Transportation Partner Committee
Route 9 Complete Streets

To: Jenny Baez, P.E., PTOE
Route 9 Complete Streets Project Manager
From: TPC Members
Date: September 18, 2025
Re: Route 9 Complete Streets Plan

The TPC members would like to express their appreciation for the diligent efforts of the New York State Department of Transportation and their consultant, WSP, in advancing the Route 9 Complete Streets Project to this point. We feel it goes a long way toward implementing the vision that the participating Villages have had for the corridor since they began discussing Route 9 together in 2015.

Our utmost priority is to ensure a Project outcome that maximizes safety for all users and that aligns with the Villages' objectives to the fullest extent possible. Following discussions at the May 21 TPC Meeting, and the Open House at Mercy University on June 4, we would like to offer some concluding thoughts and perspectives with regard to the most recent iteration of the Route 9 Complete Streets project (Project) plans dated April 21, 2025 as the 30% design phase comes to an end and before the next scheduled TPC meeting. Our intent is to clarify and emphasize important high-level comments that have been made by the Villages individually and which apply generally across the length of the corridor. The TPC members appreciate that these comments have been implemented to some degree in the designs to date and encourage their refinement to the fullest extent possible in future phases of the Project.

Design Speed

We initially raised concerns about a higher design speed with project staff, and received assurances that prevailing speeds will not increase with project implementation. The TPC believes that the changes proposed to Route 9 in the 30% design drawings will lead to slower motor vehicle speeds, and corresponding improved safety for pedestrians and cyclists. We would appreciate it if the concerns about the proposed design speed will continue to be evaluated in the subsequent phases of design.

Road Diets

In early discussions with Senate Majority Leader Andrea Stewart-Cousins and representatives of the Villages, the concept of the Road Diet had been endorsed by Regional Director Lance

MacMillan. To the extent possible, the corridor should be further reduced to one travel lane in each direction, with turning lanes provided at busy intersections. Between intersections, we would prefer to see space allocated to such uses as wider sidewalks, bus stops, trees, cycling facilities, etc., rather than medians. We are concerned center medians throughout the corridor will support higher design speeds.

Trucks

We understand that Route 9 is a truck route; since it is also a residential and small business corridor, to the extent possible, we ask that NYSDOT actively explore ways to encourage truck traffic to use other routes and study best practices from other jurisdictions and internationally to discourage truck drivers from choosing Route 9 as a through route.

Lane Width

In stretches of the corridor without segregated cycling facilities, the design shows 14-foot-wide lanes shared by people driving and cycling. The TPC is concerned that this design will lead to faster driving speeds thereby discouraging bicycling by the general bicycling public and asks that the reduction of these lane widths be considered.

Bike Lanes

Grade separation and stamped/textured asphalt have been designed to protect bike lanes at some locations, we ask that NYSDOT further engineer physical separation wherever feasible on the mapped areas that currently show bike lanes that are only painted. We believe that this will make it more user friendly to children, the elderly and other non-expert users who may otherwise remain intimidated from riding to corridor destinations. Paint-only bike lanes may also make the road feel wider, potentially leading to speeding, or stopping/parking in the bike lane, causing further risk to cyclists.

Roundabouts

It is understood that the roundabouts will slow traffic and make speeding difficult. To further this objective, we ask that additional attention be given to the approach angles, lane widths and surface textures to foster safe driving speeds and visual engagement with other vehicles, pedestrians and cyclists before entering and while exiting the roundabout. The effectiveness of roundabouts in reducing vehicular back-up when they are in close proximity to signaled intersections should be studied further. In general, we ask that each unique roundabout be as small as possible for its particular location, ideally each with a single lane to make safe pedestrian and bike crossing feasible.

Sidewalks & Pedestrian Crossings

Where feasible, curb extensions and refuge islands should be used wherever possible when a crosswalk is provided, and crosswalks should be provided at every possible intersecting street to maximize pedestrian mobility and safety. It is understood that refuge islands conflict with the desire to eliminate medians: the hope is that both ends can be achieved, with the overriding goal being the shortest walking distance across vehicle lanes.

Bus Stops

The TPC Members understand that the public bus system is a County service, and seek the State's assistance in encouraging the County to include concrete measures to improve bus usage and accessibility:

1. the design should include safe pedestrian routes along the corridor to and from each bus stop;
2. bus stops should include safe and comfortable places for riders to wait;
3. bus stops should be placed in locations that cause the least disruption to all road users (pedestrian, bike, and vehicle) when buses stop; and
4. bus stops should facilitate inter-modality with bike racks and when possible, electric outlets to charge phones so that waiting riders can reliably access real-time arrival information and reach emergency services.

Stormwater

Understanding that stormwater design is part of future phases of the project we'd like to proactively request consideration for the use where appropriate and effective of advanced stormwater management techniques such as trees, shrubs, grasses, bioswales, as much planting between sidewalks and streets as possible, permeable pavement and other features to reduce pooling and overflow and to eliminate polluted runoff from entering local stormwater catchment basins and our waterways.

Thank you again for including us in this process. We look forward to continuing to work together as designs are refined and ultimately constructed, making the Route 9 corridor and our Villages friendly to multiple modes of transportation.