$50M makeover coming to part of Route 9

LAURA SCHILLER

SEPTEMBER 25 2026 • 9:20 PM

3 MIN READ SHARE

“Despite the tens of thousands of roundabouts in operation around the world, there are only a few hundred in the United States,” according to the New York State Department of Transportation (DOT) website, which states modern roundabouts can improve safety, traffic flow, and capacity compared with conventional intersections.

On Route 9, roundabouts are planned for four Sleepy Hollow intersections: Pierson Avenue/Gordon Avenue, Pocantico Street, Bedford Road/New Broadway, and Beekman Avenue.

The roundabouts are part of a $50 million plan for 1.3 miles of Route 9 — locally known as Broadway — in Sleepy Hollow and Tarrytown. The plan also calls for two new traffic signals, a 10-foot-wide shared-use path for bicyclists and pedestrians, more sidewalks, improved crosswalks, curb extensions, and more accessible bus stops.

The changes will be funded with a $25 million federal grant announced in July and $25 million from New York State announced Sept. 4. Construction is expected to begin in 2028.

The $50 million project will be the first phase of a plan to upgrade Route 9 through Sleepy Hollow, Tarrytown, Irvington, Dobbs Ferry, and Hastings.

Sleepy Hollow Mayor Marjorie Hsu said roundabouts should improve traffic flow and make Route 9 safer for drivers, pedestrians, and cyclists. Three pedestrians have been killed along Route 9 in recent years.

“National traffic studies have demonstrated that roundabouts are effective in moving the needle on all three things,” Hsu said, referring to traffic flow, crashes, and fatalities.

In Tarrytown, the project focuses on improving pedestrian and bicycle connections and making Route 9 easier to cross. Plans include a shared-use path and two new traffic signals. The July 2025 draft design identified Franklin Street and Central Avenue as potential locations, although the Tarrytown Board of Trustees later objected to the Central Avenue proposal, citing concerns about traffic flow.

DOT spokesperson Heather Pillsworth said the department held two well-attended public workshops in 2024 and is continuing to refine the 2025 designs based on public comments.

Hsu said more engineering and discussion will take place before construction begins.

“We’ve got conceptual designs that we’ve been working on with the DOT and the other villages,” she said. “I’m sure there’s going to be a lot of engineering work to come, and then a lot of back and forth between DOT and Sleepy Hollow before the first shovel hits the ground.”

Dan Convissor of Bike Tarrytown, a bicycle advocacy group promoting safer roads, said the project is an important step, but that the 2025 designs need refinement. Convissor has been involved in efforts to make Route 9 safer since community discussions began in 2017.

“We want this to move forward, but it needs to be moved forward in the proper way,” he said.

Convissor supports the roundabouts, but said the draft designs do not provide a separate way for cyclists to pass through them, leaving cyclists either riding in traffic or sharing sidewalks with pedestrians. He is concerned about the proposed shared-use path in Sleepy Hollow, where cyclists and pedestrians could conflict during busy periods such as tourist season, school dismissal, and farmers markets.

In Tarrytown, he said the draft design would put cyclists in the roadway along part of Broadway while widening vehicle lanes and narrowing sidewalks. The plan calls for a 14-foot lane shared by bicycles and cars, which he said could encourage faster driving.

Despite those concerns, Convissor said the funding and decision to move forward are significant.

“Now,” he said, “we need to work even harder and more quickly to make sure that the final drawings are refined.”

Giselle Schuetz of Livable Tarrytowns, a local community advocacy group, praised the Sleepy Hollow roundabouts.

“They'll reduce waiting time at the intersections not only for walkers but for drivers as well,” Schuetz said. “When drivers know they'll be stuck at a long red light, they have a greater tendency to race to beat the red, which is extremely dangerous for any pedestrians who are trying to begin their crossing.”

But Schuetz added that the 2025 design around Tarrytown’s Main Street does not reflect calls for wider sidewalks and a continuous bike lane.

“An easy fix would be to change the design so there is only one lane of parking on this narrow section of Broadway, allowing us to keep our pleasant sidewalks while adding a protected bike lane that would let some residents choose to bike instead of drive, clearing the roads for everyone,” Schuetz said.

The concerns are also being raised by Tarrytown officials. At a Sept. 16 village board work session, trustees discussed preparing a resolution and letter to DOT outlining their concerns and those raised by residents.

“This is an opportunity,” said Trustee David Kim, who has represented the village on the Route 9 project since the engineering phase began.

“We’re going to make sure it takes our concerns into account and that it’s built for those of us who live here, rather than those who are just passing through,” Kim said. “And what’s good for those of us who live here is also going to be good for those who pass through, because the better the environment is, the better it is for everyone.”

AUTHOR

Laura Schiller

VIEW ARTICLES

©2026 The Rivertowns Dispatch. Published with Ghost & Maali.

Light