

Advancing New York's Goals via the Route 9 Complete Streets Project

May 5, 2023



OPPORTUNITIES FOR ROUTE 9

- **5 villages** with long history of **cooperation**
 - Sleepy Hollow, Tarrytown, Irvington, Dobbs, Hastings-on-Hudson
- New **Hudson River bridge path** terminates on Route 9, drawing more people walking and cycling to Route 9 *
- Many connections with **Old Croton Aqueduct Trail**
- Route 9 has **sufficient width & capacity** to create space for active transportation users **



* 250,000 path users in the first 6 months, per the Journal News, 12/28/20

** Curb to curb width is around 40 feet in most places

OPPORTUNITIES FOR ROUTE 9 (CONT'D)

- **Most trips are short trips** *
 - school, food, friends, etc
- Most Village residents **< 1 mile from downtown**, farthest is 2 miles
- Each village has **walkable downtown** with significant economic activity
- **23 schools** adjacent to Route 9
- **Safe streets cut congestion and parking needs** by converting short trips to walking and cycling; while longer trips can take transit or drive

19%	< 1 mile
34%	< 2 miles
46%	< 3 miles
54%	< 4 miles
66%	< 6 miles



* Bike Tarrytown's tabulation of person trips in USDOT's 2017 National Household Travel Survey

OPPORTUNITIES FOR ROUTE 9 (CONT'D)

- The 5 villages collaborated to create the **Route 9 Active Transportation Plan**
 - 2016 - 2018
 - Funded by New NY Bridge Community Benefits Program
- **State DOT starting** an official Complete Streets Preliminary Engineering study *
 - Consultant begins work in June, 2023
- Also, Westchester County's Mobility & Transit Plan proposes **more bus service** in the corridor



* "Route 9 from Sleepy Hollow to Hastings Complete Streets Preliminary Engineering," NYSDOT Contract D038305

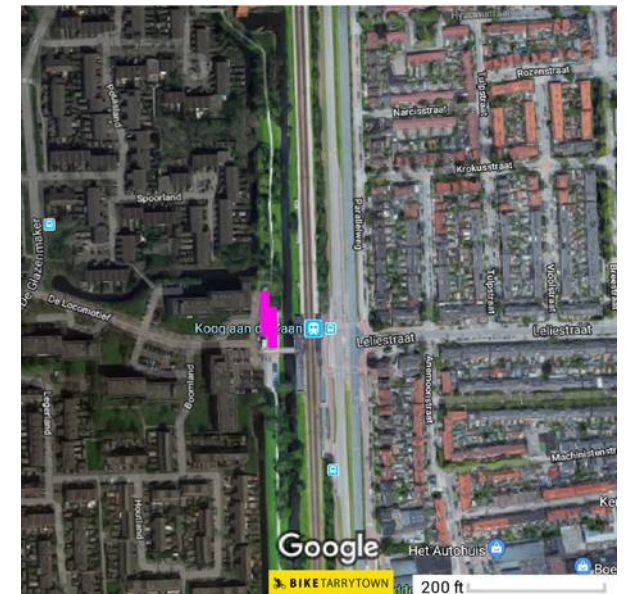
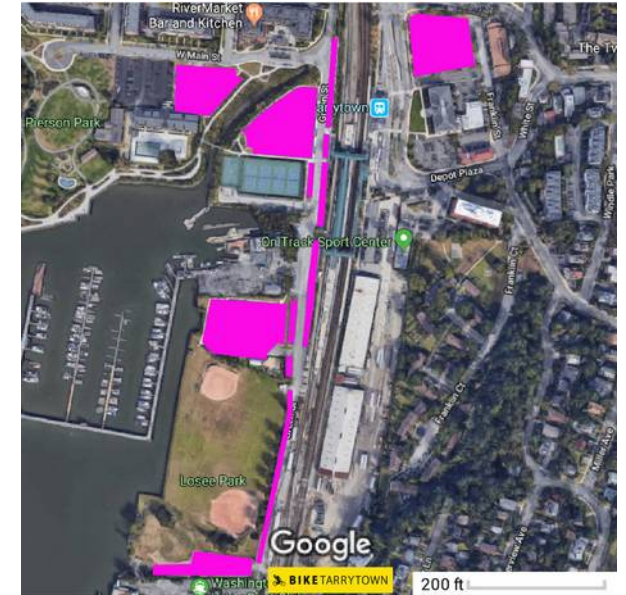
THE **KEY** TO SUCCESS:
MAKE DOT DO A GREAT JOB

IF DOT DOES GREAT, GOVERNOR MEETS GOALS

- More Housing
- Climate Leadership
- Economic Development

- Example, compare land use at two suburban stations:
 - Top: Tarrytown, NY
 - 11k pop, 3.3k riders/weekday,* 709 car spots
 - Bottom: Koog aan de Zaan, NL
 - 12k pop, 3.2k riders/weekday,* 624 bike spots

* Ridership data: 2018 for TT, 2019 for KZ



DOT CAN DO GREAT, WHEN GOVERNOR SAYS TO

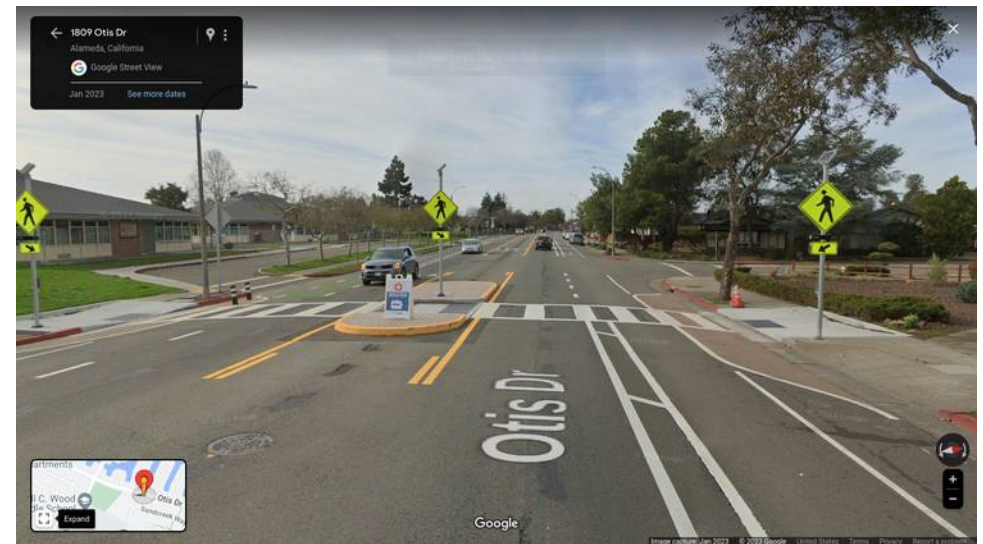
- Empire State Trail
 - Top: Route 100, New Castle
 - Bottom: Route 266, Buffalo



@GOBuffalo

IF LEFT ALONE, DOT WILL WASTE OPPORTUNITY

- Photos: 2 examples of standard “safety” and “complete streets” projects
- Wide, straight lanes -> excessive speeds
- Signs instead of traffic calming
- Painted bike lanes
 - People remain “too scared to bike”
 - Driving lanes feel wider -> more speed
 - Enables illegal passing
- Doesn't improve safety enough to shift travel choices to walking, cycling, and transit



GREAT STREETS MEAN...



EVERYBODY CAN WALK

EVERYBODY CAN WHEELCHAIR



A child wearing a white helmet and a grey and green patterned jacket is riding a blue bicycle on a paved path. The path is adjacent to a road with a metal guardrail. Several cars are visible on the road in the distance. The background consists of trees with bare branches, suggesting a late autumn or winter setting. The scene is brightly lit, with long shadows cast on the pavement.

EVERYBODY CAN CYCLE



EVERYBODY CAN BUS

HOW **GREAT** STREETS HELP THE **GOVERNOR**

MORE HOUSING

- Better transit, cycling and walking lowers car ownership and use
- Cut car parking mandates
 - Reduces building costs
 - Increases homes per acre
 - Without increasing car traffic
- Produces places to live and enjoy, instead of places to pass through



CLIMATE LEADERSHIP

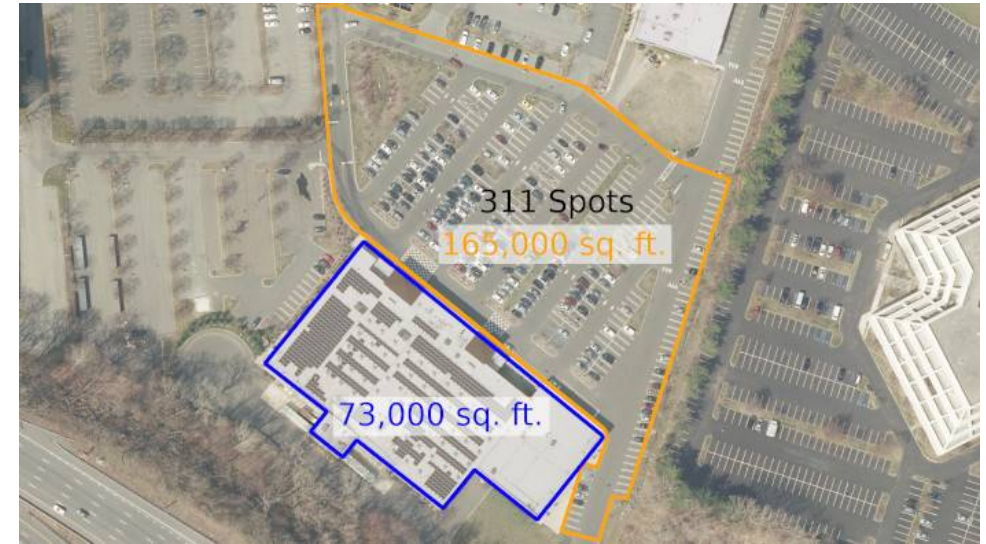
- Transport is 45% of GHGs in Mid-Hudson *
- Walking, cycling and transit scale quickly
- Electric cars can't scale
 - Existing cars stay around for years
 - Cars & roads are resource intensive
 - Charging network has long lead time
 - All of this is expensive
 - They're *still* cars (big, dangerous)
 - Hinder safe streets & efficient land use needed to really tackle problem



* NYSEERDA, "Mid-Hudson Regional Greenhouse Gas Emissions Inventory," 2012

ECONOMIC DEVELOPMENT

- Downtowns win on experience
 - can't beat big stores on parking
- Places without cars are quieter, prettier, have room for more people & commerce
- Safe streets to downtown and attractions
- Bike share at transit stations
- Means less traffic and more parking for tourists who do drive
- Locals walking & cycling spend more on goods & services than local drivers *



* Clifton, et al, "Consumer Behavior and Travel Choices," TRB, 2013

ROUTE 9 HAS **GOT** TO CHANGE

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- **150 crashes** per year on average *
 - Costs community \$2.7m each year **
- **3 people killed** since 2012
 - Cost community \$5 million **
- 40% - 50% of people driving **speed** ***
- **New housing hindered** by complaints and regulations about traffic congestion



* Accident Location Information System, NYSDOT

** National Safety Council

*** Sleepy Hollow @ Pierson Ave counts by TRC & Irvington @ Sycamore Ln counts by NYSDOT

PRINCIPLES FOR **GREAT** STREETS

There is no set number of cars that has to be accommodated



Travel choices are shaped by public policy



IT'S NOT HOW MUCH
SPACE YOU HAVE



IT'S HOW YOU USE IT

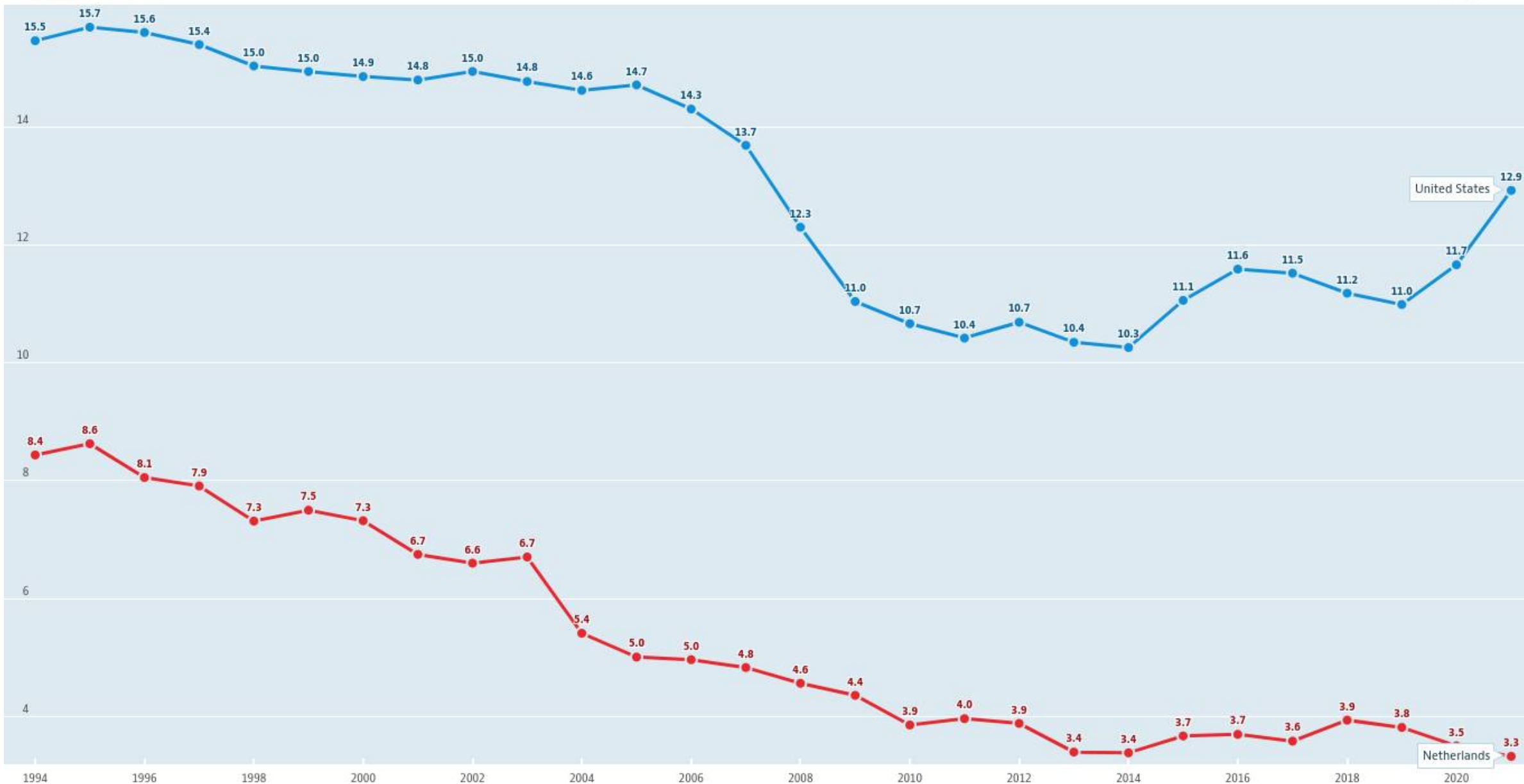
Tweede Weteringdwarsstraat, Amsterdam. 1969 & 2018 (Amsterdam City Archives & Martijn Duineveld)

 **BIKETARRYTOWN**

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



We are an untapped resource to be cultivated



WHAT **GREAT** STREETS LOOK LIKE

WHAT **GREAT** LOOKS LIKE — BETWEEN INTERSECTIONS

- 't Goylaan, Utrecht, Netherlands
- Connects highway to neighborhood
- Link in local access ring road
- Redesigned in 2016
 - 4 lanes → 2 lanes
 - Lanes now 10' 8" wide (3.25 m)
- Trucks are same width in Europe & US
- Separate spaces for driving, cycling, walking
- Route 9: **use center lines** mid-block; use space for wider sidewalks & bus stops



WHAT **GREAT** LOOKS LIKE — AT SIDE STREETS & DRIVEWAYS

- Bad: Route 9 @ Central Ave, Tarrytown, NY
 - People walking go down into street
 - Contradicts legal priority
 - People drive fast
 - More errors, more severe injuries
- Great: Biltstraat @ Obrechtstraat, Utrecht, NL
 - Sidewalk & bike lane stay raised
 - Reinforces legal priority
 - Forces people to drive slower
 - Fewer errors, only minor injuries



WHAT **GREAT** LOOKS LIKE — AT MINOR INTERSECTIONS

- Existing: Route 9 near Sunnyside Ln, Irvington
 - 4 lanes (straight, 10' wide)
 - No turn lanes or crosswalks
 - Encourages fast driving
- Great: Graafseweg, s'Hertogenbosch, NL
 - 2 lanes, each about 10.5 feet wide
 - Horizontal & vertical deflection
 - Turn pocket between median islands
 - Encourages safe behavior by all users
 - Separate spaces: driving, cycling, walking



WHAT **GREAT** LOOKS LIKE — AT MEDIUM INTERSECTIONS

- 't Goylaan @ Constant Erzeijstraat
- Redesigned in 2016, refined in 2020
- Was 6 lane wide signalized intersection
- Now 1 lane per direction “priority square”
 - Horizontal deflection at entry & exit
 - Similar to roundabout, but main road:
 - doesn't yield
 - optional: stop signal for main road if cross traffic or turning traffic backs up
- Separate spaces for driving, cycling, walking



WHAT **GREAT** LOOKS LIKE — AT SIGNALIZED INTERSECTIONS

- Sint Josephlaan, Utrecht
- Medians extend beyond crosswalks
 - Controls speed of turning drivers
 - Refuge for slow walkers
 - Shortens conflict zones
- Separate spaces & signals for driving, cycling, walking
- Signal sensors for all users, plus smart software, means short wait times
- “Near side” signals only
 - Gets drivers to stop at the stop bar
 - Visual cue: this is a local street



WHAT **GREAT** LOOKS LIKE — AT ROUNDABOUTS

- Bad: Route 9G @ Route 23, Greenport, NY
 - Entrances & exits go to edge
 - Encourages faster speeds
 - More appropriate term: “throughabout”
- Great: Verspycklaan, Naaldwijk, NL
 - Entrances & exits go to middle
 - Encourages safer speeds
 - Separate spaces: driving, cycling, walking
 - 1 lane
 - Diam.: Island 52', Car 100', Walk 162'



WHAT **GREAT** LOOKS LIKE — AT BUS STOPS

- Bad: Route 9, near Sunnyside Ln, Irvington
 - Squeezed between wall and road
 - ADA Fail
- Great: Route 9 @ Elizabeth St, Tarrytown
 - Sidewalk
 - Seat
 - Shelter
 - Information
 - Fare machine



WE'VE GOT TO MAKE ROUTE 9 GREAT

