

Improving Tarrytown

via the Route 9 Complete Streets Project

Created for NYSDOT and WSP
by Bike Tarrytown

August 13, 2024



PROBLEM: DANGEROUS STREET DESIGN

- Allows bad behavior by people driving
 - Excessive speed
 - Failure to yield to people walking
 - Close passing and aggression to people cycling



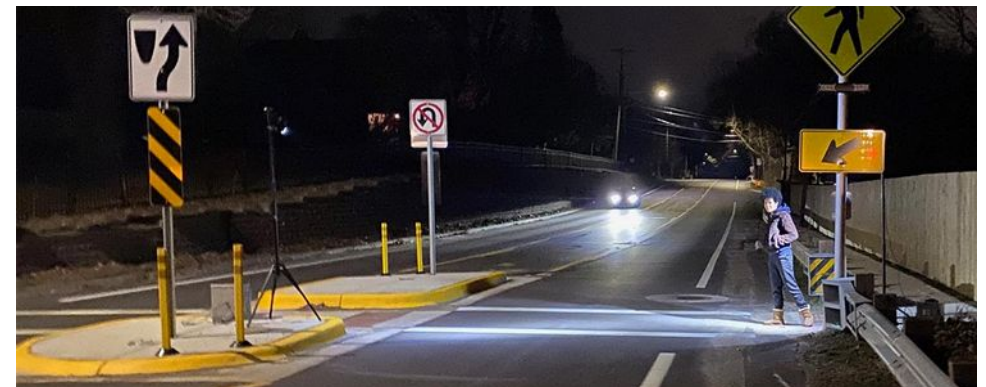
SUMMARY OF SOLUTIONS

- Safe Systems Approach traffic engineering
 - Design dictates behavior
- 2-way cycle track on one side of Route 9
 - East side north of Mario Cuomo / Tappan Zee Bridge
 - West side south of Mario Cuomo / Tappan Zee Bridge

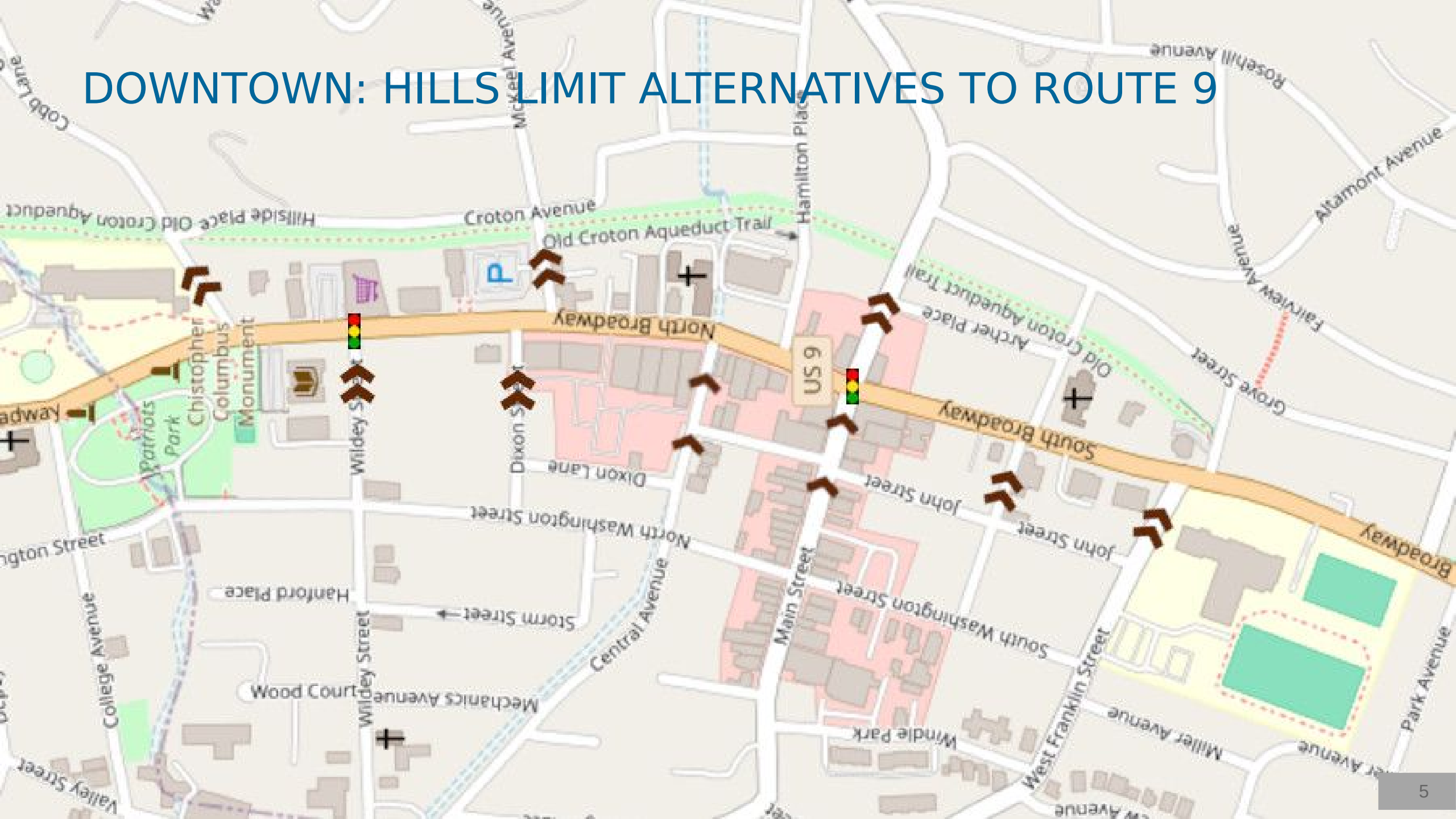


SAFE SYSTEM NEEDS ON ROUTE 9

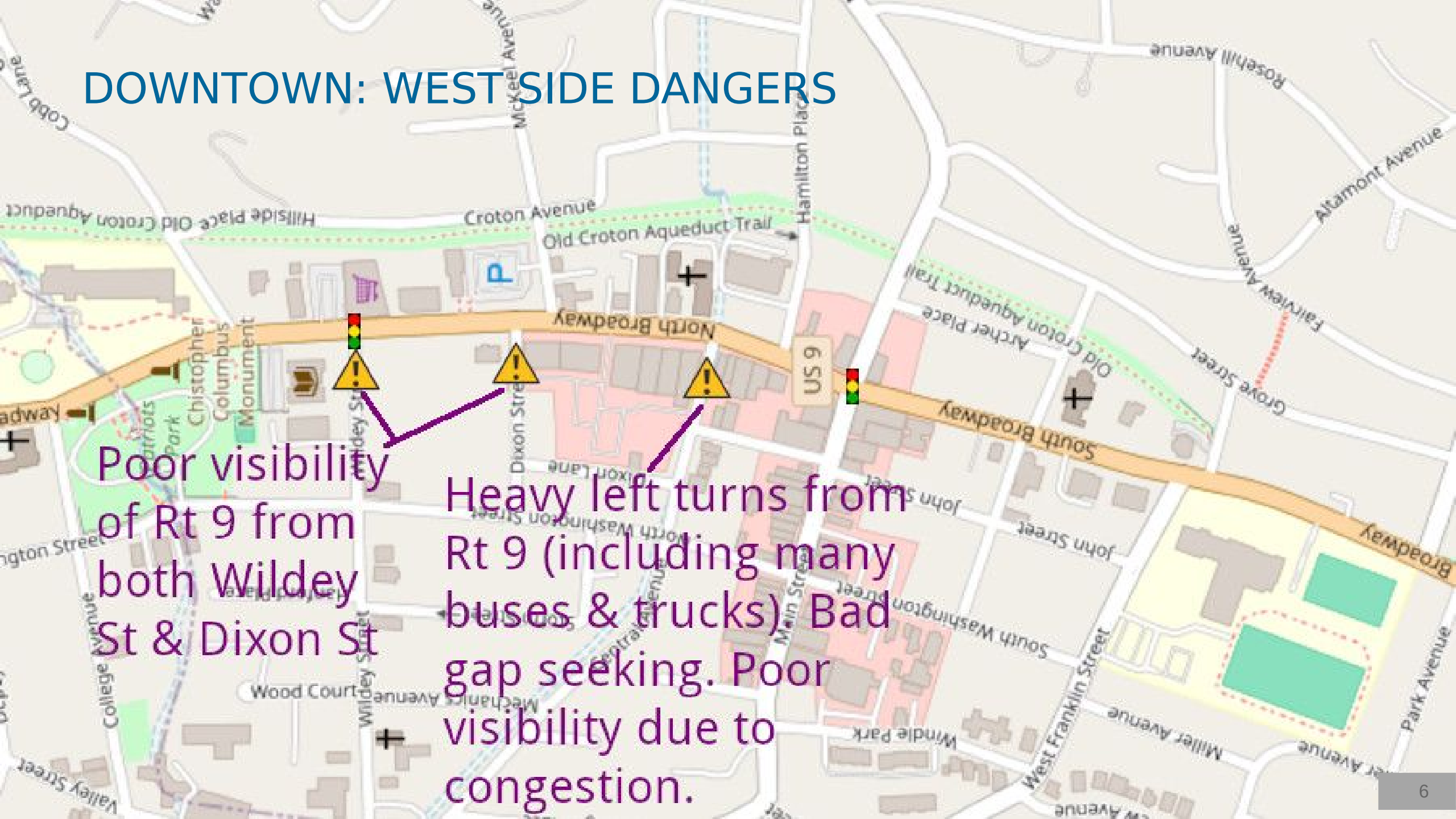
- Add median refuges at all crossings
- Add crosswalks at all T intersections
- Add continuous sidewalks and cycleways (raised crosswalks)
- Add raised intersections
- Remove parking near crosswalks
- Improve illumination at crosswalks
- Prevent stopping in and near crosswalks
 - high curbs at apex, extensions to edge of moving lane, bollards, etc
- *(“Intersections” also include driveways of multi-resident complexes, office buildings, parks, trails, bridge paths)*



DOWNTOWN: HILLS LIMIT ALTERNATIVES TO ROUTE 9



DOWNTOWN: WEST SIDE DANGERS



Poor visibility of Rt 9 from both Wildey St & Dixon St

Heavy left turns from Rt 9 (including many buses & trucks) Bad gap seeking. Poor visibility due to congestion.

DOWNTOWN: PARKING CONSIDERATIONS

Grocery & retail

(off street parking)

Bank Post Offc.

(off street parking)

No shops

No shops

3 schools
(off street parking)

Parking for grocery workers, farmers market

Parking for shops on west side of street



DOWNTOWN: 2-WAY EAST SIDE LANE



FRANKLIN ST TO ROUTE 119: WEST SIDE DANGERS



Heavy left turns from Rt 9.
Bad gap seeking.

FRANKLIN ST TO ROUTE 119: WEST SIDE SCHOOL FEATURES

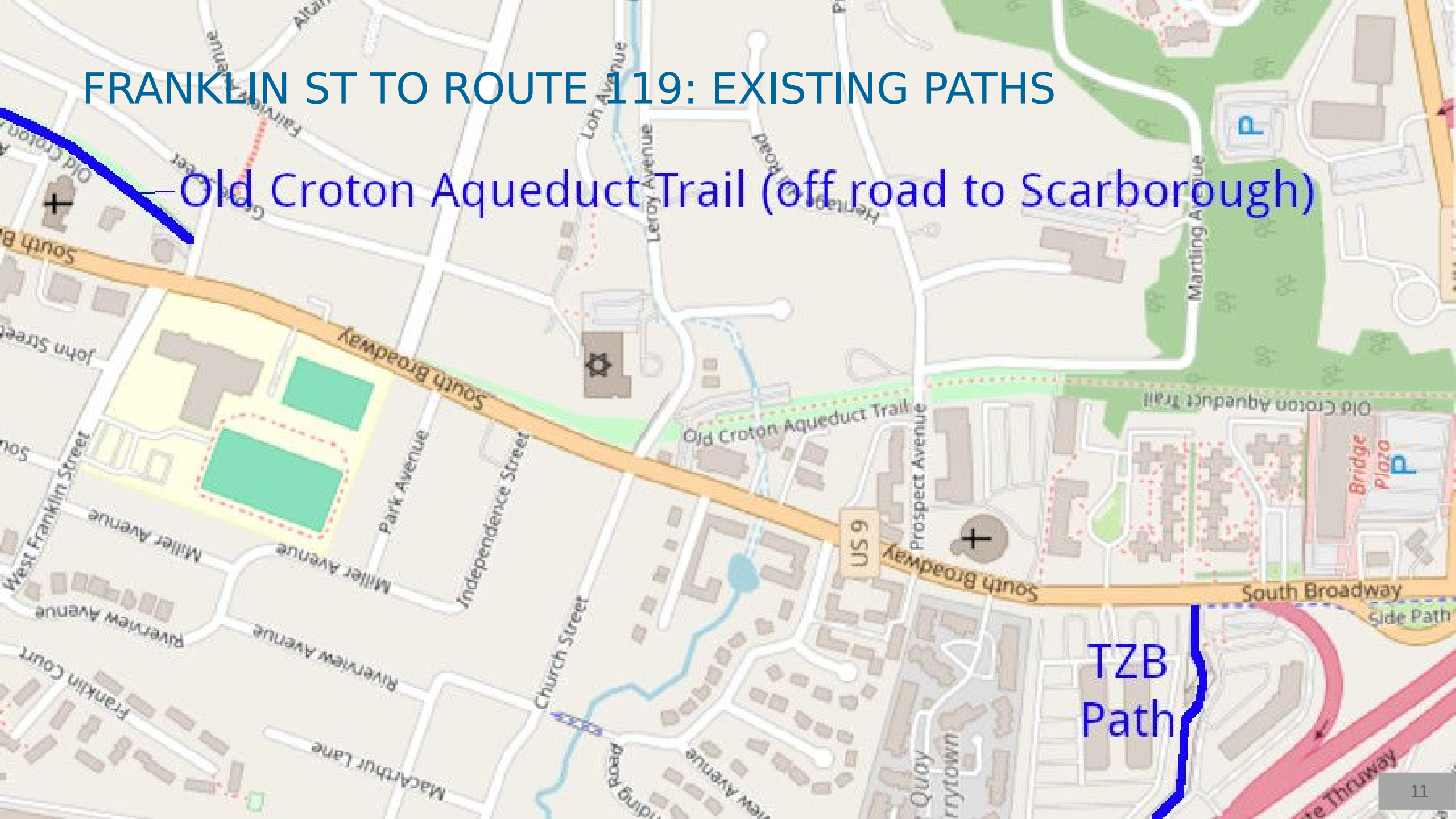


Curb extension

School bus loading zone

FRANKLIN ST TO ROUTE 119: EXISTING PATHS

Old Croton Aqueduct Trail (off road to Scarborough)



FRANKLIN ST TO ROUTE 119: 2-WAY MOBILITY LANE

Old Croton Aqueduct Trail (off road to Scarborough)

Add trail connection on unused State Park land

Add 2-way protected mobility lane on east side

Add 2-way protected link to shopping center & Route 119

Add x/walk w/ median refuge

TZB Path

Existing 2-way side path on west side

RAMP E

- Thruway entrance by shopping center
- Problems
 - Allows driving at speeds that can kill people walking / cycling
 - Crosses walking / cycling path
 - Southbound cyclists must turn head over 200° to see approaching vehicles
- Solution
 - Close Ramp E
 - Direct people to ramp on Rt 119 by the medical offices



ROUTE 119

- Jug Handle Problems
 - Allows driving at speeds that can kill people walking / cycling
 - Crosses walking / cycling path
 - Southbound cyclists must turn head over 200° to see approaching vehicles
- Other Problems
 - Long, dangerous crosswalks
 - Long signal cycle
 - Unproductive land use
- Solution: convert signal to roundabout



JCC

- Problem: poor driveway design
 - Not stopping before crossing path
 - Waiting on path for break in traffic
- Option 1: move driveway, possible spots
 - Van Wart Ave, ~100' west of Rt 9
 - Hotel pass through
- Option 2: refine existing driveway
 - Make driveway one lane
 - Add hump at stop sign
 - Raise crosswalk, paint it green
 - Add vehicle waiting area east of path



RAMPS A & B

- Problems
 - Long, dangerous crosswalks
 - Walkers will have to negotiate two lanes of turning vehicles
 - Vehicles always moving through crosswalks
 - Allows turning at speeds that can kill people walking / cycling
 - Long signal cycle
- Solutions
 - Convert signal to roundabout

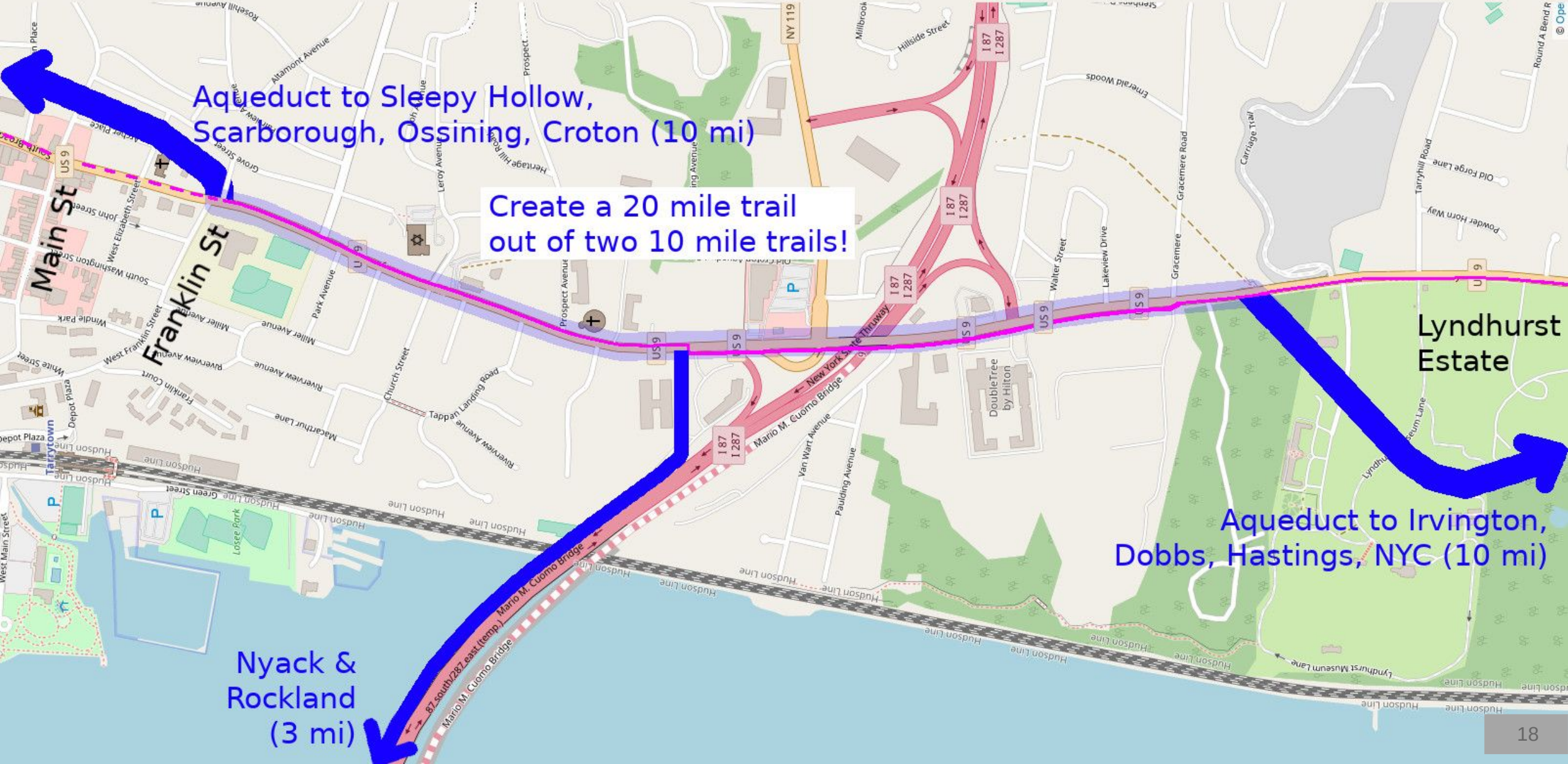


PROSPECT AVE TO SUNNYSIDE LN

- Problems
 - Wide road
 - Wide lanes
 - Welcomes excessive speed
 - Side path configuration causes conflicts between people walking and cycling
- Solutions
 - One through lane per direction for motor vehicles
 - Convert westernmost motor vehicle lane to a 2-way lane for cycling, scooting, etc



OLD CROTON AQUEDUCT TRAIL NEEDS TARRYTOWN LINK



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

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

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

Nyack &
Rockland
(3 mi)

Lyndhurst
Estate

BARRIERS NEEDED DUE TO MOTOR VEHICLE SIZE & VOLUME



2-WAY LANE MAKES SPACE FOR SOLID PROTECTION



2-WAY LANE MAKES SPACE FOR SOCIAL CYCLING



2-WAY LANE MAKES SPACE FOR VILLAGE EQUIPMENT



