



# VILLAGE OF TARRYTOWN

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One Depot Plaza, Tarrytown, New York 10591-3605

[www.tarrytowngov.com](http://www.tarrytowngov.com)

January 31, 2025

To: Jenny Baez, Project Manager, NYSDOT  
Scott Geiger, Project Manager, WSP

From: Karen Brown, Mayor, Village of Tarrytown  
Richard Slingerland, Village Administrator, Village of Tarrytown  
David Kim, Trustee, Village of Tarrytown  
David Aukland, Planning Board, Village of Tarrytown

Cc: Andrea Stewart-Cousins, New York State Senate  
MaryJane Shimsky, New York State Assembly

Re: Route 9 Complete Streets Preliminary Engineering Feedback

We want to thank you for the many hours of work and dedication to this effort that has brought us to this point. We also thank you for meeting with us virtually on October 11, 2024 to review particular circumstances and issues related to Tarrytown. In this memo, we would like to share our feedback on the design recommendations as presented at the following:

- Public Meeting #2 on September 12 & 19, 2024
- “Representative Roll Plots” transmitted to the TPC members on October 3, 2024 (via email)
- The revised work shared with us at the TPC Meeting #5 on December 16, 2024.

We have ordered our feedback of the design recommendations for Broadway based on a geographic progression from the north (border with Sleepy Hollow) to south (border with Irvington). Below is an overview of how our residents experience Broadway/Route 9.

- Warner Library, Patriot’s Park and the TUFSD school campus are shared civic spaces between Tarrytown and Sleepy Hollow.
- From Wildey Street to Franklin Street is our Business district (RR land-use designation). With Main Street, the proverbial mixed commercial and residential heart of our village.
- Franklin Street to south of Prospect Avenue is characterized by neighborhoods of varying densities on both sides.
- South of Prospect to Walter Street is an auto dominated area shaped by regional requirements of the NYSDOT and the Thruway Authority.
- Walter Street to Sunnyside Lane is a bucolic historic trail.

Thank you again for your time, consideration and responsiveness.

Route 9 Complete Streets Preliminary Engineering  
Final Vision Statement

***U.S. Route 9 will be a safe, reliable and comfortable corridor for people of all ages, abilities, and backgrounds walking, biking, driving and using transit that reflects the historic character, supports local business, has a sense of place and promotes active and healthy communities.***

General Points:

- *No narrowing of sidewalk space.*  
We understand that the design recommendation from Wildey Street to Franklin Street requires moving of the current curbs out resulting in narrowed sidewalks and widened asphalt space to accommodate the 14' traffic and bicycle lane along with parking in each direction. And that this configuration will also impact space for trees and other street amenities. Our top priority is for any design recommendation to work within the existing curb-to-curb width to at maintain or if possible, increase current sidewalk widths.
- *Re-imagining the corridor between south of Prospect Avenue and Walter Street.*  
For decades, this segment has been shaped by the requirement to move high volumes of vehicles as quickly as possible resulting in a stressful environment for all modes of mobility that dampens commercial activity on both sides of the corridor. This has also led to limiting mobility access for the neighborhoods east and west of the corridor and south of 287. A very complex condition that works as a system. Any design consideration needs to include re-imagining of all on and off ramps to 287 as well as the intersection of Routes 9 & 119 to make this segment calmer and more than a conduit for through traffic that benefits the whole of Tarrytown as well as the region.
- *Physical separation of bicycle lanes from motor traffic.*  
While painted-only bike lanes adjacent to general vehicular traffic are an improvement over the existing condition, a physically protected bicycle facility (i.e. grade separation, flexible bollards, bicycle lane delineators, etc.) will make bicycling “safe, reliable and comfortable” for a broader group people other than the most confident and expert riders.
- *Sidewalks and curb cuts.*  
Sidewalks interrupted by driveways (example: all the new constructed driveways on Broadway between Paulding Avenue and the eastbound ramp entrance to 287) prioritize drivers and endanger anyone using the sidewalk or shared paths. Sidewalks should be continuously level with vehicles having to mount the sidewalks. This would result in an important safety advantage in slowing vehicles before they cross a pedestrian right of way.
- *Facilitate pedestrian crossings.*  
Provide curb extensions and refuge islands wherever a crosswalk is provided. Additional crosswalks are required for the most direct line of travel for pedestrians. The longer it takes to reach a crosswalk, the more likely pedestrians will risk crossing outside of one.

### Detailed Points:

- Patriot's Park driveway – this entry is for emergency access only and therefore should be detailed with a continuous sidewalk across with a driveway apron using concrete rather than asphalt.
- At Cobb Lane – left turn automobile movements in and out of Cobb Lane result in traffic back up and pose additional risks to pedestrians and bicyclists as well as to drivers.
- At C-town driveway – left turn automobile movements into the parking lot result in traffic back up and pose additional risks to pedestrians and bicyclists as well as to drivers. No left turn out of the parking lot is often violated. A physical barrier may be a more effective prevention than a simple double yellow delineation.
- Between Wildey and McKeel/Dixon – pedestrians are often observed crossing at mid-block due to the distance to the nearest crosswalks. Consider installation of a mid-block crosswalk.
- At CVS driveway – no left turn out of the parking lot is often violated. A physical barrier may be a more effective prevention than a simple double yellow delineation.
- At Hamilton Place – no left turn out of Hamilton onto Broadway is violated as well as driving in the northbound lane (Broadway) to bypass stopped traffic to turn left onto Hamilton Place from the southbound lane (Broadway). A physical barrier may be a more effective at preventing the risky driving maneuvers. Also, pedestrians are often observed crossing at this intersection so consider installing a crosswalk.
- Between Main/Neperan and Elizabeth Street – pedestrians are often observed crossing at mid-block due to the distance to the nearest crosswalks. Consider installation of a mid-block crosswalk.
- Parking Lot #1 (South Broadway) Driveway – no left turn out of the parking lot is often violated. A physical barrier may be a more effective prevention than a simple double yellow delineation.
- At 55 South Broadway – indicate continuous sidewalk across at all driveways with an apron using concrete rather than asphalt.
- At Franklin Street – this intersection has one of the highest crash incidents within Tarrytown and requires immediate intervention to prevent drivers from passing on the right of other drivers stopping for pedestrians crossing at the crosswalk. The design recommendation seems to show no improvement to current condition.
- Between Franklin and Benedict – Too often, the prevailing speeds of automobiles exceed the design school speed limit of 20 mph. The physical configuration of this section should reflect the school speed zone. Pedestrians are often observed crossing at mid-block due to the distance to the nearest crosswalks. Consider installation of a mid-block crosswalk.

- At Benedict – Drivers heading southbound on Broadway often accelerate above the posted speed limit of 25 mph as well as those racing down Benedict to catch the light as reflected in a history of drivers crashing through the fence of the resident’s backyard on the west side of Broadway. The current physical configuration and the signalization of the intersection requires rethinking to improve pedestrian and bicyclist safety as well to improve the flow of automobile traffic at a safe and steady pace.
- At Park, Independence, Church/Leroy, Tappan Landing, and the entrance to the Quay – coming out of these streets have difficulty making safe turns onto Broadway because there are seldom breaks in the traffic (fast moving stream) especially during rush hour and at periods throughout the day. Calming and more frequent breaks in the traffic flow can reduce collision risks and prevent unnecessary backups within these neighborhoods.
- Between Church/Leroy and Tappan Landing – Pedestrians are often observed crossing at mid-block due to the distance to the nearest crosswalks. Consider installation of a mid-block crosswalk.
- Between Church/Leroy to Prospect – the speed limit north of Church/Leroy is 25 mph and should be extended to south of Prospect where it is one travel lane in each direction like the corridor to the north.
- Between Paulding and off/on ramp to East 287 – continue sidewalk across all driveways with concrete aprons, not asphalt.
- At Shames JCC on the Hudson – The entrance and exit driveways onto the corridor requires reconsideration to improve safety for all users. The recent reconfiguration to Broadway have complicated direct access onto the corridor and have increased collision risk. This requires meeting with the stakeholders of the institution.
- At Tarryhill and Lyndhurst – The residents of the neighborhood to the east have repeatedly requested a safe crossing intersection.
- At 828 South Broadway/Mercy University/Make-A-Wish – continue sidewalk across the driveway with concrete aprons, not asphalt.
- At Sunnyside Lane – the roundabout works well to enable safer mobility for all users.