

Board of Trustees  
Village of Tarrytown  
Regular Meeting No. 17  
June 17, 2019  
8:00 p.m.

PRESENT: Mayor Fixell presiding; Trustees: Butler, Hoyt, McGovern, Rinaldi and Zollo;  
Village Administrator Slingerland; Village Treasurer Hart and Village Attorney Kathy Zalantis  
and Village Clerk Booth

ABSENT: Trustee Brown

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RESOLUTION OF SUPPORT FOR THE ROUTE 9 BIKE STUDY FINDINGS

Trustee Zollo moved, seconded by Trustee Butler, and unanimously carried, that the following resolution be approved: Approved: 6-0-1

WHEREAS, interested residents and officials from the Villages of Hastings-on-Hudson, Dobbs Ferry, Irvington, Tarrytown and Sleepy Hollow (the “Rivertowns”) have been working together since 2016 as a Steering Committee jointly studying traffic, safety, pedestrian and bicycle access conditions in connection with their shared “Route 9 Corridor;” and

WHEREAS, the new Governor Mario M. Cuomo Bridge includes a dedicated bicycle/pedestrian lane scheduled to open in 2019, bringing with it new transportation and recreational opportunities to Rivertowns residents and a significant increase in bicycle traffic on Route 9 from neighboring areas of Westchester, areas west of the Hudson River and New York City; and

WHEREAS, by Resolution, dated September 6, 2016, this Board approved an application formally submitted by Sustainable Westchester on behalf of the Steering Committee and the five participating villages for a \$150,000 grant from the New NY Bridge Community Benefits Program to fund a proposed Active Transportation Corridor Study and Plan along U.S. Route 9, from Hastings through Sleepy Hollow and interconnecting with the planned bicycle-pedestrian lane on the New NY Bridge (the “Project”); and

WHEREAS, after the application was favorably received and the grant was awarded, the Steering Committee, through the administrative support of the Village of Irvington, procured the services of transportation consultant Nelson Nygaard to perform a conceptual study evaluating the potential for implementing a shared roadway strategy along Route 9 (the “study); and

WHEREAS, the Study included extensive public outreach, including five open-house sessions, a public survey and the maintenance of a website to share information with and receive comments from the general public; and

WHEREAS, the Study demonstrated the potential to build a bike-pedestrian connection between the five Villages and the new Mario M. Cuomo Bridge, and examined related issues concerning safety, transit access, traffic calming, walkability, sidewalks, crosswalk configurations, parking availability and motor vehicle level of service; and

WHEREAS, the implementation of the Project would be expected to result in significant health and lifestyle enhancements for Rivertowns residents and to result in increased tourism and economic benefit for the area merchants; and

WHEREAS, the Steering Committee and Nelson Nygaard convened a public meeting to present the completed Study to the public at Mercy College on November 17, 2018 and whereas the completed study and other plan documents continue to be available to the public on route9active.org; and

WHEREAS, this Board has been briefed on the Study and agrees that the goals and methods contained therein are worthy of further consideration and pursuit;

THEREFORE, it is hereby resolved that the Village of Tarrytown

1. Is desirous of working with its neighboring villages to achieve mobility and safety enhancements set forth in the Study; and
2. Recognizes the positive impact such enhancements offer for quality of life of its residents and commercial vibrancy of their community; and
3. Recognizes David Kim, David Aukland and Trustee Becky McGovern, for their participation in the efforts to date and hereby formalizes their participation in the Project team on behalf of the Village and raises issues that require additional analysis by the New York State Department of Transportation as follows:
  - A) Bump-outs at intersections could be an impediment to snow cleaning operations as well as cars, buses and trucks either passing left-turning vehicles or making turns at intersections
  - B) No protection of the bike lane by some kind of barrier or guard rail which would become a disincentive for people to use it, especially in heavy traffic areas.
  - C) A reduction in road width could contribute to increased vehicular traffic congestion especially in the commercial areas and near access points to and from I 287 and the Governor Mario M. Cuomo Bridge corridor.
4. Supports and endorses additional efforts by the Steering Committee to identify grants and other funding opportunities to advance and implement the plan set forth in the Study, recognizing that adjustments are part of any project of this nature and that some particulars will change in the course of detailed engineering, should the Project advance to that stage; and
5. Directs that Tarrytown’s designees set forth above return to this Board for specific endorsement before submitting additional grant or other funding applications in pursuit of the Project.

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I, Carol A. Booth, the undersigned Village Clerk, do hereby certify that the above is a true and correct excerpt of the minutes of the June 17, 2019 Board of Trustees Regular Meeting.




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Carol A. Booth, Village Clerk

Dated: October 8, 2019

Official Seal