Route 9 Active Transportation Plan: Appendix C

Public Outreach

November 2018

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Introduction

The Route 9 Active Transportation Corridor Study is informed by an extensive public outreach process that included several rounds of outreach, each with its own distinct purpose and goals. Each round of outreach featured online engagement activities and public workshops held in various locations throughout the Rivertowns area. These activities were designed to engage stakeholders and the public to ensure that the plan accurately reflects and addresses the issues, concerns and experiences of the Rivertowns communities.

Throughout the life of the project, the project team has kept the public informed of project related events and updates through a communication process that included, but was not limited to, the following elements:

- **Website**: The Route 9 Active website allows interested parties to find background information about the project, information relating to the project's planning process, project updates and status reports, and ways that community members could get involved. The website also provides links to online surveys, and other engagement activities.
- **Email updates**: Email addresses were collected from interested parties at outreach events and online, and project updates and event notifications are distributed as needed.
- **Social media**: An active social media presence coincides with distributions of public notifications related to outreach activities and survey collection, as well as general project updates. Social media posts are prepared and distributed by project staff.

Spring 2017 Outreach: Project Priorities

The Route 9 Active Transportation Tradoffs Survey asked the public to consider the tradeoffs that occur when transportation decisions are made for the Route 9 corridor, and to identify which tradeoffs they believe should be prioritized over others. Cumulatively the results of this exercise shows that creating a walkable environment with a sense of place, including parking, is more important to the community than traffic speeds and congestion. The complete results of the tradeoffs exercise are as follows:

- 70% would prioritize a stronger sense of place over reduced traffic congestion
- 75% would prioritize maintaining on-street parking over maintaining multiple traffic lanes
- 90% would prioritize a more comfortable walking environment to faster traffic speeds
- 54% prioritize reliable public transportation over personal vehicle access
- 54% would prioritize biking on trails over biking on-street
- 52% would prioritize on-street parking over continuous bike lanes
- 69% would prioritize safe pedestrian crossings over maintaining left and right turn pockets.

Participants were additionally invited to comment on specific areas and concerns along the corridor. Of all responses, crosswalks, safety, sidewalks, and pedestrians were the most prominent themes.

Figure 1 Word cloud representing dominant themes of public comments

Additional input also revealed intersection locations that are particularly concerning, as shown in Figure 134.

Figure 2 Intersections of Concern

Village	Intersection	Issue
Sleepy Hollow	Beekman Avenue & Route 448	Dangerous for pedestrians crossing
Sleepy Hollow	Cobb Lane	Blind corner
Tarrytown	Neperan Road	General concern
Dobbs Ferry	Ashford Avenue	General concern
Hastings-on-Hudson	New Broadway	General concern
Hastings-on-Hudson	Farragut Avenue ("Five Corners")	General concern

WikiMapping Results

A WikiMapping project allowed community members to identify problem areas related to each mode of transportation directly on a map. The cumulative results of the activity are as follows:

- Locations in Irvington and Dobbs Ferry saw the highest overall comment concentrations
- Comments related to walking and ADA issues were most heavily concentrated in Irvington near Main Street, Matthiessen Park South, and the Tarrytown-Irvington border, in Hastings at Farragut Avenue, in Sleepy Hollow near Beekman Avenue, and in Dobbs Ferry near the Boadway-Ashford Avenue intersection

- Transit-related comments were most heavily concentrated from Osceola Avenue in Irvington to Ashford Avenue in Dobbs Ferry
- Parking related comments were most heavily concentrated in Irvington at Hamilton Road
- Comments regarding information and signage were were generally most prominent from Irvington heading north from Irvington at Sycamore Lane through I-287
- Bicycle comments were heaviest in Tarrytown near I-287
- Comments related to driving had the heaviest concentration in Irvington at Hamilton Road, Dobbs Ferry at Ashford Avenue, and Hastings-on-Hudson at Farragut Avenue

Figure 3 All Comments

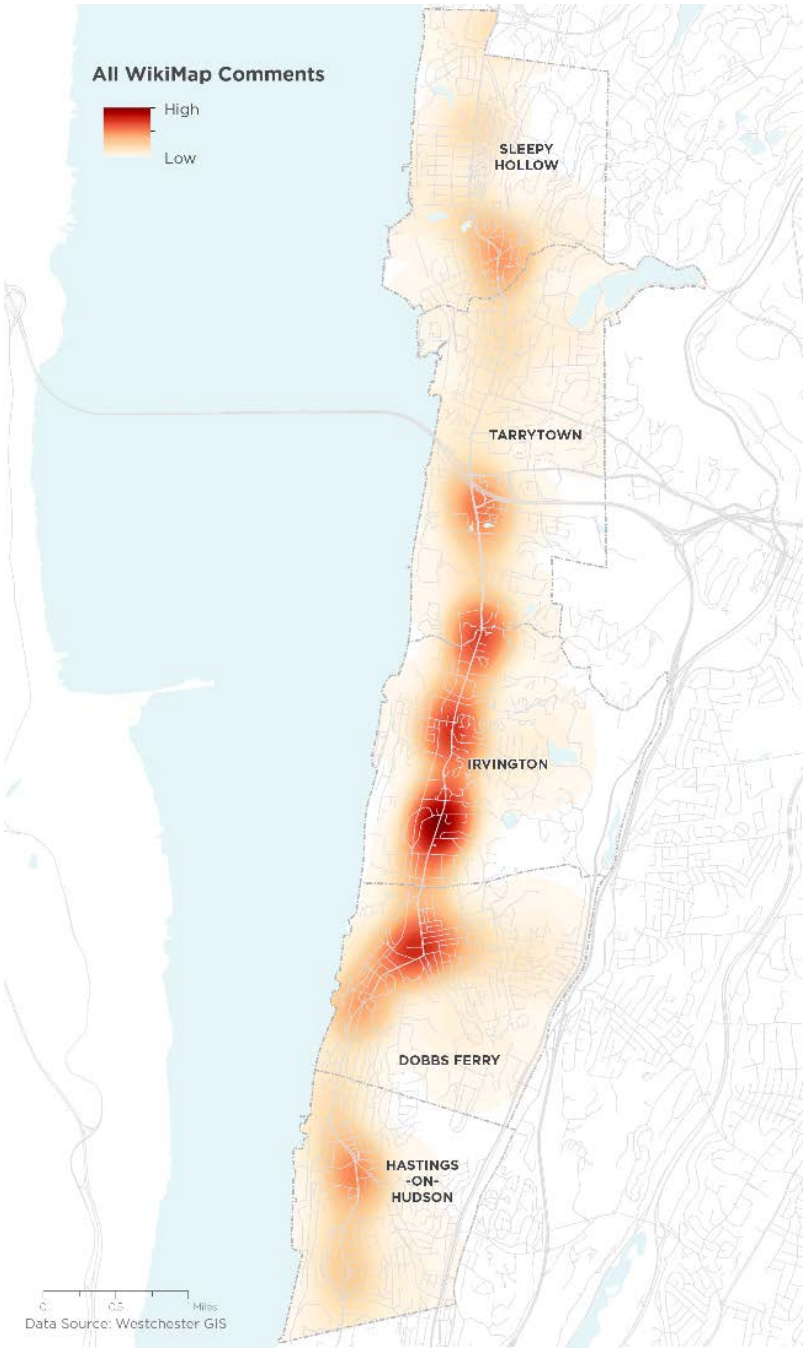


Figure 4 Walking & ADA Comments

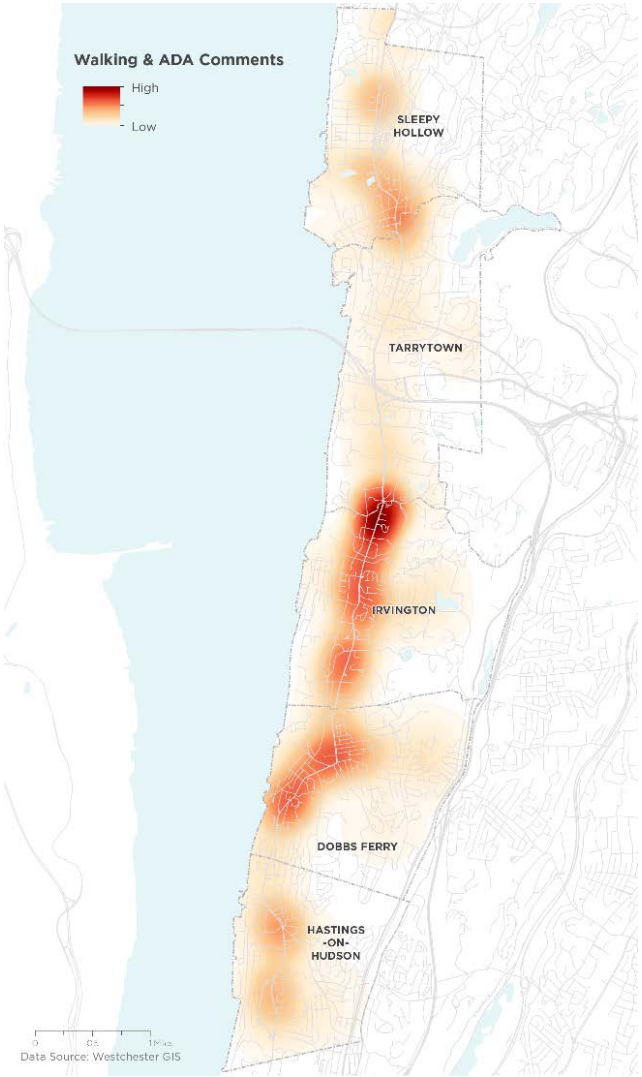


Figure 5 Bicycle Comments

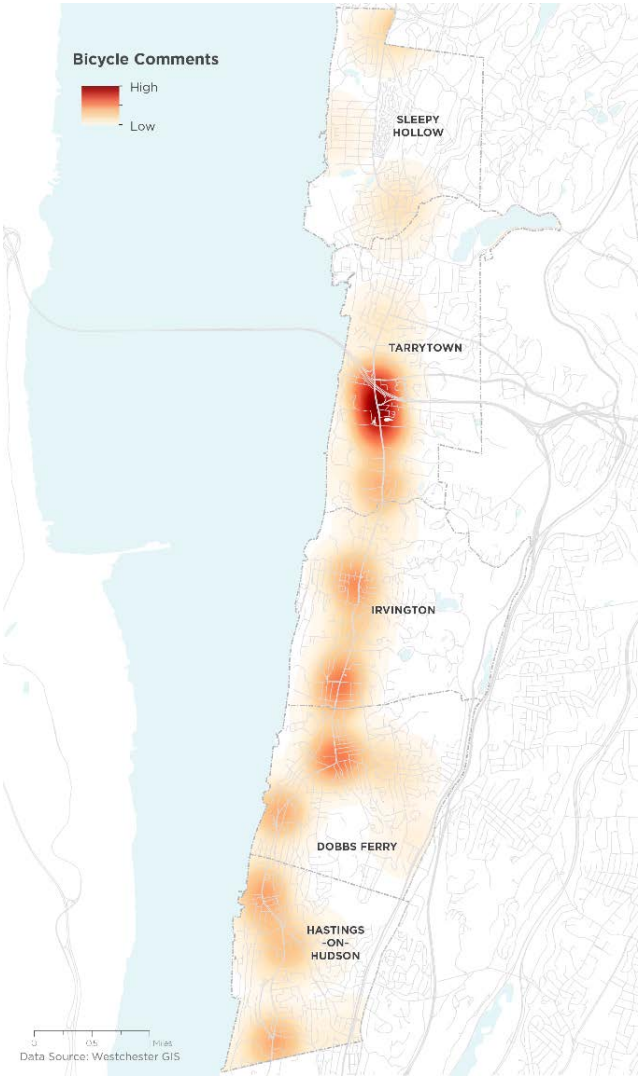


Figure 6 Parking Comments

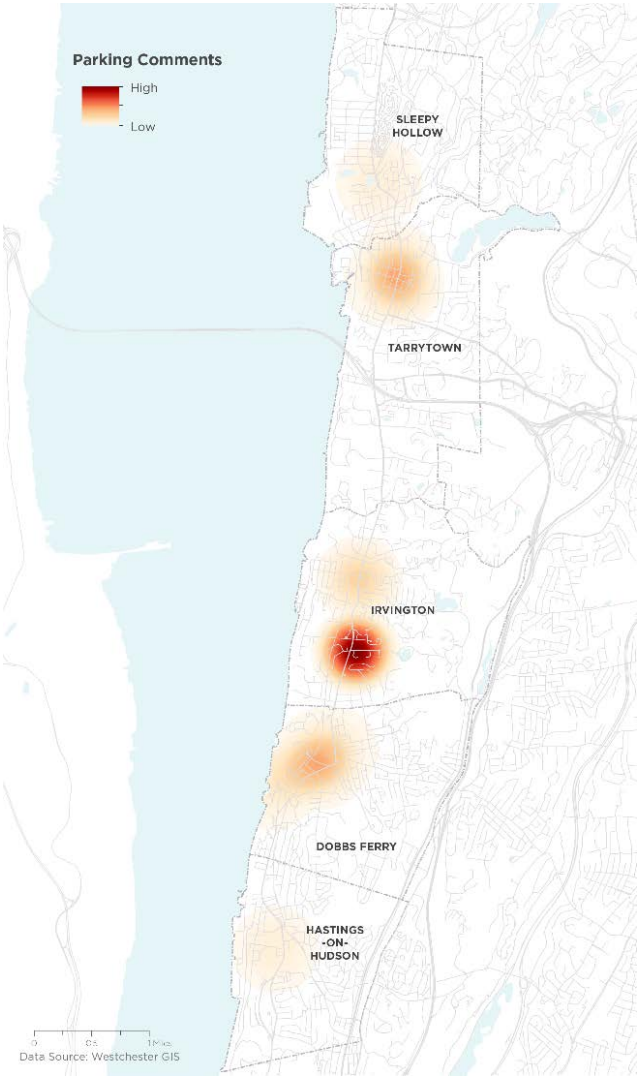


Figure 7 Information & Signage Comments

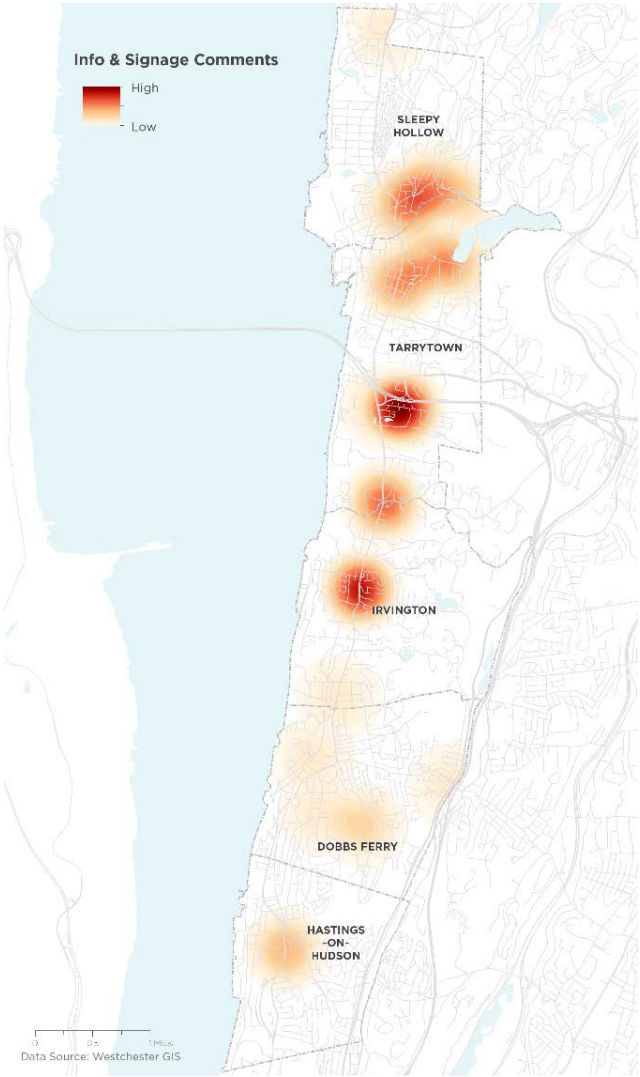


Figure 8 Transit Comments

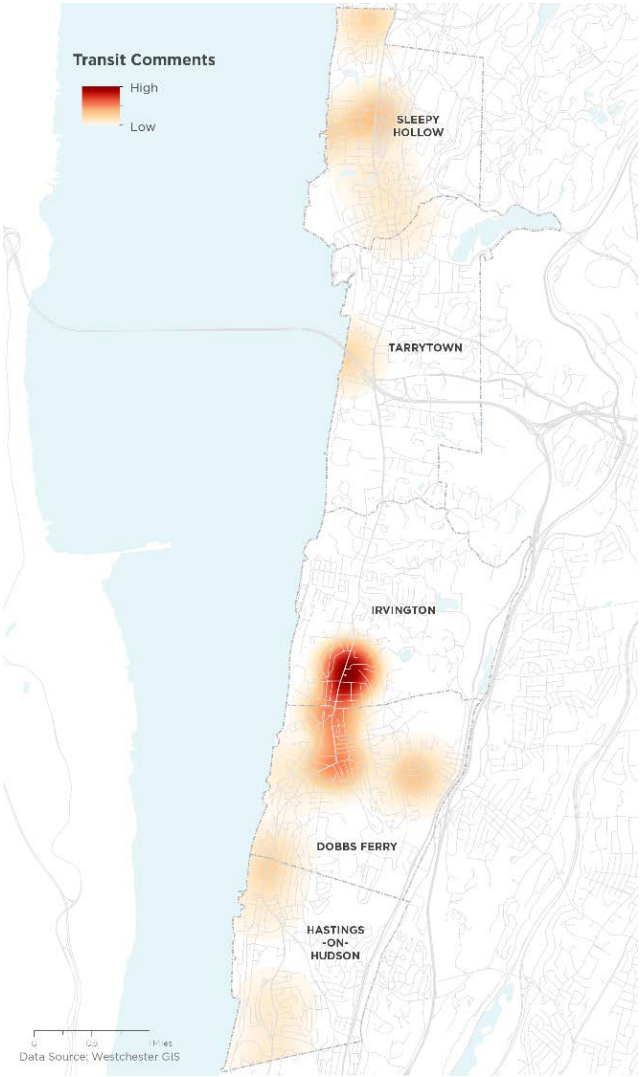
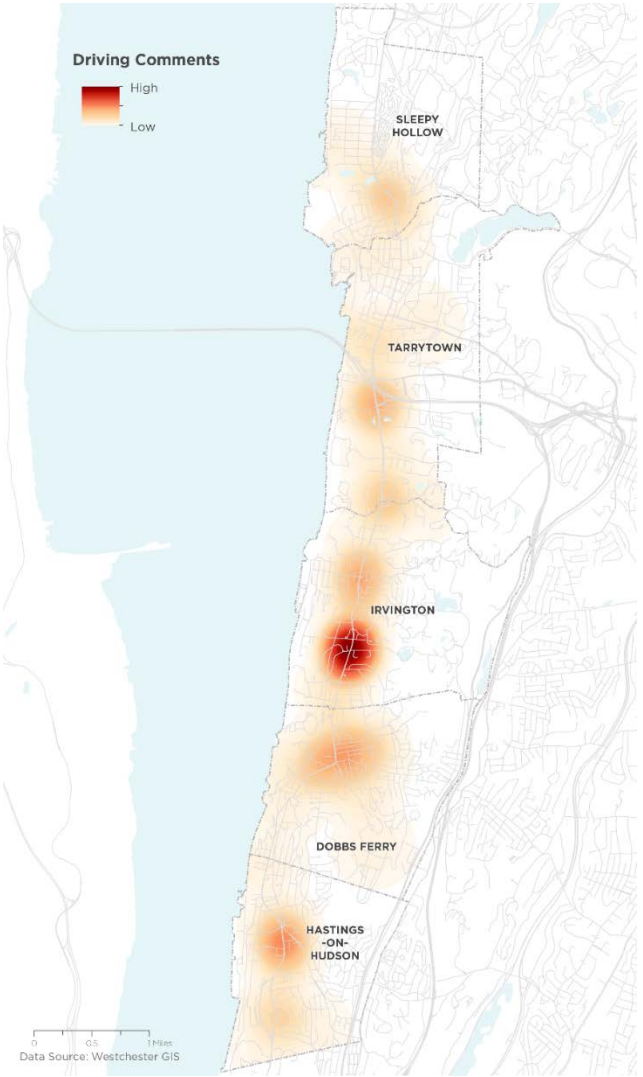


Figure 9 Driving Comments



Fall 2017 Outreach: Design Concept selection

The Route 9 Cross-Sections survey asked residents and visitors to the villages to:

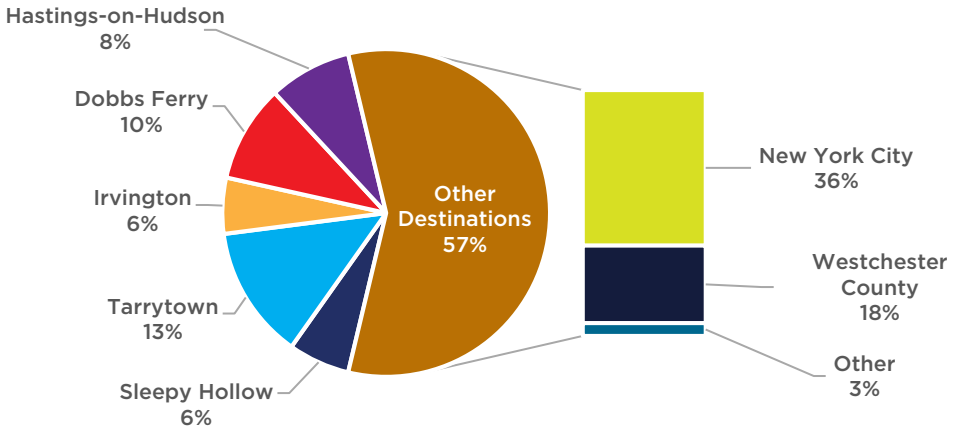
1. identify their level of comfort walking and bicycling along and across Route 9, and
2. select their preferred design concepts, where space limits the installation of a continuous walking and bicycling facility.

The survey received over 1,000 responses, with roughly population-proportional participation from each of the five Rivertown villages, and a small number of responses from visitors outside the corridor area.

Findings

About 85% of respondents regularly travel Route 9 for commuting purposes (i.e. to work or school). Of those who regularly travel for commuting purposes nearly 60% commute to locations outside of the study area, particularly to New York City. About 16% of respondents are retired or do not regularly commute.

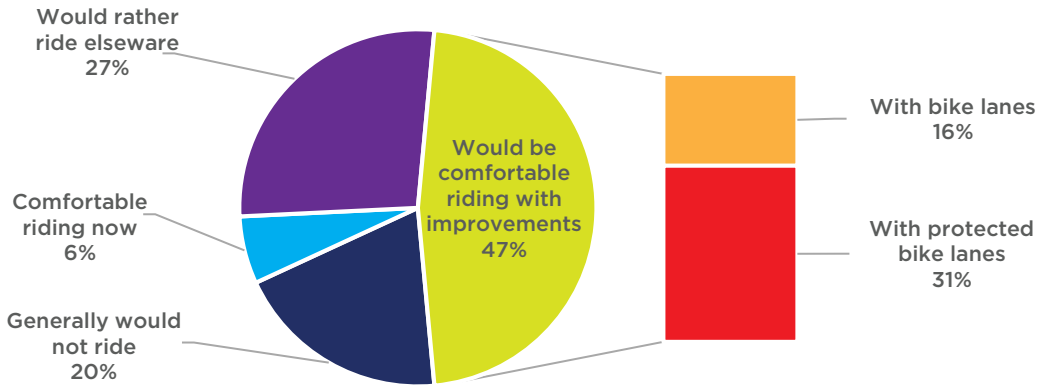
Figure 10 Commute destinations of respondent commuters



Level of Comfort

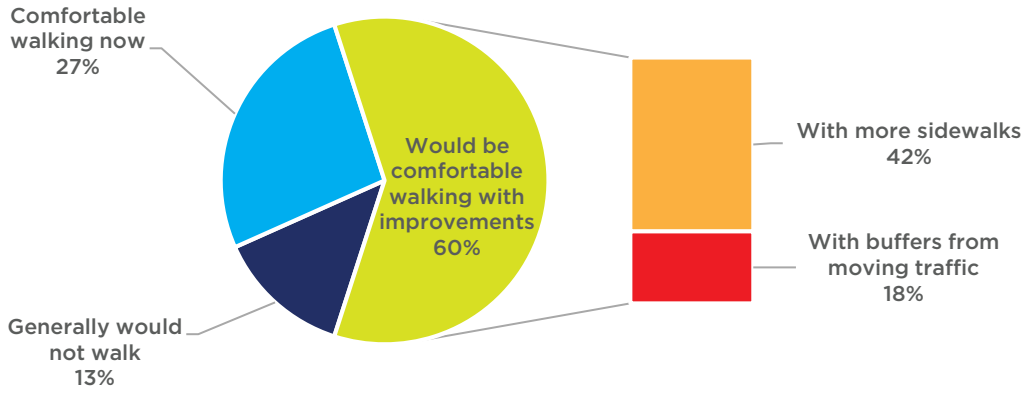
Very few survey respondents, about 6%, are currently comfortable with bicycling along Route 9. Just under half of respondents, however, indicated that they would be comfortable riding a bicycle along Route 9 with some form of improvement to bicycle facilities, particularly protected bike lanes. Over one-quarter of respondents would rather ride on other pathways, while nearly 20% of respondents indicated that they would not ride a bicycle along the corridor under any circumstances.

Figure 11 Comfort riding a bicycle along Route 9 – All respondents



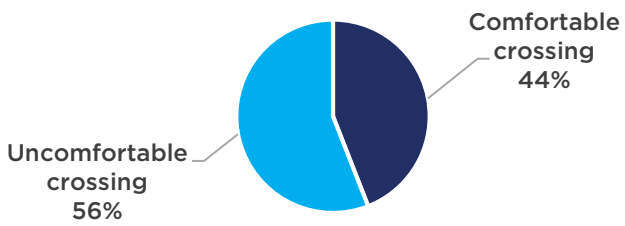
Alternatively, only about one-quarter of respondents are currently comfortable walking along Route 9 as it is, and less than half are comfortable crossing the road as it is. However, about 60% would be comfortable walking along Route 9 with some form of improvement to pedestrian facilities, particularly adding sidewalks. Just over 10% of respondents indicated that they would not walk along the corridor under any circumstances.

Figure 12 Comfort walking along Route 9 – All respondents



In terms of crossing, over half of all respondents indicated that they are generally uncomfortable crossing Route 9 on foot. (Figure 44)

Figure 13 Comfort crossing Route 9 – All respondents



Design Preferences

The remainder of the survey asked residents to select from among potential walking and bicycling concepts in space constrained locations, where an active transportation facility could not be provided without a trade-off in travel or parking lanes. Prior to presenting the alternatives, the design team eliminated any alternatives that did not fit within the apparent right of way or did not offer an improvement in perceived or actual safety for inexperienced or young riders.

For all locations, respondents were offered a space to prefer an alternative not considered by the design team. The range of respondents who opposed the project in general was 5% to 10%. These respondents expressed opposition to bicycle traffic on Route 9, concerns about parking, or a general desire to keep the corridor the same. The highest level of opposition to the project is in Sleepy Hollow.

Results by Village

Sleepy Hollow

Figure 146, Figure 147, and Figure 148 show the general comfort of Sleepy Hollow residents when riding a bicycle or walking along or across Route 9.

Figure 14 Comfort riding a bicycle along Route 9 – Sleepy Hollow residents

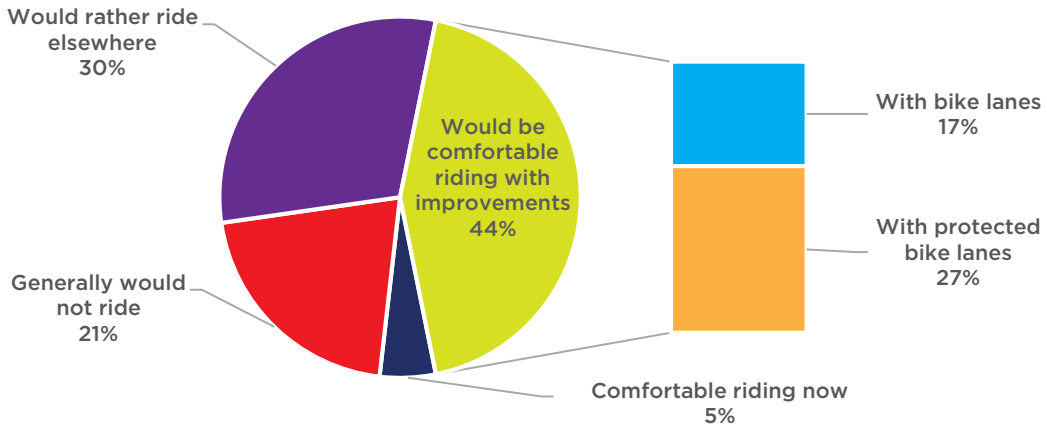


Figure 15 Comfort walking along Route 9 – Sleepy Hollow residents

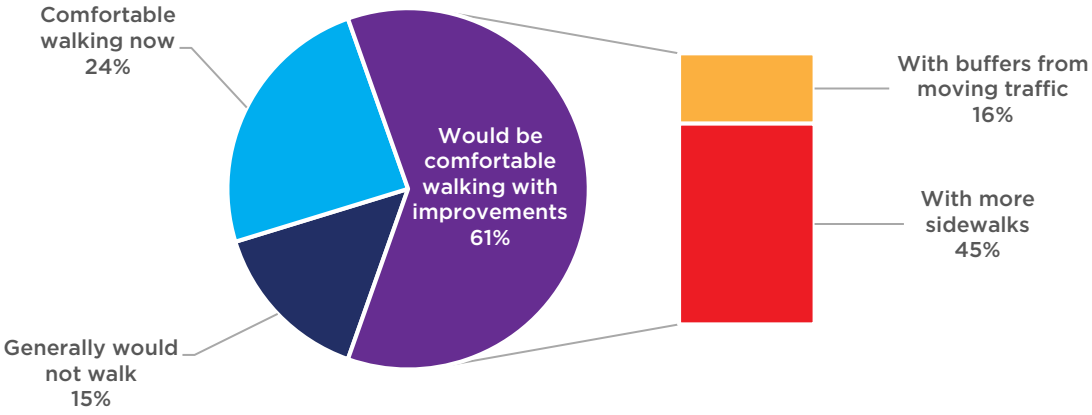
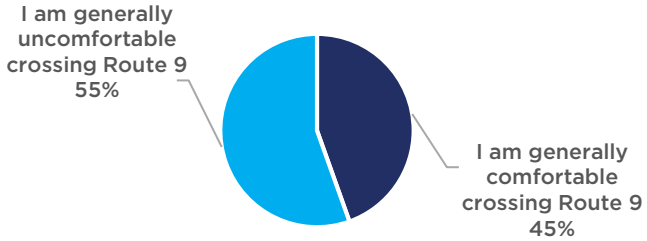


Figure 16 Comfort crossing Route 9 – Sleepy Hollow residents



Preferred Alternatives

Bellwood Avenue to Pierson Ave

Respondents were presented with two alternative design concepts as well as an option to describe their own alternative. Over 80% of respondents preferred one of the presented design concepts, and nearly 20% described their own alternative. Of those who selected a design concept, about 60% preferred the option for one traffic lane in each direction with a two-way protected bike lane and sidewalk on one side, as seen in Figure 149.

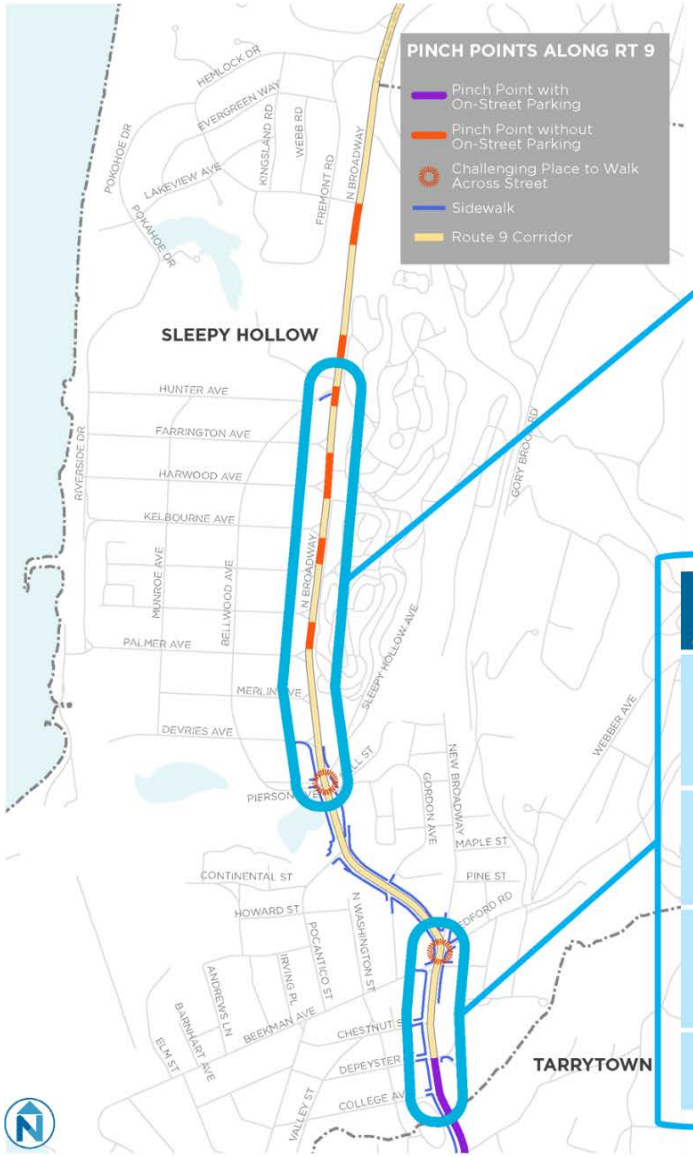
Ten percent of all respondents expressed opposition to the project due to an opposition to bicycle traffic on Route 9, concerns about parking, or any other general desire to keep the corridor the same.

Beekman Ave to Patriots Park

Respondents were presented with four alternative design concepts as well as an option to describe their own alternative instead. Over 85% of respondents preferred one of the presented design concepts, and about 15% described their own alternative. Of those who selected the presented design concepts, about 40% preferred the option with one traffic lane in each direction with a two-way protected bike lane and sidewalk on both sides, in Figure 149, below, while the next most-preferred option was preferred by less than 30%, respectively.

Five percent of total respondents expressed opposition to the project due to an opposition to bicycle traffic on Route 9, concerns about parking, or any other general desire to keep the corridor the same.

Figure 17 Preferred design alternatives at space-constrained locations along Route 9 in Sleepy Hollow[1]



Option	Conceptual Design	Description	Tradeoffs	Vote Results
1A		**One traffic lane in each direction with a two-way protected bike lane and a sidewalk on one side of Route 9**	▪ **No turning lanes**	**60%**
1B		Detour to Pierson/Bellwood with a two-way protected bike lane and a sidewalk on one side	▪ Not on Route 9	40%

Option	Conceptual Design	Description	Tradeoffs	Vote Results
2A		**One traffic lane in each direction with a two-way protected bike lane on one side, on-street parking on one side, and a sidewalk on both sides**	▪ **Parking on one side**	**40%**
2B		One traffic lane in each direction with a two-way protected bike lane on one side, a sidewalk on both sides, and no on-street parking	▪ Wider bike lanes ▪ No parking	29%
2C		One shared traffic lane in each direction with a sidewalk on both sides and on-street parking on both sides	▪ Parking on both sides ▪ No separated bike path	19%
2D		Use a parallel on-street route from Pocantico Street to Howard Street to Washington Street to Franklin Street	▪ Not on Route 9	12%

[1] Percentages reflect preference of respondents who chose a presented conceptual design. At the northerly location, 20% chose "other" and at the southerly location, 15% chose "other"

Tarrytown

Figure 150, Figure 151, and Figure 152 show the general comfort of Tarrytown residents when riding a bicycle or walking along or across Route 9.

Figure 18 Comfort riding a bicycle along Route 9 – Tarrytown residents

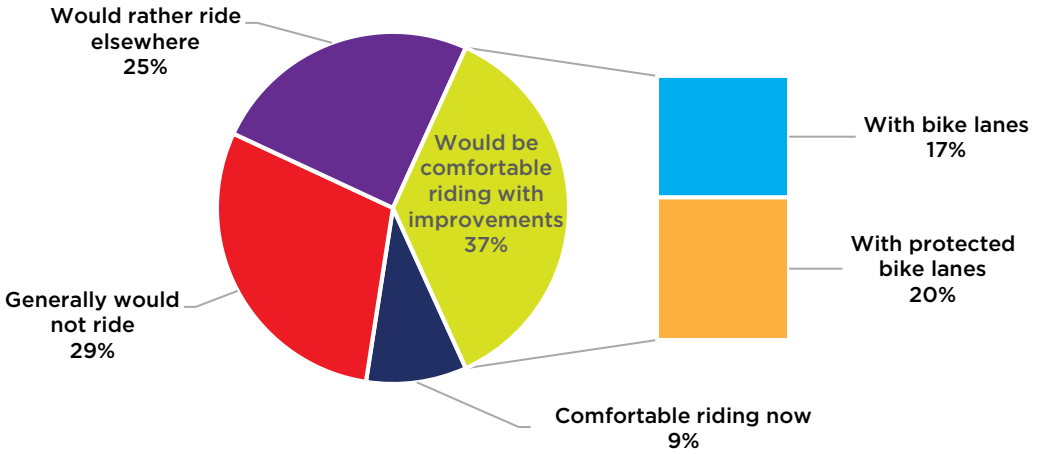


Figure 19 Comfort walking along Route 9 – Tarrytown residents

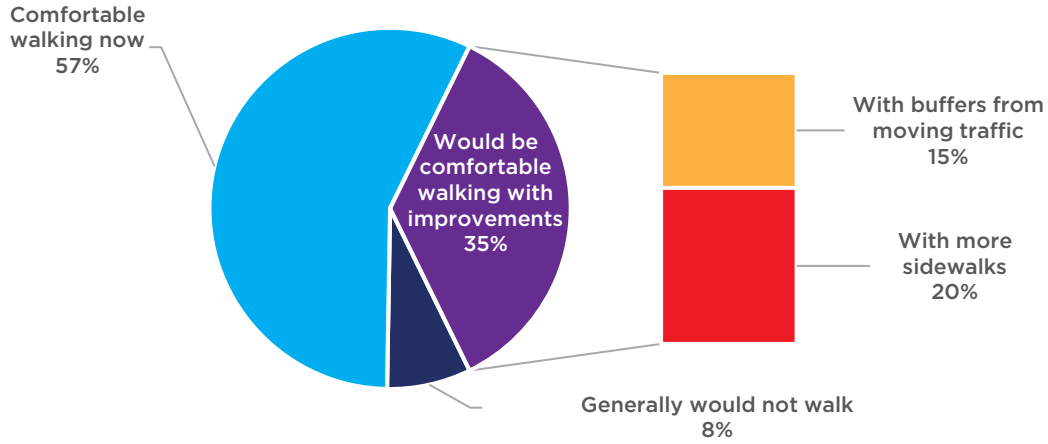
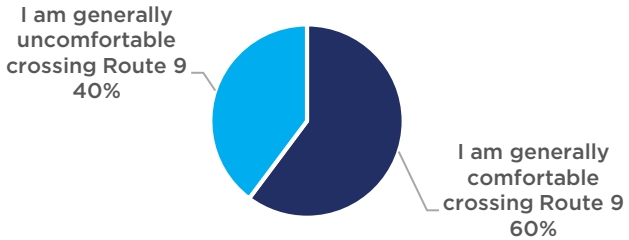


Figure 20 Comfort crossing Route 9 – Tarrytown residents



Preferred Alternatives

Franklin St to Main St

Respondents were presented with four alternative design concepts as well as an option to describe their own alternative. Over 90% of respondents preferred one of the presented design concepts, and less than 10% described their own alternative. The preferred design concept at this location in Tarrytown was the least conclusive of all locations along the corridor. Of those who selected a presented design concept, about 32% preferred the option of one traffic lane in each direction with a two-way protected bike lane on one side, sidewalk on both sides, and on-street parking on one side, as shown in Figure 153. The second and third most preferred option were preferred by 27% and 24%, respectively.

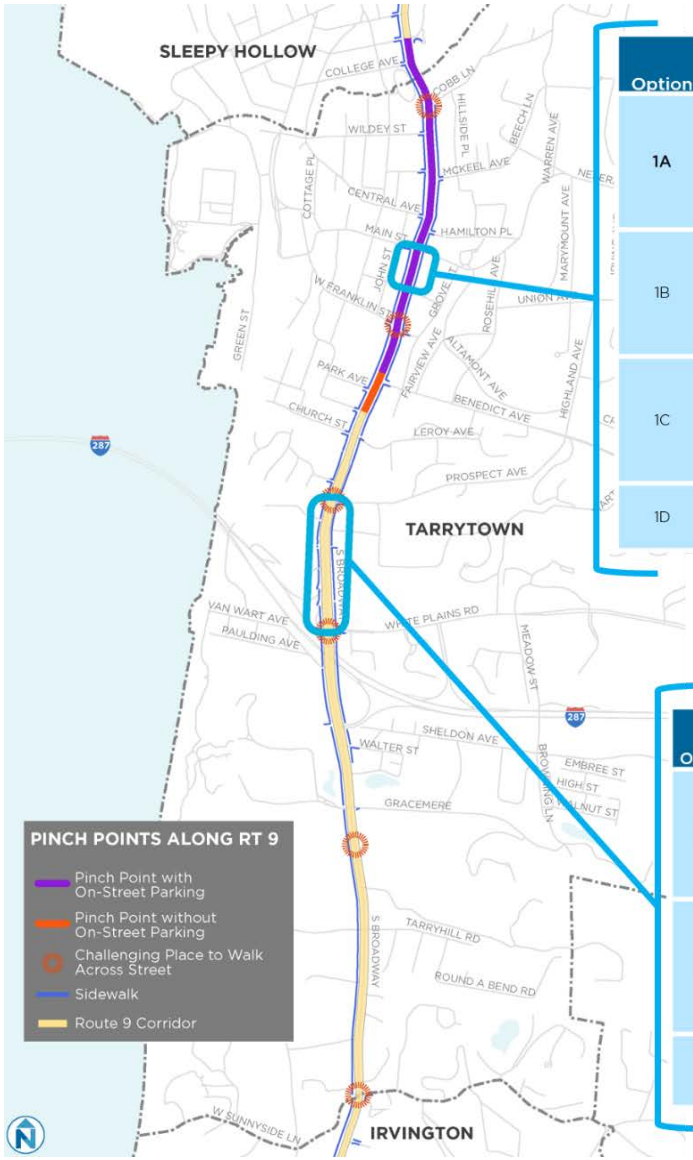
Less than 5% of total respondents expressed opposition to the project due to an opposition to bicycle traffic on Route 9, concerns about parking, or any other general desire to keep the corridor the same.

White Plains Road to Prospect Ave

Respondents were presented with three alternative design concepts as well as an option to describe their own alternative. Nearly 90% of respondents selected one of the presented design concepts, and just over 10% described their own alternative. Of those who selected a presented design concept, about 50% preferred the option of one NB traffic lane, two SB traffic lanes, and a turning lane, with a two-way protected bike lane on one side, sidewalk on both sides, and no parking, as seen in Figure 153.

Six percent of total respondents expressed opposition to the project due to an opposition to bicycle traffic on Route 9, concerns about parking, or any other general desire to keep the corridor the same.

Figure 21 Preferred design alternatives at space-constrained locations along Route 9 in Tarrytown[2]



Option	Conceptual Design	Description	Tradeoffs	Vote Results
1A		**One traffic lane in each direction with a two-way protected bike lane on one side, a sidewalk on both sides, and on-street parking one one side**	▪ **Very narrow bike lanes** ▪ **Parking on one side**	**32%**
1B		One traffic lane in each direction with a two-way protected bike lane on one side, a sidewalk on both sides, and no on-street parking	▪ No parking	27%
1C		One shared traffic lane in each direction with a sidewalk on both sides and on-street parking on both sides	▪ Parking on both sides ▪ No separated bike path	24%
1D		Use the OCA trail from Cobb Lane to Franklin Street	▪ Not on Route 9 ▪ May require paving the OCA Trail	17%

Option	Conceptual Design	Description	Tradeoffs	Vote Results
2A		Two traffic lanes in each direction with a two-way protected bike lane on one side, a sidewalk on both sides, and no on-street parking	▪ No turning lane ▪ 2 lanes in both directions	30%
2B		**One northbound traffic lane, two southbound traffic lanes, and a turning lane, with a two-way protected bike lane on one side, a sidewalk on both sides, and no on-street parking**	▪ **Turning lane** ▪ **Two lanes SB, one lane NB**	**50%**
2C	OCA Trail	Use the OCA Trail from Leroy Avenue to Route 119	▪ Not on Route 9 ▪ May require paving the OCA Trail	20%

[2] Percentages reflect preference of respondents who chose a presented conceptual design. At the northerly and southerly locations 10% chose "other"

Irvington

Figure 154, Figure 155, and Figure 156 show the general comfort of Irvington residents when riding a bicycle or walking along or across Route 9.

Figure 22 Comfort riding a bicycle along Route 9 – Irvington residents

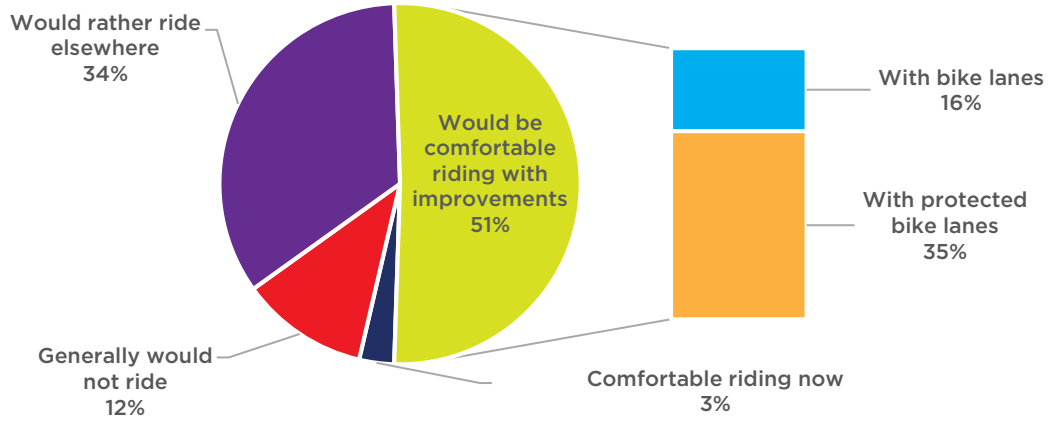


Figure 23 Comfort walking along Route 9 – Irvington residents

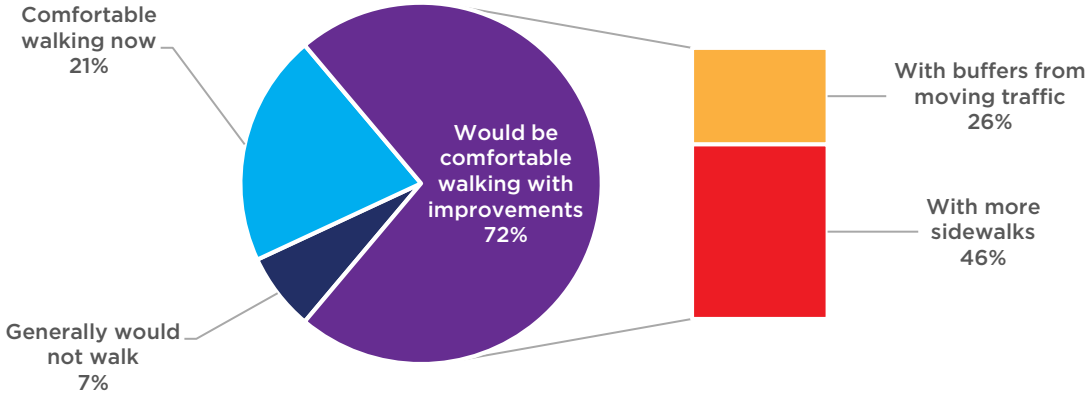
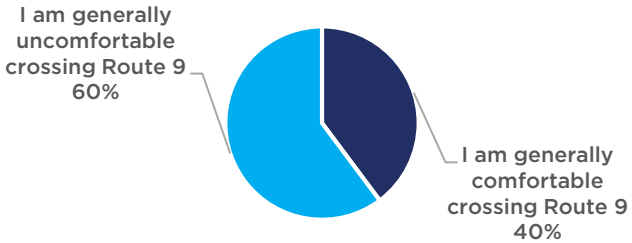


Figure 24 Comfort crossing Route 9 – Irvington residents



Preferred Alternatives

Main St to Matthiessen Park

Respondents were presented with four alternative design concepts as well as an option to describe their own alternative. Over 90% of respondents selected one of the presented design concepts, and less than 10% described their own alternative. Of those who selected a presented design concept, about 46% preferred one traffic lane in each direction plus a turning lane, with a two-way protected bike lane on one side, sidewalk on one side, and no on-street parking, as seen in Figure 157. The next most-preferred option was preferred by less than 25%.

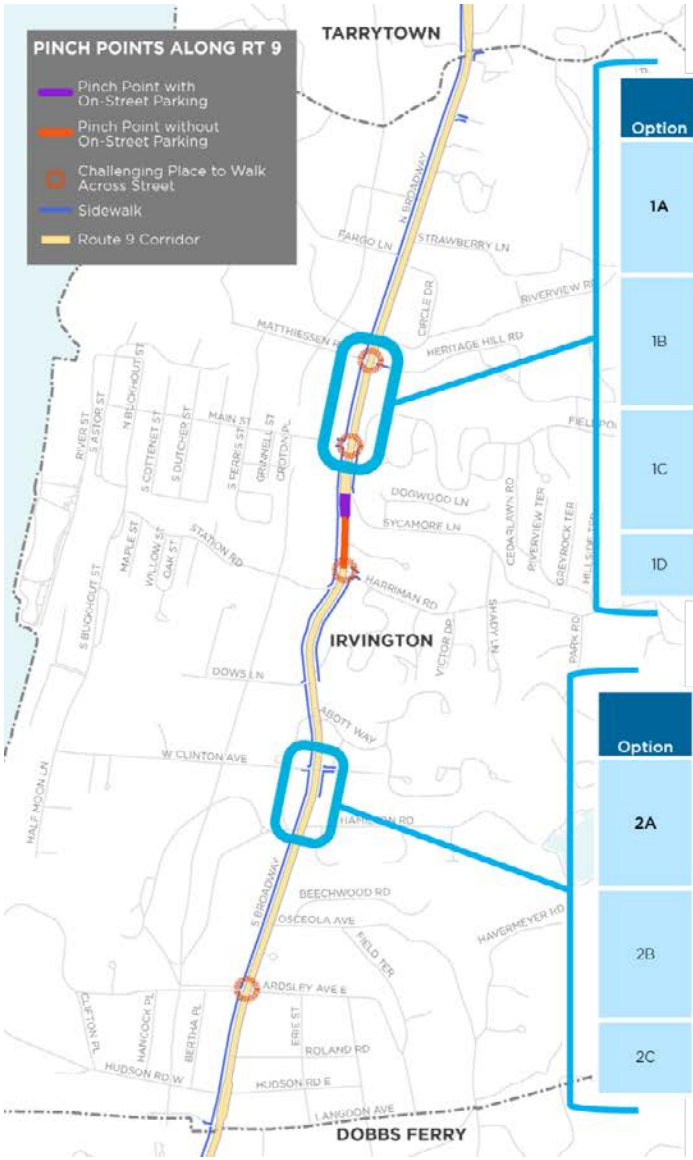
Less than 5% of total respondents expressed opposition to the project due to an opposition to bicycle traffic on Route 9, concerns about parking, or any other general desire to keep the corridor the same.

Hamilton Rd to Clinton Ave

Respondents were presented with three alternative design concepts as well as an option to describe their own alternative instead. About 90% of respondents selected one of the presented design concepts, and about 10% described their own alternative. Of those who selected a presented design concept, about 46% preferred the option of one traffic lane in each direction with a two-way protected bike lane on one side, a sidewalk on both sides, and no on-street parking, as shown in Figure 157. The next most-preferred option was preferred by less than 35%.

Less than 5% of total respondents expressed opposition to the project due to an opposition to bicycle traffic on Route 9, concerns about parking, or any other general desire to keep the corridor the same.

Figure 25 Preferred design alternatives at space-constrained locations along Route 9 in Irvington[3]



Option	Conceptual Design	Description	Tradeoffs	Vote Results
1A		**One traffic lane in each direction and a turning lane, with a two-way protected bike lane on one side, a sidewalk on one side, and no on-street parking**	**▪ Turning lane ▪ Narrow Bike lanes ▪ Sidewalk on one side**	**46%**
1B		One traffic lane in each direction with a two-way protected bike lane on one side, a sidewalk on one side, and no on-street parking	▪ No turning lane ▪ Wider bike lanes ▪ Sidewalk on one side	24%
1C		One traffic lane in each direction with a two-way protected bike lane on one side, a sidewalk on both sides, and no on-street parking	▪ No turning lane ▪ Sidewalk on both sides	19%
1D		Use OCA Trail from Sunnyside Lane to Main Street	▪ Not on Route 9 ▪ May require paving the OCA Trail	11%

Option	Conceptual Design	Description	Tradeoffs	Vote Results
2A		**One traffic lane in each direction with a two-way protected bike lane on one side, a sidewalk on both sides, and no on-street parking**	**▪ No parking ▪ Sidewalk on both sides ▪ Wider bike path**	**46%**
2B		One traffic lane in each direction and a turning lane, with a two-way protected bike lane on one side, a sidewalk on one side, and no on-street parking	▪ Turning lane ▪ Sidewalk on one side only ▪ Very narrow bike path	35%
2C		Use OCA Trail from Clinton Avenue to Ardsley Avenue	▪ Not on Route 9 ▪ May require paving the OCA Trail	21%

[3] Percentages reflect preference of respondents who chose a presented conceptual design. At the northerly location and southerly locations, 10% chose "other"

Dobbs Ferry

Figure 158,Figure 159, and Figure 160 show the general comfort of Dobbs Ferry residents when riding a bicycle or walking along or across Route 9.

Figure 26 Comfort riding a bicycle along Route 9 – Dobbs Ferry residents

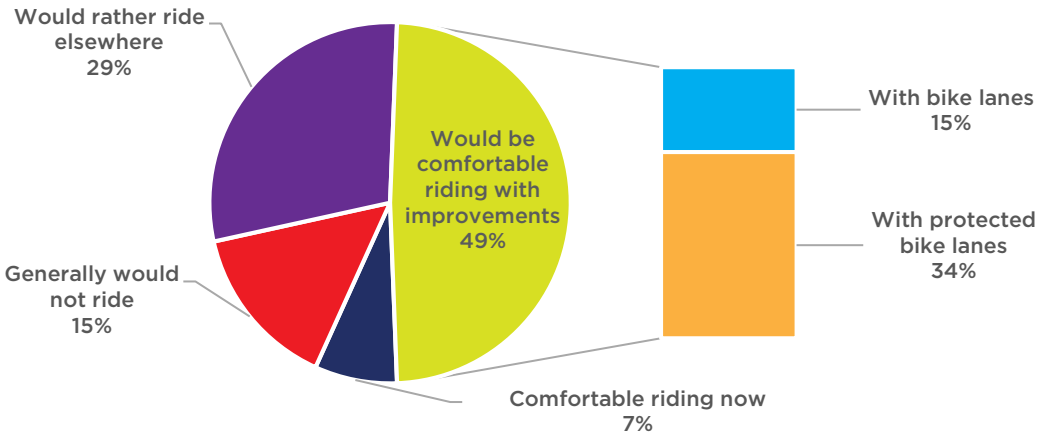


Figure 27 Comfort walking along Route 9 – Dobbs Ferry residents

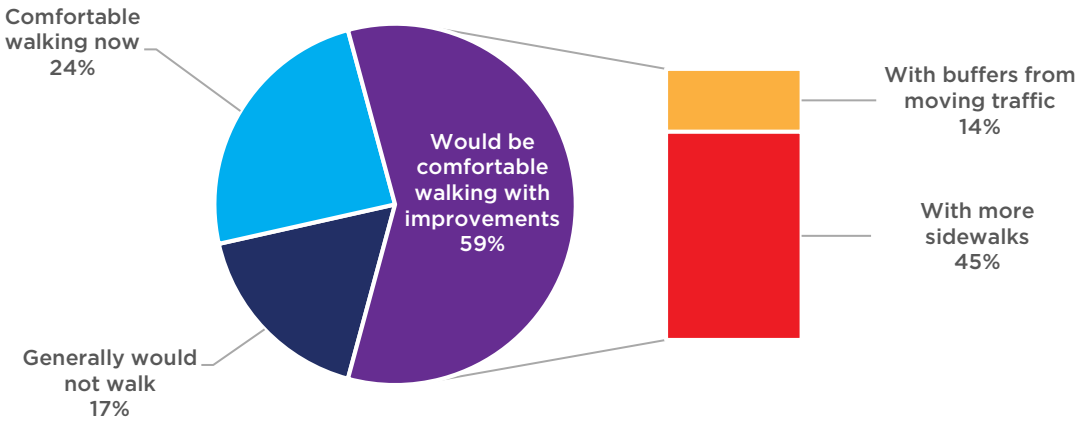
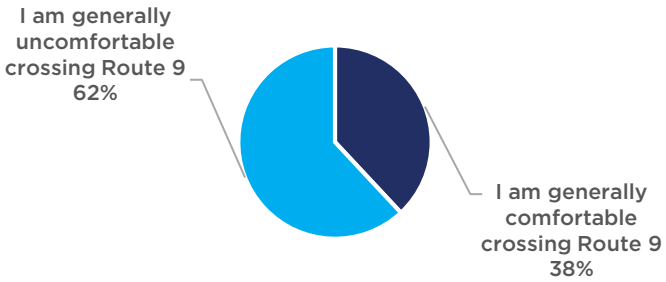


Figure 28 Comfort crossing Route 9 – Dobbs Ferry residents



Preferred Alternatives

South Ln to Sherman Ave

Respondents were presented with three alternative design concepts as well as an option to describe their own alternative. Over 90% of respondents selected one of the presented design concepts, and less than 10% described their own alternative. Of those who selected a presented design concept, about 50% preferred one traffic lane in each direction plus a turning lane, with a two-way protected bike lane on one side, a sidewalk on both sides, and no on-street parking, as in Figure 161.

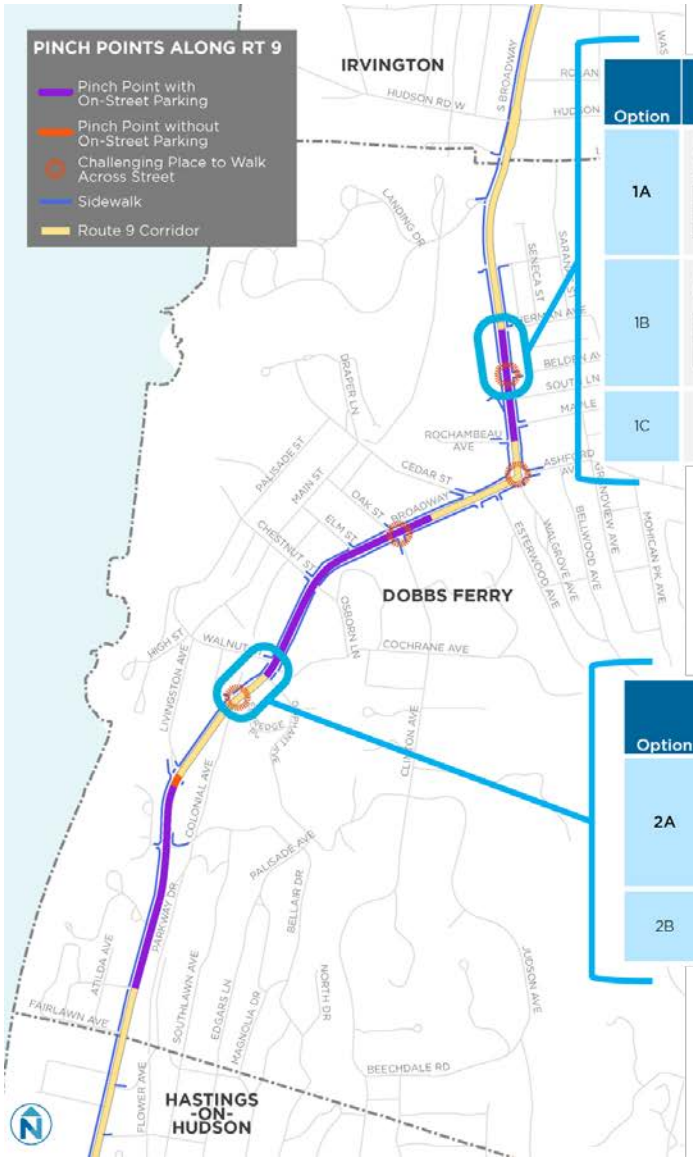
Less than 5% of total respondents expressed opposition to the project due to an opposition to bicycle traffic on Route 9, concerns about parking, or any other general desire to keep the corridor the same.

Eldredge Pl to Walnut St

Respondents were presented with two alternative design concepts as well as an option to describe their own alternative. Over 90% of respondents selected a presented design concept, and nearly 10% described their own alternative. Of those who selected a presented design concept, about 75% preferred one traffic lane in each direction plus a turning lane, with a two-way protected bike lane on one side, a sidewalk on both sides, and on-street parking on one side, as in Figure 161.

Less than 5% of total respondents expressed opposition to the project due to an opposition to bicycle traffic on Route 9, concerns about parking, or any other general desire to keep the corridor the same.

Figure 29 Preferred design alternatives at space-constrained locations along Route 9 in Dobbs Ferry[4]



Option	Conceptual Design	Description	Tradeoffs	Vote Results
1A		**One traffic lane in each direction and a turning lane, with a two-way protected bike lane on one side, a sidewalk on both sides, and no on-street parking**	**▪ Turning lane ▪ No parking**	**50%**
1B		One traffic lane in each direction with a two-way protected bike lane on one side and a sidewalk on both sides, and on-street parking on one side	▪ No turning lane ▪ Parking on one side only	31%
1C		Use OCA Trail from Landing Drive to Cedar Street	▪ Not on Route 9 ▪ May require paving the OCA Trail	19%

Option	Conceptual Design	Description	Tradeoffs	Vote Results
2A		**One traffic lane in each direction and a turning lane, with a two-way protected bike lane on one side, a sidewalk on both sides, and on-street parking on one side**	**▪ Turning lane ▪ Parking on one side ▪ Wider bike lanes**	**75%**
2B		Use the OCA Trail from the Route 9 Crossing To Colonial Avenue	▪ Not on Route 9 ▪ May require paving the OCA Trail	25%

[4] Percentages reflect preference of respondents who chose a presented conceptual design. At the northerly and southerly location, 10% chose "other"

Hastings-On-Hudson

Figure 162, Figure 163, and Figure 164 show the general comfort of Irvington residents when riding a bicycle or walking along or across Route 9.

Figure 30 Comfort riding a bicycle along Route 9 – Hastings-on-Hudson residents

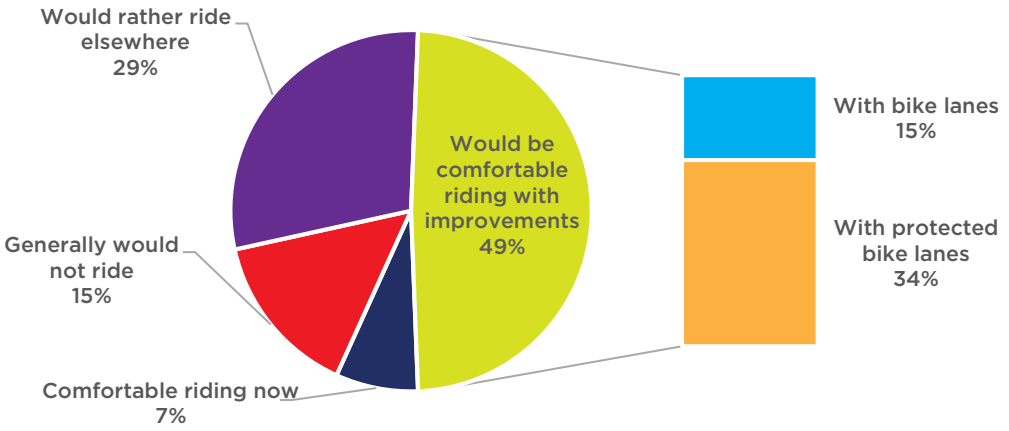


Figure 31 Comfort walking along Route 9 – Hastings-on-Hudson residents

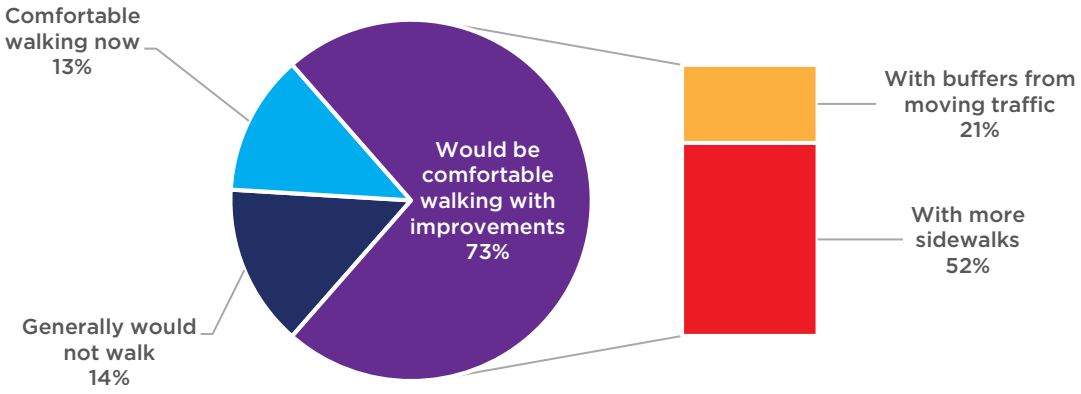
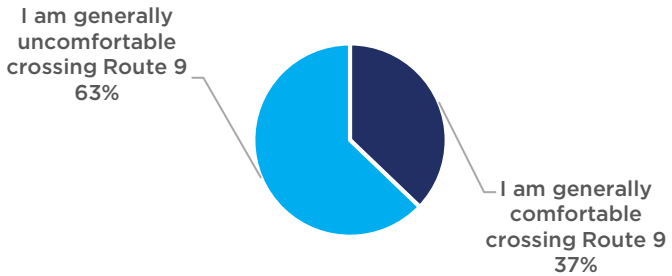


Figure 32 Comfort crossing Route 9 – Hastings-on-Hudson residents



Preferred Alternatives

Washington Ave to Main St

Respondents were presented with two alternative design concepts as well as an option to describe their own alternative. Over 90% of respondents selected one of the presented design concepts, and less than 10% described their own alternative. Of those who selected a presented design concept, over 75% preferred one traffic lane in each direction plus a turning lane, a two-way protected bike lane on one side, a sidewalk on one side, and no on-street parking, as seen in Figure 165.

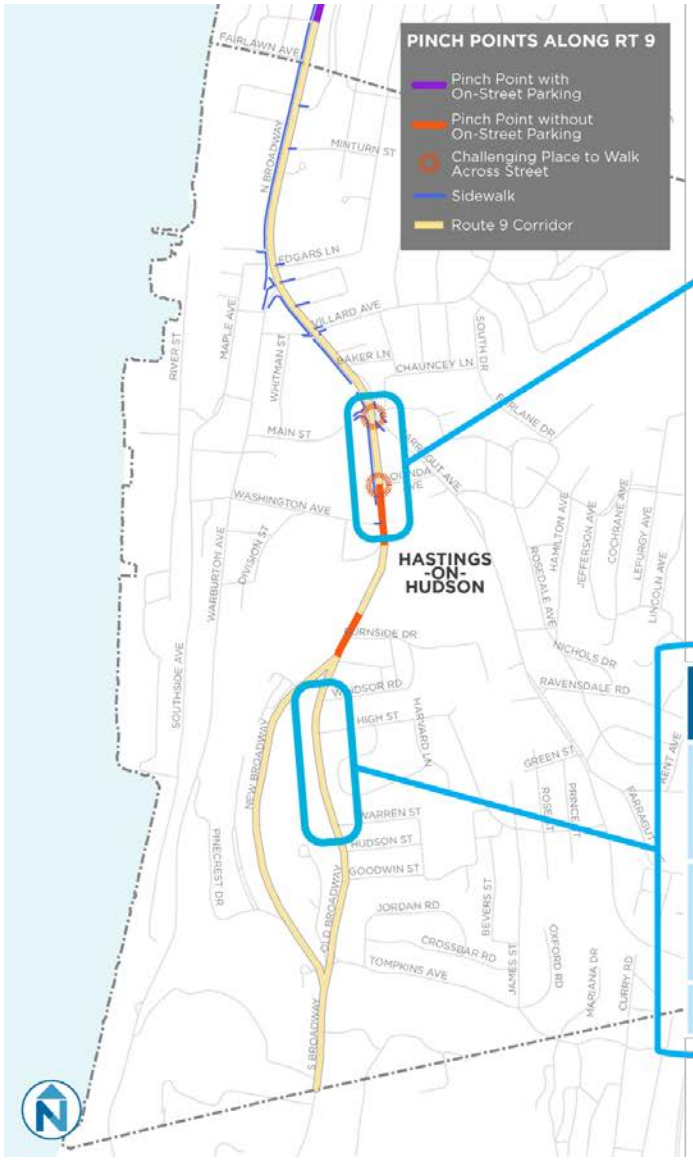
Less than 5% of total respondents expressed opposition to the project due to an opposition to bicycle traffic on Route 9, concerns about parking, or any other general desire to keep the corridor the same.

Hudson St to Windsor Rd

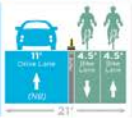
Respondents were presented with three alternative design concepts as well as an option to describe their own alternative. Over 90% of respondents selected one of the presented design concepts, and less than 10% described their own alternative. Of those who selected a presented design concept, about 65% preferred one traffic lane with a one-way protected bike lane on one side, a sidewalk on one side, and no on-street parking, shown in Figure 165.

Less than 5% of total respondents expressed opposition to the project due to an opposition to bicycle traffic on Route 9, concerns about parking, or any other general desire to keep the corridor the same.

Figure 33 Preferred design alternatives at space-constrained locations along Route 9 in Hastings-On-Hudson[5]



Option	Conceptual Design	Description	Tradeoffs	Vote Results
1A		**One traffic lane in each direction and a turning lane, with a two-way protected bike lane on one side, a sidewalk on one side, and no on-street parking**	▪ **Turning lane** ▪ **Narrow bike lanes**	**76%**
1B		Use the OCA Trail from Chauncey Lane to Washington Avenue	▪ Not on Route 9 ▪ May require paving the OCA Trail	24%

Option	Conceptual Design	Description	Tradeoffs	Vote Results
2A		One traffic lane with a two-way protected bike lane on one side, no sidewalks, and no on-street parking	▪ Sidewalk on eastern branch ▪ No sidewalk on western branch ▪ Bike lanes on western branch ▪ No bike lanes on eastern branch	15%
2B		**One traffic lane with a one-way protected bike lane on one side, a sidewalk on one side, and no on-street parking**	▪ **Sidewalk on both branches** ▪ **SB bike lane on western branch** ▪ **NB bike lanes on eastern branch**	**65%**
2C		Use the OCA Trail from Washington Avenue to Pinecrest Drive	▪ Not on Route 9 ▪ May require paving the OCA Trail	20%

[5] Percentages reflect preference of respondents who chose a presented conceptual design. At the northerly and southerly locations, 10% chose "other"