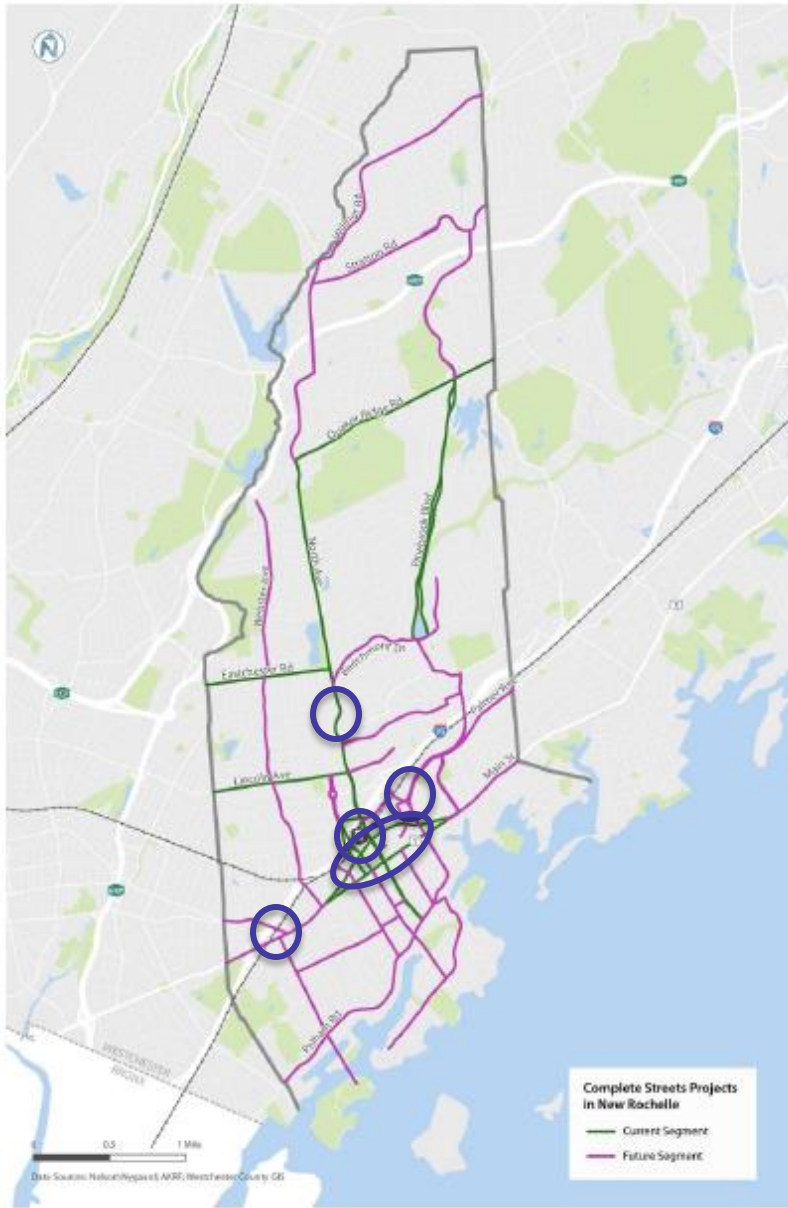
Current and Future Projects

RFP for Main Street / Kings Highway



Current and Future Projects

Downtown Overlay Zone



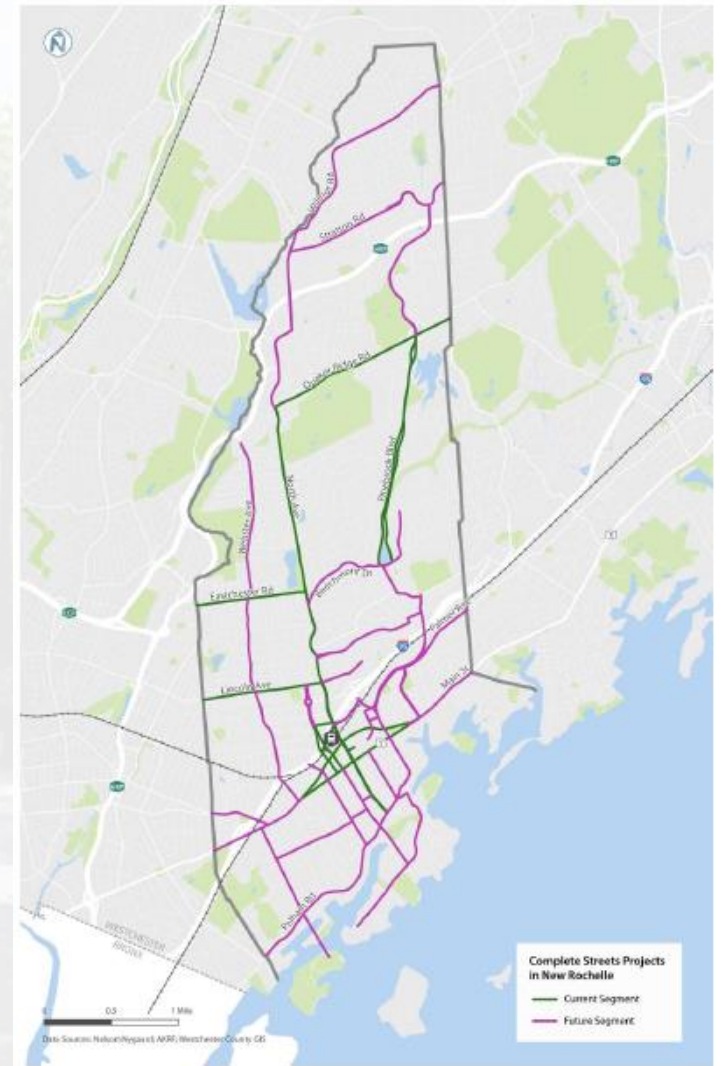
City-Wide Complete Street Vision



- Improve North-South and East-West Connections
 - Connecting Residential, Downtown, and Waterfront Areas
- Provide Pedestrian and Bicycle Facilities
- Accommodate Vehicular Traffic
- Priority Roadways
 - North Avenue – main spine of the City
 - Lincoln Avenue, Quaker Ridge Road, Main St./Huguenot St. – important east-west corridors

Presentation Overview

- Project Approach
- Phase 1 – Roadway Identification
 - Brief Overview
- Phase 2 – Conceptual Designs
 - Anderson Street
 - Eastchester Road
 - Lincoln Avenue
 - North Avenue
 - Pinebrook Boulevard
 - Quaker Ridge Road

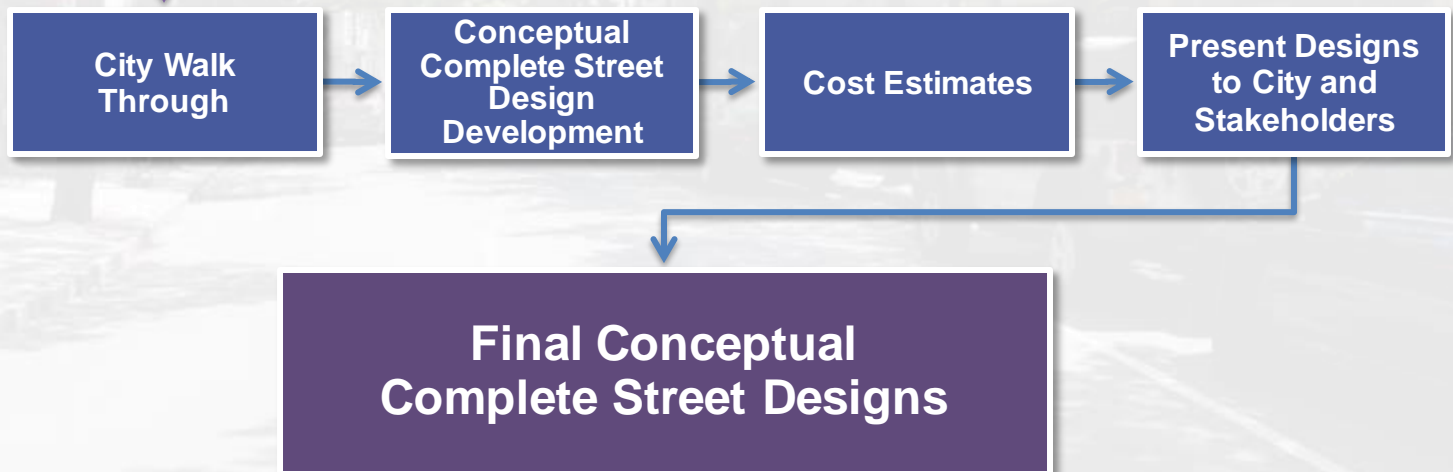


Project Approach

Phase 1: Roadway Identification



Phase 2: Conceptual Designs



Phase 1 – Roadway Identification

- Extensive City-Wide Data Collection Effort
- Steering Committee Meeting - September 1, 2016
 - Presented data collected
 - Asked for feedback from community on existing experiences
 - Identified 6 critical corridors the steering committee wanted advanced to conceptual design

Phase 1 – Extensive City-Wide Data Collection Effort

Table 1
Roadway Conditions

Roadways	Approximate curb-to-curb widths	Existing number of travel lanes	Average daily traffic volumes	Estimated peak hour volume per lane
5th Avenue	30'	2	12,030	600
Beechmont Drive	30'	2	8,070	400
Centre Avenue	28'	2	5,560	300
Church Street	30'	2	2,530	100
Davenport Avenue	27'	2	No data available	--
Eastchester Road	35'	2	9,440	500
Echo Avenue/Pelham Road	40'	2	No data available	--
Elm Street	30'	2	5,680	300
Franklin Avenue	40'	2	No data available	--
Hamilton Avenue	38'	2	No data available	--
Huguenot Street (Harrison St)	48'	3-4	18,920	500-600
Huguenot Street (Near Division St)	42'	2-3	18,920	600-900
Kings Highway	30'	2	12,720	600
Lincoln Avenue	30' - 40'	2	16,300	800
Locust Avenue	32'	2	No data available	--
Main Street (Near Division St)	44'	2	23,340	1,200
Main Street (Near Harrison St)	43'	2	23,340	1,200
Main Street east of Huguenot	60'	4	No data available	--
Main Street west of Huguenot Street	48'	4	32,000	800
Mayflower Avenue	30'	2	4,100	200
Memorial Highway/Division	80'	4	12,730	300
North Avenue (Eastchester to Pelham)	56' - 60'	2-4	24,400	600-1,200
North Avenue (Quaker Ridge Road to Eastchester)	50'	4-5	16,120	300-400
North Avenue (Stratton to Quaker Ridge Road)	50'	4	15,970	400
Palmer Avenue	45' - 90'	3-6	16,660	300-600
Pelham Road	40'	2	9,350	500
Pinebrook Boulevard (Stratton to Quaker Ridge)	54'	2	8,480	400
Pinebrook Boulevard (Quaker Ridge to Beechmont)	40'	2-3	8,440	400
Quaker Ridge Road	48'-55'	4	10,330	300
River Street	36' - 60'	3-5	13,470	300-400
Stephenson Boulevard	48'	2	No data available	--
Stratton Road	28'	2-3	3,060	100-200
Union Avenue	38'	2	4,780	200
Webster Avenue (Eastchester to Main Street)	30' - 40'	2	10,270	500
Webster Avenue (Hutchinson Pkwy to Eastchester)	40'	2	7,700	400
Weyman Avenue	36' - 57'	2	6,380	300
Wilmot Road	28'	2	7,000	400

Source:
1. NYSDOT Traffic Data Viewer

Figure 2: On-Street Parking

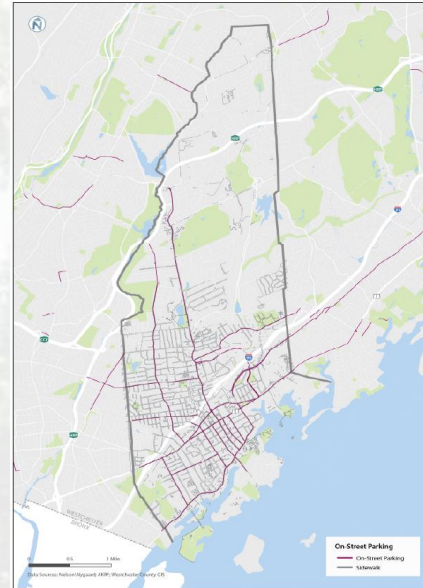


Figure 3: Roadway Slopes

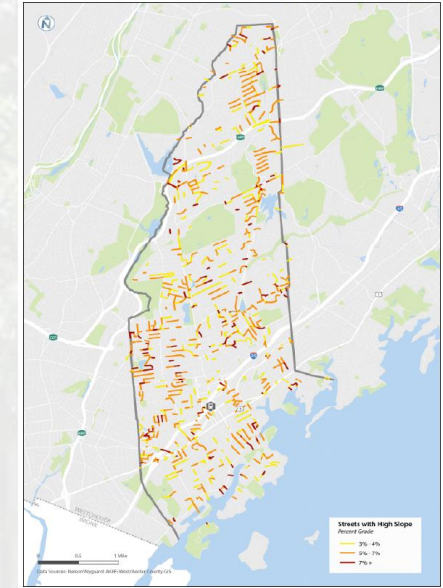


Figure 4: Pedestrian Facilities

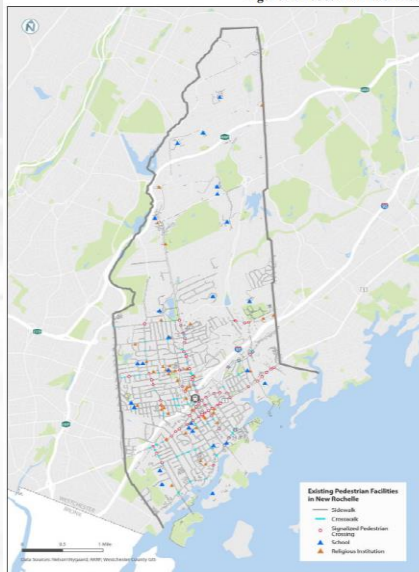


Figure 5: Bicycle Facilities

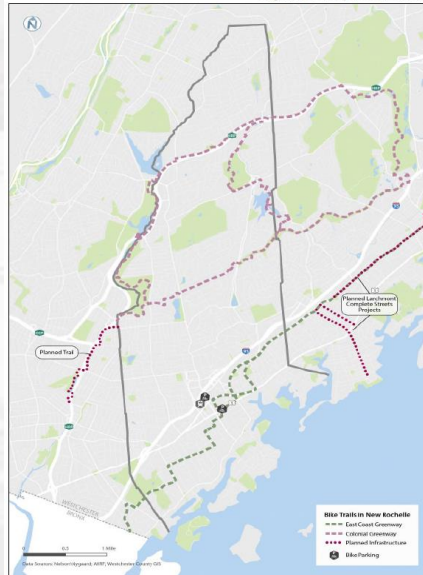
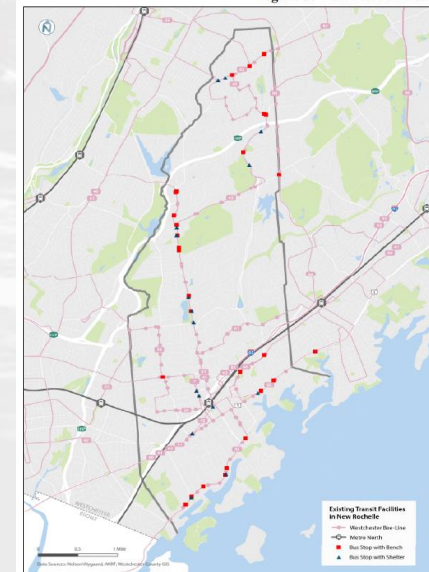


Figure 6: Transit Facilities



Phase 2 – Conceptual Designs

- 6 Corridors Advanced to Conceptual Design:
 - Anderson Street
 - Eastchester Road
 - Lincoln Avenue
 - North Avenue
 - Pinebrook Boulevard
 - Quaker Ridge Road
- Develop the Template for Other Roadways



Anderson Street – Existing (2016)

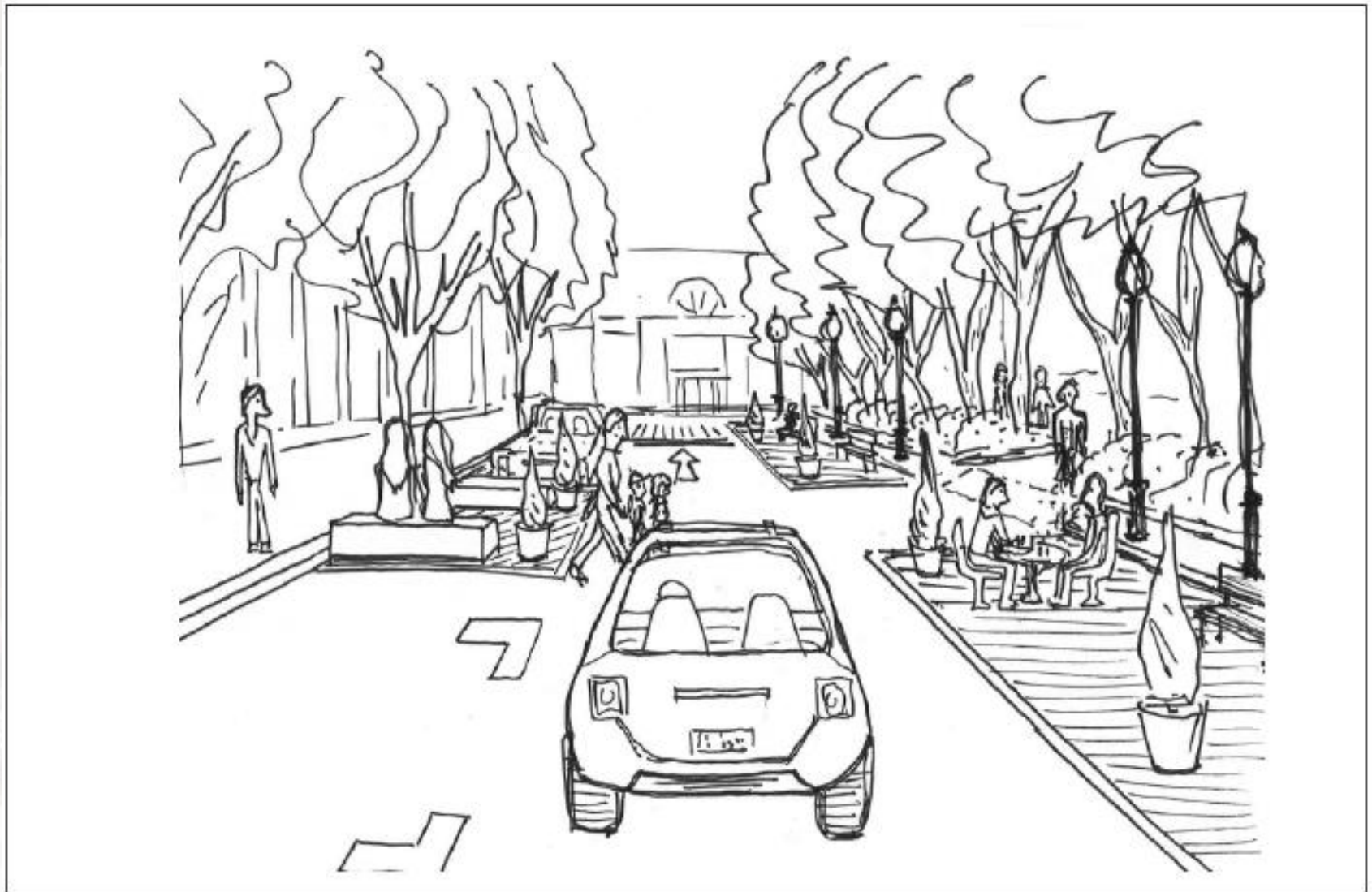
- Wide lanes
- No street parking available
- Pedestrian experience limited with landscape barrier between north and south side of street
- Opportunity to improve pedestrian experience and provide parking through restriping



Anderson Street – Conceptual Design



Anderson Street – Conceptual Design

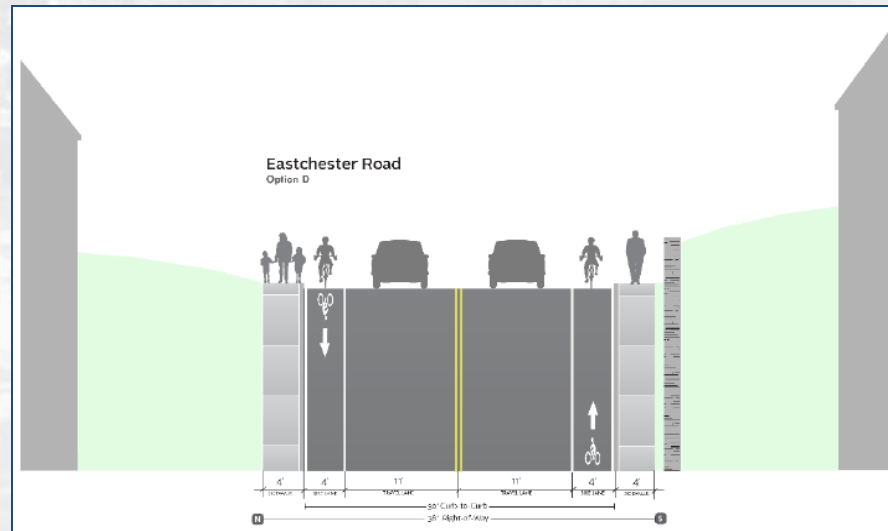
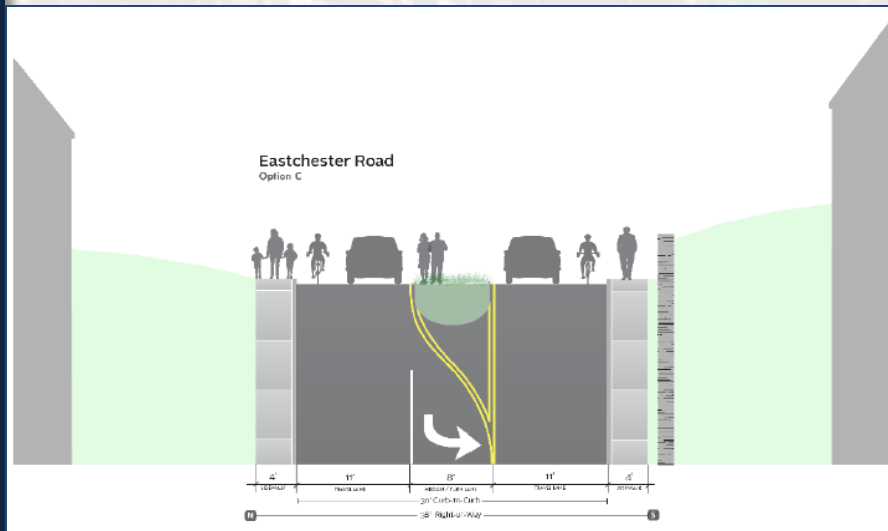
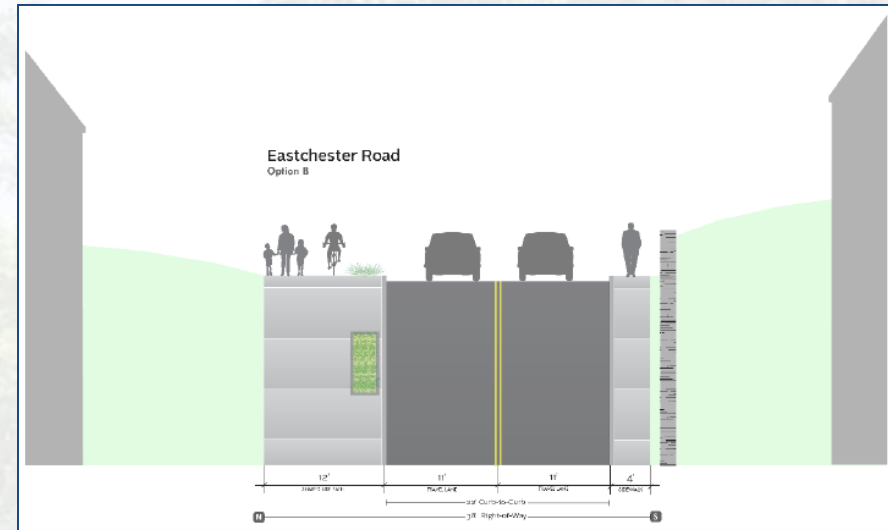
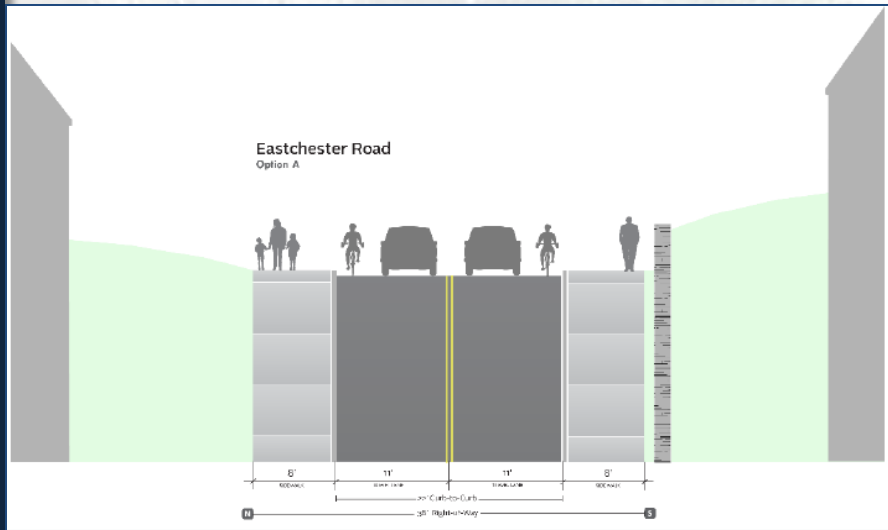


Eastchester Road – Existing Conditions

- Gaps in sidewalks
- Intersection alignments not ideal
- Opportunity for improvements with repaving

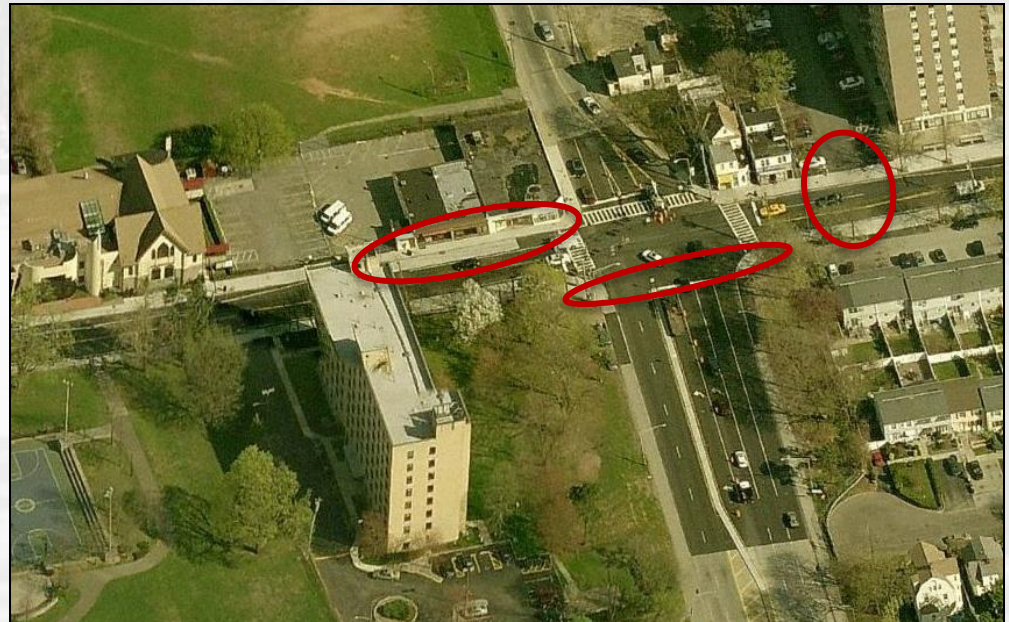


Eastchester Road – Conceptual Design Options

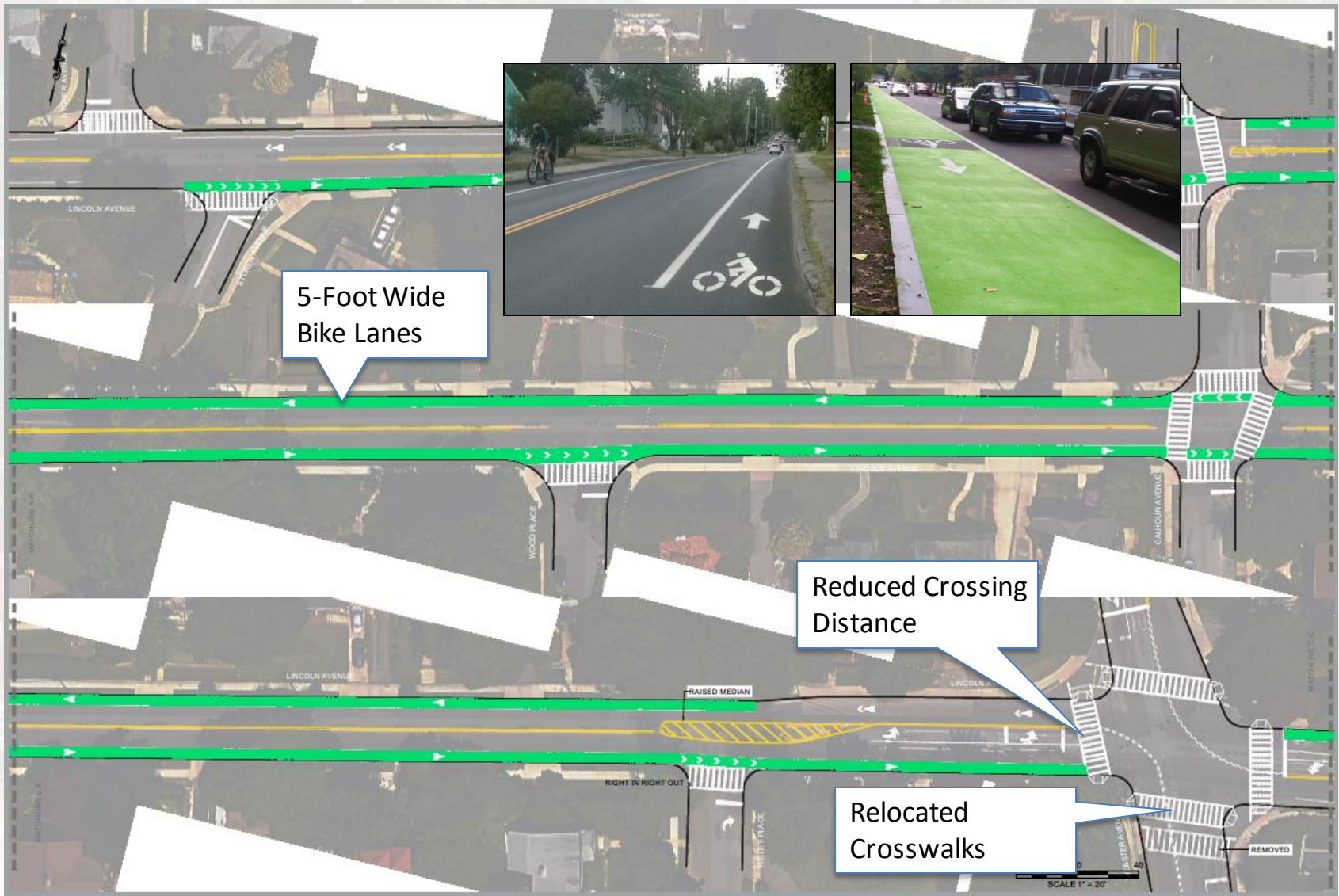


Lincoln Avenue – Existing

- Provides an east-west connector
- Accommodates multiple transportation modes
- Accommodate different age demographics
- Address Lincoln/Memorial intersection



Lincoln Avenue – Conceptual Design

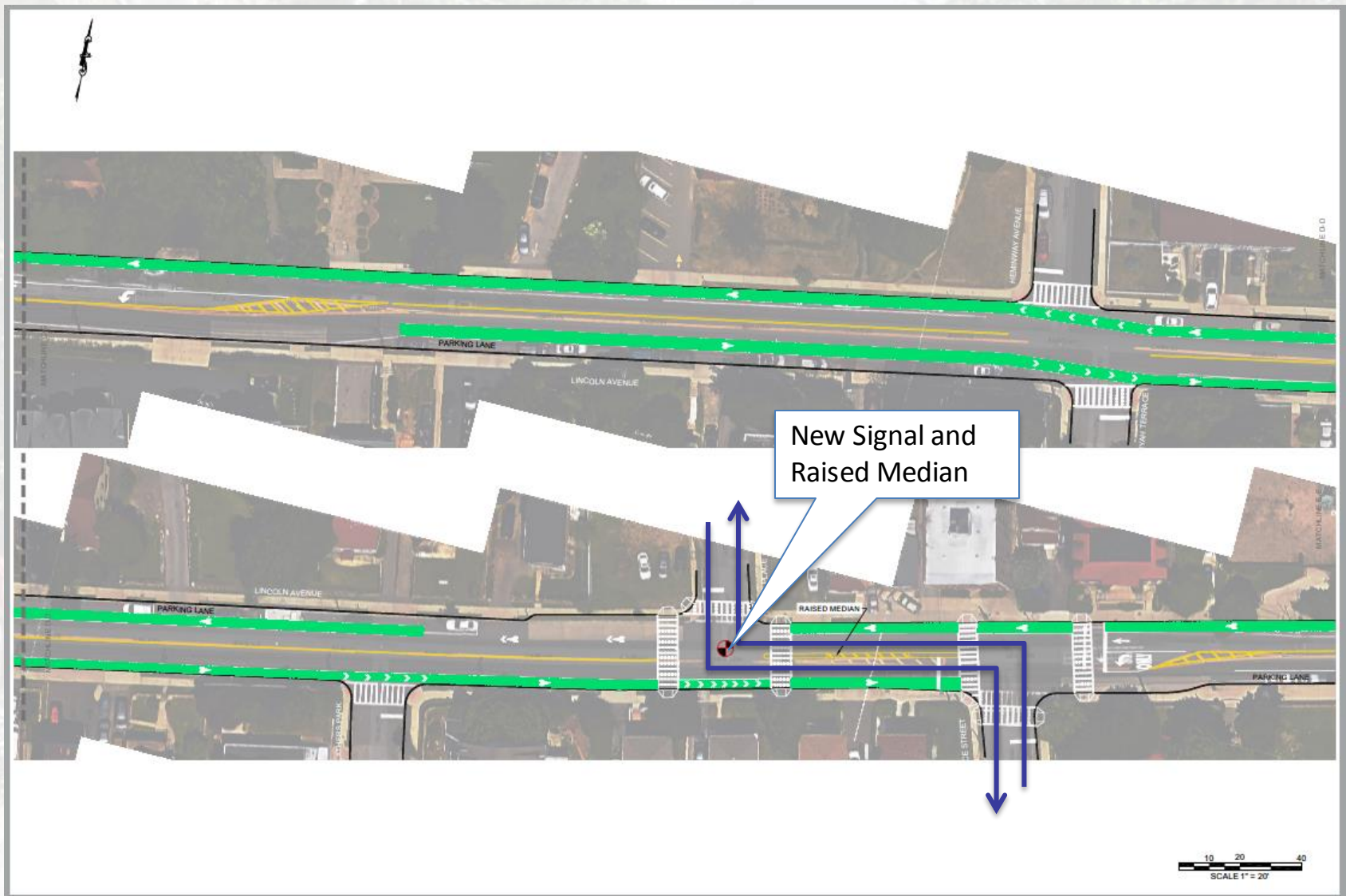


5-Foot Wide
Bike Lanes

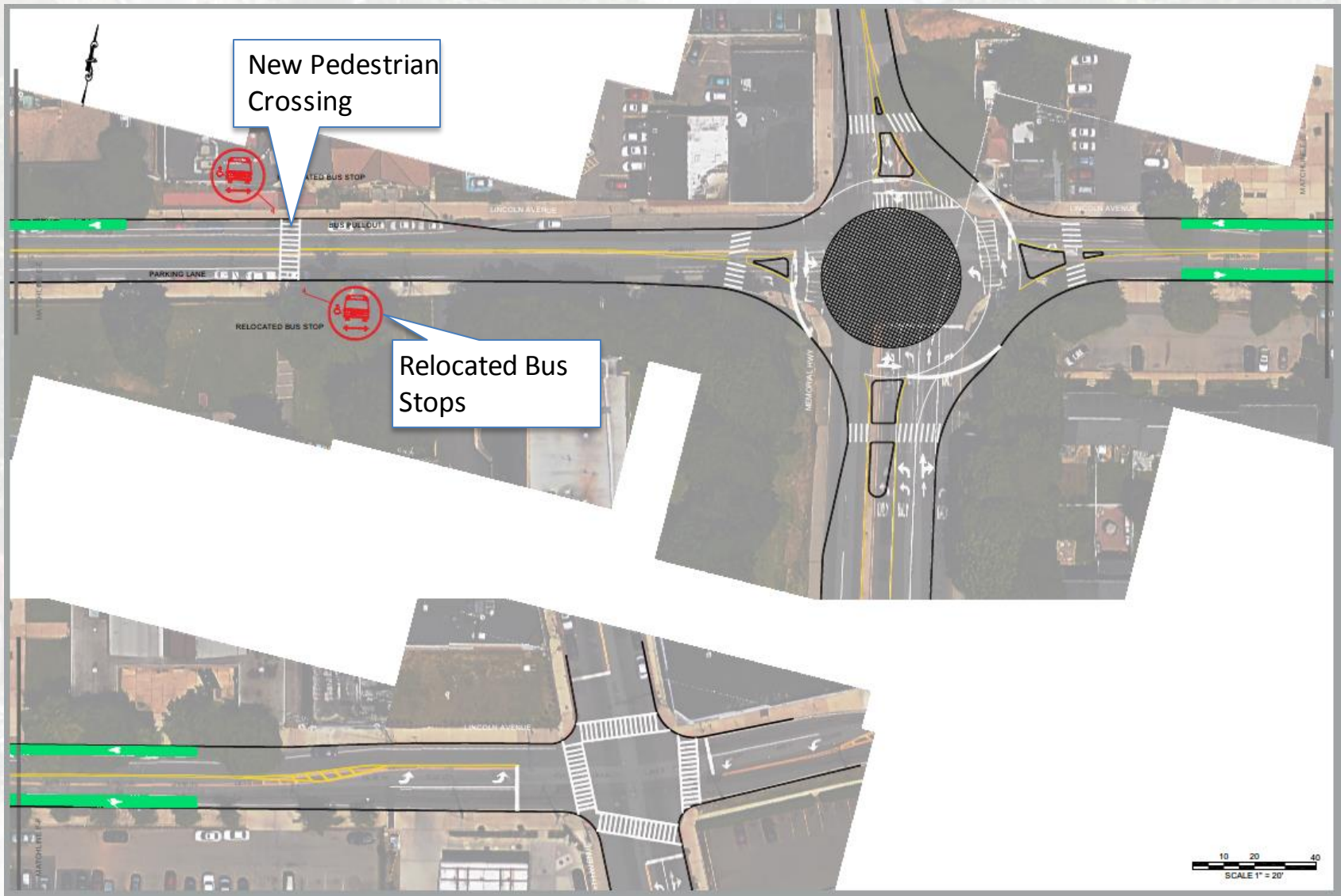
Reduced Crossing
Distance

Relocated
Crosswalks

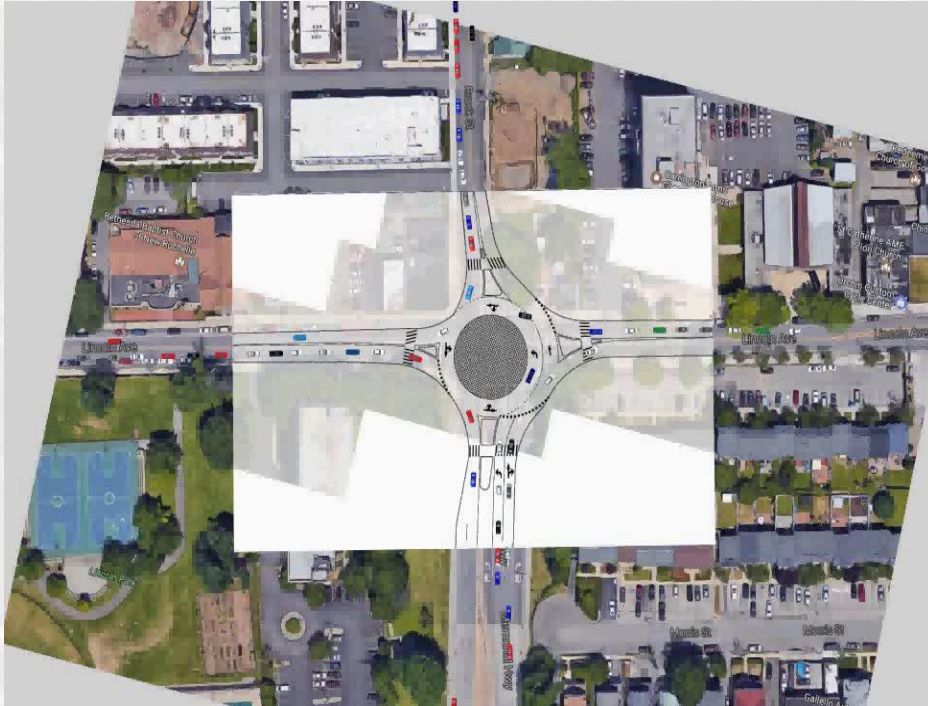
Lincoln Avenue – Conceptual Design



Lincoln Avenue – Conceptual Design



Lincoln Avenue – Roundabout



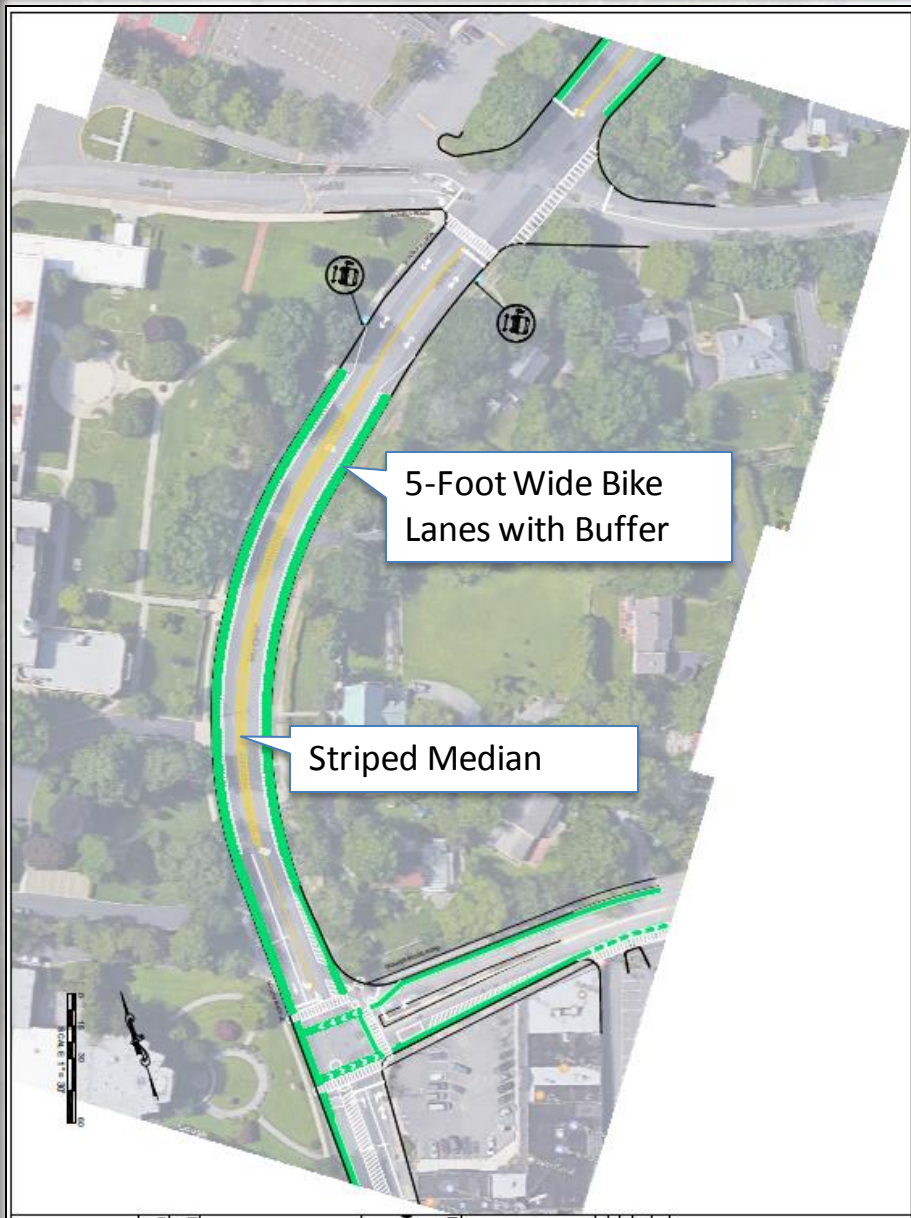
- Advance to Detail Design
- Land Acquisition
- Infrastructure Improvements
- Possible Utility Relocation
- Coordination with NYSDOT

North Avenue – Existing

- North-south spine of the City
- Roadway design inconsistent and confusing between City Hall and Burling Lane
- Significant transit corridor
- New development along corridor



North Avenue – Conceptual Design



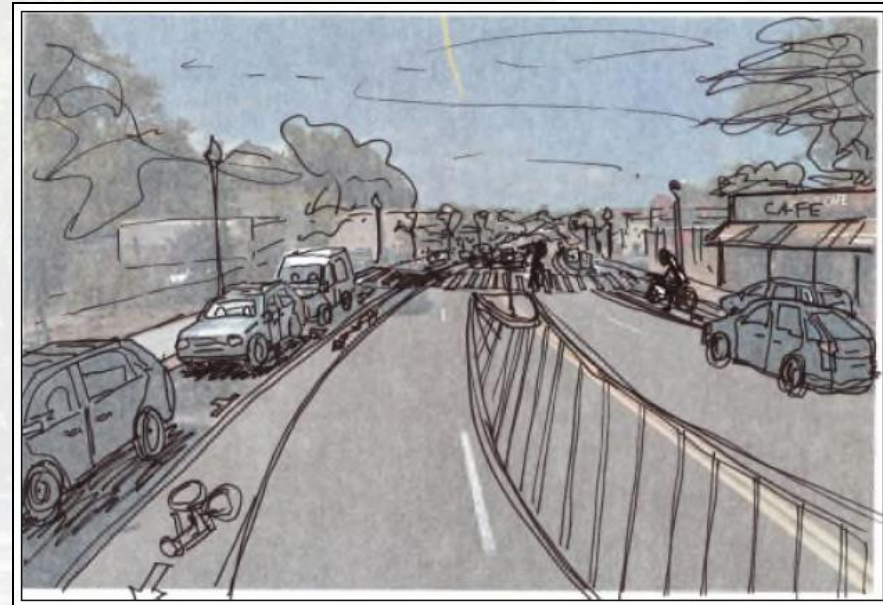
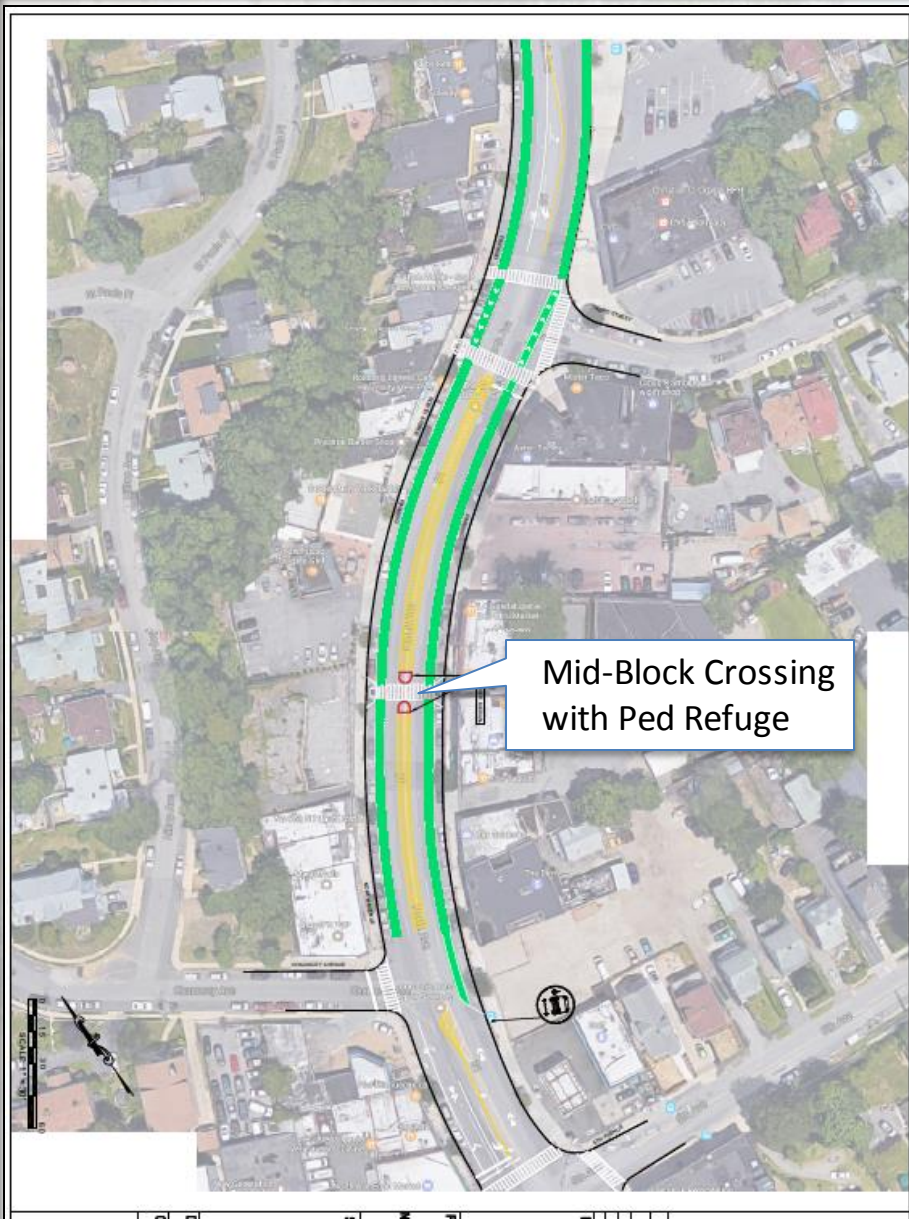
Striped Median and Bicycle Lane Buffers



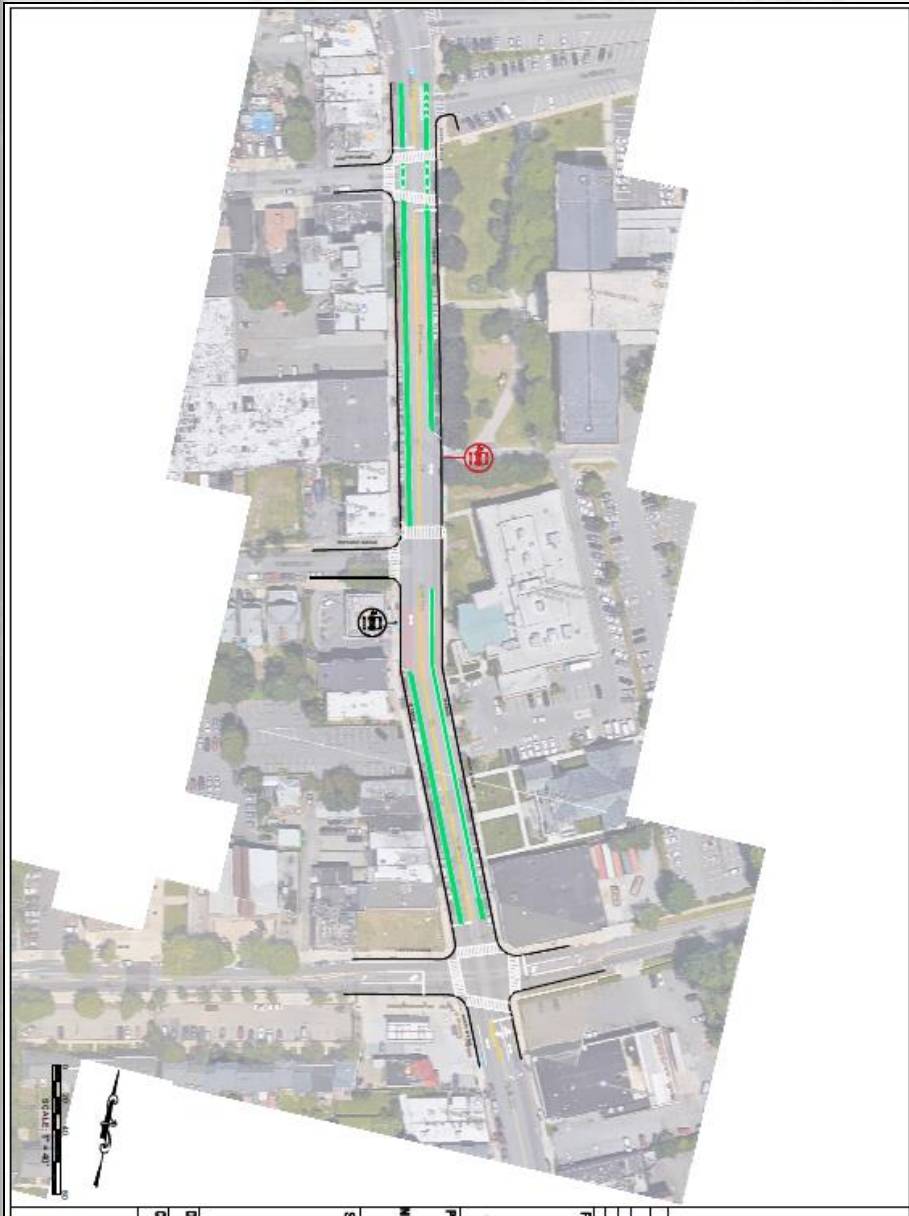
Maintains Parking Lane



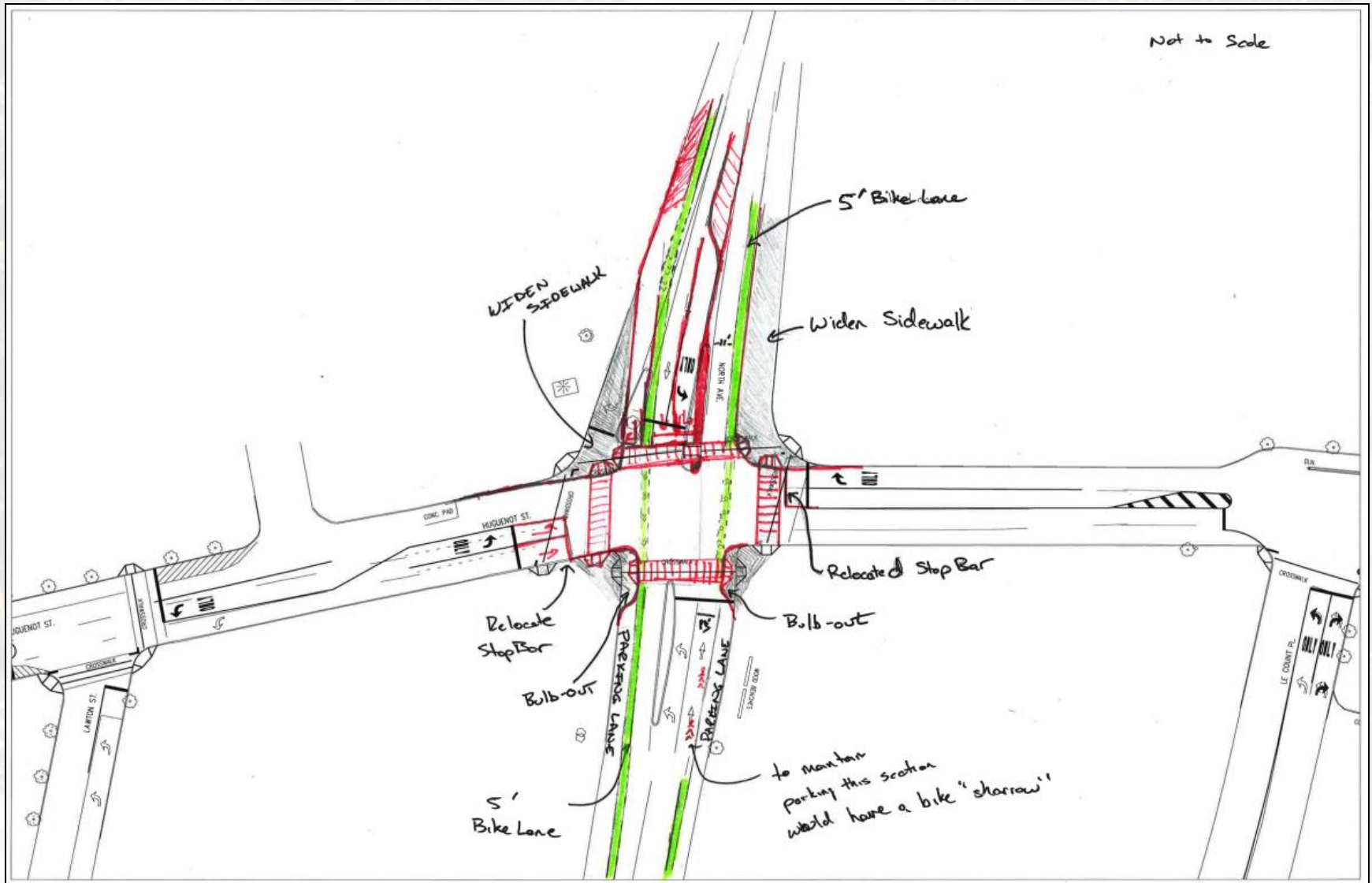
North Avenue – Conceptual Design



North Avenue – Conceptual Design



North Avenue / Huguenot Street – Conceptual Design

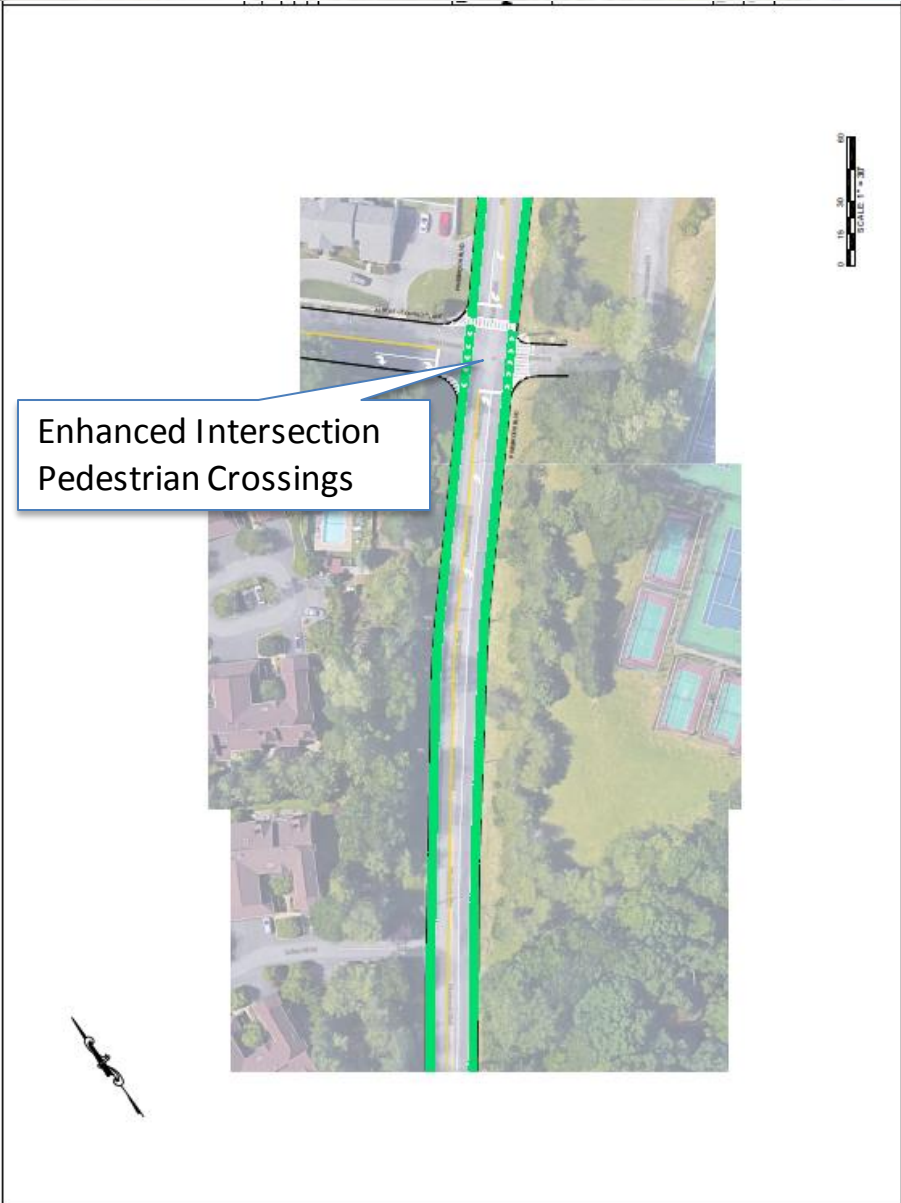


Pinebrook Boulevard – Existing

- Potential to provide an alternative north-south bike route to relieve the multiple transportation modes fighting for space on North Avenue
- Improve pedestrian experience
- Low traffic volumes to accommodate bicycle volumes



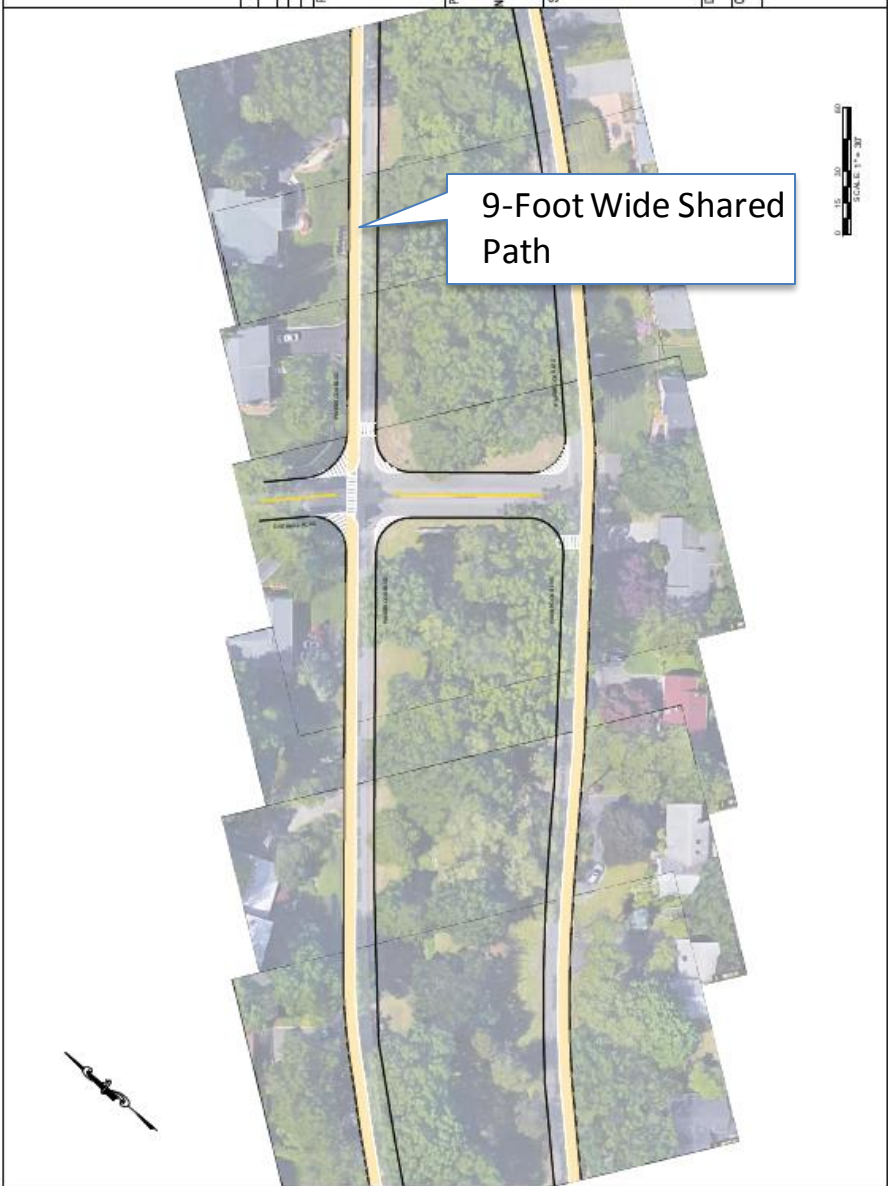
Pinebrook Boulevard – Conceptual Design



Pinebrook Boulevard at Albert Leonard, looking East



Pinebrook Boulevard – Conceptual Design



Pinebrook between Overhill Road and Hillside Crescent



Pinebrook Boulevard – Conceptual Design

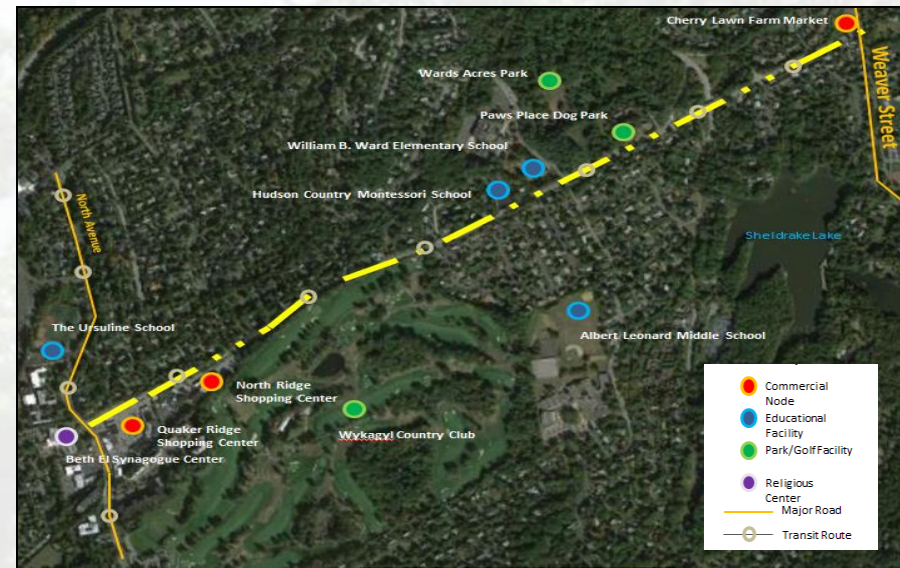


Pinebrook at Hillside Crescent, Looking East to Leatherstocking Trail

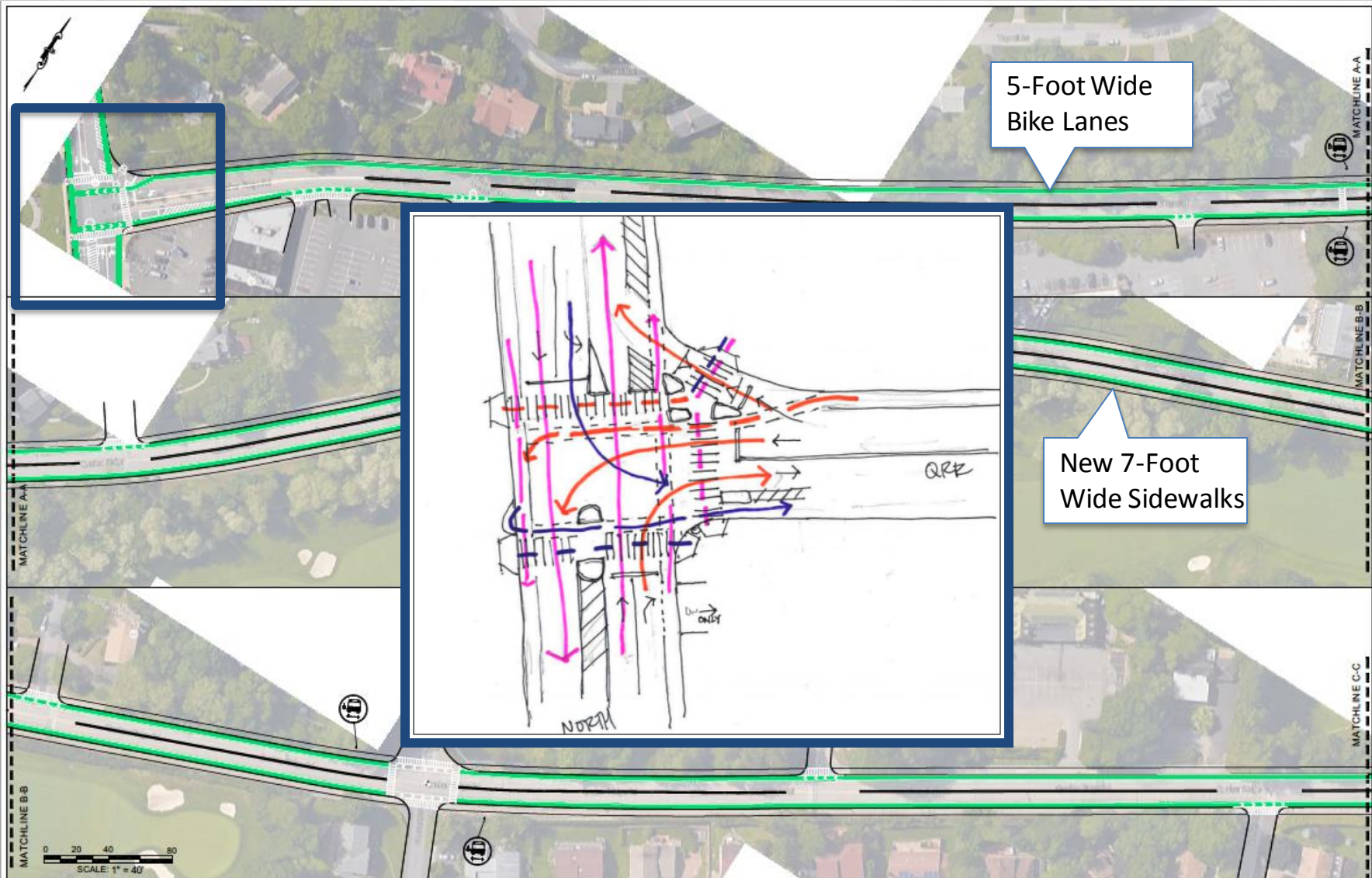


Quaker Ridge Road – Existing

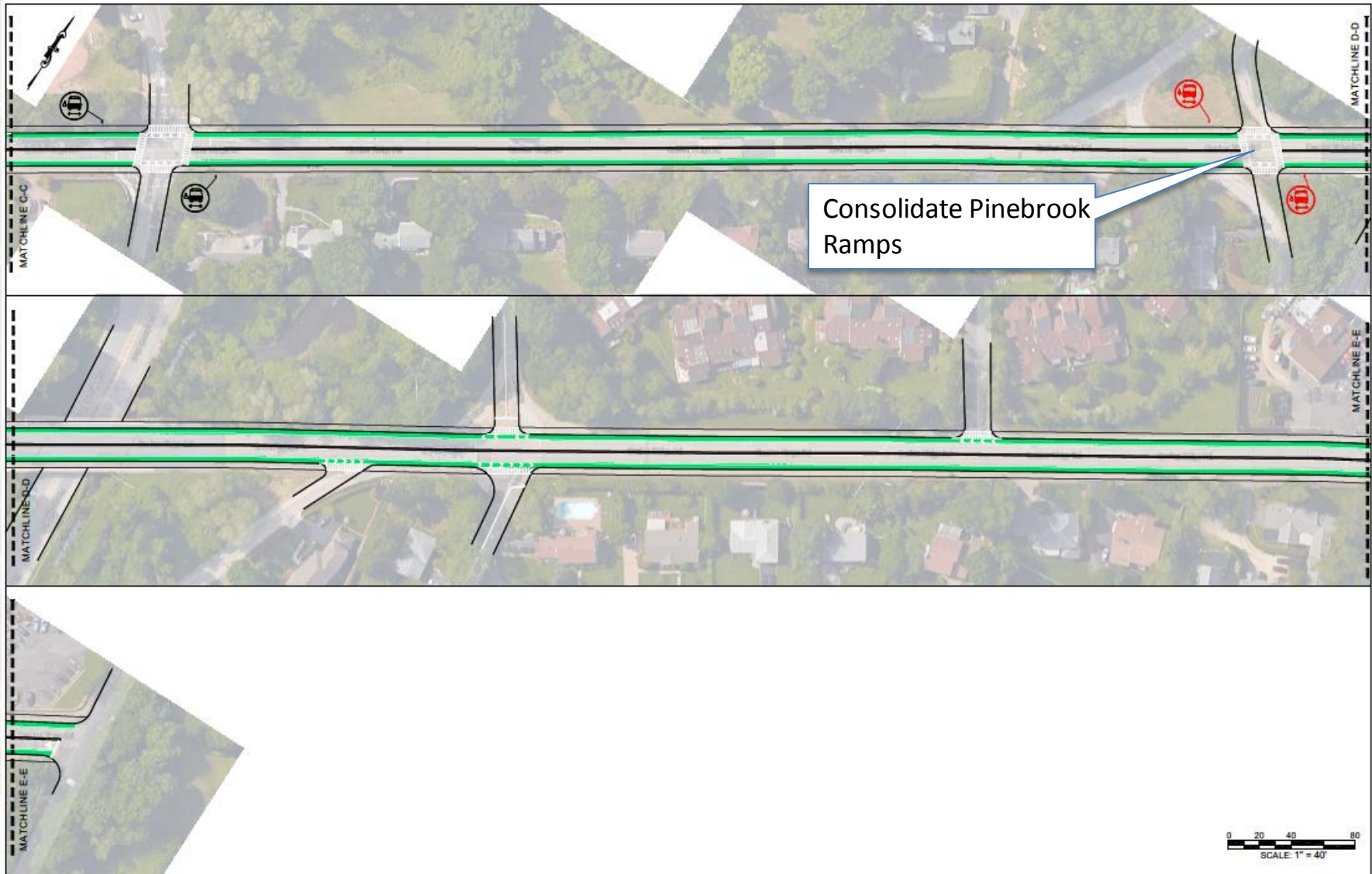
- Roadway is oversized (two lanes in each direction) for traffic levels
- Schools and religious centers are adjacent to roadway
- Sidewalks are not provided
- No bicycle facilities
- Potential for east-west connectivity in northern section of the City
- Awarded \$3.5 Million from TAP Grant
 - Largest award in Region



Quaker Ridge Road – Conceptual Design



Quaker Ridge Road – Conceptual Design



Quaker Ridge Road – Conceptual Design



Complete Streets – Next Steps

Advance Conceptual Designs

- Collect Surveys
- Detailed Traffic Analysis
- Preliminary Designs
- Agency Coordination

Identify Funding Opportunities

- TAP Grants
- Safe Routes to School

Develop Final
Designs and
Construction
Documents

Release for
Construction Bids

Develop Complete Street Design Concepts for Other Corridors

Priority Streets – Next Steps



- North Avenue
 - Grant Fund Research
 - Detailed Intersection Analyses
- Lincoln Avenue
 - Grant Fund Research
 - Advance Designs
 - Coordination with NYCDOT
- Quaker Ridge Road
 - TAP Grant Awarded
 - Identify Capital Funds
 - Collect Surveys and Finalize Design

An aerial photograph of New Rochelle, New York, showing a dense residential and commercial area with a mix of brick and stone buildings, interspersed with green trees. In the background, a large body of water (the Hudson River) is visible with several islands and a bridge in the distance.

City of New Rochelle Complete Streets Study and Design

Specification No.5112

