

# 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:

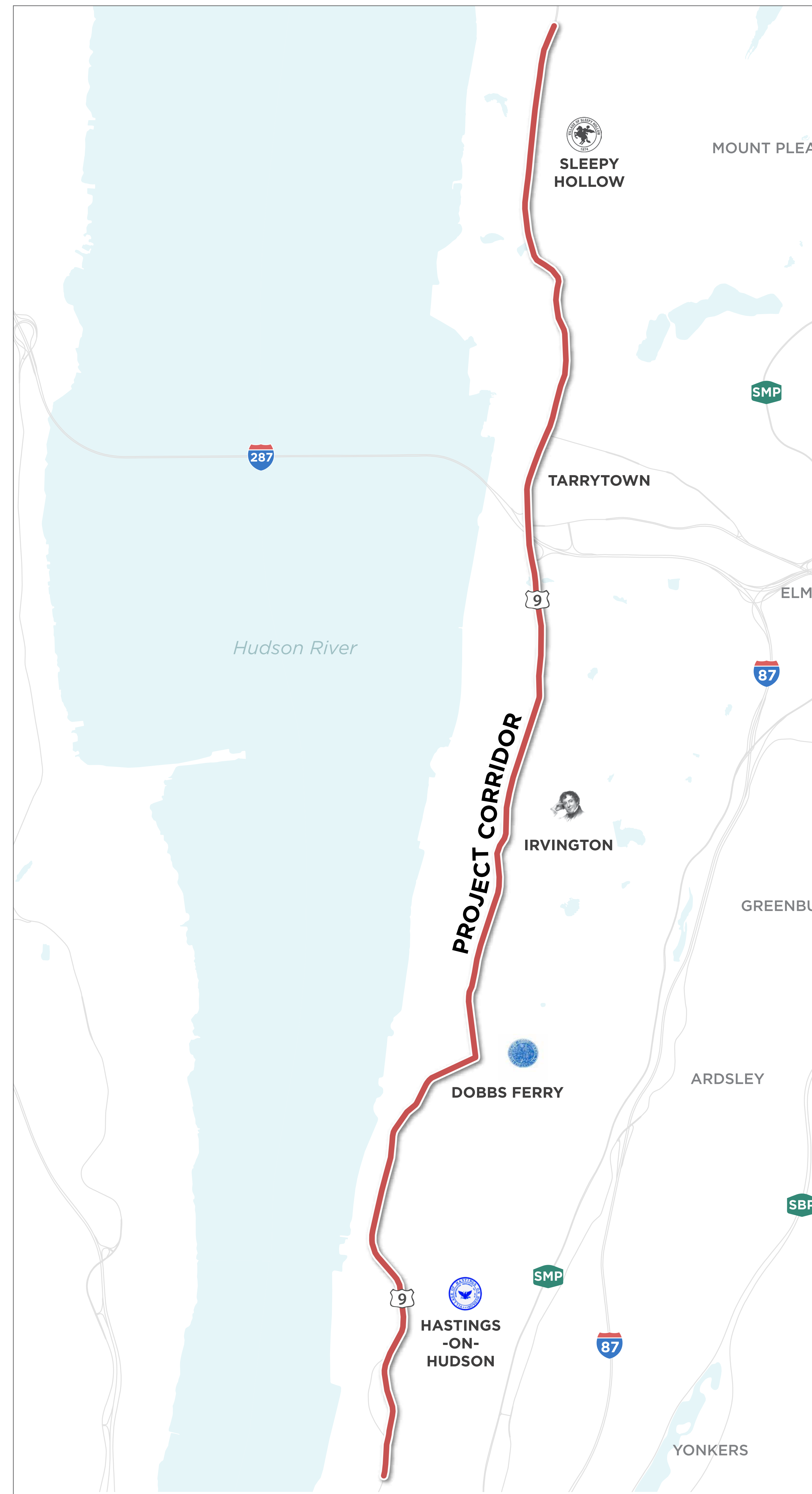
<http://route9active.org/>

[info@route9active.org](mailto:info@route9active.org)

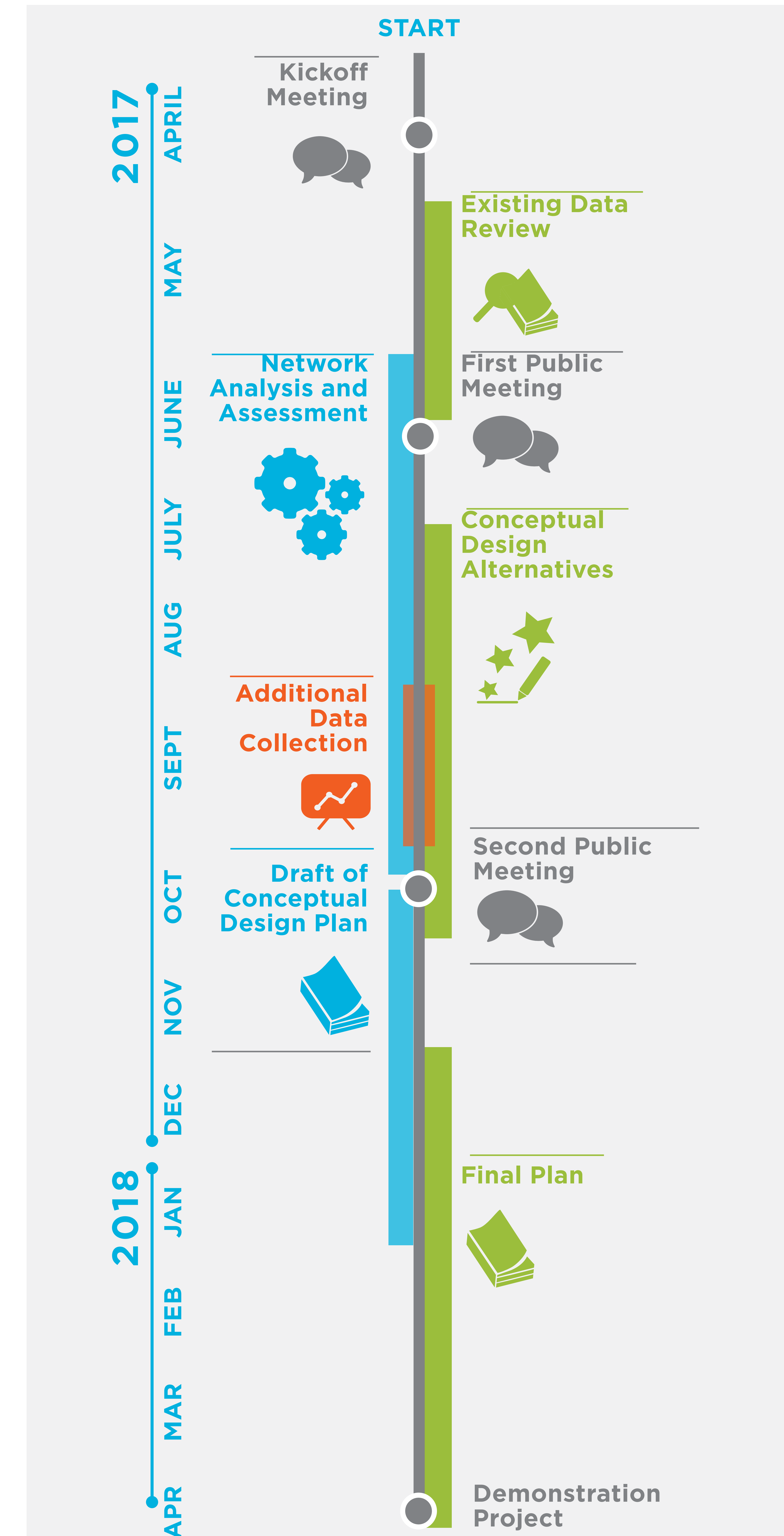
[@route9active](https://www.instagram.com/route9active)

Sign up for the project's email announcement list

via [info@route9active.org](mailto:info@route9active.org)

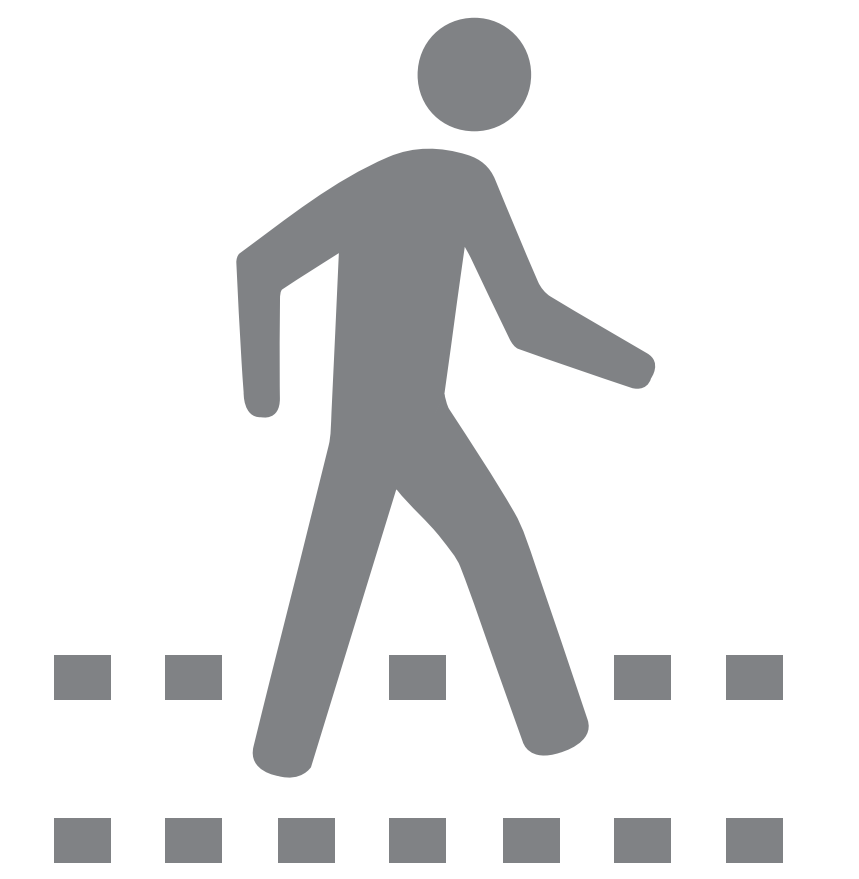
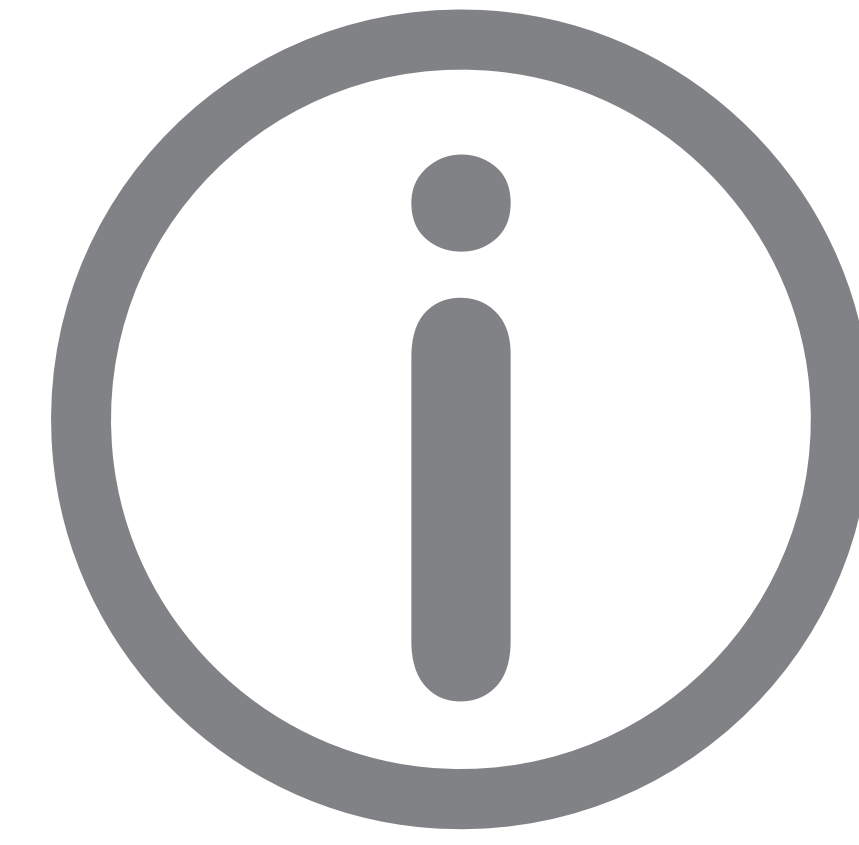


The study is being funded by a reimbursement grant awarded to the Village Consortium by the New NY Bridge Community Benefits Program.

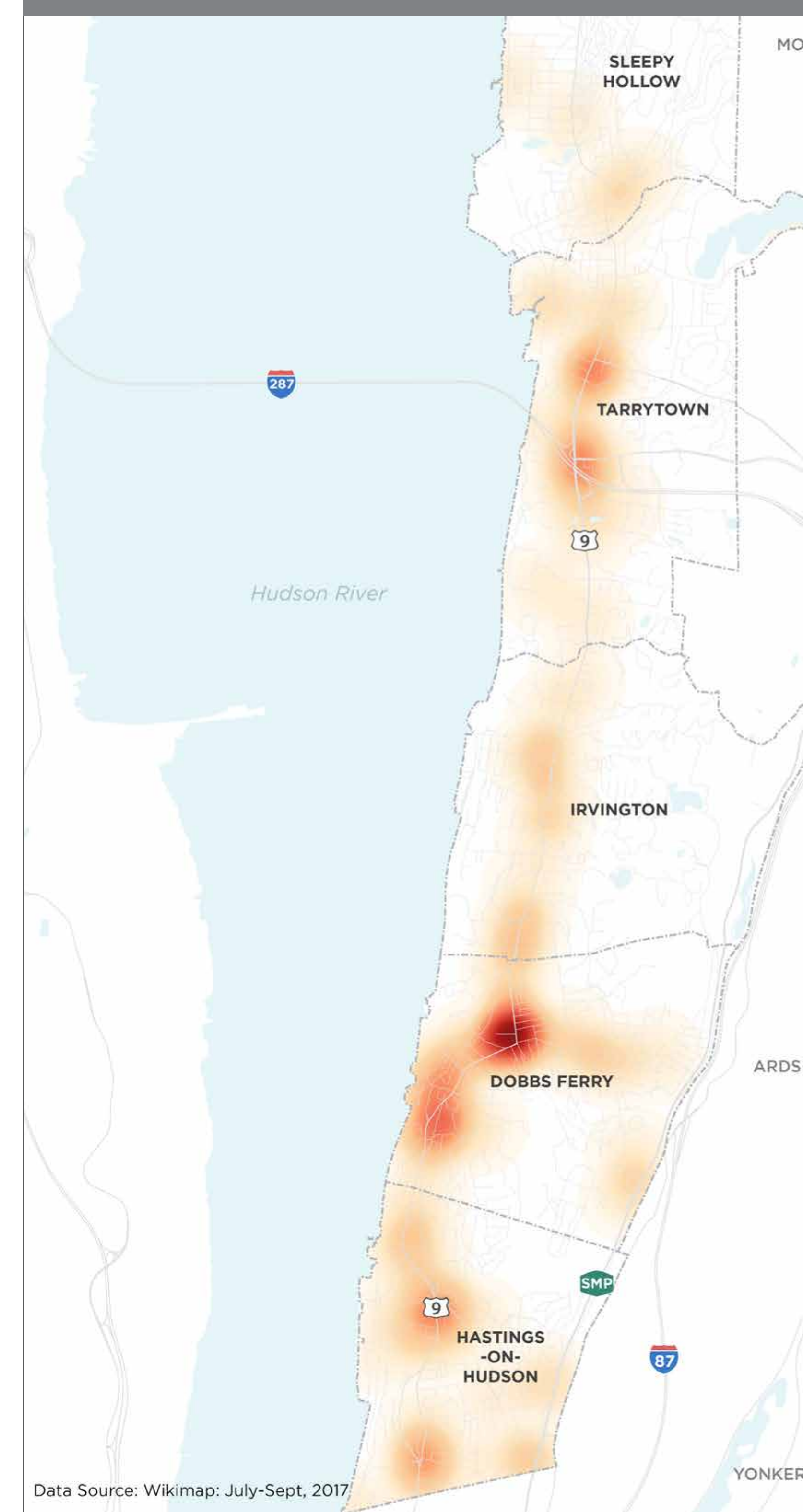




# PUBLIC OUTREACH SUMMARY

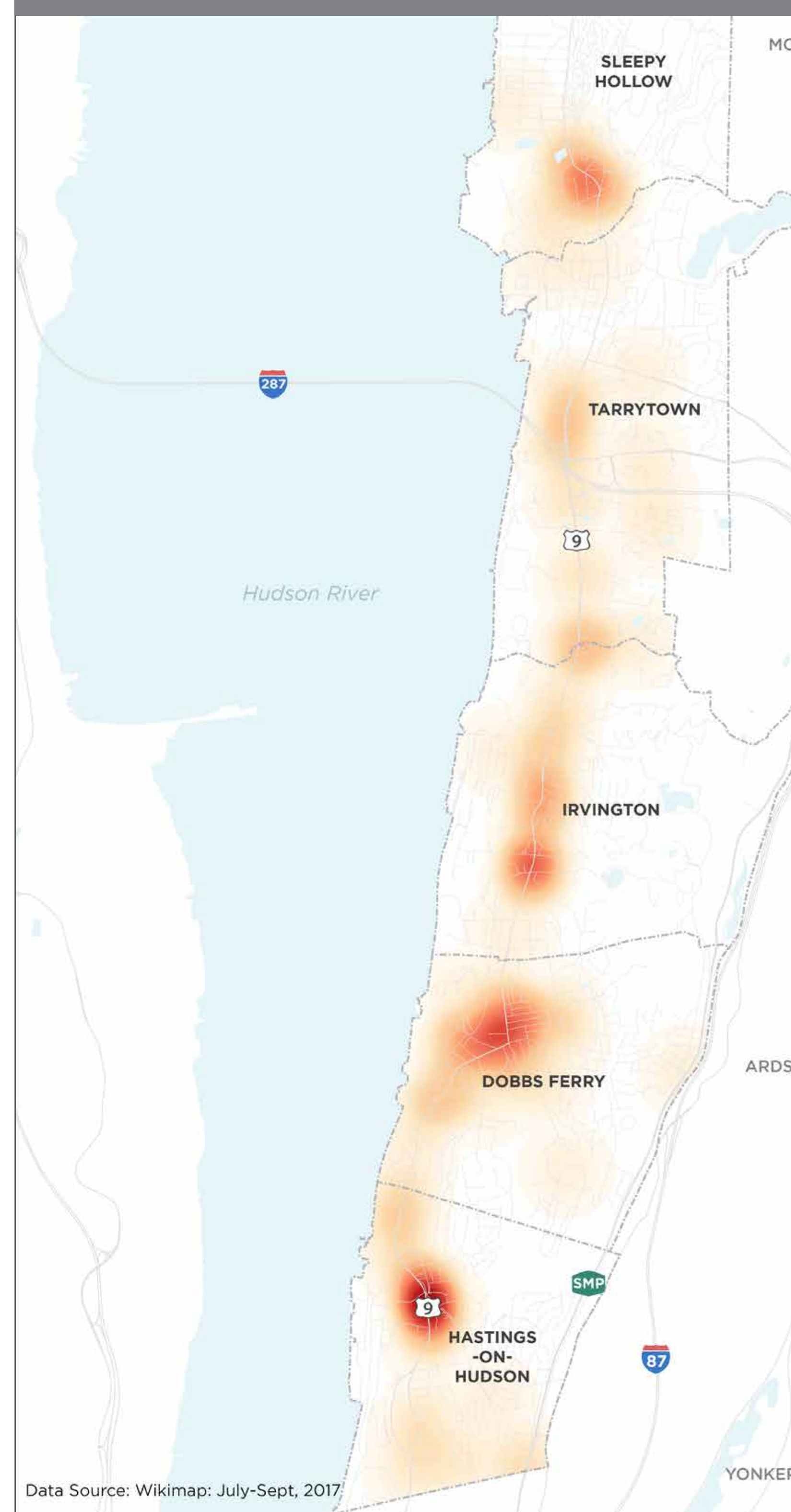


## BIKING COMMENTS



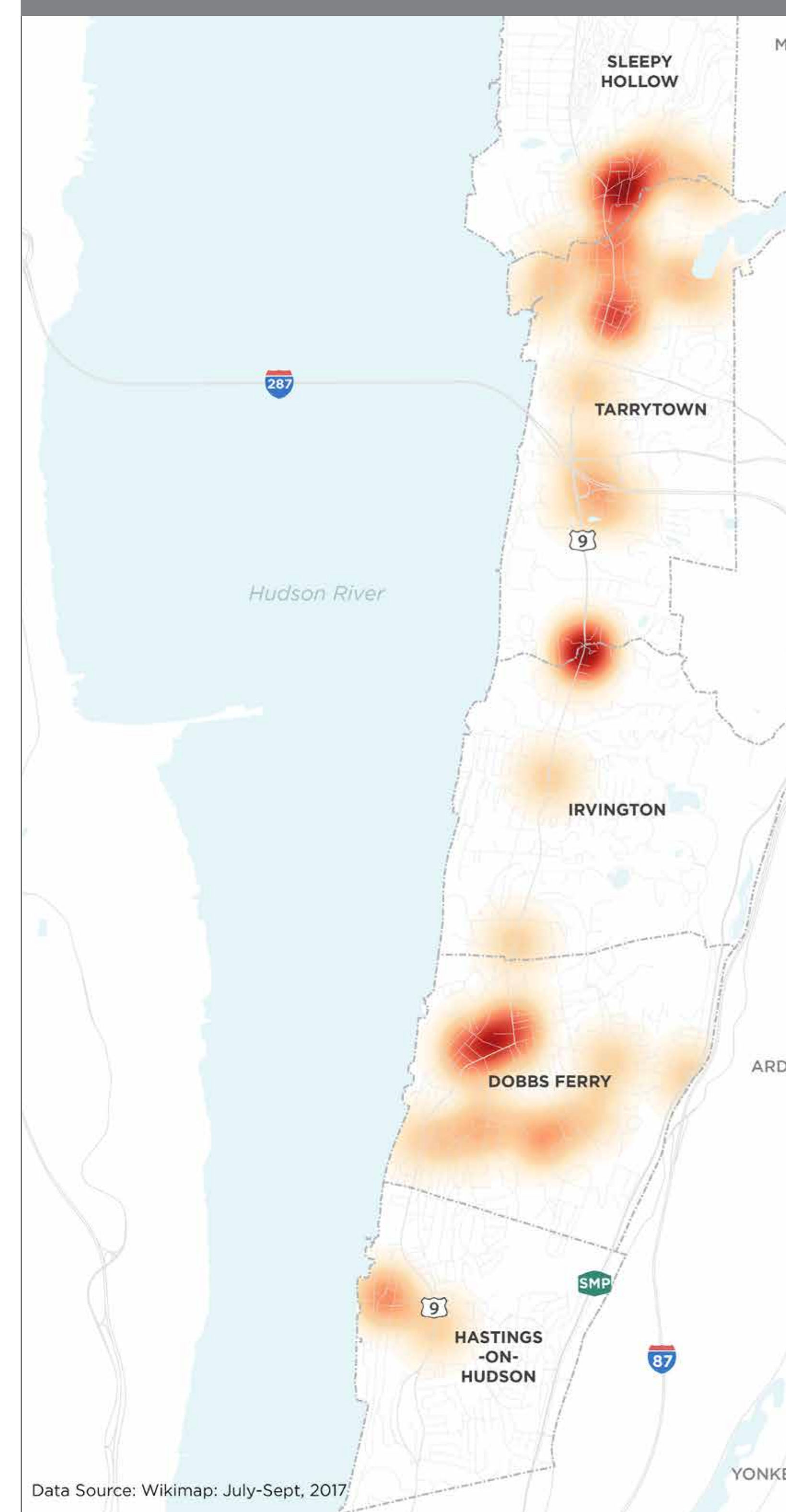
- Not enough room for bicycles/vehicle lanes too wide
- Add protected bike lanes
- Add bike boxes at signalized intersections
- Add bike parking
- Make connections to So County Trail

## DRIVING COMMENTS



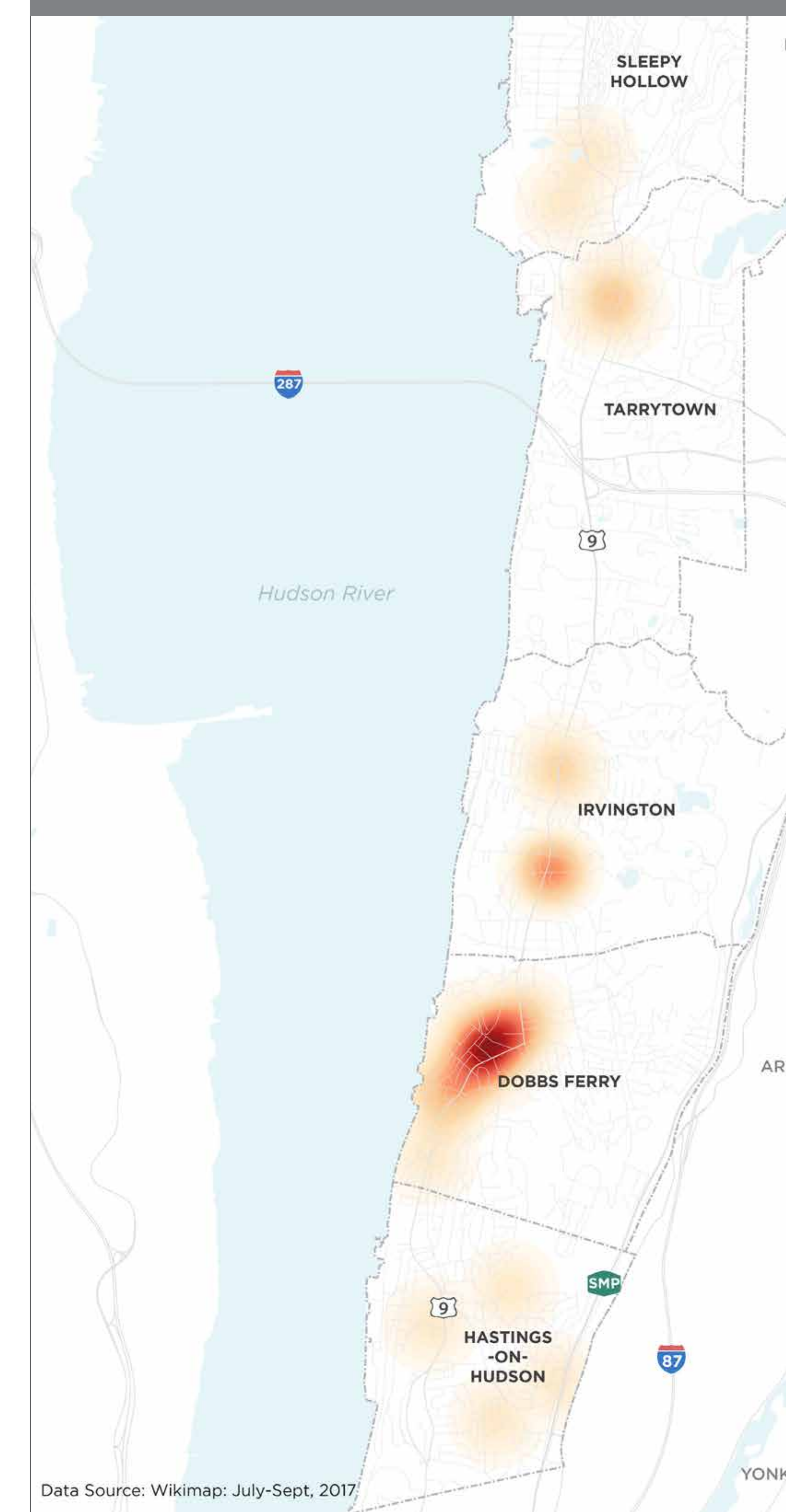
- Intersection needs to be redesigned/retimed
- Narrow/reduce lanes
- Traffic backs up near schools at peak times
- Limit speeds/add traffic calming near schools

## INFO/SIGNAGE COMMENTS



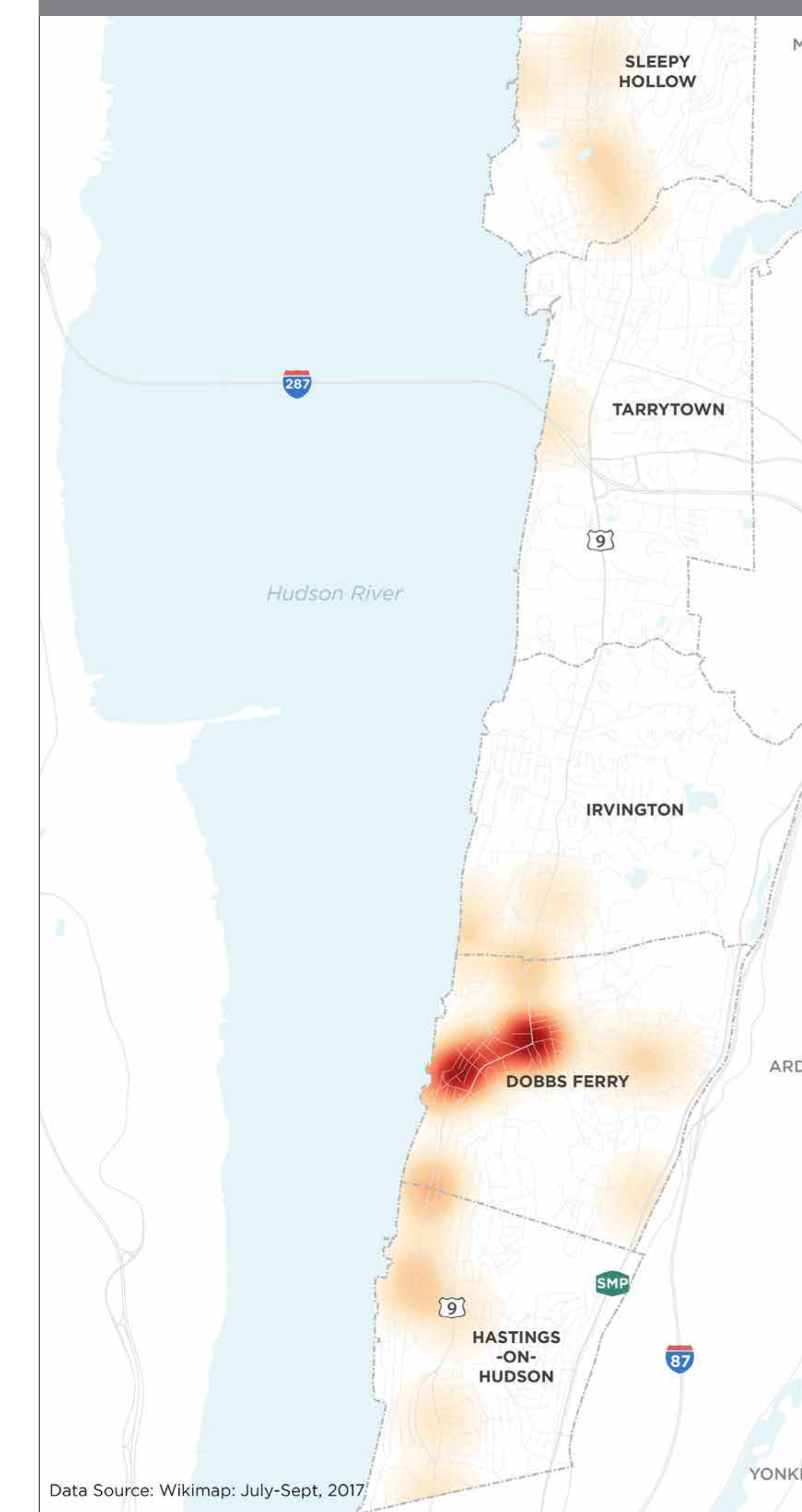
- Better signage to lead bikes/pedestrians to the aqueduct trail
- Add signage to direct to parking options
- Need pedestrian wayfinding

## PARKING COMMENTS



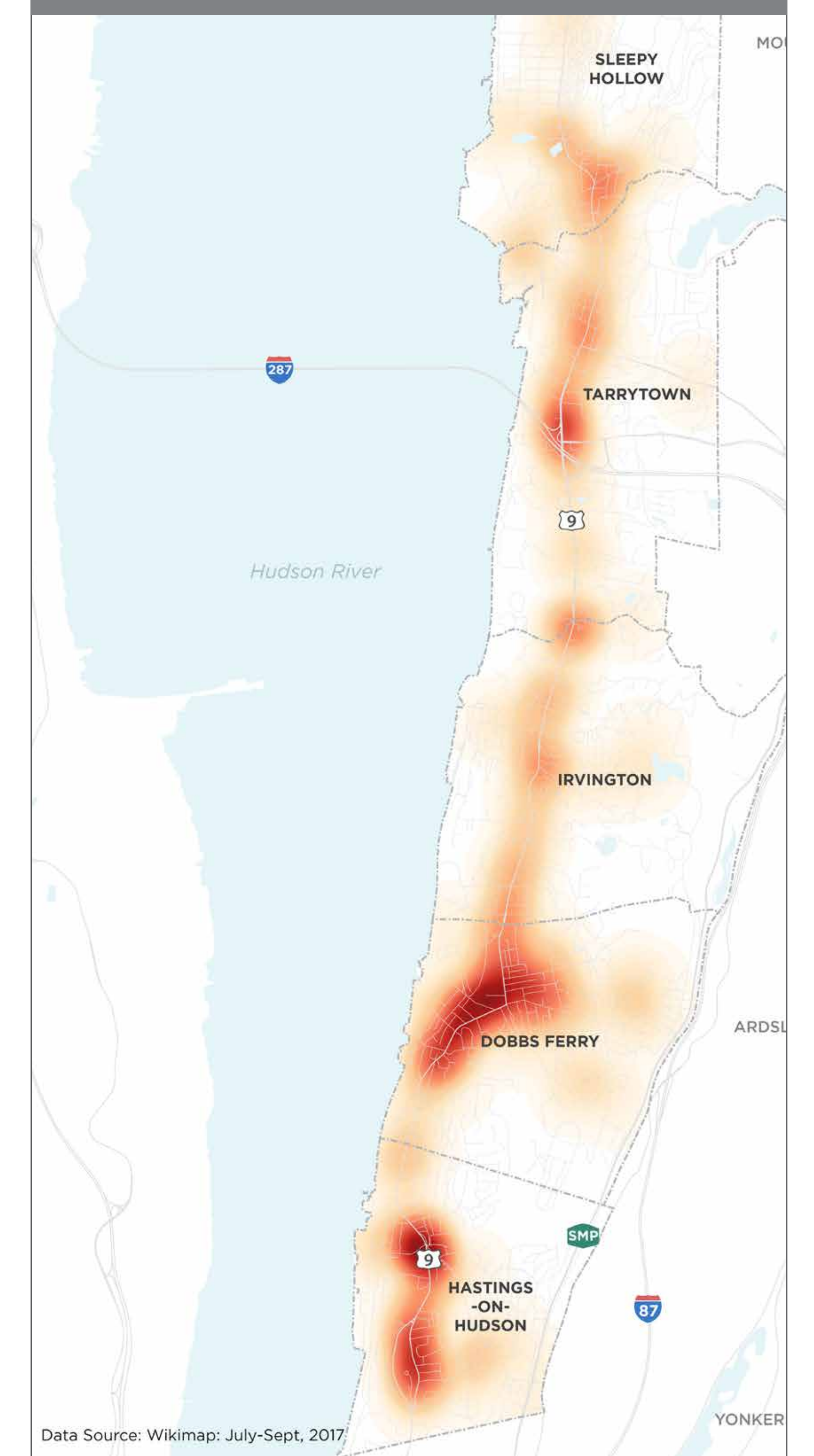
- Add/utilize off-street parking
- Remove spaces near intersections to improve visibility
- Improve signage
- Increase shared parking options
- Reduce/eliminate on-street parking

## TRANSIT COMMENTS



- Stops have insufficient facilities
- Stops have insufficient sidewalk access
- Stops are poorly placed

## ADA/WALKING COMMENTS



- Sidewalk conditions are poor
- Need more/better/safer crosswalks
- Curb cuts too big/frequent
- Add sidewalks to both sides of the road
- Crossing at major intersections is difficult/dangerous
- Poor pedestrian signal timing

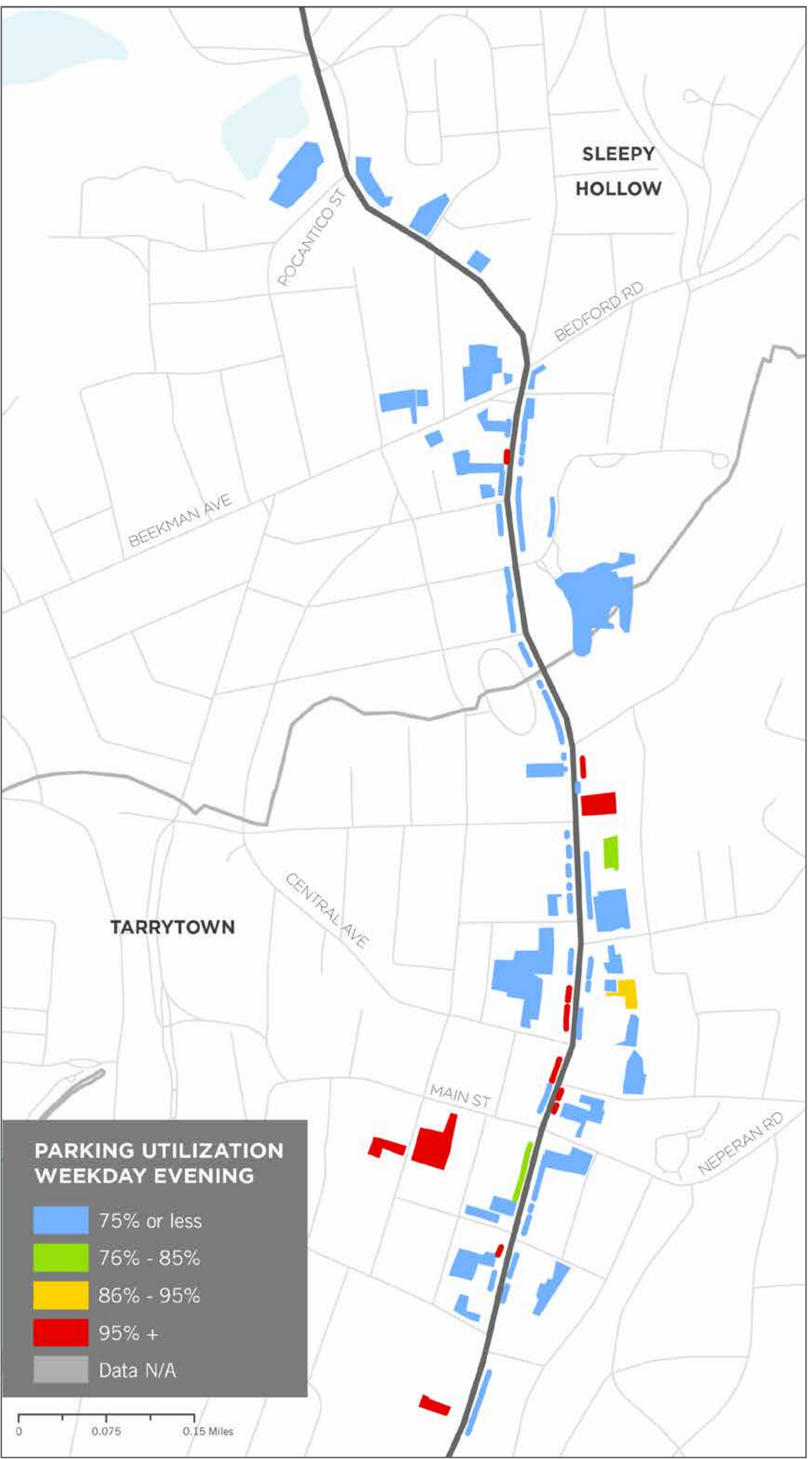




# PARKING AND TRANSIT

## NORTH PARKING

### WEEKDAY EVENING



- Parking utilization counts were done during: Wednesday, July 19th, 5-9pm
- Overall parking utilization:
  - » Sleepy Hollow: On-street 12% and Off-street 20%
  - » Tarrytown: On-street 49% and Off-street 49%
- Off-street parking utilization 1/4 mile from:
  - » Sleepy Hollow Beekman Ave-Route 9 intersection: 20%
  - » Tarrytown Central Ave-Route 9 intersection: 48%
  - » Tarrytown Main Street-Route 9 intersection: 48%

## CENTRAL PARKING

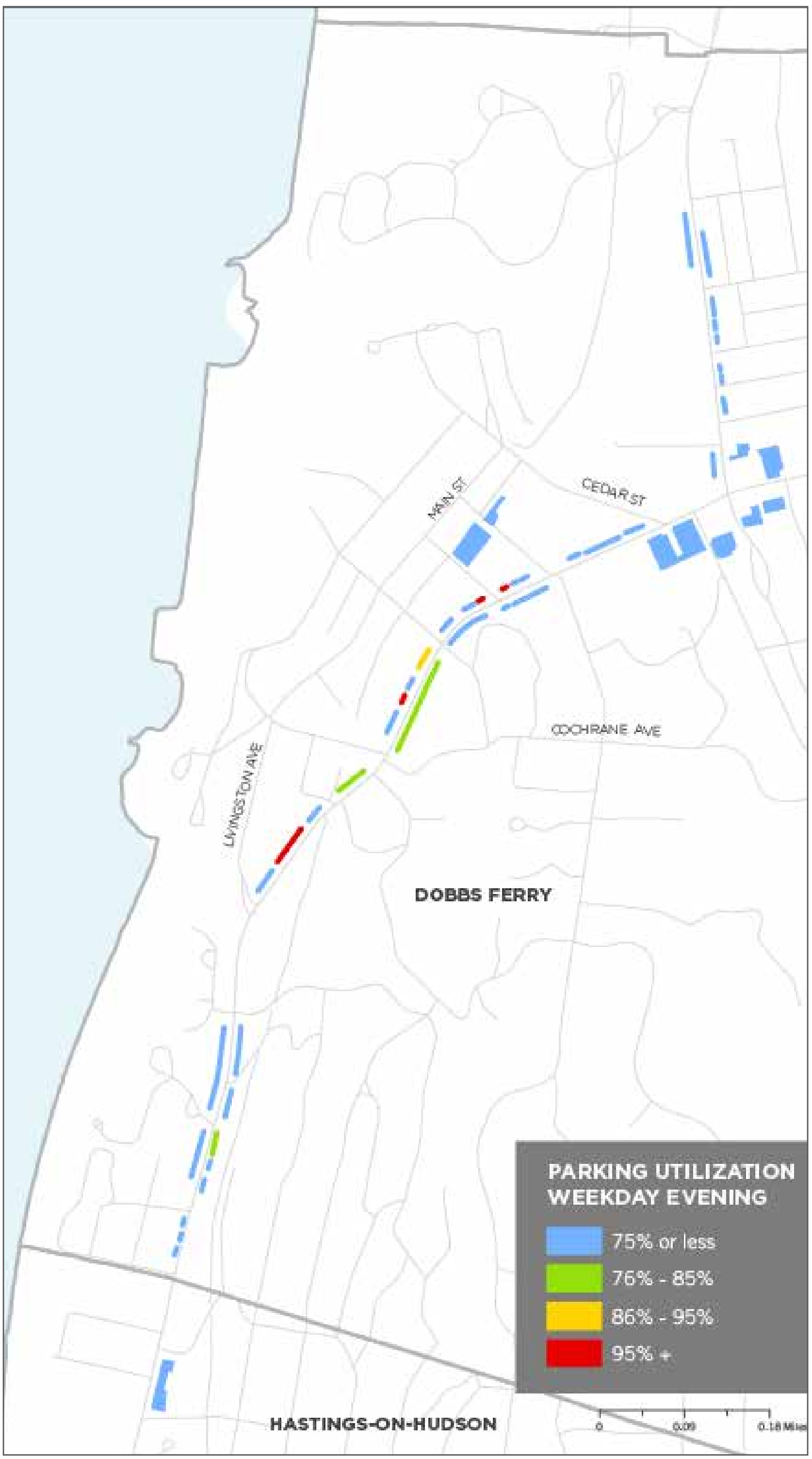
### WEEKDAY EVENING



- Parking utilization counts were done during: Wednesday, July 19th, 5-9pm
- Overall parking utilization:
  - » Irvington: On-street 50% and Off-street 7%
- Off-street parking utilization 1/4 mile from:
  - » Irvington Main St-Route 9 intersection: 7%

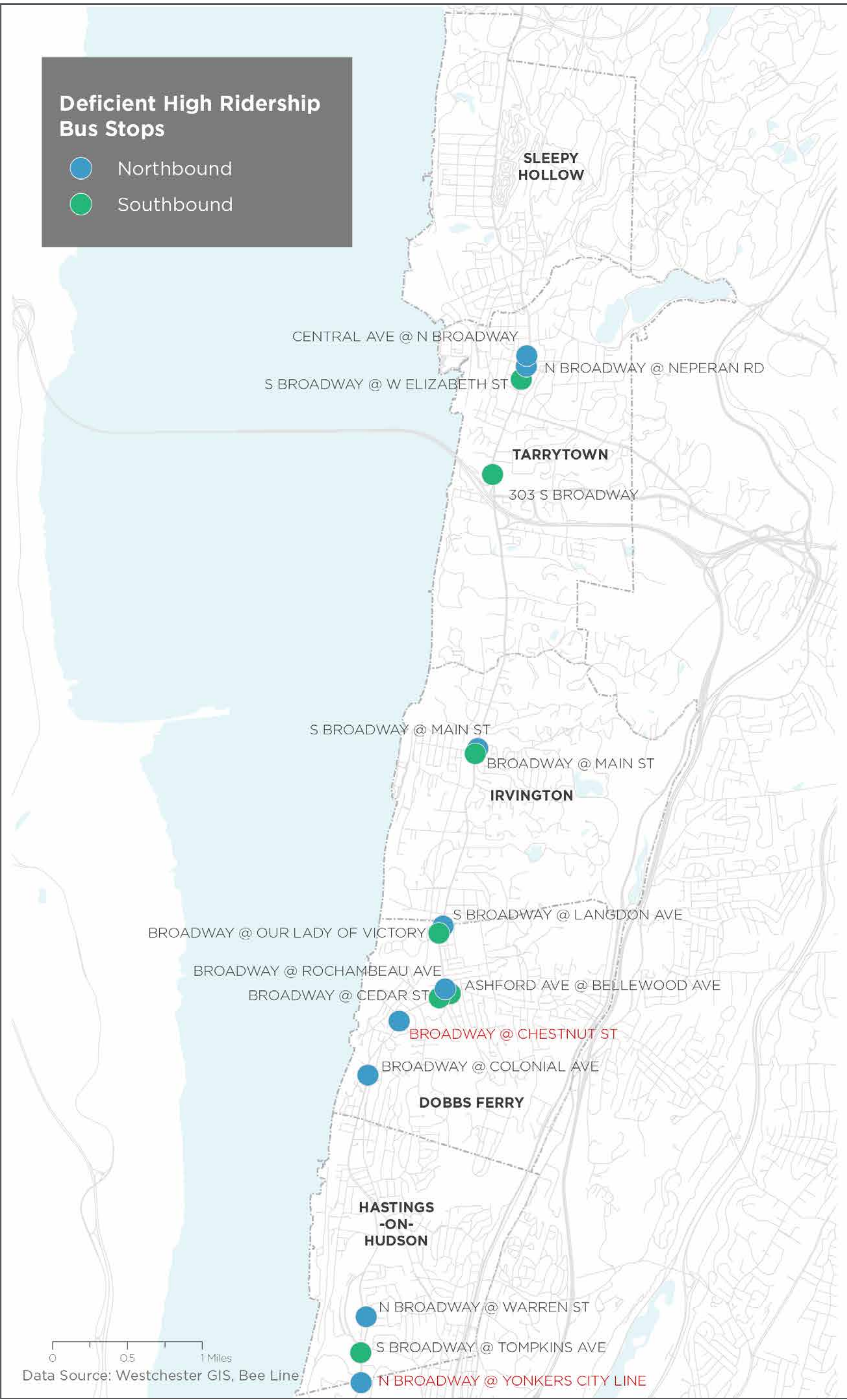
## SOUTH PARKING

### WEEKDAY EVENING



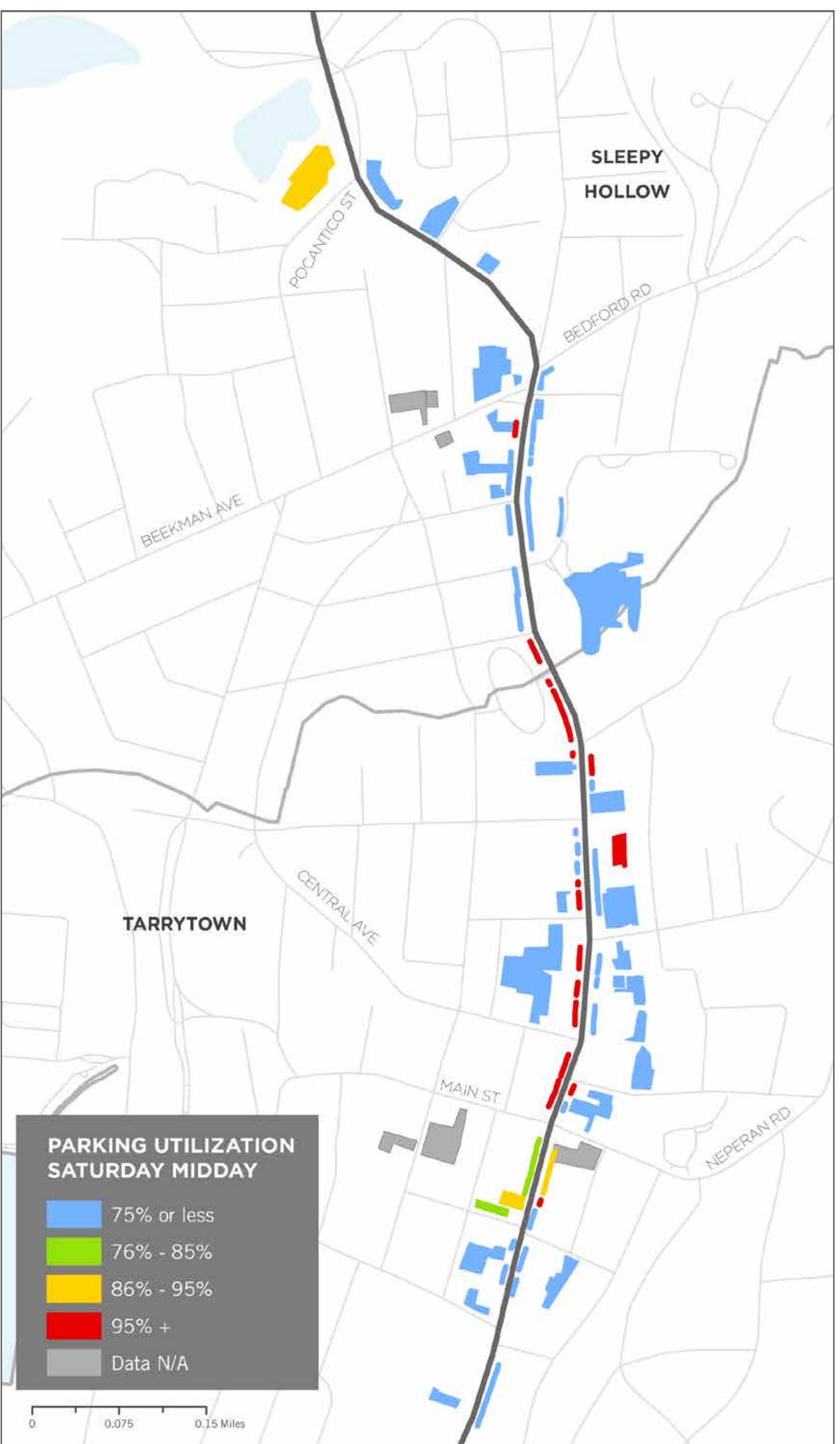
- Parking utilization counts were done during: Wednesday, July 19th, 5-9pm
- Overall parking utilization:
  - » Dobbs Ferry: On-street 43% and Off-street 51%
  - » Hastings-on-Hudson: Off-street 33%
- Off-street parking utilization 1/4 mile from:
  - » Dobbs Ferry Cedar St-Route 9 intersection: 51%
  - » Dobbs Ferry Chestnut St-Route 9 intersection: 63%

## TRANSIT ANALYSIS



- 16 bus stops along the corridor have a daily ridership of 20+ (boarding and alighting combined)
- 44% of the bus stops with higher ridership are not connected to the walking network (sidewalk or crosswalk)
- While almost all of the bus stops with high ridership have a Pole with a schedule, some are deficient in facilities:
  - » Only 19% have benches (without shelter)
  - » Only 19% have benches and shelter

### SATURDAY MIDDAY



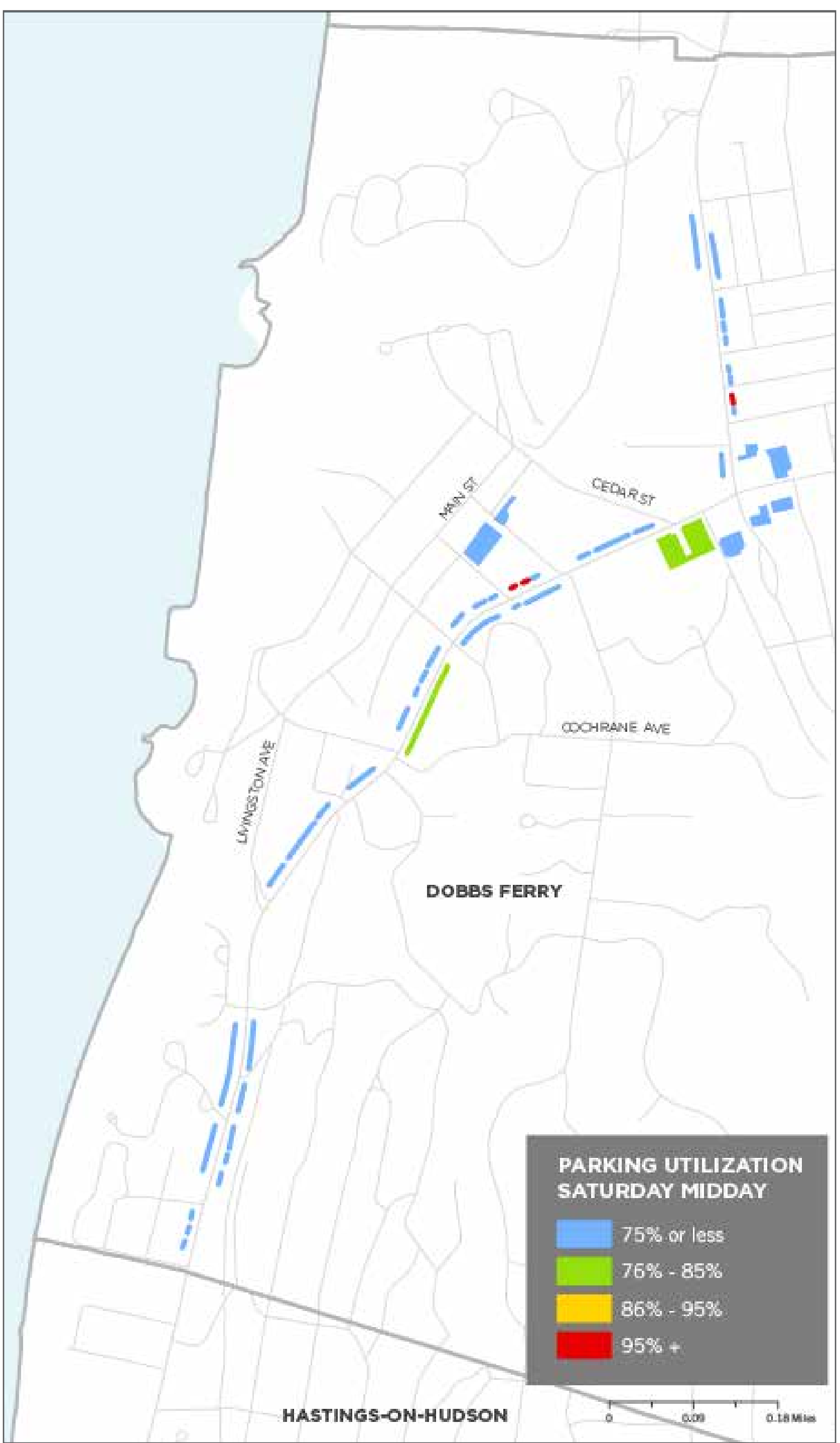
- Parking utilization counts were done during: Saturday, July 22nd, 11:30am-3:30pm
- Overall parking utilization:
  - » Sleepy Hollow: On-street 25% and Off-street 26%
  - » Tarrytown: On-street 59% and Off-street 38%
- Off-street parking utilization 1/4 mile from:
  - » Sleepy Hollow Beekman Ave-Route 9 intersection: 26%
  - » Tarrytown Central Ave-Route 9 intersection: 38%
  - » Tarrytown Main Street-Route 9 intersection: 36%

### SATURDAY MIDDAY



- Parking utilization counts were done during: Saturday, July 22nd, 11:30am-3:30pm
- Overall parking utilization:
  - » Irvington: On-street 63% and Off-street 9%
- Off-street parking utilization 1/4 mile from:
  - » Irvington Main St-Route 9 intersection: 9%

### SATURDAY MIDDAY



- Parking utilization counts were done during: Saturday, July 22nd, 11:30am-3:30pm
- Overall parking utilization:
  - » Dobbs Ferry: On-street 44% and Off-street 61%
  - » Hastings-on-Hudson: Off-street 0%
- Off-street parking utilization 1/4 mile from:
  - » Dobbs Ferry Cedar St-Route 9 intersection: 61%
  - » Dobbs Ferry Chestnut St-Route 9 intersection: 67%



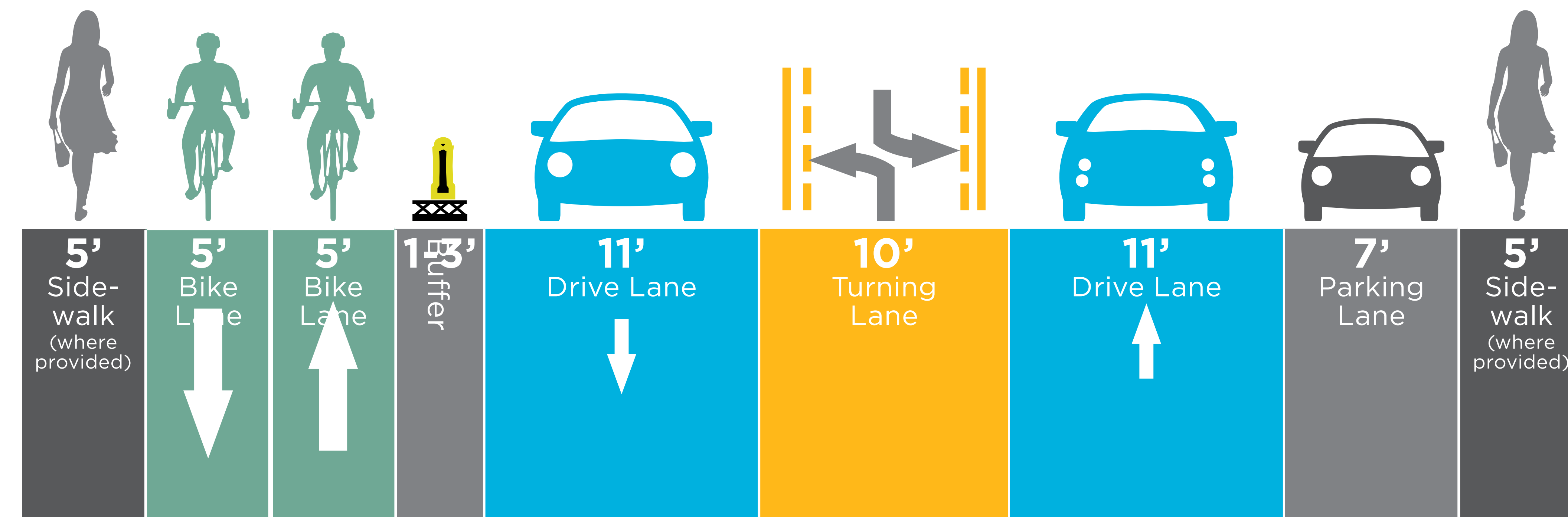


# DESIGN GUIDELINES & SAFETY

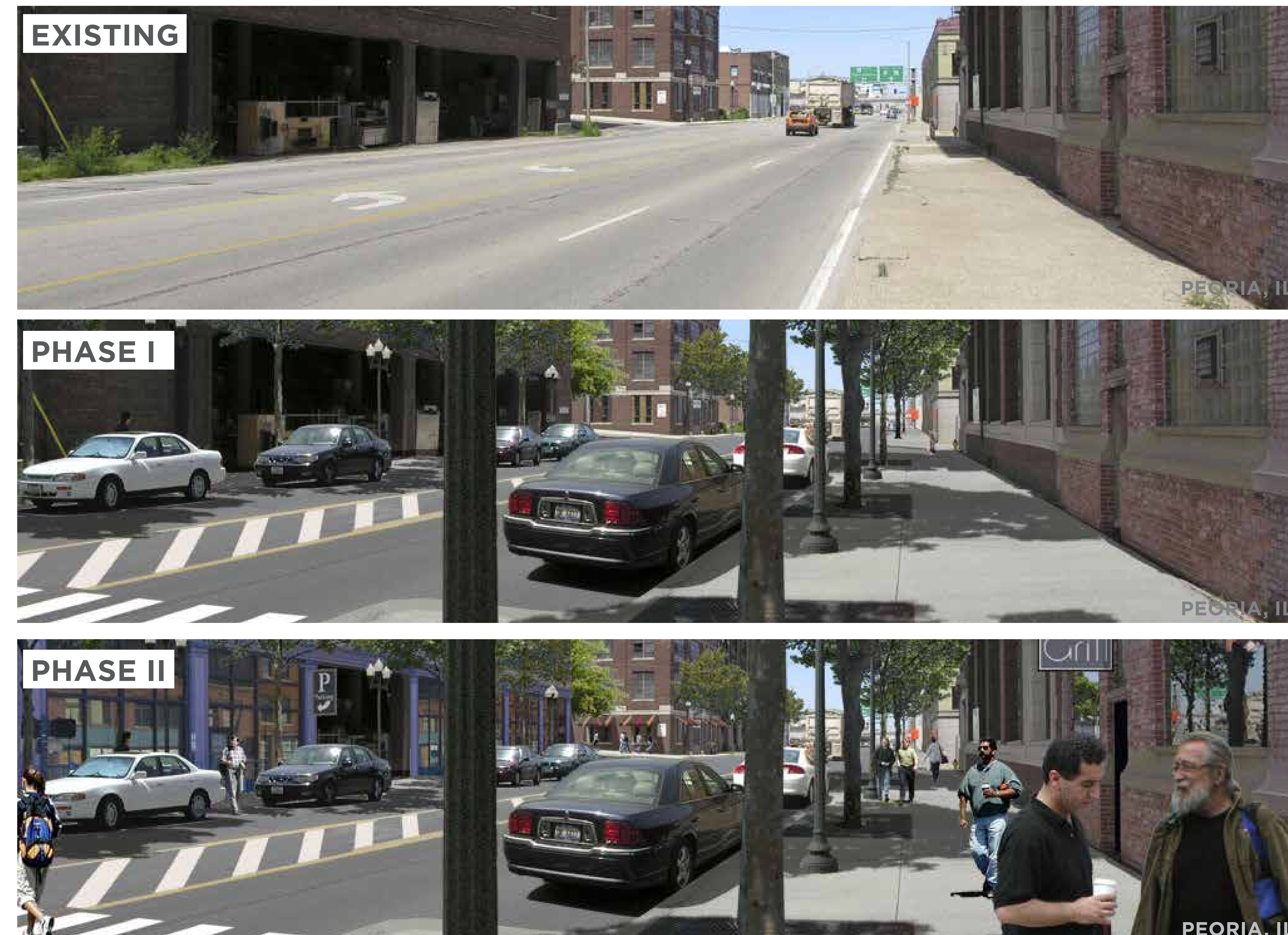
## DESIGN GUIDELINES

- **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.
- **Streets transporting less than 25,000/day** can be supported with 1-lane per direction
- **Parking removal** will not be recommended where current on-street and nearby off-street utilization is high
- **Recommendations** will maintain traffic Level of Service E during peak hour

## MINIMUM LANE WIDTHS

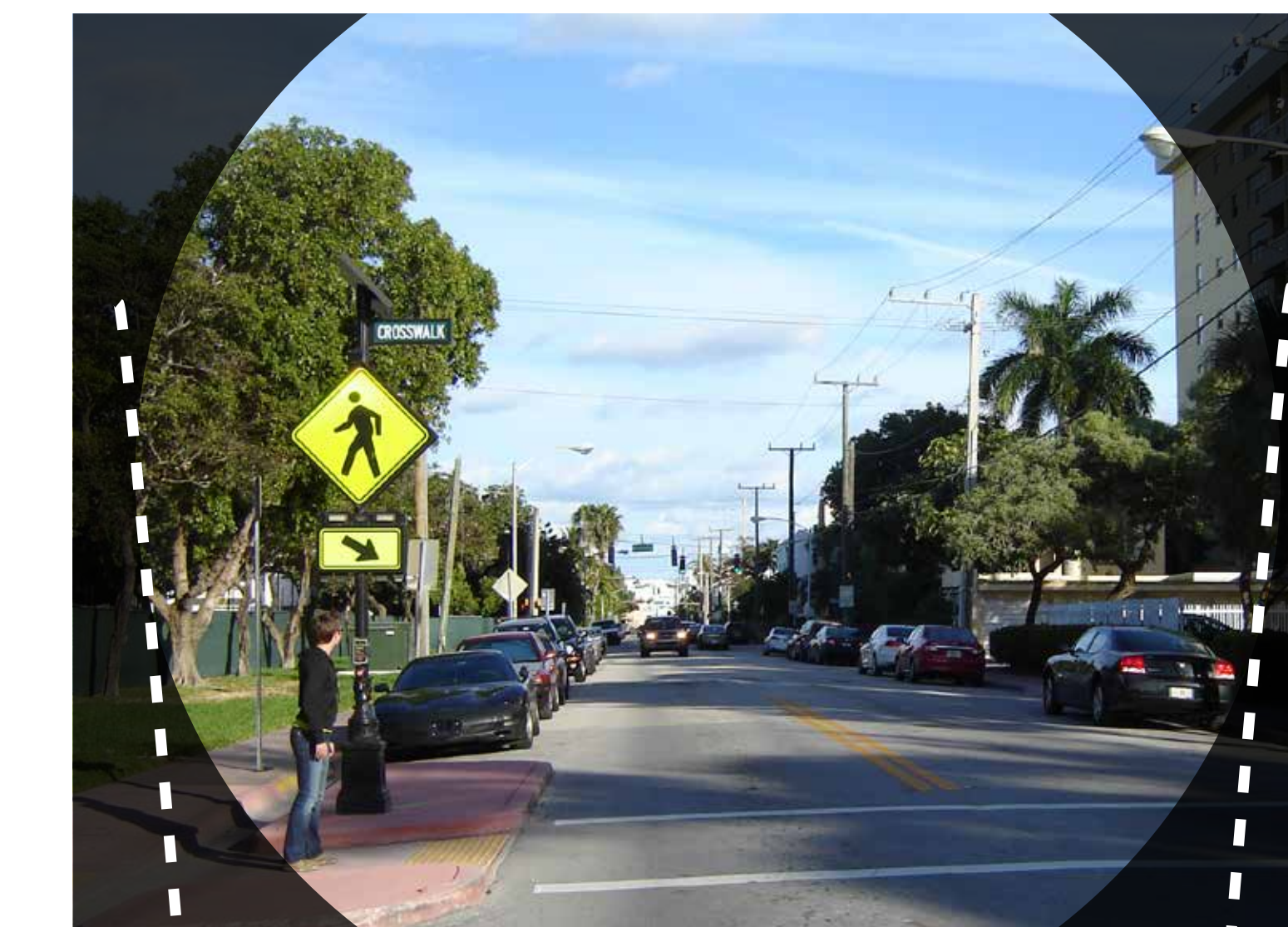


## PROJECT PHASING: COMPLETE STREETS

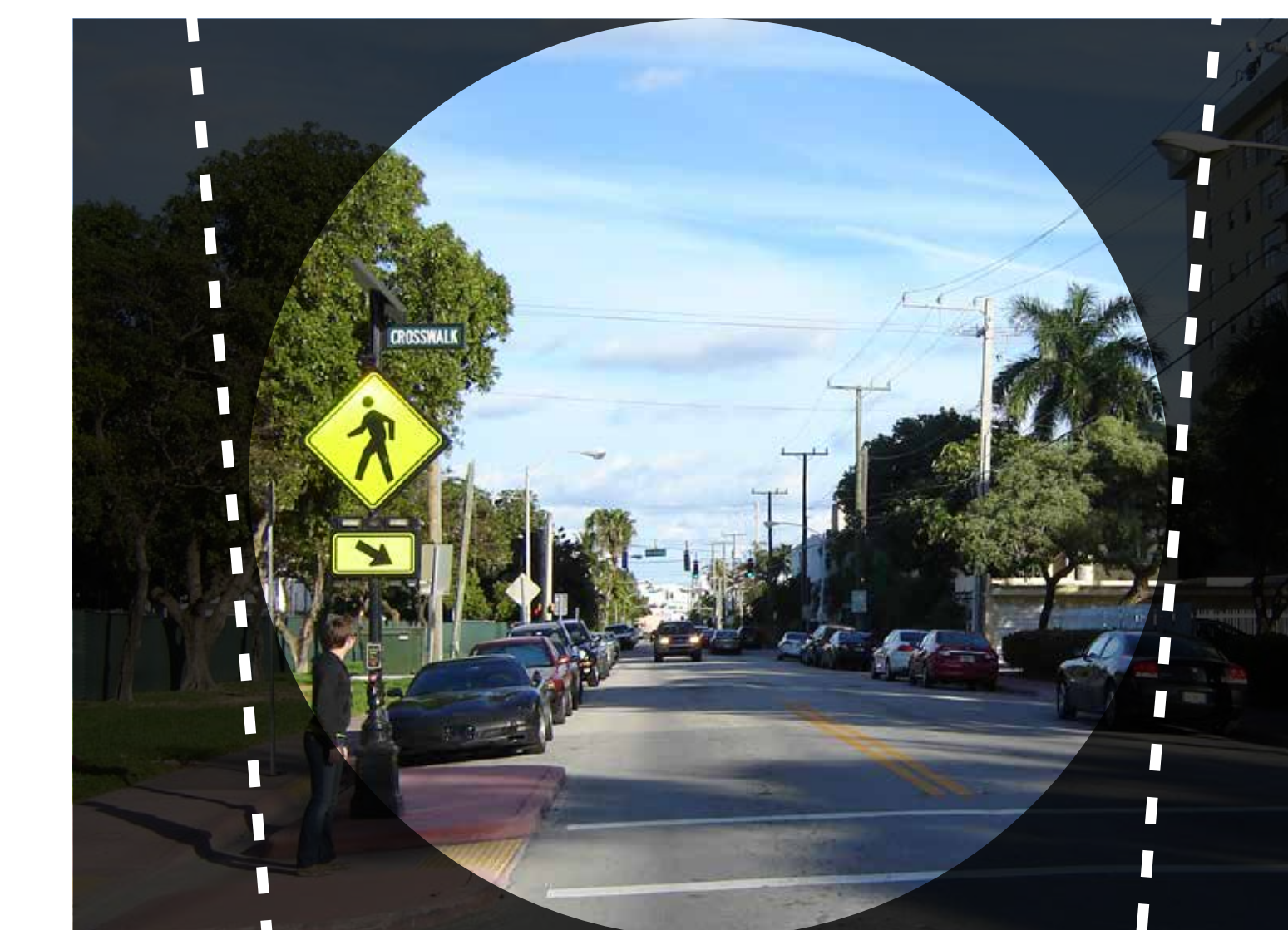


## SAFETY

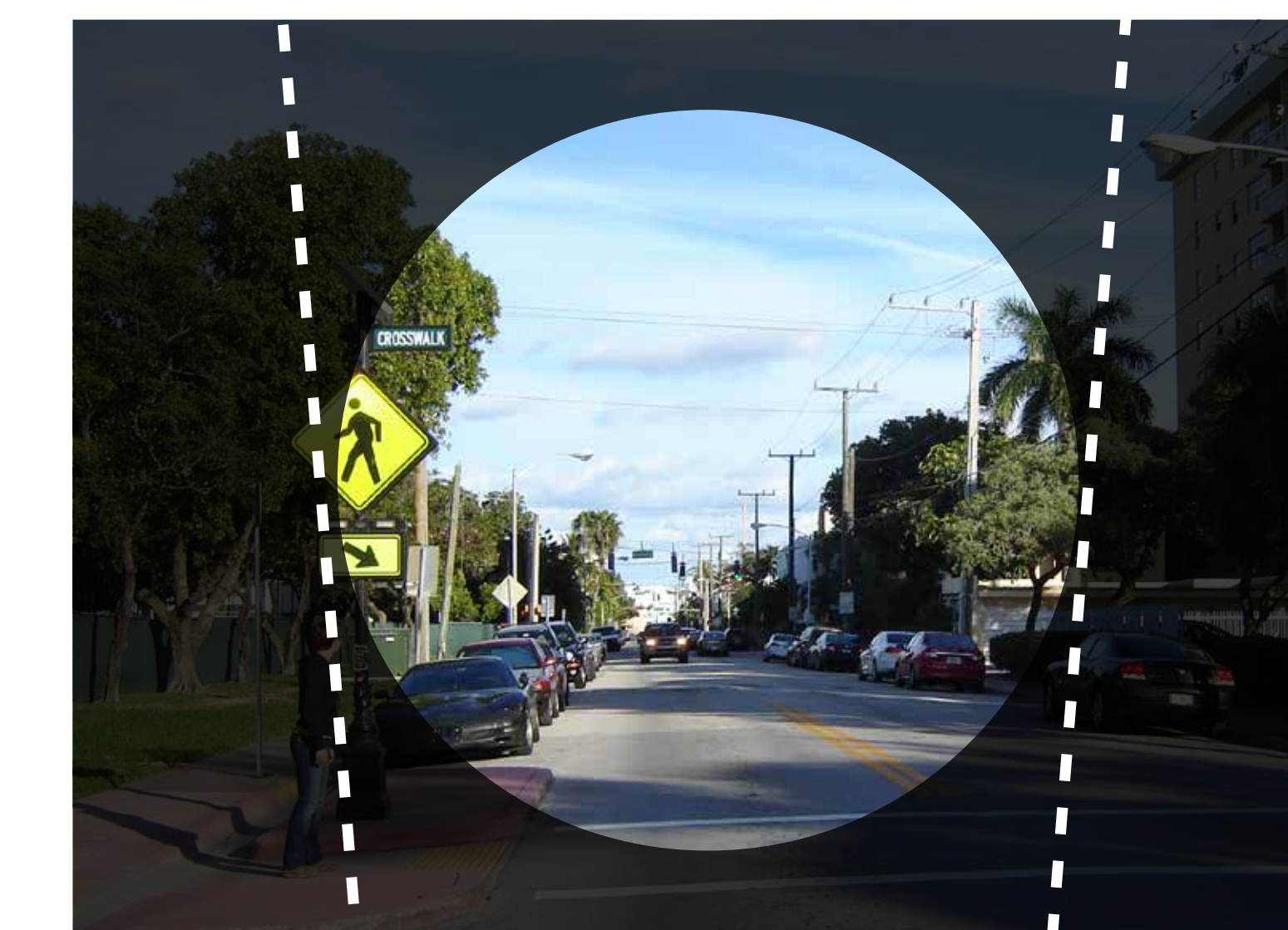
### FIELD OF VISION



15 MPH



20 MPH

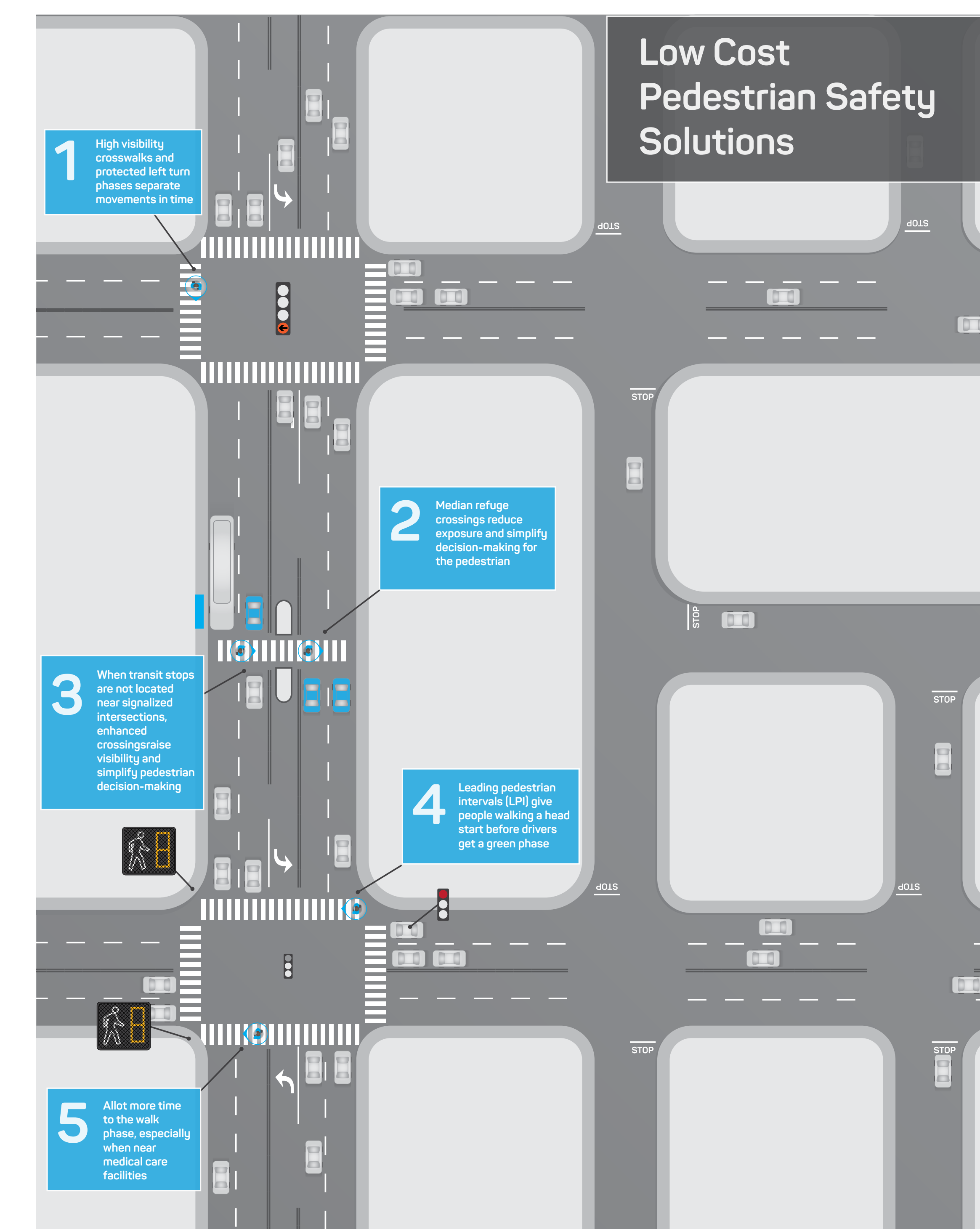
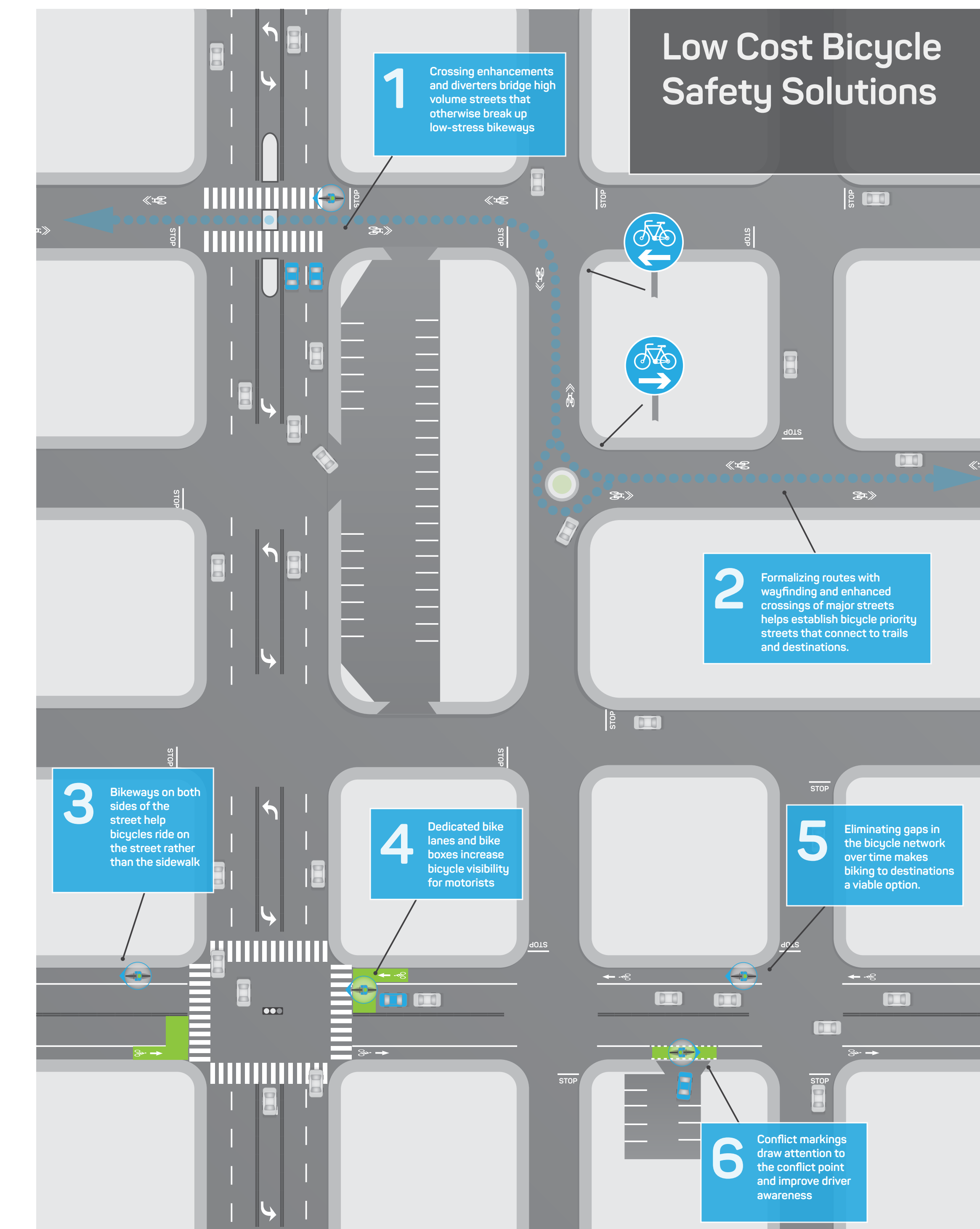


25 MPH



30 MPH

### STREET DESIGN





# SLEEPY HOLLOW

## 1 RT 9 FROM PIERSON AVE TO BELLWOOD AVE

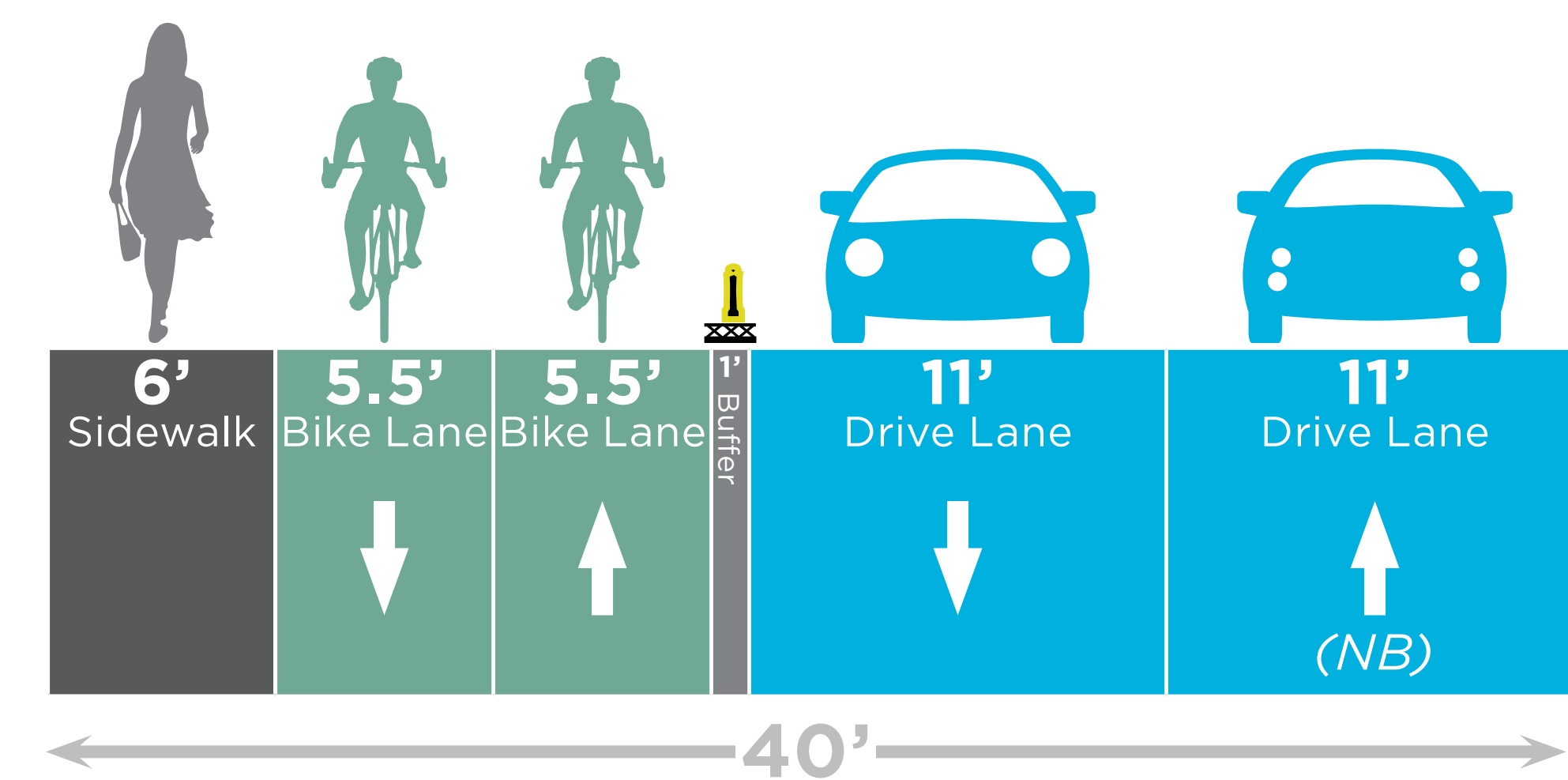
Existing curb-to-curb 40' | AADT: 14,800

One lane per direction, painted median, no sidewalks



### OPTION 1A | RT 9 FROM PIERSON AVENUE TO BELLWOOD AVE

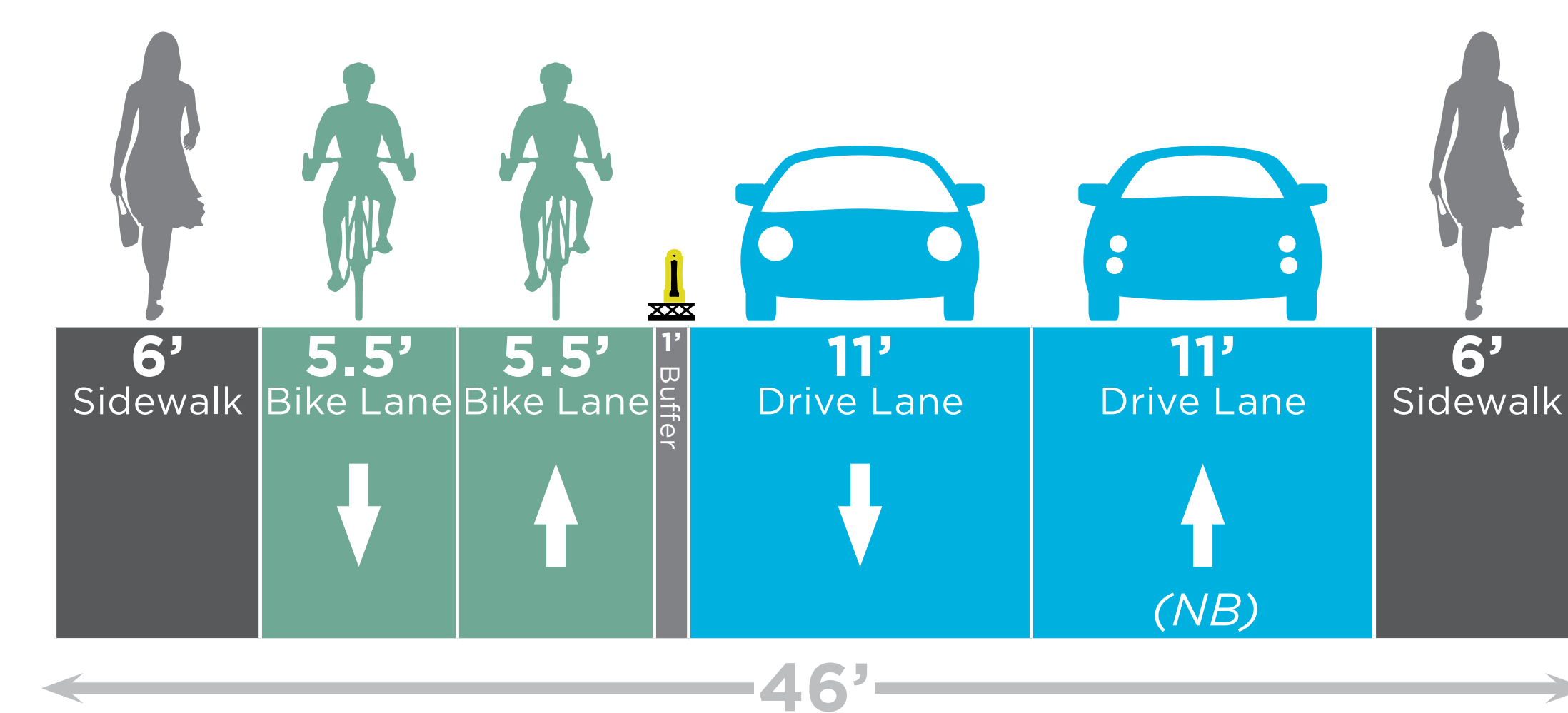
Sidewalk, buffered dual bike lane, two driving lanes on Rt 9



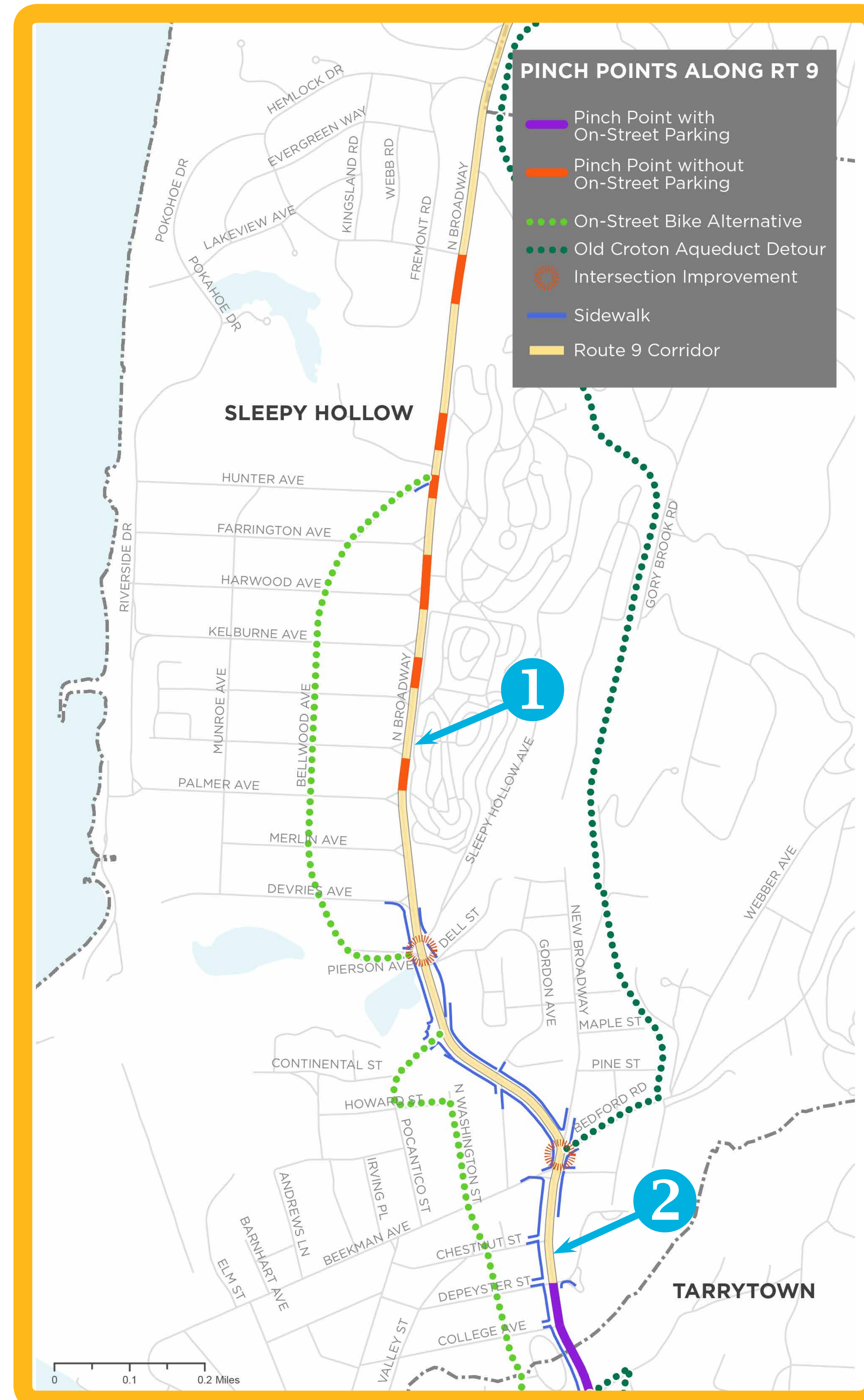
COMMENTS

### OPTION 1B | BELLWOOD AVE/PIERSON AVE

Sidewalk on both sides, buffered dual bike lane, two driving lanes



COMMENTS



- Daily traffic volumes are less than 25,000
- Most of the corridor within the village has geometric and traffic conditions that are favorable for implementing active transportation facilities with the desired design guidelines
- About 20% of the corridor within the village has conditions that are less favorable to implementing active transportation facilities with the desired design guidelines, mostly due to left-turn pockets at certain intersections
- Safety concerns at the Beekman Ave and Route 448 intersections will be addressed through intersection improvement recommendations

## 2 ROUTE 9 BETWEEN BEEKMAN AVE-COLLEGE AVE

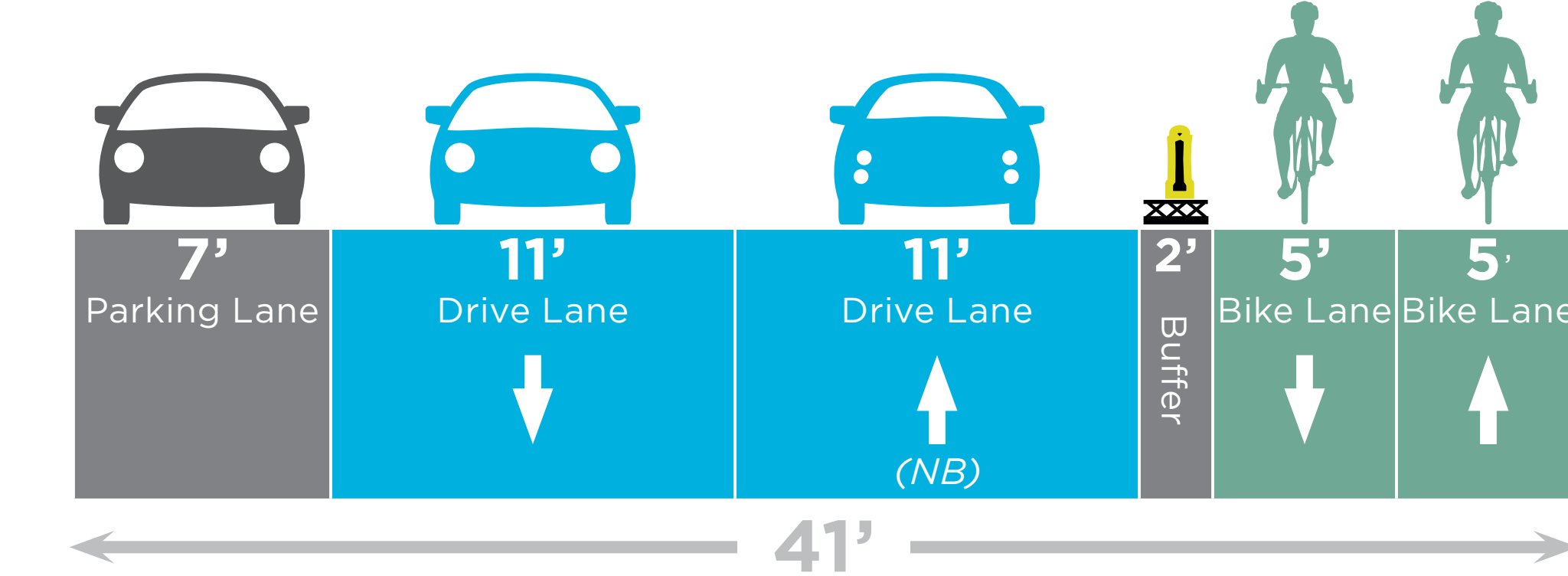
Existing curb-to-curb 41' | AADT: 15,500

On-street parking on both sides, two driving lanes, sidewalk on west side



### OPTION 2A | ROUTE 9 BETWEEN BEEKMAN AVE-COLLEGE AVE

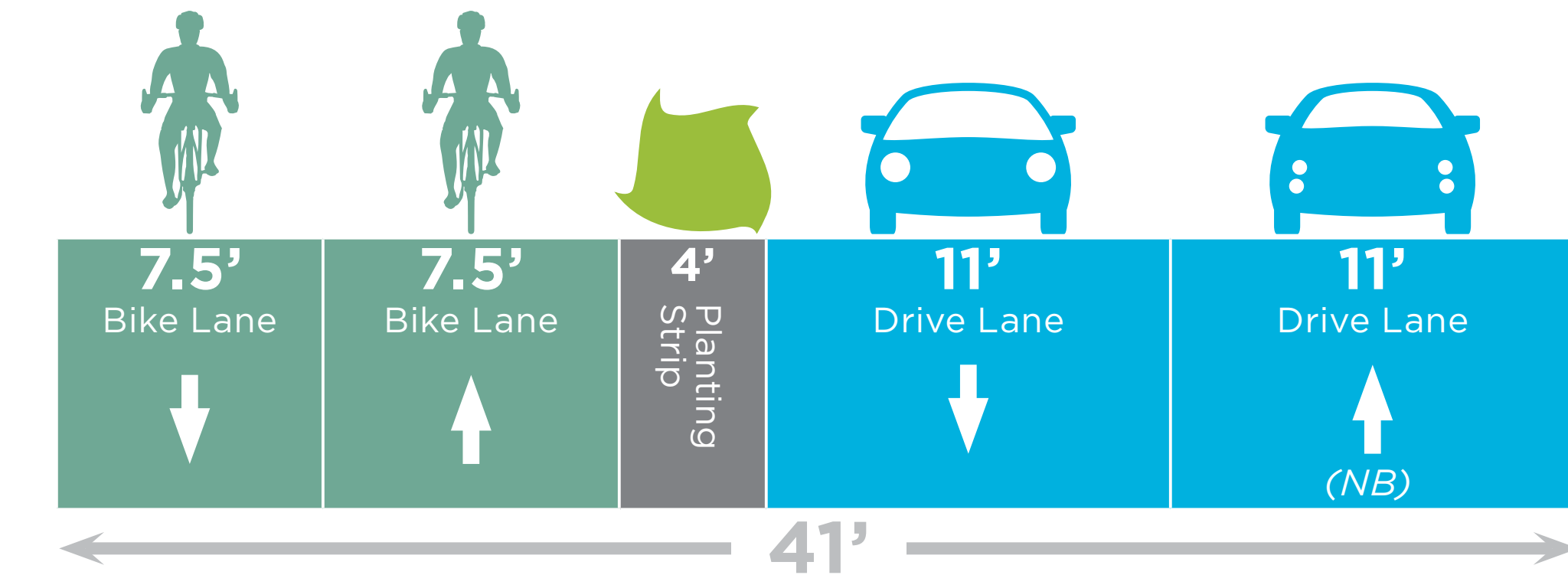
On-street parking, two driving lanes, buffered dual bike lane



COMMENTS

### OPTION 2B | ROUTE 9 BETWEEN BEEKMAN AVE-COLLEGE AVE

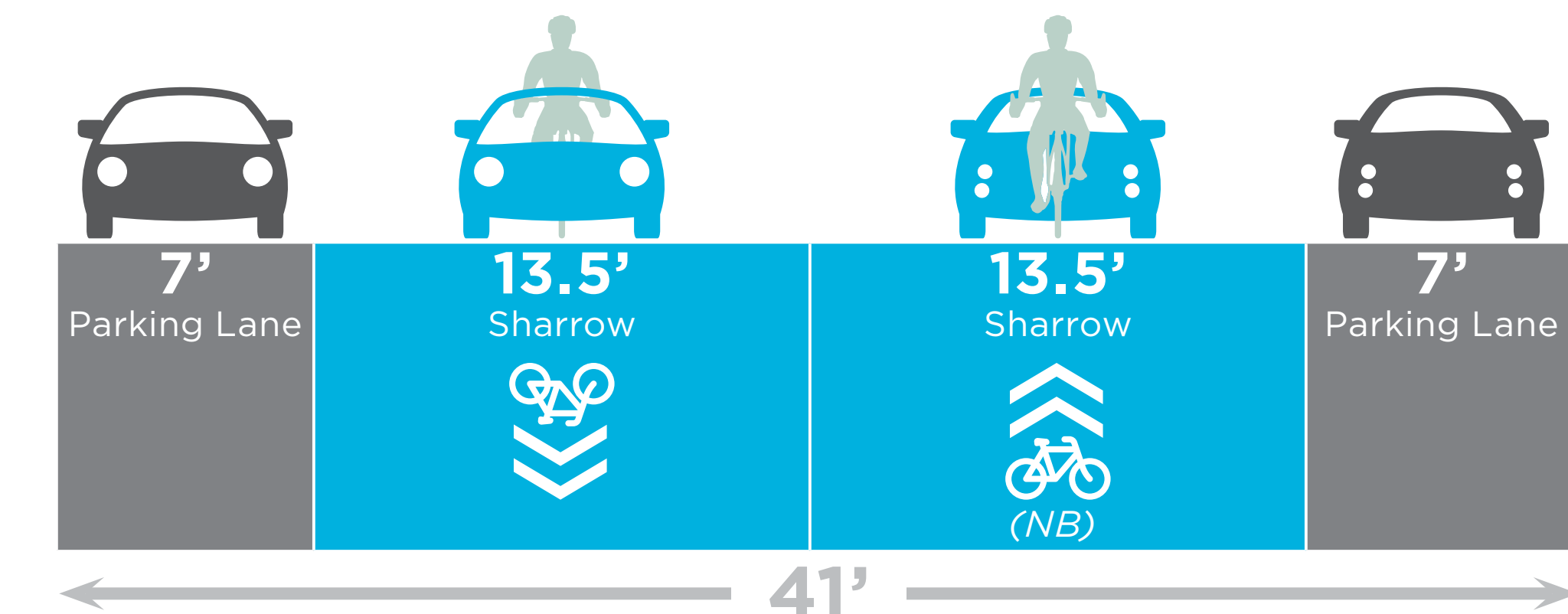
Dual bike lane, planting strip, two driving lanes



COMMENTS

### OPTION 2C | ROUTE 9 BETWEEN BEEKMAN AVE-COLLEGE AVE

Two parking lanes, two sharrow lanes



COMMENTS

### OPTION 2D | ON-STREET PARALLEL ROUTES

Pocantico St-Howard St-Washington St-Franklin St

COMMENTS



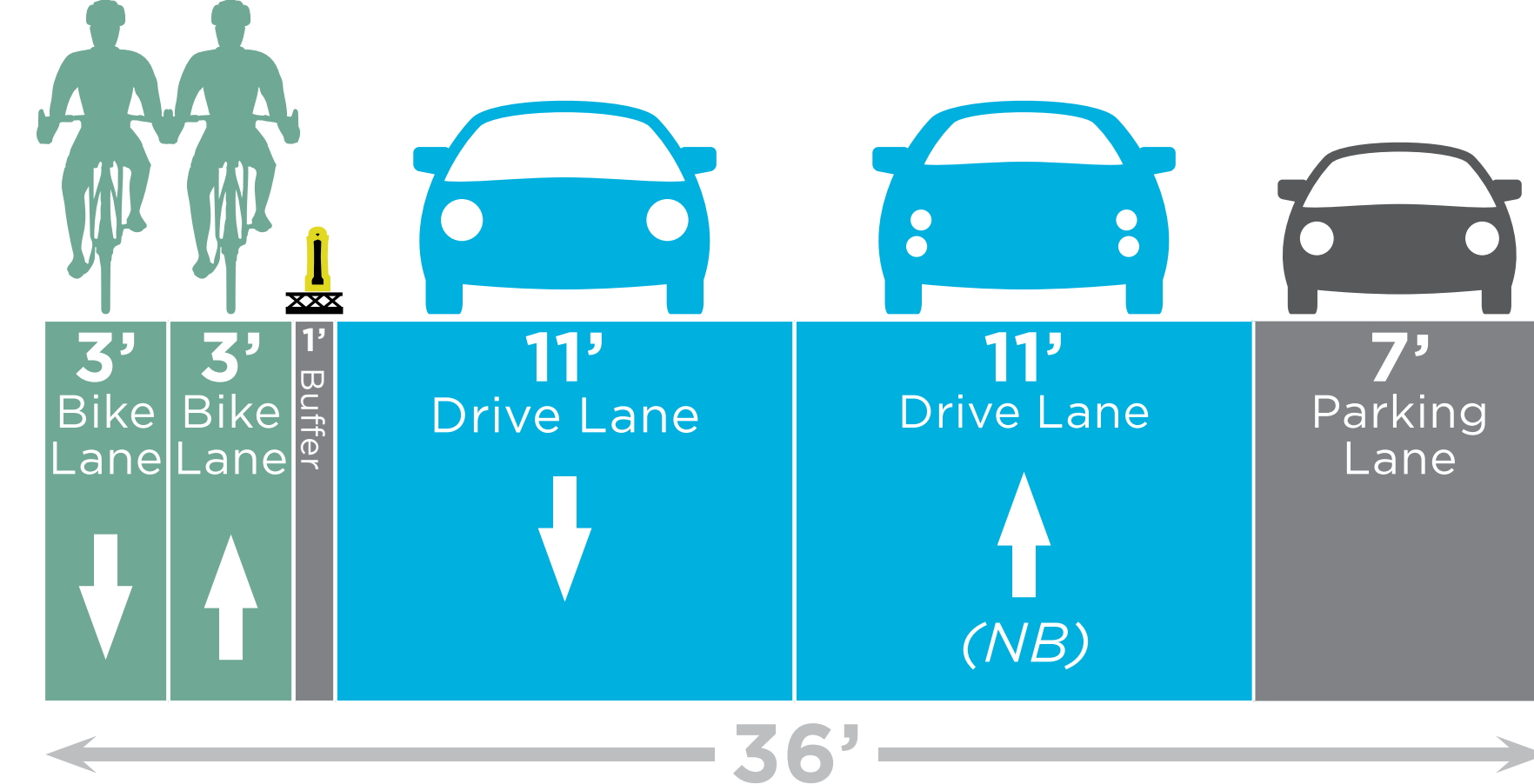
# TARRYTOWN

## 1 RT 9 BETWEEN MAIN ST-ELIZABETH ST Existing curb-to-curb 36' | AADT: 15,500 2 driving lanes, on-street parking, sidewalk on both sides



### OPTION 1A | RT 9 BETWEEN MAIN ST-ELIZABETH ST

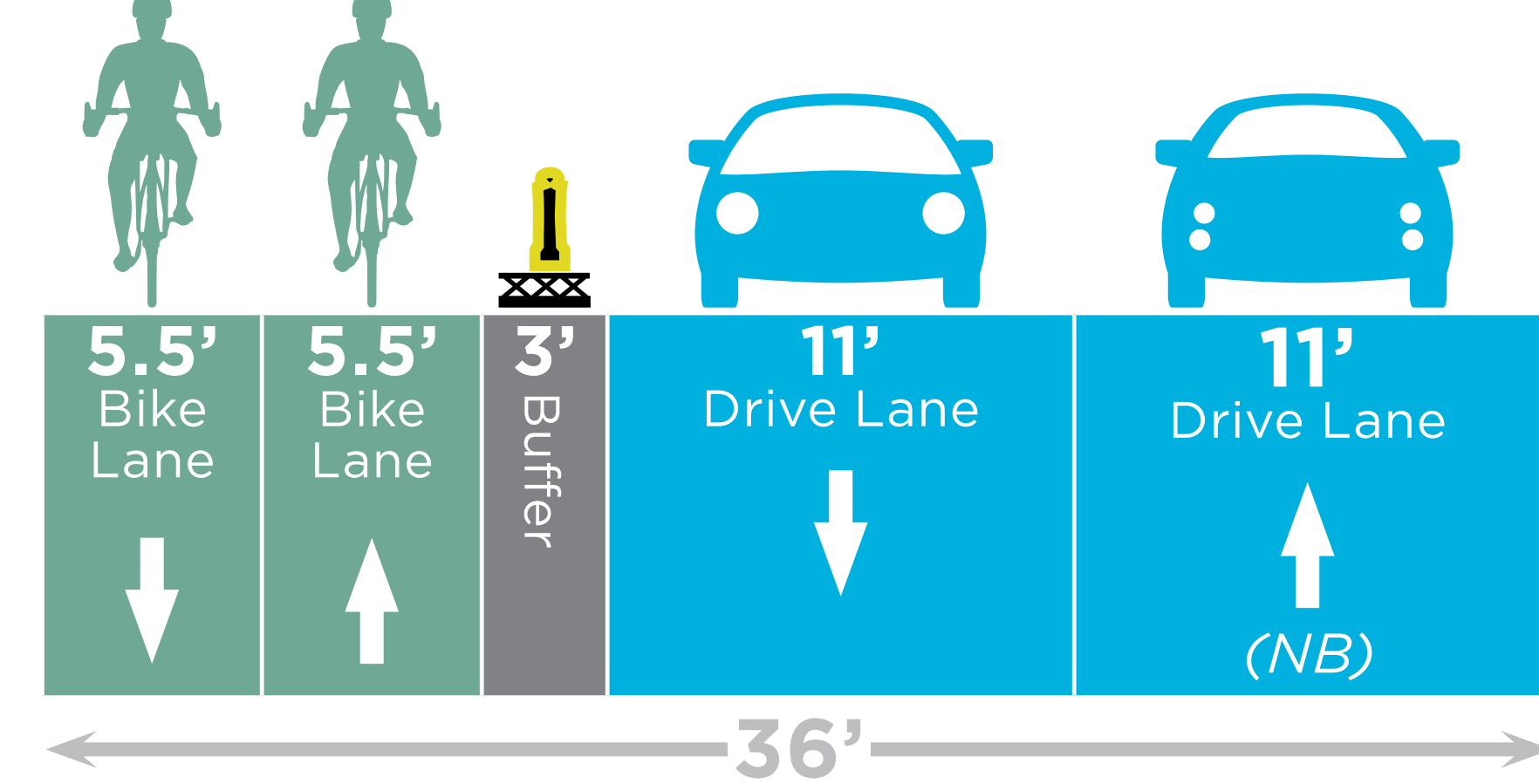
Buffered dual bike lane, two driving lanes, on-street parking



COMMENTS

### OPTION 1B | RT 9 BETWEEN MAIN ST-ELIZABETH ST

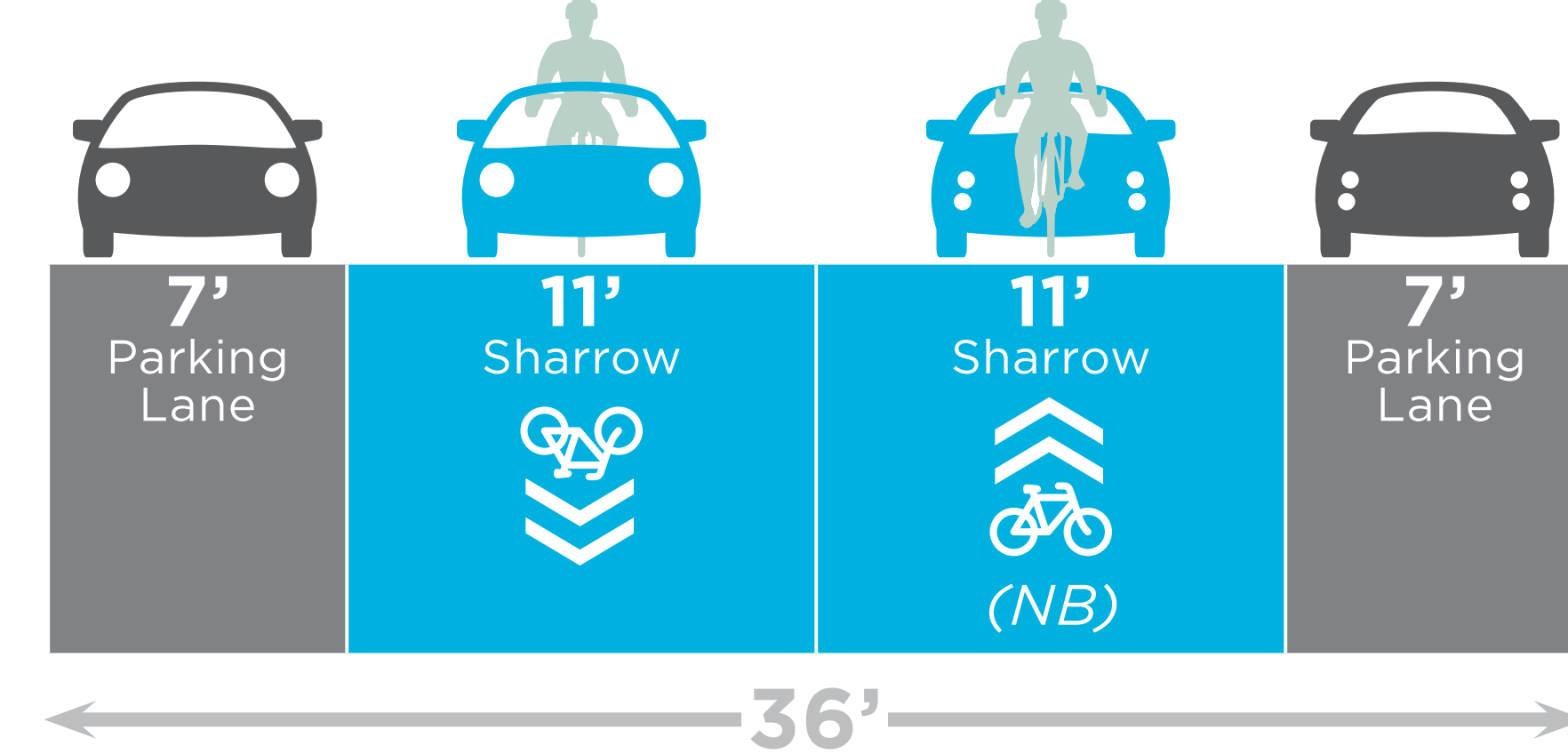
Buffered dual bike lane, two driving lanes



COMMENTS

### OPTION 1C | RT 9 BETWEEN MAIN ST-ELIZABETH ST

Sharrow, on-street parking on both sides

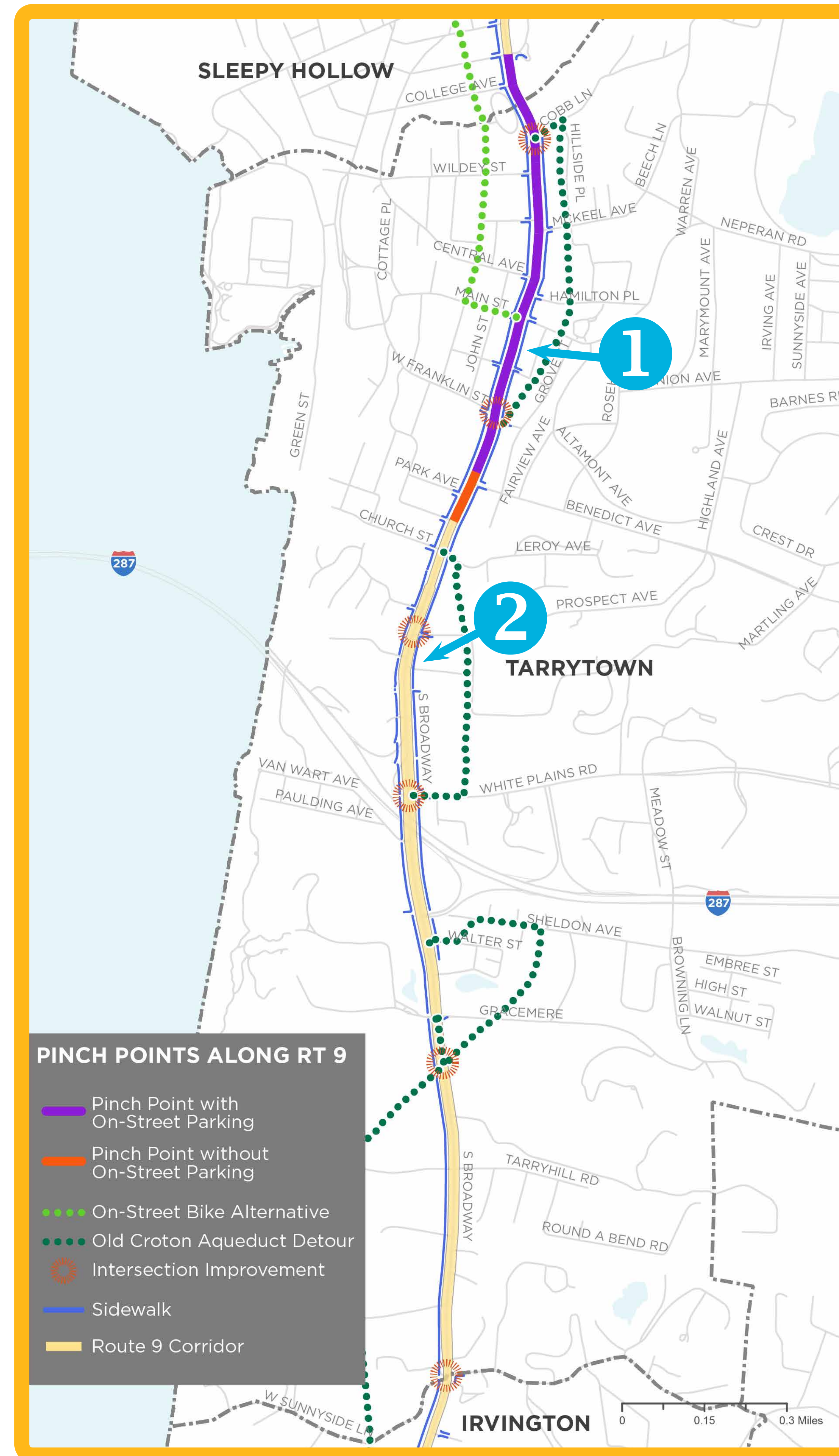


COMMENTS

### OPTION 1D | OCA TRAIL

Cobb Ln to Franklin St

COMMENTS



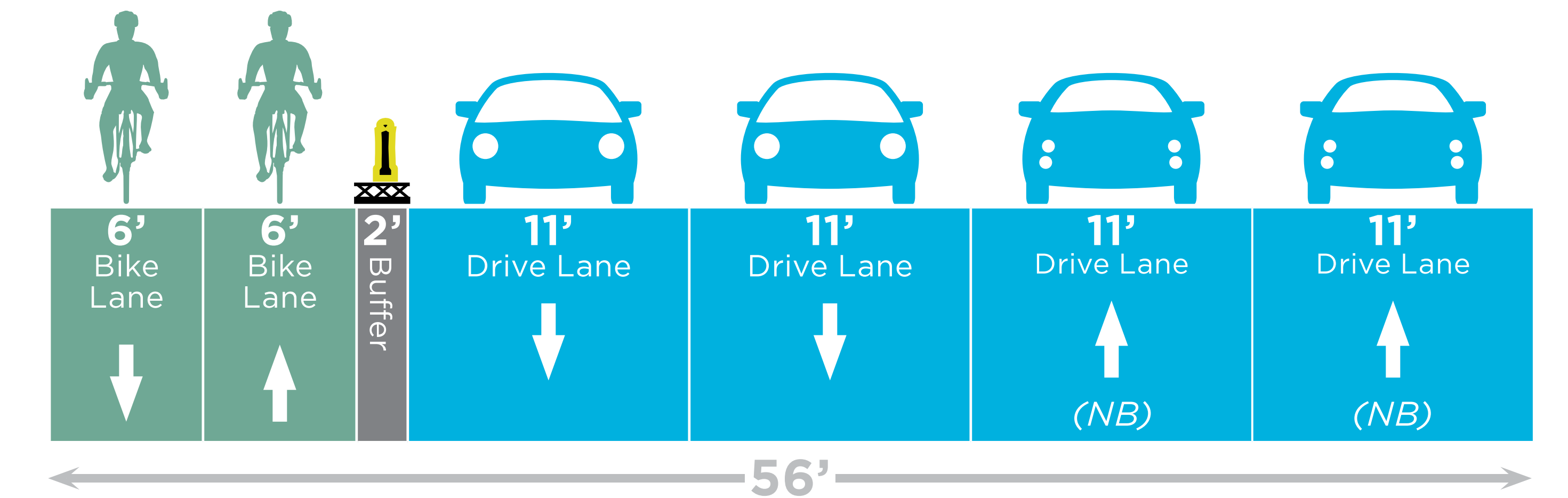
- Daily traffic volumes are over 25,000 between Benedict Ave and Route 119
- Most of the corridor within the village has geometric and traffic conditions that are favorable for implementing active transportation facilities with the desired design guidelines
- About 23% of the corridor within the village has conditions that are less favorable to implementing active transportation facilities with the desired design guidelines, and most would require removing on-street parking spaces
- Potentially-impacted parking spaces represent “prime” short-term/customer spaces, but a utilization survey revealed up to 450 available off-street spaces within 1/4 mile of the Main Street intersection during peak periods
- Safety concerns at Cobb Ln, Franklin St, Prospect Ave, Route 119, the OCA trail crossing, and Sunnyside Ln intersections will be addressed through intersection improvement recommendations

## 2 RT 9 BETWEEN PROSPECT AVE-RT 119 Existing curb-to-curb 56' | AADT: 26,250 3 driving lanes, 1 turning lane, and sidewalk on both sides



### OPTION 2A | RT 9 BETWEEN PROSPECT AVE-RT 119

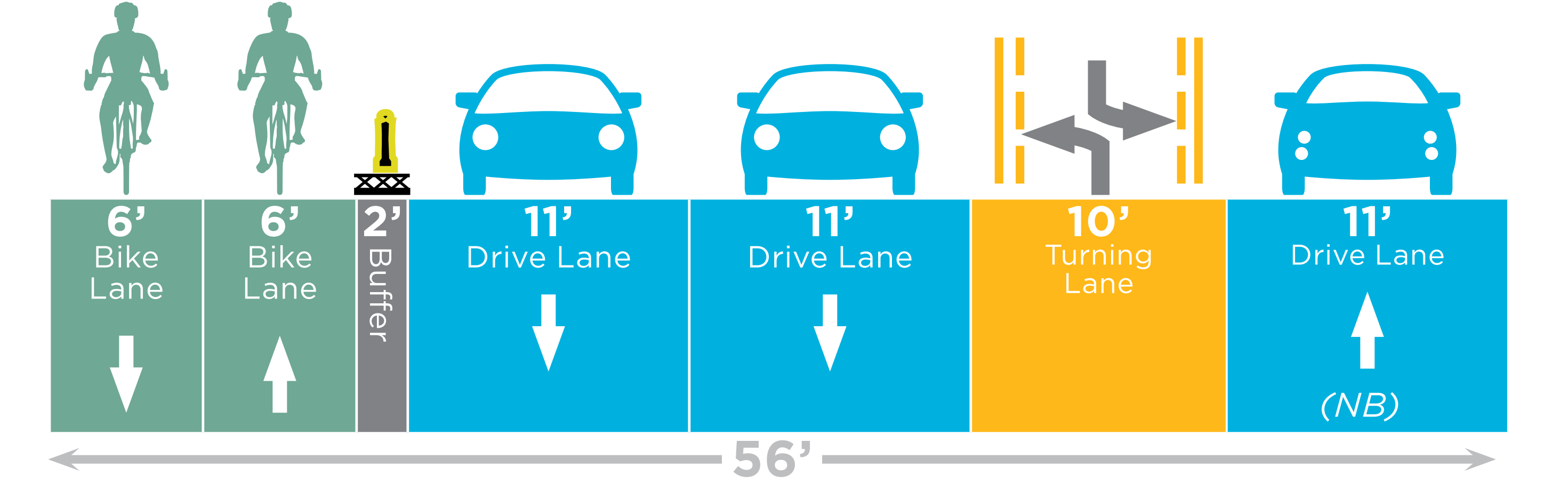
Buffered dual bike lane, two SB and two NB lanes



COMMENTS

### OPTION 2B | RT 9 BETWEEN PROSPECT AVE-RT 119

Buffered dual bike lane, two SB driving lanes, turning lane, one lane NB



COMMENTS

### OPTION 2C | OCA TRAIL

OCA From Leroy Ave to Route 119

COMMENTS



# IRVINGTON

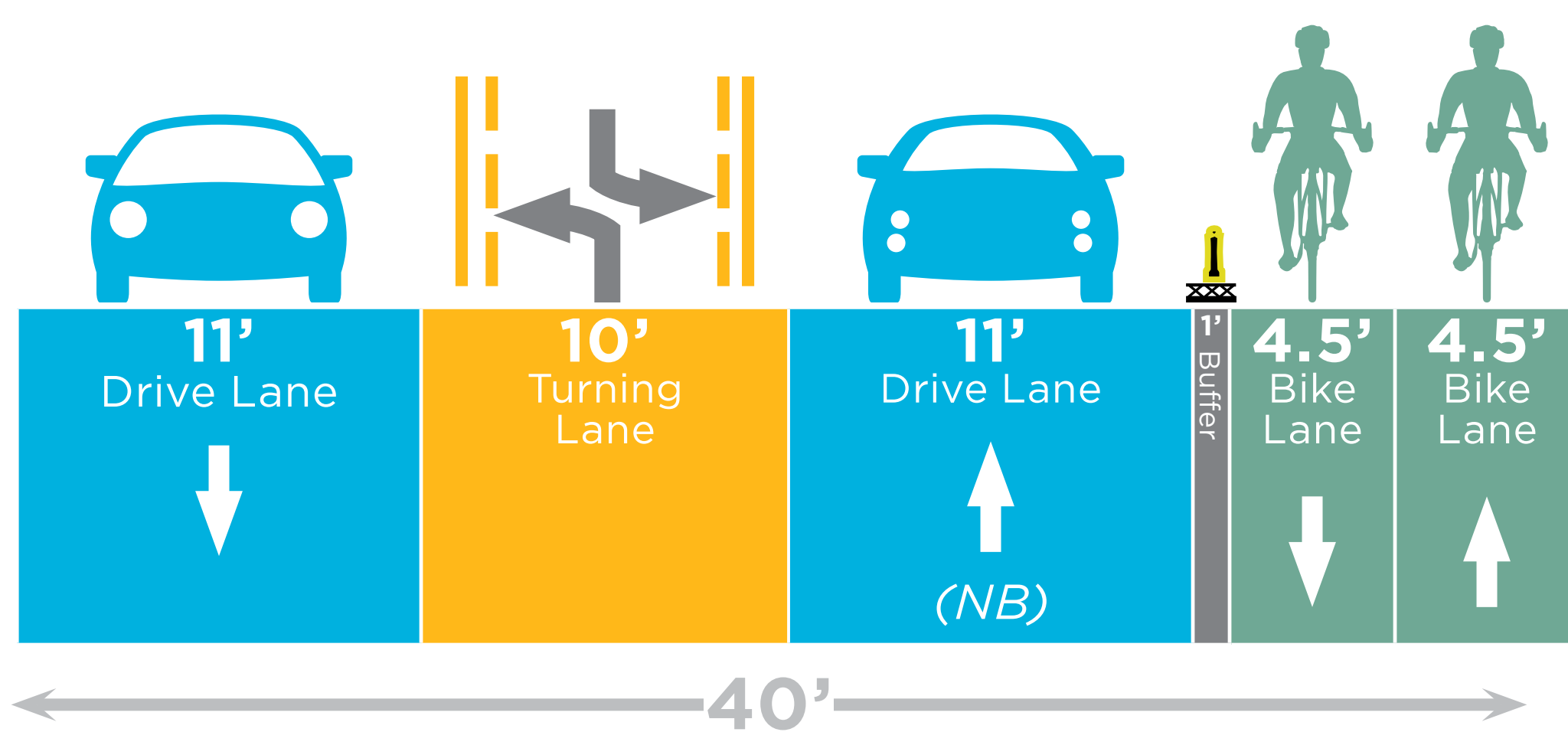
## 1 RT 9 BETWEEN MAIN ST-MATTHIESSEN PARK S

Existing curb-to-curb 40' | AADT: 11,000  
4 driving lanes, sidewalk on west side



### OPTION 1A | RT 9 BETWEEN MAIN ST-MATTHIESSEN PARK S

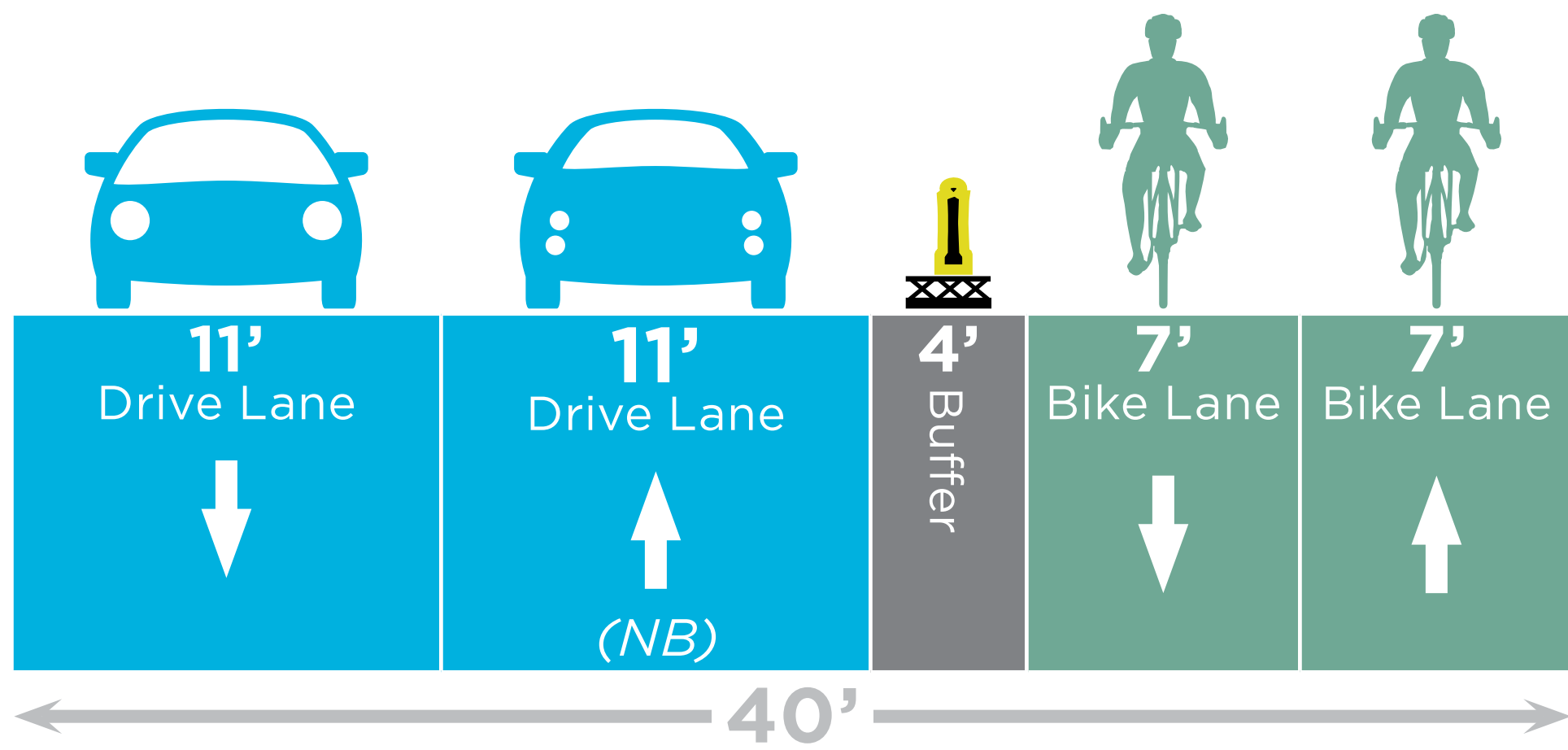
SB driving lane, turn lane, NB driving lane, buffered dual bike lane



COMMENTS

### OPTION 1B | RT 9 BETWEEN MAIN ST-MATTHIESSEN PARK S

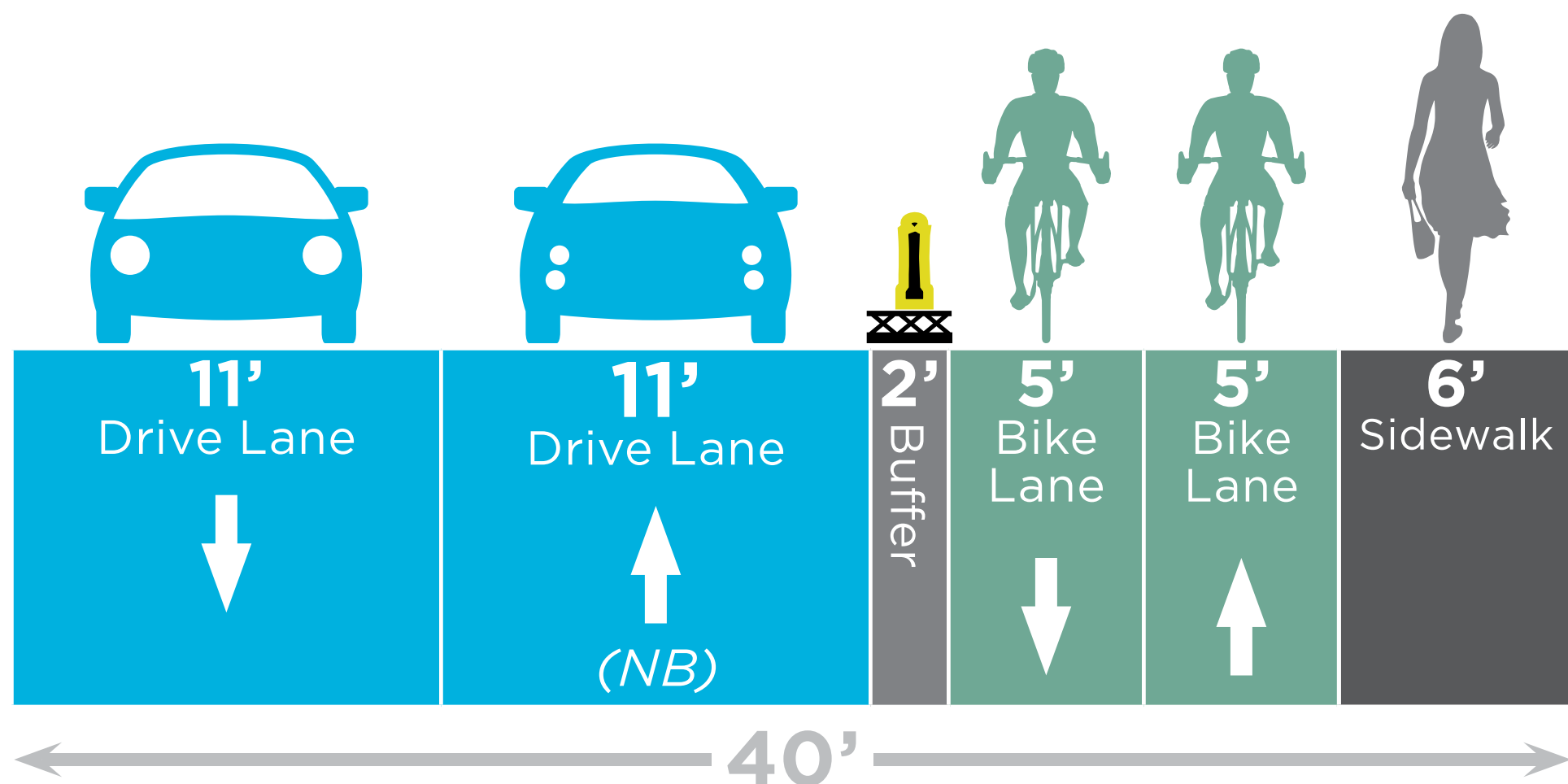
Two driving lanes and buffered dual bike lane



COMMENTS

### OPTION 1C | RT 9 BETWEEN MAIN ST-MATTHIESSEN PARK S

Two lanes, buffered dual bike lane, sidewalk on the east

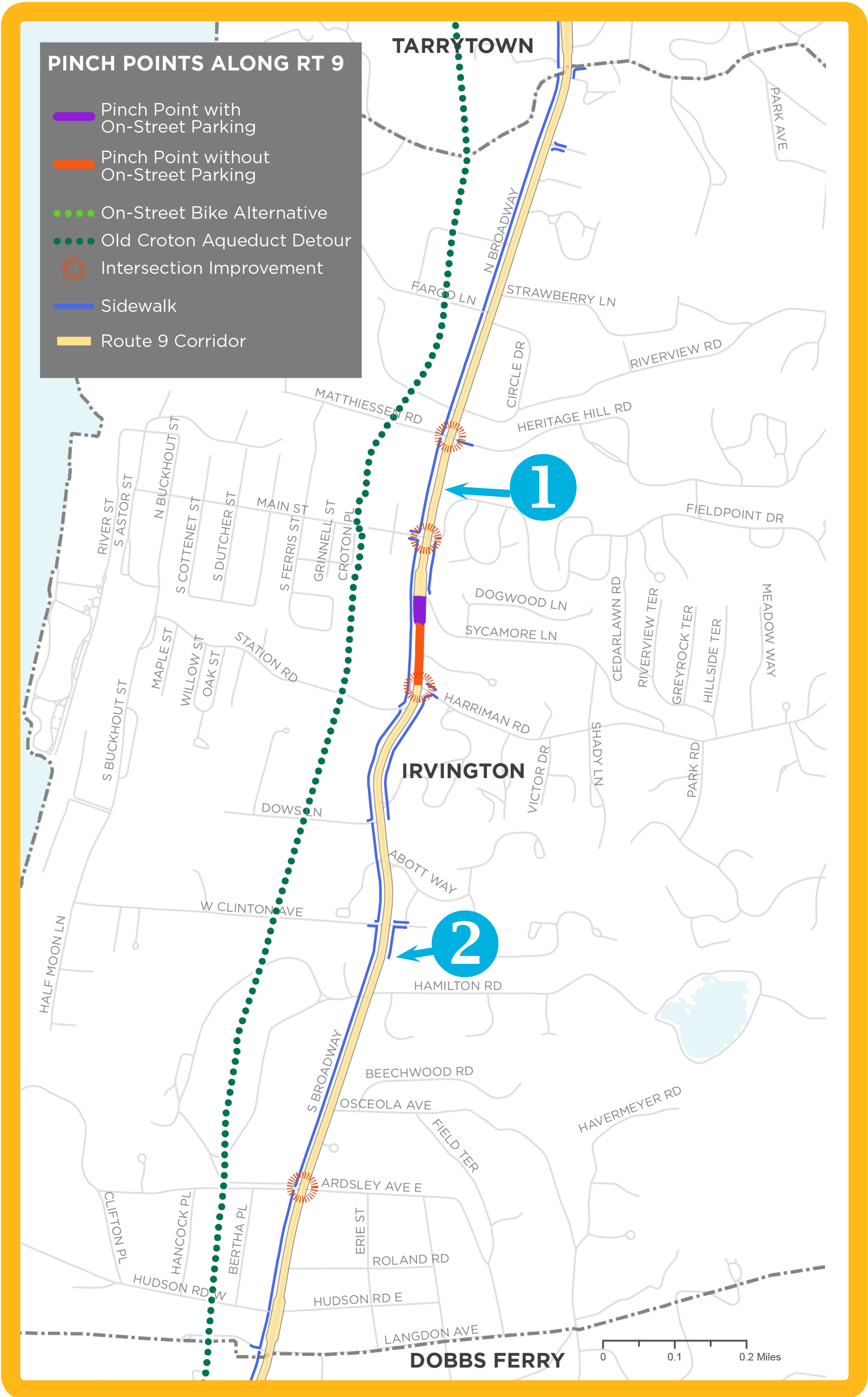


COMMENTS

### OPTION 1D | OCA TRAIL

OCA from Sunnyside Ln To Main St

COMMENTS



- Daily traffic volumes are less than 25,000
- Most of the corridor within the village has geometric and traffic conditions that are favorable for implementing active transportation facilities with the desired design guidelines
- Less than 10% of the corridor within the village has conditions that are less favorable to implementing active transportation facilities with the desired design guidelines
- Potentially-impacted parking spaces represent “prime” short-term/customer spaces, but a utilization survey revealed up to 300 available off-street spaces within 1/4 mile of the Main Street intersection during peak periods
- Safety concerns at Heritage Hill Rd, Main St, Harriman Rd, and Ardsley Ave intersections will be addressed through intersection improvement recommendations

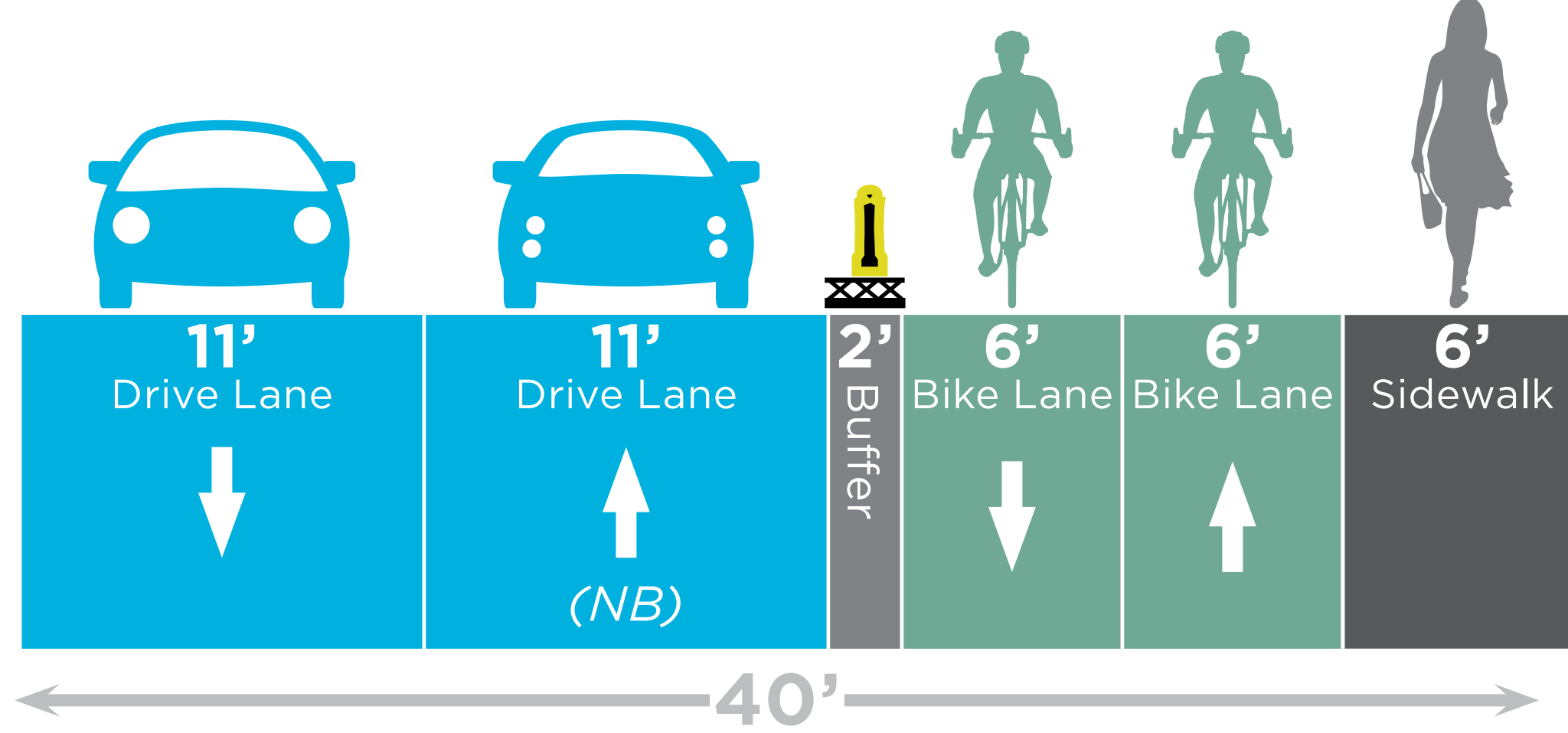
## 2 RT 9 BETWEEN E CLINTON AVE-HAMILTON RD

Existing curb-to-curb 40' | AADT: 11,000  
Four driving lanes, sidewalk on both sides



### OPTION 2A | RT 9 BETWEEN E CLINTON AVE-HAMILTON RD

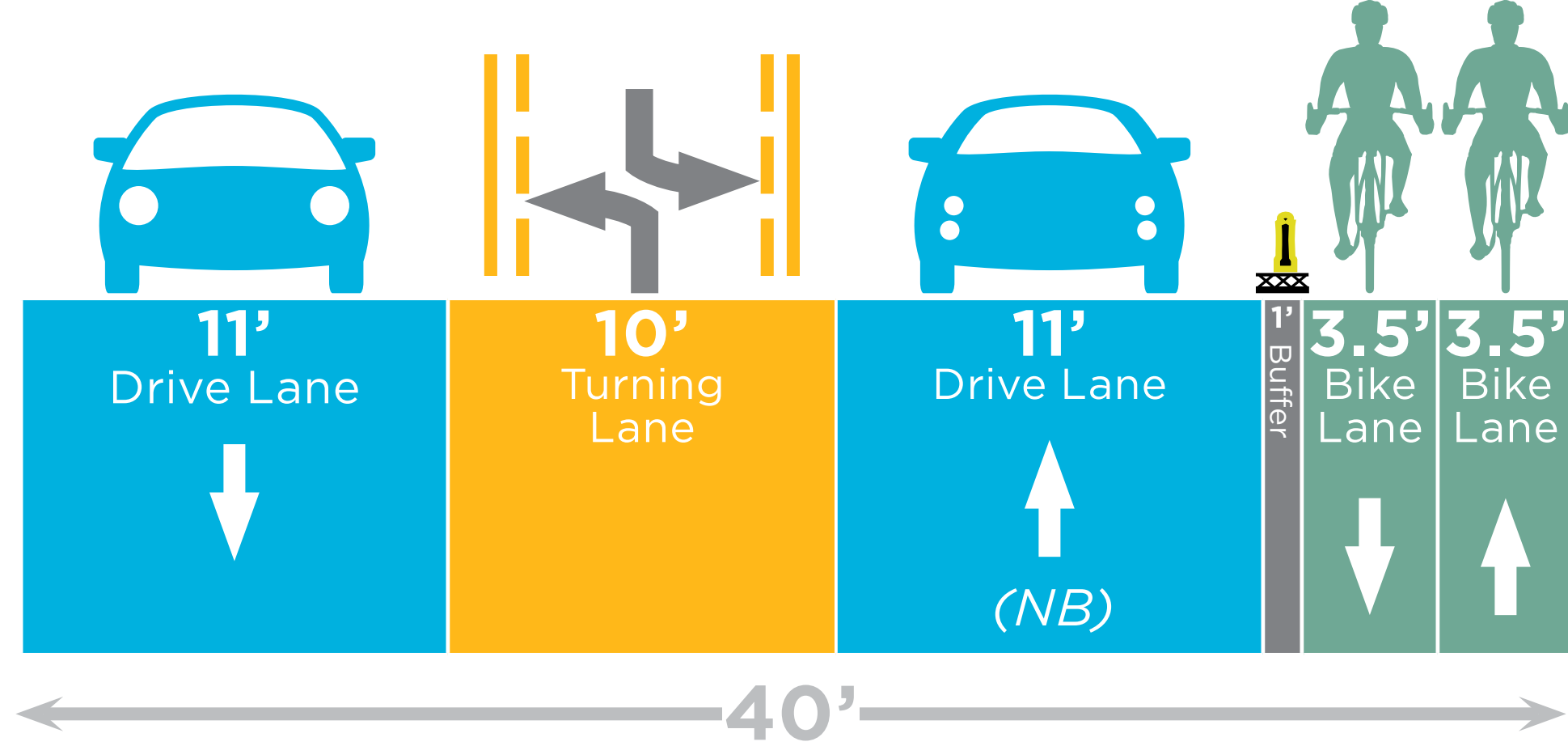
Two driving lanes, buffered dual bike lane, extended sidewalk on east side



COMMENTS

### OPTION 2B | RT 9 BETWEEN E CLINTON AVE-HAMILTON RD

SB driving lane, turning lane, NB driving lane, buffered dual bike lane



COMMENTS

### OPTION 2C | OCA TRAIL

OCA throughout

COMMENTS

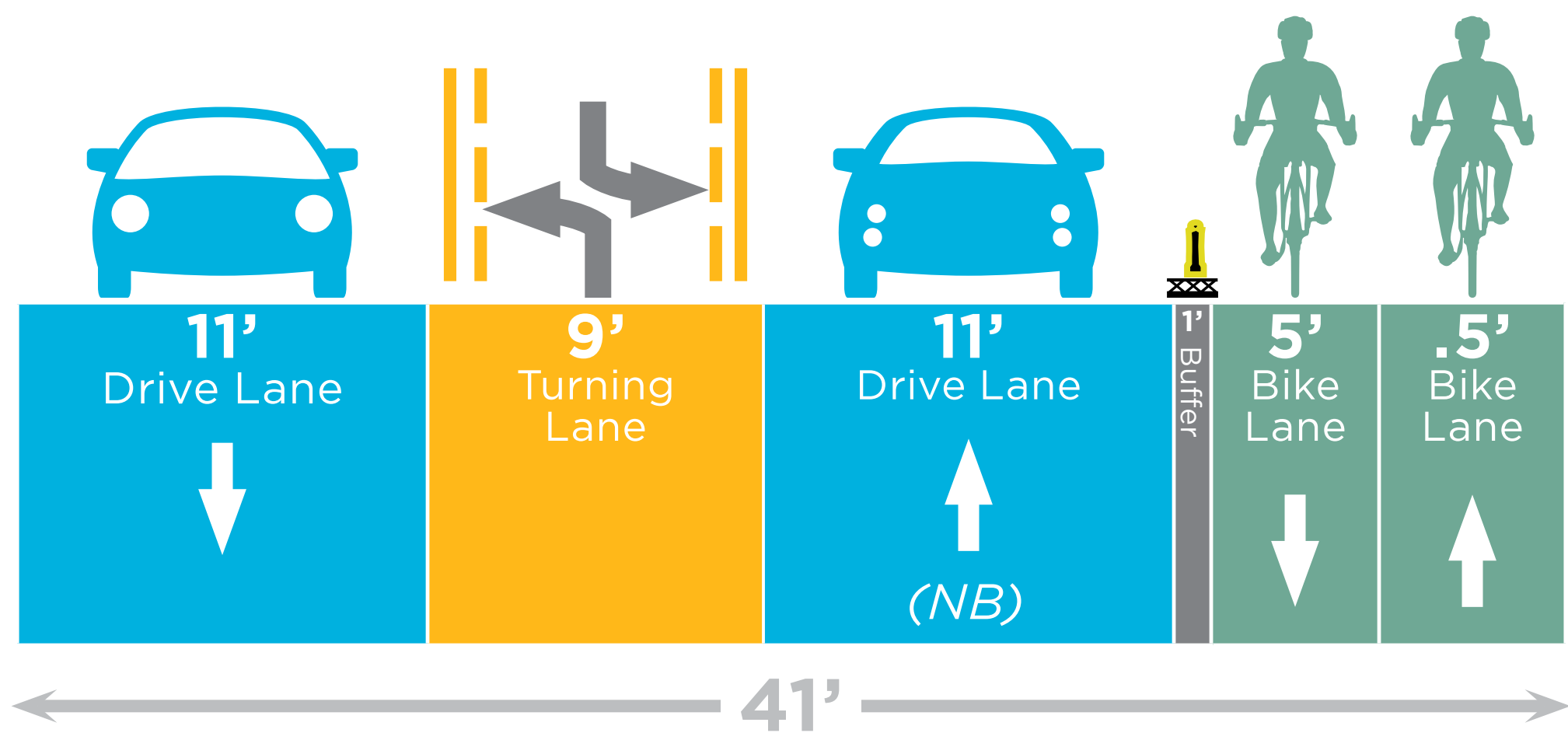


# DOBBS FERRY

**1 RT 9 BETWEEN SHERMAN AVE-BELDEN AVE**  
Existing curb-to-curb 41' | AADT: 11,000  
Sidewalk on both sides, three driving lanes, on-street parking on the east

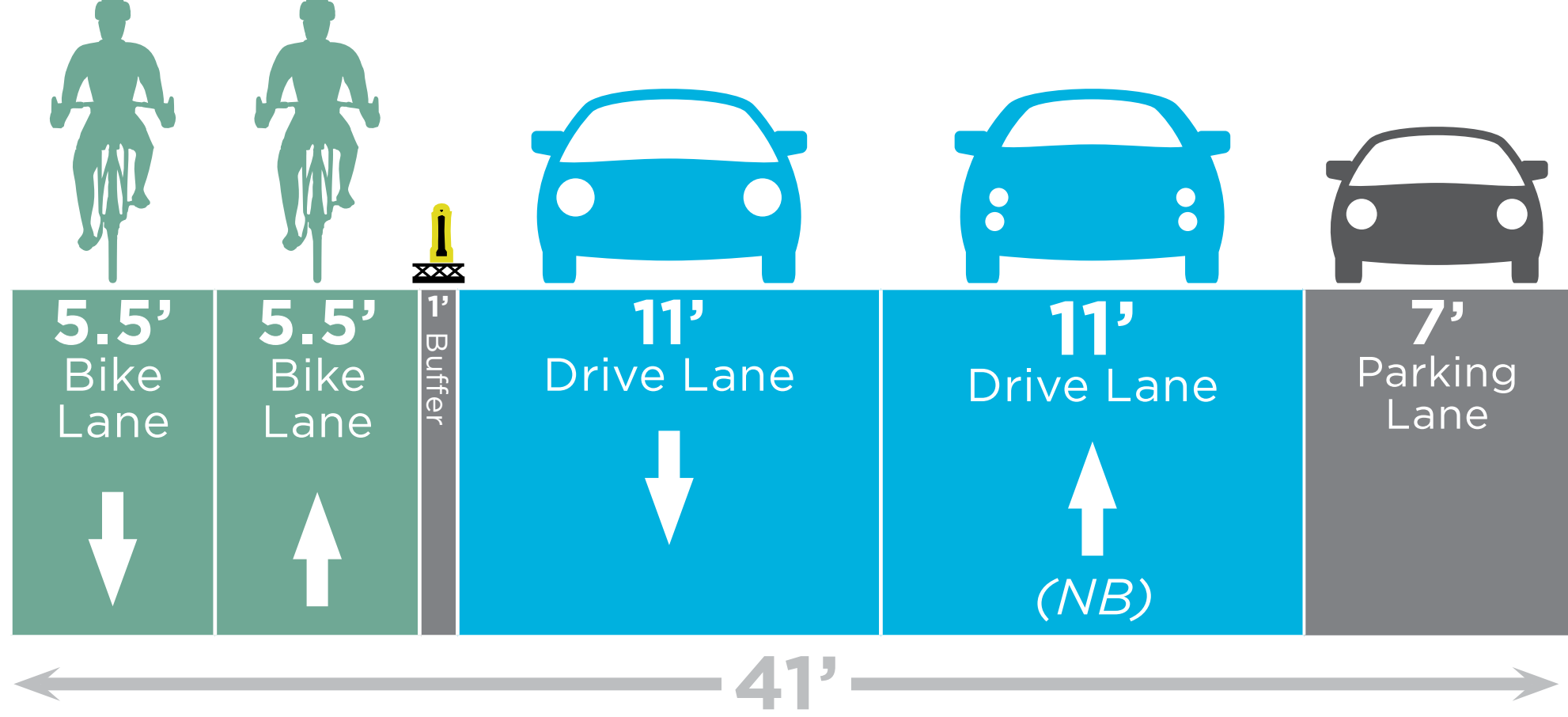


**OPTION 1A | RT 9 BETWEEN SHERMAN AVE-BELDEN AVE**  
SB driving lane, turn lane, NB driving lane, buffered dual bike lane



COMMENTS

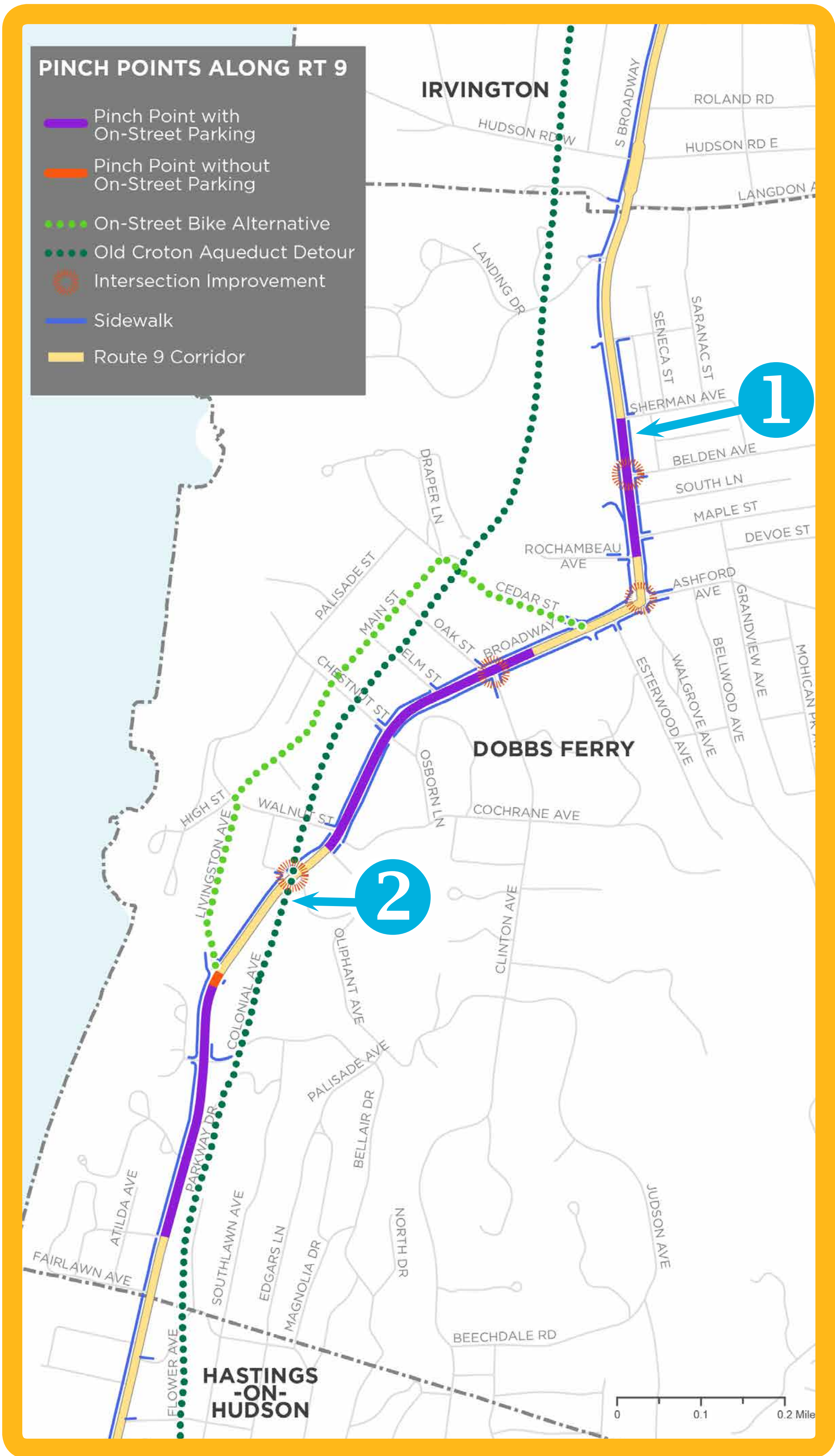
**OPTION 1B | RT 9 BETWEEN SHERMAN AVE-BELDEN AVE**  
Buffered dual bike lane, two driving lanes



COMMENTS

**OPTION 1C | OCA TRAIL**  
OCA from Landing Dr to Cedar St

COMMENTS

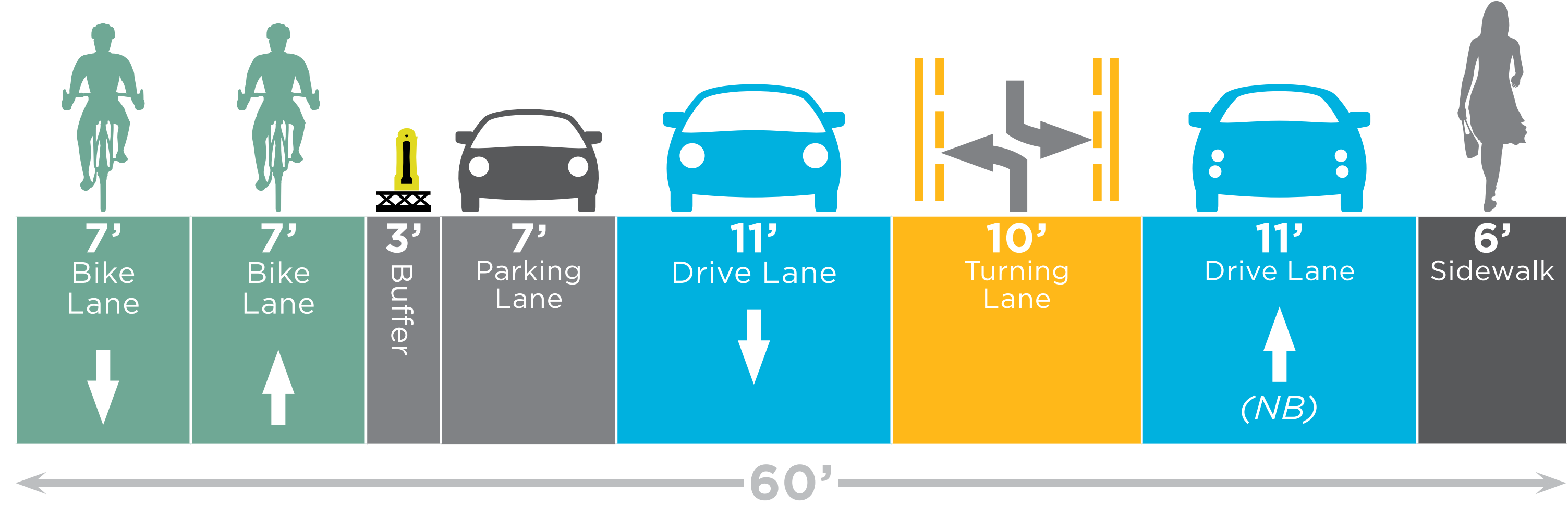


- Daily traffic volumes are less than 25,000
- About half of the corridor within the village has geometric and traffic conditions that are favorable for implementing active transportation facilities with the desired guidelines
- Over half of the corridor within the village has conditions that are less favorable to implementing active transportation facilities with the desired design guidelines, and would require removing on-street parking spaces
- Potentially-impacted parking spaces represent “prime” short-term/customer spaces, but a utilization survey revealed up to 180 available off-street spaces within 1/4 mile from the Cedar Street intersection, and up to 90 available off-street spaces within 1/4 mile from Chestnut Street, during peak periods
- Safety concerns at the Belden Ave, Ashford Ave, Clinton Ave, and OCA trail crossing intersections will be addressed through intersection improvement recommendations

**2 RT 9 BETWEEN ELDREDGE PL-OLIPHANT AVE**  
Existing curb-to-curb 60' | AADT: 10,200  
On-street parking and sidewalk on west side, four driving lanes



**OPTION 2A | RT 9 BETWEEN ELDREDGE PL-OLIPHANT AVE**  
Buffered dual bike lane, parking lane, SB driving lane turn lane, NB driving lane



COMMENTS

**OPTION 2B | OCA TRAIL**  
OCA

COMMENTS

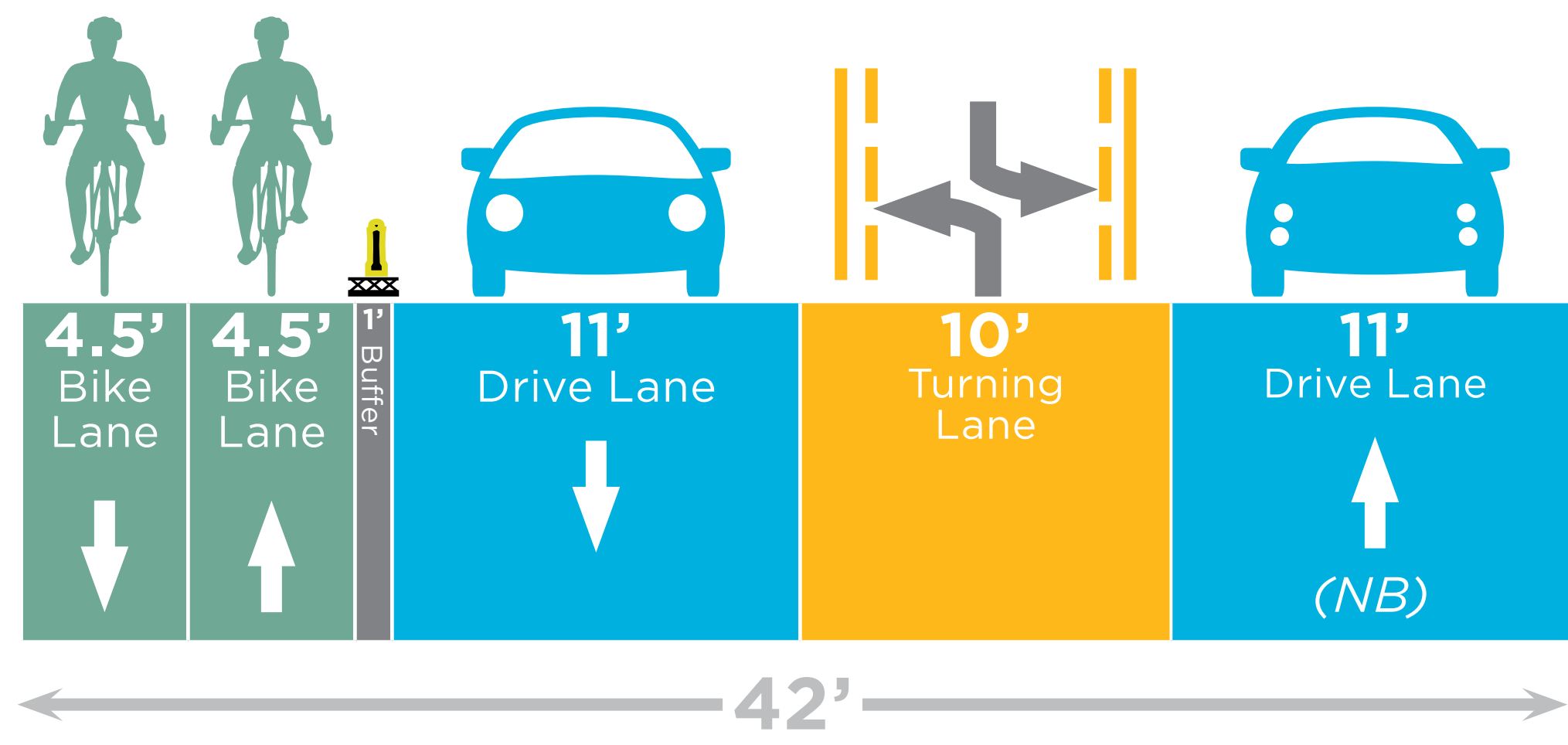


# HASTINGS-ON-HUDSON

## 1 RT 9 BETWEEN FARRAGUT AVE-WASHINGTON AVE Existing curb-to-curb 42' | AADT: 6,200 Sidewalk on west side, three driving lanes, one turning lane, sidewalk on west



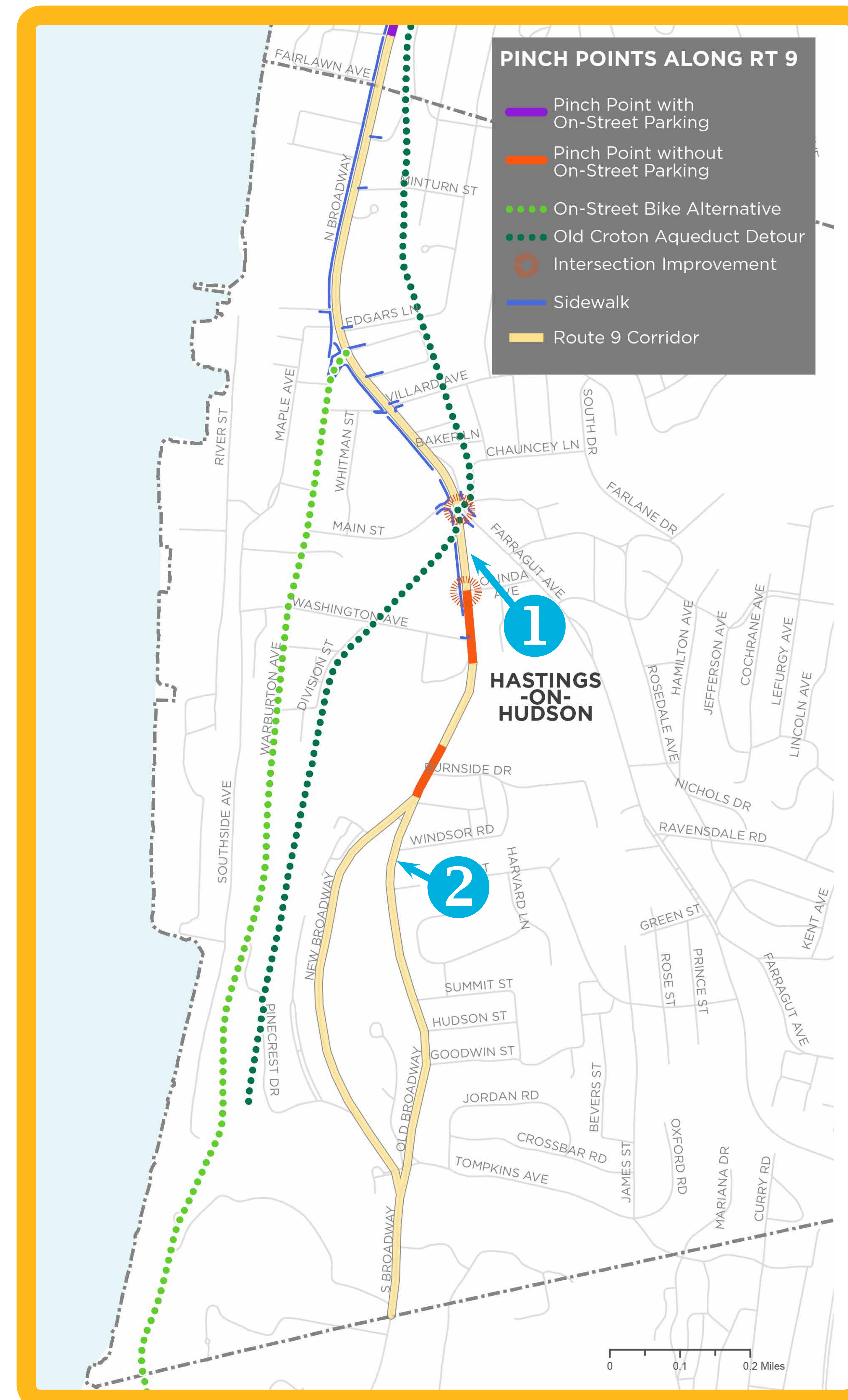
### OPTION 1A | RT 9 BETWEEN FARRAGUT AVE-WASHINGTON AVE Buffered dual bike lane, SB drive lane, turning lane, NB drive lane



COMMENTS

### OPTION 1B | OCA TRAIL OCA from Chauncey Lane to Washington Ave

COMMENTS

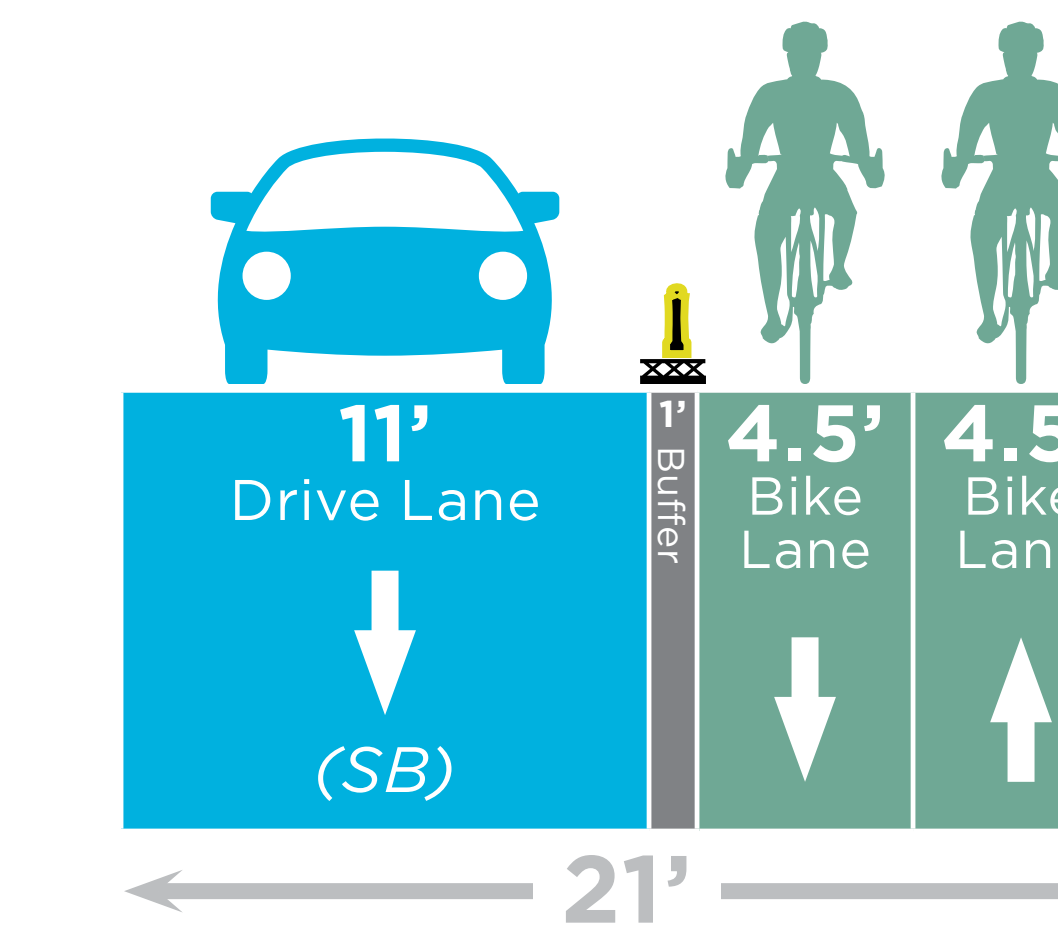


- Daily traffic volumes are less than 25,000
- Almost all the corridor within the village has geometric and traffic conditions that are favorable for implementing active transportation facilities with the desired design guidelines
- Safety concerns at 5 corners and Olinda Ave intersections will be addressed through intersection improvement recommendations

## 2 RT 9 BETWEEN WINDSOR ST-WARREN ST Existing curb-to-curb 21' | AADT: 6,200 One driving lane and painted curb

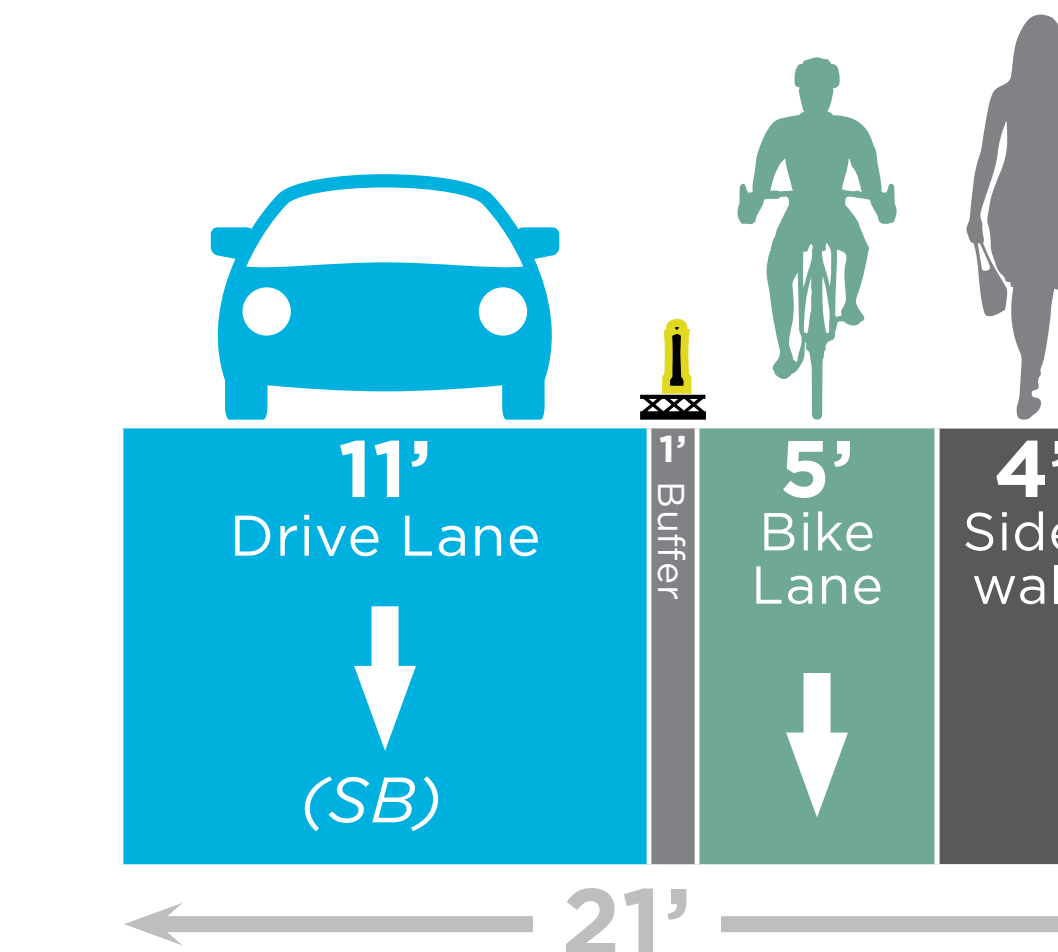


### OPTION 2A | RT 9 BETWEEN WINDSOR ST-WARREN ST Buffered dual bike lane, one driving lane



COMMENTS

### OPTION 2B | RT 9 BETWEEN WINDSOR ST-WARREN ST One-direction bike lane, one drive lane, sidewalk



COMMENTS

### OPTION 2C | OCA TRAIL OCA from From Washington Ave to Pinecrest Dr

COMMENTS