

Quick Rundown on the Route 9 Active Transportation Plan

Steering Committee's Recommendations (South)

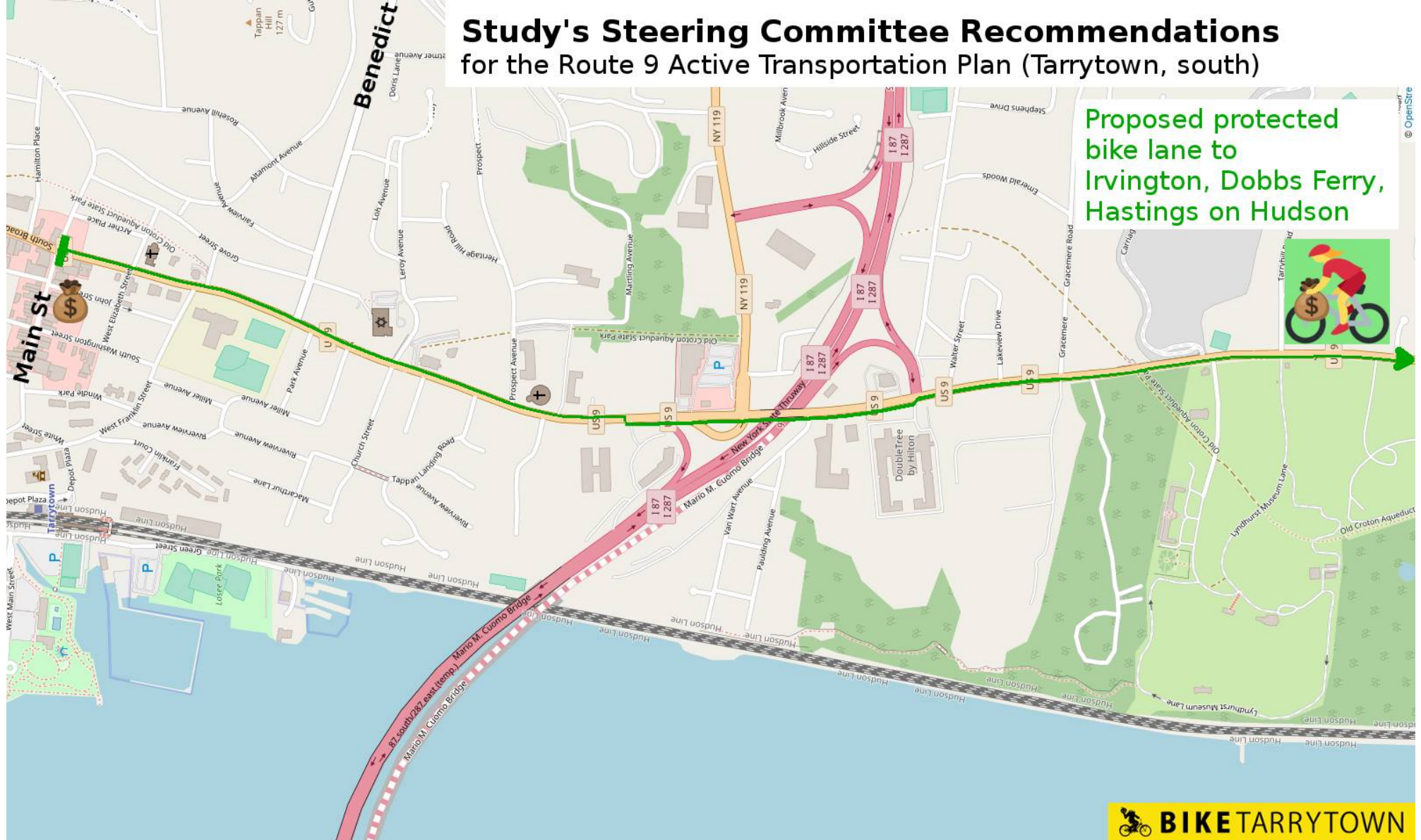
Based on experience and input from public & consultants:

Irvington Border to Main St

- 2-way lane on 1 side of Broadway
- West side south of TZB
- East side north of TZB

Study's Steering Committee Recommendations for the Route 9 Active Transportation Plan (Tarrytown, south)

Proposed protected bike lane to
Irvington, Dobbs Ferry,
Hastings on Hudson



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Old Croton Aqueduct connection at Lyndhurst
Aqueduct to Irvington, Dobbs, Hastings, NYC (10 mi)



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Pennybridge Residents



Tarrytown



Van Wart Residents



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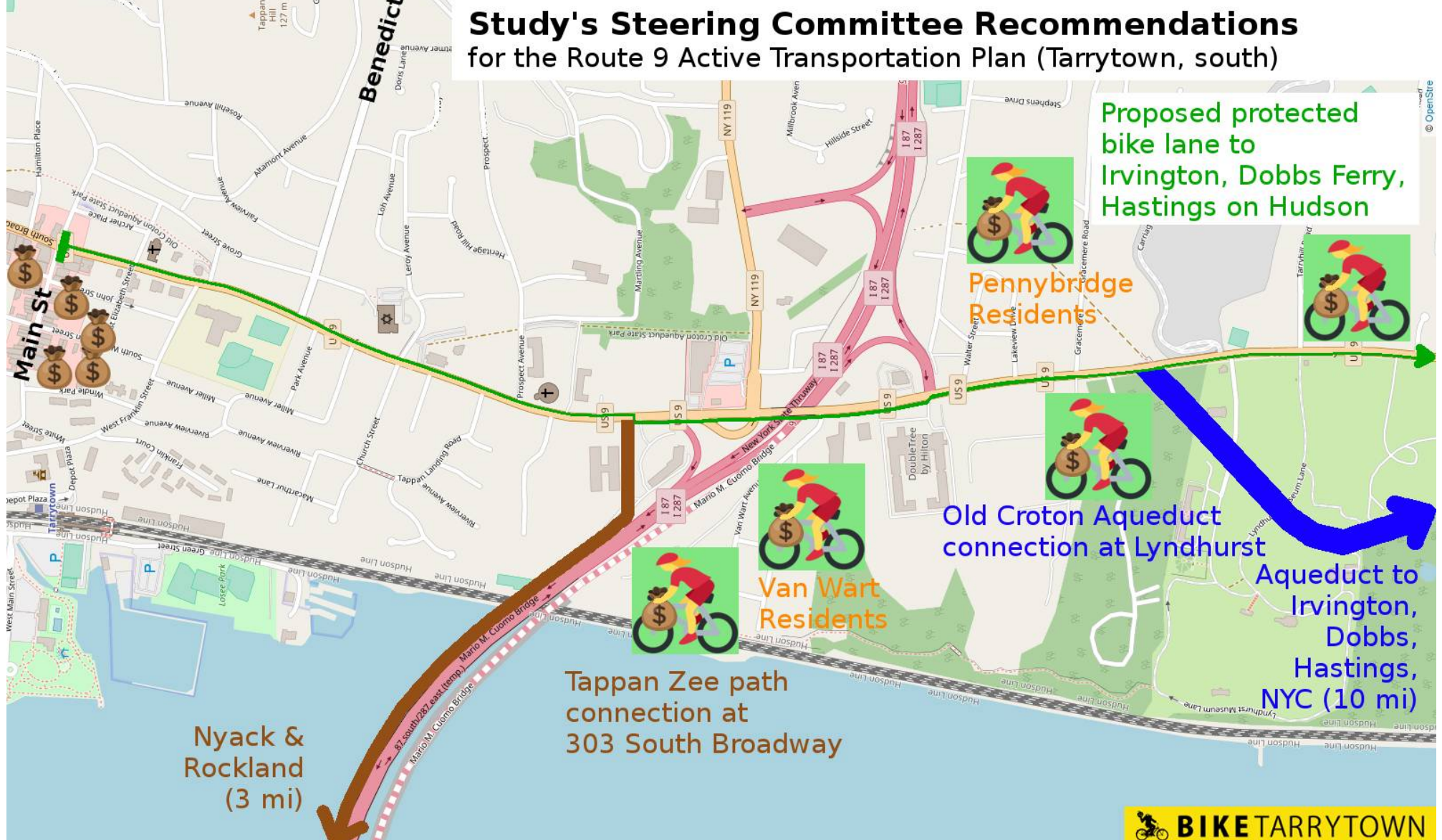


Van Wart Residents



Tappan Zee path connection at 303 South Broadway

Nyack & Rockland (3 mi)



Study's Steering Committee Recommendations for the Route 9 Active Transportation Plan (Tarrytown, south)

Aqueduct to Sleepy Hollow, Scarborough, Ossining, Croton (10 mi)

OCA connection at Franklin St

Proposed protected bike lane to Irvington, Dobbs Ferry, Hastings on Hudson

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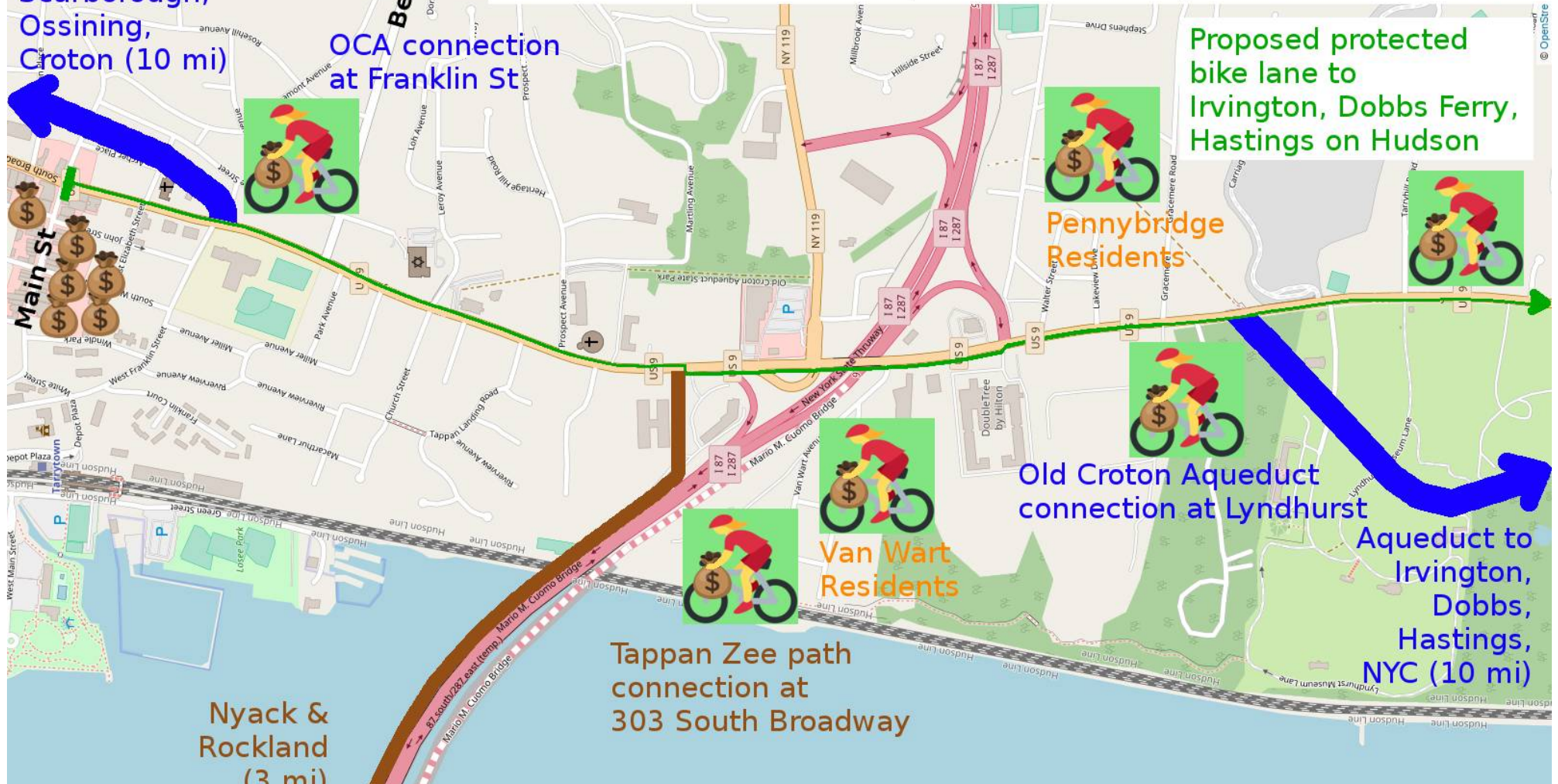
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OCA connection at Franklin St

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Proposed protected bike lane to Irvington, Dobbs Ferry, Hastings on Hudson

Creates a 20 mile trail out of two 10 mile trails!

Pennybridge Residents

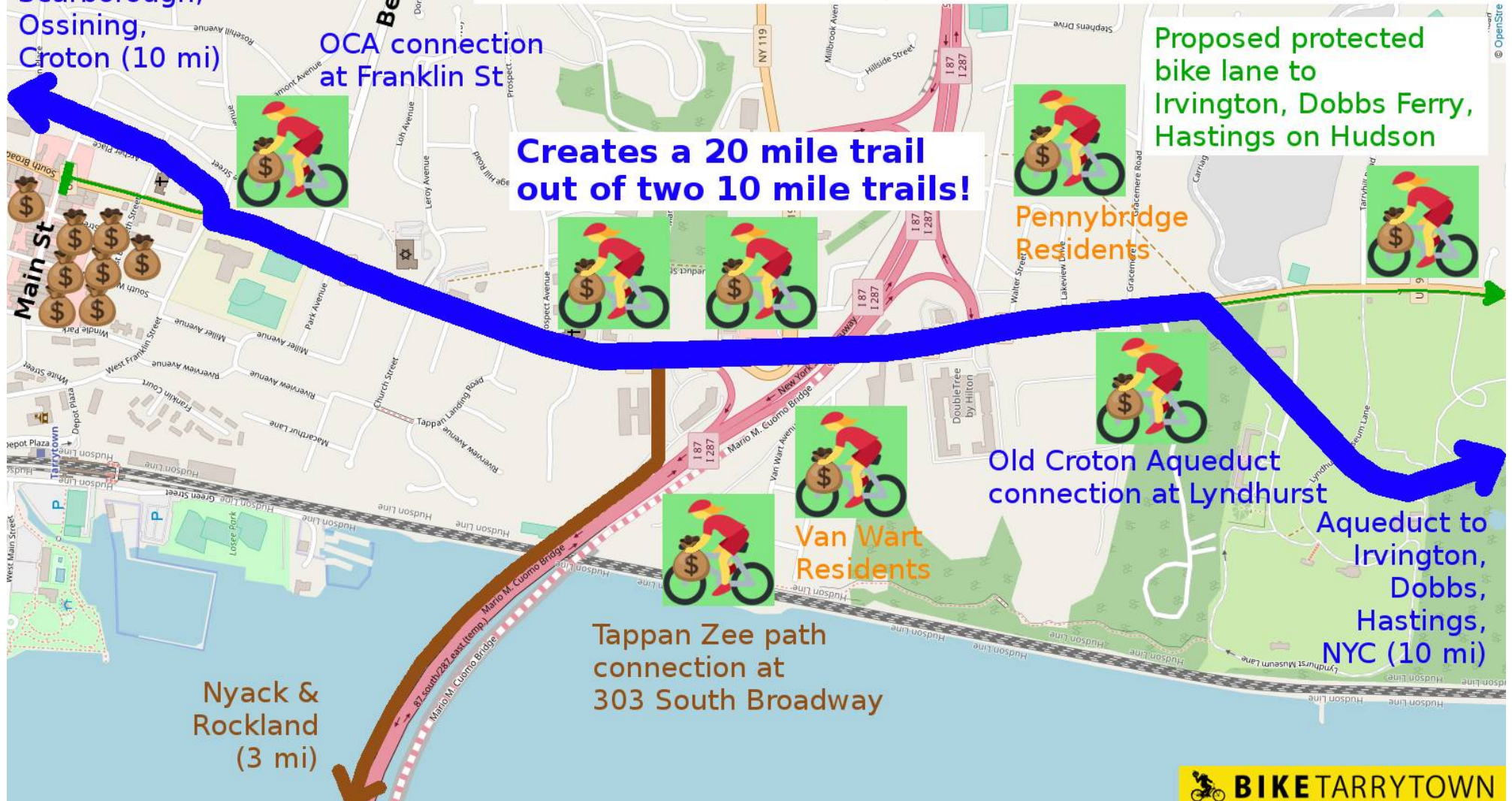
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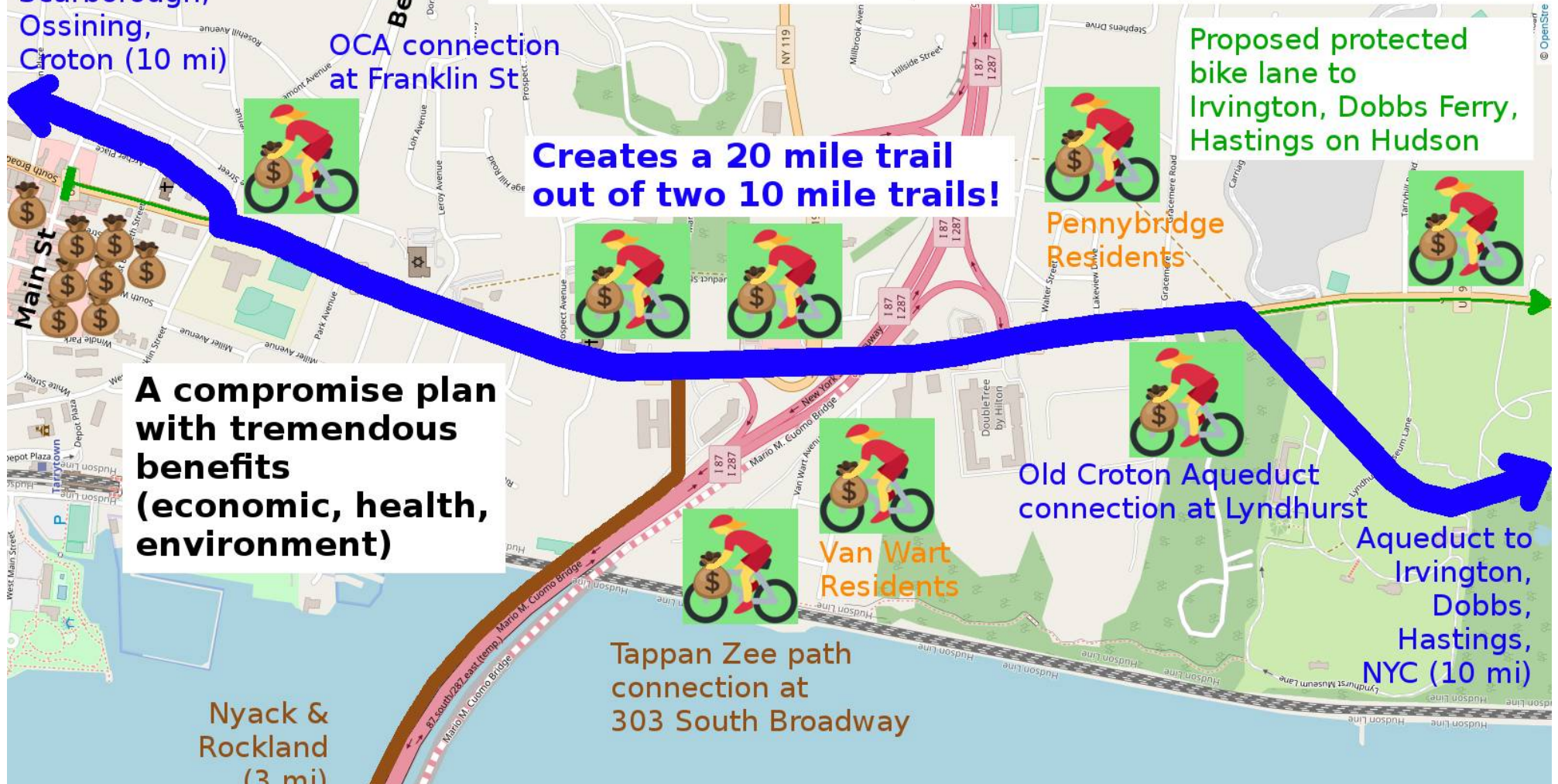
A compromise plan with tremendous benefits (economic, health, environment)

Old Croton Aqueduct connection at Lyndhurst

Aqueduct to Irvington, Dobbs, Hastings, NYC (10 mi)

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Nyack & Rockland (3 mi)



Main St

Benedict

Pennybridge Residents

Van Wart Residents

Tarrytown's Changes

to the Route 9 Active Transportation Plan (Tarrytown, south)

Aqueduct to Sleepy Hollow, Scarborough, Ossining, Croton (10 mi)



Ends protected bike lane at Benedict Ave -- missing OCA link

Proposed protected bike lane to Irvington, Dobbs Ferry, Hastings on Hudson



Pennybridge Residents



No compromises by people driving.

Narrower lanes.

Merchants lose benefits.



People riding north from OCA have to cross Broadway 2x in 300'. Dangerous, waste of time.

Aqueduct to Irvington, Dobbs, Hastings, NYC (10 mi)

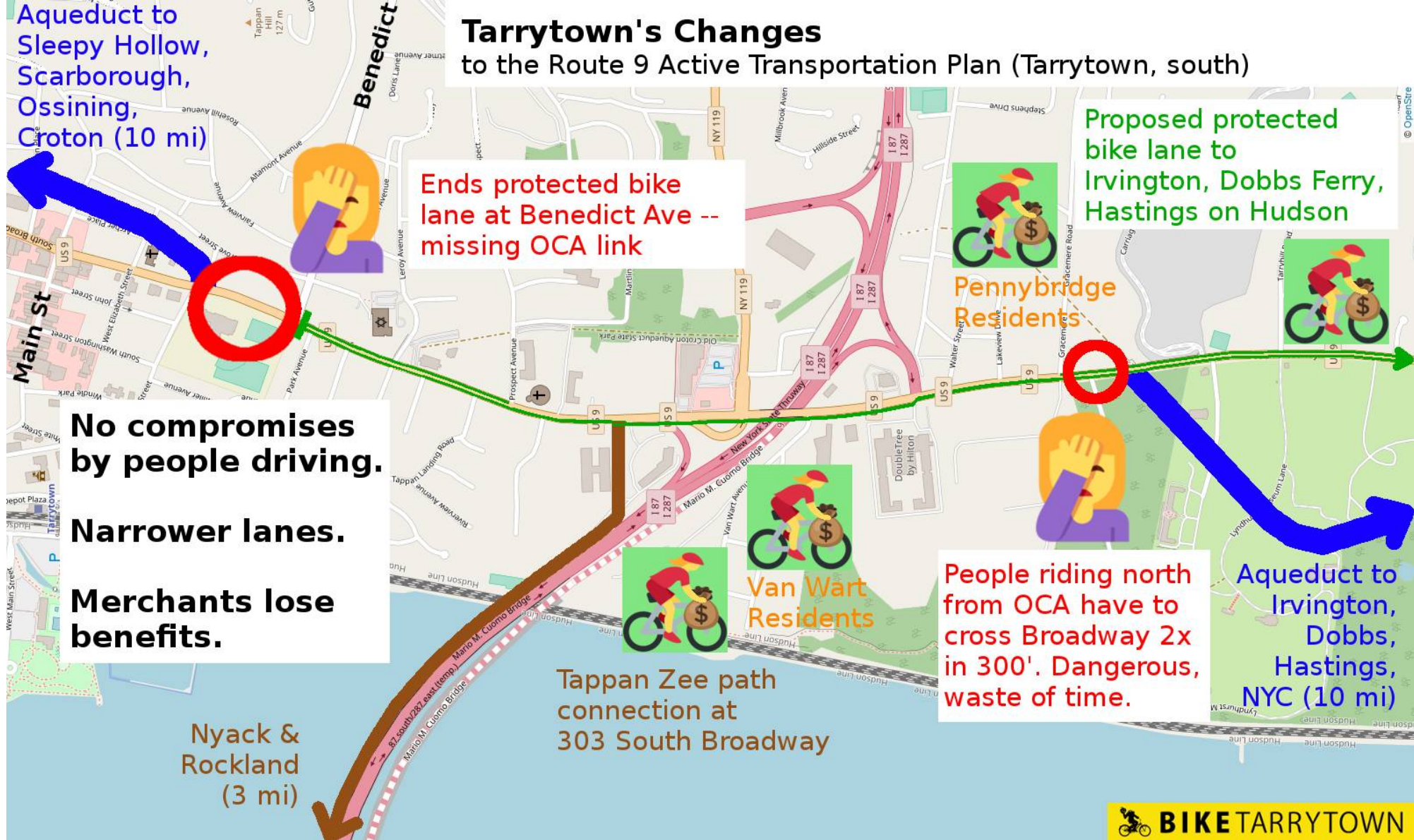
Nyack & Rockland (3 mi)



Tappan Zee path connection at 303 South Broadway



Van Wart Residents



Tarrytown Changed the Plan (South)

Based on *opinions* of Mayor, Trustees, Administrator:

- Bike lane from Irvington cut off at Benedict Ave
 - 1-way lanes Irvington to Montefiore
 - 2-way lane, west side, Montefiore to Prospect
 - 1-way lanes Prospect to Benedict
- Drops connecting residents, tourists, employees to:
 - Main St
 - Old Croton Aqueduct

2-way Lanes
on 1 Side of Street
Better on Broadway

2-Way Lane is Better Here



Easier Construction

Needs 1 separator, not 2, so:

Save ~1/2 cost

More space for travel lanes

2-Way Lane is Better Here



Easier Maintenance

Can fit regular sweeper & plows

Debris builds up if not swept

State DOT studying bike lane
snow removal funding,
per Bike Tarrytown request

2-Way Lane is Better Here



Wider Lanes Allow

Social cycling

Passing

Steering Committee's Recommendations (North)

Based on experience and input from public & consultants:

Wildey St to Sleepy Hollow Border

- 2-way lane on east side of Broadway
- Connects with Sleepy Hollow's lane from Phelps Hospital

Study's Steering Committee Recommendations

for the Route 9 Active Transportation Plan (Tarrytown, north & Sleepy Hollow)

Proposed 2-way protected bike lane on 1 side of street from Phelps Hospital to Tarrytown. Plus building sidewalks where missing.



Peabody Field & Preserve

High School
Middle School
John Paulding

Eclipse Salon
Horsefeathers
Town's Cleaners
Grape Expectations

C-Town
Library

Farmers
Market

Sleepy
Hollow
Tarrytown

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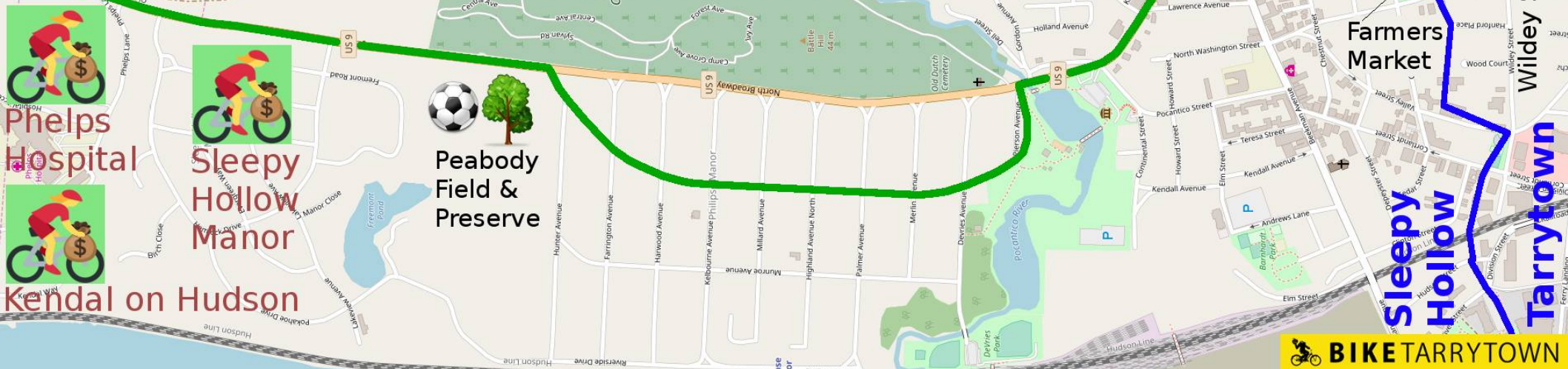
Farmers
Market

Sleepy
Hollow
Tarrytown

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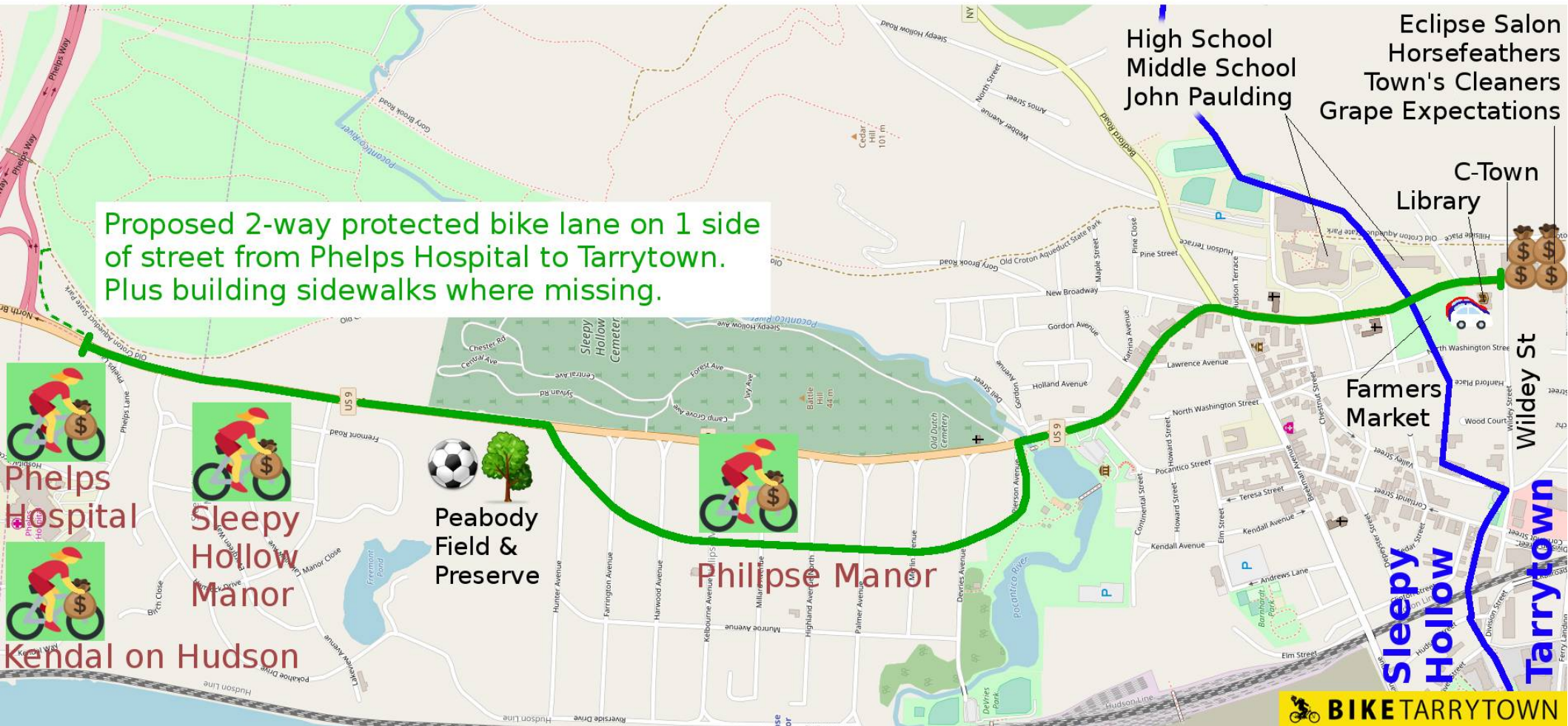
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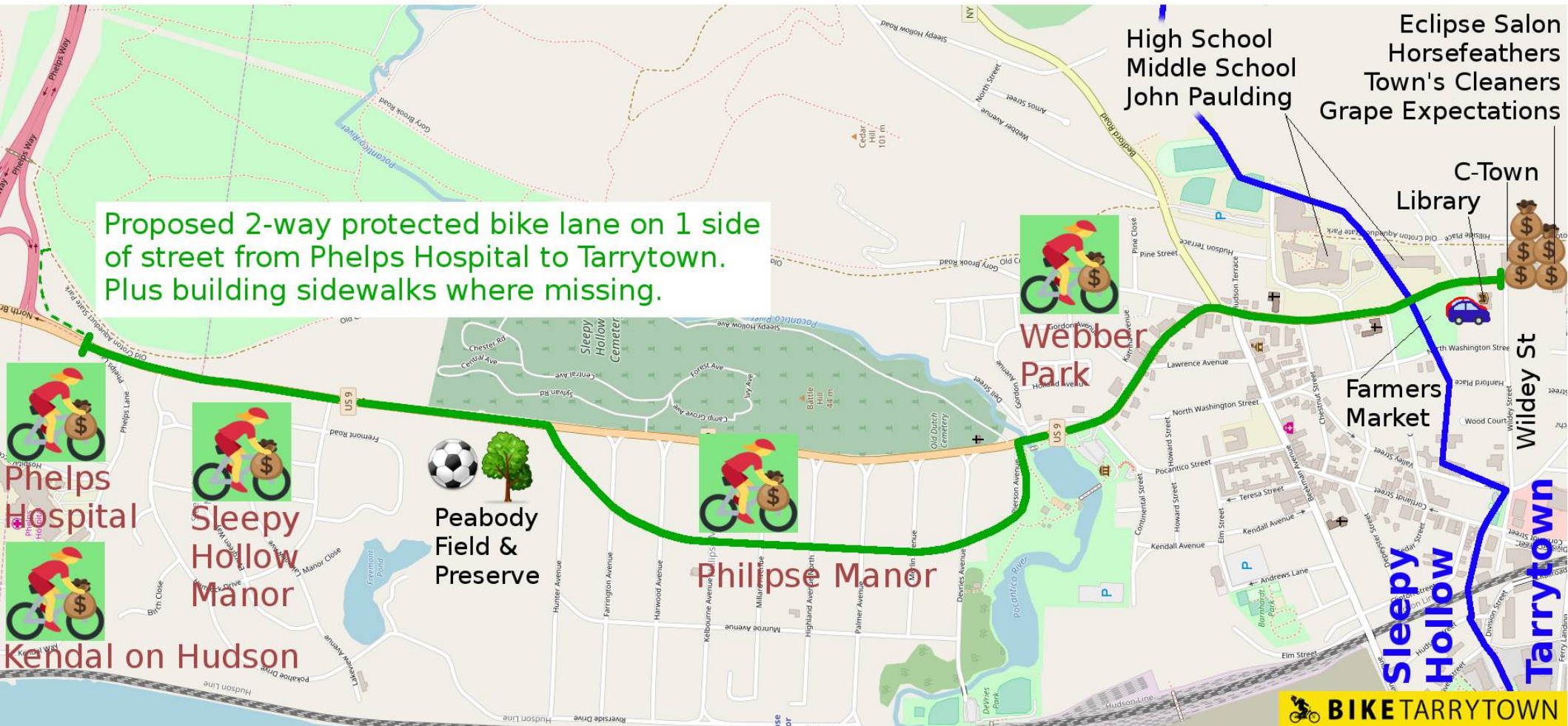
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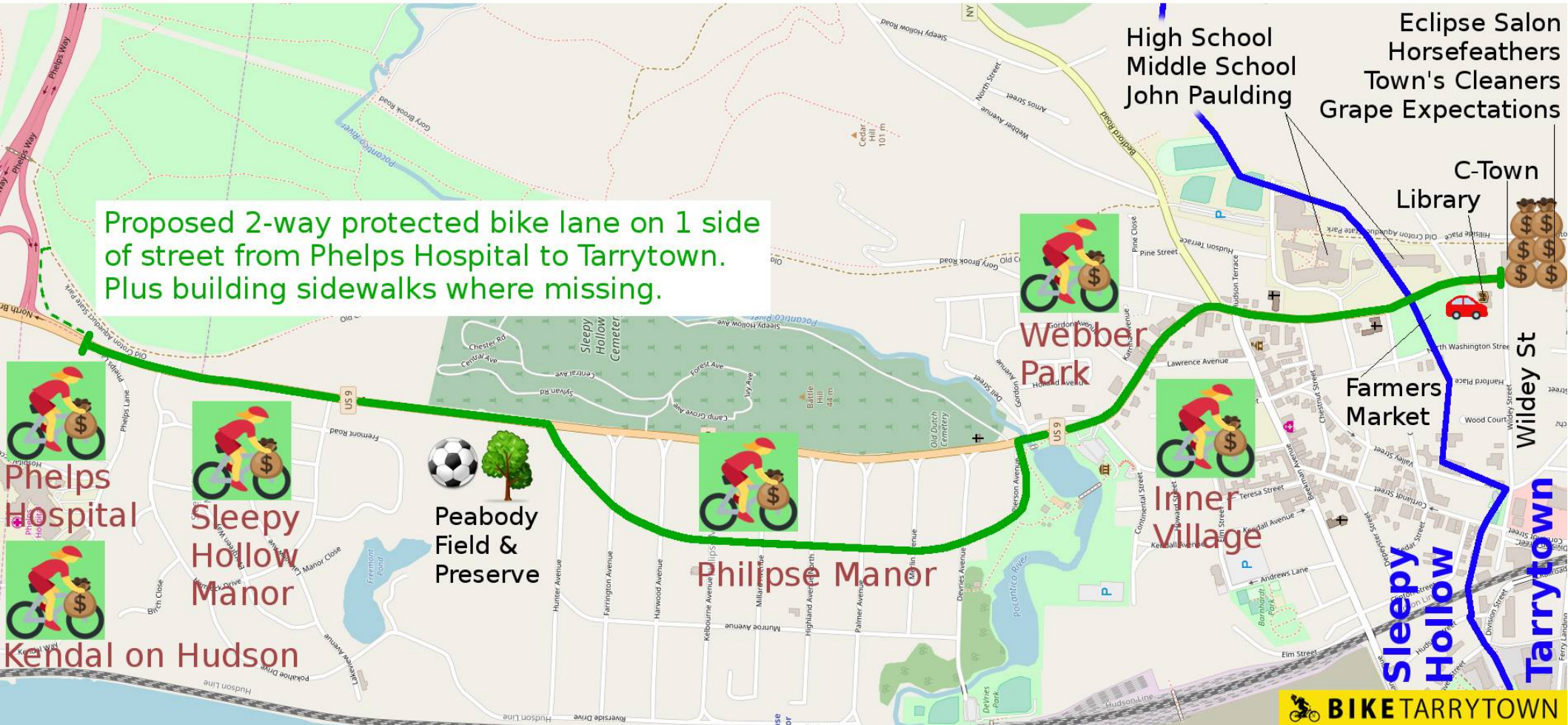
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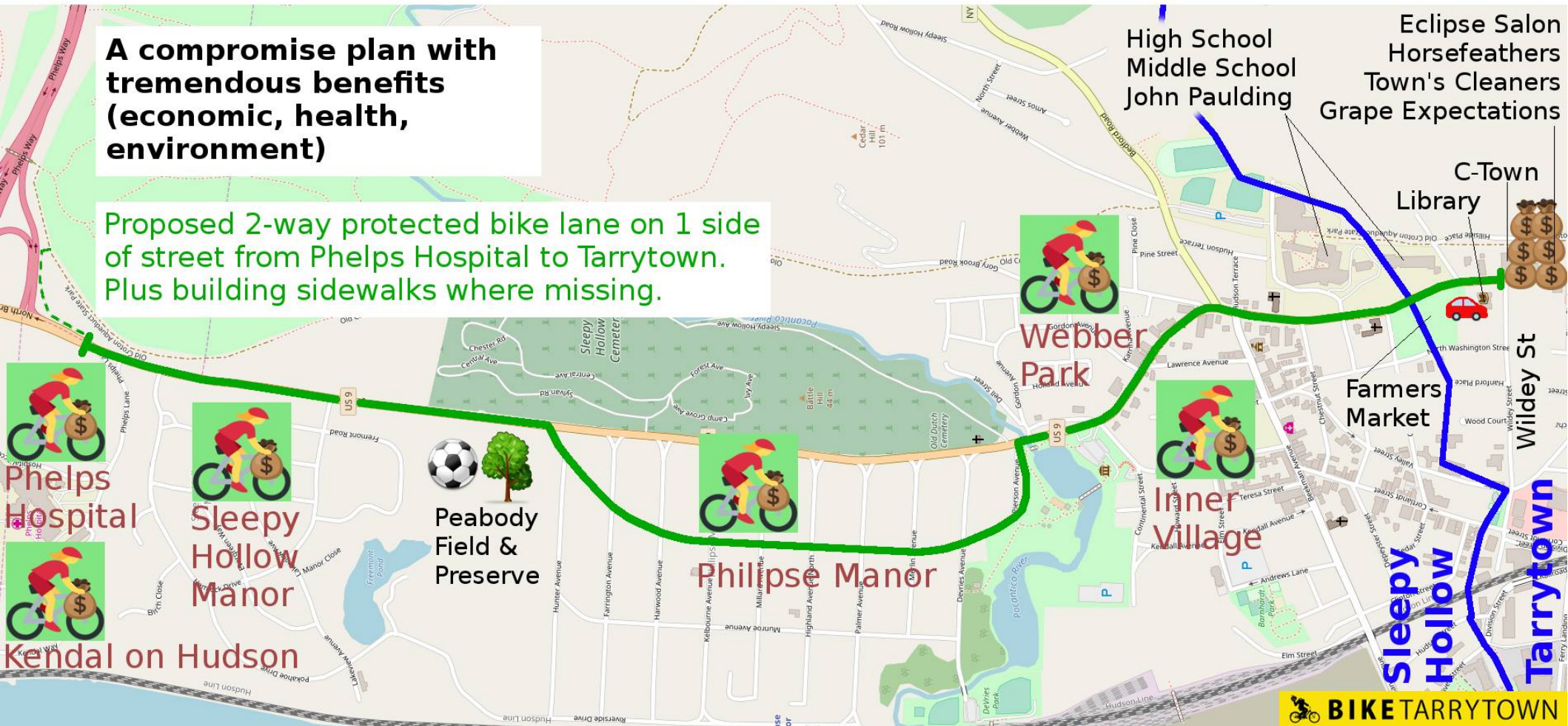


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Tarrytown's Changes

to the Route 9 Active Transportation Plan (Tarrytown, north & Sleepy Hollow)

No compromise by people driving

Merchants lose benefits

Proposed 2-way protected bike lane on 1 side of street from Phelps Hospital to Tarrytown. Plus building sidewalks where missing.

Ends protected bike lane at Patriots Park driveway -- missing Library, C-Town, etc

High School
Middle School
John Paulding

Eclipse Salon
Horsefeathers
Town's Cleaners
Grape Expectations

C-Town
Library

Farmers
Market



Peabody
Field &
Preserve

**Sleepy
Hollow**

Tarrytown

Tarrytown Changed the Plan (North)

Based on *opinions* of Mayor, Trustees, Administrator:

- Nothing

Tarrytown Government's Vision

“The Village of Tarrytown has gone on record and continues to be on record that the Village does not support a bicycle lane that will eliminate any parking spaces in the Downtown along Broadway in Tarrytown, and the configuration of any bicycle lane or pathway along Route 9 should not cause traffic backups or cause congestion or gridlock.”

Tarrytown Government's Vision



Tarrytown Government's Vision



Congestion

Noise

Pollution



Crashes

316 injuries on Broadway alone!
46 were walking biking
(2007 - 2016)

Tarrytown Residents Consistently Demand Safe Options

Tarrytown Comprehensive Plan Survey and Meeting **Top Requests**

- 89 Station area rezoning
- **77 Complete streets (starting with Routes 9 & 119)**
- 60 Shared local transit
- **57 Bike infrastructure**
- 57 Improve access across railroad tracks
- 53 Comprehensive parking study

Route 9 Active Transportation Plan Fall Survey, Tarrytown Residents **Feelings About Cycling on Route 9**

- 9% Comfortable now
- 17% Would be comfortable if bike lanes are added
- 20% Would be comfortable if protected bike lanes are added
 - **46% Helped by protected bike lanes**
- 25% Prefer to use parallel routes
 - **71% Interested in cycling or presently doing so**
- 29% Would not cycle

Route 9 Active Transportation Plan Fall Survey, Tarrytown Residents **Options for Elizabeth St to Main St**

- 24% Narrow protected bike lane on 1 side, parking other side
- 12% Wide protected bike lane, no parking
 - **36% People seeking protected bike lane**
- 26% Old Croton Aqueduct
 - **68% People seeking safe routes**
- 25% Shared lane marking
- 12% Other

People who bike aren't a fixed number of constituents to be placated



We are an untapped resource to be cultivated

Merchants Support Bike Lanes



Merchants Support Bike Lanes

When bike lane was proposed
“It would be devastating for businesses. If people can’t park, it will put people off.”

After bike lane was built
“The road has become more vibrant with the increase in pedestrians and cyclists.”

Steve Robson
Acorn Hardware
Jesmond, UK



Parking

Parking



Can't Compete on Parking
Supermarkets & big boxes win
(Parking lots bigger than stores!)

If we tried to do this, makes:

- 1/2 of space into dead zones
- Streets filled with more traffic, fumes, noise, crashes

Parking



Compete on Experience

People drawn to lively places

Do what it takes to get there

Policies can make walking, cycling, bus, train the easiest way

Making the place *even* nicer

Parking

RT 9 PARKING SUPPLY & OCCUPANCY

- Total Supply
- 50 Sat. Midday Occupancy (7/22, 11:30a-3:30p)
- (25 / 15) Wed. Evening Occupancy (7/19, 5-9p)
- 10 On-Street Parking
- 50 Off-Street Parking



Data & Map: Route 9 Active Transportation Conceptual Design Plan. Clarifications: Bike Tarrytown.

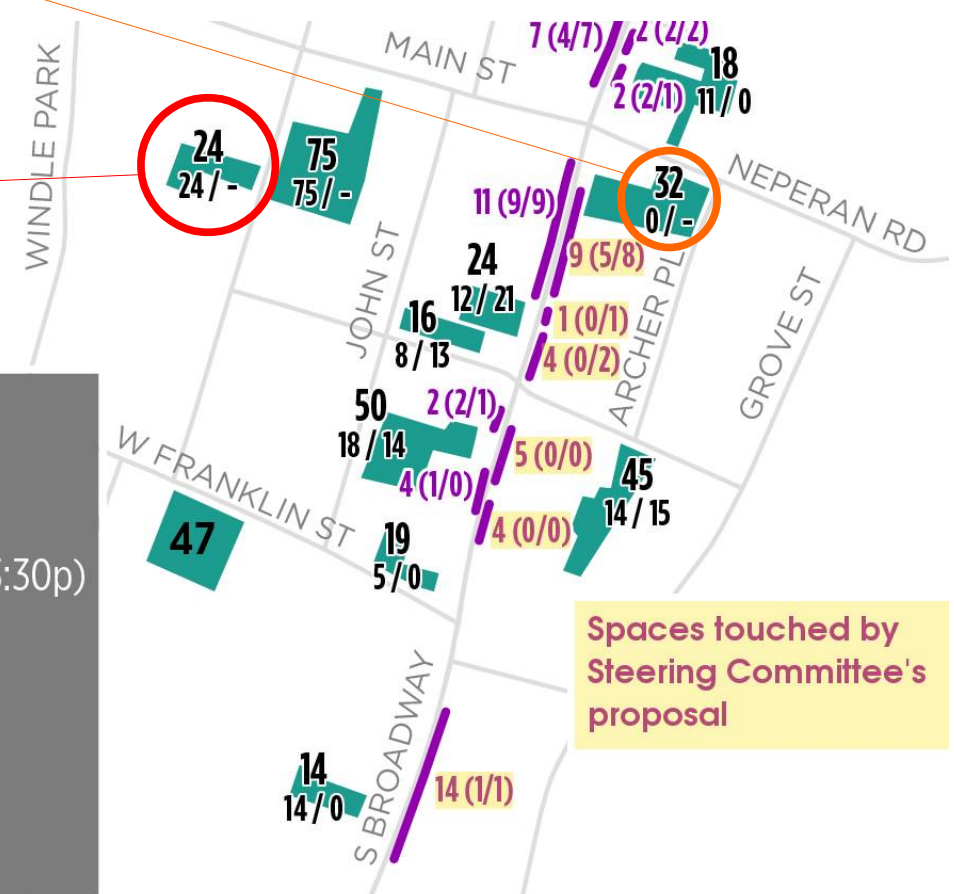
Parking

Tarrytown using eminent domain to buy 21 spaces. Citibank's whole parcel is assessed at \$1,171,000.

This parking lot cost Tarrytown \$650,000 (\$27,000 / space)

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Spaces touched by Steering Committee's proposal

Parking

Low Cost of High Wheeled Joys

Compare \$650,000 for 24 car parking spaces to:

\$4,000

Turning 3 parking spaces

Into 30 parking spaces



Spending from 20' of Curb Space

(say your average customer spends \$20)

1 Car: \$20-\$40

(average 1-2 people)

(max. 5 people: \$100)



**10 Bikes:
\$200 !**

\$20

\$20

\$20

\$20

\$20

\$20

\$20

\$20

\$20

\$20

People who drive aren't an ever growing constituency to be placated



Travel choices are shaped by public policy



BIKE TARRYTOWN

Change for the Better

Route 9 Active Transportation *Conceptual* Design Plan

Can be changed in the engineering phases

Let's do this right

Everybody wins