

- The intersection does have a Crossing Guard, and he was on duty at the time,
- Painted crosswalks are in place at all four approaches,
- All four corners have No Turn on Red Signage and painted stop bars,
- That intersection does not currently have a push button activated all-pedestrian phase. The infrastructure is not in place and needs to be added, which is part of the design and budget.
- Safety improvements for this intersection are already planned and budgeted,
- The project is partially funded by a New York State grant, with a construction cost estimate of \$4,215,000. The design cost estimate is \$493,360.
- The grant will fund approximately 80%, and the village 20%. The local match is estimated at \$843,000. We will have firm numbers when we receive the bids.
- The purpose of the project is to improve traffic and pedestrian safety along the length of the Halstead Avenue corridor in the village (Mamaroneck Avenue to the Harrison border).
- I spoke with HVEA again today and they indicated the total project design for the Halstead Avenue corridor is now at 90%, and the traffic signal design is somewhere closer to 60% for North Barry Avenue and for Ward Avenue, as both intersections are planned to get new traffic signals.
- This is a large project area, and the consultant and the village have considered several design alternatives and various locations. The scope of work is then revised to fit grant eligibility and the budget available. This, of course, takes time and technical review.
- The traffic signal at North Barry Avenue was recently replaced after a cart hit the pole, and the driver's insurance subsidized the repair. We are working with the traffic engineer to either integrate this into the plan or reuse that equipment elsewhere.
- The design for North Barry Avenue includes traffic signal replacement, which would allow for a push button activated pedestrian phase, in addition to other safety improvements such as curb extensions and new signs.
- The project will result in the loss of a few parking spaces, I estimate less than 10, the entire length of Halstead so curb extension and curb ramps can be built.

- We will also need property releases from some private property owners, but the village is not purchasing any property.
- Curb ramps and painted crosswalks are planned for Carroll Avenue and Florence Street, although not all locations can accommodate crosswalks on all approaches. Painted crosswalks are also planned for side streets along Halstead Avenue that connect existing sidewalks. Signage will also be added at any new crossing.
- The goal has been to have 100% design into NYSDOT or final review by end of November. The funding from the Capital Budget is available, so we could go to bid in the first quarter of 2027 and go to construction in the Spring. The consultant does not believe that the construction timeline can be expedited.
- I spoke with the Superintendents of both Rye Neck and Mamaroneck Schools today, as part of a pre-scheduled meeting on pedestrian safety, a meeting that the village had proposed. We also met recently with both Mamaroneck and Rye Neck Safe Routes to Schools, the Traffic Commission and our consultant on the SS4A plan
- As far as short-term options:
 - This is a controlled intersection with a traffic signal and a crossing guard, so additional signs, such as Yield to Pedestrian in Crosswalk are not required or recommended by the traffic engineer but could be added at the Board's direction. It is NYS law to yield to a pedestrian in a crosswalk so the signs would be a "reminder".
 - The traffic engineer suggested we consider additional striping and plastic traffic delineator posts at the intersection at North Barry Avenue, where the new curb extensions will be constructed. *This has its advantages and disadvantages and requires DPW to weigh in and buy in to the plan.* While doing so would shorten the crossing and cars would avoid the posts, pedestrians are not protected when standing in the striped area, they are safer on the sidewalk. There are also challenges with snow removal and the posts get damaged and require replacement. Any funding applied would not reduce the funding required for the construction project, it would be an additional cost to the village.