Village of Mamaroneck Walking Safety Assessment:
Halstead Avenue and North Barry Avenue
October 5, 2018
SUMMARY REPORT

Background

In September 2014, the U.S. Department of Transportation (DOT) released a national action plan, "Safer People, Safer Streets: Summary of U.S. Department of Transportation Action Plan to Increase Walking and Biking and Reduce Pedestrian and Bicycle Fatalities." This plan outlines activities the Federal government seeks to undertake in concert with State and local partners to make safe walking and biking a reality for all Americans, regardless of age, income, or ability.

The *Walk/Bike Safety Assessment* is just one tool described in the Plan for States or communities with high rates of pedestrian and/or bicyclist crashes and fatalities. These *Assessments* involve coordinating a group of local practitioners and stakeholders around the topics of connected pedestrian and bicycle networks and the safety of non-motorized user; in short, a multi-disciplinary group gathers on a high-risk corridor the take a walk together, and record their observations.

The Village of Mamaroneck Traffic Commission was made aware of two such corridors through direct resident complaints AND local crash data: Halstead Avenue, between West Street in Harrison and North Barry Avenue in Mamaroneck; and North Barry Avenue, between Halstead and Boston Post Road (U.S. Route 1) in Mamaroneck[1]. In concert with the Mayor's recently announced "Safe Streets Initiative," the Traffic Commission held a *Walking Safety Assessment* along Halstead and North Barry Avenues on Friday, October 5, 2018; the resulting report follows.

Overview of corridors

Both Halstead and North Barry Avenues are two-lane, Village-owned, perpendicular roadways that intersect within a mile of the heart of the Village business district. Both segments are mainly residential, with local businesses or public buildings (like the firehouse) interspersed. Multiple schools located within a one-mile radius of both corridors produce high volumes of vehicle, pedestrian and bicycle traffic during school year morning and afternoon hours, and a significant portion of local residents either walk or drive to the nearby Mamaroneck Metro-North station on weekdays. Halstead Avenue also has public transit stops for the Route 61 Westchester Bee-Line bus.

Both Halstead Avenue and North Barry Avenue have some pedestrian infrastructure in place, such as painted crosswalks at signalized intersections, partial sidewalks, and some signage.

[1] Map of the segments of Halstead Avenue and North Barry corridors included in this Assessment attached under Appendix A

However, these accommodations are of inconsistent quality and vary greatly along the two corridors.

Mayor Tom Murphy addresses participants

Event overview

19 Federal, State and local participants[2] convened at the Halstead Manor Fire House, 17 of whom were active participants on one of four pre-assigned walking teams. Mayor Tom Murphy and Traffic Commission Chair Abigail Roberts welcomed the group. Shannon Purdy from NHTSA Region 2 then discussed pedestrian and bicyclist crash data from the national level, as well as key factors in enacting a successful pedestrian safety initiative[3].

A summary of the operational plan, schedule for the day, and participant instructions were also shared:

(1) The 17 participants were divided into four walking teams, each comprised of a mix of disciplines to broaden observational perspectives; for instance, a patrol officer, public health professional, resident and Traffic Commission member.
(2) Each team was also asked to assign one reporter to record consensus observations made during the walk, and one photographer to capture pictures of the environment and people traveling along the corridor.
(3) Two of the teams were assigned to walk Halstead Avenue, one proceeding eastbound and concluding at West Street, and one proceeding westbound and concluding at North Barry Avenue. The other two teams were assigned to walk along North Barry: one proceeding southbound from Halstead Avenue to Boston Post Road, and the second proceeding northbound.
(4) Each team was asked to walk on the side of the road facing traffic, regardless of whether pedestrian facilities were provided.
(5) During their walk, participants were asked to record both observations and experiences using a Walkability Assessment Checklist (see Appendix D).
(6) At the walk's conclusion, participants reconvened at the Halstead Manor Fire House to discuss the most pressing issues and problems they observed, as well as potential countermeasures.

Issues and recommendations: Halstead Avenue

The one-mile stretch of Halstead Avenue was assessed on a dry, sunny weekday morning. Vehicle traffic was steady but moderate; only a few pedestrians and one cyclist were observed

[2] The Walking Safety Assessment final attendee roster, including affiliations and team assignments attached as Appendix B
[3] The introductory briefing slides are attached under Appendix C

along the route during the walk. According to residents who participated in the Halstead Avenue walk, however, dense pedestrian traffic is present during morning and afternoon rush hour – as well as immediate after-school afternoon hours – with many clusters of children and parents crossing Halstead Avenue from secondary residential streets to access F.E. Bellows Elementary School or Rye Neck Middle and Senior High Schools.

Residents also mentioned that it is difficult to make a left turn from the many side streets (i.e., Florence St., Fifth St., etc.) onto Halstead Avenue. Street-parked cars block a clear view of oncoming traffic, particularly during daylight hours when the absence of car headlights makes it more difficult to see oncoming traffic from left.

Infrastructure Issues

- Sidewalks not continuously available on northern side of Halstead Avenue – traveling eastbound, sidewalk terminates between English and Florence Streets
- Where existent, sidewalks were irregular, broken and not compliant with the Americans with Disabilities Act (ADA)
- Only one marked crosswalk (Florence Street) existed across side streets that cross Halstead Avenue, despite clear, demonstrated need for pedestrian access from residential areas to transit, schools, bus stops and retail
- Residents' overgrown shrubs and trees crowd sidewalks, in some places leaving less than three feet for pedestrians to pass
- Directional signs (speed limit, pedestrian crossing signs) were hidden by trees in some places, rendering them invisible to roadway users
- Transit stops were in poor condition, with inadequate landing areas, uneven surfaces, and no shelter or seating at one of the two on the route, making them dangerous for users with mobility and/or vision challenges
- Curb ramps at Halstead and North Barry Avenues do not align, and are not ADA compliant, making them dangerous for users with mobility and/or vision challenges
- No pedestrian signals or directional signage at the intersection of Halstead and North Barry Avenues
- Vehicle stop bars (painted white lines) are unnecessarily far from the intersection, creating an absence of visibility for drivers turning left into potential pedestrians
- Shoulders along the segment are sufficiently wide for bike lanes on both sides of the road, though none exist

Behavior Issues

- Vehicles observed traveling well in excess of 35 mph, though the posted speed limit is 30
- Drivers not yielding to pedestrians in crosswalk; team member had three vehicles fail to yield, and when the fourth reluctantly stopped, driver came to an abrupt halt within the crosswalk
- Where no sidewalks exist, pedestrians forced to walk in residential yards or in roadway, alongside street-parked cars, facing oncoming traffic

Conclusions

The following recommendations from the assessment team are not intended to be an exhaustive list of needed improvements, but may address the most pressing needs and have a significant impact on pedestrian safety:

- Install complete, continuous ADA-compliant sidewalks at least five feet wide along both sides of Halstead Avenue
- Install well-marked crosswalk with in-street pedestrian crosswalk sign at points of greatest pedestrian traffic: Carroll Avenue and Halstead Avenue, and Florence Street and Halstead Avenue. Assure crossing guards are present at these two intersections during morning/afternoon school hours. Crosswalk should be accompanied by appropriate advanced warning pedestrian safety signage
- Install ADA-compliant, aligning curb ramps at all four corners of the North Barry Ave/Halstead Ave intersection
- Install working pedestrian signals at same intersection, and replace missing street signage for North Barry and Halstead
- Install painted crosswalks at intersections of all streets perpendicular to Halstead Avenue
- Add a continuous white line along both sides of Halstead, demarcating the single lane for vehicles to travel along the route, whether street parking exists or not
- Consider adding painted sharrows and "share the road" signage to indicate Halstead is a shared-usage roadway with bicycles
- Consider reducing speed limit to 25 mph along Halstead upon entering the Village of Mamaroneck, and increase visible enforcement of this new limit
- Provide training to Village of Mamaroneck Police Department on operating a pedestrian safety crosswalk/decoy initiative being conducted across New York State. Enforcement should accompany installation of new crosswalks, initially employing a "warning" phase to violators for a set period of time (e.g., 6 months), followed by issuing citations
- Establish a localized, pedestrian safety media campaign to coincide with enforcement activities, and train all municipal and County law enforcement in consistent pedestrian education/enforcement tactics. Consider utilizing New York State's *See! Be Seen!* campaign materials.
- Enhance and/or build bus shelters at Bee-Line stops along Halstead Avenue
- Revisit permitted street parking along Halstead Avenue, and its potential for creating visibility issues for vehicles attempting to cross or merge with traffic at unmarked intersections

Issues and recommendations: North Barry Avenue

The segment of North Barry Avenue that was assessed is more continuously residential than is Halstead, with retail establishments clustered at the corners of North Barry/Halstead and North Barry/Boston Post Road. Assessors also conducted their walk well after morning rush hour, and described traffic flow - both vehicle and pedestrian – as being moderate to light. Local residents described a different traffic scenario during the morning and evening rush hour, though, with congestion building in long lines as parents drop off or pick up children from school, or occasionally exceeding the speed limit when traffic frees them to do so.

North Barry has continuous, if irregular, sidewalks along both sides of the corridor, though some of the facilities were in a state of disrepair and/or were sufficiently outdated that they no longer meet ADA requirements.

Infrastructure Issues

- Sidewalks are present, but some are outdated and inadequate. Often too narrow, damaged, or collapsing, and not ADA-compliant
- Crosswalks were absent at some heavy pedestrian traffic crossings, such as a well-used playground entrance pathway to the school, and street parking sometimes blocks pedestrian pathways.
- No pedestrian crossing signals at North Barry and Halstead Avenue

Sidewalk along North Barry Avenue

Behavior Issues

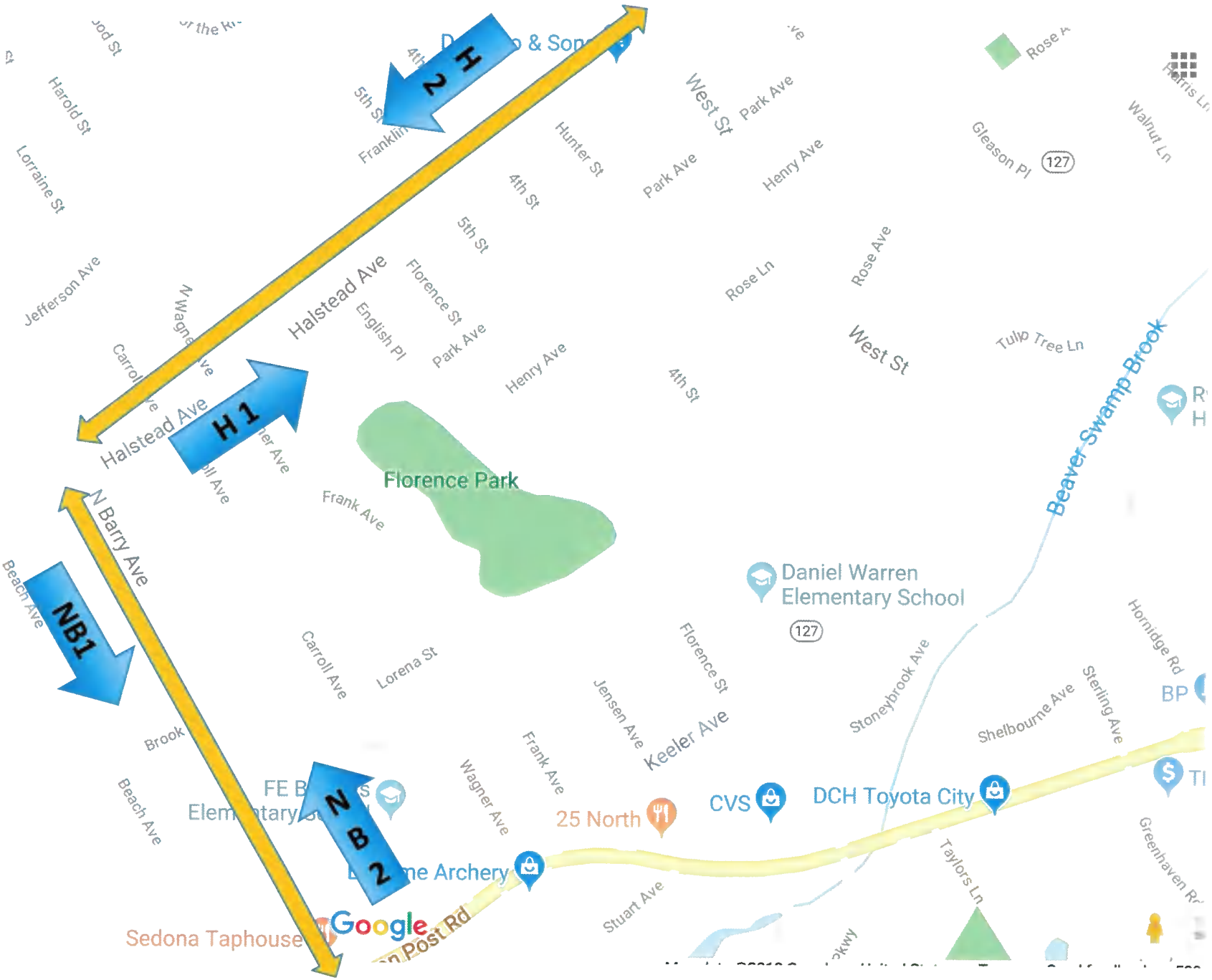
- Vehicles traveling at speeds exceeding 35 mph, though the posted speed limit is 30.
- Cyclists were observed riding with traffic; however, residents report children do not necessarily ride helmeted or obey vehicle traffic laws
- Vehicle drivers observed failing to yield to pedestrians in the crosswalk

Conclusions

The following recommendations from the assessment team are not intended to be an exhaustive list of needed improvements, but may address the most pressing needs and have a significant impact on pedestrian safety:

- Install complete, continuous ADA-compliant sidewalks at least five feet wide along both sides of North Barry Avenue
- Install well-marked crosswalks with in-street pedestrian crosswalk sign at points of greatest pedestrian traffic, particularly at the well-used playground entrance pathway to the school

- Study desire lines/footpaths traversing from North Barry to park and/or school property to better understand where people are coming from and returning to, and where vehicle parking poses potential conflicts
- Engage community champions to initiate a formalized "Safe Routes to School" program for school administrators, parents and children
- Engage community champions and/or the Village of Mamaroneck Police Department to develop a bicycle safety education campaign for local youth; seek grant funding for bike helmet distribution and a potential bike rodeo event
- Consider adding painted sharrows and "share the road" signage to indicate North Barry is a shared-usage roadway with bicycles
- Consider implementing a North Barry Avenue school zone between Boston Post Road and Brook Street to accommodate the large number of children walking, biking and being driven to school
- Provide training to Village of Mamaroneck Police Department on operating a pedestrian safety crosswalk/decoy initiative being conducted across New York State. Enforcement should accompany installation of new crosswalks/upgrading of existing crosswalks, initially employing a "warning" phase to violators for a set period of time (e.g., 6 months), followed by issuing citations
- Establish a localized, pedestrian safety media campaign to coincide with enforcement activities, and train all municipal and County law enforcement in consistent pedestrian education/enforcement tactics. Consider utilizing New York State's *See! Be Seen!* campaign materials


H 2
H 1
NB1
NB 2
Halstead Ave
Halstead Ave
N Barry Ave
Florence Park
Daniel Warren
Elementary School
Beaver Swamp Brook
West St
Park Ave
Henry Ave
Hunter St
4th St
5th St
Florence St
English Pl
Rose Ln
Rose Ave
Tulip Tree Ln
Gleason Pl
Walnut Ln
Harold St
Lorraine St
Jefferson Ave
Frank Ave
Carroll Ave
Lorena St
Jensen Ave
Keeler Ave
Stoneybrook Ave
Shelbourne Ave
Sterling Ave
Hornidge Rd
Wagner Ave
Beach Ave
Brook
Stuart Ave
Taylors Ln
Greenhaven Rd
Post Rd
25 North
CVS
DCH Toyota City
BP
Sedona Taphouse
Google
127

Village of Mamaroneck

Walking Safety Assessment:
Halstead Avenue and North Barry Avenue

Friday, October 5th 2018
9:30AM-12:30PM

Halstead Manor Fire House
Mamaroneck, NY

PARTICIPANTS: Halstead Ave Group 1

Matt Carmody, Traffic Safety Consultant, AKRF, Inc.
Det Christopher Jaeger, Village of Mamaroneck Police Department
Marc Karell, resident
Alana Stone, resident
Shannon Purdy, Mamaroneck Traffic Commission

PARTICIPANTS: Halstead Ave Group 2

Jeanhee Chung, resident
Myron Tannenbaum, Mamaroneck Traffic Commission
Ilana Wagner, Associate Planner, Westchester County Department of Transportation
Ed Zagajeski, Mamaroneck Traffic Commission

PARTICIPANTS: N Barry Ave Group 1

Kim Larsen, resident
Chris Lucas, Planning Consultant, NV5
Nora Lucas, Mamaroneck Board of Trustees
David Salko, Mamaroneck Traffic Commission

PARTICIPANTS: N Barry Ave Group 2

Kimberly Chiapparelli, Village of Mamaroneck Police Department (intern)
Tom Murphy, Mayor
Abigail Roberts, Chair, Mamaroneck Traffic Commission
Karrie Sergio, resident

Village of Mamaroneck Walking Safety Assessment:

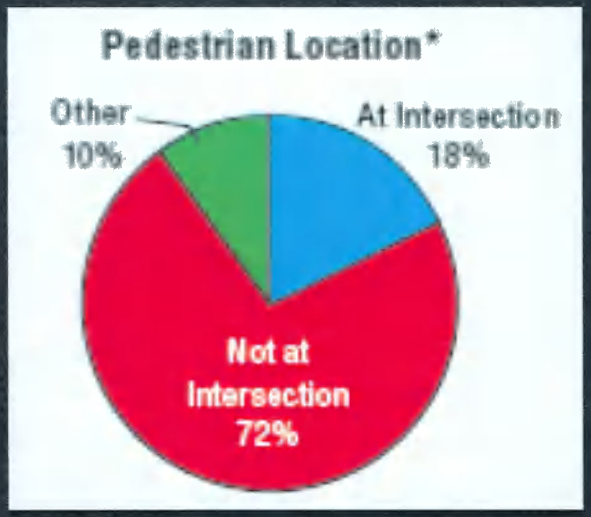
Halstead Ave & North Barry Ave

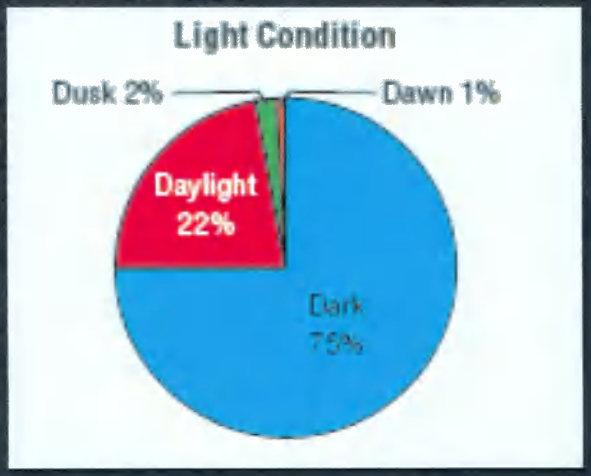
Friday, October 5th 2018

Agenda

- Background
- Introductions
- Overview of corridors
- Schedule and operational plan
  - Pod assignments
  - Driver/Facilitator/Photographer
  - Post-walk briefing

Background





Total Fatalities and Pedestrian Fatalities in Traffic Crashes, 2007–2016

Year	Total Fatalities	Pedestrian Fatalities	Percentage of Total Fatalities
2007	41,259	4,699	11%
2008	37,423	4,414	12%
2009	33,883	4,109	12%
2010	32,999	4,302	13%
2011	32,479	4,457	14%
2012	33,782	4,818	14%
2013	32,893	4,779	15%
2014	32,744	4,910	15%
2015	35,485	5,495	15%
2016	37,461	5,987	16%

Source: Fatality Analysis Reporting System (FARS) 2007–2015 Final File, 2016 Annual Report File (ARF).

Background

Safer People, Safer Streets:

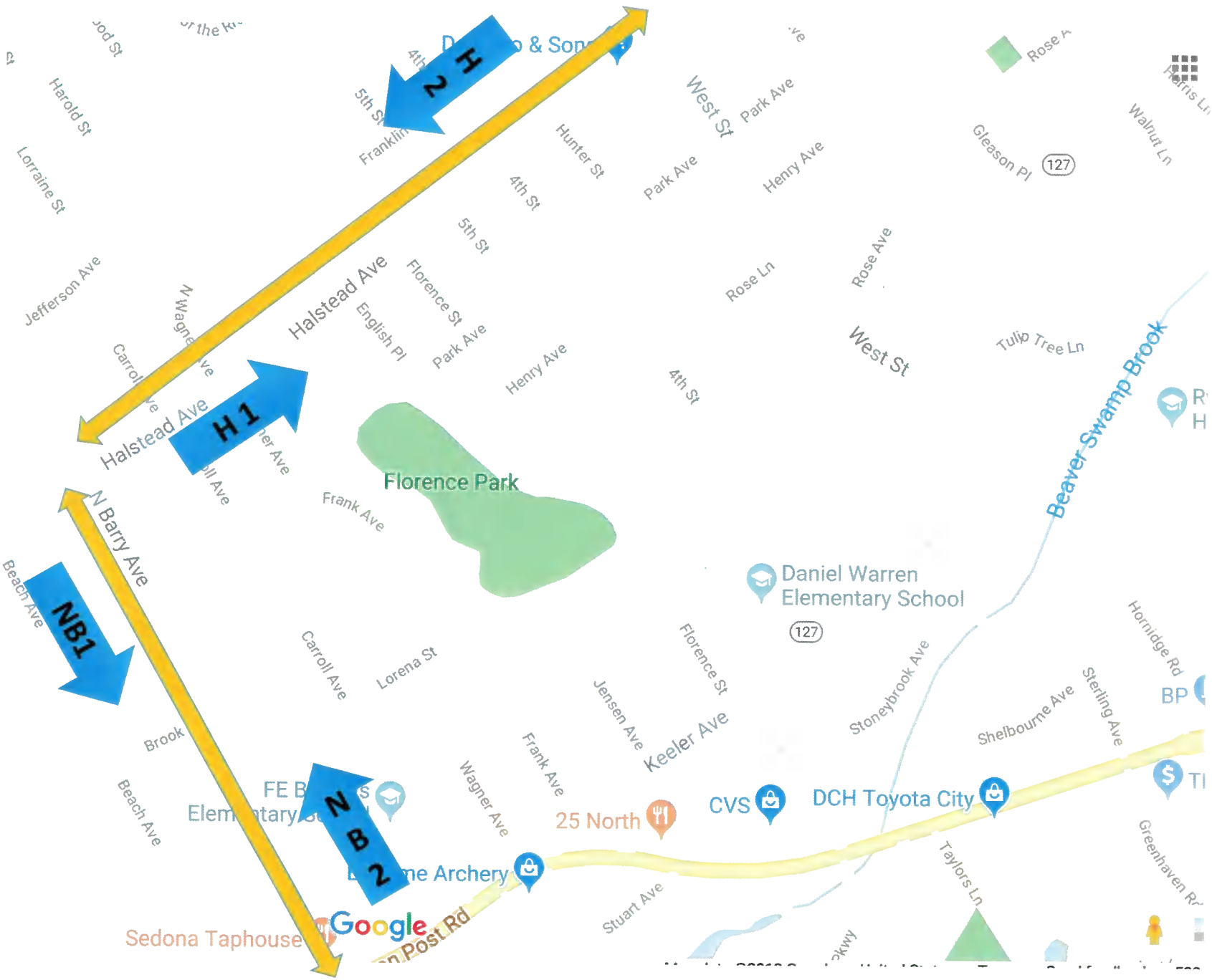
Summary of U.S. Department of Transportation Action Plan to Increase Walking and Biking and Reduce Pedestrian and Bicyclist Fatalities

September 2014

"Our roads should be safe; they should be easy places to travel no matter how we're traveling on them"
Secretary Anthony Foxx

Who's Who?

- Name
- Title / Organization
- Role in pedestrian safety
- One expectation?


H 2
H 1
NB1
N B 2
Halstead Ave
Halstead Ave
N Barry Ave
Florence Park
Daniel Warren
Elementary School
Beaver Swamp Brook
West St
Park Ave
Henry Ave
Hunter St
4th St
5th St
Rose Ln
Rose Ave
Tulip Tree Ln
Gleason Pl
Walnut Ln
Harold St
Lorraine St
Jefferson Ave
Florence St
English Pl
Frank Ave
Carroll Ave
Lorena St
Jensen Ave
Keeler Ave
Stoneybrook Ave
Shelbourne Ave
Sterling Ave
Hornidge Rd
Wagner Ave
Beach Ave
Brook
Stuart Ave
Taylors Ln
Greenhaven Rd
25 North
CVS
DCH Toyota City
Sedona Taphouse
Google
127
BP

SCHEDULE

10:30AM - walking teams depart to starting point

11:15 AM – teams reconvene at Halstead Manor Fire House; debrief

12:15PM - next steps discussed; adjourn

SEQUENCE

(1) Each team walks length of route with copies of prompt for individual review

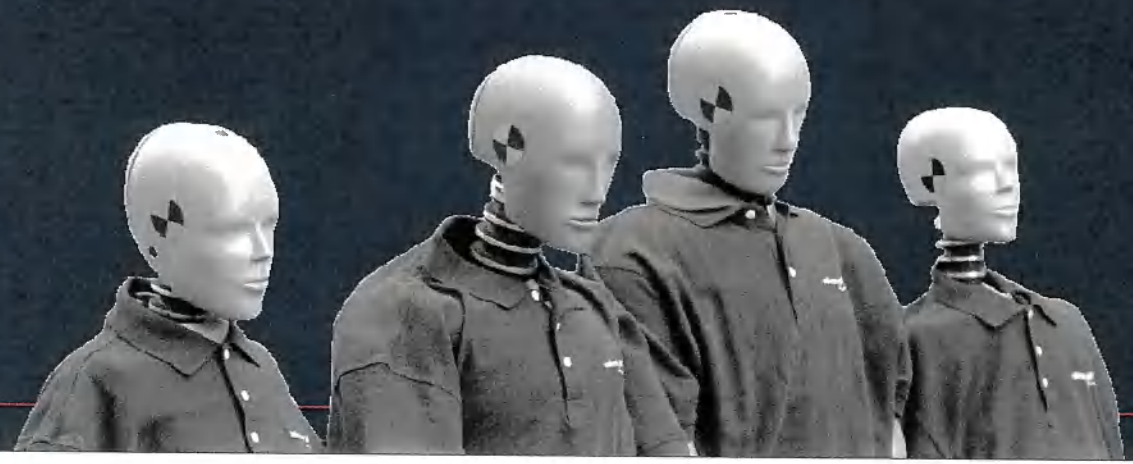
(2) Team facilitator records notes; photographer takes pics en route

(3) Teams return to Halstead Manor Fire House for debrief

(4) Facilitators report out; prompts collected

Safer Drivers. Safer Cars. Safer Roads.

Enjoy the walk!



NHTSA
www.nhtsa.gov

Walkability Assessment Checklist

Date: _____
Data Collector: _____

Instructions: Please fill out this questionnaire as best as you can and include observations in the comments area. Your comments and observations are very valuable to us and will enhance the final report of the assessment. Additional space is provided at the end.

A. Streets

Pedestrian Assessment	Yes	No	Comments
Are sidewalks provided along the street?			
If no sidewalk is present, is there a walkable shoulder (e.g. wide enough to accommodate cyclists/pedestrians) on the road or other pathway/trail nearby?			
Is the sidewalk width adequate for pedestrian volumes?			
Is there adequate separation distance between vehicular traffic and pedestrians?			
Are sidewalk/street boundaries discernable to people with visual impairments?			
Will snow disrupt pedestrian access or visibility?			
Is the path clear from both temporary and permanent obstructions?			
Is the walking surface adequate and well-maintained?			
Are sidewalks/walkable shoulders continuous and on both sides of the street?			
Are measures needed to direct pedestrians to safe crossing points and pedestrian access ways?			
Is the sidewalk adequately lit?			
Is the visibility of pedestrians walking along the sidewalk/shoulder adequate?			
Are there any conflicts between bicycles and pedestrians on sidewalks?			

B. Street Crossings

Pedestrian Assessment	Yes	No	Comments
Do wide curbs lengthen pedestrian crossing distances and encourage high-speed right turns?			
Does a skewed intersection direct drivers' focus away from crossing pedestrians?			
Are pedestrian crossings located in areas where sight distance may be a problem?			
Do raised medians provide a safe waiting area (refuge) for pedestrians?			
Are marked crosswalks wide enough?			
Do at-grade railroad crossings accommodate pedestrians safely?			
Is the crossing pavement flush with the roadway surface?			
Do turning vehicles pose a hazard to pedestrians?			
Do traffic operations (especially during peak periods)			

C. Pedestrian, Bicyclist and Driver Behavior

Pedestrian Assessment	Yes	No	Comments
Do drivers look for and yield to pedestrians at marked and unmarked crosswalks?			
Did observed pedestrian behavior increase the risk of a pedestrian collision?			
Are buses, cars, bicycles, and pedestrians separated on the site and provided with their own designated areas for travel?			
Are travel paths and crossing points for pedestrians properly signed and/or marked?			
Did observed driver behavior increase the risk of a pedestrian or bicyclist collision?			
Are cyclists riding with the flow of traffic, and are they wearing helmets/safety gear?			
Can disabled or elderly pedestrians easily navigate this roadway?			
Is there visible enforcement of traffic laws (crossing guards, police traffic enforcement) in the area?			

D. Transit Areas

Pedestrian Assessment	Yes	No	Comments
Are there bus stops along the route, and are they sited properly?			
Are safe pedestrian crossings convenient for transit and school bus users?			
Are shelters appropriately designed and placed for pedestrian safety and convenience?			
Is the seating area at a safe and comfortable distance from vehicle and bicycle lanes?			
Do seats (or persons sitting on them) obstruct the sidewalk or reduce its usable width?			
Is a sufficient landing area provided to accommodate waiting passengers, boarding/alighting passengers, and through/bypassing pedestrian traffic at peak times?			
Is the landing area paved and free of problems such as uneven surfaces, standing water, or steep slopes?			
Is the nearest crossing opportunity free of potential hazards for pedestrians?			