



## **Frequently Asked Questions**

### **Boston Post Road Lane Re-Striping (i.e. Diet) Project**

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#### ***What is a Road Diet?***

A “diet” is a transportation planning term used for projects that reduce the number of travel lanes on a road. In the case of Boston Post Road (BPR) the number of lanes would be reduced from four to two (i.e. one lane in each direction).

#### ***Why Implement a Diet in Rye?***

As noted in a July 2007 study prepared for the City by Buckhurst Fish & Jacquemart, BPR has a sub-standard pavement width of approximately 36 feet, where 48 feet is currently accepted practice for a four lane roadway. Each travel lane has a narrow nine foot width and there is no offset of the travel lanes from the edge of curb and the many utility poles along the road edge. This narrow configuration contributes to accidents on BPR. A diet would provide for standard width lanes of 10-11 feet, a 5-7 foot painted center median and a 2-4 foot shoulder in each direction resulting in a much safer roadway.

#### ***What are the Benefits of a Diet?***

As noted above, a road diet would improve substandard roadway conditions. It will also enhance pedestrian safety. It will be easier for pedestrians to cross BPR with the diet. Pedestrians will have only two, rather than four, lanes to cross and the painted center median will be a pedestrian refuge when crossing the street. Pedestrians walking along BPR sidewalks and bicyclists using the road will also benefit from the greater separation of travel lanes from the edge of roadway. In addition, a road diet is considered by traffic engineers as a traffic calming measure that tends to reduce vehicle speeds. The BPR diet is a unique opportunity to achieve these traffic and pedestrian benefits without any major roadway improvements and a relatively low cost.

#### ***Why is the City Considering a Diet Now?***

BPR will be repaved this summer between the Rye Golf Course and the Mamaroneck/Rye Border. The obvious time to consider a change in the number of travel lanes is in connection with this substantial repaving project.

#### ***Where will the Diet be Implemented?***

The first 3,200 linear feet of the diet (between Parsons Street and Old Post Road) has already been implemented and received many positive comments from residents. The last 5,200 linear feet of the diet is between Eldredge Court and the Rye/Mamaroneck Border and is expected to be approved by the City Council at its July 16 meeting. The middle phase of the diet

(approximately 2,000 linear feet) between Old Post Road and Eldredge Court is not being implemented at this time. There are concerns in this segment regarding the level of pedestrian and vehicular activity at the Oakland Beach Avenue intersection and the traffic flow and off-site queuing associated with the Osborn school pick-up and drop-off. The City will continue to evaluate roadway and pedestrian enhancements in this area.

***Will the Diet Adversely Impact Traffic Flow?***

No. BPR has approximately 7,000 vehicles on an average day and approximately 500 vehicles in a peak hour. The July 2007 consultant report concluded that a two-lane configuration can support that volume of traffic without adversely impacting levels of service. Traffic may be slower as a result of the diet since a two lane configuration will prevent vehicles from passing slower motorists. Dedicated left-turn lanes will be provided at higher volume un-signalized intersections to reduce impacts on traffic flow.

***Will Left-Turn Lanes be Provided?***

Left-turn lanes will be provided at Johnson Place/Barlow Lane, Rye Golf entrance, Park Avenue and Glen Oaks Drive/Soundview Avenue. City consultants have stated that left-turns are not necessary at other intersections given peak hour traffic counts and that providing too many left-turns reduces the traffic calming benefits of the diet. Those intersections without a dedicated left-turn lane can still make that maneuver and not adversely impact traffic flow.

***Will New Crosswalks on BPR be Provided?***

No. The diet plan does not provide for any new crosswalks. The diet will make pedestrian crossings of BPR easier. The City will continue to evaluate whether crosswalks should be added after the diet is implemented. Adding crosswalks requires careful attention to accepted safety criteria.

***Can I Cross the Painted Stripe Median to Access a Driveway or Street?***

Yes. City staff has confirmed with New York State Department of Transportation (NYSDOT) that a vehicle can cross the painted yellow median for ingress or egress to a driveway or street.

***Will A Raised Center Median be Provided?***

No. A raised center median was proposed at one time, however, it not being implemented at this time because of cost and emergency vehicle access concerns.

***Where Can I Go for More Information on the BPR Road Diet?***

Please visit the City of Rye Website at [www.ryeny.gov](http://www.ryeny.gov) or contact the City Planner, Christian K. Miller, at 967-7167.