

GOALS + CONTEXT

What is this Study?

This project will promote the historic, cultural and natural resources of the area while enhancing access to the New NY Bridge, supporting the transportation challenges of the future by accommodating a variety of transportation options, and improving traffic safety for all modes.

Project Goals:

The goal of the study is to develop a complete streets plan that will:

- Provide safe and connected places to walk along and across Route 9.
- Offer safe and continuous places for people to bike within and between the villages.
- Improve safety by reducing speeding.
- Support planned transit to reduce automobile trips.
- Attract people using the New NY Bridge path to shops and restaurants.

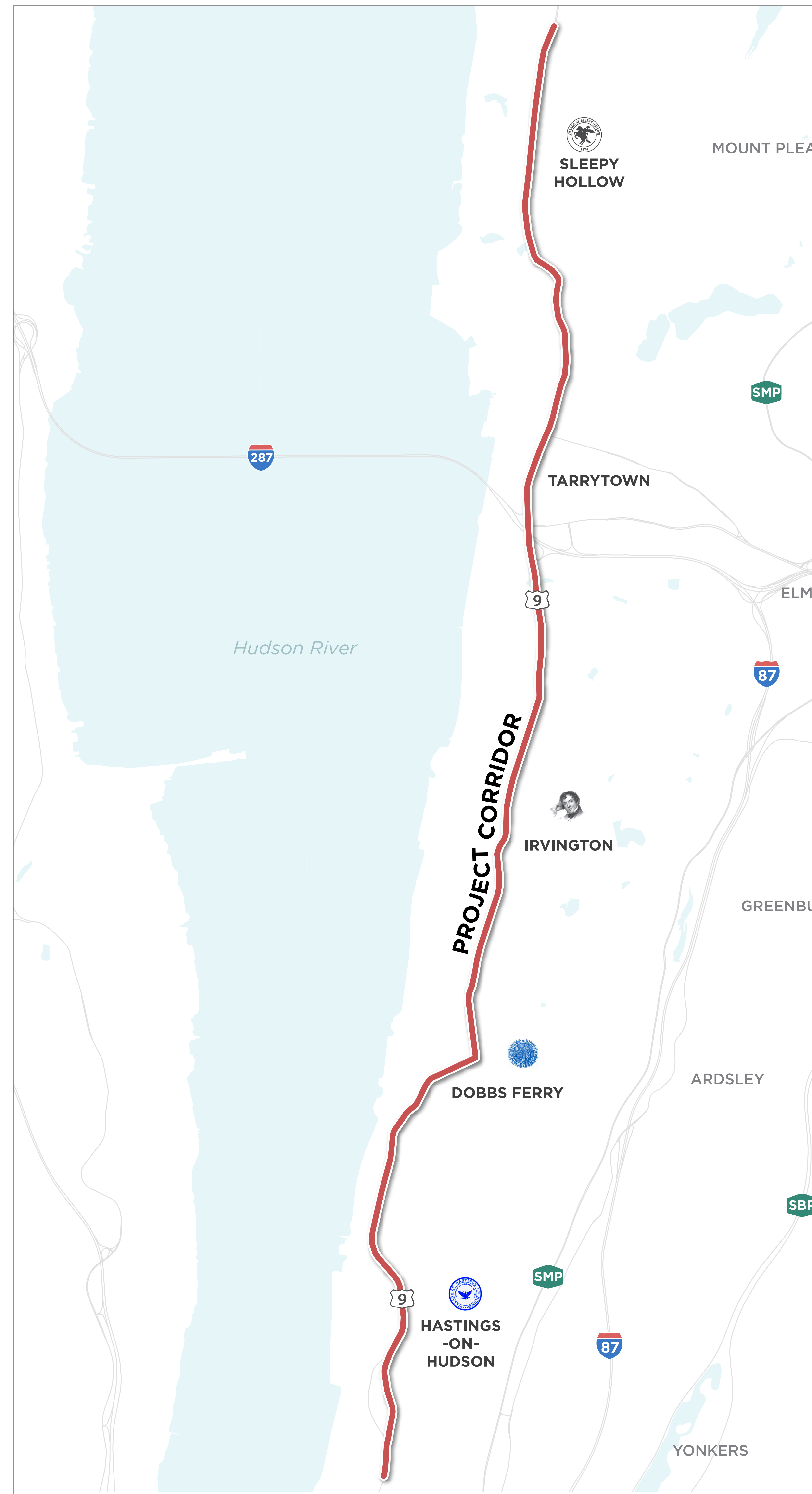
For more information:

<http://route9active.org/>

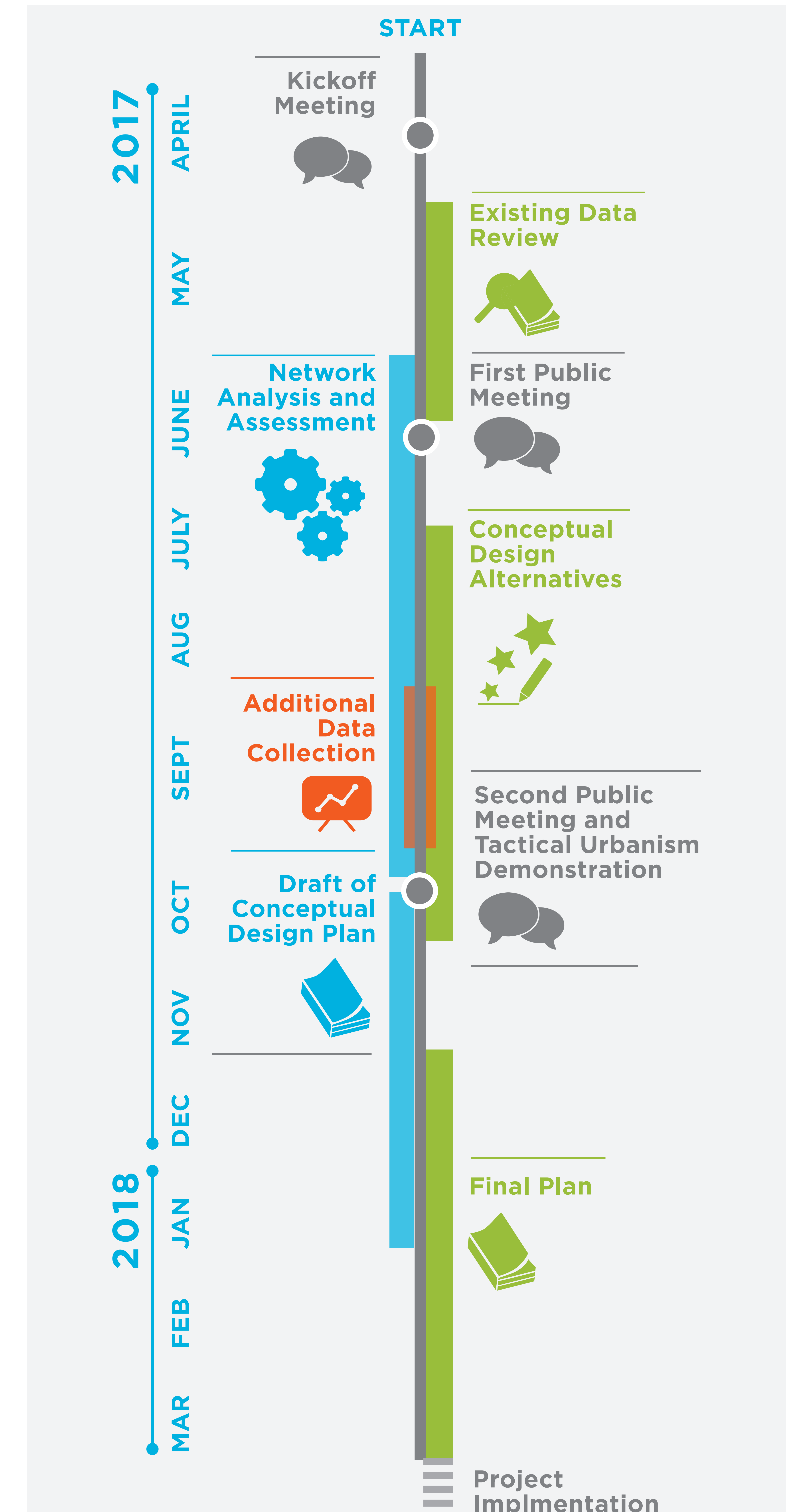
info@route9active.org

[@route9active](https://www.instagram.com/route9active)

Sign up for the project's email announcement list via info@route9active.org

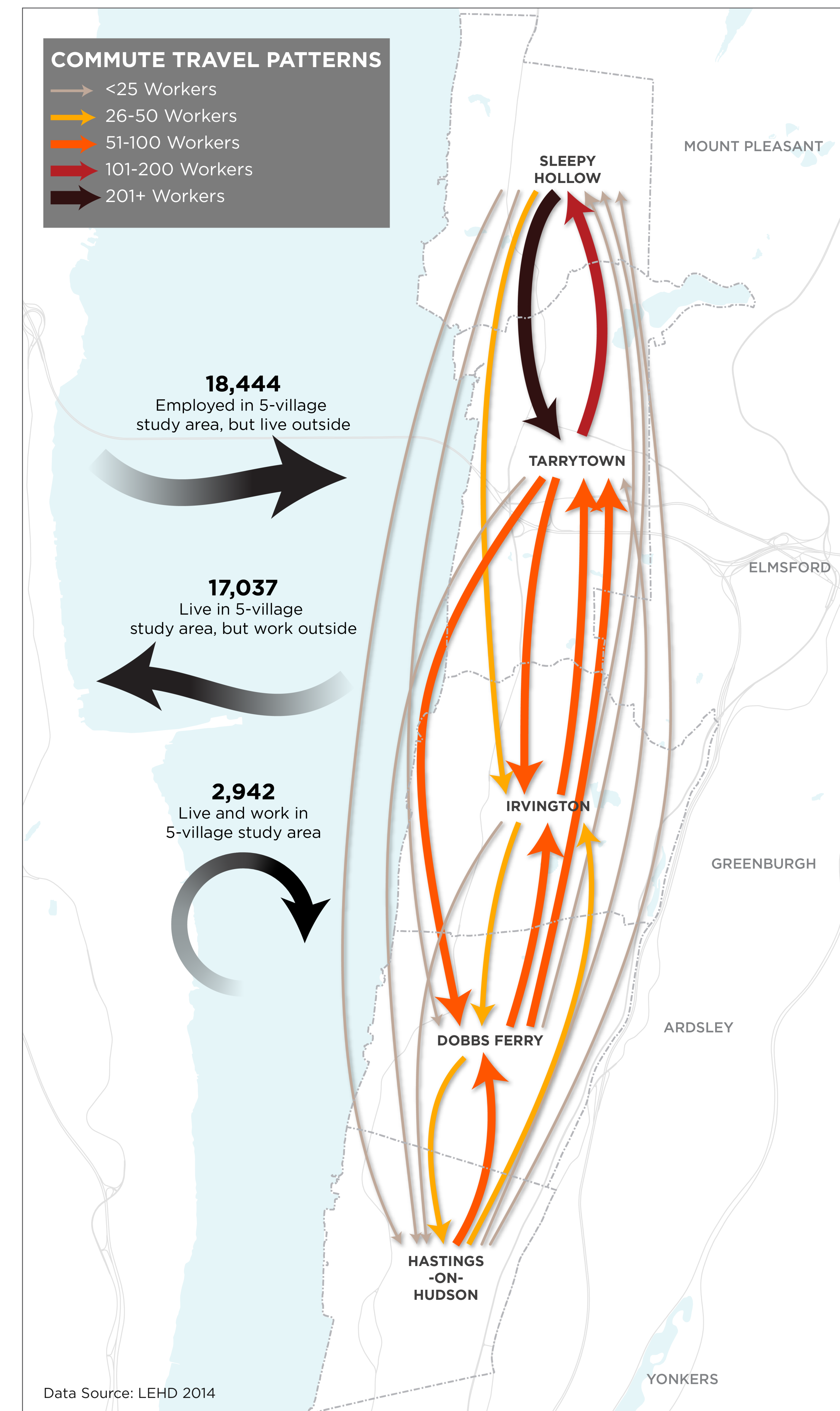


The study is being funded by a reimbursement grant awarded to the Village Consortium by the New NY Bridge Community Benefits Program.

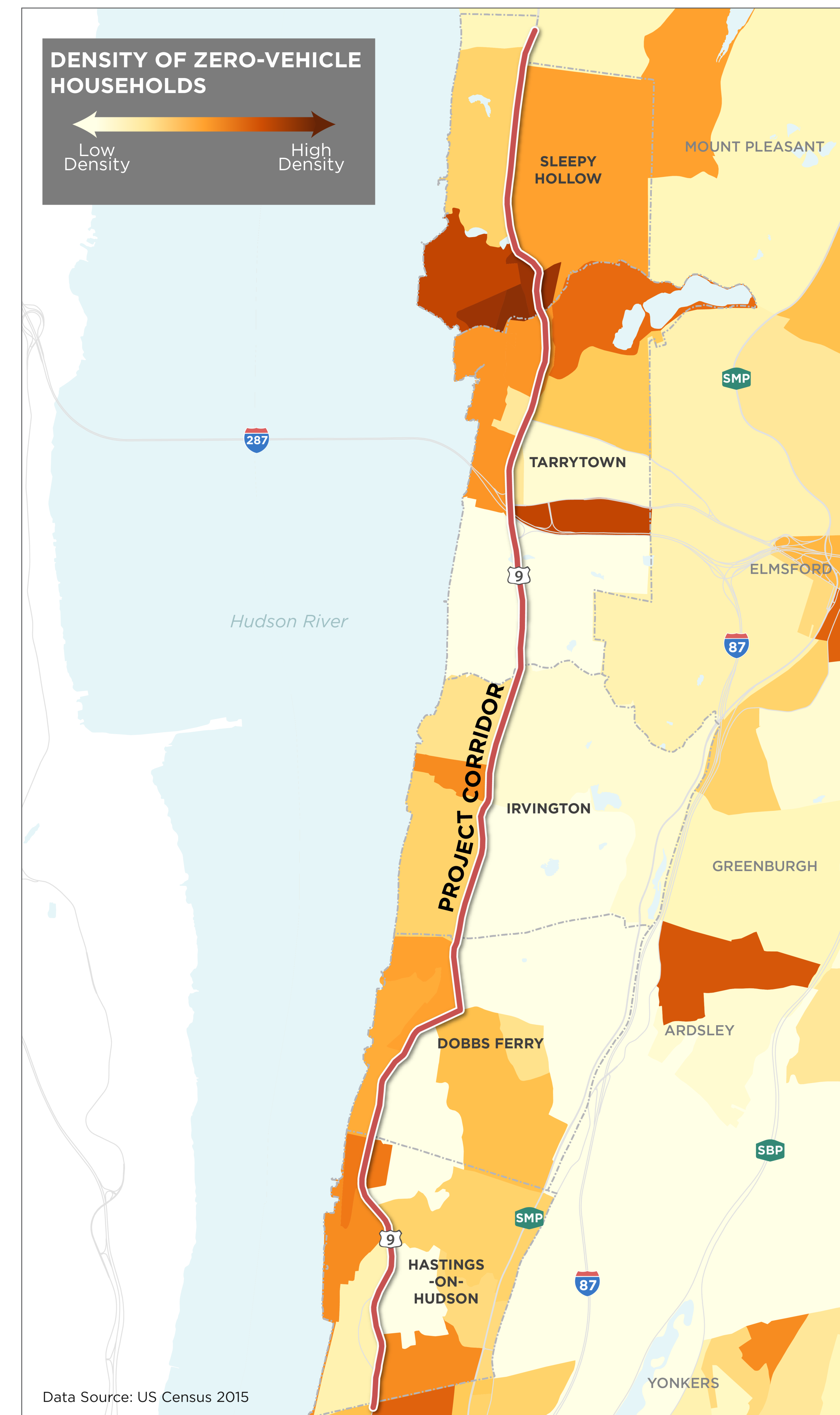


EXISTING CONDITIONS

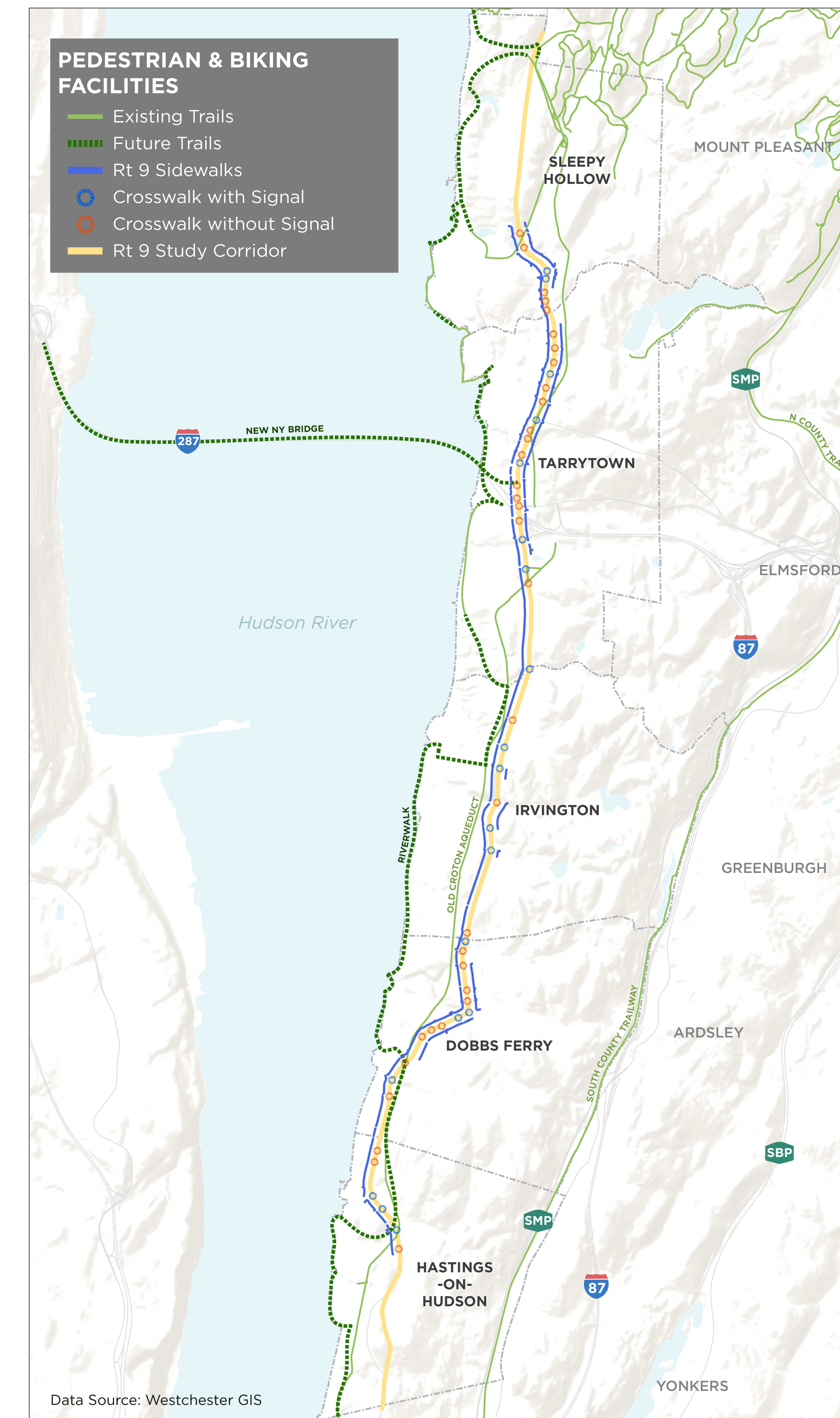
COMMUTE FLOWS



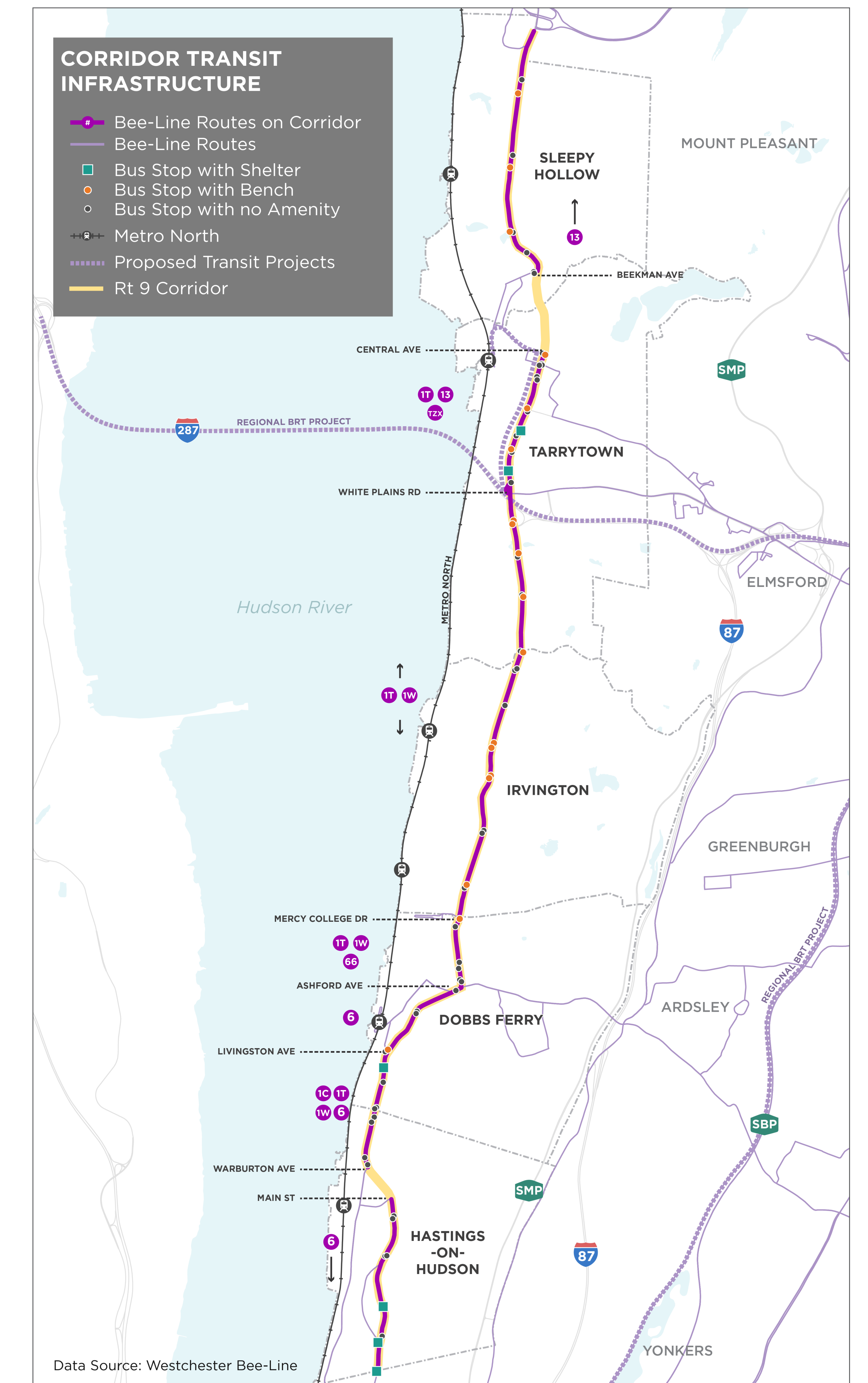
ZERO VEHICLES



PEDESTRIAN/BIKE FOCUS



TRANSIT FOCUS



A balanced corridor is important to ensure safe, convenient connections for commuters, students, employees, and visitors whether they are driving, walking, biking, or on transit.

- About 1/3 of commute trips within the study area are made by driving and 22% are made by walking.
- On average 11% of households along the corridor rely on transit, walking, and biking to get around. In some areas, as much as 45% of households do not own a personal vehicle.

Safety, comfort, and accessibility are important for a vibrant, active corridor. Route 9 must balance needs of those making through trips along the corridor without compromising the fabric of our communities.

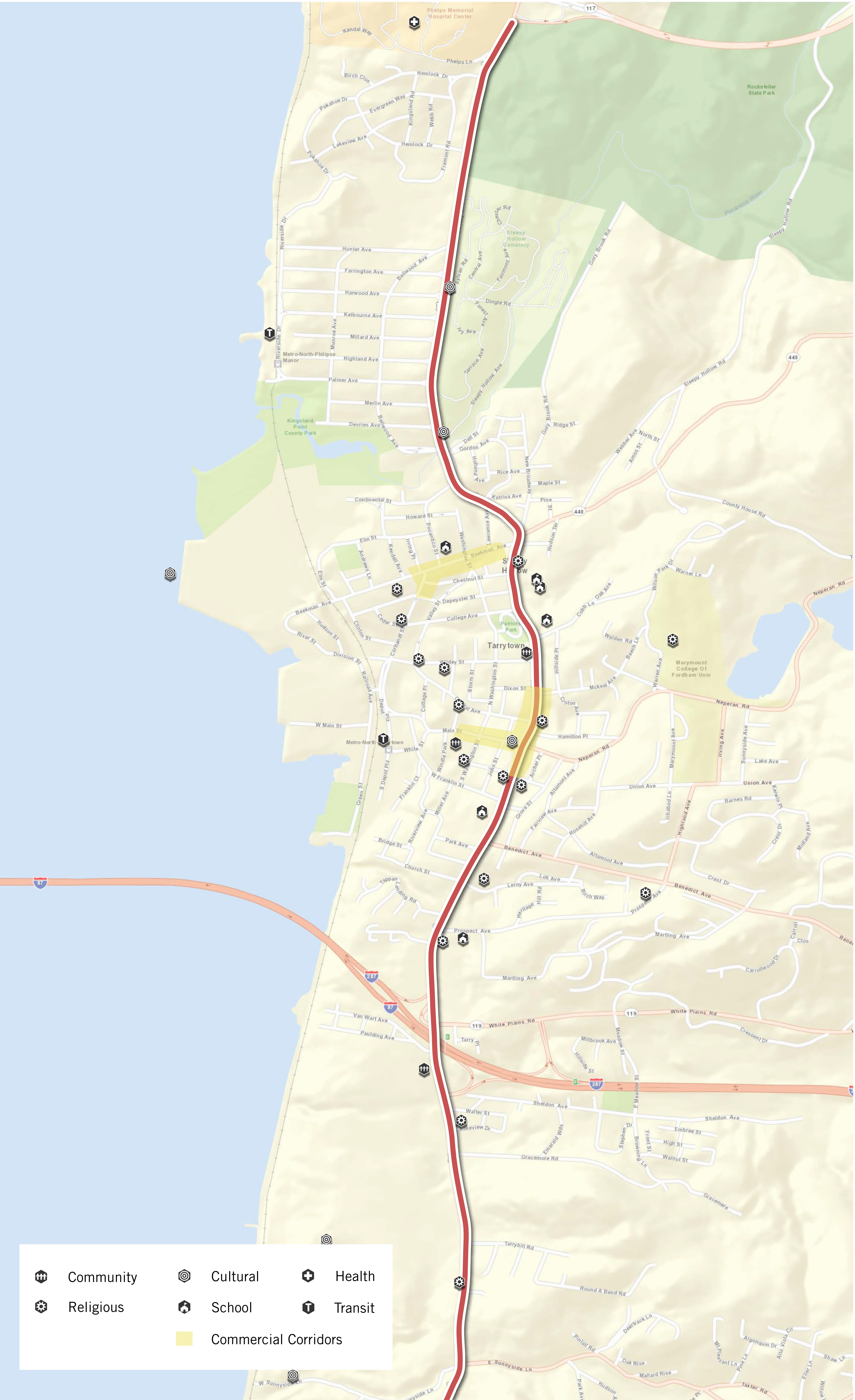
- There are continuous, sometimes narrow sidewalks on the west side of Route 9, while sidewalks are largely discontinuous on the east side.
- Of more than 125 crosswalks, only 55% have signals. Several crossings are unmarked and unsignalized.
- Bee-line operates 7 bus routes along the corridor, but none of them serves the entire corridor.
- Some of the bus stops are on the curb with no sidewalks nor crosswalks to access them.

TELL US YOUR THOUGHTS

INSTRUCTIONS:

- 1. Place a green dot or line where you like the existing conditions and a red dot or line where you have concerns or feel that an improvement is needed.
- 2. Where would you walk along or across route 9, if it felt safer or more comfortable?

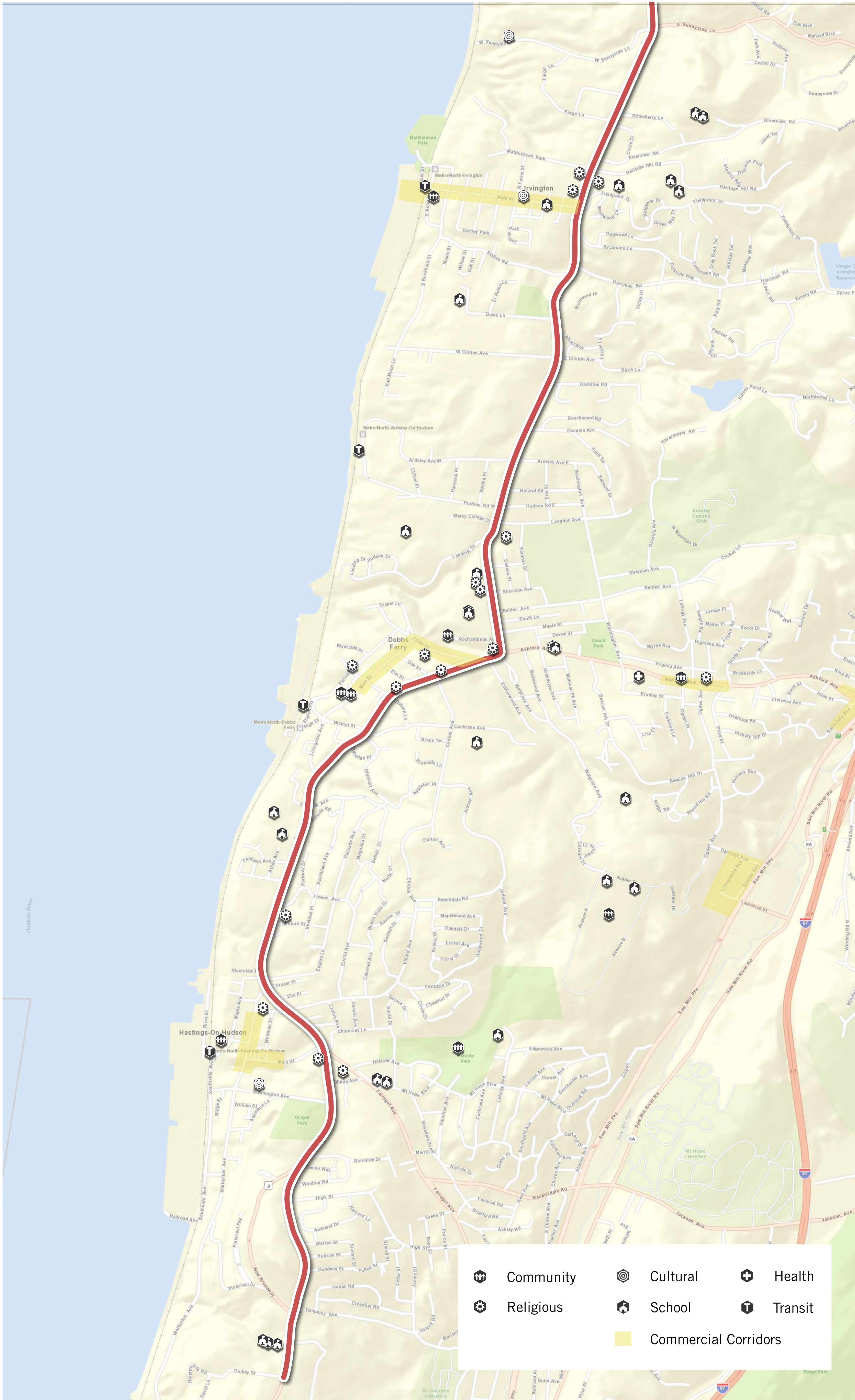
NORTH



COMMENTS

COMMENTS



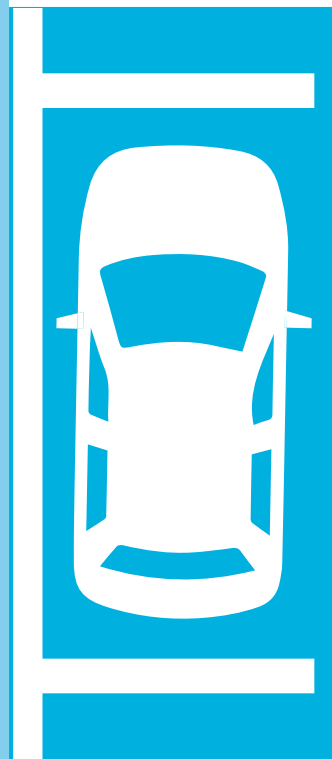
SOUTH



HELP US STRIKE A BALANCE

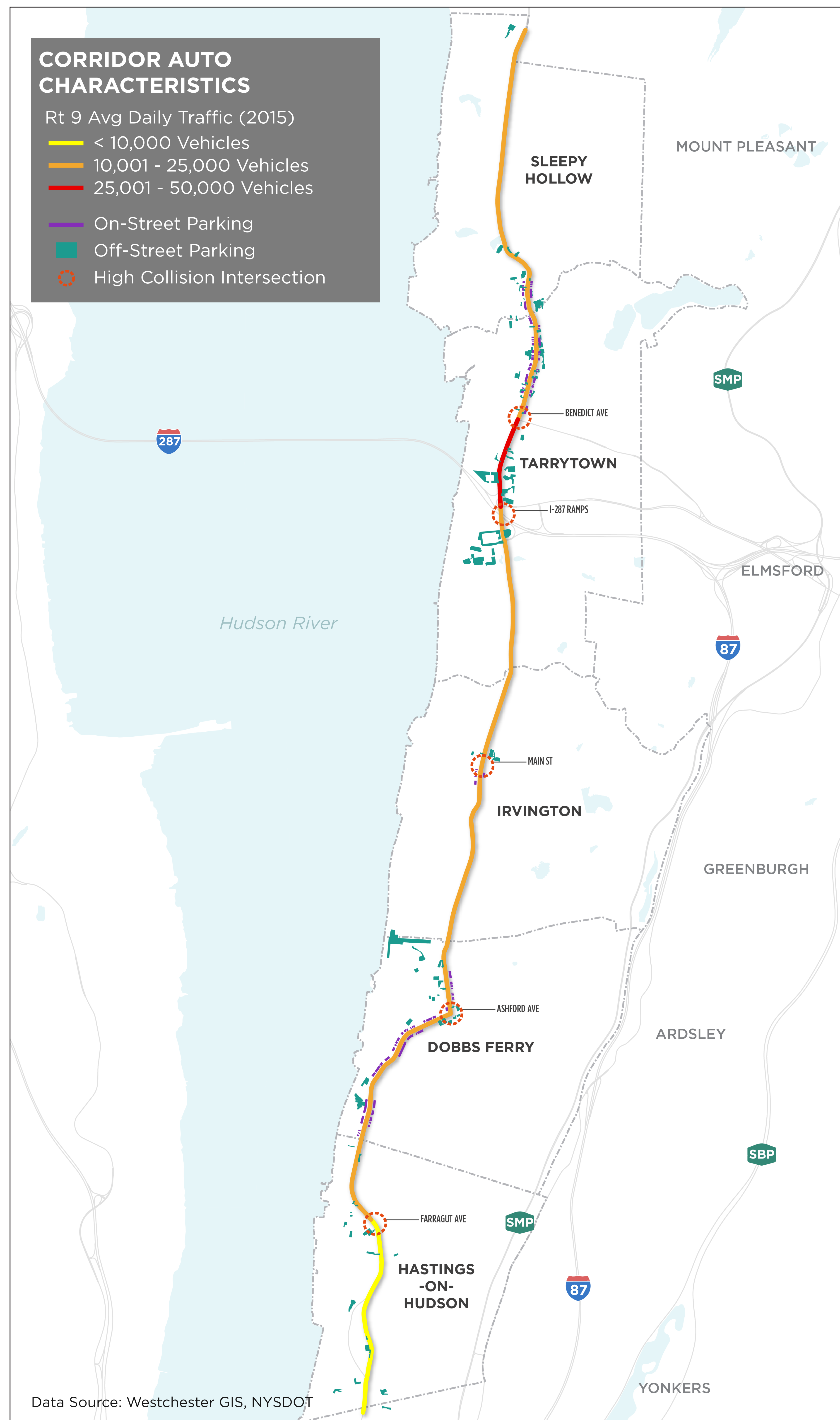
Please take **1 sticky dot** and indicate your preference for each of the following scenarios.

For our villages, safety and community vitality are best supported by...

VOTES			Reduced vehicular congestion		Stronger sense of place	VOTES
VOTES			On-street parking		Continuous bike lanes	VOTES
VOTES			Biking on street (e.g. along Rte 9 with improvements)		Biking on trails (e.g. Old Croton Aqueduct)	VOTES
VOTES			More comfortable walking environment		Fast traffic speeds	VOTES
VOTES			Safer pedestrian crossings		Left/right turn pockets	VOTES
VOTES			Maintaining multiple traffic lanes		Maintaining on-street parking	VOTES
VOTES			Prioritizing reliable public transportation		Prioritizing personal vehicle access	VOTES

DESIGN SAFETY

AUTO FOCUS



THE EFFECT OF VEHICLE SPEED ON PEDESTRIAN INJURIES AND FATALITIES



15% chance of pedestrian fatality or severe injury



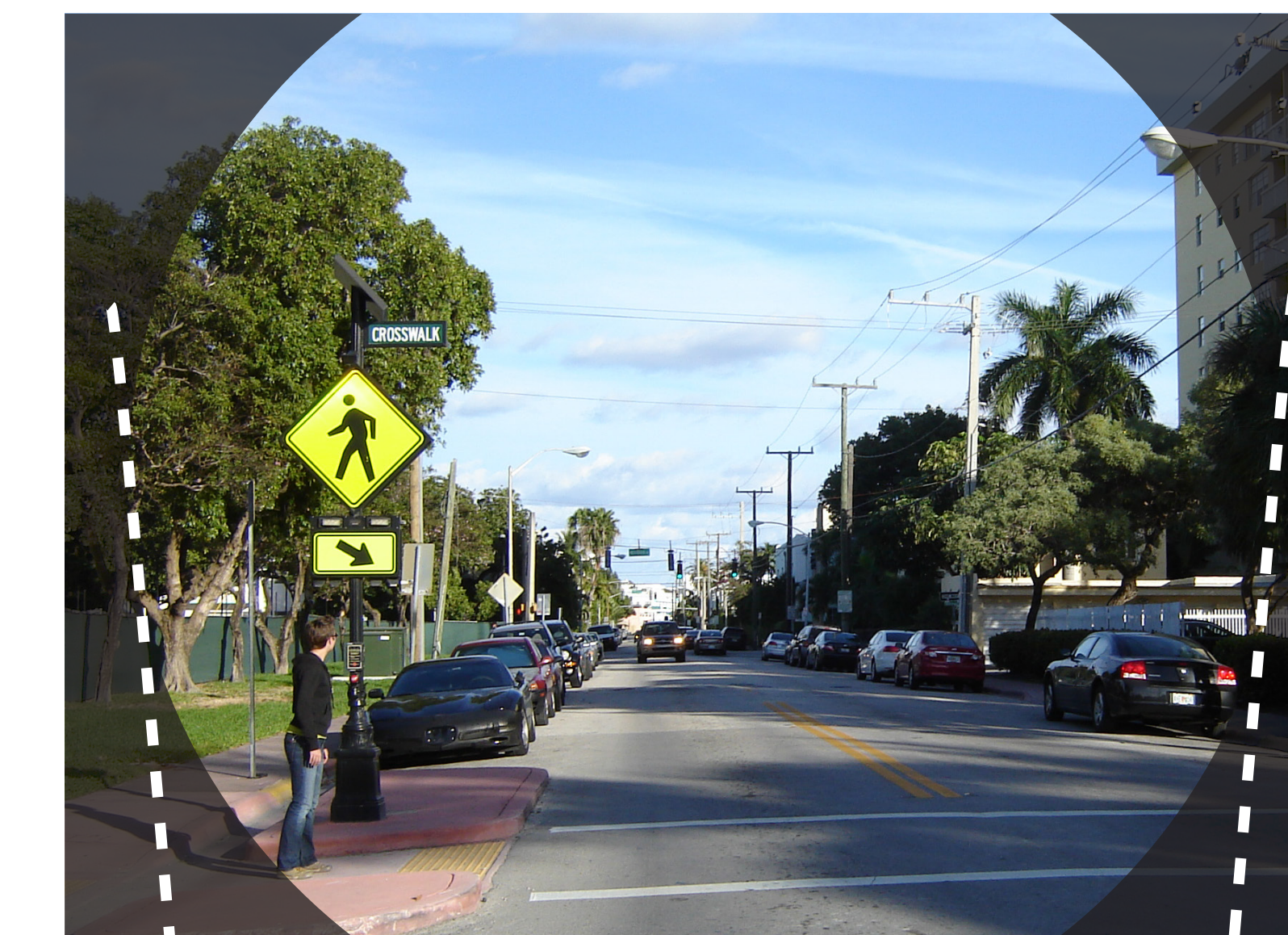
50% chance of pedestrian fatality or severe injury



80% chance of pedestrian fatality or severe injury

- Daily traffic along the corridor is under 25,000 vehicles/day, except at the approach to the New NY Bridge in Tarrytown.
- Over 750 crashes were registered along Route 9 in the past 5 years, causing hundreds of injuries—1 severe, 1 fatal.

FIELD OF VISION



15 MPH



20 MPH



25 MPH



30 MPH

STREET DESIGN

