

Citywide Congested Corridors Project

White Plains Road East Tremont Avenue to East 233rd Street

June 24th, 2008



GPI Greenman-Pedersen, Inc.

Engineering and Construction Services

CMAQ Program

- Federal Funds – **Congestion Mitigation and Air Quality Improvement Program**
- Major Objectives are to Reduce Congestion and Improve Air Quality

Study Area

- The 3.8 mile stretch of White Plains Road from East Tremont Avenue to East 233rd Street
- Community Boards 9, 11 and 12



Other NYCDOT Initiatives

- Bus Stops under the El: Pelham Parkway Station
- Safe Routes to Schools (P.S. 21 – Philip H. Sheridan School)
- Truck Route Management and Community Impact Reduction Study

Study Goals and Objectives

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

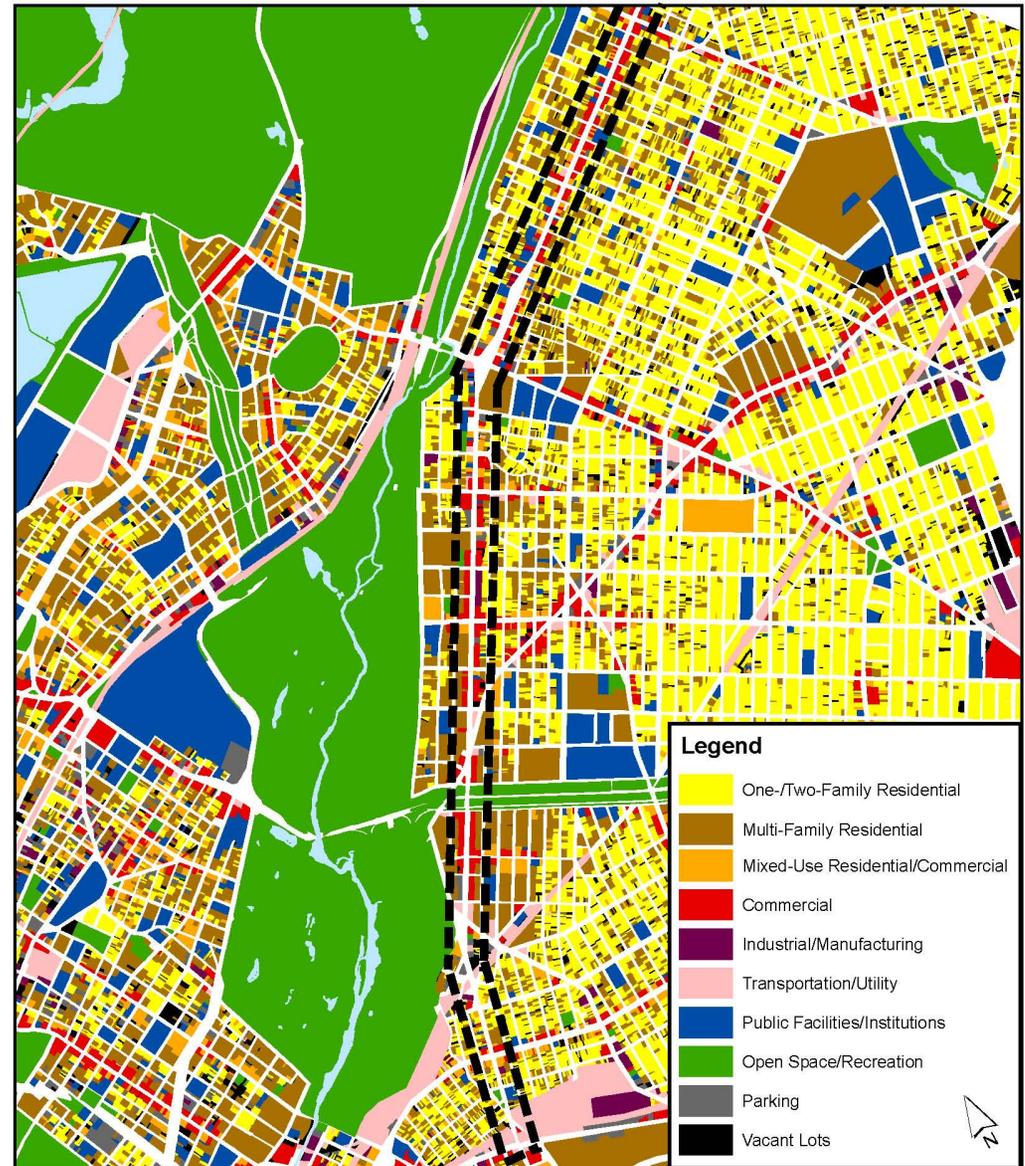
Areas of Analysis

- Demographics
- Land Use & Zoning
- Traffic
- Pedestrian & Bicyclists
- Safety & Crashes
- Parking
- Transit
- Goods Movement

Land Use

- The land use along White Plains Road is mainly commercial with significant retail activity.
- South of Bronxdale Avenue the land use becomes more residential

Congested Corridors
White Plains Road
Land Use



Major Intersections to be Studied

- East Tremont Avenue
- Morris Park Avenue
- Bronxdale Avenue
- Pelham Parkway
- Boston Road
- Allerton Avenue
- East Gun Hill Road
- East 222nd Street
- East 233rd Street

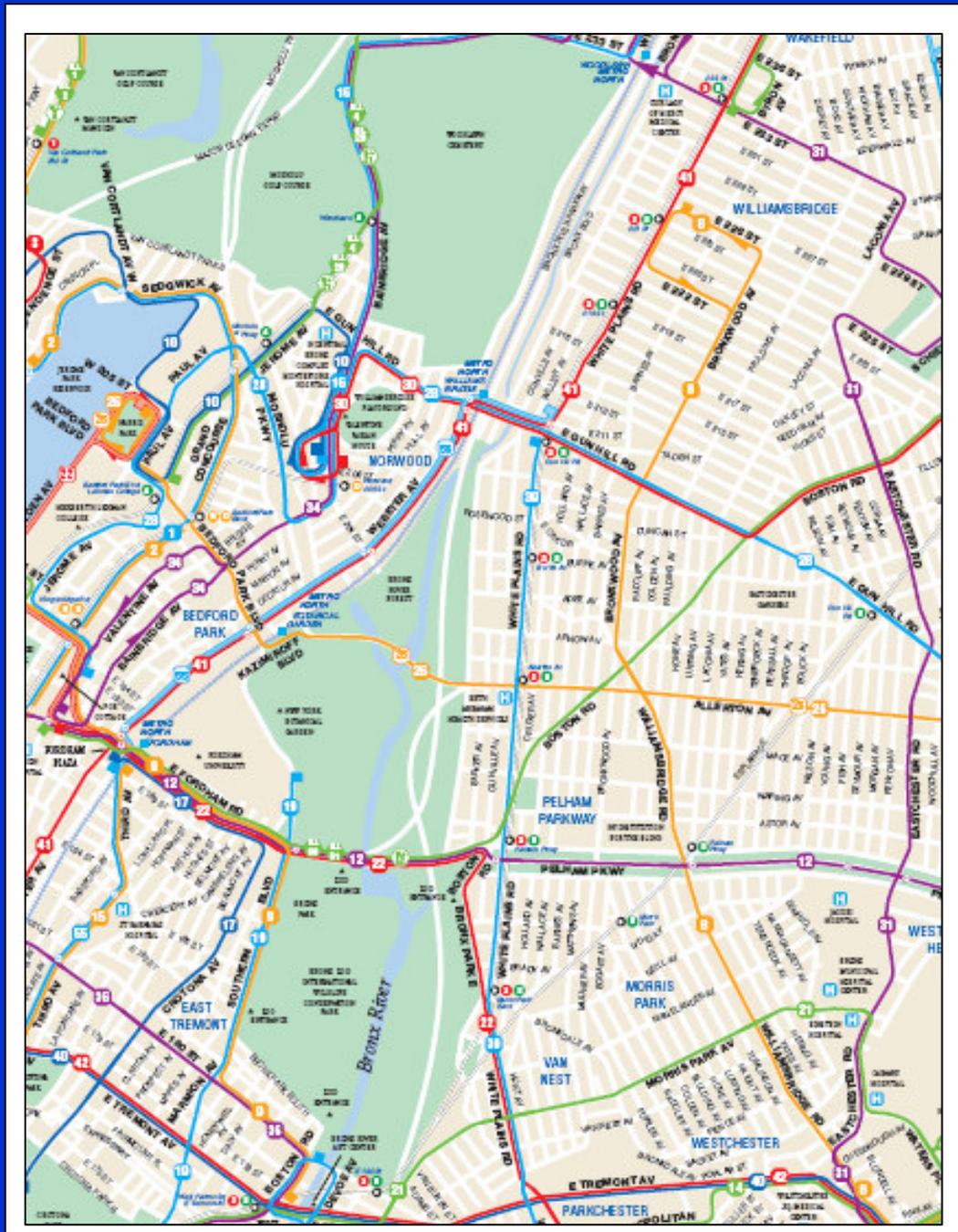
Congested Corridors
White Plains Road
Major Intesections



Transit

- Served by “2” and “5” subway lines at Sagamore St, Pelham Pkwy, Allerton Ave, Burke Ave, Gun Hill Rd, E 219th St, E 225th St and E 233rd St
- The *BX22*, *BX39* and *BX41* bus routes run along some portion of the corridor.
- Connections to bus routes *BX8*, *BX12*, *BX25*, *BX26*, *BX28*, *BX30*, *BX40*, *BX42*, *BX60*, *BX61* and *BX62*

<http://www.mta.info/nyct/maps/busbx.pdf>



Truck Routes

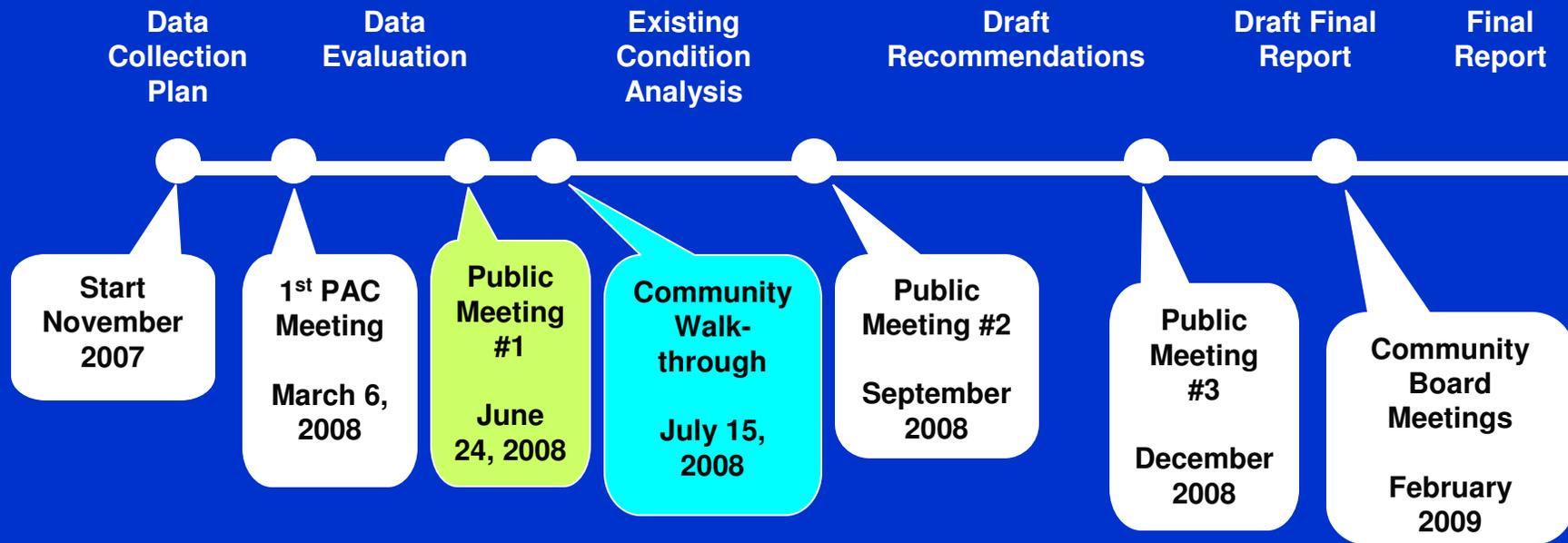
- Local Route only
- Truck Routes intersect at:
 - East Tremont Ave
 - Morris Park Ave
 - Pelham Parkway
 - East Gun Hill Rd
 - East 233rd St

<http://www.nyc.gov/html/dot/downloads/pdf/uppertruckroute.pdf>

Congested Corridors
White Plains Road
Truck Routes



Study Process



Community Outreach

- Community Board Meetings
- Open House Public Meetings
- Community “Walk/Drive-Through”
- Web Page
 - <http://www.nyc.gov/html/dot/html/motorist/whiteplainsrd.shtml>
 - Community Input
- Hillary Poole: hpoole@dot.nyc.gov

Data Collection

- Collect Data
 - Vehicle volumes (including turning movement counts)
 - Pedestrian volumes
 - Speed
 - Intersection geometry and signal timings
 - Transit
 - Parking
 - Accidents
- Assess existing and future traffic conditions
- Identify transportation issues and concerns
- Analyze potential improvements

Initial Observations

- Service lane with double parking
- Trucks double parking in service lanes for unloading



- Pillars from elevated train obstruct traffic and for many stretches

Initial Observations

- Pedestrians crossing at mid-block to reach desired locations
- Commercial area with a lot of shopping traffic



Initial Observations

- Bus service stops in one lane of traffic flow due to pillars from elevated train



- Many articulated buses on route.
- Corridor leads to Westchester County and is route for Westchester / Bronx buses

Preliminary Findings

- Most Vehicular Turning Movements
 - Boston Rd/Pelham Pkwy – weekday PM Peak
- Most Pedestrian Movements
 - East Gun Hill Road – weekday AM Peak
- Highest parking demand (off-street facilities)
 - Weekday midday Peak – 89%
- Highest Accident Intersection
 - East Tremont Avenue

Project Status

- Field data collection completed.
 - Traffic counts, Speed runs, Pedestrian counts, Goods movement, Parking & Safety
- Data summaries completed
- Demographic analysis in progress
- Safety analysis in progress
- Capacity analysis in progress
- Pedestrian analysis in progress

Potential Roadway Improvement Strategies

- Revise Signal Timing
- Localized Intersection Improvements
- Modify Lane Configuration
- Sidewalk and Crosswalk Improvements
- Pavement Rehabilitation
- Parking Regulation Modifications

Breakout Sessions

- Traffic Congestion
- Traffic Safety
- Pedestrians
- Buses
- Trucks
- Parking
- Bicycles

BREAKOUT SESSIONS

Thank You!