

Bike Lanes and Complete Streets for Larchmont & Mamaroneck

Presentation to Village of Mamaroneck
Board of Trustees
March 27th, 2023





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Halstead Avenue

About me: Michael Smeets

- Grew up in Larchmont
- Attended public schools, graduated MHS 2001
- Moved back to Town of Mamaroneck in 2018
- 3 daughters – One attends Chatsworth, Two attend St John's Nursery School



“I remember when Walgreen’s was a Blockbuster”

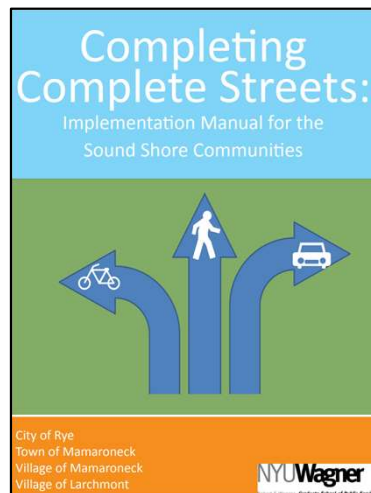
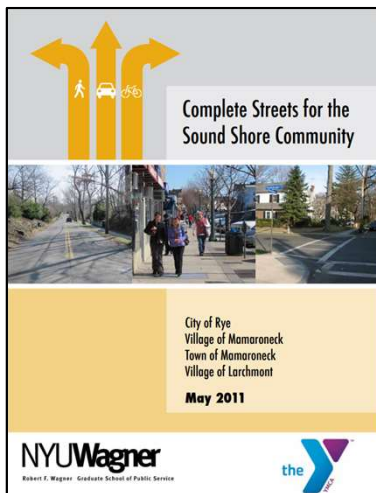
Why I'm speaking with you



- Introduce the project
- Get feedback on a potential intermunicipal organization
- Provide comments on Halstead Ave Proposal

Prior work

NYU Capstone Reports (2011, 2012)



Town of Mamaroneck Bike Routes Report (2017)



02

Overview

Why Complete Streets





**A Complete Street is
safe, and feels safe,
for all users**



Complete Streets

Historically road design focused exclusively on cars

Complete Streets considers the needs of all road users

Complete Streets is about transportation choice

Drive to Costco, Bike to school drop-off, Walk to a restaurant

We will focus on the group that has the fewest transportation options:

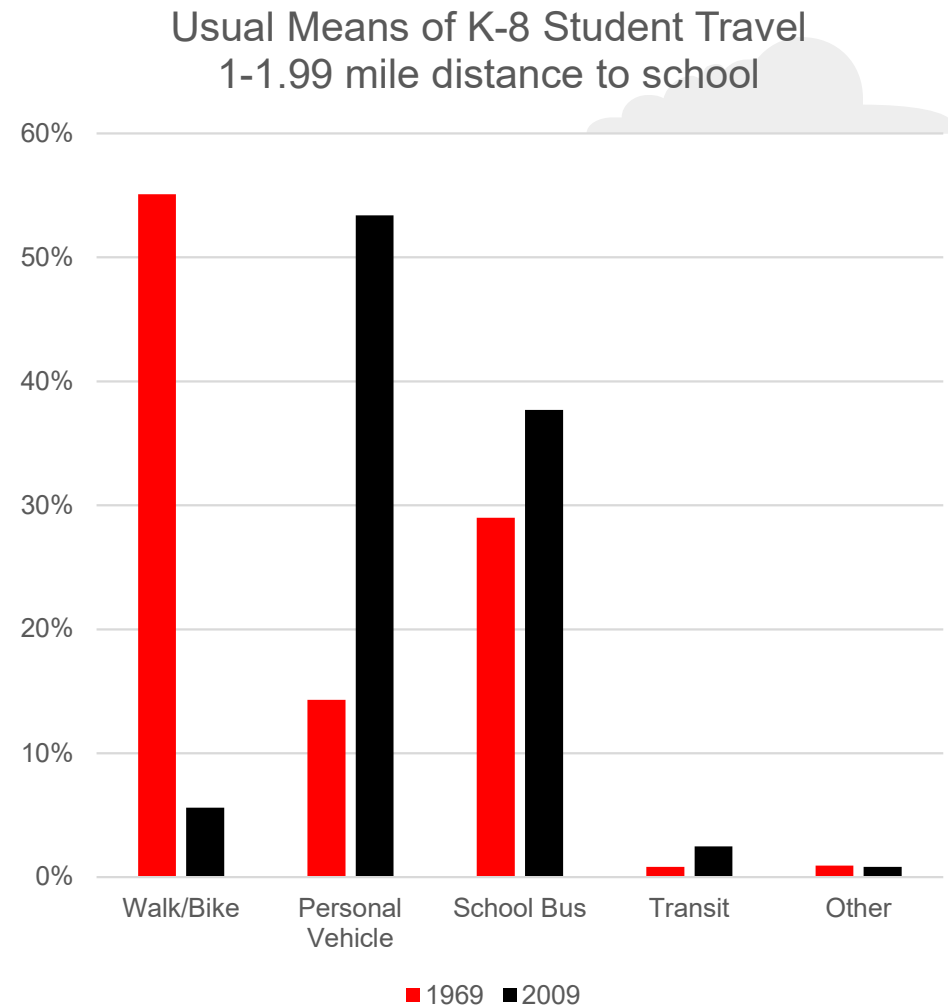
Children

Decline of walking and biking in America

In 1969, 55% of K-8 children walked or biked to school. In 2009 that number was 6%

Concerns over traffic safety is a major cause of the decline

Sources: Saferoutesinfo.org, NHTS





VS



Benefits of kids biking

- Promotes independence and responsibility
- Create life-long healthy habits
- Increased Safety
- Cleaner environment
- Reduced traffic
- Stronger community
- Lower costs

Municipalities formally support Complete Streets

The key constituencies have adopted Complete Street resolutions

Aug 2011 – NY State signs Complete Streets law

Aug 2013 – Town of Mamaroneck adopts Complete Street Resolution

Oct 2013 – Westchester County Signs Complete Streets Law

Mar 2019 – Village of Mamaroneck adopts Vision Zero Resolution on top of Complete Streets

Lack of bike lanes a common complaint in Comprehensive Plan comments

"The lack of bike lanes and cross walks is very discouraging for a town that is very walkable."

"It's not safe for kids to walk or bike to school, and this creates more traffic"

"I can't believe a 4th grader is expected to walk twice 1.9 miles everyday. No bike lane."

"Drivers here are shockingly more aggressive than in Manhattan. My son rides his bike around and it honestly makes me nervous. I have heard of 2 children getting hit by cars here."

1/3 of the responses about village transport and recreation infrastructure mentioned bike lanes

A Bike/Ped plan is the next step

The 2023 Comprehensive Plan calls for this type of Bike/Ped plan in Transportation Section

Recommendations

- 6-1. Reduce the Village Speed Limit to 25 mph.** Reducing the speed limit to 25 mph can reduce the frequency and severity of crashes between cars and between a car and a pedestrian.
- 6-2. Organize an Open Streets Day.** Organize an event in the spring or summer where a street is closed to vehicles for a certain time period so people can walk or bike.
- 6-3. Prepare a Village-Wide Plan for Bicycle Facilities and Amenities.** A bicycle network should provide connections throughout the Village where feasible, link up with neighboring towns, and also include appropriate and well-placed amenities for riders (e.g., signs, bicycle racks, pavement markings, etc.)
 - » Coordinate plans for bicycle facilities on County and State roads with the appropriate agencies.
 - » Coordinate strategies for intermunicipal collaboration to improve on-road conditions along the East Coast Greenway.
 - » Collaborate with administration and students at Rye Neck High School and Mamaroneck High School. Student safety is a priority of the Traffic Commission.
 - » Consider policies and accommodations for bicycles in paths located within parks.
 - » Consider policies on the use of electric bikes and scooters.
- 6-4. Prepare a Village-Wide Plan for Walkability and Pedestrian Safety.** Proactively address issues, collect information map hotspots and prioritize and describe potential improvements while also considering traffic flow.
- 6-5. Prepare a Complete Streets Implementation Plan.** A Complete Streets policy is a commitment that all future transportation projects will take into account the needs of all users of roads in the Village.



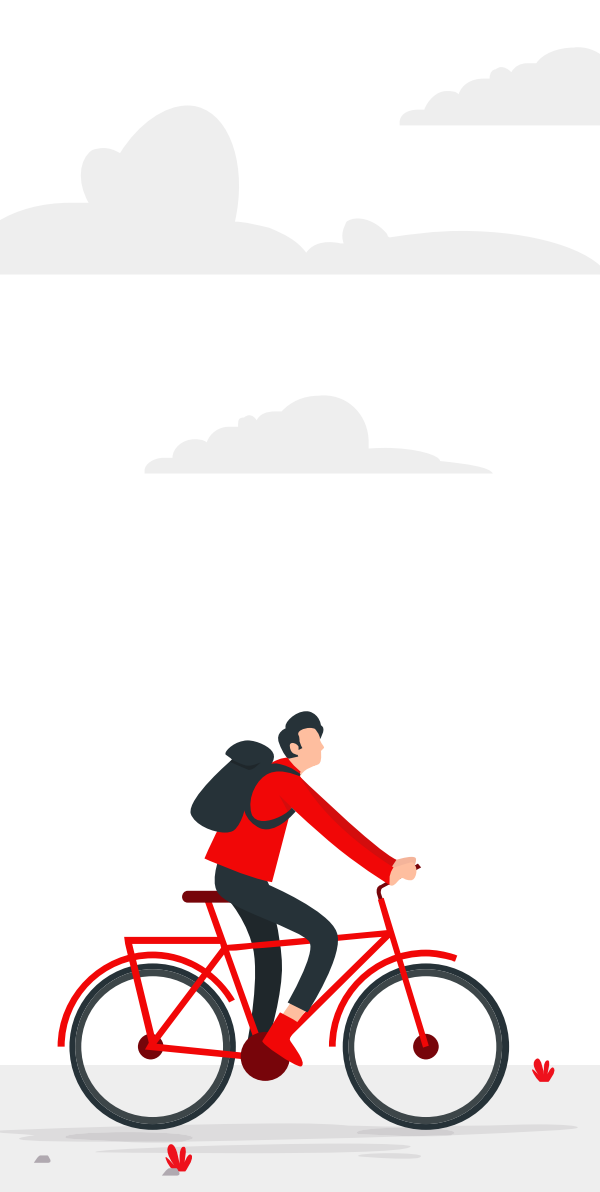
Why now?

Town of Mamaroneck and Village of Mamaroneck are updating their comprehensive plans – residents want bike lanes included

E-Bikes have opened up biking to wider array of people (elderly, families)

Inflation Reduction Act (“IRA”) provides funding sources for next 5 years

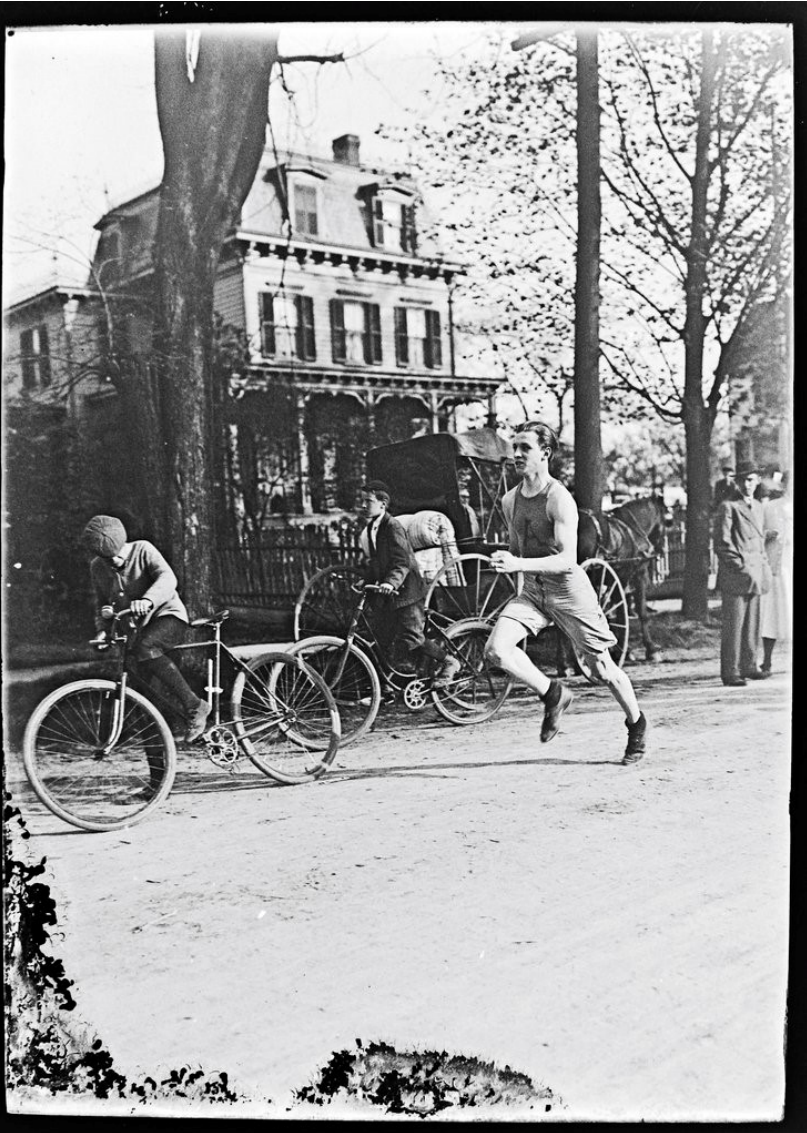
Boston Post Road will be repaved in 2026, a big opportunity



03

Current Situation

What We Have



Footrace on Melbourne Avenue.

Our town's age is a strength

Originally settled before the revolutionary war, our towns and villages grew up in the late 1800s before the advent of the automobile

Our core infrastructure was laid out before the automobile existed and is well adapted to biking

Source: Town of Mamaroneck Historical Society

Hommocks Ice Rink

Travel time to Hommocks from here?

Walk 28 Minutes



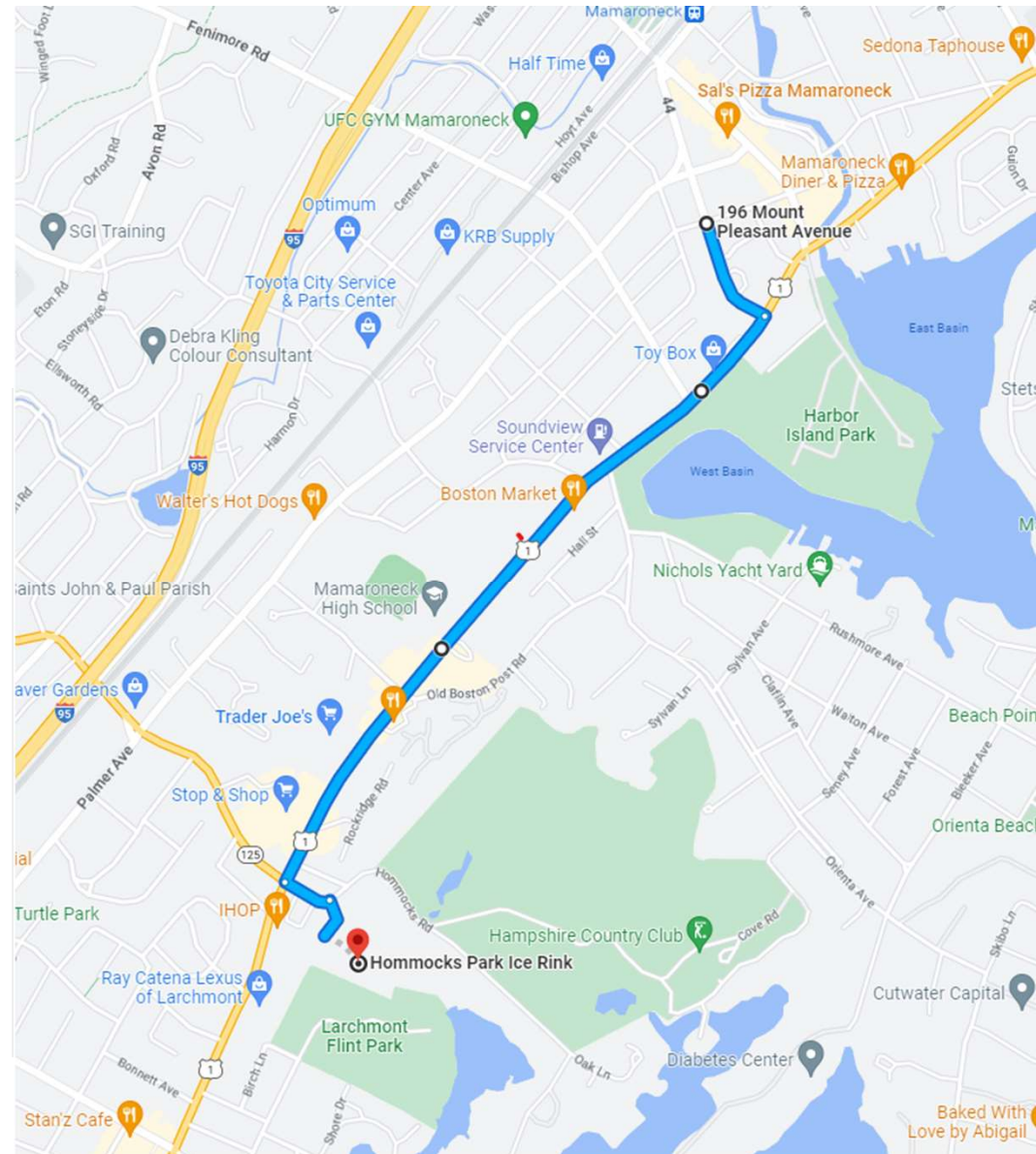
Drive 6 Minutes



Bike 9 Minutes



Sources: Google Maps



Hommocks example

The Hommocks Middle School (built in 1968) is centrally located in the district

The majority of students are driven to school leading to congestion and traffic on Boston Post Road

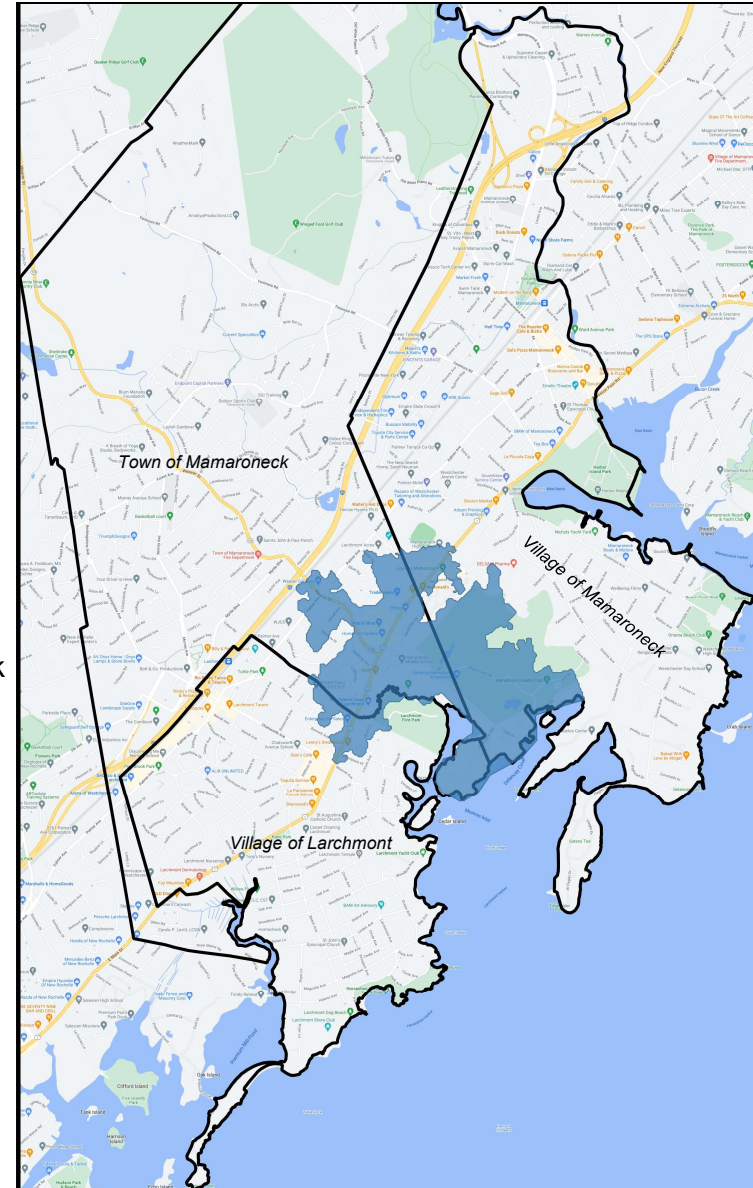


Hommocks: Walking

Despite of it's central location, only a small number of households can walk to Hommocks within 15 minutes

Sources: *TravelTime.com*; *Westchester County GIS*

15 Minute Walk

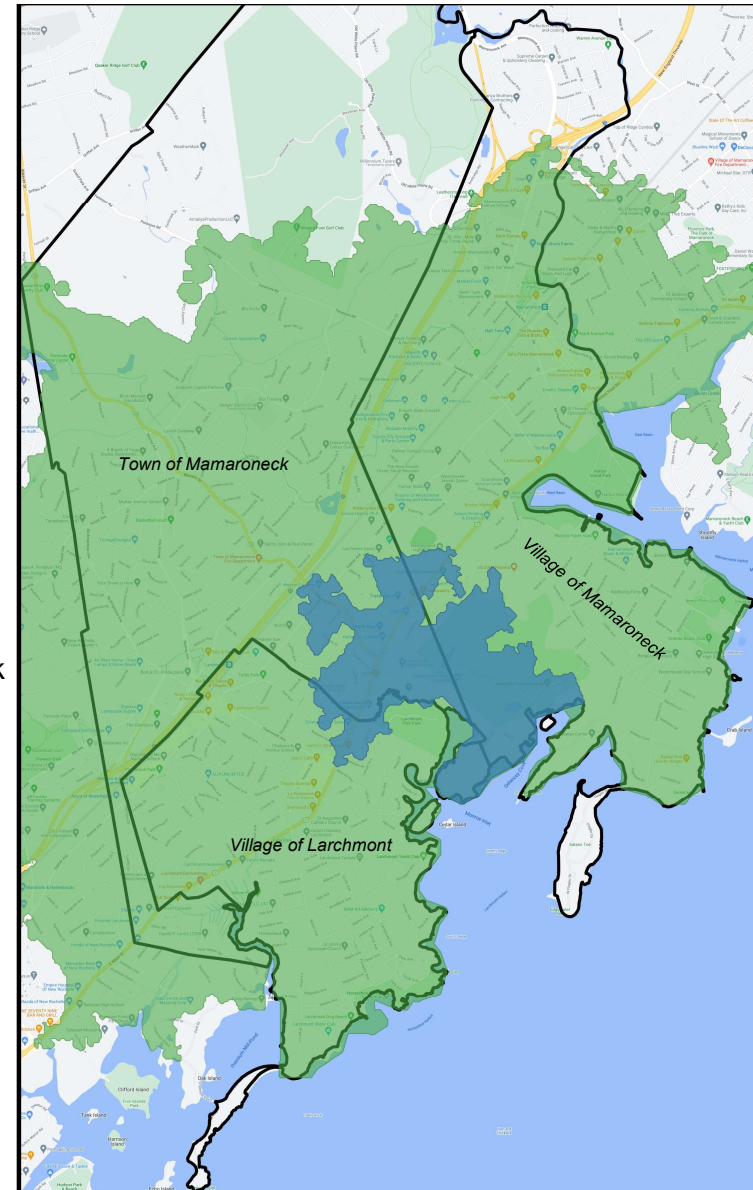


Hommocks: Walking

However the the vast majority could bike to Hommocks in that same 15 minutes

Sources: *TravelTime.com*; *Westchester County GIS*

15 Minute Walk
15 Minute Bike



04

Key Questions

Answered!





Key Questions

Is there space?

What about sharrows?

Why not ride on sidewalks?

Doesn't the state/county own the roads?

How can it be paid for?

Boston Post Road

Boston Post Road is 55' wide and space can be found by either:

- Reducing one travel lane*
- Reducing parking

*BPR has ~800-900 cars per direction at peak. Rule of thumb is 1,800 cars is max capacity per lane

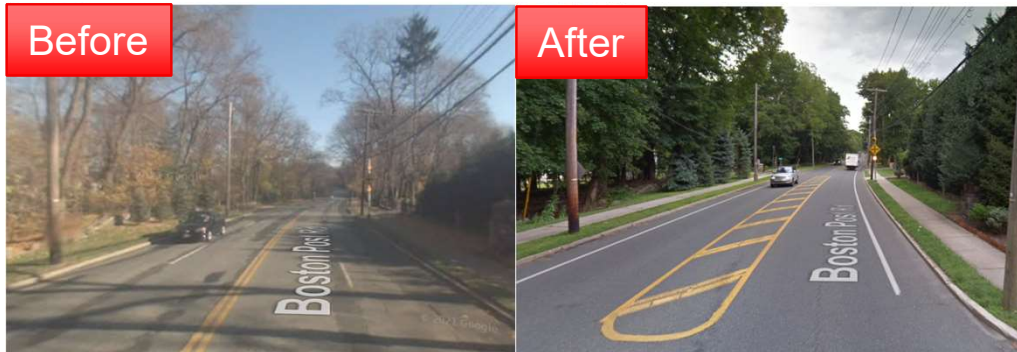
Sources: NYSDOT Traffic Data Viewer (<https://www.dot.ny.gov/tdv>)



Real Life Proof Points

Rye Road Diet (2008)

Rye reduced Boston Post Road from 4 lanes to 2 after a child pedestrian fatality



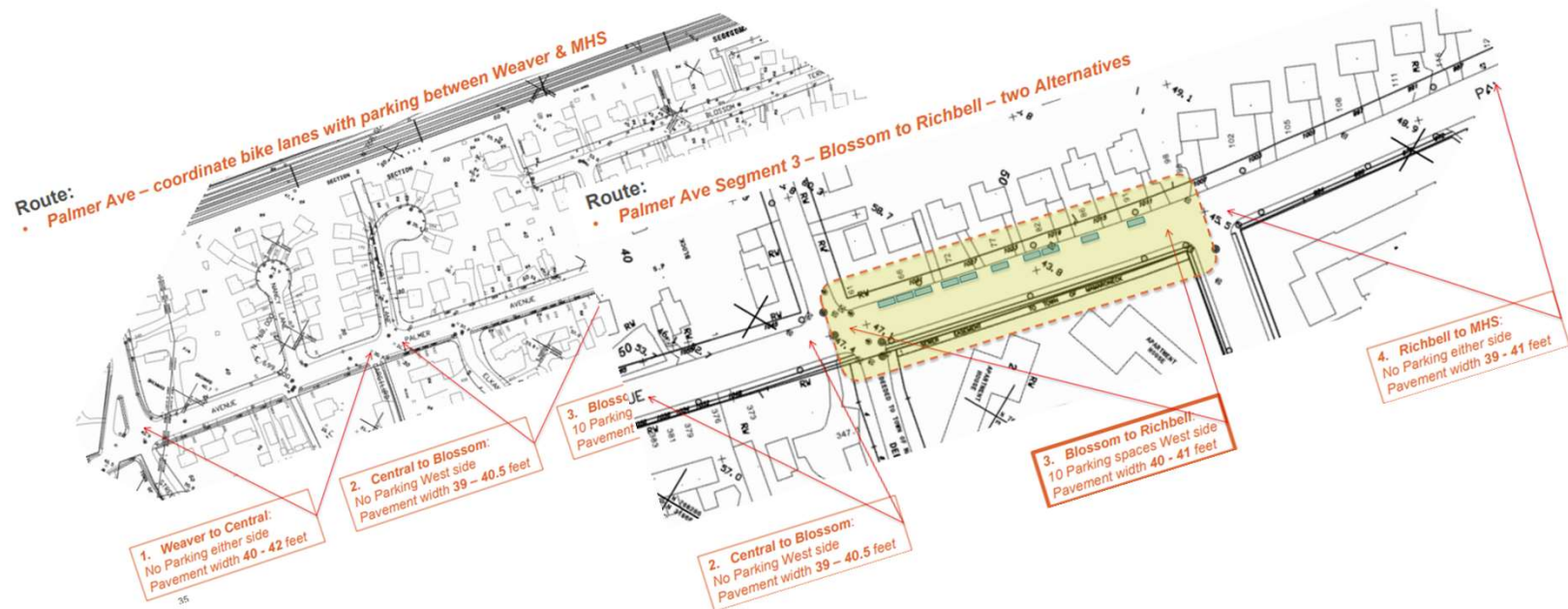
ConEd Road Work

ConEd has been working on BPR since February, shutting down a northbound lane with no ill effects



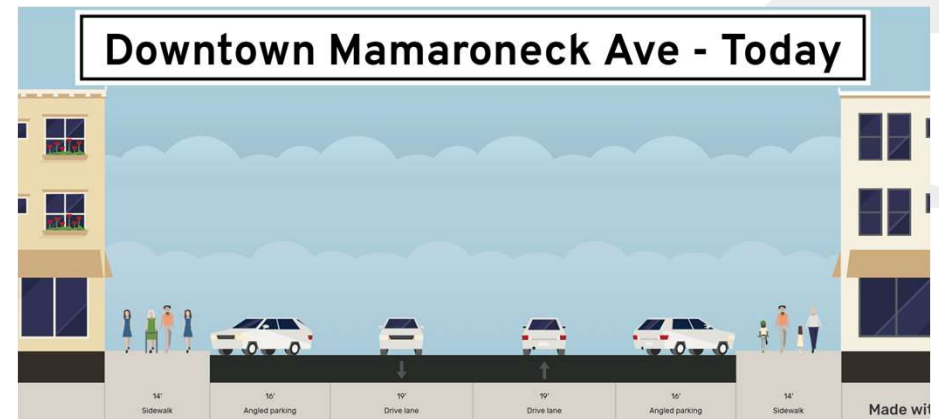
Palmer Avenue

2017 TOM Bike Routes Project studied sections of Palmer and showed feasibility of bike lanes with loss of some parking



Downtown Mamaroneck Ave

Downtown Mamaroneck Ave is 70' wide and adding a 5' bike lane with a 2' buffer would still leave 12 foot travel lanes



Mamaroneck Ave

Mamaroneck Ave is 60' wide (5' wider than BPR) and space can be found by either:

- Reducing one travel lane*
- Reducing parking

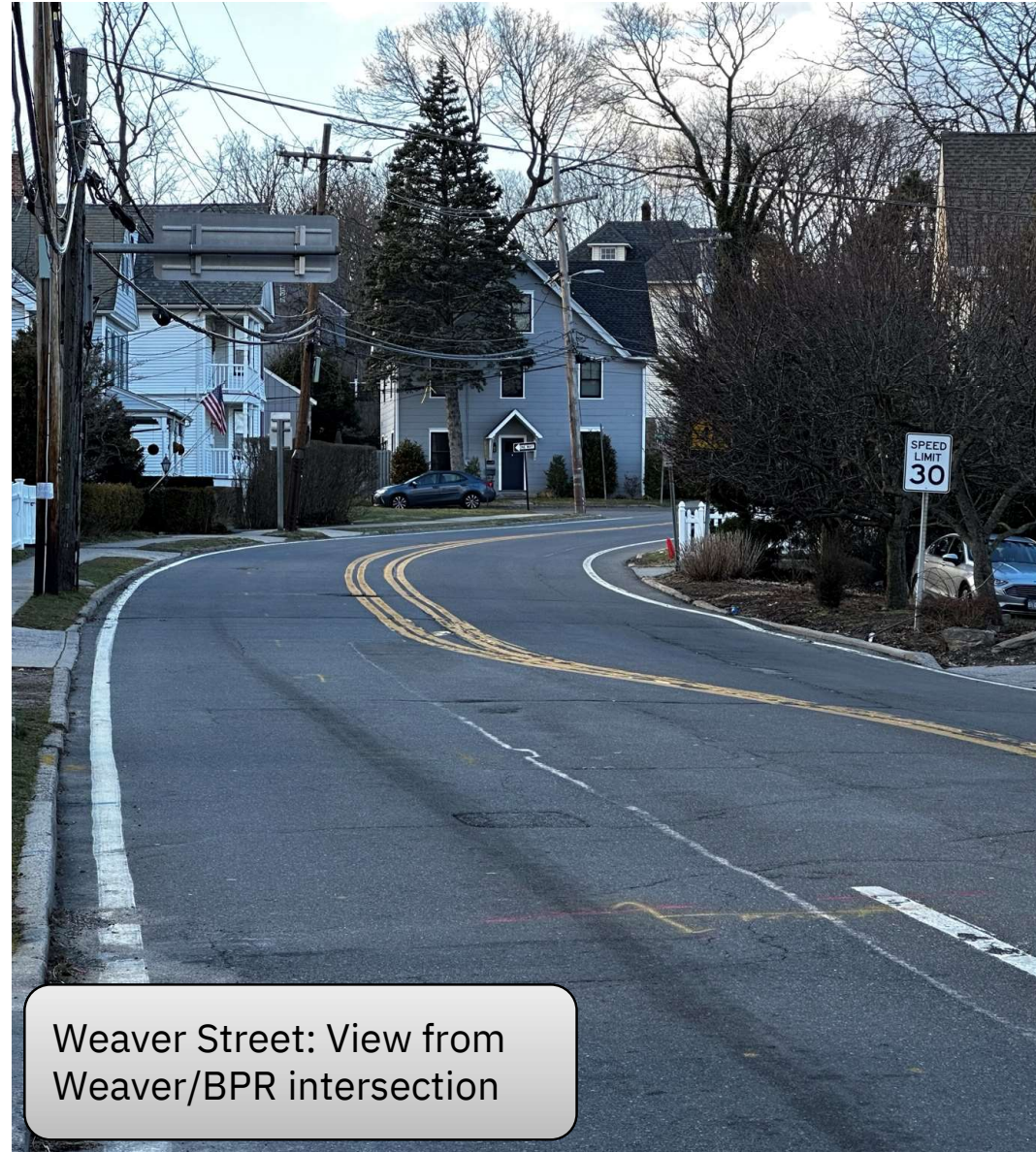
*I could not find traffic data for the main stretch of Mamaroneck Ave on NYSDOT website, but traffic under the railroad bridge is higher than BPR so I'd assume it's higher

Sources: NYSDOT Traffic Data Viewer (<https://www.dot.ny.gov/tdv>)



Some streets are tougher

Weaver street is a key segment for many students yet is very narrow, presenting a tough problem to solve



Weaver Street: View from Weaver/BPR intersection



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Bike Sharrows aren't enough



Prior efforts used sharrows as a compromise between bike lanes and nothing at all

Unfortunately, sharrows have not changed driver or cyclist behavior

Common sense and data shows it isn't enough

Sources: Advancing healthy cities through safer cycling: An examination of shared lane markings, International Journal of Transportation Science and Technology

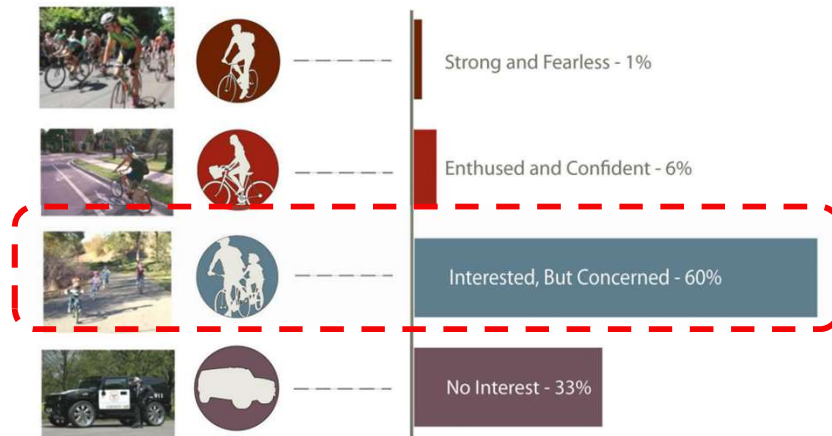
Safety Perception is key

Most people fall into the “Interested but concerned” category

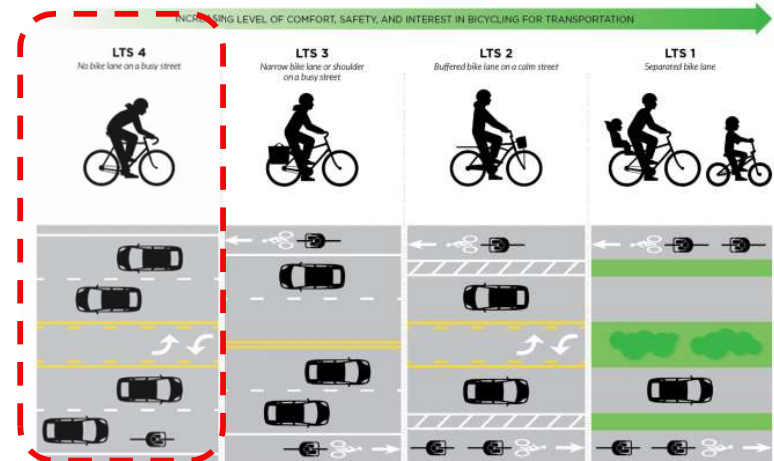
They need roads with a Level of Traffic Street (“LTS”) of 2 or lower to feel safe

Our roadways are all LTS tier 4 with no separated bike lane

Bicycling in TOM - How do we feel?



LEVEL OF TRAFFIC STRESS



What is a protected bike lane?

**Conventional
(Non-Protected)**



Parking Buffered

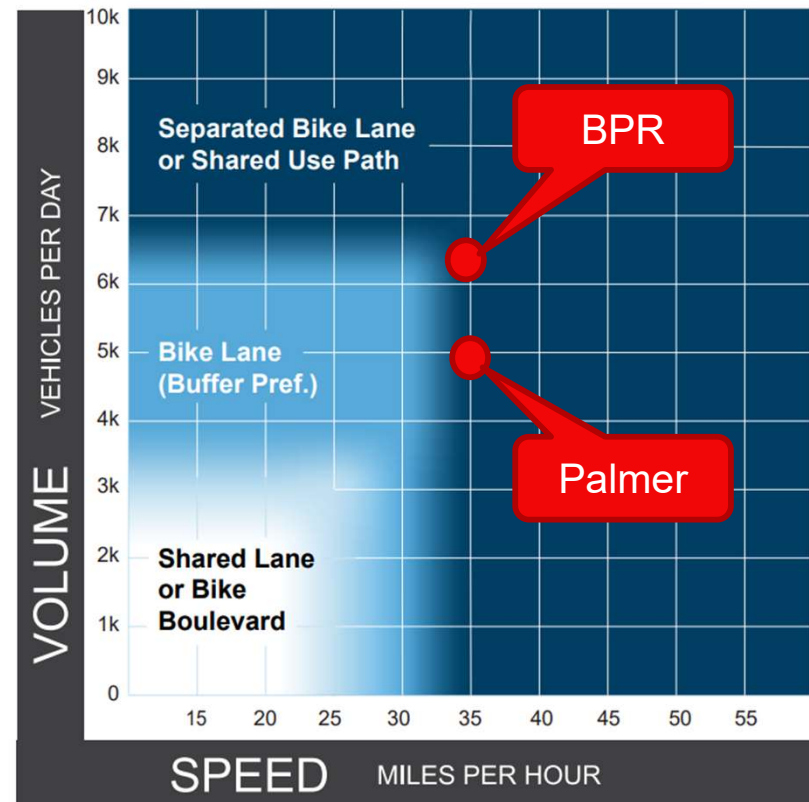


Barrier Buffered



Federal Highway guidelines

Boston Post Road and Palmer are on the border of buffered bike lane and separated bike lane



Sources: Federal Highway Administration Bikeway Selection Guide 2019; NYSDOT Traffic Data Viewer (<https://www.dot.ny.gov/tdv>)



Key Questions

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How can it be paid for?



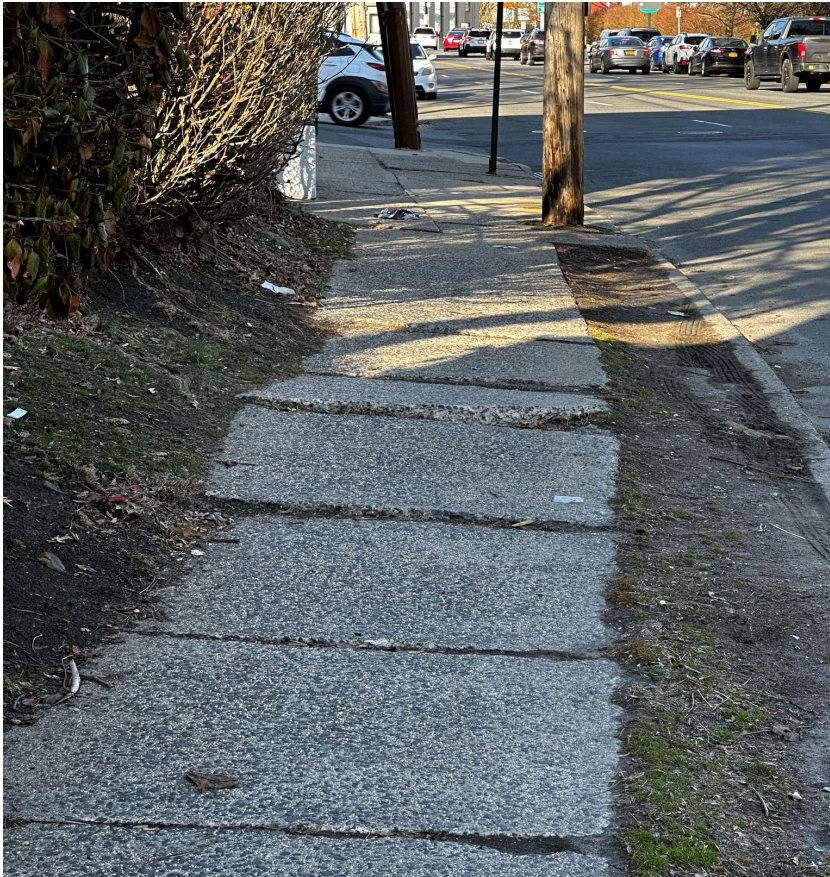
Biking on sidewalk impacts pedestrians

Public comments consistently show that bikes on sidewalks is the biggest point of friction between pedestrians and bicyclists

Pedestrians and bikes have different needs and operate at different speeds

“Then you can’t walk on the sidewalk. I have a dog that is uncaring and unyielding. We walk and walking down the Post Road every morning I’m challenged every morning by the French kids going to the French American school. A lot of them have electric scooters, electric bikes. I just don't want to become a pancake.”

Biking on sidewalk is unsafe



Sidewalks are not maintained to a biking standard

Biking on the sidewalk is

- Easy for a child
- Uncomfortable for an adult
- Unsafe for the elderly



Key Questions

Is there space?

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2 Projects show it can be done

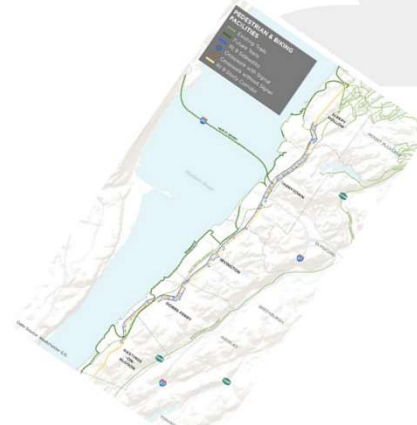
NY State and Westchester County do own important roads we would like to improve

2 other multi-municipality bike lane projects on NY roads in process

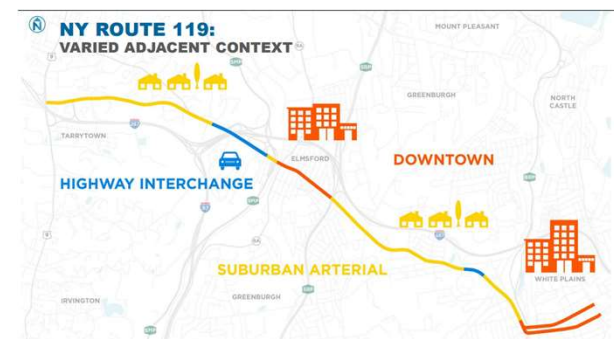
- Route 9 – Hastings, Dobbs Ferry, Irvington, Tarrytown, Sleepy Hollow
- Route 119 – Tarrytown, Elmsford, White Plains

Sources: rt119complete.org; route9active.org

Route 9 Project



Route 119 Project





Key Questions

Is there space?

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Why not ride on sidewalks?

Doesn't the state/county own the roads?

How can it be paid for?

Safe Streets for All is the logical choice for planing costs

- Safe Streets for All (SS4A) is a 5 year, \$5B program (4 years remain)
- Only \$800M was awarded last year, no one was turned down
- In Westchester White Plains was awarded \$400K to create an “action plan”. We would target the same funding for the same type of plan

There's a flood of money right now

In addition, there are numerous federal, state and charitable sources of funds to fund various parts of the project:

- Transportation Alternative Program
- Active Transportation Infrastructure Investment Program
- Safe Streets and Roads for All (SS4A)
- RAISE Grants
- Carbon Reduction Program
- Safe Routes to School
- Congestion Mitigation and Air Quality Improvement Program
- Recreational Trails Program
- Climate Smart Communities Grant Program

New Rochelle was just awarded a \$12M RAISE grant for the LINC project

White Plains was just awarded a \$400K SS4A grant for Safe Streets Action Plan

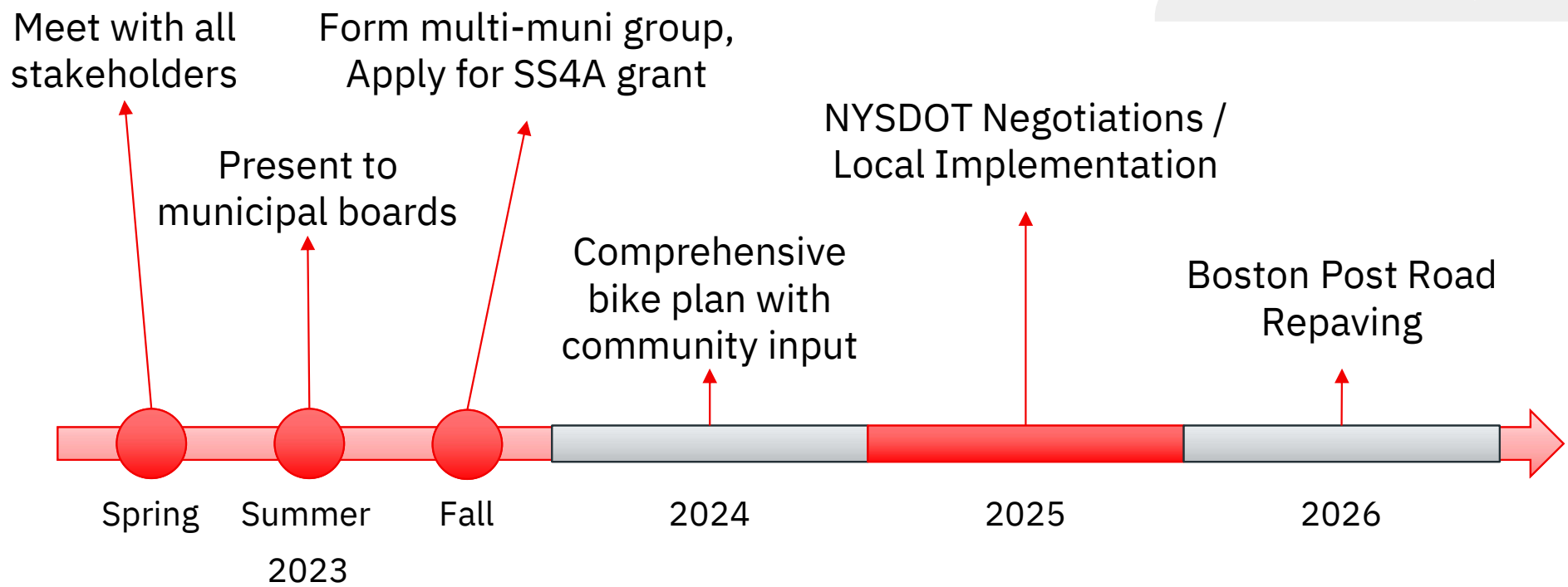


05

Timeline

Where do we go from here?

Timeline



This is the start of a long process

Applying for SS4A grant is the first step in building comprehensive bike infrastructure

There will be lots of community input to balance the desires of the community

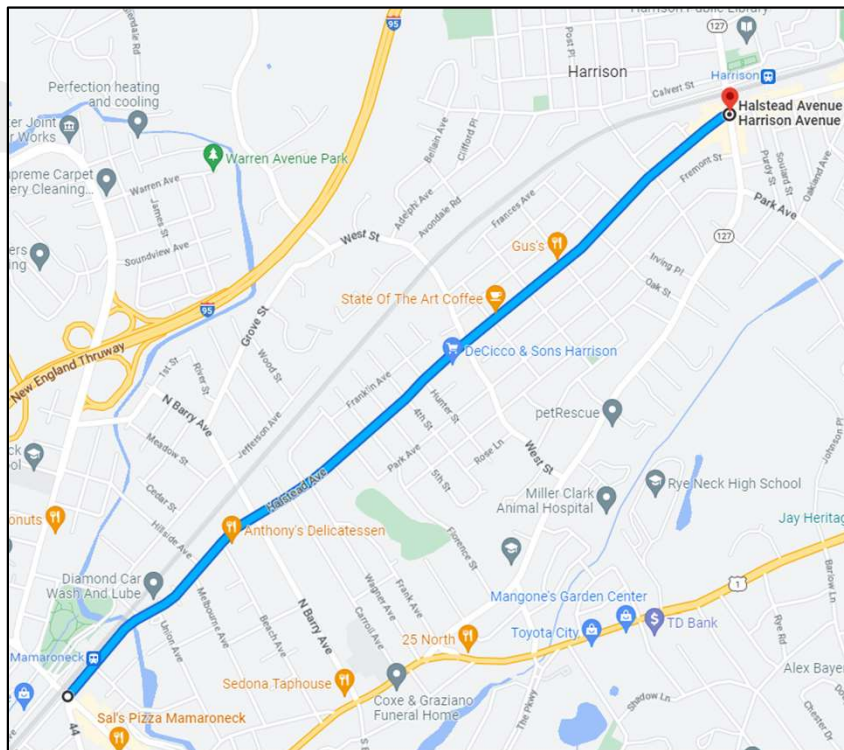
The comprehensive plan process at TOM and VOM shows the desire for bike infrastructure, let's investigate





Halstead Avenue Comments

Great downtown link...



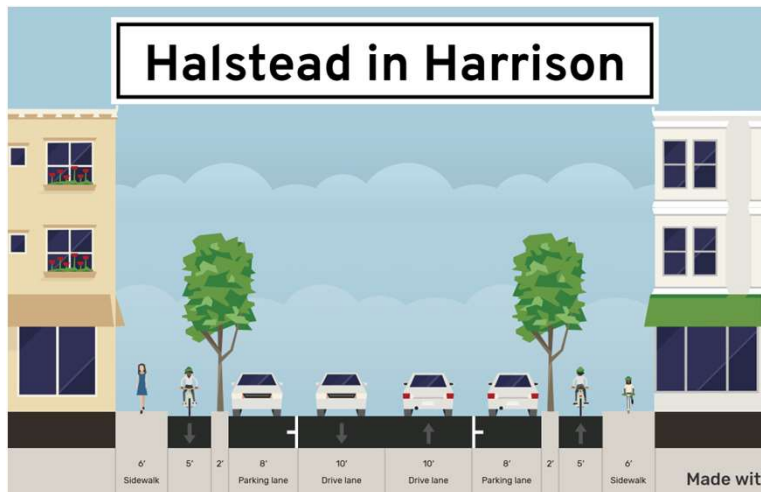
Halstead is a great connector
for Mamaroneck and Harrison

10 minute bike ride
5 minute drive

... but Halstead is a tale of two halves

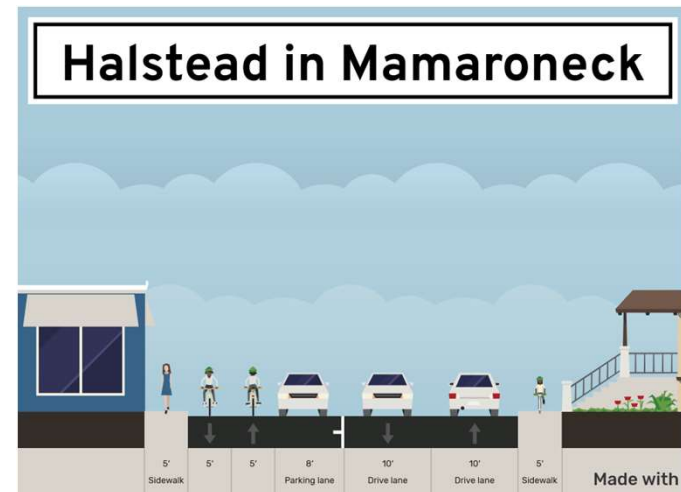
Harrison

Road is super wide (50') and could accommodate easily accommodate bike lanes



Mamaroneck

Road is narrow (38') and would require removing parking



Installing bike lanes today would be a balancing act

Pros

- Connects downtown Mamaroneck and Harrison
- Connects neighborhood to downtown
- Part of East Coast Greenway
- Could aid commercial development

Cons

- Not a major school route (Rye Neck school routes cross rather than travel along Halstead)
- Parking is well utilized

Planned bump-outs preclude future bike lanes

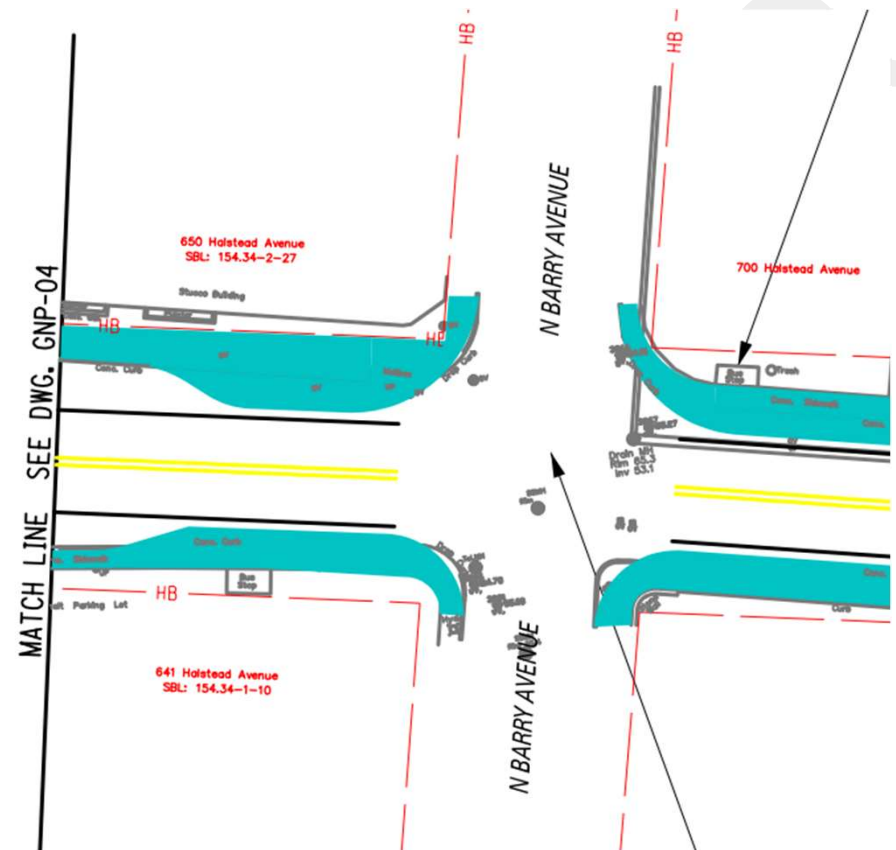
The current plans for Halstead call for concrete sidewalk extensions (bump-outs) into the parking lane

That parking lane could become a bike lane in the future

A concrete sidewalk is a major impediment that is difficult to change

Larchmont and Chatsworth Avenue already have this problem

Sources: HVEA TAP Grant Concepts



Alternatives

We recommend that the Board asks the consultants to seek alternatives to the planned bump-outs that would allow for bikes lanes in the future

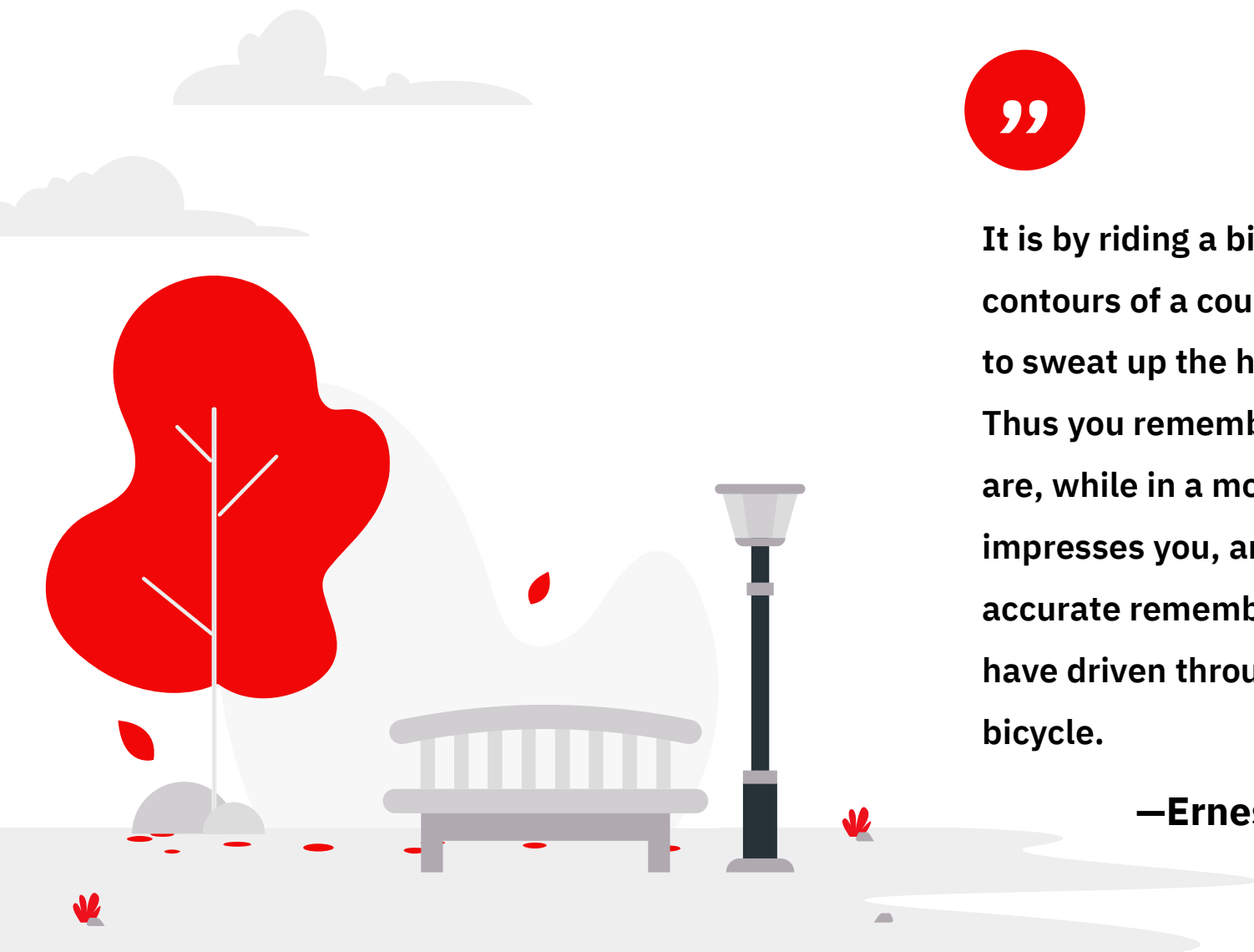
This will also aid with stormwater management planning

Bollard Islands



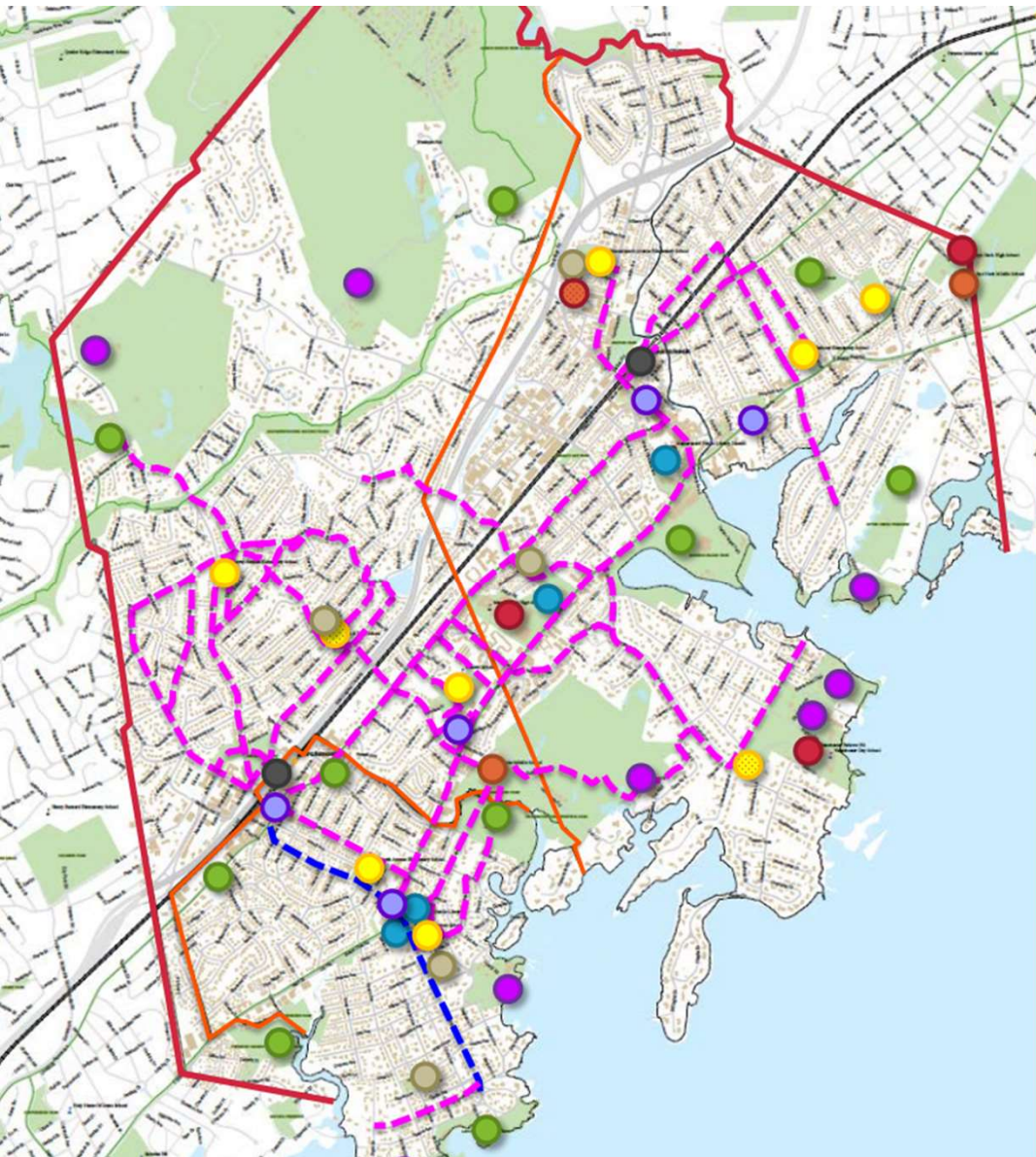
Floating Curb Extension





It is by riding a bicycle that you learn the contours of a country best, since you have to sweat up the hills and coast down them. Thus you remember them as they actually are, while in a motor car only a high hill impresses you, and you have no such accurate remembrance of the country you have driven through as you gain by riding a bicycle.

—Ernest Hemingway



Thank you!

Do you have any questions?

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