



William Irving

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January 27, 2025

TO: Jenny Baez, NYSDOT
Scott Geiger, WSP

FROM: Mitchell Bard, Trustee, TPC Member
Leola Specht, TPC Member
Lawrence Schopfer, Village Administrator, TPC Member

CC: Mayor Siegel and the Board of Trustees

RE: Route 9 Considerations in Irvington

As members of the Transportation Planning Committee, we are pleased with the progress on the Route 9 Complete Streets Preliminary Engineering project. Your outreach to Irvington residents and the larger area has been noticeable and productive.

We are taking this opportunity to submit our observations to help ensure that they are given careful attention from your team as you move towards completion of the Route 9 Complete Streets project. From the last public session and from listening to our fellow residents we heard the following inter-related priorities and specific concerns:

Priorities

- Providing more opportunities for pedestrians and cyclists to safely and efficiently cross Broadway.
- Providing a two-way protected bike lane and sidewalks.
- Providing a safe and efficient way of turning on to Broadway from all intersecting side streets.
- Reducing congestion while improving safety for all users throughout the corridor.

Specific concerns

- Turns to and from the side streets intersecting North Broadway.
- Several open house attendees, including a sitting Irvington Trustee, a Planning Board chairman and a Planning Board member, expressed significant concern that lack of a center turning lane on North Broadway would impair entrance and exit from every side street intersecting with North Broadway. There is concern about gaps in traffic for turning if traffic flow is improved due to the removal of the traffic lights at Main Street and E/W Sunnyside Lane. We need to ensure that turns on and off Broadway are safe and traffic flows.

- The recommended solution for those wishing to head south on Broadway from a side street was to head north to the Sunnyside roundabout. There was skepticism about how widely this would be adopted given the distance needed to travel to the roundabout and the normal, human propensity to want to travel the shortest distance possible.
- Dedicated v. Protected Bike Lanes: We heard concerns about dedicated unprotected bike lanes and who would actually make use of them. People who prefer cycle transportation will continue to avoid it due to lack of a barrier to protect from vehicle collisions.
- The various interests within the corridor, pedestrians, bicyclists, and vehicles all want improved safety and efficiency. To balance these interests, the plans that were presented showed a center turn lane and a shared bike lane on South Broadway. North Broadway, as observed above, showed dedicated bike lanes with no center turn lane. Turn lanes should be focused on the busiest left turn intersections to allow safe turning on to and off of Broadway, median refuges with turn pockets at every minor cross street, and at intersections with major left turns (the High School) have a dedicated turn lane. And a protected two-way bike lane will allow vehicles to travel at safe speeds while keeping cyclists and pedestrian protected.
- Several attendees expressed significant concern about the negative effects on travel time through the Broadway corridor if the road diet is implemented. While we understand that traffic engineers will need to confirm the travel times, our observation is that many residents will remain highly skeptical. A significant effort will need to be made to overcome this skepticism.
- Will the roundabouts actually fit in the locations proposed? The design team shared this concern, and we hear that the general public is concerned, too. Roundabouts need to be designed with safety in mind to encourage vehicles to slow down and allow other users (bike, pedestrian) to safely pass through.
- As you know, Broadway is a road that effectively divides our village from north to south. Pedestrian and bicycle access from one side of Broadway to the other is only possible, with some degree of safety, at controlled intersections. We are encouraging your design team to look at and consider all opportunities for crosswalks, curb extensions, and refuge islands over the length of the corridor.
- Bus stops need to be carefully designed and need to consider safety in their placement along with the ability to shelter riders and allow for proper maintenance.

We appreciate your consideration of these inputs and look forward to discussing your latest design considerations for the Irvington corridor at our meeting planned for January 31. Please contact us if you need any further information or clarification.