

CITY OF WHITE PLAINS

VISION ZERO ACTION PLAN

JUNE 2025



ACKNOWLEDGEMENTS

The White Plains Vision Zero Action Plan could not have been developed without the dedication of the elected officials, City staff, community groups and residents of the City of White Plains. Your input was invaluable in creating a successful long-term roadmap for achieving Vision Zero throughout the City of White Plains.

Thank you!

White Plains Office of the Mayor

Honorable Thomas Roach
City of White Plains Mayor

White Plains Common Council

Honorable Victoria Presser
Common Council President

Honorable Justin Brasch
Common Council Member

Honorable Jeremiah Frei-Pearson
Common Council Member

Honorable John M. Martin
Common Council Member

Honorable Richard Payne
Common Council Member

Honorable Jennifer Puja
Common Council Member

White Plains Vision Zero Plan Advisory Committee (PAC)

Honorable Thomas Roach
City of White Plains Mayor

Honorable Richard Payne
Common Council Member

Lauren Morris
Planning Board Member

Ingrid Richards
Senior Advisor, Coordinator of Economic Development and Public Information, Office of the Mayor

Thomas Soyk, PE, PTOE
Deputy Commissioner of Parking/
City Transportation Engineer

Joseph Tyros, PE
Deputy Commissioner of Public Works

Christopher Robeson, PE
Former Deputy Commissioner of Public Works

Judith Mezey
Deputy Commissioner of Planning

Anthony Marena, PE
City Transportation Engineer II

Justin Holman
Planner

Daniel McMahon III
Captain, White Plains Public Safety

Marco Garced
Sergeant, White Plains Public Safety

Dr. Eli Brown, MD
White Plains Hospital

Sergio Alfonso
White Plains School District,
Supervisor of Transportation

Kenneth Kraetzer Jr.
Resident

VHB Consultant Team

Ankita Rathi, AICP, ENV SP
Project Manager

Ryan Wolf, AICP
Deputy Project Manager

Ryan Winter, PE
Highway Design Lead

Genesis Sperling
Highway Designer

Janki Patel
Transportation Planner

Frank Gross, PhD, PE
Technical Advisor

Eric Tang, PE, RSP1, RSP2B
Technical Advisor

Karen Weeks
Graphic Design Lead

Channing Mulholland
Graphic Designer



A LETTER FROM THE MAYOR

I am pleased to present to you the City of White Plains Vision Zero Action Plan.

This Action Plan was developed with significant input from residents; stakeholders: business leaders, healthcare and not for profit organizations, the School District, neighborhood associations; members of the staff and Common Council members. More specifically, over the past year, the City convened an Action Plan Advisory Committee that collaborated with VHB, transportation and planning consultants, to engage the community through public and stakeholder meetings, pop up events, and an online survey. Additionally, the process required significant assessment of the City's crash data. Taken together, this led to the most comprehensive analysis of mobility throughout the City.

The feedback and insight from the community, and extensive data analysis, guided the development of the Action Plan, which once implemented will create safer roadways for pedestrians, cyclists and motorists. This Action Plan will serve as the City's road map and utilized by city staff to advance physical infrastructure projects and supportive non-physical

strategies designed to make the City's roads safer and improve the quality of life for everyone. Ultimately, these efforts seek to achieve zero roadway fatalities and serious injuries, throughout the City of White Plains by the year 2050.

The City will always work to accommodate the needs of all who live, work and play in its boundaries. Although this work is never complete, and is challenging at times, my goal as Mayor, with the support of the Common Council, is to ensure that City staff work each day to evaluate the needs of the community and make the required improvements—this Action Plan aligns with this goal.

Thank you to everyone who participated in this process. The conversation does not end with the adoption of this Action Plan; it has just begun.

Mayor Tom Roach

The City of White Plains Commits to the Goal of

0

Roadway Fatalities and Serious Injuries on Its Roadways by

2050

TABLE OF CONTENTS

- 1. **Introduction**..... 1
 - What is Vision Zero? 1
 - Vision Zero in White Plains..... 2
- 2. **Plan Development Process** 7
 - Timeline of the Vision Zero Planning Process..... 7
 - Summary of Stakeholder and Public Engagement 9
 - Assessment of the White Plains Roadway Network 16
 - The White Plains High Injury Network (HIN)..... 23
- 3. **The Roadmap to Vision Zero in White Plains** 31
 - How Will Vision Zero Be Achieved in White Plains? 31
 - Physical Roadway Intervention (PI) Strategies 32
 - White Plains Vision Zero Toolkit 32
 - High Injury Network Improvement Projects..... 41
 - Bike Infrastructure Projects..... 99
 - Placemaking & Wayfinding Strategies 105
 - Public Awareness & Education Strategies 111
 - Policy & Enforcement Strategies 114
- 4. **Implementation Plan**..... 119
- 5. **Appendices**
 - Appendix A - Community Engagement Summary Memorandum
 - Appendix B - Memorandum on the Assessment of Crash Trends in White Plains
 - Appendix C - Priority Intersection Redesign Concepts
 - Appendix D - High Injury Network Improvement Project Prioritization Matrix
 - Appendix E - High Injury Network Improvement Project Cost Estimates
 - Appendix F - Inventory of Existing and Proposed Bicycle Facilities
 - Appendix G - Proposed Priority Wayfinding Locations
 - Appendix H - Memorandum on Awareness and Education Campaign Strategies
 - Appendix I - White Plains Common Council Resolution Adopting the Vision Zero Action Plan

GLOSSARY OF ACRONYMS

- APS:** Accessible Pedestrian Signal
- BID:** Business Improvement District
- CJWG:** New York State Climate Justice Working Group
- CLEAR:** New York State Department of Transportation Crash Location and Engineering Analysis Repository System
- DRI:** New York State Downtown Revitalization Initiative
- GTSC:** New York State Governor’s Traffic Safety Committee
- HAWK:** High-Intensity Activated Crosswalk
- HIN:** High Injury Network
- LPI:** Leading Pedestrian Interval
- PAC:** White Plains Vision Zero Action Plan Advisory Committee
- PAIR:** Public Artist in Residence Program
- RRFB:** Rectangular Rapid Flashing Beacon
- SHSP:** New York State Strategic Highway Safety Plan
- SS4A:** US Department of Transportation Safe Streets and Roads for All Grant Program
- VRU:** Vulnerable Road User (ex. Pedestrians, Bicyclists, Seniors, Children, Person with Disabilities)



CHAPTER
1

INTRODUCTION

Vision Zero is a global road safety initiative aimed at eliminating traffic fatalities and serious injuries through a proactive, Safe Systems Approach. Originating in Sweden in the 1990s, it has been successfully implemented in cities across the United States, Europe and beyond, demonstrating measurable reductions in roadway deaths and severe injuries. Now, with the application of Vision Zero and Safe Systems principles in the City of White Plains, the City will seek to eliminate serious injury and fatal crashes by the year 2050.

What is Vision Zero?

At its core, Vision Zero prioritizes human life and safety over speed and convenience, emphasizing that traffic-related deaths are preventable rather than inevitable. Vision Zero acknowledges that human errors will occur but seeks to prevent them from resulting in severe harm through systemic changes. This includes safer street design, speed management, equitable enforcement, and public engagement to create a transportation network that protects all users, particularly vulnerable groups such as pedestrians, bicyclists, and individuals with disabilities. The approach relies on data-driven decision-making to identify high-risk areas and implement targeted interventions.

Collaboration is a cornerstone of Vision Zero, requiring coordinated efforts among government agencies, community organizations, and the public. By integrating safety into transportation planning, infrastructure investments, and policy development, Vision Zero fosters a cultural shift toward shared responsibility and accountability. Ultimately, it aims to transform how communities approach road safety, ensuring that mobility systems prioritize human well-being and create safer streets for everyone.

The Safe Systems Approach

The Safe Systems Approach is a holistic and comprehensive strategy for road safety that aims to reduce the risk of severe injuries and fatalities from road traffic crashes. It is based on the understanding that while human error is inevitable, road traffic fatalities and serious injuries are not. It works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur.

The **Five Elements** that form the Safe System address every aspect of crash risk:

- **Safe Speeds**
- **Safe Roads**
- **Safe People**
- **Post-Crash Care**
- **Safe Vehicles**



Vision Zero in White Plains

Why Vision Zero in White Plains?

Approximately 30 people of all ages and backgrounds are seriously injured or killed while using the roadways within the City of White Plains annually, a rate roughly equivalent to one fatality or serious injury on White Plains’ roadways every two weeks. Each one of these tragedies involve family members, friends, colleagues, and community members and, thus, send long-lasting ripple effects that reverberate through the White Plains community for decades after. Every one of these fatal and serious injury crashes are unacceptable, and represent a need to improve the roadway system. Fortunately for safeguarding the future safety of White Plains’ road users, such tragedies are preventable, though they require a concentrated, all-hands

commitment by the community to target the locations of and causes behind these tragedies.

Attaining and sustaining such a commitment from the community is the role of this Vision Zero Action Plan (the “Action Plan”). Through implementation of this Action Plan, the City of White Plains will take significant strides toward reducing and, ultimately, eliminating fatal and serious injury roadway crashes within its boundaries. Through this process, the lives of those who work, live and play within White Plains can be saved.



HAWK Pedestrian Signal on Main Street

Foundations for Vision Zero in White Plains

While this Action Plan’s vision of zero fatalities and serious injuries is the most comprehensive effort to date within the City of White Plains for saving lives on the City’s roadways, this commitment would have not been possible without a preceding decade worth of progress towards enhancing roadway safety made both citywide and statewide. Such efforts representative of this progress include, but are not limited to:

Statewide: The New York State 2023–2027 Strategic Highway Safety Plan

Across New York State, the tenets of the data-driven Safe System Approach have long been integrated into the planning for the statewide transportation network. For instance, the State’s most recent iteration (i.e. 2023–2027) of the five-year Strategic Highway Safety Plan (SHSP), which is a required byproduct of the federal Highway Safety Improvement Program (HSIP) since 2007, states:

“ New York State and its Safety Partners have a collective vision to move Toward Zero Deaths (TZD). Achieving the goal of zero vehicle-related traffic fatalities will be an ongoing effort and focus for all Safety Partners. The state has also committed to utilizing the FHWA’s Safe Systems Approach to develop and prioritize strategies incorporating the “4 Es”: engineering, education, enforcement, and emergency medical services.”

In pursuit of this, the 2023–2027 NYS SHSP identified seven statewide emphasis areas to be prioritized for improvement, including Intersections, Vulnerable Road Users¹, Road User Behaviors, Roadway Departures, Alternate Road Vehicles and Commercial Vehicles, Age-Related and Aggressive Driving, and established statewide performance targets, using five-year rolling averages, both generally and specific to each of the seven emphasis areas to gradually move towards zero deaths and serious injuries.

¹ Vulnerable Road Users are defined as pedestrians, cyclists, motorized wheelchair users, and those on foot within work zones

Citywide: One White Plains Comprehensive Plan, 2024

The City of White Plains completed the newest edition of its Comprehensive Plan, known as “One White Plains”, in the Summer of 2024. This publication sets forth a vision for the future of White Plains that seeks “a welcoming, safe, inclusive community with housing, employment, education, transportation, and recreational opportunities that fulfill the needs of our diverse population...” Among the main components of this vision are the paramount objectives of connectivity and safety. Under the umbrella effort of “Connect WP”, the One White Plains Comprehensive Plan outlines strategies and recommendations to provide an accessible, safe, pedestrian and multi-modal transportation network throughout White Plains, including through the integration of complete streets and walkability principles.

As a key recommendation in the Comprehensive Plan itself (listed as Connect WP 12 within the document), the Vision Zero effort not only advances One White Plains, but will directly expand upon many of its specific infrastructure recommendations, including the construction of curb extensions, expansion of bike lanes, and midblock crossings on Mamaroneck Avenue, among others, and indirectly support other recommendations, such as improving the feasibility of relaunching the City’s bike share program and increasing accessibility to existing trails and greenways within the City. Overall, the Vision Zero Action Plan will help to build off of One White Plains by devising detailed and concrete infrastructure recommendations that directly advance the vision contained within the broader Comprehensive Plan.

Citywide: White Plains Downtown Revitalization Initiative (DRI), Ongoing

In January 2024, the City of White Plains was announced as a recipient of a \$10 million New York State Downtown Revitalization Initiative (DRI) grant that will transform the City’s downtown core (also known as “the Heart of White Plains”). Specifically, the boundary of this “Heart of White Plains” DRI study area encompasses the area roughly between Hillside Terrace to the north, Metro North railroad tracks to the west, North Broadway to the east and Maple Avenue to the south, as well as Mamaroneck Avenue to the intersection with Bloomingdale Road and, therefore,

As emphasis areas similarly identified by this Action Plan (to be discussed in Chapter Two), the SHSP’s prioritization of Intersections, Vulnerable Road Users and Road User Behaviors (most importantly distracted driving), in particular, are relevant to the attainment of Vision Zero in White Plains. The commitment of New York State to many of the same emphasis areas that impact White Plains’ roadways make it an opportune time for White Plains to pursue Vision Zero. The overlap between the goals and focus areas of this Action Plan with the NYS SHSP will provide opportunities for the City of White Plains to not only partner with the State, Westchester County and neighboring municipalities, but leverage State-level efforts, such as educational materials, policy initiatives and outreach, related to addressing these Statewide emphasis areas to support the implementation of the White Plains Vision Zero Action Plan.

Citywide: White Plains Transit District Strategic Plan, 2016

The White Plains Transit District Strategic Plan was developed in 2016 as the guiding document for fostering a multi-modal, safe and connected transportation hub in and around the White Plains Metro-North Station. The primary goal of the Transit District, which covers approximately roughly a one-third mile radius around the White Plains Metro-North Station, and its Strategic Plan are to activate the Station and the area immediately surrounding the station as well as strengthening the convenience and safety of the connections between this area and the City’s downtown core. Through this process, a more pedestrian-friendly, vibrant and transit-oriented downtown would be fostered.

The scope of the Transit District and its Strategic Plan greatly overlap with some of the areas of the highest concentration of foot and vehicle activity and, as a result, the areas with the greatest frequency of fatal and serious injury crashes within White Plains. Such areas serve as the basis for this Action Plan’s prioritized High Injury Network (as identified in Chapter Two). Overall, while the recommendations of the Transit District Strategic Plan have not been fully implemented yet, this Action Plan’s pursuit of Vision Zero provides an opportunity to reinvigorate and build off the recommendations and strategies contained within this Strategic Plan that lie on the High Injury Network.

overlaps extensively with the High Injury Network of this Vision Zero Action Plan.

Throughout 2024, at the same time as the development of this Vision Zero Action Plan, the City of White Plains conducted an extensive public engagement process to develop a Strategic Investment Plan (SIP) that examined existing conditions within this DRI area and identified potential community projects that would align with the City’s vision for downtown revitalization. At the time of the publication of this Action Plan, the SIP identified 17 projects, altogether totaling \$13.8 million.

Examples of projects relevant to this Vision Zero Action Plan contained within this SIP include:

- Building a Protected Bicycle Track and Implementing Pedestrian Safety Improvements on Hamilton Avenue
- Transforming the Right-of-Way Between Water Street and Hillside Terrace into the “Water Street Connector”
- Creating and Implementing a Comprehensive Branding and Wayfinding Initiative

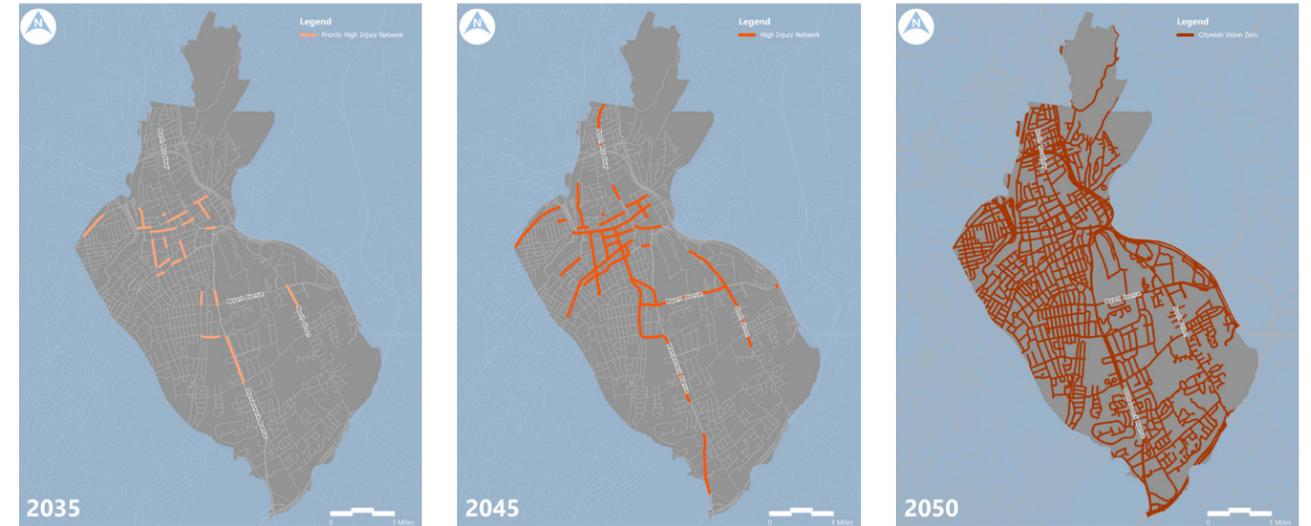
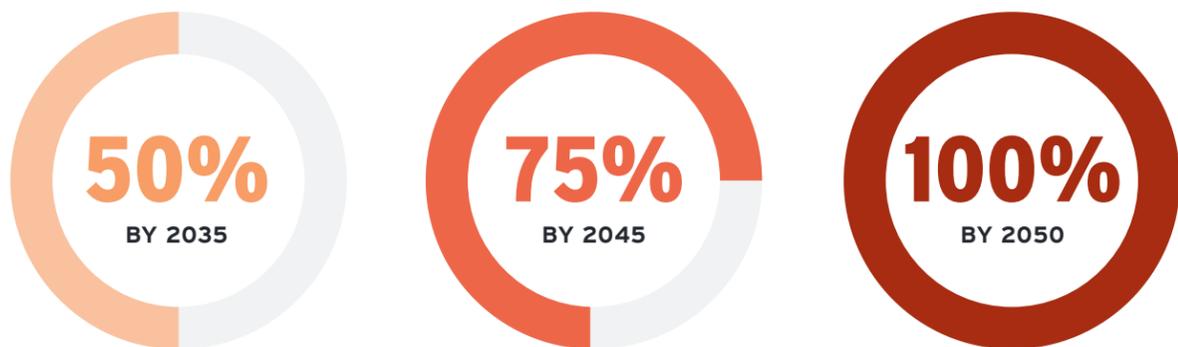
Due to the overlapping timelines, potential improvement projects, and study areas of this Vision Zero Action Plan

and the ongoing DRI program, opportunities exist to pair the two initiatives to complement and support their respective objectives as well as amplify the available investments for each individual effort. Identified projects of the DRI’s Strategic Investment Plan, especially the improvement of pedestrian connectivity within the vicinity of the White Plains Hospital and improvement of bicycle and pedestrian infrastructure along Hamilton Avenue, can be leveraged by this Vision Zero Action Plan to advance this Plan’s goals.

Overall, the Vision Zero Action Plan follows the next logical, most ambitious step in a series of initiatives prioritizing safety and connectivity. The existence of all four of the above stated efforts make it an opportune time to build off of these efforts and leverage the recent and planned investments from these efforts through development of a Vision Zero Action Plan. This Action Plan will bridge these separate, individual efforts and harness the investments and strategies of each into a concentrated campaign to save lives and improve the safety and connectivity of White Plains’ roadways.

Achieving Vision Zero in White Plains

Through the targeted application of the Safe Systems Approach and Vision Zero principles in high-risk areas of the City of White Plains, and comprehensive public safety education and awareness campaigns, the City of White Plains will seek to reduce roadway fatalities and serious injuries by:



Priority High Injury Network

High Injury Network

Citywide Vision Zero

While ambitious, attainment of the ultimate goal of zero roadway fatalities and serious injuries by 2050 is not only realistic, but a necessity to save lives and foster a safe, convenient and comfortable roadway network within White Plains. In order to achieve this long-term goal, several targets over the next two and a half decades have been established within this Action Plan to track progress towards the ultimate goal of zero fatalities and serious injuries citywide.

The earliest significant target of attaining 50% reduction in roadway fatalities and serious injuries by 2035 is based upon this Action Plan’s prioritization of the improvement of roughly four miles of roadway within the first ten years of the City’s Vision Zero program. Known as the “Priority High Injury Network” within this Action Plan, this collection of roadway segments, equivalent to three percent of all city and county-owned roadways within White Plains, accounted for half of all fatal and serious injury crashes within White Plains between 2019 and 2023. Therefore, improvement of these four miles of roadway has the potential to target half of all crashes within White Plains.

This Action Plan’s objective of reducing roadway fatalities and serious injuries by 75 percent by 2045 will primarily be through prioritization of the 15-miles of roadway within the City of White Plains referred to by this Action Plan as the “High Injury Network”. This network of roadways, which is equivalent to just 10 percent of all county and city owned

roadways within the jurisdiction of the City of White Plains and is inclusive of the four miles of the “Priority High Injury Network”, encompasses roughly 75 percent of all fatal and serious injury crashes between 2019 and 2023. In other words, the improvement of the 11 miles of the High Injury Network not located within the Priority High Injury Network can contribute to an additional 25% reduction in roadway fatalities and serious injuries between 2035 and 2045.

Please refer to Chapter Two of this Action Plan for detailed summaries of the roadways contained within the identified High Injury Network and Priority High Injury Network, and methodology on the development of these networks, and Chapter Three and Chapter Four of this Action Plan for the White Plains strategies and implementation plan, respectively, for attaining the goals of this Action Plan.

To successfully attain these established goals, continual updates to this Action Plan every five years are recommended in order to reflect the changing conditions of the City over a twenty-five-year period and to track the evolution of crash trends within the City as roadway improvements are implemented.



CHAPTER
2

PLAN DEVELOPMENT PROCESS

The White Plains Vision Zero Action Plan represents the culmination of a year-long planning process that was informed by input from the White Plains community, guided by extensive citywide crash trend assessments, and ultimately concluded with the development of targeted interventions that will serve as the first steps towards achieving Vision Zero by 2050. The insight gained from this process is a key to understanding the Road Map to Vision Zero which this year-long effort formed the basis of.

Timeline of the Vision Zero Planning Process

Winter 2023 USDOT SS4A Grant Award

In February 2023, the City of White Plains was awarded a \$400,000 grant from the United States Department of Transportation's Safe Streets for All (SS4A) Grant Program (FY 2022) for the development of a Vision Zero Action Plan.

Spring 2024 Adoption of a 25 MPH Citywide Speed Limit and Launch of the White Plains Vision Zero Action Plan

The effort to develop this Action Plan was subsequently launched in May 2024. To guide the consultant team on

the existing conditions within White Plains and provide input into developed recommendations, a White Plains Vision Zero Action Plan Advisory Committee (PAC) was formed. It consisted of a coalition of representatives from the White Plains Mayor's Office, representation from the White Plains Common Council, Departments of Parking, Planning, Public Safety, Public Works, White Plains School District, the White Plains business community, and White Plains residents. The first meeting of the PAC was held in June 2024 and was followed by three other meetings in September 2024, December 2024, and April 2025.

The start of the Vision Zero planning process within White Plains appropriately corresponded with the formal reduction of the speed limit on all city-owned roadways,

with the exception for a select few roadway segments, from 30 MPH to 25 MPH, beginning on May 1, 2024. The city-owned roadway segments excluded from this speed limit reduction include: Bryant Avenue, Central Avenue, Central Westchester Parkway, Mamaroneck Avenue, North Broadway, North Street, Old Mamaroneck Road, Tarrytown Road, Westchester Avenue and White Plains Avenue. This speed limit reduction directly supported the launch of the Vision Zero Action Plan and served as an effective early strategy to promote safety and reduce the frequency of crashes resulting in fatalities and serious injuries. Specifically, pedestrians struck by a vehicle traveling 25 MPH are estimated to be half as likely to die as those struck by a vehicle traveling 30 MPH.

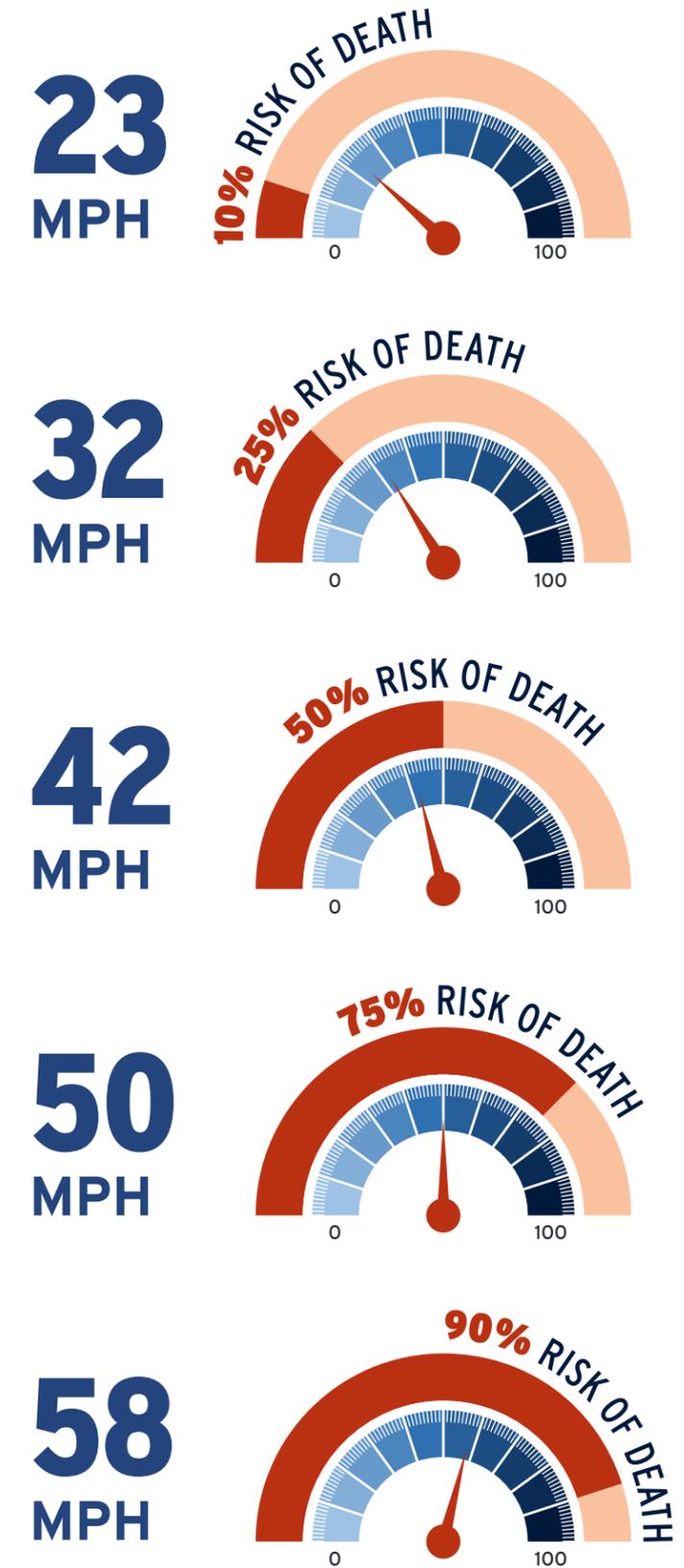
Late Spring–Fall 2024 Preliminary Assessment of Existing Conditions, Development of the High Injury Network and Launch of Public Outreach

Initial assessments of crash trends within White Plains and a review of relevant policies and plans, including those of the City of White Plains, Westchester County, New York State, as well as model Action Plans completed by peer municipalities, were conducted over the Spring and Summer of 2024. These assessments provided insight into the existing conditions of White Plains' roadway network and the policies and programs that administer it. Based upon this preliminary assessment, high priority corridors and intersections that pose significant potential for future crashes were incorporated into the White Plains High Injury Network that is presented within this Chapter. The High Injury Network subsequently formed the basis of the infrastructure projects and strategy recommendations that are incorporated within Chapter Three of this Plan.

In addition to these assessments, initial public outreach efforts were launched over this period, including:

- Plan webpage on the City of White Plains Website
- An online public survey published in July 2024 (and closed in December 2024)
- Two pop-up events: 1) the National Night Out and 2) White Plains Train Station in August and September 2024, respectively.

Estimated Risk of Death for Pedestrians Hit by Vehicles



Source: AAA Foundation for Traffic Safety

- A community stakeholder meeting held in September 2024 that engaged a variety of residents, community groups and City of White Plains staff
- A public meeting held in October 2024 (open to the general public)

Public Meeting White Plains Vision Zero Action Plan

- 📅 **Wednesday, October 23**
- 🕒 **6:00pm-8:00pm**
- 📍 **White Plains Public Library Auditorium
100 Martine Ave, White Plains, NY 10601**

The City of White Plains invites you to a public meeting to learn about our Vision Zero Action Plan, designed to make our streets safer for everyone by working to prevent serious injuries and fatalities. See you there!
Spanish interpretation will be available.
Habrá interpretación al español disponible.



www.cityofwhiteplains.com/Vision-Zero visionzero@whiteplainsny.gov

Both the online public survey and the two Vision Zero pop-up events were intended to capture the overall perception of the White Plains roadway network among White Plains residents as well as gather insight into their overall experience with walking, biking and driving throughout White Plains. Gathering feedback on the findings and preliminary High Injury Network developed as part of the crash trend assessments conducted over the Summer of 2024 were a particular focus of the community stakeholder meeting and public meeting held in September and October 2024, respectively.

Late Fall 2024 –Winter 2025 Development of Preliminary Recommendations and Draft Action Plan

Based upon the conducted assessments and collected feedback from White Plains’ community stakeholders and residents, recommended infrastructure investments and general strategies were developed over the remaining months of 2024 and into the Winter of 2025 to target the identified challenges and areas of concern within White Plains, especially those contained along the High

Injury Network. These recommendations, along with a detailed implementation plan which was developed during this same period, form the basis of Chapter Three and Chapter Four of this Action Plan.

Spring 2025 Completion and Presentation of the White Plains Vision Zero Action Plan

The developed recommendations and strategies, and implementation plan, were subsequently combined with the findings of the existing conditions assessment conducted in 2024 to form the draft Vision Zero Action Plan. This draft Action Plan was formally presented to the PAC and in a public meeting in April 2025. Based on the feedback collected from members of the PAC and the general public, the draft Action Plan was revised and finalized. The final White Plains Vision Zero Action Plan was submitted and presented to the White Plains Common Council for adoption in June 2025.

Summary of Stakeholder and Public Engagement

Community engagement and collaboration were essential in developing the White Plains Vision Zero Action Plan, ensuring residents’ voices were integrated into efforts to create safer streets. Through public meetings/events, an online survey, and assembling of a Plan Advisory Committee (PAC), the City provided multiple platforms for community members to share concerns, experiences, and suggestions regarding road safety. This input helped identify key problem areas and challenges faced by pedestrians, cyclists, and motorists, shaping a more effective and locally relevant plan.

Common Council

As the legislative body of the City of White Plains, the White Plains Common Council – consisting of the Mayor of White Plains and six council members - served as the primary supervisory body of the White Plains Vision Zero Action Plan. The Vision Zero effort was initially introduced to the Common Council on August 26, 2024 during a Special Meeting of the legislative body. During this meeting, the Vision Zero Action Plan consultant team

Vision Zero Action Plan Development Timeline



introduced the principles of the Safe System Approach, the goals of Vision Zero, the plan development process, and the project schedule. Throughout the planning process, individual members of the Common Council informally provided feedback and support for the Vision Zero effort through participation in the Plan Advisory Committee and attendance at the Action Plan’s public and community stakeholder meetings. A second and final presentation to the Common Council was formally given in June 2025 to present the completed City of White Plains Vision Zero Action Plan for adoption by the Common Council.

A list of the members of the Common Council is included under the “Acknowledgments” of this Action Plan.

The White Plains Vision Zero Action Plan Advisory Committee (PAC)

The White Plains Vision Zero Plan Advisory Committee (PAC) was formed to support the development and implementation of the City’s Vision Zero Action Plan, aimed at eliminating traffic-related fatalities and serious injuries. The committee was composed of members from diverse fields, including city leadership, economic development, equity, engineering, planning, law enforcement, emergency response, education, public health, and safety. A list of the members of the PAC is included under the “Acknowledgments” of this Action Plan. This multidisciplinary and collaborative approach ensured a comprehensive understanding of the project’s purpose and needs.

The PAC played a critical role in guiding the Action Plan’s development, implementation, and monitoring by facilitating leadership commitment, setting goals, reviewing draft deliverables, and providing feedback. Additionally, the committee assisted with project outreach and engagement efforts. Four meetings of the PAC, in total, were held over the course of the plan development process. The first two meetings of the PAC were held on June 10, 2024 and September 10, 2024 and focused on introducing the Vision Zero effort, presenting initial findings of the conducted crash analysis for the Action Plan, and collecting feedback on the existing conditions and locations of concern along the White Plains roadway network. The final two meetings on December 10, 2024 and April 15, 2025,



PAC Meeting, December 10, 2024

respectively, focused on presenting the preliminary and final recommended strategies developed by the Vision Zero Action Plan consultant team to address the identified High Injury Network. The feedback collected during the December 10, 2024 meeting were incorporated into the final recommended strategies presented to the PAC in April of 2025.

A summary of the feedback collected from the PAC is contained within Appendix A.

Public Outreach

Vision Zero efforts rely upon significant community buy-in among the residents and roadway users to be successful. “Safer People”, as espoused by the Safe System Approach, cannot be achieved without first building a dedicated coalition of the people who most often use the targeted roadway network. In light of this, the development of this Action Plan was extensively informed and shaped by the insight derived from community members with firsthand knowledge of the areas within the City of White Plains that pose the greatest risks. Through publication of a public survey, online promotion of the Vision Zero effort through a dedicated project website and social media posts, pop-up events, two public meetings and a community stakeholder meeting, the public outreach conducted as part of this Action Plan sought to identify the concerns and needs

of community members and constructively apply these concerns and needs to physical roadway improvements and strategies that will safeguard White Plains residents and roadway users for decades to come.

A detailed summary of the results of the conducted public outreach for the White Plains Vision Zero Action Plan are contained within Appendix A of this Action Plan.

Public Survey

A public survey for the White Plains Vision Zero initiative was available online from July to December 2024, gathering over 520 responses. It was promoted through the City’s website, social media, and various in-person events, including National Night Out, a pop-up outreach event at White Plains Train Station, and public meetings. The survey collected insights on residents’ transportation habits, safety perceptions, key concerns, and desired improvements.

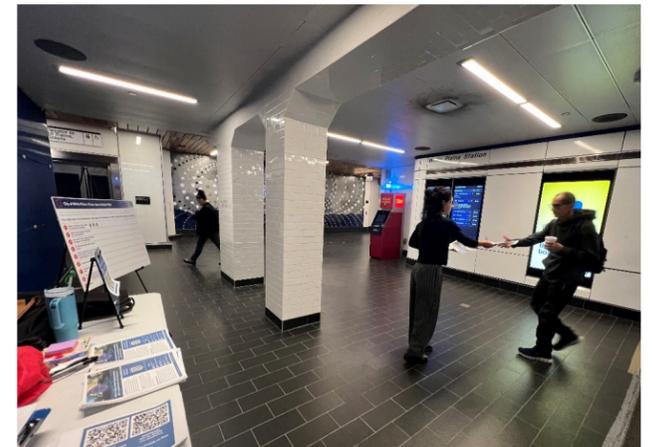
Pop-Up Events

Two pop-up events for the Vision Zero Action Plan were held on August 21, 2024 during the 2024 White Plains National Night Out event and on September 18, 2024 at the White Plains Train Station during the weekday morning rush hour. During the events, members of the consultant team talked with residents about the background of the Vision Zero effort and learned about residents’ experiences with traveling around White Plains by foot, bike, and vehicle, among other modes. Residents were also offered the opportunity to complete the Vision Zero public survey in-person during the event and provide feedback via interactive dot boards.

Community Stakeholder Meeting

A diverse coalition of community advocacy groups, neighborhood and civic organizations, and representatives from the City of White Plains were invited to a dedicated community stakeholder meeting on September 24, 2024 to apply their unique perspectives of their respective constituencies to the pursuit of eliminating fatalities and serious injuries on the roadways of White Plains. Following a short presentation, the attendees of the stakeholder meeting were invited to mark up maps of the identified High Injury Network for White Plains, and identify specific locations of concern within the city.

Images, top to bottom: Pop-Up Meeting #1, Pop-Up Meeting #2, Community Stakeholder Meeting





Public Meeting #1



Public Meeting #2

A summary of the feedback collected as part of this exercise during the community stakeholder meeting is contained within Appendix A.

Public Meetings

Two general public meetings were held over the course of the development of the Vision Zero Action Plan. The first meeting held on October 23, 2024 included a presentation summary of the findings of the conducted crash analysis, the preliminary results of the public survey, and an overview of the identified corridors and intersections of the High Injury Network. Following the presentation, maps of the individual corridors of the High Injury Network were laid out, and attendees were invited to discuss specific issues pertaining to each corridor with members of the consultant team. The second public meeting held on April 24, 2025 presented the final set of recommendations, including physical safety countermeasures and citywide strategies, that would be integrated into the Vision Zero Action Plan. Additional feedback on the recommendations was collected during this meeting and incorporated into the final Action Plan presented to the White Plains Common Council in June 2025.

Project Website and Social Media Presence

A Vision Zero project website was published in July 2024 and was continuously updated throughout the Vision Zero planning process to provide the general public with information on the concept of Vision Zero, project updates, information about upcoming and previous public meetings, and information about how to get involved, including by taking the White Plains Vision Zero Pledge available on the website. To further increase the reach of Vision Zero materials, the website and promotional materials about upcoming public events for the Vision Zero effort were posted on the City of White Plains' Facebook and X pages, and in the City's monthly newsletter.

47% and 66% of survey respondents, respectively, walk and drive daily

Particular areas of concern expressed by residents include, but are not limited to: Mamaroneck Avenue, the White Plains Hospital, Tarrytown Road and Battle Avenue, Westchester Avenue and Franklin Avenue

Biking is viewed by survey respondents as the least safe mode of transportation within the City, while taking the train and bus are viewed as the safest mode

Aggressive and distracted driving were viewed by survey respondents as the top safety concern within the City

WHAT WE HEARD FROM THE WHITE PLAINS COMMUNITY

Speeding was identified as common concern across White Plains, especially on Mamaroneck Avenue, Main Street, Lake Street, Bryant Avenue and Ferris Avenue

Protected or buffered bike lanes, audible pedestrian beacons, raised crosswalks, leading pedestrian intervals and asphalt art were commonly supported safety countermeasures among residents

Traffic enforcement and inclusive design were supported among survey respondents

Ongoing construction was a noted contributor to increased congestion and unsafe roadway conditions



Intersection of Martine Avenue and Court Street

Assessment of the White Plains Roadway Network

An integral first step in the Safe Systems Approach and, therefore, the achievement of Vision Zero is a comprehensive assessment of the roadway network that is to be addressed. A community pursuing Vision Zero cannot eliminate roadway fatalities and serious injuries without first understanding where and why fatal and serious injury crashes occur and who these crashes most disproportionately impact. Once a community understands the crash trends and factors that afflict their roadways, they can develop targeted improvement projects and prioritize available funding towards investments with the greatest potential for increasing roadway safety.

Methodology of Assessment

For the White Plains Vision Zero Action Plan, a comprehensive crash trend assessment was conducted for all city and county-owned roadways within the City's boundaries. All state-owned roadways and highways, including the Cross Westchester Expressway (I-287), Bronx River Parkway, and Hutchinson River Parkway, were excluded from the conducted analysis, due to the unique characteristics of high-speed highways and the low

potential for safety improvements associated with state highways and interstates.

Crash records used within the analysis were sourced from the New York State Crash Location and Engineering Analysis Repository (CLEAR) System and ranged from January 1, 2014, to December 31, 2023. For the identification of crash trends, the threshold for crash records was broadened to include "evident injuries", a lower injury category than "serious injury" crashes, as defined by Article 51 of the NYS Insurance Law. As the City of White Plains is a relatively small study area for a crash analysis, the inclusion of "evident injuries" helped to increase the analyzed sample size and, therefore, improve the accuracy of the results.

To supplement the analysis of crash trends within the City of White Plains, a systemic review of the analyzed data was conducted. A systemic crash analysis differs from a traditional "hotspot" analysis. In a hotspot analysis (network screening), the locations are identified for their high crash history. Systemic screening reviews previous crash history to identify characteristics or conditions that are associated with a higher risk for crashes. Such an analysis consists of:

1. Identifying focus crash types
2. Identifying focus facility types for focus crash types
3. Identifying risk factors related to focus crashes on focus facilities

WHITE PLAINS VISION ZERO ACTION PLAN

This systemic review provided further support for the identified common roadway characteristics and contributing factors that lead to crashes within White Plains (see “Emphasis Areas” below).

The identified crash trends within White Plains were then given further contextualization through the completion of an equity and Vulnerable Road User analysis. Such analyses provided insight into the segments of the White Plains population that are disproportionately burdened by fatal and serious injury crashes. Both the NYS Climate Justice Working Group’s Disadvantaged Communities List and the former Federal Justice40 Census Tracts were utilized to identify the location of crashes in relation to disadvantaged communities within the City of White Plains. Additional demographic and data derived from the United States’ Census Bureau were utilized to identify areas of White Plains with a high concentration of Vulnerable Road Users. Vulnerable Road Users include the following portions of the White Plains’ population:

- People of Color
- Youths (Under 18 years of age)
- Senior Citizens (Over 65 years of age)
- People with Disabilities
- Users Living in Households at or Below 200% of the Federal Poverty Level
- Users with Limited English Proficiency
- Users with No Access to a Motor Vehicle

To further contextualize the location of crashes, a spatial analysis of notable points of interest and community facilities within the City of White Plains was conducted. Such community facilities included schools, hospitals, parks, first responders, senior citizen facilities, low-income and affordable housing developments, libraries, and public transportation pick-up/drop-off locations, among others.

These assessments formed the basis of the development of the High Injury Network, as presented within this Chapter, which serves to guide where recommended investments and strategies should be directed in order to foster safety benefits to the greatest extent possible.

Please see Appendix B for additional information on the methodology employed for the conducted assessments of the roadway network within White Plains.

Crash Trends in White Plains

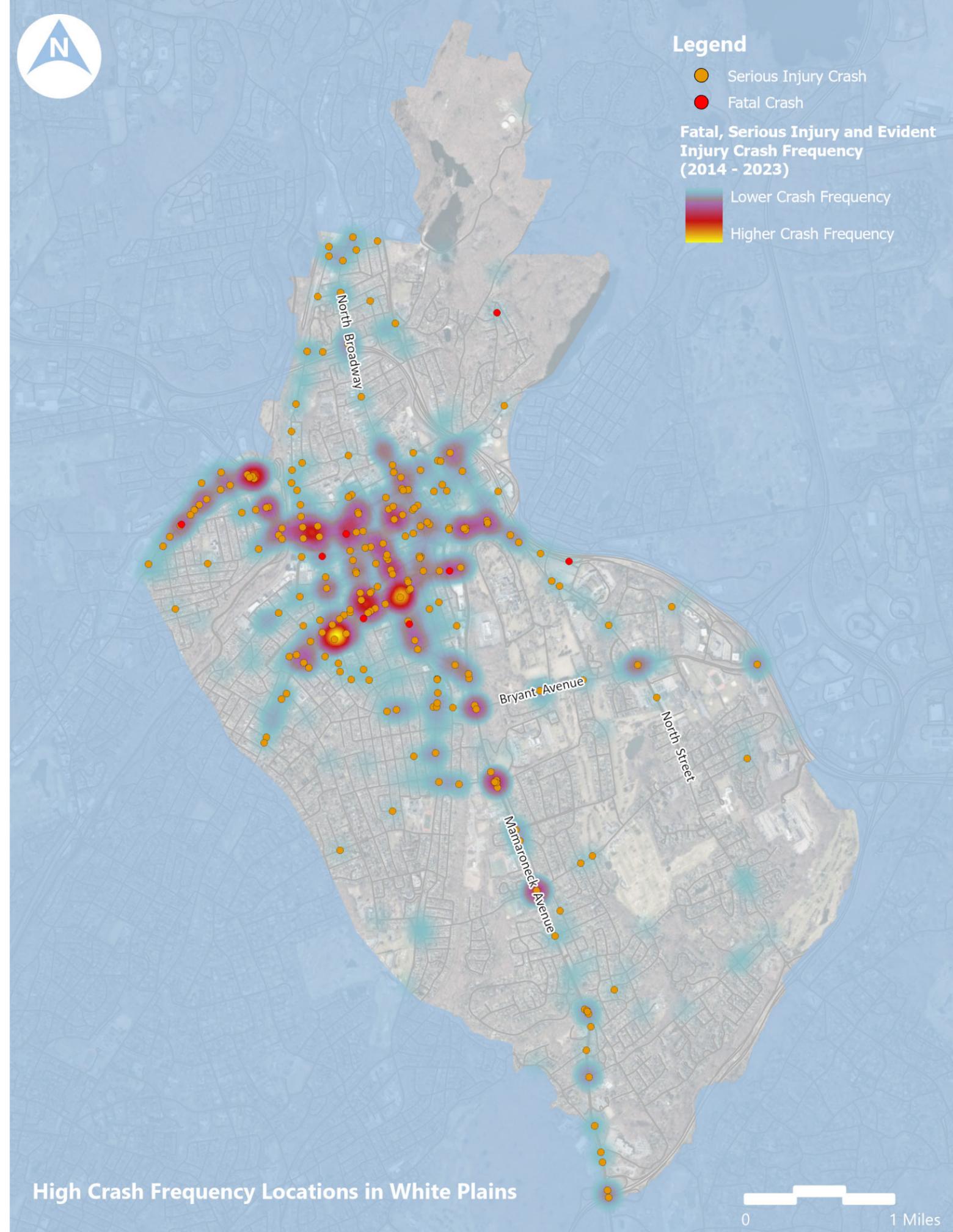
Between 2014 and 2023, there were 907 crashes that met the criteria of fatal incident (9), serious injury (300), or evident injury (598)². Of these 907 crashes:

- 49 percent involved a collision with a motor vehicle
- 27 percent involved a collision with a pedestrian
- 17 percent involved a collision with a fixed object (or overturned car, ran-off road car or other crash type)³
- 7 percent involved a collision with a bicyclist

Over the studied ten-year period, this proportion of crash types remained relatively consistent, with slight changes. Between the five-year periods of 2014 to 2018 and 2019 to 2023, the share of motor vehicle crashes increased by roughly 8 percent (from 44 percent to 52 percent) and the share of bicyclist crashes increased slightly (from 5 percent to 8 percent), while the share of crashes involving pedestrians decreased slightly (from 31 percent to 25 percent). The share of “other” crashes (i.e. fixed objects or no objects) decreased during the same time period from 20 percent to 13 percent.

² Fatal, serious injury and evident injury crashes represented roughly 5 percent of all 19,361 crashes within the City of White Plains that occurred between 2014 and 2023. The vast majority of crashes that occurred within this time frame were reported as property damage-only crashes, while 9 percent of crashes were reported as “possible injury”

³ Nearly half (49 percent) of crashes with a fixed object involved either a light/utility pole or a tree.



Emphasis Areas

The comprehensive analysis of crash trends within the City of White Plains resulted in the identification of certain characteristics and roadway conditions that are frequently associated with crashes within the City, based upon the crashes that occurred within White Plains between 2014 and 2023. These emphasis areas, or high-risk factors, similar to those identified as part of the NYS SHSP, help to prioritize specific roadway characteristics and conditions that will derive the greatest crash reduction potential. In other words, it is recommended that the improvement of the White Plains roadway network first begin by targeting the following:



Pedestrians & Other Vulnerable Road Users (VRUs)

Crashes that involve pedestrians within White Plains pose the greatest risk for fatalities. Between 2014 and 2023, 7 of the 9 recorded crashes that resulted in at least one fatality involved a pedestrian. Pedestrians additionally had the second highest percentage (>35%) of serious injuries, after the crashes involving a fixed object or no object (i.e. overturned vehicle) (>39%).

In addition:

- 33% of fatal and serious injury crashes involved a Vulnerable Road User (VRU) compared to 4% of all crashes
- 62% of right-turn crashes and 60% of left-turn crashes involve a VRU and involve a VRU



Driver Behavior

Over the previous 10-year period, the two most common contributing factors of fatal, serious injury and evident injury crashes were “failure to yield the right of way (ROW)” and “driver inattention” (both attributed as a contributing factor in 26% of crashes from 2019 to 2023). The frequency in which “traffic control device disregarded” was attributed as a contributing factor in a crash increased from 7.5% to 11% between 2014 to 2018, and 2019 to 2023, respectively.

In addition:

- 52% of fatal and serious injury crashes were attributed to road user behavior compared to 43% of all crashes.
- 8% of fatal and serious injury crashes involved aggressive driving compared to 3% of all crashes



Intersections

72% of serious injury crashes occurred at or approaching an intersection, with 40% of serious injury crashes occurring at an intersection that has a traffic signal. In contrast to serious injury crashes, a majority, 55%, of fatalities did not occur at an intersection and were not intersection related.

In addition:

- 54% of fatal and serious injury crashes were an intersection crash compared to 44% of all crashes. As identified as part of the City’s 10-year crash trends, intersections are a frequent characteristic of crashes within White Plains.
- 66% of intersection-related crashes were found to occur on roads with a 30 mph speed limit compared to 49% of non-intersection-related crashes occurring on 30 mph roads.

Such an association between intersections and serious injury crashes, while concerning, is not surprising given intersections often experience the greatest concentration of activity and are common locations of conflict between motorists, pedestrians, bicyclists and other roadway users.



Dark-Lit Roadways

A total of 8 of the 9 recorded crashes that resulted in at least one fatality between 2014 and 2023 occurred under dark-road lighted conditions or dusk conditions, with 86% of all pedestrian fatalities occurring under these conditions. Crashes resulting in a fatality or serious injury within White Plains have a lower likelihood of occurring during the day (60%) than the lower-threshold evident injury crashes (70%).

Roadways of Concern

One-quarter of all fatal, serious injury and evident injury crashes between 2014 and 2023 occurred on three roadways:

1. Mamaroneck Avenue (12%)
2. Maple Avenue (8%)
3. Main Street (5%)

Half of all fatal, serious injury and evident injury crashes occurred on ten roadways within the City, as shown in Table 1.

Citywide, the following types of roadways are of principal concern in terms of fatal and serious injury crashes:

- **Principal Arterials—Other:** These roads make up 34% of fatal and serious injury crashes but only 5% of road mileage.

» 41% of intersection-related crashes occur on Principal Arterial Other roadways compared to 37% of non-intersection-related crashes.

» Examples of Roadway Classification: Hamilton Avenue, Main Street, Mamaroneck Avenue, North Broadway, Post Road

- **Minor Arterials⁴:** These roads represent 20% of fatal and serious injury crashes and only 7% of the roadway network.

» 31% of intersection-related crashes occur on Minor Arterials compared to 14% of non-intersection-related crashes.

» Examples of Roadway Classification: Maple Avenue, Lake Street, Quarropas Street

⁴ Principal Arterial - Other Roadways are those that serve the major centers of activity of a metropolitan area, the highest traffic volume corridors, per the NYS Functional Classification System. Minor Arterials Roadways are those that interconnect with and augment the urban principal arterial system and provides service, per the NYS Functional Classification System.

Table 1: Top Ten Roadways of Concern

Rank	Roadway Name	# of Fatal & Injury Crashes	Fatal & injury Crashes Per Foot	% of Total Fatal, Serious Injury & Evident Injury Crashes
1	Mamaroneck Avenue	112	.005	12.35%
2	Maple Avenue	75	.009	8.27%
3	Main Street	45	.008	4.96%
4	Westchester Avenue	39	.004	4.30%
5	Central Avenue	37	.009	4.08%
6	North Broadway	33	.009	3.64%
7	Hamilton Avenue	32	.002	3.53%
8	Tarrytown Road	29	.007	3.20%
9	Bryant Avenue	28	.004	3.09%
10	East Post Road	24	.004	2.65%

Total 454

Total 50.07%

Equity Assessment

Crash trends indicate that the impacts of the roadway crashes within the City are not evenly distributed among all White Plains residents. Specifically, the highest concentration of crashes are centered within the downtown and northern half of the City, the areas of White Plains that are designated by the New York State Climate Justice Working Group (CJWG) as “Disadvantaged Communities” (equal to 35% of the overall area of the City) and designated by the former Federal Justice40 Initiative as “Justice40 Census Tracts” (equal to 10% of the overall area of the City).

Related, the inequities in terms of the distribution of crashes within White Plains on the basis of the demographics of each area of the City is significant. In particular, of the 907 fatal, serious injury and evident injury crashes that occurred within the City between 2014 and 2023:

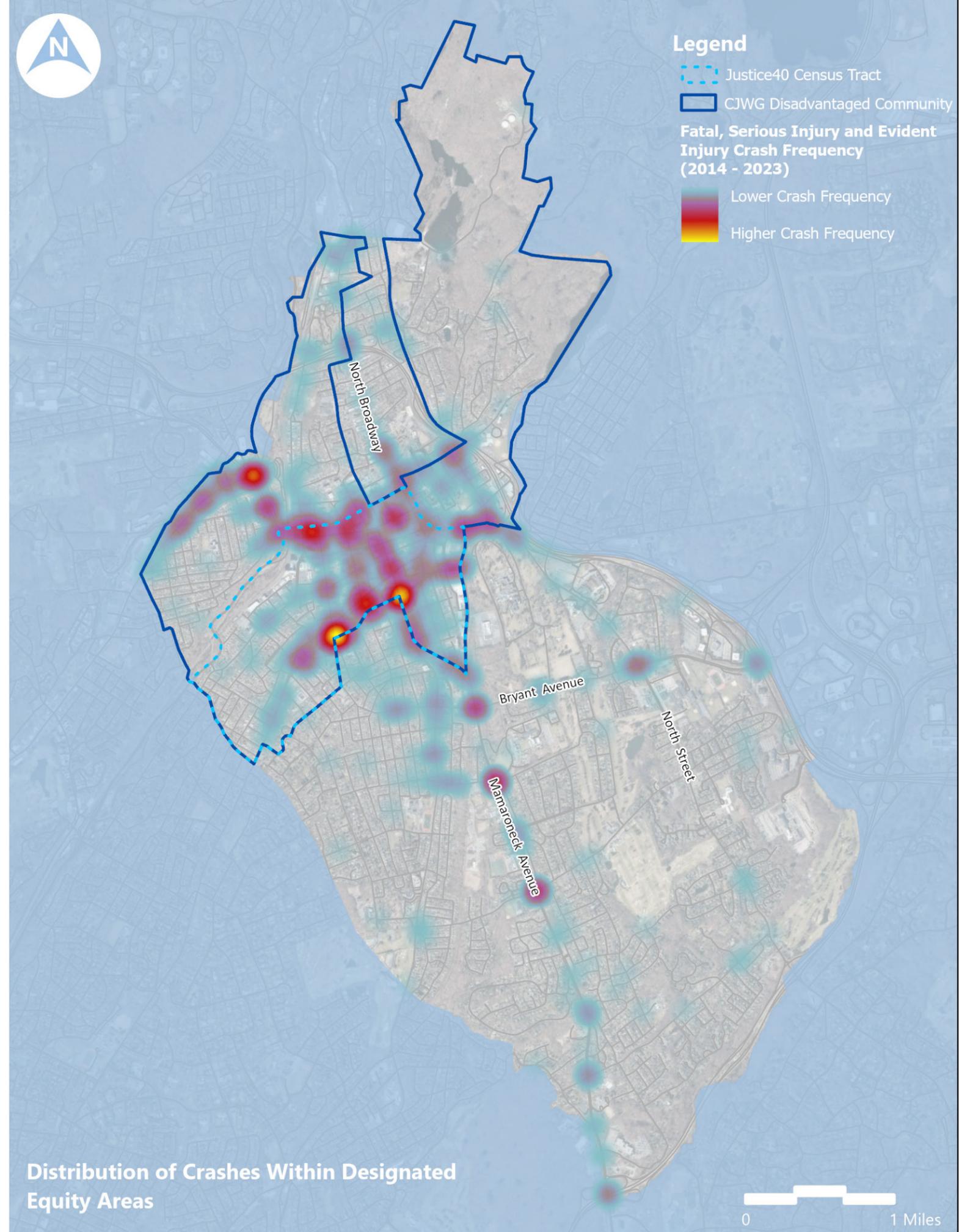
- **70%** were located within a NYS-designated Disadvantaged Community census tract

- **58%** of occurred in Census Block Groups where the non-White Population made up two-thirds or more of the population
- **45%** were located within a former Federally-Designated Justice40 Census Tract
- **28%** occurred in Census Block Groups where 50% or more of the population is low to moderate income

While the occurrence of crashes within these areas are not surprising given the high baseline traffic volumes that these areas experience relative to the City as a whole, the presence of these crashes within these areas, nonetheless, generate inequitable impacts onto the disadvantaged communities present.



Pedestrian Plaza of the White Plains City Center Shopping Mall



Distribution of Crashes Within Designated Equity Areas

The White Plains High Injury Network (HIN)

A High Injury Network (HIN) is typically a small fraction of roadway segments and intersections within a municipality that account for a large portion of roadway fatalities and serious injuries. Development of such a network is based upon a combination of the above discussed crash analysis, equity analyses, community engagement and a spatial analysis of the road network in relation to key community facilities and points of interest. Identification of the HIN is an essential step in prioritizing and leveraging available investments for the roadway segments and intersections that will produce the greatest reduction in the potential for fatal and serious injury crashes.

The HIN within the City of White Plains encompasses 15 miles, or just 10%, of the city and county owned roadway network within the City. **This network captures roughly 75% of all fatal and serious injury crashes recorded within the past five years and 68% of fatal, serious injury and evident injury crashes recorded within the past ten years.** Consistent with this Action Plan's emphasis area of intersections, a significant share of the HIN crashes are concentrated within intersections located on this HIN, with nearly 40% of all 2019-2023 fatal and serious injury crashes occurring within 25 intersections included within the HIN alone.

In other words, the improvement of these 15 miles of roadway within White Plains, including the selected intersections, has the potential to target up to 75 percent of the fatal and serious injury crashes that occur within the City of White Plains.

Table 2 summarizes the roadway segments and Table 3 summarizes the 25 priority intersections contained within the High Injury Network.

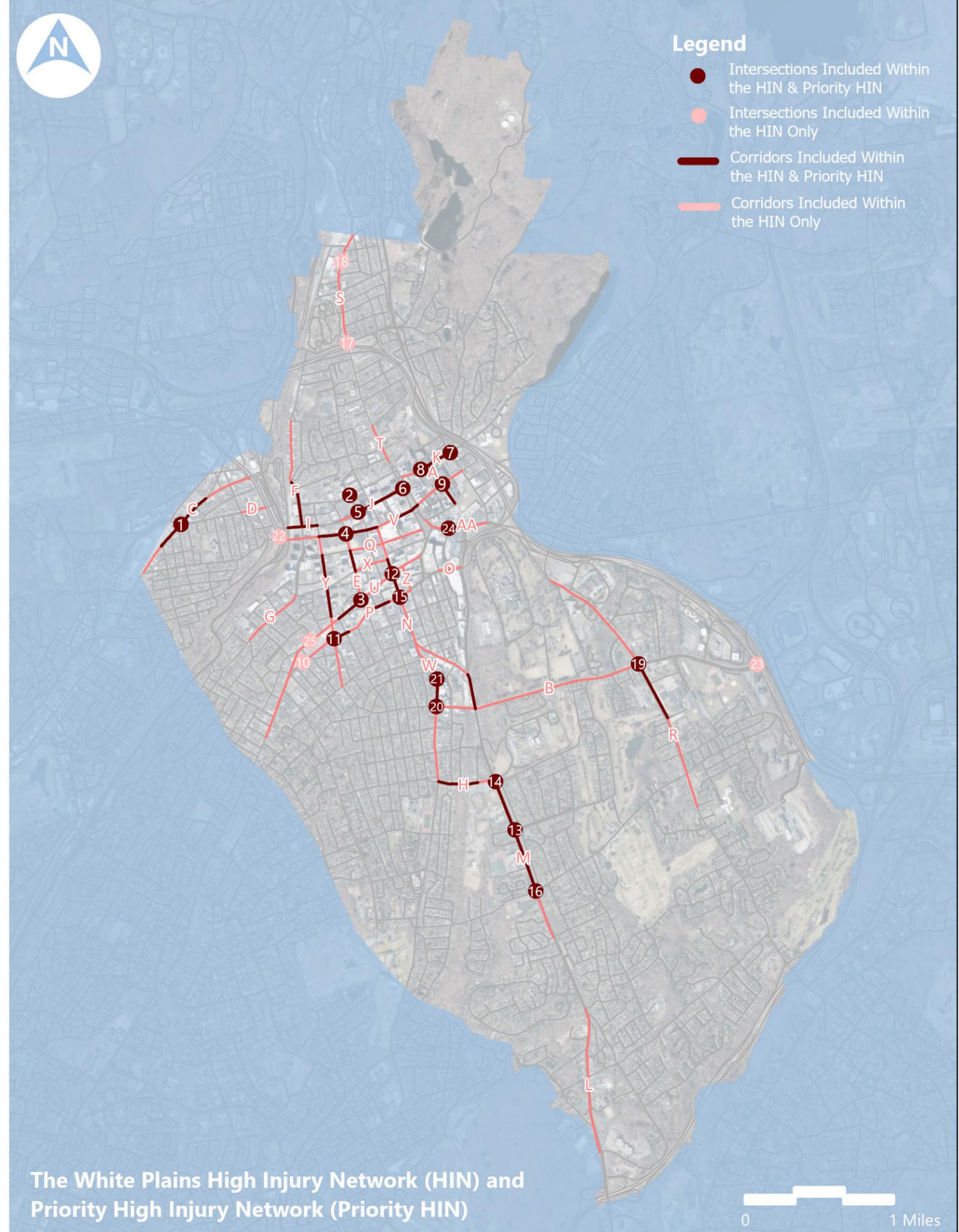


Table 2: Roadway Segments of the White Plains High Injury Network

ID	Segment Name	From	To	Roadway Owner
A	Amherst Place/Canfield Avenue	Lake Street	Franklin Avenue	City
B	Bryant Avenue	Old Mamaroneck Road	North Street	City
C	Central Avenue	Battle Avenue	Tarrytown Road	County
D	Chatterton Avenue	Harding Avenue	Tarrytown Road	City
E	Dr. MLK Jr. Boulevard	Main Street	East Post Road	City
F	Ferris Avenue	Richard Street	Hamilton Avenue	City
G	Fischer Avenue	Irving Place	Midland Avenue	City
H	Gedney Way	Old Mamaroneck Road	Mamaroneck Avenue	City
I	Hamilton Avenue	Bronx Street	North Lexington Avenue	County
J	Hamilton Avenue	Dr. MLK Jr. Boulevard	North Broadway	County
K	Lake Street	North Broadway	Hall Avenue	City
L	Mamaroneck Avenue	Carrigan Avenue	Purdy Avenue	County
M	Mamaroneck Avenue	Gedney Way	Ethelridge Rd	County
N	Mamaroneck Avenue	Main Street	Bryant Avenue	City
O	Maple Avenue	Hale Avenue	Bloomingtondale Road	City
P	Maple Avenue	Rathbun Avenue	Waller Avenue	City
Q	Martine Avenue	Dr. MLK Jr. Boulevard	South Broadway	City
R	North Street	White Plains Avenue	Roger Place	County
S	NY-22/North Broadway	Orchard Street	Virginia Road/ Harwood Avenue	County
T	NY-22/North Broadway	Rockledge Avenue	Crane Avenue	County
U	NY-22/Post Road	Van Wart Avenue	South Broadway	County

Table 2: Roadway Segments of the White Plains High Injury Network (continued)

ID	Segment Name	From	To	Roadway Owner
V	NY-119/Main Street	Battle Avenue	South Kensico Avenue	City
W	Old Mamaroneck Road	Mamaroneck Avenue	Gedney Way	County
X	Quarropas Street	Dr. MLK Jr. Boulevard	Mamaroneck Avenue	City
Y	South Lexington Avenue	Main Street	Prospect Street	City
Z	Waller Avenue	East Post Road	Maple Avenue	City
AA	Westchester Avenue	Franklin Avenue	South Kensico Avenue	County

Table 3: Intersections of the White Plains High Injury Network

ID	Cross Street Name 1	Cross Street Name 2	Corresponding Corridors	Involves County ROW (Y/N)
1	Central Avenue	Chatterton Avenue	C	Yes
2	Cottage Place	Barker Avenue	None	No
3	Dr. MLK Jr. Boulevard	East Post Road	E, U	Yes
4	Dr. MLK Jr. Boulevard	Main Street	E, V	No
5	Hamilton Avenue	Cottage Place	J	Yes
6	Hamilton Avenue	North Broadway	J	Yes
7	Lake Street	North Kensico Avenue	K	No
8	Lake Street	Stewart Place	K	No
9	Main Street	Amherst Place	A, V	No
10	Maple Avenue	Rathbun Avenue	P	No
11	Maple Avenue	South Lexington Avenue	P, Y	No

Table 3: Intersections of the White Plains High Injury Network (continued)

ID	Cross Street Name 1	Cross Street Name 2	Corresponding Corridors	Involves County ROW (Y/N)
12	Mamaroneck Avenue	East Post Road	N, U	Yes
13	Mamaroneck Avenue	Gedney Circle	M	Yes
14	Mamaroneck Avenue	Gedney Way	M	Yes
15	Mamaroneck Avenue	Maple Avenue	N, P	No
16	Mamaroneck Avenue	Ridgeway	M	Yes
17	North Broadway	Orchard Street	S	Yes
18	North Broadway	Otis Avenue/Bond Street	S	Yes
19*	North Street	Bryant Avenue	B, R	Yes
20	Old Mamaroneck Road	Bryant Avenue	B, W	Yes
21	Old Mamaroneck Road	Shapham Place	W	Yes
22	Tarrytown Road	Battle Avenue	V	Yes
23	Westchester Avenue	Bryant Avenue	None	Yes
24	Westchester Avenue	Paulding Street	AA	Yes
25	West Post Road	Highland Avenue	U	Yes

*The intersection of Maple Avenue & Davis Avenue was initially identified as a priority intersection of the High Injury Network, based upon previous crash history. However, under ongoing expansion plans of the White Plains Hospital, circulation via Davis Avenue will be significantly limited and, thus, the anticipated volumes traveling via Davis Avenue will significantly decrease. Therefore, the intersection of North Street and Bryant Avenue was included within the High Injury Network as a priority intersection in lieu of Maple Avenue and Davis Avenue.

The Priority High Injury Network

Nearly half of all roadway fatalities and serious injuries recorded within White Plains between 2019 and 2023 were concentrated within just four miles of the above identified High Injury Network. Representing just three percent of the entire city- and county-owned roadway network within White Plains, this smaller group of roadway segments and intersections is designated as the “Priority High Injury Network” and is recommended to be the first roadway segments and intersections targeted for improvements as part of the implementation of this Action Plan. Enhancement of the entire four-mile Priority High Injury Network over the next decade has the potential to reduce the total roadway fatalities and serious injuries by up to 50%.

Of the roadway segments and intersections included within the High Injury Network, Table 4 identifies the priority HIN facilities that should be prioritized for improvement first over the next decade.

Table 4: The Priority High Injury Network

Facility Name	Cross Street Name 1	Cross Street Name 2	Involves County ROW (Y/N)	Facility Type	Associated HIN Corridor
Amherst Place/Canfield Avenue	Lake Street	Franklin Avenue	N	Corridor	A
Amherst Place/Canfield Avenue and Main Street	-	-	N	Intersection	A
Central Avenue	Waldo Avenue	Aqueduct Road	Y	Corridor	C
Central Avenue and Chatterton Avenue	-	-	Y	Intersection	C
Dr. MLK Jr Boulevard	Quarropas Street	Martine Avenue	N	Corridor	E
East Post Road	South Lexington Avenue	Dr. MLK Jr Boulevard	Y	Corridor	U
Dr. MLK Jr Boulevard and East Post Road	-	-	Y	Intersection	U
Ferris Avenue	Hamilton Avenue	Park Terrace	N	Corridor	F
Gedney Way	Old Mamaroneck Road	Mamaroneck Avenue	N	Corridor	H
Hamilton Avenue	Bronx Street	North Lexington Avenue	Y	Corridor	I
Hamilton Avenue	Cottage Place	North Broadway	Y	Corridor	J
Hamilton Avenue and Cottage Place	-	-	Y	Intersection	J
Hamilton Avenue and North Broadway	-	-	Y	Intersection	J
Lake Street	Stewart Place	North Kensico Avenue	N	Corridor	K

Table 4: The Priority High Injury Network (continued)

Facility Name	Cross Street Name 1	Cross Street Name 2	Involves County ROW (Y/N)	Facility Type	Associated HIN Corridor
Lake Street and North Kensico Avenue	-	-	N	Intersection	K
Lake Street and Stewart Place	-	-	N	Intersection	K
Main Street	EJ Conroy Drive	North Broadway	N	Corridor	V
Main Street	South Lexington Avenue	Mamaroneck Avenue	N	Corridor	V
Dr. MLK Jr Boulevard and Main Street	-	-	N	Intersection	V
Mamaroneck Avenue	Bloomingdale Road	Bryant Avenue	N	Corridor	N
Mamaroneck Avenue	Gedney Way	Ridgeway	Y	Corridor	M
Mamaroneck Avenue and Gedney Circle	-	-	Y	Intersection	M
Mamaroneck Avenue and Gedney Way	-	-	Y	Intersection	M
Mamaroneck Avenue and Ridgeway	-	-	Y	Intersection	M
Mamaroneck Avenue	Mitchell Place	Maple Avenue	N	Corridor	N
Mamaroneck Avenue and East Post Road	-	-	Y	Intersection	N
Mamaroneck Avenue and Maple Avenue	-	-	N	Intersection	N
Maple Avenue	South Lexington Avenue	Mamaroneck Avenue	N	Corridor	P
South Lexington Avenue and Maple Avenue	-	-	N	Intersection	P
North Street	Bryant Avenue	Florence Place	Y	Corridor	R
North Street and Bryant Avenue	-	-	Y	Intersection	R
Old Mamaroneck Road	Shapham Place	Bryant Avenue	Y	Corridor	W
Old Mamaroneck Road and Bryant Avenue	-	-	Y	Intersection	W
Old Mamaroneck Road and Shapham Place	-	-	Y	Intersection	W

Table 4: The Priority High Injury Network (continued)

Facility Name	Cross Street Name 1	Cross Street Name 2	Involves County ROW (Y/N)	Facility Type	Associated HIN Corridor
South Lexington Avenue	East Post Road	Martine Avenue	N	Corridor	Y
Westchester Avenue	Paulding Street	Bloomingdale Road	Y	Corridor	AA
Westchester Avenue and Paulding Street	-	-	Y	Intersection	AA
Priority HIN Intersections Not on a Priority HIN Corridor					
Barker Avenue and Cottage Place	-	-	N	Intersection	-



CHAPTER
3

THE ROADMAP TO VISION ZERO IN WHITE PLAINS

Through extensive physical and non-physical strategies, the Roadmap to Vision Zero will guide the City of White Plains to enhancing safety along the High Injury Network and beyond.

How Will Vision Zero Be Achieved in White Plains?

Taking guidance from the Safe Systems Approach, achievement of Vision Zero in White Plains will depend upon a multi-faceted set of strategies that prioritize the three elements of a Safe System that the City of White Plains has the ability to directly improve upon: **Safe People, Safe Roads and Safe Speeds**. Through coordination with external partners, the City of White Plains will also indirectly work to improve the remaining two Safe System elements of Post-Crash Care and Safe Vehicles.

The White Plains Vision Zero Action Plan will directly induce Safer People, Safer Roads and Safer Speeds throughout the City through a four-prong approach that includes:

Physical Roadway Interventions (PI)	Placemaking (PM) & Wayfinding (WF)
Education & Awareness (AW)	Policy (PO) & Enforcement (EN)

The strategies identified for each of these within this Action Plan are intended to be reflective only of the existing conditions assessed at the time of the completion of this Action Plan. As a result, the strategies contained within this Action Plan are designed to primarily contribute to the achievement of this Action Plan's short-term goal of a 50% reduction in roadway fatalities and serious injuries by 2035. Regular five-year updates to this Action Plan will offer timely insights and analysis into future crash trends within White Plains and identify additional interventions to support the ultimate goal of zero roadway fatalities and serious injuries by 2050.

Physical Roadway Intervention (PI) Strategies

The White Plains Vision Zero Toolkit

An abundance of physical interventions that are proven to improve roadway safety are at a community's disposal. However, without the proper guidance on the plethora of available interventions and the appropriate circumstances necessary for deploying each intervention, finite available funding for roadway safety improvements can be misdirected, and sought-after measurable improvements in safety may be undermined. Therefore, a Vision Zero Toolkit is designed to provide a description of the types of interventions that have been found to have success and prescribe the instances for using each intervention.

While a Vision Zero Toolkit can consist of innumerable interventions and strategies, the White Plains Vision Zero Toolkit was tailored to include interventions primarily intended to address the emphasis areas for crashes within the City, especially on the High Injury Network, that were identified as part of this Action Plan's comprehensive crash analysis, as described in Chapter Two. Specifically, these interventions will help to address the following emphasis areas, in addition to enhancing the overall safety of White Plains roadways:

- Crashes Involving Pedestrians, Bicyclists and Other Vulnerable Road Users
- Crashes at Intersections
- Crashes on Dark-Lit Roadways
- Crashes Attributed to Driver Behavior, Principally Driver Inattentiveness and Failure to Yield the Right of Way

The interventions contained within this Toolkit were then applied to the distinct corridors of the identified High Injury Network to direct interventions to the locations within the City that will generate the greatest positive impact possible. However, while this Action Plan primarily applies the interventions of the White Plains Vision Zero Toolkit to the High Injury Network (see "High Injury Network Improvement Projects" below), with the exception of bicycle infrastructure recommendations which span the entirety of the City (see "Bike infrastructure Projects" below), this Toolkit is encouraged to be used for the physical improvement of all roadways within the City and to serve as the basis for all future updates of this Action Plan. In this respect, the interventions contained within the Vision Zero Toolkit should be considered whenever roadways within White Plains are planned to be modified.

Table 5. White Plains Vision Zero Toolkit

Pedestrian Safety Interventions				
Plan Icon	Intervention Name	Description	Notable Benefits	Example
	High Visibility Crosswalk	Bold, highly reflective striping (e.g., ladder or continental style) to designate a marked pedestrian crossing, increase visibility and improve safety for pedestrians.	<ul style="list-style-type: none"> Enhances driver awareness of pedestrian crossings Improves pedestrian visibility, especially at night or in poor weather Reinforces pedestrian priority at intersections and midblock locations 	
	Raised Crosswalk	A crosswalk elevated to sidewalk level, acting as both a speed hump and a designated crossing area to slow vehicles and prioritize pedestrian movement.	<ul style="list-style-type: none"> Slows vehicle speeds at crossing points Improves pedestrian visibility by elevating them in the driver's line of sight Enhances ADA accessibility by providing a level surface between sidewalk and street 	
	Raised Intersection	An entire intersection elevated to reduce vehicle speeds and reinforce pedestrian priority across all legs of the intersection.	<ul style="list-style-type: none"> Calms traffic through the entire intersection Increases pedestrian visibility and prominence Promotes slower turning movements and improved yielding behavior 	
	Sidewalk	A paved, separated path along the roadway designated for pedestrian use, improving safety and comfort by keeping pedestrians out of vehicle travel lanes.	<ul style="list-style-type: none"> Separates pedestrians from vehicle traffic Provides a safe, accessible walking path 	

©VHB

Microsoft Bing Maps2025

©VHB

Pedestrian Safety Interventions				
Plan Icon	Intervention Name	Description	Notable Benefits	Example
	Curb Extension	Also known as a bulb-out, this treatment typically extends the pedestrian zone (i.e. sidewalk) or curbline into the roadway	<ul style="list-style-type: none"> Reduces pedestrian crossing distance and exposure time to motor vehicles Improves pedestrian visibility at corners Slows turning vehicle speeds 	
	Curb Ramp and Tactile Pad	Sloped ramps at curbs with detectable tactile surfaces (truncated domes) to ensure accessibility for wheelchair users and people with visual impairments.	<ul style="list-style-type: none"> Provides accessible routes for wheelchair users and strollers Ensures ADA compliance at crossings 	
	Pedestrian Refuge Island	A raised area placed in the center of a multi-lane roadway allowing pedestrians to cross in two stages, improving safety on wide or high-speed roads.	<ul style="list-style-type: none"> Reduces pedestrian exposure to motor vehicles Increases safety on wide or high-speed roads Enhances visibility and driver awareness of crossing pedestrians 	
	Vertical Barriers	Barriers, including landscape planters, fencing or bollards, to discourage unsafe roadway crossings and guide road users to formalized crossings	<ul style="list-style-type: none"> Encourages safe crossings and overall pedestrian safety Reduces unsafe crossings at unmarked midblock locations 	
	Audible Pedestrian Signals (APS)	Traffic signal features that provide audible cues (e.g., beeps or spoken messages) to assist visually impaired pedestrians in safely crossing roadways, both at intersections and midblock crossings.	<ul style="list-style-type: none"> Provides crossing information to visually impaired pedestrians Promotes equitable use of pedestrian infrastructure 	

©VHB

©VHB

Source: FHWA

©VHB

©VHB

Pedestrian Safety Interventions				
Plan Icon	Intervention Name	Description	Notable Benefits	Example
	Leading Pedestrian Interval (LPI)	A signal timing strategy that gives pedestrians a head start (typically 3–7 seconds) before vehicles at all approaches get a green light, increasing visibility and reducing conflicts with turning vehicles.	<ul style="list-style-type: none"> Reduces turning vehicle-pedestrian conflicts Increases pedestrian visibility and priority at signalized intersections 	
	Rectangular Rapid Flashing Beacon (RRFB)	A user-activated flashing beacon system that uses high-intensity LED lights in a rectangular shape to alert drivers to the presence of pedestrians at unsignalized crossings.	<ul style="list-style-type: none"> Attracts driver attention with high-intensity flashing lights Increases driver yielding rates at unsignalized crosswalks Enhances safety at midblock or low-volume crossings 	
	High Intensity Activated Crosswalks (HAWK)	A pedestrian-activated signal with a unique two-red-light and one-yellow-light configuration that halts traffic at mid-block or uncontrolled crossings to allow safe pedestrian movement.	<ul style="list-style-type: none"> Provides a clear and strong stop indication for drivers Improves safety at midblock and uncontrolled crossings Balances pedestrian priority with traffic flow, as signals rest dark when not in use 	

Source: FHWA

Source: FHWA

Source: FHWA

Bicyclist Safety Interventions				
Plan Icon	Intervention Name	Description	Notable Benefits	Example
	Shared Lane Markings (“Sharrow”)	Pavement markings (bike symbol with chevrons) placed in travel lanes to indicate that the lane is shared by both motorists and bicyclists.	<ul style="list-style-type: none"> Alerts drivers to expect cyclists in the lane Low-cost treatment for roadways with limited width or other constraints, where bike lanes are not feasible. 	

Source: VHB

Bicyclist Safety Interventions				
Plan Icon	Intervention Name	Description	Notable Benefits	Example
	Dismount and Use Sidewalk Signage	Signage directing cyclists to dismount and walk their bikes on the sidewalk, typically at constrained areas such as roadways with limited space for dedicated bicycle facilities	<ul style="list-style-type: none"> Increases safety at locations where riding conditions are unsafe Guides cyclist behavior at locations not suitable for riding 	
	Marked Bike Lane	A striped lane on the roadway designated exclusively for bicyclists, typically on the right side of vehicular travel lanes, with bike lane symbols and signage.	<ul style="list-style-type: none"> Dedicated space for bicyclists Enhances driver awareness of cyclists and promotes predictable cyclist behavior 	
	Buffered Bike Lane	A bike lane separated from vehicle traffic by a painted buffer zone (typically 1–3 feet) to provide additional lateral distance between cars and cyclists.	<ul style="list-style-type: none"> Increased separation of bicyclists from motor vehicles Reduces “dooring” risk from parked cars Increases rider comfort and perceived safety Better accommodates a range of cyclist skill levels 	
	Protected Bike Lane	A dedicated bike lane physically separated from motor vehicle traffic by vertical elements (e.g., bollards, curbs, planters, or parked cars).	<ul style="list-style-type: none"> Provides the highest level of safety and comfort for cyclists Encourages all ages and abilities to ride Reduces vehicle encroachment into bike space 	
	Shared Use Path	An off-street, paved facility for both bicyclists and pedestrians	<ul style="list-style-type: none"> Eliminates conflicts with motor vehicles Supports active transportation and recreation Accessible to users of all ages and abilities 	

Source: VHB

Source: VHB

Source: FHWA

Source: VHB

Source: VHB

Bicyclist Safety Interventions				
Plan Icon	Intervention Name	Description	Notable Benefits	Example
	Bike Box	A designated area at signalized intersections (in front of the stop bar for vehicles) that allows cyclists to wait ahead of traffic during a red light.	<ul style="list-style-type: none"> Increases cyclist visibility to drivers Reduces conflicts with right-turning vehicles Helps cyclists make safer and quicker left turns 	
	Bike Storage	Designated bike racks or lockers for secure bicycle parking, either for short-term use (e.g., near stores or schools) or long-term (e.g., transit stations or workplaces).	<ul style="list-style-type: none"> Encourages cycling by addressing security and convenience Supports first-mile-last-mile transit connections Reduces hazards from improperly parked bikes 	

Roadway Modification Interventions				
Plan Icon	Intervention Name	Description	Notable Benefits	Example
	One-Way Roadway Conversion	Converts an existing two-way street to a one-way street to streamline traffic flow and reduce conflicts at intersections.	<ul style="list-style-type: none"> Simplifies intersections and reduces turning conflicts Provides opportunities to dedicate space for bicyclists, buses or other multi-modal uses Improves sightlines and pedestrian safety at crossings Can reduce crashes, especially head-on and angle crashes 	

Roadway Modification Interventions				
Plan Icon	Intervention Name	Description	Notable Benefits	Example
	Two-Way Roadway Conversion	Converts an existing one-way street to two-way traffic, often to improve local access, connectivity, or traffic distribution.	<ul style="list-style-type: none"> Improves access for local businesses and residents Slows vehicle speeds due to opposing traffic Enhances walkability and navigation Can reduce circuitous routing and improve emergency response times 	
	Spot Road Diet Improvements	Roadway modifications that reduce the number of vehicle lanes. This often includes adding a center two-way left-turn lane to improve safety and traffic flow. The reclaimed space can be used for walking/ biking infrastructure improvements.	<ul style="list-style-type: none"> Reduces vehicle speeds Improves pedestrian safety by reducing crossing distances Simplifies roadway navigation and improves traffic flow 	
	Right-Turns Only	Restricts movements at certain intersections or driveways to right-turns only, often through signage, channelization, or raised islands.	<ul style="list-style-type: none"> Reduces conflict points and turning crashes Simplifies signal phasing and improves intersection efficiency Improves pedestrian safety at complex or offset intersections 	
	Road Closure	Physically closes a street segment to vehicle traffic using bollards, barriers, or landscaped features; may still allow emergency vehicle access	<ul style="list-style-type: none"> Eliminates cut-through traffic in residential or sensitive areas Improves safety for pedestrians and cyclists Can create opportunities for public space or green infrastructure 	

Roadway Modification Interventions				
Plan Icon	Intervention Name	Description	Notable Benefits	Example
	Concrete/Vegetated Median	A raised barrier separating opposing traffic flows, typically installed along the centerline of a roadway.	<ul style="list-style-type: none"> Prevents dangerous turning movements and head-on collisions Creates space for pedestrian refuge islands and reduces crossing distances Can guide traffic flow and reinforce access management Enhances corridor aesthetics and stormwater management, if landscaped 	
	Roundabout	A circular intersection that eliminates traditional stop signs or signals, requiring entering vehicles to yield to circulating traffic.	<ul style="list-style-type: none"> Significantly reduces severe crash rates (especially angle and head-on) Lowers vehicle speeds through intersections Increases intersection capacity and efficiency 	

Traffic Control Interventions				
Plan Icon	Intervention Name	Description	Notable Benefits	Example
	Full Traffic Signal	A standard red-yellow-green signal that controls vehicle and pedestrian movements at intersections, often with pedestrian signal phases and multiple signal heads.	<ul style="list-style-type: none"> Provides clear right-of-way control for all users Reduces angle and turning crashes at busy intersections Facilitates protected pedestrian crossings 	

Traffic Control Interventions				
Plan Icon	Intervention Name	Description	Notable Benefits	Example
	Flashing Yellow Signal	A single or grouped signal head that flashes yellow continuously or at certain times, typically used to caution motorists to keep alert at low-volume intersections or mid-block locations.	<ul style="list-style-type: none"> Increases driver awareness of potential conflict points, of cross traffic and/or pedestrian activity Lower traffic flow impacts and maintenance compared to full signals 	
	Stop Sign	Regulatory signage (R1-1) used to assign right-of-way at intersections or mid-block crossings.	<ul style="list-style-type: none"> Cost-effective method to reduce intersection speed and conflicts Promotes driver attentiveness at cross streets or minor approaches Enhances pedestrian safety at unsignalized intersections 	
	Speed Enforcement Sign	An electronic sign that displays a driver's current speed in real-time, often accompanied by a posted speed limit.	<ul style="list-style-type: none"> Increases driver awareness of speeding behavior Proven to reduce vehicle speeds, especially in school zones and residential areas Non-invasive and cost-effective speed management tool 	
	Rumble Strips	Grooved or raised patterns on the pavement that create noise and vibration when driven over, often used on approaches to intersections or pedestrian crossings or to indicate roadway departures	<ul style="list-style-type: none"> Alerts distracted or speeding drivers to upcoming changes Reduces roadway departure and rear-end crashes Can be used as part of a speed-reduction strategy 	

Lighting Interventions				
Plan Icon	Intervention Name	Description	Notable Benefits	Example
	Street (Cobra-Head) Lighting	Overhead lighting mounted on tall poles, designed to illuminate roadways for vehicle visibility at night.	<ul style="list-style-type: none"> Improves nighttime visibility and reduces crash risk Enhances safety for drivers, especially at intersections Deters crime and supports a secure travel environment 	
	Pedestrian Scale Lighting	Shorter, decorative light fixtures installed along sidewalks and crossings to improve visibility and safety for people walking or biking.	<ul style="list-style-type: none"> Enhances pedestrian visibility and sense of security at night Complements urban design and streetscape improvements 	

Source: FHWA

High Injury Network Improvement Projects

The identified 15 miles of the High Injury Network for the City of White Plains is broken into 12 distinct “Improvement Projects.” The selection of corridors for forming each of these “Improvement Projects” was based on common road types, surrounding land uses or circumstances contributing to crashes found on each corridor. Based upon these common characteristics and results of the conducted crash analysis, appropriate physical interventions presented within the Vision Zero Toolkit were applied to each “Improvement Project” to create the set of recommendations presented within this Plan for each project. Implementation of the recommended physical improvements for each “Improvement Project”, while just one aspect of the strategies recommended by this Vision Zero Action Plan, are an essential step in making progress towards the City’s short-term goal of halving fatal and serious injury crashes by 2035, as well as the City’s medium term goal by 2045, and ultimate goal of Vision Zero by 2050.

Understanding the High Injury Network Improvement Project Profiles

The following profile sheets for each of the 12 Improvement Projects for the White Plains High Injury Network are intended to serve as a guide for the investments recommended to be made to foster the safety enhancements that will lead to Vision Zero. Improvement Project profiles are ordered within this Action Plan on a geographic basis, beginning with the North White Plains Improvement Project to the north and ending with Mamaroneck Avenue (from Carrigan Avenue to Purdy Avenue) to the south. Each profile begins with a cover sheet that overviews the corridors contained within each respective Improvement Project. These cover sheets include the following information:

1. Name of the Improvement Project
2. Roadway Corridors Included Within the Improvement Project
3. Description of the Corridors

4. Priority Level of the Improvement Project (broken into three tiers, with Tier 1 representing the highest priority projects)⁵

- All Improvement Projects designated as Tier 1 should be advanced within the first five years of this Action Plan’s adoption

5. Estimated Cost of the Improvement Project’s Recommended Interventions (see Appendix E for a Detailed Breakdown of Cost Estimates)

Following each cover sheet, maps depicting the boundaries of the Improvement Project and the locations of recommended improvements are included within each profile. In addition to the boundaries of the Improvement Project itself, which overlaps with the boundaries of the High Injury Network, the specific segments of each Improvement Project that fall within the identified Priority High Injury Network are highlighted in yellow. Each map is accompanied with a corresponding table, which outlines the specific interventions from the White Plains Vision Zero Toolkit that are recommended to be applied at each identified location. The icons presented on each table correspond to the icons for the physical interventions included within the White Plains Vision Zero Toolkit.

Detailed concepts for each of the twenty-five priority High Injury Network intersections were also developed for each Improvement Project profile. The location of each intersection concept is indicated on each profile’s recommendation table with a magnifying glass icon and are enclosed within this Action Plan as Appendix C.



General Physical Interventions for the High Injury Network

Several physical interventions included within the Vision Zero Toolkit were not explicitly identified as recommended interventions for particular Improvement Projects or locations on the High Injury Network, but rather are recommended for implementation across the High Injury Network and citywide. In other words, these certain physical interventions should be introduced across the High Injury Network wherever practical and appropriate across the High Injury Network. The following physical interventions, in particular, should be pursued broadly

across the High Injury Network and the City of White Plains as a means of enhancing accessibility and safety for pedestrians and bicyclists alike:

- Audible Pedestrian Signals
- Accessible Curb Ramps and Tactile Pads

To address the emphasis area of dark-lit roadways for crashes within the City of White Plains, the widespread implementation of lighting improvements, namely cobra-head streetlighting for motor vehicle safety, and pedestrian-scale lighting for pedestrian safety and comfort, is recommended throughout the High Injury Network and City. Adequate lighting on key corridors are instrumental in enhancing overall visibility, safety and comfort for all road users during nighttime conditions. The area of downtown White Plains, consisting of the following Improvement Projects, should be a priority for lighting investments, due to the high volumes of Vulnerable Road Users and an existing deficit of adequate lighting within the downtown core of White Plains:

- Transit District Improvement Project Area
- Shopping District Improvement Project Area
- White Plains Hospital Network Improvement Project Area
- Downtown Mamaroneck Improvement Project Area

To address this deficit of lighting, a comprehensive inventory of lighting within the City’s downtown and corresponding “Downtown White Plains Lighting Project” be pursued to improve nighttime visibility for all road users within the City’s downtown core. In addition, other notable locations recommended for lighting improvements include, but are not limited to:

- Orchard Street and North Broadway
- Eastview Neighborhood Improvement Project Area
- Gedney Way from Old Mamaroneck Road to Mamaroneck Avenue
- Old Mamaroneck Road from Mamaroneck Avenue to Gedney Way

Overall, opportunities for the integration of these physical interventions should be identified across all projects related to the implementation of this Vision Zero Action Plan.

⁵ See Appendix D for Prioritization Matrix of Improvement Projects



1

North White Plains Improvement Project

The North White Plains Improvement Project focuses on safety and mobility improvements along the North Broadway corridor which serves as a vital connector between residential neighborhoods, regional destinations, and transportation hubs, namely the North White Plains Train Station.

The portion of North Broadway encompassed within this Improvement Project carries significant traffic volumes and features a mix of residential, office, and institutional land uses intersecting with the corridor. Large portions of the observed traffic along North Broadway originate from/are bound for the North White Plains Train Station, which is accessible via four roadways that intersect with North Broadway. Additionally, the presence of a school bus depot on Fisher Lane generates significant levels of school bus traffic during peak times.

Planned improvements will address intersection safety, pedestrian and cyclist access, and connectivity to transit. Enhancements will support safer travel for residents, commuters, and visitors, and strengthen access to key regional and community assets. As identified below under "Bike Infrastructure Projects", bidirectional marked bike lanes along the entirety of this Improvement Project are recommended, in addition to the interventions identified in Table 6. As a Westchester County roadway, this corridor requires intergovernmental coordination with Westchester County.

PRIORITY LEVEL

TIER 3

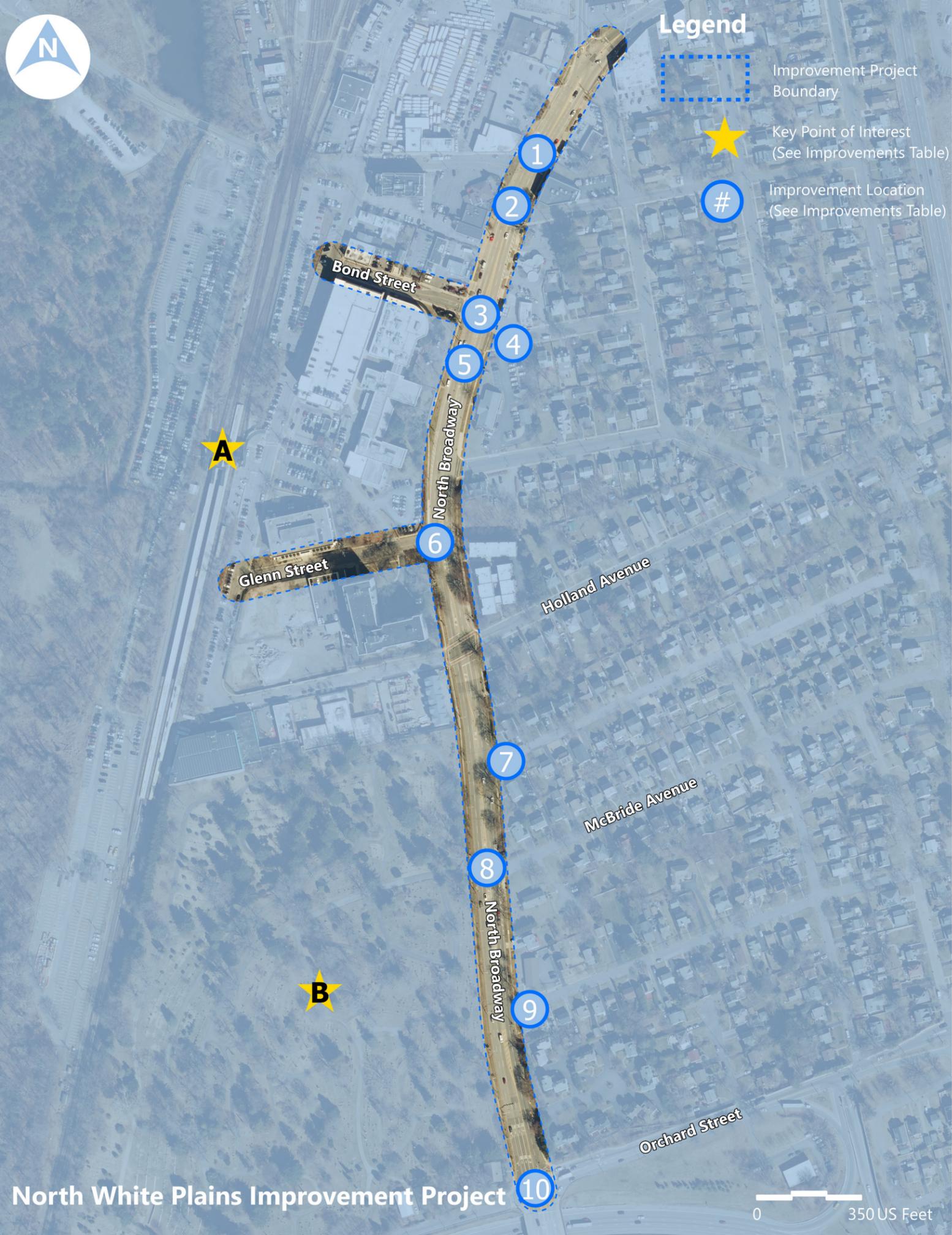
ESTIMATED TOTAL COST FOR IMPROVEMENT

\$1.3 MILLION*

INVOLVED ROADWAYS

North Broadway from Orchard Street to Virginia Road

**All cost estimates are preliminary and subject to change based upon further engineering and design evaluation.*



Legend

-  Improvement Project Boundary
-  Key Point of Interest (See Improvements Table)
-  Improvement Location (See Improvements Table)

Table 6. North White Plains Improvement Project

ID	Location Icon	Name of Location
A		• North White Plains Train Station
B		• White Plains Rural Cemetery
ID	Proposed Improvements	Description of Proposed Improvements
1		• Installation of a curb extension on the east side of the existing crosswalk across North Broadway located on the north side of the intersection of North Broadway and Fisher Lane
2		• Installation of curb extensions on the west and east sides of the existing crosswalk across North Broadway on the south side of the intersection of North Broadway and Tompkins Avenue
3		• Intersection redesign of North Broadway and Bond Street/Otis Avenue (see Appendix C for detailed intersection redesign concept)
4		• Conversion of the westbound travel lane on Otis Avenue at the intersection with North Broadway into a right-turn only
5		• Installation of a raised median in place of the existing striped median on the north side of North Broadway and Bond Street and installation of a raised median in place of the existing left-turn lane on the south side of North Broadway and Otis Avenue
6		• Installation of a high visibility crosswalk across Glenn Street at the intersection with North Broadway • Installation of a flashing yellow beacon for both approaches on North Broadway at the intersection with Glenn Street
7		• Installation of a high visibility crosswalk across Benedict Avenue at the intersection with North Broadway • Conversion of the westbound travel lane on Benedict Avenue at the intersection with North Broadway into a right-turn only
8		• Installation of a three-way traffic signal at the intersection of North Broadway and McBride Avenue • Installation of a high visibility crosswalk across McBride Avenue at the intersection with North Broadway and a high visibility crosswalk across North Broadway on the north side of the intersection with McBride Avenue
9		• Installation of a high visibility crosswalk across Archer Avenue at the intersection with North Broadway • Conversion of the westbound travel lane on Archer Avenue at the intersection with North Broadway into a right-turn only
10		• Intersection redesign of North Broadway and Orchard Street (see Appendix C for detailed intersection redesign concept)



Central Avenue Facing South from Aqueduct Road

2

Central Avenue Improvement Project

Central Avenue, designated as NYS Route 100, is a two-way, multi-lane road that serves as the westernmost commercial corridor within the City of White Plains and as an entry/exit point between the City and neighboring Hartsdale.

The segment of Central Avenue between Aqueduct Road and Waldo Avenue is characterized by several auto-related businesses that are concentrated on the north side of Central Avenue, The Dalewoods Shopping Center and The College of Westchester. Due to these land uses, the Central Avenue corridor experiences high levels of motor vehicle traffic and crashes. Two primary points of concern along the corridor are the intersection of Central Avenue and Chatterton Avenue, which serves as the main intersection for residences located east of Central Avenue and is one of the top 25 intersections located on the High Injury Network, and the intersection of Central Avenue and Aqueduct Road.

In recognition of the high level of automobile related land uses and motor vehicle traffic along this corridor, planned improvements for the Central Avenue Improvement Project focus on traffic calming and speed reduction, and reconfiguring roadways with the intent of improving roadway safety for motorists and all road users. No bicycle infrastructure is recommended for this corridor due to the high speeds and traffic volumes on Central Avenue.

As a Westchester County roadway, this corridor requires intergovernmental coordination with Westchester County.

PRIORITY LEVEL

TIER 2

ESTIMATED TOTAL COST FOR IMPROVEMENT

\$680,000*

INVOLVED ROADWAYS

Central Avenue from Aqueduct Road to Waldo Avenue

Aqueduct Road at Central Avenue

**All cost estimates are preliminary and subject to change based upon further engineering and design evaluation.*

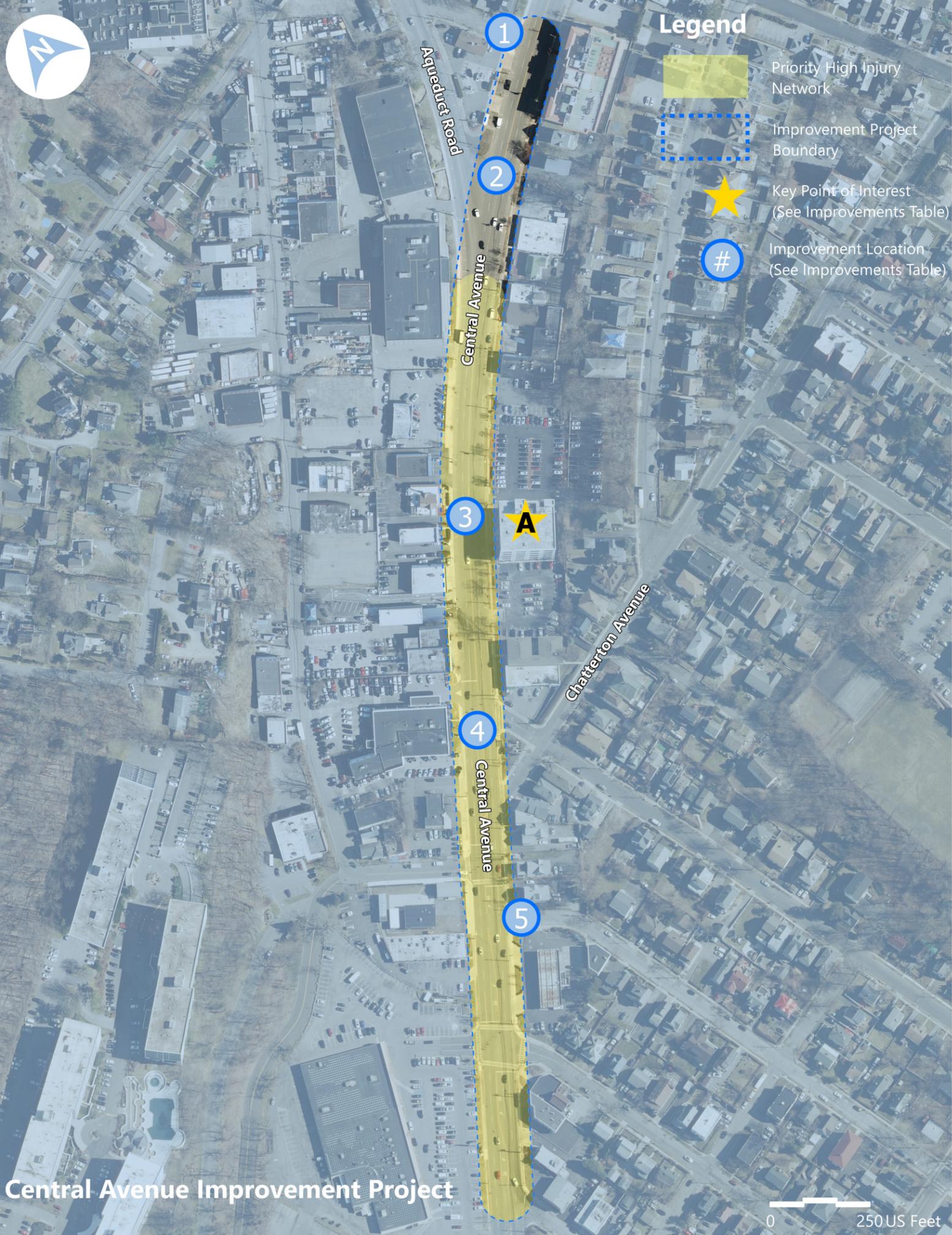


Table 7. Central Avenue Improvement Project

ID	Location Icon	Name of Location
A		<ul style="list-style-type: none"> The College of Westchester
ID	Proposed Improvements	Description of Proposed Improvements
1		<ul style="list-style-type: none"> Convert Wilson Street to a one-way (northbound) roadway
2		<ul style="list-style-type: none"> Realignment of Aqueduct Road to convert the existing Y-intersection with Central Avenue into a T-intersection and install a parklet to realign and narrow roadway Installation of a high visibility crosswalk across the realigned Aqueduct Road on the north side of the intersection with Central Avenue Conversion of the SB approach on Aqueduct Road to a right-turn only onto Central Avenue Installation of a stop sign for the southbound approach on Aqueduct Road
3		<ul style="list-style-type: none"> Installation of a raised median along Central Avenue between Harding Avenue and Primrose Street (<i>please note: removal of on-street parking would be necessary to accommodate installation of raised median</i>)
4		<ul style="list-style-type: none"> Intersection redesign of Central Avenue and Chatterton Avenue (<i>see Appendix C for detailed intersection redesign concept</i>)
5		<ul style="list-style-type: none"> Conversion of Independence Street to a one-way northbound roadway Conversion to a right-turn only from Independence Street onto Central Avenue



3

Transit District Improvement Project

The Transit District Improvement Project supports the City’s Downtown White Plains Transit District Strategic Plan, and aligns with ongoing redevelopment efforts, including the proposed transformation of the Galleria Mall.

The area of the Improvement Project includes major civic and transportation hubs such as the White Plains Metro North Train Station, the White Plains TransCenter, White Plains Public Library, and the Westchester County Center, among others. Defined by the City’s highest volumes of pedestrian and bicyclist activity, the corridors of this Improvement Project also experience heavy vehicular traffic, conditions that are expected to intensify with future development in the District. The project will establish a comprehensive network of roadway safety improvements, especially at intersections, and enhanced facilities for pedestrians and cyclists.

Planned improvements within this Improvement Project include increasing pedestrian visibility and safety, the installation of raised intersections as a traffic calming effort, and the development of “shared streets” that prioritize the movement of pedestrians and bicyclists by lowering vehicle speeds (typically to 5 MPH) and introducing physical infrastructure interventions such as brick pavers and roadway narrowing.

As identified below under “Bike Infrastructure Projects” the following bike improvements, in addition to the interventions identified in Table 8, are recommended for the corridors contained within this Improvement Project: 1) bidirectional parking protected bike lanes on South Lexington Avenue and Dr. MLK Jr. Boulevard, 2) bidirectional marked and protected bike lanes on Hamilton Avenue and Main Street, 3) an extension of the existing protected bike lane on Martine Avenue, 4) bidirectional marked bike lanes on Court Street, and Quarropas Street.

Intergovernmental coordination with Westchester County is recommended for proposed interventions on Hamilton Avenue, a County roadway.

PRIORITY LEVEL

TIER 1

ESTIMATED TOTAL COST FOR IMPROVEMENT

\$4.5 MILLION*

INVOLVED ROADWAYS

- Hamilton Avenue from Bronx Street to South Broadway
- Main Street/Tarrytown Road from Battle Avenue to Mamaroneck Avenue
- Martine Avenue from South Lexington Avenue to Mamaroneck Avenue
- Quarropas Street from South Lexington Avenue to Mamaroneck Avenue
- Ferris Avenue from Hamilton Avenue to Park Avenue
- North/South Lexington Avenue from Hamilton Avenue to Quarropas Street
- Dr. Martin Luther King Jr. Boulevard from Hamilton Avenue to Quarropas Street
- Court Street/Cottage Place from Barker Avenue to Quarropas Street

**All cost estimates are preliminary and subject to change based upon further engineering and design evaluation.*



Transit District Improvement Project

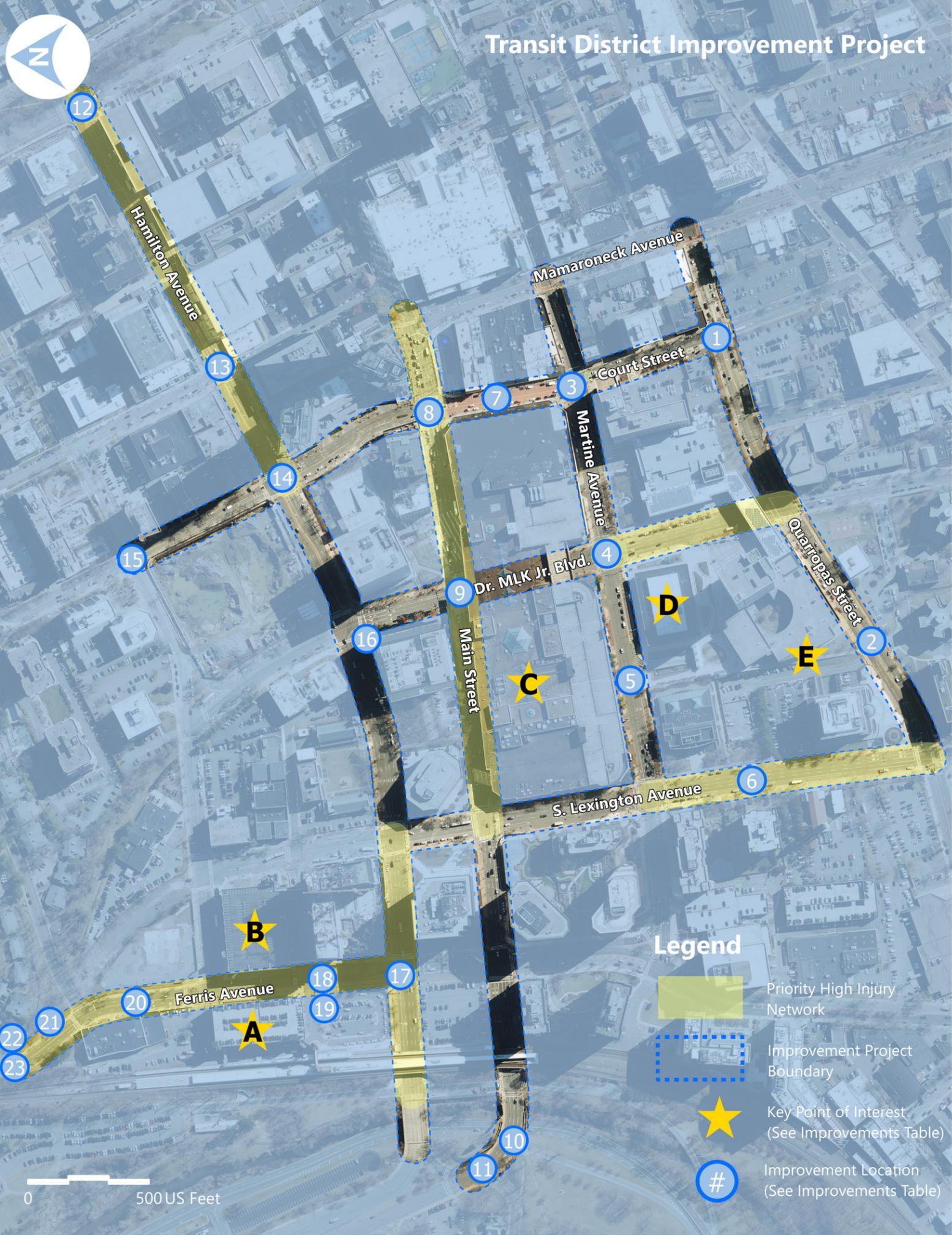


Table 8. Transit District Improvement Project

ID	Location	Name of Location
A		• White Plains Train Station
B	★	• White Plains TransCenter
C		• Galleria Mall Redevelopment Site
D		• White Plains Public Library
E		• Westchester County Center
ID	Proposed Improvements	Description of Proposed Improvements
1		• Installation of curb extensions on all four corners of the intersection of Quarropas Street and Court Street (to be designed to accommodate proposed bike network)
2		• Installation of high visibility crosswalk and HAWK pedestrian signal on Quarropas Street on the east side of the intersection with Fisher Court
3		• Installation of curb extensions on the southeast corner of the intersection of Martine Avenue and Court Street (to be designed to accommodate proposed bike network)
4		• Installation of curb extensions on the northwest and southeast corners of the intersection of Dr. Martin Luther King Jr. Boulevard and Martine Avenue
5		• Installation of a high visibility midblock crosswalk and HAWK pedestrian signal on Martine Avenue to connect to the pathway located between the White Plains Public Library and the White Plains City Court
6		• Installation of a high visibility midblock crosswalk and HAWK pedestrian signal on South Lexington Avenue north of the intersection with Fisher Court
7		• Conversion of Court Street between Martine Avenue and Main Street to a shared street to create a pedestrian and bicyclist priority street
8		• Installation of curb extensions on the northwest and northeast corners of the intersection of Main Street and Court Street • Installation of a raised intersection for the entire intersection of Main Street and Court Street
9		• Intersection redesign of Main Street and Dr. Martin Luther King Jr. Boulevard (see Appendix C for detailed intersection redesign concept)

Table 8. Transit District Improvement Project

10		<ul style="list-style-type: none"> Closure of the Southbound Bronx River Parkway (BRP) Ramp to all vehicular traffic (traffic to be redirected to Chatterton Avenue and Central Avenue BRP entrances)
11		<ul style="list-style-type: none"> Intersection redesign of Battle Avenue and Tarrytown Road (see Appendix C for detailed intersection redesign concept)
12		<ul style="list-style-type: none"> Intersection redesign of Hamilton Avenue and North Broadway (see Appendix C for detailed intersection redesign concept)
13		<ul style="list-style-type: none"> Installation of a curb extension on the southwest corner of the intersection of Hamilton Avenue and Church Street Installation of pedestrian refuge islands in the middle of the crosswalks on the west and east side of the intersection
14		<ul style="list-style-type: none"> Intersection redesign of Hamilton Avenue and Cottage Place (see Appendix C for detailed intersection redesign concept)
15		<ul style="list-style-type: none"> Intersection redesign of Barker Avenue and Cottage Place (see Appendix C for detailed intersection redesign concept)
16		<ul style="list-style-type: none"> Extension of the curb and existing sidewalk over the footprint of the existing striping on the southwest corner of the intersection of Hamilton Avenue and Dr. Martin Luther King Jr. Boulevard
17		<ul style="list-style-type: none"> Installation of a high visibility crosswalk on the west side of the intersection of Hamilton Avenue and Ferris Avenue
18		<ul style="list-style-type: none"> Installation of a high visibility crosswalk across Ferris Avenue on the south side of the intersection with New Street Conversion of Ferris Avenue between Hamilton Avenue and Water Street to a shared street to create a pedestrian and bicyclist priority street
19		<ul style="list-style-type: none"> Installation of a high visibility crosswalk through the parking lot of the White Plains Train Station and the existing bus lane to connect to the proposed crosswalk at Location #18
20		<ul style="list-style-type: none"> Installation of a raised median along Ferris Avenue between Hillside Terrace and Water Street
21		<ul style="list-style-type: none"> Conversion of the right northbound lane of Ferris Avenue between Hillside Terrace and Park Avenue into a right-turn only lane
22		<ul style="list-style-type: none"> Conversion of Park Terrace/Kirby Terrace into a northeast bound one-way roadway

Table 8. Transit District Improvement Project

23		<ul style="list-style-type: none"> Extension of the first 50 feet of curb on the east side of Ferris Avenue north of Park Avenue by 7 feet to narrow northbound travel lane to a 11-foot width. Realignment of the existing stop bar and westbound travel lane on Park Avenue to lie parallel to Ferris Avenue. Installation of a high visibility crosswalk parallel to the realigned stop bar across Park Avenue.
Corridor Wide		
		<ul style="list-style-type: none"> Conversion of North/South Lexington Avenue (between Water Street and Quarropas Street) from a one-way roadway (SB) to a two-way roadway Conversion of Dr. Martin Luther King Jr. Boulevard (between Water Street and Quarropas Street) from a one-way roadway (NB) to a two-way roadway Conversion of Martine Avenue (between Bank Street and Dr. Martin Luther King Jr. Boulevard) to a two-way roadway



4

Shopping District Improvement Project

The Shopping District Improvement Project targets multimodal safety and access improvements centered around The Westchester Mall, White Plains City Center, Tibbits Park, and the redevelopment site at 60 South Broadway within the eastern half of Downtown White Plains.

As significant areas of living, working and shopping within White Plains, the corridors of the Shopping District Improvement Project experience high pedestrian, bicyclist, and vehicle volumes due to the concentration of retail and commercial activity.

Physical infrastructure upgrades will improve safety for all road users and foster a more seamless connectivity throughout the Improvement Project area, especially surrounding the Westchester Mall. As identified below under "Bike Infrastructure Projects" the following bike improvements, in addition to the interventions identified in Table 9, are recommended for the corridors contained within this Improvement Project: 1) a shared-use path through Tibbits Park to enhance pedestrian and bicycle safety along North/South Broadway, and 2) bidirectional, marked bike lanes on Main Street, Waller Avenue, and Mitchell Place.

Intergovernmental coordination with Westchester County is recommended for proposed interventions on Westchester Avenue, North/South Broadway and East Post Road, all of which are County roadways.

PRIORITY LEVEL

TIER 1

ESTIMATED TOTAL COST FOR IMPROVEMENT

\$4.3 MILLION*

INVOLVED ROADWAYS

Main Street from Mamaroneck Avenue to South Broadway

Martine Avenue from Mamaroneck Avenue to South Broadway

Mitchell Place from Mamaroneck Avenue to South Broadway

South Broadway from Main Street to Maple Avenue

Westchester Avenue from South Kensico Avenue to Main Street and Mitchell Place

East Post Road from Mamaroneck Avenue to South Broadway

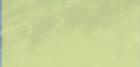
Maple Avenue from Mamaroneck Avenue to Bloomingdale Road

Waller Avenue from Maple Avenue to East Post Road

**All cost estimates are preliminary and subject to change based upon further engineering and design evaluation.*



Legend

-  Priority High Injury Network
-  Improvement Project Boundary
-  Key Point of Interest (See Improvements Table)
-  Improvement Location (See Improvements Table)

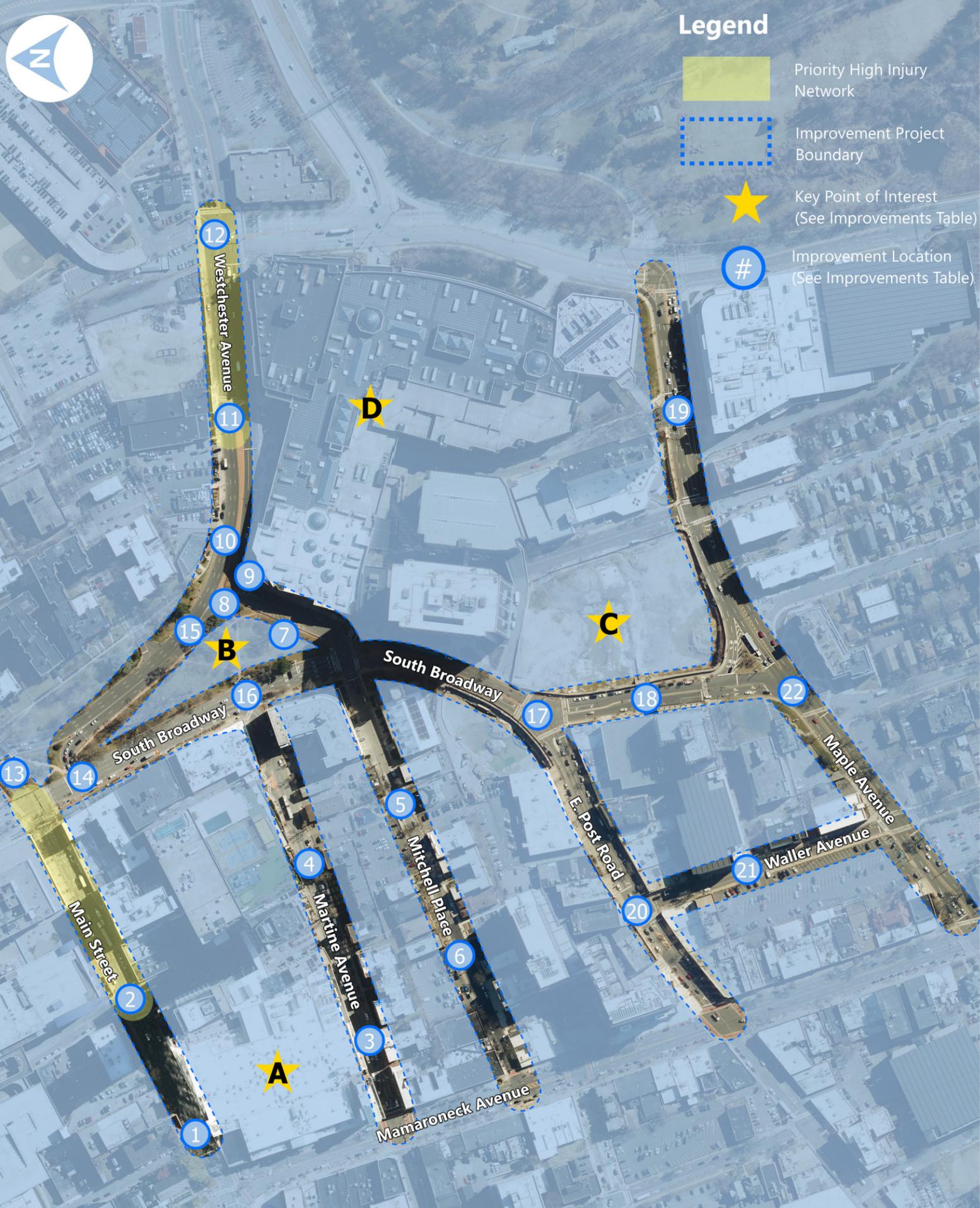


Table 9. Shopping District Improvement Project

ID	Location	Name of Location
A		• White Plains City Center Shopping Center
B		• Tibbits Park
C		• 60 South Broadway Development Site
D		• The Westchester Mall
ID	Proposed Improvements	Description of Proposed Improvements
1		• Installation of curb extensions on the northwest, northeast and southeast corners of the intersection of Main Street and Church Street
2	 	• Installation of curb extensions on the northwest, northeast and southeast corners of the intersection of Main Street and EJ Conroy Drive • Installation of a raised intersection at the intersection of Main Street and EJ Conroy Drive
3	  	• Installation of a raised crosswalk and rectangular rapid flashing beacon across Martine Avenue approximately 300 feet east of the intersection with Mamaroneck Avenue • Installation of a curb extension on both sides of the proposed raised crosswalk
4		• Installation of a raised crosswalk in place of the existing crosswalk on Martine Avenue on the east side of the White Plains City Center Parking Garage exit
5	 	• Installation of a raised crosswalk and rectangular rapid flashing beacon across Mitchell Place near the Mitchell Place Tot Lot
6	 	• Installation of a raised crosswalk and rectangular rapid flashing beacon across Mitchell Place near the Mitchell Place Parking Lot
7		• Installation of vertical barrier along the north side of Armory Place between East Broadway and Westchester Avenue to prevent j-walking across Armory Place to the Westchester Mall
8	 	• Installation of a high visibility crosswalk and rectangular rapid flashing beacon across the northbound ramp for South Broadway
9	 	• Installation of a high visibility crosswalk and HAWK signal across the eastbound travel lanes of South Broadway/Westchester Avenue
10		• Installation of landscaped planters to serve as barrier to j-walking across Westchester Avenue and guide pedestrians to the formal crossing at Westchester Avenue and Paulding Street

Table 9. Shopping District Improvement Project

11		<ul style="list-style-type: none"> • Intersection redesign of Westchester Avenue and Paulding Street (see Appendix C for detailed intersection redesign concept)
12		<ul style="list-style-type: none"> • Installation of a high visibility crosswalk on the west side of the intersection of Westchester Avenue and Bloomingdale Road • Installation of pedestrian refuge islands for the existing crosswalk on the south side of the intersection and the proposed crosswalk on the west side of the intersection
13		<ul style="list-style-type: none"> • Installation of high visibility crosswalks on eastern side of the intersection of Main Street and the western branch of North Broadway and on the western side of the intersection of Main Street and the eastern branch of North Broadway to enhance connectivity through Tibbits Park
14		<ul style="list-style-type: none"> • Installation of a high visibility crosswalk on the south side of the intersection of South Broadway and Westchester Avenue
15		<ul style="list-style-type: none"> • Installation of a traffic signal and high visibility crosswalk at Westchester Avenue and Armory Place, approximately 200 feet south of the intersection of Westchester Avenue and Franklin Avenue • Installation of a sidewalk connection between Franklin Avenue and the proposed crosswalk along the north side of Westchester Avenue (130 feet)
16		<ul style="list-style-type: none"> • Realignment of existing crosswalk located across South Broadway adjacent to the intersection with Martine Avenue to lie parallel to the southbound stop bar
17		<ul style="list-style-type: none"> • Installation of a proposed roundabout at the intersection of South Broadway and East Post Road (please note: construction of the proposed roundabout will require a right-of-way acquisition from the private property owner of 60 South Broadway (Location C))
18		<ul style="list-style-type: none"> • Extension of existing raised median on South Broadway between Maple Avenue and East Post Road to narrow all travel lanes to 11 feet
19		<ul style="list-style-type: none"> • Installation of a high visibility crosswalk on the north side of the intersection of Maple Avenue and Paulding Street. Realignment of existing crosswalk on the east side of the intersection to lie parallel with the westbound stop bar on Maple Avenue
20		<ul style="list-style-type: none"> • Installation of a high visibility crosswalk on the east side of the intersection of East Post Road and Waller Avenue • Installation of a curb extension on the north side of East Post Road for the crosswalk on the west side of the intersection
21		<ul style="list-style-type: none"> • Installation of a raised crosswalk and rectangular rapid flashing beacon in place of the existing crosswalk on the north side of the intersection of Waller Avenue and Lyon Place
22		<ul style="list-style-type: none"> • Realignment of the curb on the northwest corner of the intersection of Maple Avenue and South Broadway and relocation of the southbound stop bar on South Broadway 20 feet south to improve visibility of the crosswalk located on the west side of the intersection • Installation of a rectangular rapid flashing beacon for the existing crosswalk on the west side of the intersection

White Plains City Center from Main Street and Mamaroneck Avenue





5

Eastview Neighborhood Improvement Project

The Eastview Neighborhood Improvement Project aims to improve roadway safety within the Eastview Neighborhood, a medium-density residential area that includes key generators of schoolchildren and families, such as Eastview Middle School and Turnure Park, as well as a number of multi-family residential developments scattered among single-family residential units and a small commercial strip centered around the intersection of Lake Street and South Kensico Avenue.

Eastview experiences significant cut-through traffic along key corridors like Lake Street and Main Street, which serve both local residents and motorists traveling to and from Downtown. Such usage contributes to frequent speeding concerns throughout the Eastview Neighborhood. Given the area’s unique land use mix and high pedestrian activity, particularly from students and park users, the planned improvements of this Improvement Project will focus on enhancing safety, reducing speeds, and accessibility for all road users.

As identified below under “Bike Infrastructure Projects” the following bike improvements, in addition to the interventions identified in Table 10, are recommended for the corridors contained within this Improvement Project: 1) bidirectional marked bike lanes on Main Street and Lake Street, 2) a shared-use path on the southwest side of Canfield Avenue and 3) shared lane markings on South Kensico Avenue between Lake Street and 150 feet north of Brockway Place.

As all City-owned roadways, no intergovernmental coordination is required to pursue the proposed interventions along this Improvement Project.

PRIORITY LEVEL

TIER 1

ESTIMATED TOTAL COST FOR IMPROVEMENT

\$1.2 MILLION*

INVOLVED ROADWAYS

Main Street from North Broadway to South Kensico Avenue

Lake Street from North Broadway to South Kensico Avenue

Canfield Avenue/Amherst Place from Lake Street to Franklin Place

South Kensico Avenue from Lake Street to Brockway Place

**All cost estimates are preliminary and subject to change based upon further engineering and design evaluation.*

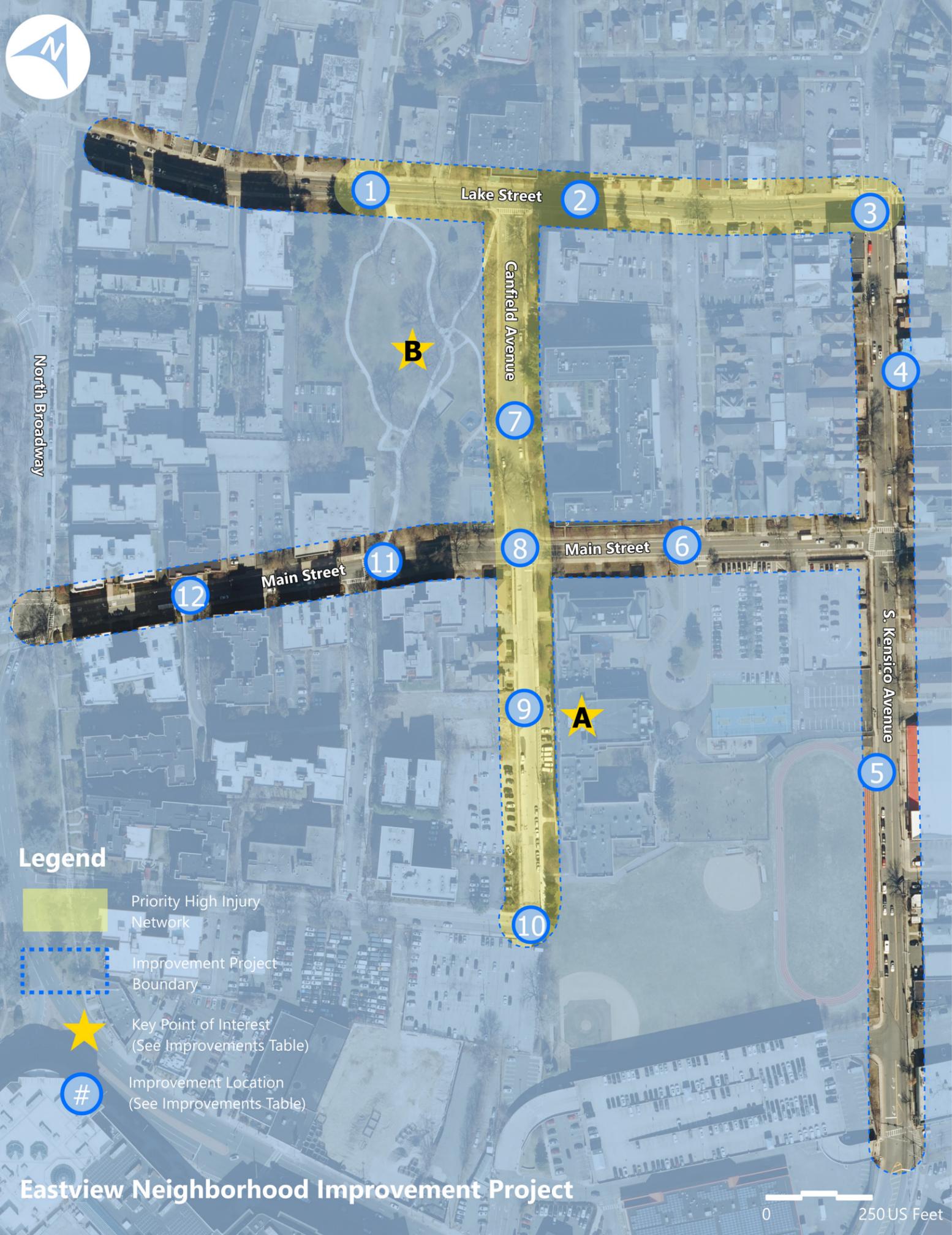


Table 10. Eastview Neighborhood Improvement Project

ID	Location Icon	Name of Location
A	★	• White Plains Eastview Campus Middle School
B		• Turnure Park
ID	Proposed Improvements	Description of Proposed Improvements
1	🔍	• Intersection redesign of Lake Street and Stewart Place (see Appendix C for detailed intersection redesign concept)
2	🚶🚦	• Installation of a raised crosswalk and rectangular rapid flashing beacon across Lake Street on the east side of the intersection with Warren Street
3	🔍	• Intersection redesign of Lake Street and South Kensico Avenue (see Appendix C for detailed intersection redesign concept)
4	🚶	• Installation of a high visibility crosswalk across Hadden Avenue on the east side of South Kensico Avenue
5	+	• Striping of a shoulder on the west side of South Kensico Avenue between Minerva Place and the Stop and Shop entrance on South Kensico Avenue
6	🚶🛑	• Installation of a raised crosswalk in place of the existing crosswalk located on the west side of the intersection with Eastview Avenue • Installation of stop signs on the southwest and northeast bound travel lanes on Main Street at this intersection
7	🚶	• Installation of a midblock raised crosswalk across Canfield Avenue between Lake Street and Main Street
8	🔍	• Intersection redesign of Main Street and Canfield Avenue/Amherst Place (see Appendix C for detailed intersection redesign concept)
9	+	• Striping of a shoulder on the west side of Amherst Place between Main Street and Franklin Place
10	+	• Installation of a shoulder along Franklin Place to reduce travel lane and reduce width of the turn onto Amherst Place
11	🚶🚦	• Installation of a raised crosswalk and rectangular rapid flashing beacon in place of the existing crosswalk across Main Street located on the east side of the intersection with Windsor Terrace
12	🚶🚦	• Installation of a raised crosswalk and rectangular rapid flashing beacon across Main Street on the west side of the intersection with Broad Parkway

Legend

- Priority High Injury Network
- Improvement Project Boundary
- Key Point of Interest (See Improvements Table)
- Improvement Location (See Improvements Table)



6

White Plains Hospital Network Improvement Project

The roadway network surrounding the White Plains Hospital experiences some of the most significant traffic congestion, especially during the AM and PM rush hours, that creates a challenging environment for pedestrians, bicyclists, motorists and patients and employees of the White Plains Hospital.

With four total priority intersections contained within the area, the White Plains Network Improvement Project poses one of the greatest impacts on achieving Vision Zero within White Plains. Leveraging recent investments in the expansion of the White Plains Hospital, the White Plains Hospital Network will significantly improve the safety of the roadway network immediately surrounding and intrinsically connected to one of the premier community points of interest within the City. With these roadways experiencing relatively significant volumes of emergency vehicles traveling to and from White Plains Hospital, this Improvement Project must balance the additional need for the unrestricted flow of first responders. In this way, this Improvement Project can enhance the Safe System Element of "Post-Crash Care".

Planned improvements will improve convenient pedestrian access to and from the White Plains Hospital, including in terms of intersection safety, reduce congestion on key roadways, and improve the overall efficiency of roadways through roadway modifications, including proposed conversions of South Lexington Avenue and Dr. MLK Jr. Boulevard to two-way roadways. As identified below under "Bike Infrastructure Projects" the following bike improvements, in addition to the interventions identified in Table 11, are recommended for the corridors contained within this Improvement Project: 1) bidirectional marked/buffered bike lanes along Post Road, Maple Avenue, 2) a one-way SB marked bike lane on Cromwell Place and 3) bidirectional parking protected bike lanes on South Lexington Avenue and Dr. MLK Jr. Boulevard.

Intergovernmental coordination with Westchester County is recommended for proposed interventions on Old Mamaroneck Road, a County roadway.

PRIORITY LEVEL

TIER 1

ESTIMATED TOTAL COST FOR IMPROVEMENT

\$2.6 MILLION*

INVOLVED ROADWAYS

Post Road from Maple Avenue to Mamaroneck Avenue

Maple Avenue from West Post Road to Mamaroneck Avenue

South Lexington Avenue from Maple Avenue to Quarropas Street

Dr. Martin Luther King Jr. Boulevard/ Longview Avenue from Maple Avenue to Quarropas Street

Rathbun Avenue from Maple Avenue to West Post Road

Davis Avenue from Maple Avenue to East Post Road

Cromwell Place from Maple Avenue to East Post Road

**All cost estimates are preliminary and subject to change based upon further engineering and design evaluation.*

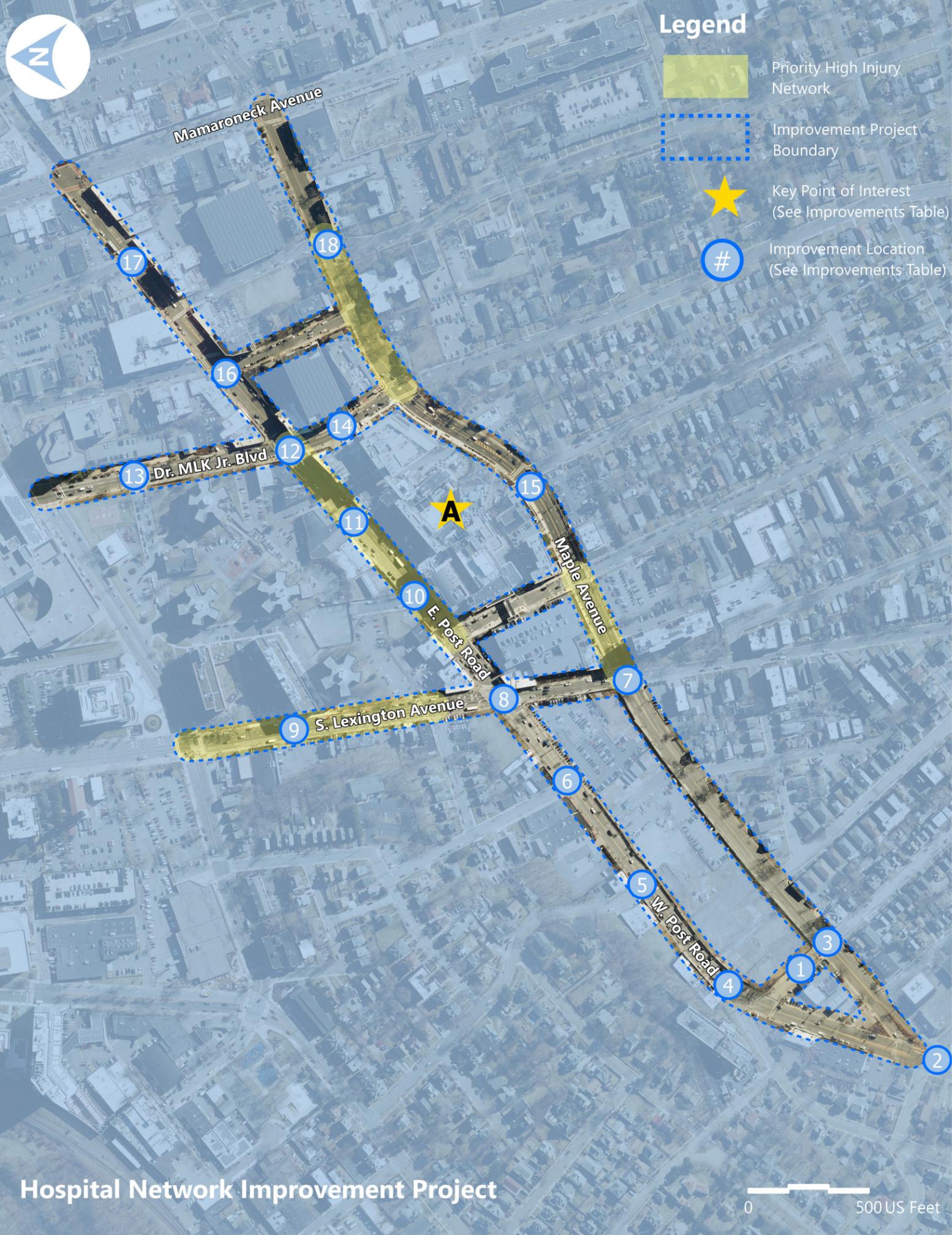


Table 11. White Plains Hospital Network Improvement Project

ID	Location	Name of Location
A		<ul style="list-style-type: none"> White Plains Hospital
ID	Proposed Improvements	Description of Proposed Improvements
1		<ul style="list-style-type: none"> Conversion of Rathbun Avenue between West Post Road and Maple Avenue into a one-way southbound roadway
2		<ul style="list-style-type: none"> Installation of a high visibility crosswalk across West Post Road on the south side of intersection with Sterling Avenue
3		<ul style="list-style-type: none"> Intersection redesign of Maple Avenue and Rathbun Avenue (see Appendix C for detailed intersection redesign concept)
4		<ul style="list-style-type: none"> Installation of a high visibility crosswalk across West Post Road at southbound stop bar for the intersection of Lynton Place and West Post Road
5		<ul style="list-style-type: none"> Intersection redesign of West Post Road and Highland Avenue (see Appendix C for detailed intersection redesign concept)
6		<ul style="list-style-type: none"> Installation of a high visibility crosswalk and rectangular rapid flashing beacon across West Post Road on the eastern side of the intersection with Orawapum Street
7		<ul style="list-style-type: none"> Intersection redesign of Maple Avenue and South Lexington Avenue (see Appendix C for detailed intersection redesign concept)
8		<ul style="list-style-type: none"> Installation of curb extensions on the northeast and northwest corners of the intersection of South Lexington Avenue and East Post Road (to be designed to accommodate proposed bike network)
9		<ul style="list-style-type: none"> Installation of a high visibility crosswalk and rectangular rapid flashing beacon across South Lexington Avenue between The Overture apartment building and The Food Emporium grocery store
10		<ul style="list-style-type: none"> Installation of a high visibility crosswalk and rectangular rapid flashing beacon across East Post Road from the northwest corner of E. Post Road and Brookfield Street and the White Plains Hospital Emergency Room Entrance
11		<ul style="list-style-type: none"> Installation of a raised median/buffer along East Post Road between Winchester Street and S. Lexington Avenue to guide pedestrians to mid-block crosswalk proposed at Brookfield Street

Table 11. White Plains Hospital Network Improvement Project

12		<ul style="list-style-type: none"> • Intersection redesign of Dr. Martin Luther King Jr. Boulevard and East Post Road (see Appendix C for detailed intersection redesign concept)
13		<ul style="list-style-type: none"> • Enhance existing crosswalks with high visibility continental crosswalks at the intersection of Dr. Martin Luther King Jr. Boulevard and Fisher Court
14		<ul style="list-style-type: none"> • Installation of a raised crosswalk/intersection across Longview Avenue between Longview Cromwell Municipal Parking Garage and the entrance for the White Plains Hospital Center for Cancer Care
15		<ul style="list-style-type: none"> • Installation of a high visibility crosswalk across Maple Avenue on the west side of the intersection with Oakwood Avenue
16		<ul style="list-style-type: none"> • Installation of curb extensions for the crosswalks on the north and south sides of the intersection of East Post Road and Grand Street/Cromwell Place
17		<ul style="list-style-type: none"> • Installation of curb extensions for the crosswalk on the north side of the intersection of East Post Road and Court Street
18		<ul style="list-style-type: none"> • Closure of the channelized right-turn lane onto Greenridge Avenue from EB Maple Avenue, extension of sidewalk from the west side of Greenridge Avenue to the existing triangular concrete island and reconfiguration of the right-turn from Maple Avenue to Greenridge Avenue • Extension of existing median to create a pedestrian refuge island within crosswalk
Corridor Wide		<ul style="list-style-type: none"> • Conversion of South Lexington Avenue (between Quarropas Street and Maple Avenue) from a one-way roadway (SB) to a two-way roadway • Conversion of Dr. Martin Luther King Jr. Boulevard (between Quarropas Street and East Post Road) from a one-way roadway (NB) to a two-way roadway • Road diet on Maple Avenue and Post Road to introduce dedicated left-turn lanes at all appropriate intersections

White Plains Hospital on East Post Road





7

Downtown Mamaroneck Avenue Improvement Project

The segment of Mamaroneck Avenue contained within this Improvement Project represents the highest-density portion of the corridor and one of the primary commercial spines of White Plains' downtown core. Downtown Mamaroneck Avenue supports heavy pedestrian, vehicular, and transit activity.

The corridor is uniquely configured as an unseparated four-lane bidirectional arterial, presenting operational and safety challenges in a highly active urban environment. Common safety concerns along this segment include, but are not limited to unprotected midblock pedestrian crossings, low visibility of pedestrians, driver distraction and confusion and significant conflicts between all road user types.

Key destinations along the corridor include the White Plains City Center shopping mall, which generates consistent foot traffic. Planned improvements will address multimodal safety, manage traffic operations, and enhance accessibility within this critical downtown connector.

Due to the presence of on-street parking along the entirety of this segment and overall narrowness of the corridor, bicycle infrastructure is not recommended for this corridor, with the exception of a small section between Quarropas Street and Mitchell Place to support alternative parallel and perpendicular bicycle corridors.

As a City-owned segment of Mamaroneck Avenue, no intergovernmental coordination is required to pursue the proposed interventions along this Improvement Project.

PRIORITY LEVEL

TIER 1

ESTIMATED TOTAL COST FOR IMPROVEMENT

\$1.8 MILLION*

INVOLVED ROADWAYS

Mamaroneck Avenue from Main Street to Maple Avenue

**All cost estimates are preliminary and subject to change based upon further engineering and design evaluation.*

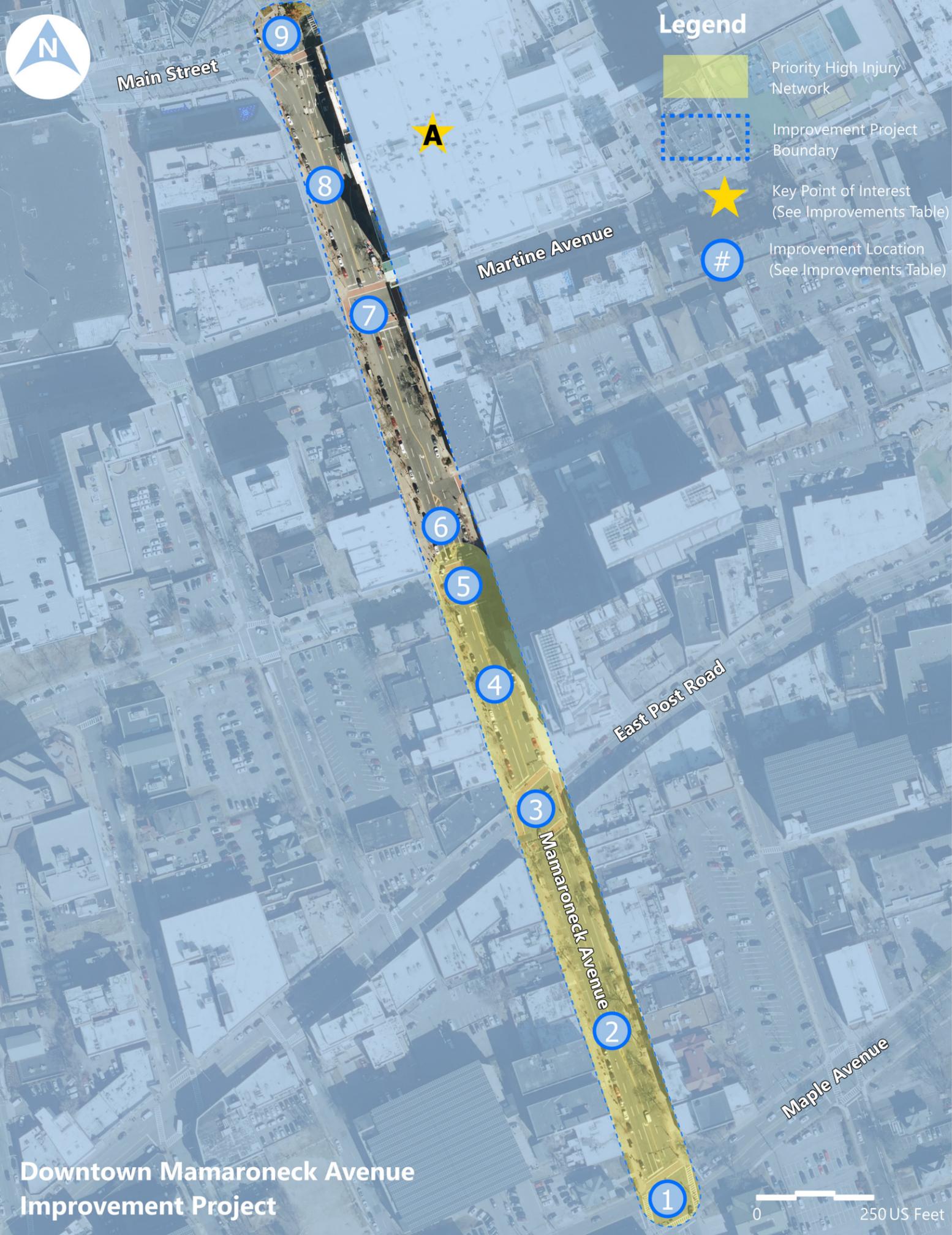


Table 12. Downtown Mamaroneck Improvement Project

ID	Location Icon	Name of Location
A		<ul style="list-style-type: none"> White Plains City Center Shopping Center
ID	Proposed Improvements	Description of Proposed Improvements
1		<ul style="list-style-type: none"> Intersection redesign of Mamaroneck Avenue and Maple Avenue (see Appendix C for detailed intersection redesign concept)
2		<ul style="list-style-type: none"> Installation of a raised median midway between Maple Avenue and East Post Road on Mamaroneck Avenue Installation of a pedestrian refuge island and high visibility crosswalk midway between Maple Avenue and East Post Road on Mamaroneck Avenue to reduce j-walking Installation of a rectangular rapid flashing beacon at proposed crosswalk
3		<ul style="list-style-type: none"> Intersection redesign for Mamaroneck Avenue and East Post Road (see Appendix C for detailed intersection redesign concept)
4		<ul style="list-style-type: none"> Installation of a raised median in place of the existing striped median on Mamaroneck Avenue between East Post Road and Quarropas Street
5		<ul style="list-style-type: none"> Installation of curb extensions on all four corners of the intersection of Mamaroneck Avenue and Quarropas Street
6		<ul style="list-style-type: none"> Installation of a raised median in place of the existing striped median on Mamaroneck Avenue between Quarropas Street and Mitchell Place Installation of a pedestrian refuge island within median for the crosswalk on the north side of the intersection of Mamaroneck Avenue and Quarropas Street
7		<ul style="list-style-type: none"> Installation of curb extension on all four corners of the intersection of Mamaroneck Avenue and Martine Avenue Installation of a raised intersection flush with curb for the entire intersection of Mamaroneck Avenue and Martine Avenue
8		<ul style="list-style-type: none"> Installation of a raised median on Mamaroneck Avenue between Martine Avenue and Main Street Installation of a pedestrian refuge island within median for the crosswalk on the north side of the intersection of Mamaroneck Avenue and Martine Avenue
9		<ul style="list-style-type: none"> Introduction of a full leading pedestrian interval for all approaches of the traffic signals at Mamaroneck Avenue and Main Street



8

Mamaroneck Avenue (Maple Avenue to Bryant Avenue) Improvement Project

The Improvement Project of Mamaroneck Avenue between Maple Avenue and Bryant Avenue focuses on a corridor that serves as a transitional zone between the urban core of Downtown White Plains and the more suburban, residential southern sections of the City.

The corridor varies in configuration—beginning as a two-lane bidirectional roadway and transitioning into a wider four-lane bidirectional section approaching Bryant Avenue. South of Bryant Avenue, the roadway becomes a divided arterial with a 40 MPH speed limit, contributing to changing traffic conditions and safety concerns.

Mamaroneck Avenue School, located along this corridor, is a key area of interest generating significant pedestrian activity. Planned improvements will address traffic safety, pedestrian safety and visibility and speed management to better accommodate the mix of school traffic, residential access, and commuter flow through this critical connector.

As depicted under “Bike Infrastructure Projects”, due to the limited space within this section of Mamaroneck Avenue and reliance on the existing on-street parking spaces by businesses, limited bicycle infrastructure is recommended along this segment. Only a one-way marked bike lane is proposed along Mamaroneck Avenue between Shapham Place and Waller Avenue to connect to proposed bike infrastructure on both roadways.

As a City-owned segment of Mamaroneck Avenue, no intergovernmental coordination is required to pursue the proposed interventions along this Improvement Project.

PRIORITY LEVEL

TIER 2

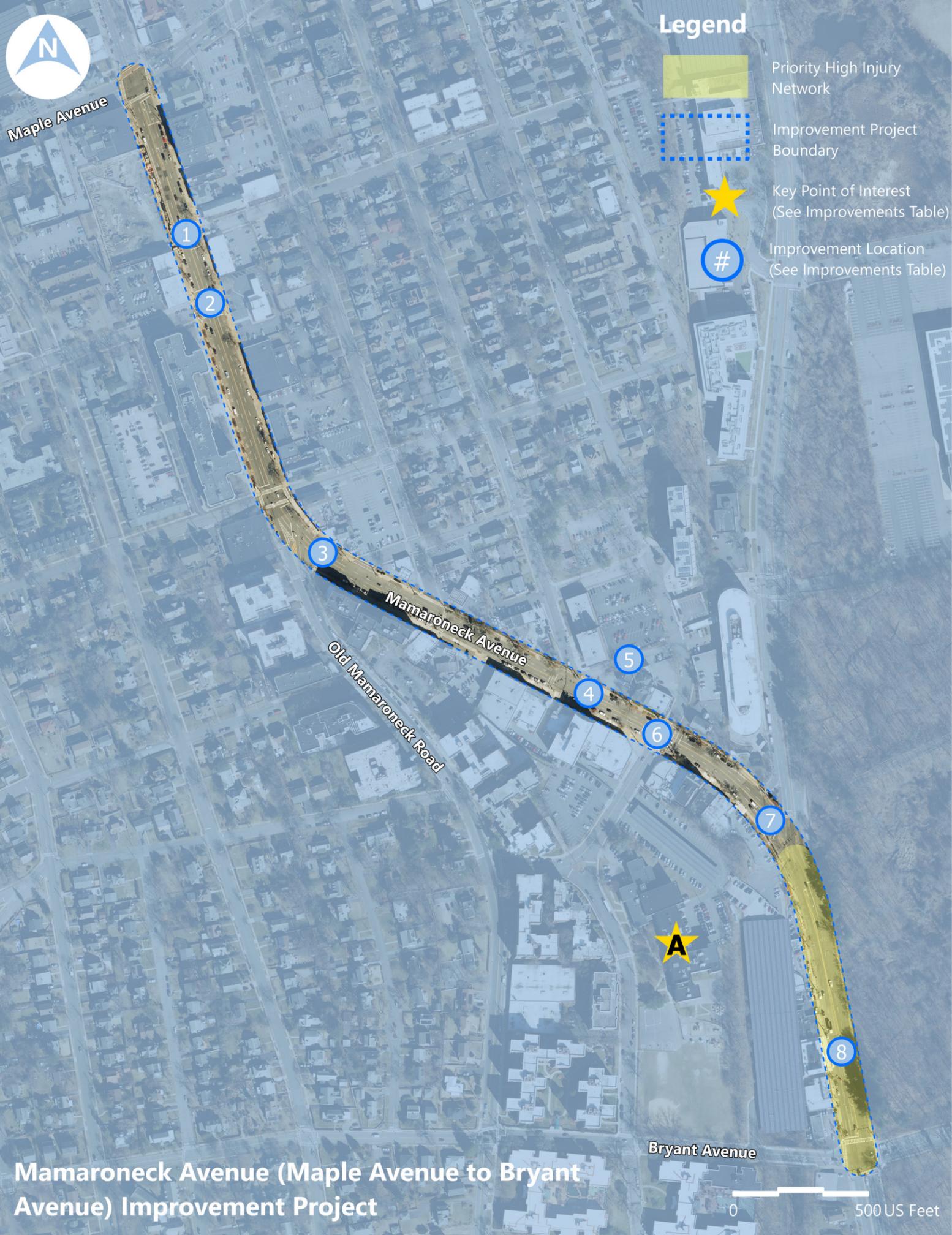
ESTIMATED TOTAL COST FOR IMPROVEMENT

\$550,000*

INVOLVED ROADWAYS

Mamaroneck Avenue from Maple Avenue to Bryant Avenue

**All cost estimates are preliminary and subject to change based upon further engineering and design evaluation.*



Legend

-  Priority High Injury Network
-  Improvement Project Boundary
-  Key Point of Interest (See Improvements Table)
-  Improvement Location (See Improvements Table)

Table 13. Mamaroneck Avenue (Maple Avenue to Bryant Avenue) Improvement Project

ID	Location Icon	Name of Location
A		<ul style="list-style-type: none"> Mamaroneck Avenue School
ID	Proposed Improvements	Description of Proposed Improvements
1		<ul style="list-style-type: none"> Installation of a high visibility crosswalk on the south side of the intersection with Carhart Avenue Installation of curb extensions for the west and east sides of the crosswalks on the north and south side of the intersection of Mamaroneck Avenue and Carhart Avenue
2		<ul style="list-style-type: none"> Installation of a high visibility crosswalk on the north side of the intersection with Rutherford Avenue. Installation of curb extensions for the west and east sides of the crosswalks on the north and south side of the intersection of Mamaroneck Avenue and Rutherford Avenue, as well as for the north and south sides of the crosswalk across Rutherford Avenue at this intersection
3		<ul style="list-style-type: none"> Installation of curb extensions for the crosswalk located across Mamaroneck Avenue at the intersection with Old Mamaroneck Road
4		<ul style="list-style-type: none"> Installation of a high visibility crosswalk on the south side of the intersection with Marion Place
5		<ul style="list-style-type: none"> Closure of Marion Place for all vehicular traffic
6		<ul style="list-style-type: none"> Installation of curb extensions for the northwest, southwest and southeast corners of the intersection of Mamaroneck Avenue and Shapham Place
7		<ul style="list-style-type: none"> Installation of a high visibility crosswalk in place of the existing crossing located across the north side of Mamaroneck Avenue at the intersection with Bloomingdale Road
8		<ul style="list-style-type: none"> Installation of a raised median over the footprint of the existing striped median on Mamaroneck Avenue between Bloomingdale Road and Bryant Avenue

Mamaroneck Avenue (Maple Avenue to Bryant Avenue) Improvement Project



9

Old Mamaroneck Road—Gedney Way—Bryant Avenue Improvement Project

The corridors of Old Mamaroneck Road, Bryant Avenue, and Gedney Way serve large portions of the low-density residential neighborhoods concentrated within South White Plains. These corridors are grouped together in an Improvement Project due to their commonalities, including providing essential connectivity and alternative routes to major corridors such as Mamaroneck Avenue and North Street, proximity to community facilities and similar roadway configurations.

These two-lane, bidirectional roads are within the vicinity of key destinations, including Mamaroneck Avenue School, Burke Rehabilitation Hospital, Gillie Park, and Bryant-Mamaroneck Park, generating consistent pedestrian activity. Safety enhancements are prioritized at the intersections of Old Mamaroneck Road at Shapham Place and at Bryant Avenue, both identified as high-priority intersections on the High Injury Network.

Planned improvements will enhance safety at notable intersections, including Old Mamaroneck Road at Shapham Place and Old Mamaroneck Road at Bryant Avenue, and reduce travel speeds through lane modifications. As identified below under “Bike Infrastructure Projects” the following bike improvements, in addition to the interventions identified in Table 14, are recommended for the corridors contained within this Improvement Project: 1) a shared-use path along Bryant Avenue between Mamaroneck Avenue and North Street, and 2) marked/buffered bike lanes on Gedney Way, and 3) buffered bike lanes on Old Mamaroneck Road between Shapham Place and Bryant Avenue.

Intergovernmental coordination with Westchester County is recommended for proposed interventions on Old Mamaroneck Road, a County roadway.

PRIORITY LEVEL

TIER 2

ESTIMATED TOTAL COST FOR IMPROVEMENT

\$2.5 MILLION*

INVOLVED ROADWAYS

Old Mamaroneck Road from Mamaroneck Avenue to Gedney Way

Bryant Avenue from Old Mamaroneck Road to North Street

Gedney Way from Old Mamaroneck Road to Mamaroneck Avenue

**All cost estimates are preliminary and subject to change based upon further engineering and design evaluation.*

Old Mamaroneck Road at Bryant Avenue



Old Mamaroneck Road, Bryant Avenue & Gedney Way Improvement Project

Legend

-  Priority High Injury Network
-  Improvement Project Boundary
-  Key Point of Interest (See Improvements Table)
-  Improvement Location (See Improvements Table)

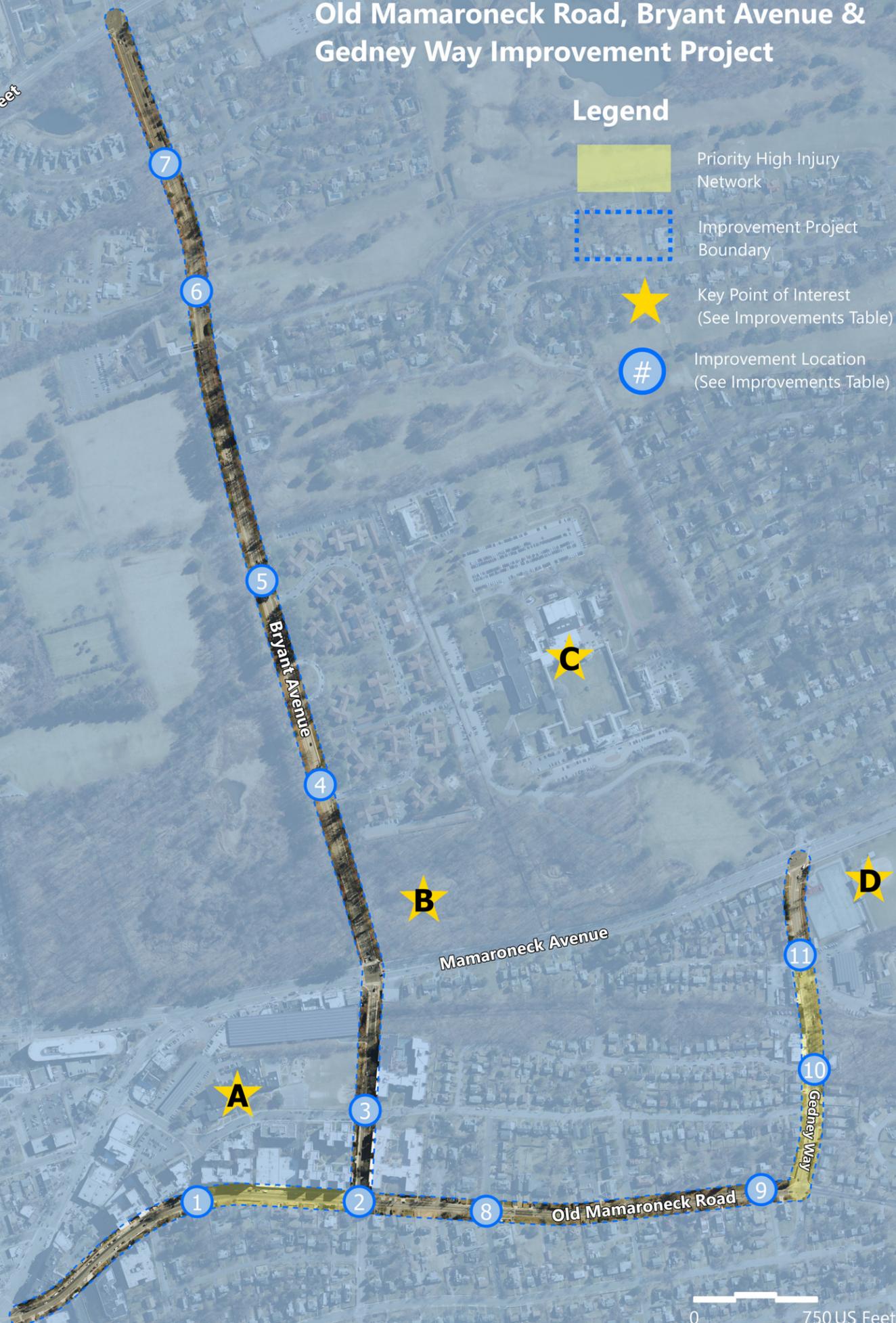


Table 14. Old Mamaroneck Road—Gedney Way—Bryant Avenue Improvement Project

ID	Location Icon	Name of Location
A		• Mamaroneck Avenue School
B		• Bryant-Mamaroneck Park
C		• Burke Rehabilitation Hospital
D		• Gillie Park
ID	Proposed Improvements	Description of Proposed Improvements
1		• Intersection redesign for Old Mamaroneck Road and Shapham Place (see Appendix C for detailed intersection redesign concept)
2		• Intersection redesign for Old Mamaroneck Road and Bryant Avenue (see Appendix C for detailed intersection redesign concept)
3		<ul style="list-style-type: none"> • Installation of a raised crosswalk and rectangular rapid flashing beacon on the west side of the intersection of Bryant Avenue and Nosband Avenue • Installation of a raised crosswalk in place of the existing crosswalk on the east side of the intersection
4		<ul style="list-style-type: none"> • Installation of a high visibility crosswalk and rectangular rapid flashing beacon across Bryant Avenue on the eastern side of the intersection with the western entrance of Bryant Crescent • Installation of a raised median in place of the existing striped median along Bryant Avenue between Mamaroneck Avenue and Bryant Crescent
5		• Installation of a high visibility crosswalk and rectangular rapid flashing beacon across Bryant Avenue on the eastern side of the intersection with the eastern entrance of Bryant Crescent
6		<ul style="list-style-type: none"> • Installation of a high visibility crosswalk and rectangular rapid flashing beacon across Bryant Avenue on the eastern side of the intersection with Hathaway Lane • Installation of a raised median in place of the existing striped median along Bryant Avenue on the western side of the intersection with Hathaway Lane
7		• Installation of a high visibility crosswalk and rectangular rapid flashing beacon across Bryant Avenue on the eastern side of the intersection with Middale Road
8		• Installation of a high visibility crosswalk and rectangular rapid flashing beacon across Old Mamaroneck Road on the south side of the intersection with Stafford Avenue
9		<ul style="list-style-type: none"> • Installation of raised crosswalk in place of existing crosswalk on the south side of the intersection of Old Mamaroneck Road and Prescott Avenue • Realignment of raised crosswalk to lie parallel with the southbound stop bar on Old Mamaroneck Road • Conversion of traffic signal to a flashing yellow beacon when nearby schools are not in session

Old Mamaroneck Road—Gedney Way—Bryant Avenue Improvement Project

10		<ul style="list-style-type: none">• Installation of a raised crosswalk (retaining existing rectangular rapid flashing beacon) in place of the existing crosswalk on the east side of the intersection of Gedney Way and Pleasant Avenue• Installation of curb extensions on both sides of the proposed raised crosswalk
11		<ul style="list-style-type: none">• Installation of a raised crosswalk and rectangular rapid flashing beacon in place of the existing crosswalk on the east side of Gedney Way and Gedney Terrace• Installation of curb extensions on both sides of the proposed raised crosswalk



Bryant Avenue at Bryant Crescent



10

Mamaroneck Avenue (Gedney Way to Ethelridge Road) Improvement Project

The Improvement Project of Mamaroneck Avenue between Gedney Way and Ethelridge Road aims to improve the overall safety of a section of the divided, four lane bidirectional arterial that features significant generators of Vulnerable Road Users, namely children, concentrated along its western side.

Such community facilities include Gillie Park, Our Lady of Sorrows School, Archbishop Stepinac High School, and Ridgeway School. Multiple bus stops of the Westchester Bee-Line Bus System, characterized by inadequate pedestrian connectivity, are also present along the corridor.

Due to the presence of significant Vulnerable Road Users, the high speeds frequently experienced on Mamaroneck Avenue and limited sidewalks and formal crossings produces significant safety challenges that this Improvement Project seeks to address. In response to these challenges and presence of Vulnerable Road Users, the presented Improvement Project prioritizes speed reduction and improved pedestrian infrastructure across the entirety of the corridor.

As identified below under "Bike Infrastructure Projects", bidirectional marked bike lanes along the entirety of this Improvement Project are recommended, in addition to the interventions identified in Table 15. As a Westchester County roadway, this corridor requires intergovernmental coordination with Westchester County.

PRIORITY LEVEL

TIER 2

ESTIMATED TOTAL COST FOR IMPROVEMENT

\$1 MILLION*

INVOLVED ROADWAYS

Mamaroneck Avenue from Gedney Way to Ethelridge Road

**All cost estimates are preliminary and subject to change based upon further engineering and design evaluation.*

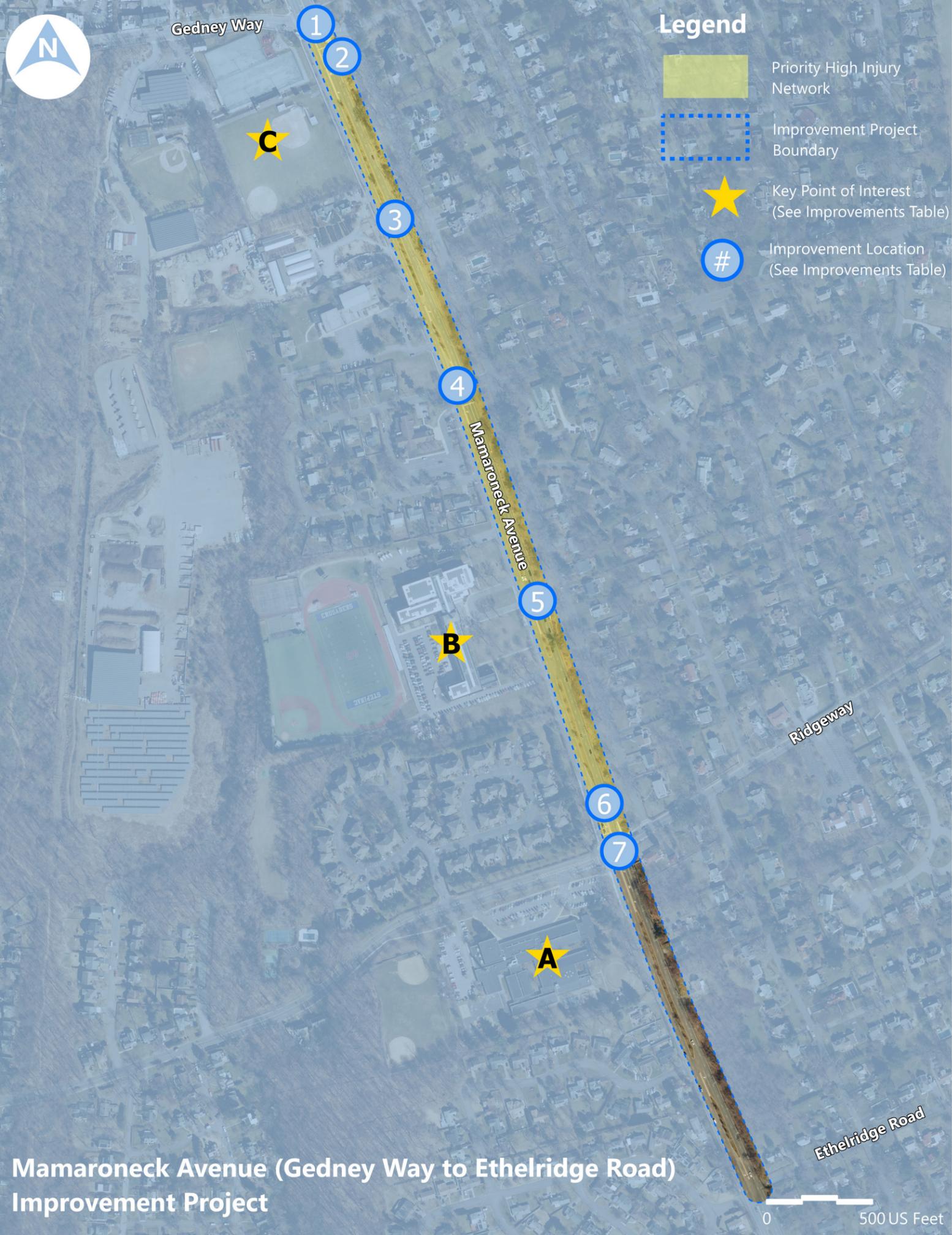


Table 15. Mamaroneck Avenue (Gedney Way to Ethelridge Road) Improvement Project

ID	Location Icon	Name of Location
A		• Ridgeway School
B		• Archbishop Stepinac High School
C		• Gillie Park
ID	Proposed Improvements	Description of Proposed Improvements
1		• Intersection redesign of Mamaroneck Avenue and Gedney Way (see Appendix C for detailed intersection redesign concept)
2		• Reconstruct and widen existing sidewalk on the east side of Mamaroneck Avenue between Gedney Way and Gedney Esplande (1,250 feet)
3		• Installation of speed feedback signs in both directions of Mamaroneck Avenue within the vicinity of Our Lady of Sorrows School
4		• Intersection redesign for Mamaroneck Avenue and Gedney Circle (see Appendix C for detailed intersection redesign concept)
5		• Installation of a HAWK signal and pedestrian refuge island for the existing crosswalk located across Mamaroneck Avenue directly in front of the Archbishop Stepinac High School
6		• Widening and extension of sidewalk on the west side of Mamaroneck Avenue from the intersection with Ridgeway to Archbishop Stepinac High School (850 feet)
7		• Intersection redesign for Mamaroneck Avenue and Ridgeway (see Appendix C for detailed intersection redesign concept)

Mamaroneck Avenue (Gedney Way to Ethelridge Road) Improvement Project



11

North Street Improvement Project

The North Street Improvement Project focuses on a segment of North Street in close proximity to multiple K-12 schools, including White Plains High School and the German International School of New York, places of worship, the Bristol Assisted Living facility, as well as significant portions of White Plains’ suburban, single-family residential development.

The corridor experiences significant school-related traffic, including high volumes of vehicles, pedestrians, and school buses. The intersection of North Street and Bryant Avenue notably experiences significant foot and motor vehicle traffic, with significant vehicle traffic continuing east through the intersection to travel to the eastern portions of the City and to I-287, in addition to traffic bound for northbound and southbound North Street. While separate from the North Street corridor, the priority intersection of Westchester Avenue and Bryant Avenue is included within this Improvement Project due to the intersection’s function as a significant gateway leading to the North Street corridor.

Planned improvements will enhance safety for all users—particularly students and school commuters—by addressing vehicle speeds, increasing pedestrian and bicycle connectivity and improving crossings. As identified below under “Bike Infrastructure Projects”, a shared use path along the east side of North Street connecting between the proposed shared-use path on Bryant Avenue and the entrance of White Plains High School is recommended, in addition to the interventions identified in Table 16. As a Westchester County roadway, this corridor requires intergovernmental coordination with Westchester County.

PRIORITY LEVEL

TIER 2

ESTIMATED TOTAL COST FOR IMPROVEMENT

\$1.8 MILLION*

INVOLVED ROADWAYS

North Street from Bristol Assisted Living Entrance to Club Pointe Drive

**All cost estimates are preliminary and subject to change based upon further engineering and design evaluation.*

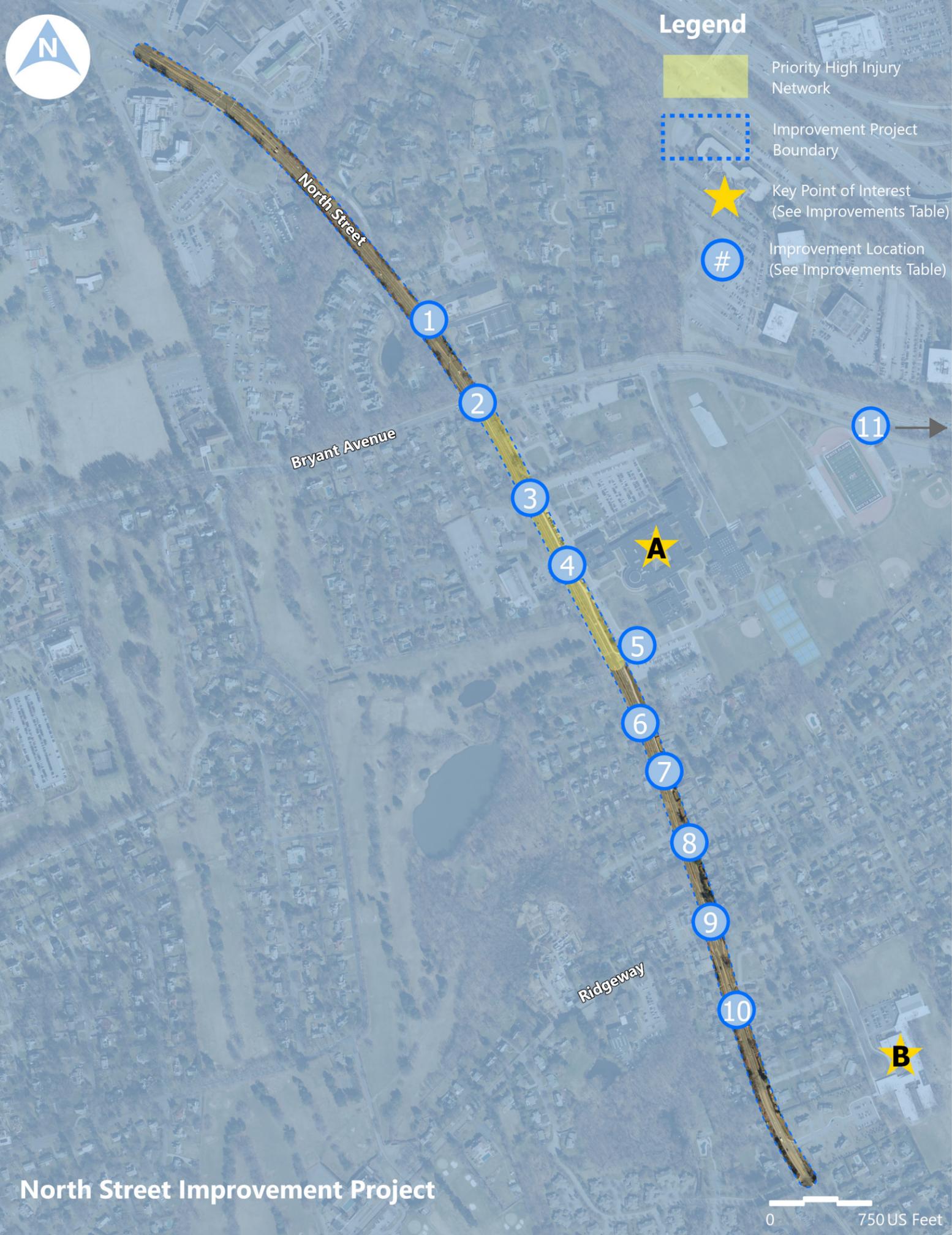


Table 16. North Street Improvement Project

ID	Location Icon	Name of Location
A	★	• White Plains High School
B		• German International School of New York
ID	Proposed Improvements	Description of Proposed Improvements
1		• Installation of sidewalk on the east side of North Street from Bryant Avenue to the existing crosswalk at The Bristol Assisted Living at White Plains (1,900 feet)
2		• Intersection redesign for North Street and Bryant Avenue (see Appendix C for detailed intersection redesign concept)
3		• Installation of sidewalk on the west side of North Street from Bryant Avenue to the existing sidewalk in front of YMCA White Plains (900 feet)
4		• Installation of high visibility crosswalks and HAWK pedestrian signals across both directions of North Street in front of YMCA White Plains • Installation of a pedestrian refuge island through the existing median
5		• Installation of a high visibility crosswalk across the southern entrance to White Plains High School at the intersection with North Street
6		• Installation of speed feedback signs in both directions of North Street near White Plains High School
7		• Installation of a high visibility crosswalk across Little Lane at the intersection with North Street • Installation of a high visibility crosswalk and HAWK signal across North Street on the south side of the intersection with Little Lane
8		• Installation of a high visibility crosswalk across Havilands Lane at the intersection with North Street
9		• Installation of high visibility crosswalks on the north and east sides of the intersection of North Street and Ridgeway • Installation of sidewalk on the west side of North Street from Ridgeway to Stanley Road (500 feet)
10		• Installation of sidewalk on the east side of North Street from Ridgeway to Masur Drive (1,200 feet)
11		• Intersection redesign for Westchester Avenue and Bryant Avenue (see Appendix C for detailed intersection redesign concept)



12

Mamaroneck Avenue (Carrigan Avenue to Purdy Avenue) Improvement Project

The segment of Mamaroneck Avenue between Carrigan Avenue and Purdy Avenue serves as a key southern gateway into the City of White Plains. Primarily suburban/rural in character, this segment of Mamaroneck Avenue is primarily intersected by residential streets and functions as a major entrance and exit route for commuters and visitors, carrying significant volumes of vehicular traffic.

The surrounding area is characterized by lower-density development, recreational resources, and natural vegetation, with Saxon Woods Park a notable area of interest on the segment that generates foot and motor vehicle traffic. Planned improvements will focus on enhancing safety for all users, reducing vehicle speeds, increasing visibility, and improving access to park and recreational amenities, while supporting the corridor’s function as a primary connector between White Plains and adjacent communities.

As identified below under “Bike Infrastructure Projects”, bidirectional marked bike lanes along the entirety of this Improvement Project are recommended, in addition to the interventions identified in Table 17. As a Westchester County roadway, this corridor requires intergovernmental coordination with Westchester County.

PRIORITY LEVEL

TIER 3

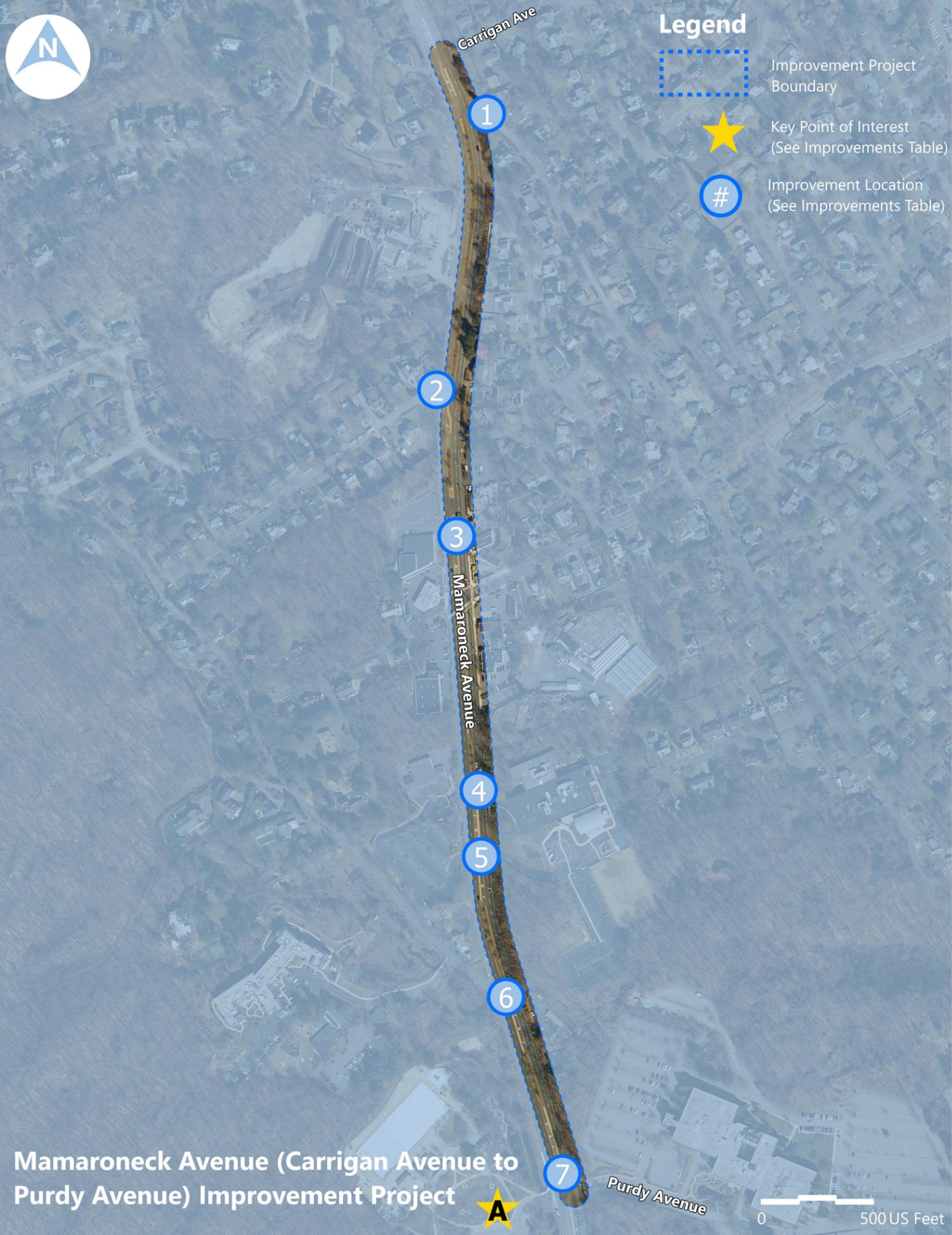
ESTIMATED TOTAL COST FOR IMPROVEMENT

\$1.1 MILLION*

INVOLVED ROADWAYS

Mamaroneck Avenue from Carrigan Avenue to Purdy Avenue

**All cost estimates are preliminary and subject to change based upon further engineering and design evaluation.*



Legend



Improvement Project Boundary



Key Point of Interest (See Improvements Table)



Improvement Location (See Improvements Table)

Table 17. Mamaroneck Avenue (Carrigan Avenue to Purdy Avenue) Improvement Project

ID	Location Icon	Name of Location
A		<ul style="list-style-type: none"> Saxon Woods Park
ID	Proposed Improvements	Description of Proposed Improvements
1		<ul style="list-style-type: none"> Installation of a flashing yellow traffic light for both directions of Mamaroneck Avenue at the intersection with West Street
2		<ul style="list-style-type: none"> Trim existing vegetation on Saxon Woods Drive to improve visibility of Mamaroneck Avenue
3		<ul style="list-style-type: none"> Installation of sidewalk on the east side of Mamaroneck Avenue from existing sidewalk directly north of Rosedale Avenue to Dale Street (400 feet)
4		<ul style="list-style-type: none"> Installation of sidewalk on the east side of Mamaroneck Avenue directly north of the Windward School to the existing sidewalk (400 feet)
5		<ul style="list-style-type: none"> Installation of speed feedback signs on both sides of Mamaroneck Avenue on the south side of the entrance to the Windward School
6		<ul style="list-style-type: none"> Installation of a flashing yellow traffic light for both directions of Mamaroneck Avenue at the intersection with Saxon Wood Road
7		<ul style="list-style-type: none"> Installation of pedestrian refuge island for the crosswalk located on the north side of the intersection of Mamaroneck Avenue and Purdy Avenue

Mamaroneck Avenue (Carrigan Avenue to Purdy Avenue) Improvement Project



Bike Infrastructure Projects

The application of recommended physical interventions for expanding bicycle infrastructure contained within the Vision Zero Toolkit to the roadways of White Plains will not only improve multi-modal safety across the City, but transform the relatively negative perception of bicycling safety held by large portions of White Plains residents today.

Existing Conditions of the White Plains Bicycle Network

Citywide, biking is perceived by White Plains residents as the least safe mode of transportation among all typical modes (i.e. walking, biking, taking a bus, taking a train and driving), with 44 percent labeling biking as “unsafe”⁶. Such a perception contributes to a significantly low portion of the City’s population relying on bicycling as a mode of transportation. Specifically, only two percent of White Plains residents report biking every day as a mode of transportation and 15 percent report biking at least once a week. Though crash trends within White Plains indicate that walking within White Plains—which was perceived as unsafe by nearly half as many survey respondents—comparatively poses a greater risk of fatal or serious injury than biking, perception of safety can significantly impact the way and frequency in which a transportation mode is relied upon.

One of the primary contributors to this perception of danger is a lack of sufficient dedicated bike facilities across White Plains. Across the City, 3.1 miles of marked bike lanes, 1.3 miles of shared lane markings (“sharrows”), and 0.3 miles of a two-way separated bike lane are present on roughly 150 miles of city- and county-owned roadways⁷. Collectively, this is equivalent to bike facilities

present on 3% of city and county-owned roadways within White Plains. In addition, a 2.2-mile segment of off-road shared path known as the Bronx River Parkway Trail traverses the western portion of the City, within vicinity of the tracks of the Metro North train service.

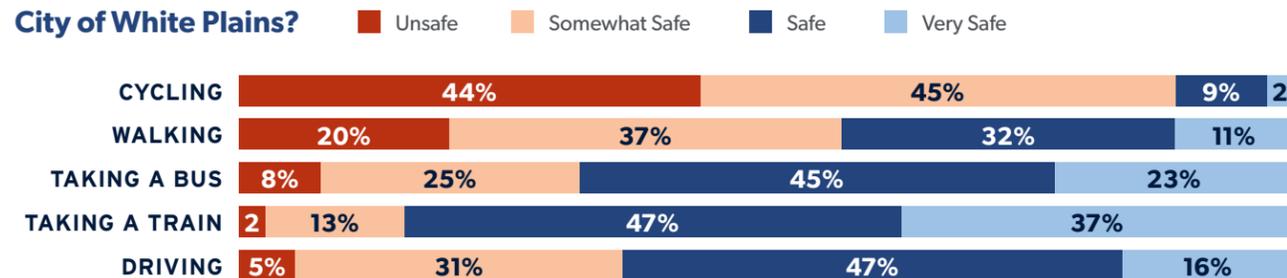
This existing bike network is disjointed and disconnected from significant points of interest and community facilities throughout the City. The large proportion of existing one-way bike lanes can create confusion and inconvenience for bicyclists attempting to navigate round trips through the City. With much of the existing bike infrastructure within the City limited to the central core of the City’s downtown, residents of the City are unable to safely and comfortably use their bike to travel to/from their homes to their intended destination. Lastly, the commonality of shared lane markings (also known as “sharrows”) throughout the City on high trafficked roadways provide little protections for bicyclists and, thus, only the most experienced bicyclists are likely to feel comfortable enough to bike extensively throughout the City of White Plains.

The map titled “Existing Bike Network of the City of White Plains” depicts the existing bike facilities within White Plains. Appendix F inventories the locations and lengths of all of these existing bike facilities.

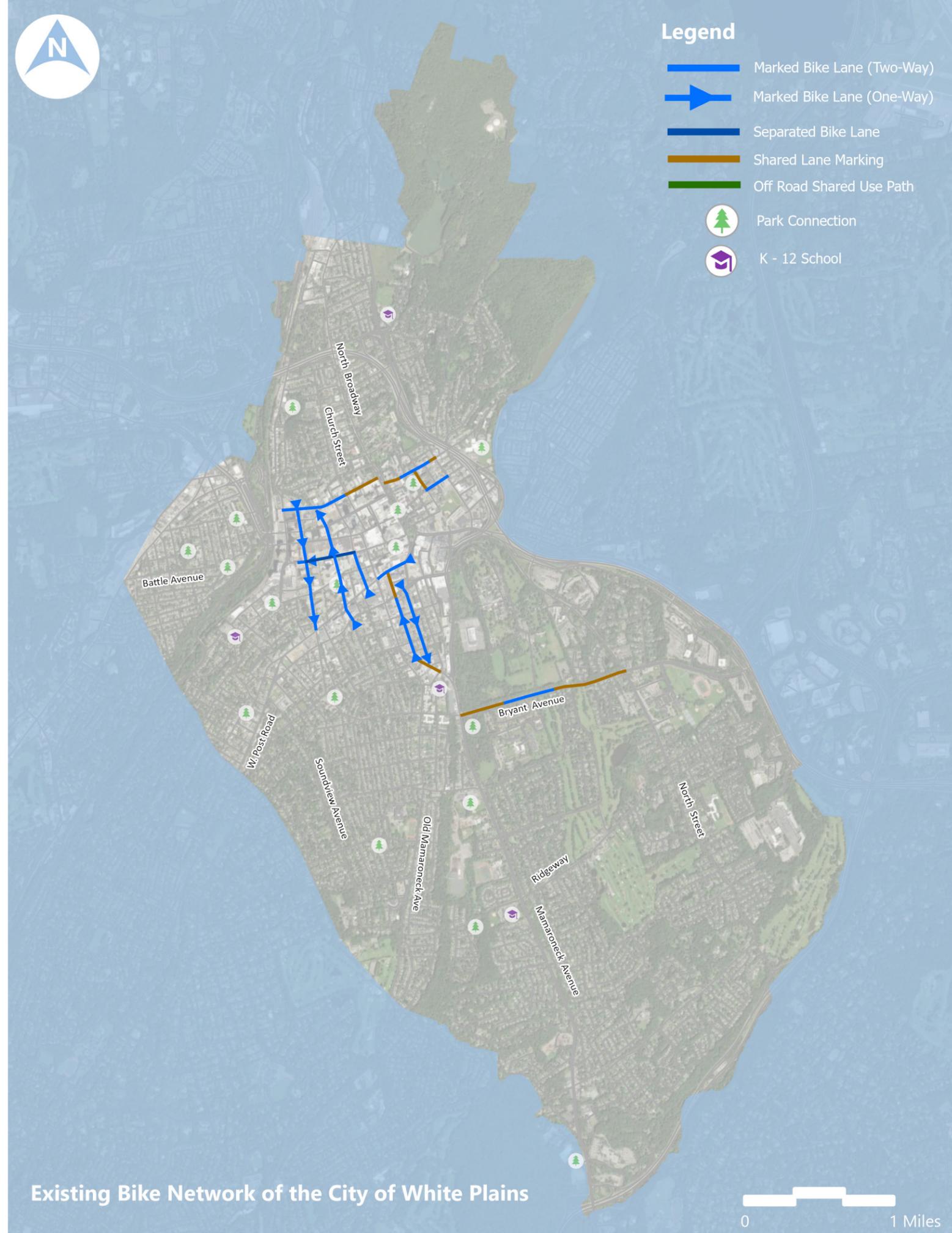
⁶ Please see Appendix A for a summary of the results from the conducted survey for the White Plains Vision Zero Action Plan

⁷ City of White Plains, “Bike White Plains” [Bike White Plains | White Plains, NY - Official Website](#)

How safe do you feel while driving, walking, cycling, or using public transportation in the City of White Plains?



Only 2% of White Plains residents report biking every day as a mode of transportation and 15% report biking at least once a week.



Strategies for Expanding the White Plains Bicycle Network

A fully connected, accessible and convenient network of bicycle facilities spanning across the City of White Plains not only encourages a diversity of modes, but safer travel for all road users. The attainment of a fully connected bicycle network throughout White Plains will additionally leverage the existing predominant travel patterns common throughout Westchester County. On average, 30% and 23% of trips taken by Westchester County residents, including those living in White Plains are less than one mile, and between one and three miles in distance, respectively⁸. Such short distance trips are ideal opportunities to encourage a greater reliance on bicycling when safe and appropriate bike facilities are present. This travel pattern, in addition to the existing land use patterns within White Plains and existing roadway characteristics, make White Plains a prime candidate for an extensive bicycle network.

In light of this, the proposed bike network outlined within this Action Plan aims to achieve the following objectives:

- Improve the comfort, safety, and perception of safety of the act of bicycling within White Plains among City residents
- Improve the reliability of bicycling throughout the City of White Plains through the installation of supportive infrastructure
- Increase the number of residents who bike at least once a week to a destination within White Plains
- Decrease the reliance on driving for short trips (less than 3 miles) within the City

To identify feasible roadways for bike facilities, a comprehensive assessment of all roadways within White Plains was conducted. This assessment took into account nearby land uses and key points of interest, the average travel speeds and traffic volumes of roadways (when available), and whether adequate space for bike facilities was available within the width of each given roadway. In order to be considered an eligible roadway for bicycle infrastructure, each roadway met the following:

- For marked bike lanes, the roadway must have 5 feet on either side (10 feet in total) available for bike facilities
- For buffered bike lanes, the roadway must have, at a minimum, 6.5 feet on either side (13 feet in total) available for bike facilities
- For separated/protected bike lanes, the roadway must have, at a minimum, 15 feet available for bike facilities
- For off-road shared use paths, 10 feet, at a minimum, and 12 feet, ideally, of unconstrained space must be available for bike facilities

Shared lane markings (“sharrows”) were only recommended along roadways that are primarily residential in nature and/or experiences low traffic volumes, and provide key connections between other proposed bike facilities. While further extensions of the proposed bike network for White Plains are encouraged to span into residential roadways, the conducted assessment for bike improvements within White Plains primarily focused on significant travel corridors in order to direct finite investments to priority corridors that will generate benefits for most users.

It is recommended that the proposed bicycle facilities of this Action Plan be integrated into ongoing resurfacing projects and the City of White Plains’ annual Capital Plan whenever practical. Overall, the proposed strategies are recommended for expanding and improving the White Plains bicycle network to comfortably and safely serve bicyclists of all ages and abilities.

⁸ US Bureau of Transportation Statistics, “Distribution of Trips By Distance”, <https://www.bts.gov/browse-statistical-products-and-data/covid-related/distribution-trips-distance-national-state-and>

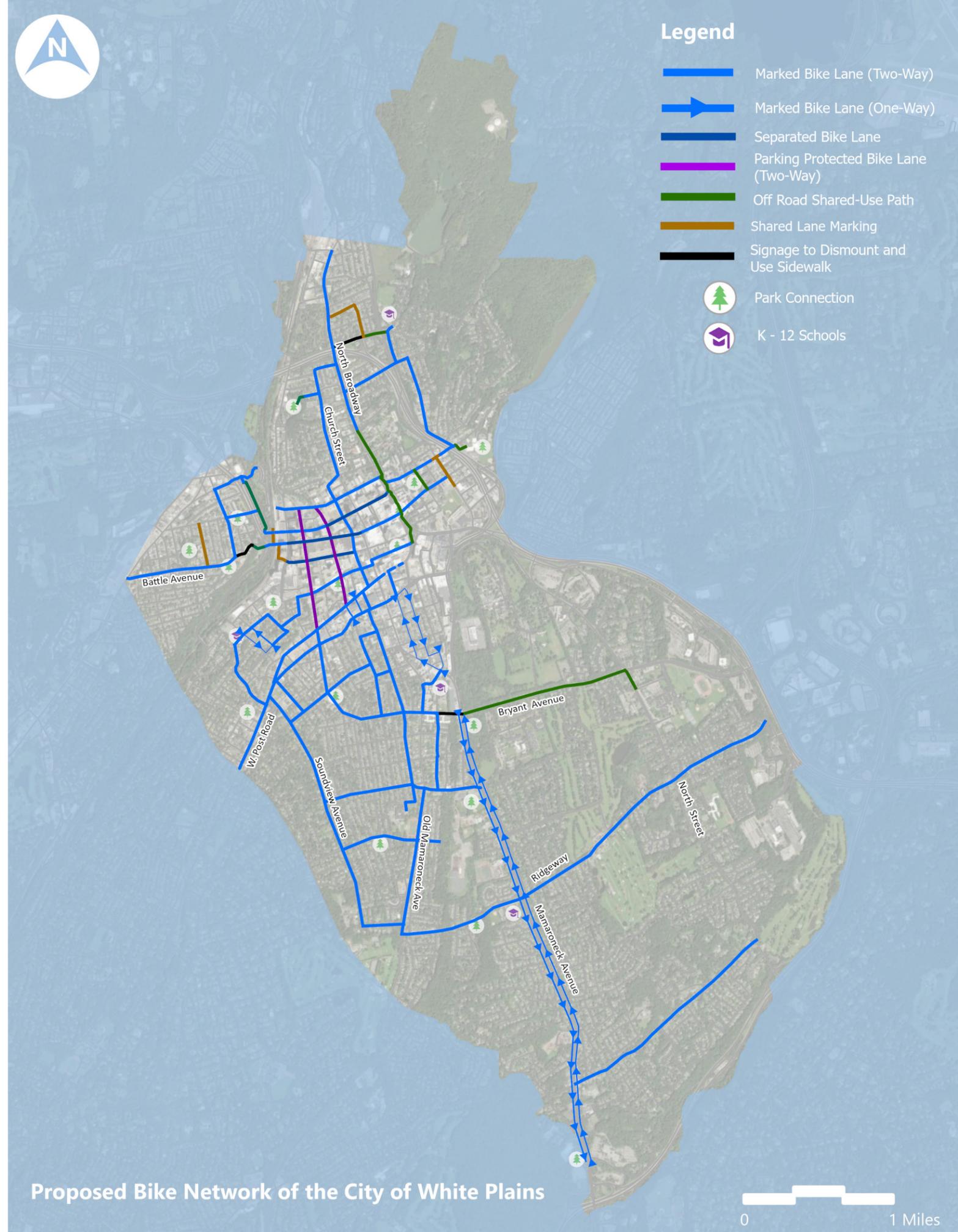
Table 18: Strategies for Bicycle Network Development and Enhancement

Strategy	Short Description	Priority Level	Examples of Partnership Opportunities	Performance Measure
BK-1. Install Marked/Buffered Bike Lanes on 25.2 Miles of Roadway, as Identified in Appendix F of this Action Plan	Marked and/or buffered bike lanes (buffered through hatched striping) provide a clear separation and delineation for safe travel by bicyclists.	High	Westchester County	Miles of recommended bike facilities installed
BK-2. Install Protected Bike Lanes on 2 Miles of Roadway, as Identified in Appendix F of this Action Plan	Protected bike lanes, protected by a vertical barrier, provide a complete separation from motor vehicles for safe travel by bicyclists.	High	Westchester County	Miles of recommended bike facilities installed
BK-3. Install Off-Street Shared Use Path Along 2.2 Miles of Roadway, as Identified in Appendix F of this Action Plan	Shared-use paths accommodate pedestrians and bicyclists alike and promote complete separation from motor vehicles, though ped-bike conflicts may be increased. Shared-use paths are ideal for both transportation and recreational purposes and can be used for connections to park locations and trails.	High	Westchester County	Miles of recommended bike facilities installed
BK-4. Install Signage to Dismount Bike and Use Sidewalk for 1 Mile of Roadway, as Identified in Appendix F of this Action Plan	Signage indicating to bicyclists to dismount their bikes and utilize the sidewalk are reserved for segments of roadway that are constrained and cannot accommodate on-road bike facilities. Such signage is a last resort for areas connecting two segments of bike lanes in order to prevent gaps in the network.	High	-	Miles of recommended bike facilities installed
BK-5. Install Shared Lane Markings for 1 Mile of Roadway, as Identified in Appendix F of this Action Plan	Shared lane markings, which feature a bike symbol marked within the travel lane, indicate to motorists that bicyclists are using the same space as them. Shared lane markings are only appropriate for low-volume, low-speed, residential areas.	High	Westchester County	Miles of recommended bike facilities installed
BK-6. Install Bike Boxes at All Signalized Intersections, Where Multiple Bicycle Facilities Intersect	Bike boxes increase the visibility of bicyclists to motorists stopped at key intersection and give bicycle movement priority. Installation of bike boxes should be prioritized to signalized intersections with the City’s downtown core, where two or more bicycle facilities intersect.	Medium	Westchester County	-

Table 18: Strategies for Bicycle Network Development and Enhancement (continued)

Strategy	Short Description	Priority Level	Examples of Partnership Opportunities	Performance Measure
BK-7. Install Bike Racks at High Priority Locations	Widespread proliferation of bike racks help to improve the convenience and reliability of depending on bicycling as a mode of transportation. High priority locations include, but are not limited to: transit hubs, public parks, near K – 12 schools, government facilities, community centers, among others.	Medium	<ul style="list-style-type: none"> Westchester County Metropolitan Transportation Authority Westchester Cycling Club 	Number of bike racks/ bike storage units installed
BK-8. Install Bike Repair Stations at High Priority Locations	Widespread proliferation of bike repair stations help to improve the reliability of depending on bicycling as a mode of transportation and reduces the risks of bicyclists from getting “stranded”. High priority locations include, but are not limited to: transit hubs, public parks, near K – 12 schools, government facilities, community centers, among others.	Low	<ul style="list-style-type: none"> Westchester County Metropolitan Transportation Authority Westchester Cycling Club 	Number of bike repair stations installed
BK-9. Restore a Bike Share Program Citywide	The City of White Plains previously had a bike share program between 2018 and 2020. Following the expansion of the White Plains Bike Network, the restoration of a bike share program can be sustained citywide and will increase access to biking for residents that do not own a bike or for visitors within downtown core.	Medium	Westchester Cycling Club	-
BK-10. Work towards Obtaining Designation as a “Bike Friendly Community”	The League of American Bicyclists maintains the “Bicycle Friendly Community” program to recognize communities that have fostered bicycling and adhered to best practices for biking. Such recognition can further enhance awareness of biking within White Plains and can assist with attaining additional resources and support for improving multimodal connectivity and safety within the City.	Low	Westchester Cycling Club	-

Overall, the proposed bike network would span a collective 31 miles, equivalent to roughly 21% of all city and county owned roadways within the City of White Plains, and would provide connections with more than a dozen points of interest, including K-12 schools and public parks. The map titled “Proposed Bike Network of the City of White Plains” depicts the proposed bike facilities within White Plains, including proposed bike racks and repair station locations. Appendix F inventories the locations and lengths of all proposed bike facilities.



Proposed Bike Network of the City of White Plains

Legend

- ▬ Marked Bike Lane (Two-Way)
- ▬➔ Marked Bike Lane (One-Way)
- ▬ Separated Bike Lane
- ▬ Parking Protected Bike Lane (Two-Way)
- ▬ Off Road Shared-Use Path
- ▬ Shared Lane Marking
- ▬ Signage to Dismount and Use Sidewalk
- 🌳 Park Connection
- 🎓 K - 12 Schools

Placemaking & Wayfinding Strategies

Beyond the installation of engineering solutions into the physical roadway network, physical placemaking and wayfinding interventions can foster more pedestrian and bicyclist friendly environments, and reduce overall confusion and distractions for all roadway users, respectively. With opportunities to integrate placemaking strategies and themes into developed wayfinding systems and vice versa, individual strategies related to both placemaking and wayfinding are ideally considered in tandem.

motorists that convey the idea that a roadway is not solely occupied by motor vehicles, thus encouraging reduced speeds and greater attentiveness. Public art, in particular, has long been recognized as a national best practice for roadway safety interventions. In order to reflect the identity of the community of White Plains and create environments that are engaging to the City’s residents, it is highly recommended that all placemaking strategies be informed by extensive public outreach processes. While not directly impacting roadway design, placemaking can foster safer and more inviting environments for all roadway users.

In light of this, the following actions are recommended as part of the Vision Zero Action Plan:

Placemaking (PM) Strategies

Placemaking—particularly physical measures that “activate” (i.e. increasing the vibrancy of) public spaces can improve the overall safety of a roadway by creating “visual cues” to

Strategy	Short Description	Time-Frame	Examples of Partnership Opportunities	Performance Measure
PM-1. Develop an Annual Public Artist in Residence (PAIR) Program	A PAIR Program involves the selection of an artist from the community each year to work along City departments to devise creative and artistic projects citywide that will support Vision Zero. The selected PAIR would be responsible for overseeing the creative direction of projects, identifying opportunities for integrating public art and placemaking in roadway safety projects and overseeing the recommended Asphalt Art program.	Short Term (0-2 Years)	ArtsWestchester	-
PM-2. Create a Citywide Asphalt Art Program	Integration of asphalt art, namely murals, on roadways, vertical structures like medians and other traffic barriers, and pedestrian spaces improve safety by providing cues to motorists to slow down and remain vigilant. A formal asphalt art program, under the oversight of the Public Artist in Residence, will identify, plan and implement asphalt art into ongoing Vision Zero safety improvements.	Short Term (0 - 2 Years)	ArtsWestchester, White Plains BID, Westchester County	Number of Annual Asphalt Art Projects

Table 19: Placemaking Strategies (continued)

Strategy	Short Description	Time-Frame	Examples of Partnership Opportunities	Performance Measure
PM-3. Establish a Public Art Contest that invites residents to submit Vision Zero artwork for painting on pedestrian signal cabinet boxes throughout the City downtown	Cabinet boxes that store the wiring and electronics for pedestrian signals, typically appearing gray and metallic, are ubiquitous across the City of White Plains. The call for and selection of art concepts for these cabinet boxes from residents of the City can beautify the roadways throughout White Plains, while enhancing community involvement in the Vision Zero process.	Short Term (0-2 Years)	ArtsWestchester, White Plains BID	Number of Painted Pedestrian Signal Cabinet Boxes
PM-4. Install Light Pole Banners Along Key Commercial Corridors	Decorative light pole banners, which are affixed to existing street lighting fixtures along a roadway, provide relatively low-impact opportunities for elevating the appearance of roadway corridors and increasing the attentiveness of motorists by subconsciously indicating the presence of pedestrians and other Vulnerable Road Users.	Medium Term (3-4 Years)	Westchester County, ArtsWestchester, White Plains BID	Number of Light Pole Fixtures Improved with Light Pole Banners
PM-5. Develop a “Play Streets” Pilot Program on Key Roadways Adjacent to K – 12 Schools	Play Streets are designated segments of roadways proximate to K – 12 schools that are closed to vehicular traffic during after school hours to provide spaces for active play and physical activity for students and their families. Such play streets can include interactive activities, arts and crafts, temporary playgrounds and areas, among other amenities. Such closures improve the safety of school children by eliminating the potential for crashes following dismissal times and activates spaces around schools to increase physical activity. Notable potential roadways for the designation of Play Streets include, but are not limited to: Amherst Place/Canfield Avenue Near Eastview Middle School, Davis Avenue near Highlands Middle School, Soundview Avenue near Post Road School, and Church Street near Church Street School.	Medium Term (3-4 Years)	White Plains Public School District, White Plains Youth Bureau	Number of students participating in a designated Play Street

Table 19: Placemaking Strategies (continued)

Strategy	Short Description	Time-Frame	Examples of Partnership Opportunities	Performance Measure
PM-6. Develop one-way “Shared Street” (Woonerf) Pilot Projects on Court Street between Martine Avenue and Main Street, and Ferris Avenue between Hamilton Avenue and Water Street (see “Transit District Improvement Project”)	The shared street/woonerf concept focuses on converting existing roadways to primarily pedestrian plazas, with some limited access to vehicles traveling at significantly lowered (~5 MPH) speeds. Such improvements associated with conversion to a shared street includes narrowing streets with curb extensions, landscaping, utilization of brick pavers on the roadway and making the roadway flush with the curb line/sidewalk.	Medium Term (3-4 Years)	White Plains Beautification Foundation, White Plains BID	-
PM-7. Promote Chalk Art Events Citywide to Promote Roadway Safety	Chalk art events involve the closure of roadways and invitation to all families and residents to decorate a roadway using chalk. Such events not only reclaim roadways for public space, but act as temporary asphalt art projects while the chalk art remains.	Short Term (0-2 Years)	ArtsWestchester, White Plains BID, White Plains Public School District, White Plains Youth Bureau	Number of Chalk Art Events Held
PM-8. Integrate Streetscaping and Street Planters in Roadway Improvement Projects	The installation of streetscaping, including rain gardens and other green infrastructure improvements, and street planters not only enhances the aesthetics of roadway corridors, but can serve as safety enhancements by acting as barriers between pedestrian zones and motor vehicles.	Ongoing	White Plains Beautification Foundation, White Plains BID, Westchester County	Number of Streetscaping Projects
PM-9. Restore the “Welcome to White Plains” Sign on the Railroad Trestle at Main Street and Bronx Street	Originally installed in 1995 by the White Plains Beautification Foundation, the “Welcome to White Plains” sign located on the railroad trestle at Main Street and Bronx Street was removed in 2018. The restoration of this signage will help to return the Metro North overpass on Main Street as a gateway into Downtown White Plains and provide visual cues to motorists that they are entering a multi-modal downtown.	Long-Term (5+ Years)	Metropolitan Transportation Authority, White Plains Beautification Foundation	-

Wayfinding (WF) Strategies

A cohesive wayfinding system for pedestrians, bicyclists and motorists alike helps to improve the convenience and accessibility of moving around a community and reduces the instances of motorists becoming confused or distracted while looking for their destination. In this way, implementation of a consistent and holistic wayfinding system within the City of White Plains can contribute to roadway safety and mobility in two primary ways:

- Addressing driver inattention by providing directions for popular destinations, thus reducing the instances of drivers taking their eyes off the roadway to find their intended destination
- Creating more welcoming, convenient and engaging walking and biking experiences throughout the City, thus encouraging greater multi-modal activity throughout the City and improving safety

As the particular needs of pedestrians and bicyclists, and motorists differ, two complementary types of wayfinding signage schemes are necessary to provide clear and legible navigation to White Plains’ roadway users. Despite these variations in the actual signage types that are necessary to accommodate the differing needs of pedestrians and bicyclists, and motorists, all wayfinding signs within White Plains should follow the same appearance and branding guidelines. A consistent appearance and messaging across all wayfinding signs help to foster a recognizable system of signs and contribute to the overall identity and placemaking of the City of White Plains.

Given these benefits that a wayfinding system can have for fostering safer, more accessible and more convenient roadways, the following actions are recommended as part of the Vision Zero Action Plan:

Table 20: Wayfinding Strategies

Strategy	Short Description	Time-Frame	Examples of Partnership Opportunities	Performance Measure
WF-1. Develop a Consistent Identity and Messaging for a Wayfinding System to Improve Recognition and Navigation Among All Roadway Users	The creation of a clear and memorable “brand” for White Plains’ wayfinding system (ex.: <i>the “In Plains Site” Wayfinding System</i>) at the onset can help increase the speed and frequency to which residents and visitors recognize installed wayfinding signs and enhances the overall City’s identity It is highly recommended that an extensive public outreach campaign be held to gather community input on the overall “brand” that the City’s wayfinding system should take. This should include the development of a wayfinding destinations survey which gauges resident opinions on notable destinations within the City.	Short Term (0-2 Years)	ArtsWestchester, White Plains BID	-

Table 20: Wayfinding Strategies (continued)

Strategy	Short Description	Time-Frame	Examples of Partnership Opportunities	Performance Measure
WF-2. Install Wayfinding Signage for Pedestrian and Bicyclists on All Primary Circulation Roadways Within ¼ mile of Notable Ped-Bike Points of Interest	<p>Pedestrian-scale wayfinding signage that should be installed citywide at locations of high pedestrian traffic within ¼ mile of a notable destination of pedestrian interest.</p> <p>The pedestrian wayfinding system is recommended to consist of two types of signage:</p> <ol style="list-style-type: none"> 1. Detailed pedestrian signs displaying maps of the surrounding road network and notable pedestrian points of interest, as well as transit stops and bike facilities. Such signage should be “heads-up” meaning that all sign maps are oriented to the direction the user is facing 2. “Fingerpost” Signs that features arrows and estimated travel distances to key points of interest within ¼ mile radius <p><i>See Appendix G for key points of interest that wayfinding signage should direct pedestrians to.</i></p>	Medium Term (3-4 Years)	Westchester County, White Plains BID	-
WF-3. Develop and Promote a Citywide Historic Walking Trail	<p>Establishment of a Historic Walking Trail to key historic sites throughout the City can further enhance the overall walking experience within White Plains. To support the establishment of such a trail, it is recommended that key sites throughout White Plains be improved with interpretive historic signage. Additional markers can be affixed to the sidewalk at key locations to guide pedestrians to notable historic sites.</p> <p>Previous historic walking loops developed by the White Plains Department of Recreation and Parks should be leveraged for the development of the White Plains Historic Walking Trail.</p> <p><i>See Appendix G for key locations recommended for inclusion within the proposed White Plains Historic Walking Trail.</i></p>	Low	White Plains Historical Society	-

Table 20: Wayfinding Strategies (continued)

Strategy	Short Description	Time-Frame	Examples of Partnership Opportunities	Performance Measure
WF-4. Install Wayfinding Signage for Motorists on All Primary Circulation Roadways Within 1 Mile of Notable Motorist Points of Interest	<p>To reduce driver distractions while looking for their intended destinations, it is recommended that new metal traffic wayfinding signage consistent with the established wayfinding “brand” be installed citywide at locations within 1 mile of notable points of interest. Each roadway wayfinding sign should be easily legible to traveling motorists and should include arrows and travel distances to guide motorists.</p> <p><i>See Appendix G for key destinations recommended to be included in wayfinding for motorists traveling within White Plains.</i></p>	Medium	Westchester County	Favorability rating of Citywide Wayfinding Among Residents And Visitors (recommended to be surveyed every 5 years)

Public Awareness & Education Strategies

Investments into the actual roadway network of a community, while significant, cannot lead to Vision Zero alone. The safest of roadways can still experience serious injury and fatal crashes as a result of the behavior of road users. Unsafe behaviors, such as speeding, distracted driving and driving while impaired, can contribute to crashes regardless of the characteristics of the specific roadway. Therefore, education and awareness initiatives that focus on “Safe People” and reducing the frequency of these unsafe behaviors represent an invaluable counterpart to changing the physical environment in pursuit of a “Safe System” and Vision Zero. While investments in the physical roadway environment work to counteract the tendency of humans to make mistakes, public awareness and education strategies target the tendency of humans to become distracted, including the phenomenon of “highway hypnosis” (i.e. the tendency to “zone out” during long or familiar drives), or practice other unsafe behaviors.

A concentrated citywide education and awareness campaign should focus on all ages and types of road

users, with a specific emphasis on targeting the safety of Vulnerable Road Users, such as seniors, children, persons with disabilities, pedestrians and bicyclists. It is highly recommended that such campaigns leverage both in-person and digital opportunities to disseminate information and developed educational materials. Overall, an education and awareness campaign implemented within the City of White Plains in support of this Action Plan should seek to achieve the two primary goals of:

1. Increasing the public’s awareness of the concept of Vision Zero and the City’s goal of attaining Vision Zero by 2050 as a “call to action”
2. Developing and disseminating educational materials on traffic laws, specific roadway interventions, the dangers of specific unsafe behaviors, and road safety and etiquette best practices to all road users in both in-person and digital settings

In recognition of the value that education and awareness can have influencing the behaviors of all road users, the following actions are recommended as part of the Vision Zero Action Plan:



Example Awareness Campaign Graphic for White Plains Vision Zero

Table 21: Public Awareness and Education Strategies

Strategy	Short Description	Time-Frame	Examples of Partnership Opportunities	Performance Measure
AW-1. Establish a comprehensive Vision Zero awareness and education campaign that follows a consistent branding scheme	A Vision Zero Awareness and Education Campaign that provides consistent messaging across platforms is a valuable tool in Vision Zero’s Pursuit to encourage “Safer People”. Through a concentrated education effort, the behaviors of all road users can be improved. <i>See Appendix H for a discussion on potential strategies for such a Comprehensive Awareness and Education Campaign.</i>	Short Term (0-2 Years)	-	-
AW-2. Create and disseminate Vision Zero and Safe Routes to School K - 12 curriculum among all K - 12 schools citywide	In conjunction with recommendation PO-2, the creation of Vision Zero materials tailored to K - 12 curriculum can create an engaging and educational avenue to teach schoolchildren about road safety practices. To support this curriculum, the City of White Plains should coordinate in-person Vision Zero assemblies and events at K-12 schools throughout White Plains.	Medium Term (3-4 Years)	White Plains Public School District, White Plains Youth Bureau	Number of in-person outreach events held involving K-12 School Children
AW-3. Update and Expand Bike 101 and Pedestrian Safety resources on City’s website and disseminate materials to community	Existing educational resources pertaining to road safety and traffic laws should be updated and expanded to include all modes of transportation, including users of micromobility devices. Additionally, all traffic laws and procedures should be combined into one document and digitized for dissemination through the City’s website.	Short Term (0-2 Years)	New York State Department of Transportation, New York State Department of Motor Vehicles, Westchester County, NYS Governor’s Traffic Safety Committee (GTSC)	-
AW-4. Create and disseminate targeted educational materials on emphasis areas, including driver inattention, intersection safety and night-time driving, and on specific interventions, including Flashing Yellow Light Beacons and pedestrian signals	The creation of education materials on the emphasis areas identified within this Action Plan as well as materials designed to increase the public’s understanding of specific road safety countermeasures can foster safe behaviors among all road users. Dissemination of such materials should include, but are not limited to: in-person public meetings, in-person presentations at community centers, and digital webinars, among other avenues.	Short Term (0-2 Years)	New York State Department of Transportation, New York State Department of Motor Vehicles, Westchester County, NYS GTSC	Number of Webinars and Digital Outreach Events for Vision Zero, Number of Vision Zero Education Community Events

Table 21: Public Awareness and Education Strategies (continued)

Strategy	Short Description	Time-Frame	Examples of Partnership Opportunities	Performance Measure
AW-5. Develop a Sidewalk Decal Program	Sidewalk decals reminding pedestrians to remain aware of their surroundings, look up from their phones, and follow traffic laws can serve as effective means of improving awareness of road safety and discouraging distracted pedestrians.	Medium Term (3-4 Years)	-	Number of Feet/ Miles of sidewalk improved with Vision Zero decals
AW-6. Designate select corridors of the High Injury Network as "Vision Zero Zones", with signage affixed to speed limit signs	Signage indicating that corridors identified as part of the High Injury Network are "Vision Zero Zones" can serve as real-world designations of the HIN and as an indication to road users to use caution along the HIN.	Short Term (0-2 Years)	Westchester County	Number of designated "Vision Zero" Zones
AW-7. Leverage Citywide Newsletters and social media posts to share road safety tips and profile the stories of community residents who have been lost to roadway crashes	All methods of the City's communications with residents should be leveraged to integrate Vision Zero related materials. Messaging relevant to Vision Zero should be featured in social media postings or within the City's newsletter at least once every two months.	Short Term (0-2 Years)	-	Number of Vision Zero Social Media Postings
AW-8. Implement an annual Vision Zero training for all City employees	Internal training on road safety and Vision Zero among City staff will improve internal understanding of Vision Zero and the goals of the White Plains Vision Zero Action Plan, while educating City Staff on road safety behaviors.	Medium Term (3-4 Years)	-	Percent of City Staff Passing Annual Vision Zero Trainings
AW-9. Leverage National Night Out, Rock the Block Community Event, Car Free Day, among other community events to create educational events	Community-wide events are ideal opportunities for disseminating information and materials on Vision Zero to a large segment of White Plains' residents	Short Term (0 - 2 Years)	White Plains Public Safety, White Plains BID, NYS GTSC	Number of In-Person Vision Zero Educational Community Events
AW-10. Annually Commemorate the World Day of Remembrance for Road Traffic Victims on the third Sunday in November	The World Day of Remembrance for Road Traffic Victims is a United Nations-recognized global day of remembrance. Within White Plains, this day can be commemorated by profiling the stories of those who lost their lives on White Plains' roadways.	Short Term (0 - 2 Years)	-	Number of In-Person Vision Zero Educational Community Events
AW-11. Create a Digital Media Strategy	Digital media opportunities help to disseminate information to significantly larger audiences than other-in person and digital awareness efforts.	Short Term (0 - 2 Years)	Westchester County, NYS GTSC	Number of Digital Media Opportunities

Policy & Enforcement Strategies

The recommended policy and enforcement strategies take a top-down approach to road safety improvement, focused on the processes and actions of the City itself and relevant governmental partners. Overall, policy and enforcement, while not sufficient on their own, play a part in both altering the level of safety on the roadways of White Plains as well as influencing the behavior of roadway users.

objectives, the City of White Plains adopted a 25 MPH speed limit for nearly all city-owned roadways. The policy strategies incorporated within this Action Plan work to build upon the past policies adopted by the City of White Plains pertaining to roadway safety, such as the recent speed limit change, and further advance the reduction of serious injury and fatal crashes as a priority of the City of White Plains for decades to come. Through this process, the policy recommendations identified below will work to support the counterpart physical, placemaking and wayfinding, education and awareness, and enforcement strategies presented within this Action Plan.

Policy (PO) Strategies

Policy substantially serves as the backbone of a community's priorities and often offers insight into the shape that a community will take for the coming decades. In May 2024, in support of the citywide Vision Zero

Overall, the following actions are recommended as part of the Vision Zero Action Plan:

Table 22: Policy Strategies

Strategy	Short Description	Time-Frame	Examples of Partnership Opportunities	Performance Measure
PO-1. Update the City of White Plains Complete Streets Policy	The City of White Plains originally adopted a resolution establishing a Complete Streets Policy in 2013. To reflect the goals of Vision Zero within White Plains, especially for Vulnerable Road Users, it is recommended that this resolution be updated and a full Complete Streets Policy be adopted by the City. This policy should adhere to the Complete Streets Policy Framework established by Smart Growth America's National Complete Streets Coalition (NCSC) ⁹ .	Short Term (0-2 Years)	-	-
PO-2. Establish a Citywide Safe Routes to School Program	Adoption of a Safe Routes to School Program within White Plains, in conjunction with the White Plains Public School District and all private schools, will safeguard the safety of students and families. Such a program includes instituting walking school buses ¹⁰ , conducting outreach within schools, and ensuring safe crossings and pedestrian and bicycle infrastructure connections between schools and residential areas.	Medium Term (3-4 Years)	White Plains Public School District, Private K - 12 Schools, White Plains Youth Bureau	-

⁹ Smart Growth America, "Complete Streets Policy", <https://smartgrowthamerica.org/resources/elements-complete-streets-policy/>

¹⁰ Walking School Buses are programs where groups of students walk to school under adult supervision (i.e. carpooling without a car)

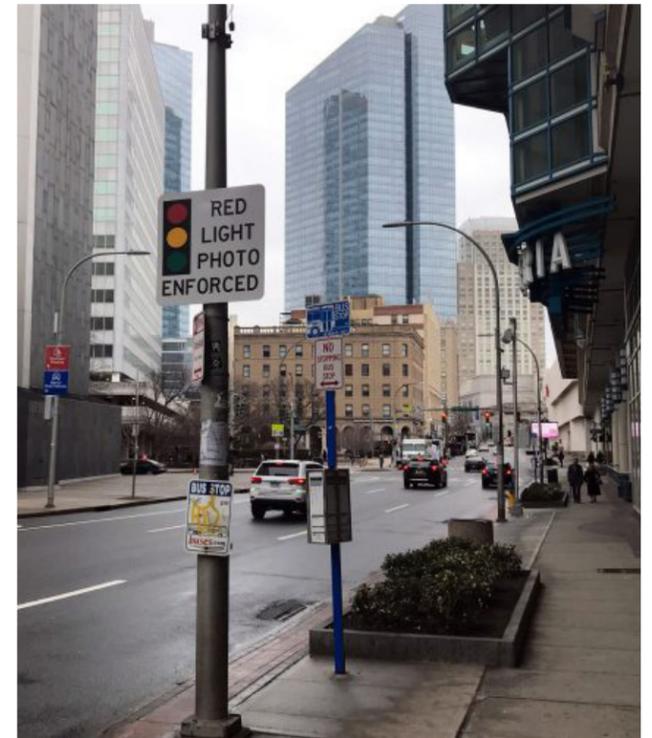
Table 22: Policy Strategies (continued)

Strategy	Short Description	Time-Frame	Examples of Partnership Opportunities	Performance Measure
PO-3. Explore lowering school zone speed limits on City-owned roadways from 20 MPH to 15 MPH, wherever appropriate	The lowering of School Zone Speed Limits to 15 MPH will create a proportional lowering of speeds to correspond with the adoption of a 25 MPH speed limit on most City-owned roadways in 2024. Such a measure will improve safety for all road users within the vicinity of schools.	Long Term (5+ Years)	White Plains Public School District	Average Travel Speeds Within Designated School Zones, Number of Speeding Tickets Issued Within School Zones
PO-4. Adopt a Citywide Daylighting Policy to Prohibit On-Street Parking Spaces Within 20 Feet of a Crosswalk	Daylighting intersections – or the clearing of obstructions from the view of motorists – helps to improve visibility of pedestrians and bicyclists at crosswalks. The adoption of a daylighting policy that prohibits on-street parking spaces within 20 feet of a crosswalk will prevent parked cars from obstructing views of pedestrians and bicyclists at crosswalks.	Short Term (0-2 Years)	-	Number of Intersections Considered “Daylit” (no obstructions within 20 feet of an intersection and/or a crosswalk)
PO-5. Consider Vision Zero Supportive Design Guidelines for All Roadway Projects Within the City of White Plains to Advance Recommendations of the Vision Zero Action Plan	Design guidelines that advance the recommendations contained within this Action Plan should be considered whenever a roadway within White Plains is being modified. The following interventions and all interventions of the Vision Zero Toolkit should be considered (to the maximum extent practical) during the design process for all roadway modifications: 1) Designated Lanes, 2) Clear Mergers/Transitions, 3) Daylighting, Including Hardened Daylighting, 4) Addition of Crosswalks, 5) Addition of Sidewalks, 6) Addition of Bike Lanes, 7) Dedicated Left Turn Phases, 8) Leading Pedestrian Intervals, 9) Street Lighting Fixtures, 10) Curb Extensions, 11) Pedestrian Refuge Islands and 12) Accessibility Improvements, among others.	Short Term (0-2 Years)	-	-
PO-6. Adopt a policy that requires all vehicles within the City-owned fleet and emergency response vehicles are equipped with the latest crash reduction technology and safety equipment	As part of the Safe System Approach element of “Safer Vehicles”, the City of White Plains has a direct role in influencing the safety of the vehicles within its fleet. As a result, all vehicles within the City’s fleet and all emergency vehicles should be improved with the latest safety technology, including Truck Lateral Protective Devices (LPDs).	Medium Term (3-4 Years)	-	Number of Upgraded City-Owned Vehicles

Enforcement (EN) Strategies

The enforcement of safe roadway practices and established traffic laws is an invaluable tool in the Safe System Approach to reduce the occurrence of unsafe behaviors among all roadway users. However, in recent years, enforcement strategies in support of Vision Zero have moved away from the traditional reliance on punitive measures to alter unsafe behaviors and, instead, has begun leveraging education and awareness as an alternative means of reducing the frequency of repeated infractions. In addition, the pairing of education and awareness campaigns with automated enforcement technology, namely automatic enforcement cameras, help to ensure blanket enforcement of traffic violations across corridors and, effectively, discourage road users from undertaking unsafe behaviors, while preserving city resources in terms of police department staffing for the enforcement and investigation of more serious offenses. Overall, new best practice strategies of enforcing traffic laws provide a more efficient and measured means of discouraging unsafe road behaviors that focuses on correcting future behaviors in pursuit of preventing repeated violations, rather than punishing past actions for first-time offenders. Supplemented with enforcement practices that leverage modern technologies such as automated cameras improve the efficiency and equity of enforcing traffic violations compared with traditional traffic stops.

In light of these new enforcement approaches, the following actions are recommended as part of the Vision Zero Action Plan:



Red Light Camera Enforcement Signage on Main Street Between South Lexington Avenue and Dr. MLK Jr. Boulevard.

Table 23: Enforcement Strategies

Strategy	Short Description	Time-Frame	Examples of Partnership Opportunities	Performance Measure
EN-1. Create a Vision Zero Enforcement Sub Working Group that reports to the White Plains Vision Zero Implementation Working Group	In support of the White Plains Vision Zero Implementation Working Group, the Enforcement Sub Working Group would work to identify innovative and effective solutions to enforcing traffic laws and altering road behaviors within the City of White Plains.	Short Term (0-2 Years)	-	Number of Meetings of the Vision Zero Enforcement Sub Working Group
EN-2. Utilize the White Plains Police Department Neighborhood Initiatives Unit to identify and issuance of verbal warnings for observed non-serious or minor infractions, including J-Walking, rather than issuing fines	The White Plains Police Department Neighborhood Initiatives Unit was established in order to enhance the community engagement efforts of the White Plains Police Department. The Neighborhood Initiatives Unit can assist with correcting unsafe behaviors by issuing verbal warnings to violators and providing educational resources, in conjunction with the White Plains Police Department Traffic Division.	Long Term (5+ Years)	White Plains Police Department	-
EN-3. Explore the institution of an income-based fine structures for traffic violations	The potential institution of a progressive fine structure that is based on income can reduce the potential burdens on lower income residents who may live along the High Injury Network, where Vision Zero efforts will be focused.	Long Term (5+ Years)	White Plains Police Department, White Plains City Court	-
EN-4. Adopt a Diversion Program focused on safer behaviors as an alternative to monetary fines for first-time traffic violations	Diversion programs allow violators of first-time, non-serious traffic offenses to take traffic safety classes in lieu of monetary fines. Such programs reduce burdens of fines on lower-income residents, reduce the demand on the City Court system and focus upon correcting behavior and preventing future traffic offenses through comprehensive education programs.	Long Term (5+ Years)	White Plains Police Department, White Plains City Court	-

Table 23: Enforcement Strategies (continued)

Strategy	Short Description	Time-Frame	Examples of Partnership Opportunities	Performance Measure
EN-5. Expand the White Plains Red Light Camera Program	The White Plains Red Light Safety Program aims to improve traffic safety by reducing red-light violations, collisions, and injuries through the use of red-light cameras at key intersections. As part of the recommended expansion of automated enforcement to improve road safety, the expansion of the White Plains Red Light Camera Program to notable locations along the High Injury Network is recommended, including, but not limited to: North Broadway and Orchard Street, Mamaroneck Avenue and Main Street, Battle Avenue and Tarrytown Road, and Bryant Avenue and Westchester Avenue.	Medium Term (3-4 Years)	White Plains Police Department	Number of Red Light Camera Locations
EN-6. Expand School Speed Zone Camera Program and the School Bus Camera Program	At the time of the publication of this Action Plan, a legislative bill establishing a school speed zone camera demonstration program was under consideration by the New York State Legislature. Building upon this foundation, the City will work to establish and expand this School Speed Camera Program to all designated school zones within the City, wherever practical. In addition and in conjunction with this effort, the expansion of the City's School Bus Camera Program is recommended to protect all school routes within the City, thereby protecting boarding and disembarking schoolchildren.	Medium Term (3-4 Years)	White Plains Police Department, White Plains Public Schools	Number of School Zones Improved With Speed Zone Cameras, Percent of School Bus Routes With School Bus Cameras Equipped
EN-7. Introduce an Automated Speed Camera Program Within "Vision Zero Zones"	The installation of automated speed camera programs on high-speed corridors of the High Injury Network can improve road safety and provide a blanket enforcement to the adopted 25 MPH speed limit on most roads within White Plains in order to reduce fatal and serious injury crashes. Some notable potential locations for such cameras include, but are not limited to: Mamaroneck Avenue between Purdy Avenue and Bryant Avenue, Lake Street between S. Kensico Avenue and N. Broadway, Main Street between from S. Kensico Avenue and N. Broadway and Old Mamaroneck Road.	Medium Term (3-4 Years)	White Plains Police Department	Number of Automated Speed Cameras Installed



CHAPTER
4

IMPLEMENTATION PLAN

Through the implementation of this Plan and all subsequent five-year updates of this Action Plan, the City of White Plains will comfortably be on track to achieve the goal of Vision Zero by 2050.

Implementing the Vision Zero Action Plan

While the diverse range of recommendations contained within this Chapter are developed to set the City of White Plains on the path towards zero serious injuries and fatalities on its roadways, achievement of such a goal is not possible without a concentrated and sustained effort to implement these recommendations and identifying the necessary partners and funding support needed to bring about the much needed changes to White Plains' roadways. As Vision Zero is a long-term, ambitious goal that requires decades of commitment from residents, community groups and government officials alike, discrete interim targets and metric to assess progress towards those targets are recommended to help the City of White Plains remain on the road towards Vision Zero.

The White Plains Vision Zero Implementation Working Group

To guide the implementation of this Action Plan and provide assistance with administering a continual

public engagement process to collect feedback on the progress of the Vision Zero Action Plan, the formation of the White Plains Vision Zero Implementation Working Group is recommended. The Implementation Working Group should consist of a coalition of the members of this Action Plan's Plan Advisory Committee (PAC), representatives from select community partners (as identified below under "Partnerships") and volunteers from the White Plains community, among others.

While working with the Parking & Traffic Department, Public Works Department, Planning Department and the City's Administration, the Implementation Working Group will meet biannually and be responsible for overseeing progress on the strategies presented within this Action Plan, especially in terms of strategies relevant to the City's Vision Zero Awareness and Education Campaign, and policy. A sub-working group consisting of a subsection of the Implementation Working Group, in addition to representatives from the White Plains Police Department, social services and community groups, is recommended

to be formed to consider and advance enforcement strategies contained within this Action Plan.

Complementary Initiatives

As noted in Chapter One, this Vision Zero Action Plan is the successor to a series of previous plans and initiatives that committed to improving roadway safety both within White Plains and throughout New York State. These include:

- City of White Plains Downtown Revitalization Initiative **(Ongoing, DRI Projects Announced in May 2025)**
- One White Plains Comprehensive Plan **(2024)**
- City of White Plains Transit District Strategic Plan **(2016)**
- New York State Strategic Highway Safety Plan **(2023–2027)**

Many of these plans and initiatives contain goals, findings and recommendations that are complementary to this Action Plan. With several of these complementary efforts running concurrently with the implementation of this Action Plan—namely, the City's Downtown Revitalization Initiative and the New York State Strategic Highway Safety Plan—there are opportunities to combine efforts both internal and with external partners. Notable examples of aspects of these complementary initiatives that can be integrated into the White Plains Vision Zero Action Plan include, but are not limited to:

- **Martin Luther King, Jr. Boulevard Sidewalk Programming at Main and Hamilton:** The Transit District Strategic Plan recommends retail and/or cultural programming to enhance the walking experience and add destination amenities to the area, including food trucks, dining and seating areas, as well as a mobile library and rotating public art displays
- **Explore opportunities for a shuttle or trolley service that would enhance downtown connections to key community destinations:** The One White Plains Comprehensive Plan recommends the creation of a trolley service or on-demand shuttle to transport surrounding neighborhoods to/from the City's downtown core. Advancing such a service would support Vision Zero by reducing the citywide reliance of motor vehicles and enhancing connectivity throughout the City. The process of assessing this potential shuttle/

trolley service is currently underway at the time of the publication of this Action Plan.

- **Investigate the feasibility of sidewalk expansion projects to extend coverage along key corridors with a priority toward sidewalk enhancements that further pedestrian safety:** The One White Plains Comprehensive Plan recommends citywide sidewalk expansion efforts, in pursuit of improved pedestrian safety and connectivity. Such a sidewalk expansion project is in direct support of Vision Zero and is consistent with the recommendations of this Action Plan.
- **Build a Protected Bicycle Track and Implement Pedestrian Safety Improvements on Hamilton Avenue:** This project of the ongoing Downtown Revitalization Initiative is also reflected within this Action Plan, thereby linking the implementation of the Vision Zero Action Plan and the White Plains DRI. New York State DRI funding has been directed to advance this project.
- **Transform the Right-of-Way Between Water Street and Hillside Terrace into the "Water Street Connector":** This proposed project of the ongoing Downtown Revitalization Initiative will provide additional opportunities for pedestrian connectivity, bicycle infrastructure and placemaking in direct support of this Action Plan. New York State DRI funding has been directed to advance this project.

In addition, ongoing awareness efforts by the New York State Department of Motor Vehicles and Governor's Traffic Safety Committee can be leveraged into the awareness and education strategies recommended as part of this Action Plan. Therefore, it is recommended that implementation of this Action Plan make use of the resources already produced and publicly available through these entities.

Partnerships

An ambitious undertaking like Vision Zero naturally requires coordination and collaboration with a wide range of partners to ensure the appropriate stakeholders and resources are utilized to the greatest extent possible. Through these partnerships, the implementation of this Vision Zero Action Plan can be better informed, more responsive to the needs of the White Plains community and more efficient by sharing efforts and services. In this respect, the following partnerships are recommended to be pursued as part of implementing the White Plains Vision Zero Action Plan:

Intergovernmental Partnerships

Coordination with Westchester County and New York State is essential for the successful implementation of the White Plains Vision Zero Action Plan.

Many of the City’s major roadways are owned and maintained by the County or State and achieving zero traffic deaths will require a unified, cross-jurisdictional approach. Implementation strategies within the plan emphasize collaboration with agencies such as the Westchester County Department of Public Works and Transportation (DPWT) and the New York State Department of Transportation (NYSDOT) to address infrastructure improvements, safety enhancements on state and county roads and consistency in traffic safety policies and practices. In addition, coordination with the Metropolitan Transportation Authority should be conducted in relation to proposed improvements and connections to the two Metro North rail stations and associated tracks located within the City of White Plains.

Coordinated efforts will focus on data sharing, aligning capital projects with Vision Zero goals, and advocating for policy changes, safer intersection designs, and expanded multimodal infrastructure. As stated above, such coordination can additionally include collaboration on awareness and education campaigns for roadway safety administered by entities such as the New York State Department of Motor Vehicles (DMV). This ongoing interagency cooperation ensures that Vision Zero strategies are supported, scalable, and sustainable across jurisdictional boundaries, enabling broader regional impact and ensuring all roadway users benefit from a safer, more cohesive transportation network.

Significant efforts to coordinate with the White Plains Public School District should additionally be pursued, especially in terms of collaboration on the development of a Safe Routes to School Program and improved safety within designating school zones.

Intragovernmental Partnerships

The implementation of this Vision Zero Action Plan will primarily be the responsibility of the City of White Plains Parking & Traffic Department, Public Works Department, and Planning Department in conjunction with the White Plains Vision Zero Implementation Working Group. While this joint coalition will be primarily responsible for the implementation of this Action Plan, additional input will be necessary from all internal departments within the City of White Plains, as well as other governmental entities. Additional collaboration should, therefore, be pursued with the following local intragovernmental partners in pursuit of advancing this Action Plan:

- City of White Plains Recreation & Parks Department
- City of White Plains Youth Bureau
- White Plains Public Library
- White Plains Public Safety

Community and Private Partnerships

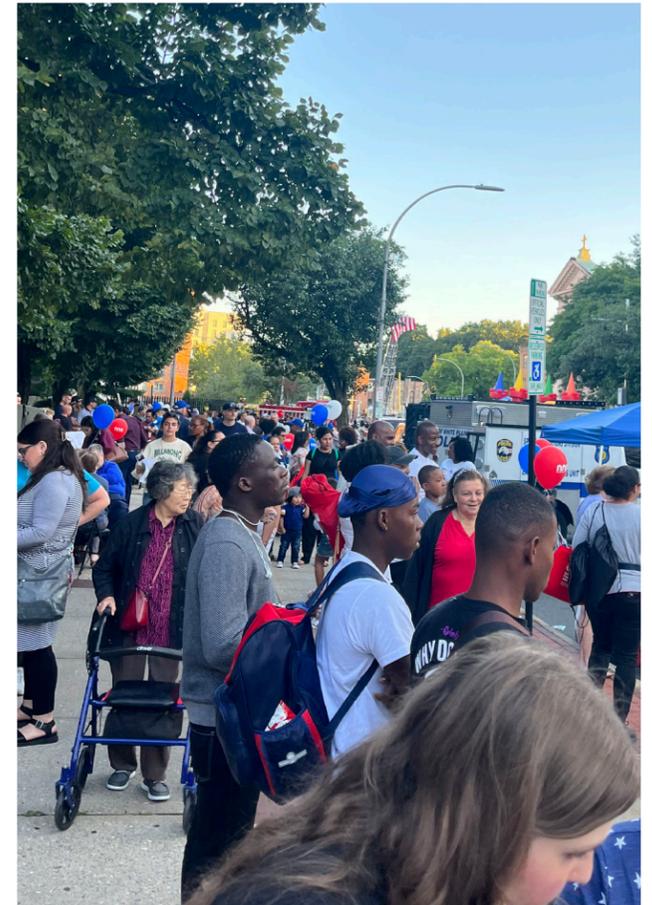
Community and civic groups and private entities, including those from the business community and property owners, provide opportunities to gather unique perspectives on the daily experience of living, working, playing and, most importantly for the purpose of Vision Zero, traveling within White Plains. As several physical interventions of this Action Plan may have impacts on nearby properties and businesses, including changes to existing on-street parking, coordination with such entities is essential to ensure a seamless implementation process and mitigate impacts to the greatest extent possible. Notable examples of community partners that should be engaged during the Vision Zero implementation process include, but are not limited to:

Community and Civic Groups

- ArtsWestchester
- The Thomas Slater Community Center
- YMCA of Central and Northern Westchester
- The LOFT Community Center
- Westchester Cycling Club
- White Plains Business Improvement District (BID)
- White Plains Historical Society

Private Entities

- Business Community (relevant businesses include coffee shops, bookstores, bike shops, auto mechanics, driving schools, etc.)
- Emergency Medical Services (in pursuit of improvements to “Post Crash Care”)
- Private K-12 Schools
- Property Owners
- White Plains Hospital (in pursuit of improvements to “Post Crash Care”)



White Plains Residents at National Night Out 2024

Potential Funding Sources

This Vision Zero Safety Action Plan equips White Plains with a solid foundation to initiate safety improvement strategies. Various funding opportunities on the federal and state level are available for the specific actions recommended within this Action Plan. By identifying and understanding its safety needs through this Action Plan, the city is well-positioned to pursue a range of specialized grant programs

A list of current federal and state funding programs available at the time of the publication of this Action Plan is presented below. As new funding opportunities may arise following the publication of this Action Plan, it is advisable to continuously seek out additional potential funding sources for road safety projects, such as pedestrian and bicycle network grants, Safe Routes to School Program support, and Vision Zero Initiative funding.

The following federal and state grant programs are recommended potential sources of funding for the physical and non-physical interventions recommended within this Action Plan:

Federal Funding Sources

Several grant programs administered by the United States Department of Transportation (USDOT), namely through the Federal Highway Administration, provide funding support for road safety and Vision Zero improvement. All relevant grant programs to pedestrian and bicycle improvements, in particular, are summarized within a table, “Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Highway, Transit, and Safety Funds” that is published by the USDOT. Of these grant programs, the following are some of the most notable programs best suited to support the implementation of this Action Plan:

- **Active Transportation Investment Program (ATIIP)¹¹:** The ATIIP supports the planning and construction of projects that provide safe and connected active transportation facilities in active transportation networks or active transportation spines.

- **Better Utilizing Investments to Leverage Development (BUILD) Grant Program¹²:** Formerly known as the RAISE Grant Program, this program focuses on surface transportation infrastructure projects, with significant local or regional impacts.
- **Safe Streets and Roads for All (SS4A) Grant Program¹³:** Funded through 2026, this grant program provides financial assistance for regional, local, and tribal initiatives that prevent roadway deaths and serious injuries. This Action Plan was funded through a Planning & Demonstration Grant through the SS4A program and, at the time of its publication, is eligible for the SS4A’s Implementation Grants.
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program¹⁴:** Funded through 2026, the SMART Grant Program funds demonstration projects that utilize advanced smart community technologies to improve transportation efficiency and safety and address real-world transportation challenges through innovative technology solutions.
- **Thriving Communities Program¹⁵:** The Thriving Communities Program is a technical assistance and capacity building program that aims to ensure that communities have the technical tools and organizational capacity to compete for federal aid and deliver quality infrastructure projects that enable their communities and neighborhoods to thrive. The program facilitates the planning and development of transportation and community revitalization activities, including community outreach and grant writing.

¹¹ USDOT, “ATIIP”, [ATIIP - Bicycle and Pedestrian Program - Environment - FHWA](#)
¹² USDOT, “BUILD Grants”, [Better Utilizing Investments to Leverage Development \(BUILD\) Grant Program | US Department of Transportation](#)
¹³ USDOT, “Safe Streets and Roads for All”, <https://www.transportation.gov/grants/SS4A>
¹⁴ USDOT, “SMART Grant Program”, <https://www.transportation.gov/grants/SMART>
¹⁵ USDOT, “Thriving Communities Program”, <https://www.transportation.gov/grants/thriving-communities>

State and Regional Funding Sources

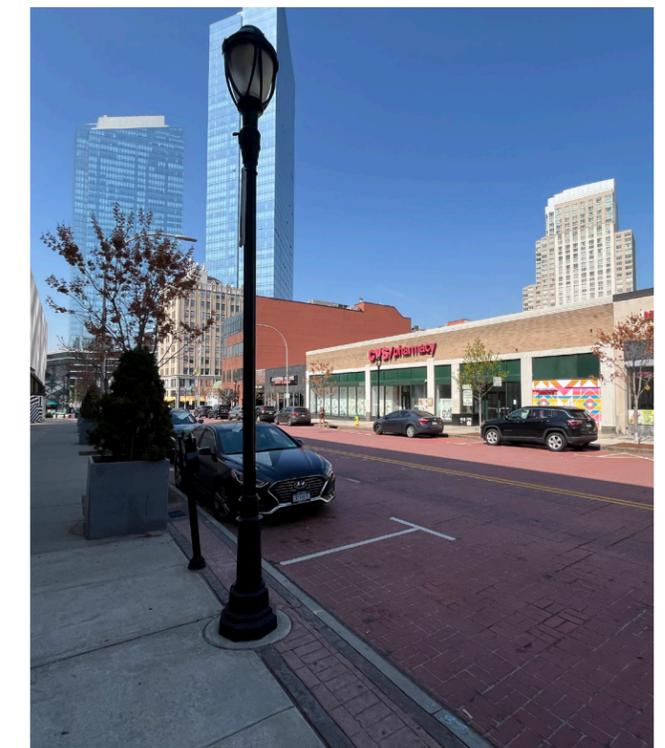
New York State, mainly through the New York State Department of Transportation (NYSDOT), supports the efforts of local municipalities, counties, and Metropolitan Planning Organization (MPOs) to improve roadway safety across the state through a number of grant programs, including, but not limited to the following:

- **New York State Highway Safety Improvement Program (HSIP)¹⁶:** A large source of funding in terms of road safety and Vision Zero originates from the New York State Highway Safety Improvement Program (HSIP). The New York State Highway Safety Improvement Program (HSIP) is a federally funded initiative aimed at significantly reducing traffic fatalities and serious injuries on all public roads. Through this program, New York State allocates portions of its received HSIP federal funding to local projects .
- **Strategic Highway Safety Plan (SHSP)¹⁷:** The State’s Strategic Highway Safety Plan, which itself is part of the HSIP, and its offshoots additionally provide funding opportunities. In Spring 2025, New York State announced \$90 million to support local governments in implementing projects that prevent vehicles from straying from lanes . This funding source stems from the State’s 2024 Roadway Departure Safety Action Plan, which itself originated out of the State’s 2023–2027 SHSP. This initiative aims to improve traffic safety by addressing roadway departure risks and promoting safer travel throughout the state.
- **New York State Congestion Mitigation and Air Quality Improvement Program¹⁸:** The CMAQ program provides funding for projects that reduce traffic congestion and improve air quality. Administered by the New York State Department of Transportation (NYSDOT), the program supports initiatives that decrease emissions from transportation sources, including projects promoting public transit, bicycle and pedestrian facilities, and traffic flow improvements.

¹⁶ NYSDOT, “Highway Safety Improvement Program”, <https://www.dot.ny.gov/divisions/operating/osss/highway/improvement-program>
¹⁷ NYSDOT, “Roadway Departure Safety Action Plan”, <https://www.dot.ny.gov/divisions/operating/osss/highway/rwdsap>
¹⁸ NYSDOT, “CMAQ Program”, <https://www.dot.ny.gov/divisions/policy-and-strategy/public-transportation/funding-sources/cmaq>
¹⁹ USDOT, “Transportation Alternatives Program”, [Transportation Alternatives - Environment - FHWA](#)

- **Transportation Alternatives Program¹⁹:** The goal of the Transportation Alternatives Program (TAP) is to provide choices for non-motorized users that are safe, reliable, and convenient. TAP grants often help fund off-road bike and pedestrian facilities. TAP grants are currently awarded on a four-year cycle.

In addition to state funding opportunities, the New York Metropolitan Transportation Council (NYMTC), which is the designated regional Metropolitan Planning Organization for New York City, Long Island, and the lower Hudson Valley, including the City of White Plains, distributes federal funds to local municipalities through its annual Unified Planning Work Program (UPWP). UPWP funding can be utilized for a large variety of projects, including road safety improvements, and pedestrian and bicyclist connectivity, among others.



Court Street between Martine Avenue and Main Street

Data-Driven Implementation

As recognized in Chapter One of this Action Plan, Vision Zero and its Safe System Approach is, first and foremost, a data-driven process. While the creation of this Vision Zero Action Plan was based upon an extensive data analysis process, as described in Chapter Two, the implementation of this Action Plan should continue relying on updated data and analyses to tweak recommended strategies and identify new areas of concern throughout the City as corridors are improved and the demographics and travel patterns of the City change over the next two decades.

As part of this data-driven implementation, it is recommended that the following actions be taken to ensure this Action Plan continues to accurately reflect the ever-changing conditions of the roadway network within White Plains and that data is utilized to keep the residents of White Plains informed on the progress towards Vision Zero:

- Create a publicly accessible Vision Zero “dashboard”, which features annual updates to crash, progress reports on the proposed Improvement Projects contained within this Action Plan, and a map of the High Injury Network and Priority High Injury Network
- Create a “near miss” map that asks road users within White Plains to track and record “near miss” crashes that are otherwise not reflected in traditional crash records
- Conduct citywide surveys every 5 years among residents and visitors on bike and walking, as well as the overall perspective of safety within White Plains and publish results

Tracking Progress: Target Setting and Performance Measures

The twenty-five-year road between the publication of this Plan and the targeted year of achieving Vision Zero within White Plains is a long one. The length of this Action Plan’s timeline is reflective of the formidable challenge that lies ahead for the City in investing in the physical improvements, placemaking, education and awareness efforts, and policy and enforcement changes deemed necessary for making the vision of eliminating fatalities and serious injuries on our roadway a reality. Though the residents of White Plains’ future will enjoy the full benefits of this vision,

priority investments, namely along the Priority High Injury Network, made within the next few years can generate substantial improvements for roadway safety within the immediate coming decade and beyond well before 2050. By meeting these shorter-term targets, the City of White Plains will remain on track to attain the milestone of Vision Zero by 2050. To further support the pursuit of this goal, performance metrics to track and meet each interim target between the publication of this Action Plan and 2050 have been identified. Such metrics identify discrete data points that can be tracked year-over-year to assess the overall effectiveness of the implementation of the recommendations contained within this Action Plan and all future updates of this Action Plan.

Vision Zero Targets

It is the goal of the City of White Plains that Vision Zero, the elimination of roadway fatalities and serious injuries, will be achieved within White Plains by 2050.

In addition to this ultimate goal, the two-and-a-half-decade timeline for the attainment of Vision Zero in White Plains will include the following primary interim milestone targets:

By 2035, the City of White Plains will seek to achieve a 50% reduction in the number of crashes in serious injury and fatal crashes. This will primarily be achieved through improvement of the four miles of roadways within White Plains identified as the *Priority High Injury Network*.

By 2045, the City of White Plains will seek to achieve a 75% reduction in the number of crashes in serious injury and fatal crashes. This will primarily be achieved through improvement of the fifteen miles of roadways within White Plains identified as the *High Injury Network*.

Table 24. Vision Zero Targets (Projections)
Citywide (2050), High Injury Network (2045), Priority High Injury Network (2035)

Target Year	Rolling Average Period	Citywide Rolling Average for Previous 5-Years	HIN Rolling Average for Previous 5-Years	Priority Rolling Average for Previous 5-Years
2025	2020–2024	30	22	13
2030	2025–2029	25	17	8
2035	2030–2034	18	10	2
2040	2035–2039	11	4	0
2045	2040–2044	5	1	0
2050	2045–2049	1	0	0
2055	2050–2054	0	0	0

While the above targets provide a clear path year-over-year path towards Vision Zero between 2025 and 2050, additional targets have been identified that are intended to guide the City of White Plains on the locations and facility types that should be prioritized in order to achieve the above 2035, 2045 and 2050 targets. These sub-targets are as follows:

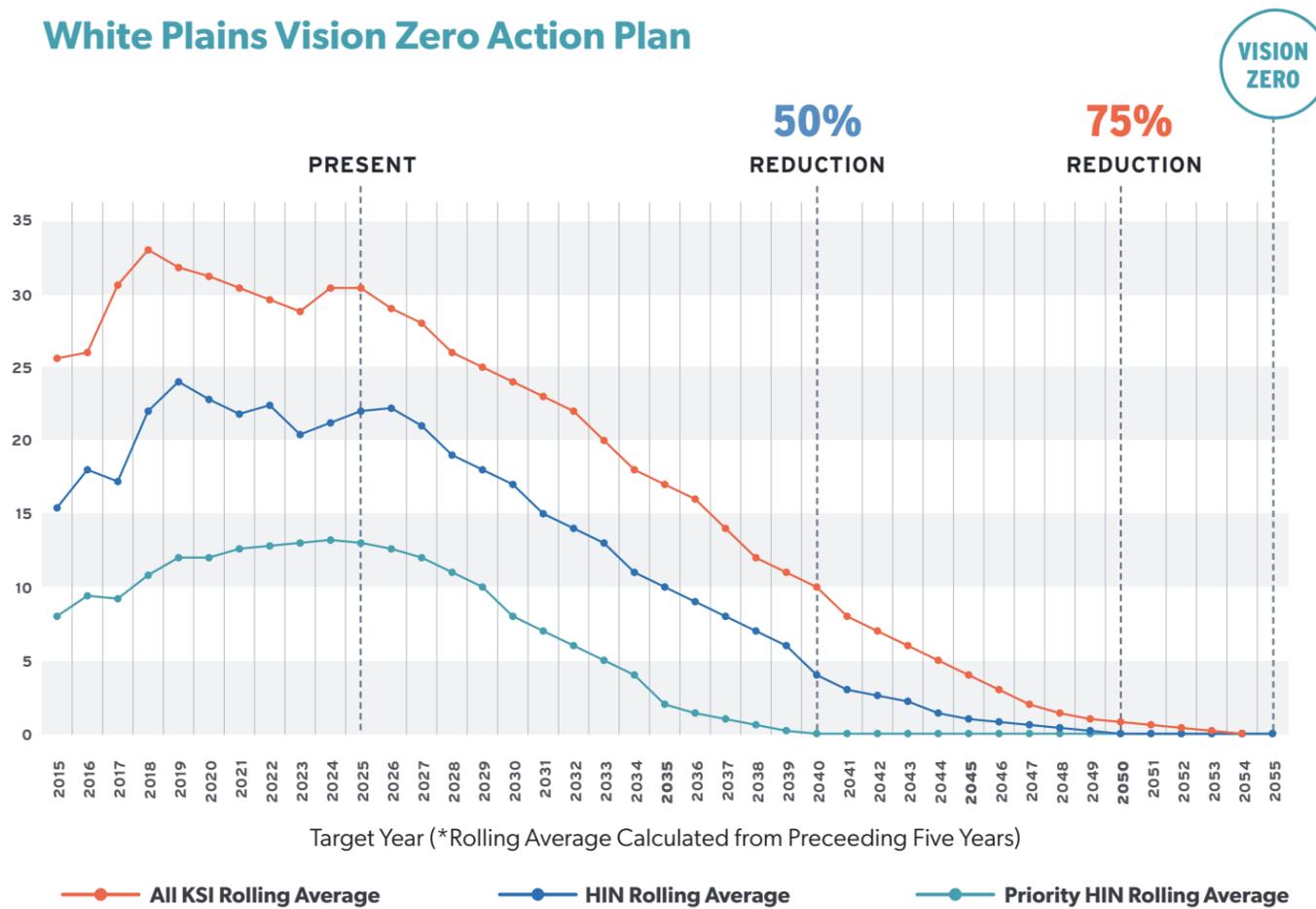
By 2030, the City of White Plains will seek to achieve the elimination of all pedestrian and bicyclist fatalities and serious injuries at the identified top 25 priority intersections of the High Injury. The achievement of this sub-target will contribute to nearly half of the overall reduction in fatal and serious injury crashes targeted to be achieved by 2035

By 2045, the City of White Plains will seek to achieve the elimination of all pedestrian and bicyclist fatalities and serious injuries citywide. The achievement of this sub-target will allow the City of White Plains to focus on motor vehicle crashes for the remaining fatal and serious injury crash reductions slated to be achieved by 2050.

By 2045, the City of White Plains will seek to achieve the elimination of all fatalities and serious injuries at all intersections citywide. The achievement of this sub-target will allow the City of White Plains to focus on corridor improvements for the remaining fatal and serious injury crash reductions slated to be achieved by 2050.

White Plains Road to Zero (2025–2050)

White Plains Vision Zero Action Plan



Note: Consistent to the New York State Strategic Highway Safety Plan (SHSP), performance targets for attainment of Vision Zero in White Plains are calculated as rolling averages due to the variability in crash data. In other words, all rolling averages are calculated from crash data from the preceding five-years. In this way, while the attainment of Vision Zero is projected for 2050, this chart displays the attainment of Vision Zero in 2055 as it encompasses the first five-year period (2050 – 2054) when there would be no fatalities and serious injuries.

Performance Measures

The year-over-year tracking of progress towards White Plains’ crash reduction targets will ensure that the City of White Plains will meet its ultimate goal of achieving Vision Zero in 2050. This progress is measurable by specific metrics that are indicative of the specific physical and non-physical interventions proposed within this Action Plan, as well as the root causes and characteristics of the serious injury and fatal crashes occurring within White Plains.

2045) and long term (2025 – 2050) milestone goals remain on target. As it is not expected nor feasible that each performance measure identified will be updated annually, the frequency in which each performance measure should be tracked and analyzed is divided into three periods:

- **Yearly:** High Priority Performance Measures
- **2 – 3 Years:** Medium Priority Performance Measures
- **5 Years:** Low Priority Performance Measures

Table 25 summarizes the relevant performance measures that should be tracked in order to ensure the implementation of the Vision Zero Action Plan’s strategies remains on track and immediate term (2025 – 2035), medium term (2025-

Table 25. White Plains Vision Zero Performance Measures

General Crash Metric	
Metric	Frequency
Number of Serious Injury and Fatal Crashes within the Priority HIN	Yearly
Number of Serious Injury and Fatal Crashes within the HIN	Yearly
Number of Serious Injury and Fatal Crashes within the City of White Plains	Yearly
Number of Serious Injury and Fatal Crashes at Intersections	Yearly
Number of Serious Injury and Fatal Crashes at Identified HIN Intersections	Yearly
Number of Serious Injury and Fatal Crashes Involving Pedestrians and/Bicyclists	Yearly
Number of Serious Injury and Fatal Crashes Attributed to Driver Inattention and/or Failure to Yield the Right-of-Way	Yearly
Number of Serious Injury and Fatal Crashes Occurring on Dark-Lit Roadways	Yearly
Number of Serious Injury and Fatal Crashes Within an Identified Equity Area	Yearly
Physical Intervention Metrics	
Metric	Frequency
Number of High Injury Network Improvement Project Interventions Completed	Yearly
Number of Accessible Infrastructure Interventions (Audible Pedestrian Signals and Curb Ramps and Tactile Pads) Installed	Yearly
Miles of New Bike Infrastructure Installed	2–3 Years
Number of Street Lighting Fixtures Installed	5 Years
Percent of Residents Who View Biking in White Plains as Comfortable	5 Years
Percent of Residents Who View Walking in White Plains as Comfortable	5 Years
Percent of Residents Who Bike Within White Plains at Least Once A Week	5 Years

Table 25: White Plains Vision Zero Performance Measures (continued)

Placemaking/Wayfinding Metrics	
Metric	Frequency
Number of Asphalt Art/Placemaking Projects	2-3 Years
Number of All Crashes on Designated Shared Streets (Court Street from Martine Avenue to Main Street And Ferris Avenue from Hamilton Avenue and Water Street)	2-3 Years
Number of Pole Banner and Streetscaping Projects Completed	5 Years
Number of "Play Streets" Designated	5 Years
Number of Students Participating In "Play Streets"	5 Years
Favorability Rating of Citywide Wayfinding Among Residents And Visitors	5 Years
Number of Pedestrian Signal Cabinet Boxes Painted	5 Years
Number of Chalk Art Events Held	5 Years
Awareness/Education Metrics	
Metric	Frequency
Number of Vision Zero Social Media Postings	Yearly
Number of Webinars and Digital Outreach Events for Vision Zero	Yearly
Percent of City Staff Passing Annual Vision Zero Trainings	Yearly
Number of In-Person Outreach Events Held Involving K-12 School Children	2-3 Years
Number of In-Person Vision Zero Education Community Events	2-3 Years
Number of Digital Media Opportunities to Promote Vision Zero	2-3 Years
Feet/Miles of Sidewalk Improved with Vision Zero Decals	5 Years
Number Of Designated "Vision Zero" Zones	5 Years

Table 25: White Plains Vision Zero Performance Measures (continued)

Policy/Enforcement Metrics	
Metric	Frequency
Number of Tickets Issued from Automated Enforcement	Yearly
Number of Tickets Issued Within School Zones	Yearly
Number of School Zones Improved with Speed Zone Cameras	2-3 Years
Percent of School Bus Routes With School Bus Cameras	2-3 Years
Number of Automated Red Light Camera and Automated Speed Camera Locations	2-3 Years
Average Travel Speeds Within Designated School Zones	2-3 Years
Number Of First-Time Traffic Law Violators Participating In Vision Zero Diversion Program, In Lieu Of Monetary Fines	2-3 Years
Number of Intersections Considered "Daylit (i.e. No Visual Obstructions Within 20 Feet of Intersection)	5 Years
Number Of Vehicles Within the City Fleet and Emergency Vehicles Upgraded to Latest Safety Technologies	5 Years
Implementation Metrics	
Metric	Frequency
Number of Meetings of the White Plains Vision Zero Implementation Working Group	Yearly

Using this Action Plan

The Vision Zero Action Plan is intended to identify broad plan-level projects and recommendations to guide the City of White Plains for improving the safety of its roadways. **No physical interventions identified within this Action Plan should be advanced or implemented without first undergoing a project scoping and engineering design process to detail potential considerations beyond the scope of this Action Plan.** Proposed roadway conversions and road diets, especially, will require further traffic evaluation and analyses to ensure appropriate interventions are introduced.

Overall, this Vision Zero Action Plan should serve as a high-level foundation for all future actions and analysis conducted by the City of White Plains in pursuit of improving roadway safety and reducing serious injury and fatal crashes.

Updating this Action Plan

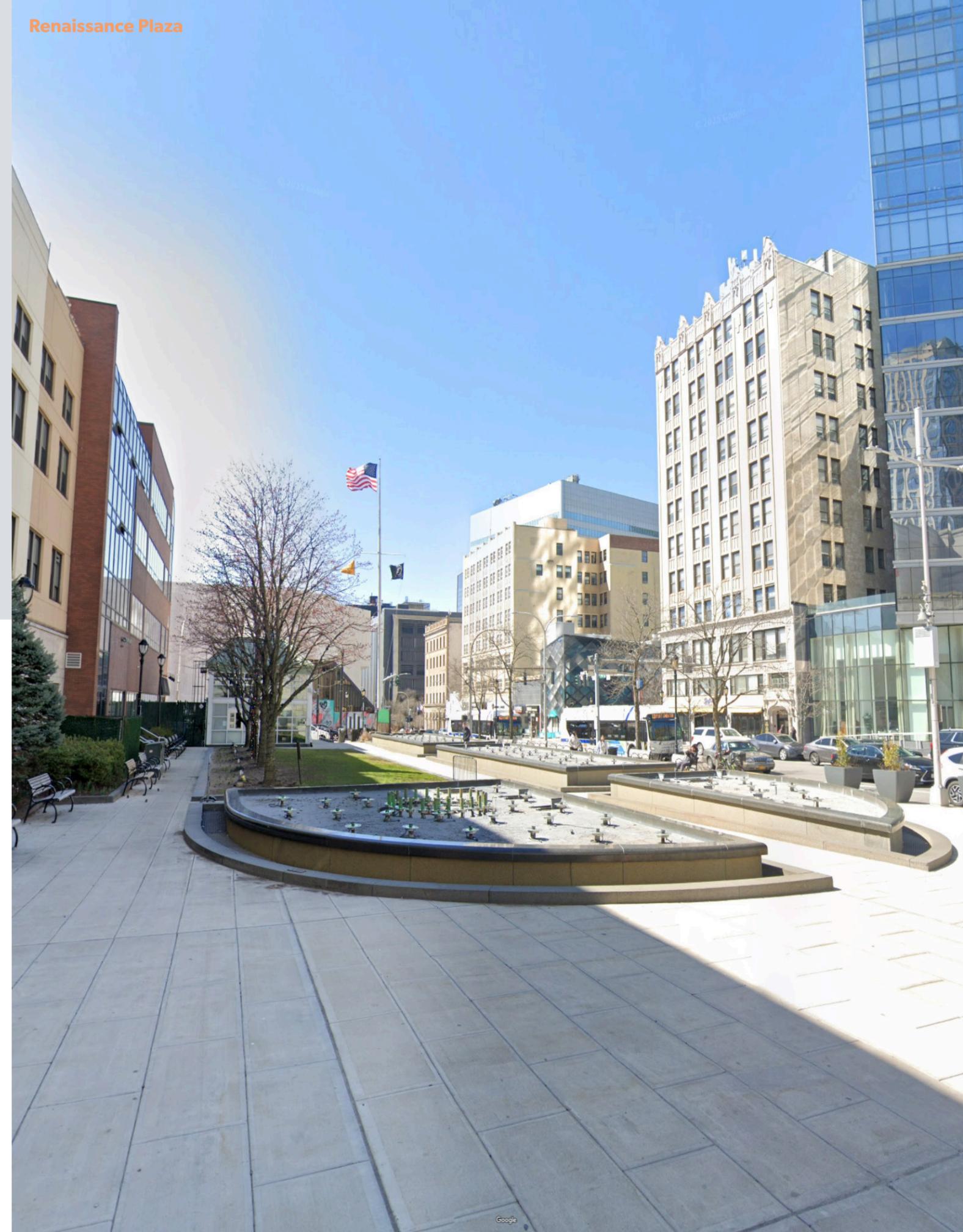
To ensure the effectiveness and long-term success of the Vision Zero initiative, the White Plains Vision Zero Action Plan will be revisited and updated every five years.

This periodic review is essential for evaluating progress toward eliminating traffic fatalities and serious injuries, assessing the impact of implemented strategies, and incorporating new data, emerging trends, and evolving community needs. As transportation patterns, technologies, and urban development change over time, the plan must remain flexible and data-informed to stay aligned with its core safety objectives.

Regular updates will allow the City to refine priorities, adjust focus areas, and ensure that equity, community feedback, and the latest crash analysis continue to shape decision-making. This iterative process strengthens accountability and ensures that Vision Zero remains a dynamic, responsive framework for improving roadway safety in White Plains. With this said, updates to this Action Plan should be completed in the following years and beyond:



Renaissance Plaza





CITY OF WHITE PLAINS

VISION ZERO ACTION PLAN