

## REGION

## DOT floats proposals for Route 9



TIM LAMORTE



*The proposed roundabout for Broadway and Ashford Avenue in Dobbs Ferry*

SEPTEMBER 27 2024 • 9:38 PM

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Ten roundabouts were part of the New York State Department of Transportation's (DOT) conceptual plan for Broadway (Route 9) that was presented at public workshops held at Mercy University on Sept. 12 and the Tarrytown Senior Center on Sept. 19.

The workshops were part of a process the DOT started in October 2023 to turn Route 9 into more of a "complete street" for cars, cyclists, pedestrians, and mass transit between Tompkins

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Avenue in Hastings and Pierson Avenue in Sleepy Hollow.

The DOT's "final vision," according to the slideshow presented during the workshops, is for Route 9 to "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."

To achieve that goal, the DOT hired WSP, an engineering firm with offices around the world. The workshops were led by project manager Scott Geiger and deputy project manager Katie Craig, who both work for WSP.

The DOT also formed a Transportation Partner Committee, which consists of representatives of Hastings, Dobbs Ferry, Irvington, Tarrytown, and Sleepy Hollow, including the village administrators or managers of those municipalities. The committee has met four times since December 2023 and is scheduled to meet three more times by March 2025.

For the two-hour workshops, three-dimensional renderings were presented on posters while overhead renderings were handed out on paper. On the posters, attendees were allowed to place green stickers if they liked the plan or red stickers if they did not.

The attendees were also allowed to insert written comments into a box and to use evaluation sheets to share their opinions about how well the plan accommodates bicycles, pedestrians, transit, and vehicles.

The DOT wants to put Route 9 on a "road diet" that reduces four-lane sections to two lanes. In addition, the plan calls for assorted combinations of sidewalks, bicycle lanes, and shared-use paths on both sides of the street, depending upon the location.

To reduce the length of crosswalks, curbs would be bumped out at intersections with traffic lights, such as Main Street in Tarrytown. The roundabouts would not include traffic lights.

From south to north, the roundabouts would be at the Five Corners in Hastings; Ashford Avenue in Dobbs Ferry; Mercy University in Dobbs Ferry; Main Street in Irvington; East/West Sunnyside Lane in Irvington; Route 119 in Tarrytown; Beekman Avenue in Sleepy Hollow; Bedford Road in Sleepy Hollow; Pocantico Street in Sleepy Hollow; and Pierson Avenue in Sleepy Hollow.

The slideshow presented during the workshops referred to road diets and roundabouts as "proven safety countermeasures," according to the Federal Highway Administration (FHWA). Road diets, according to the slideshow, reduce crashes between 19-47 percent, while roundabouts reduce fatal and injury crashes between 78-82 percent.

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Following the workshop at Mercy University, Daniel Convissor, the director of Bike Tarrytown, stated that the proposals “don’t meet the project’s stated vision and goals set by the community in cooperation with the DOT.”

“The convenience of people driving is prioritized over the safety and convenience of people walking, cycling, and using wheelchairs,” Convissor said. “For example, the sidewalk by the Sleepy Hollow Cemetery entrance would be so narrow that people walking will spill over into traffic during tourist season. Similarly, the cycling facilities are narrow, lack protection from motor vehicles, and vanish at many locations.”

The DOT intends to submit a draft design report in December, host a public workshop in March 2025, and then submit a final design report at the end of March 2025.



*The proposed roundabouts for Main Street in Irvington, Mercy University in Dobbs Ferry, and the five corners in Hastings.*

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