Advocating for Great Streets

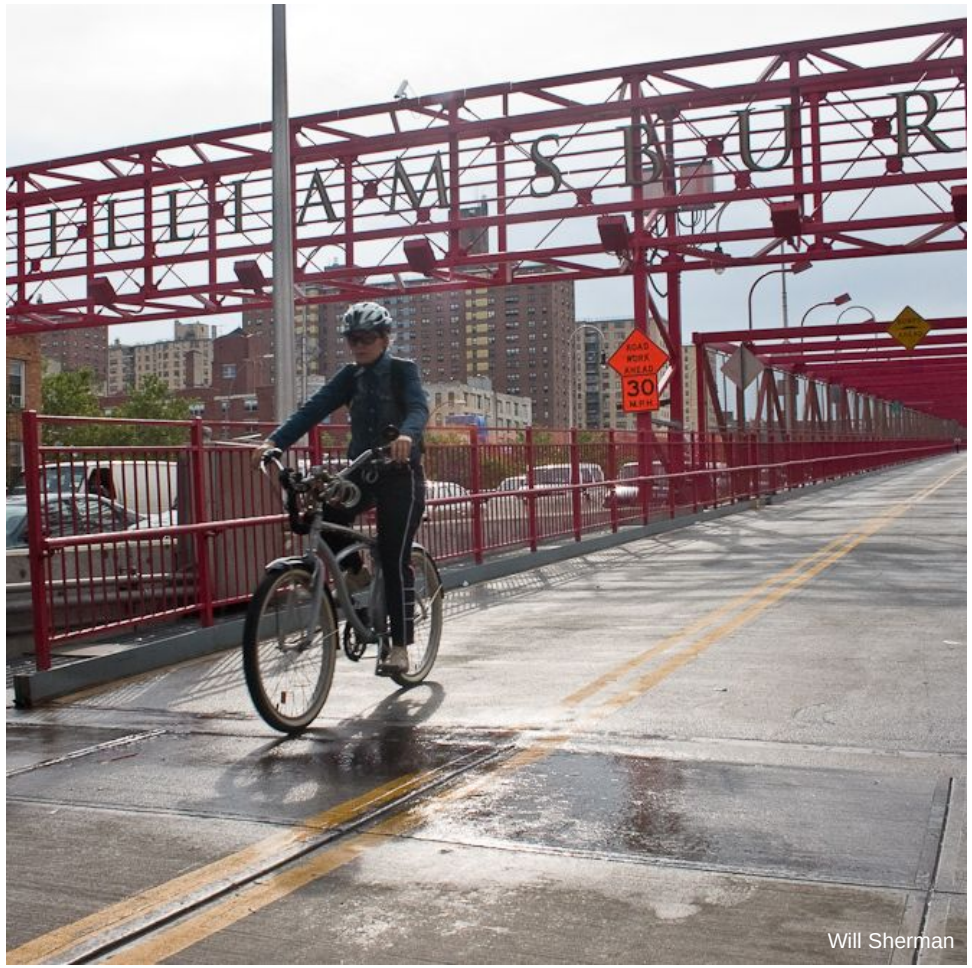
or: How to Tame Traffic (Engineers) and Make Lovely Arterials

Transportation Camp DC
January 10, 2026

The Analysis and Solutions Company https://www.analysisandsolutions.com/ | danielc@analysisandsolutions.com

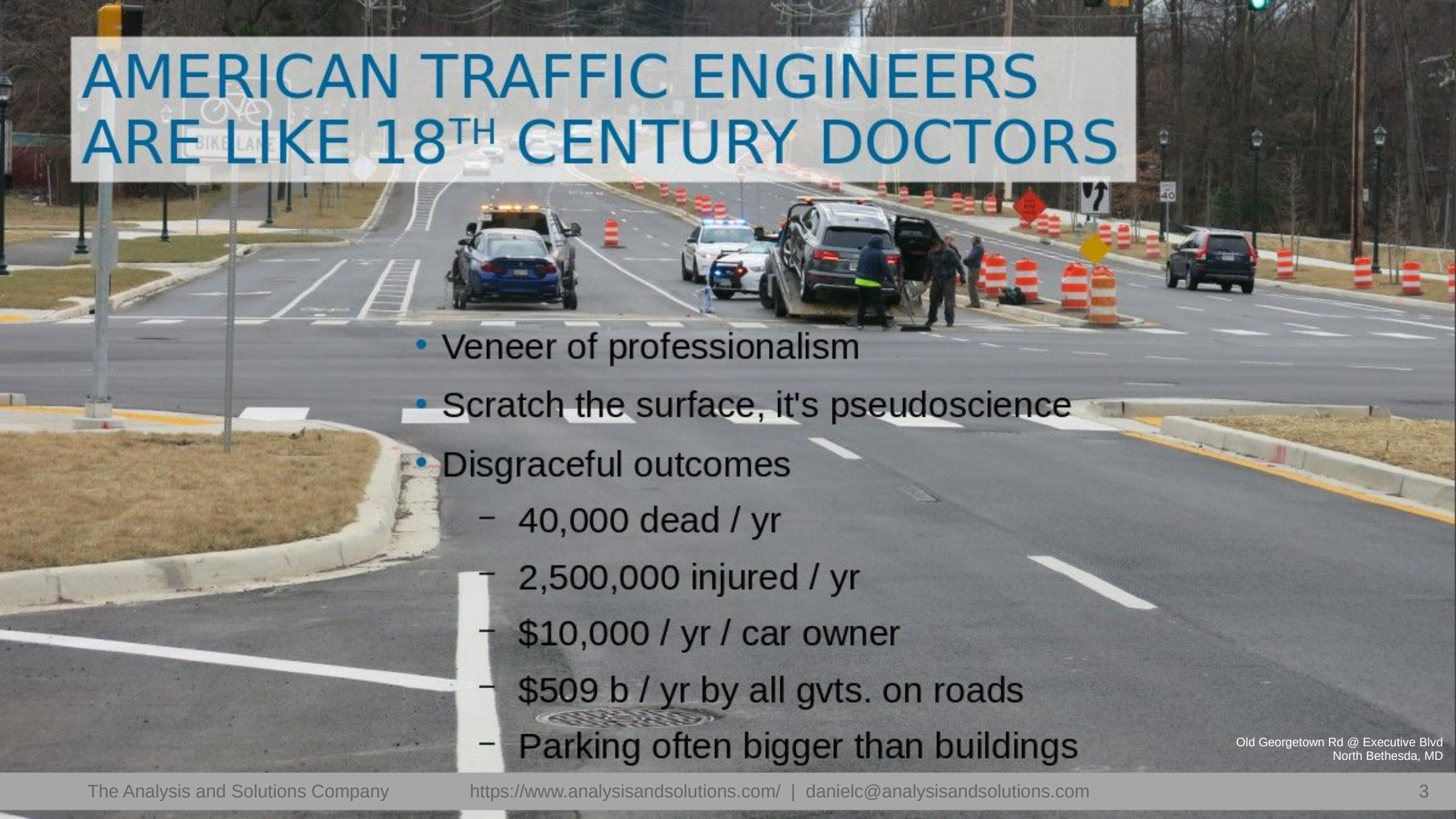
WHO IS THIS GUY?

- Daniel Convissor
- Transportation Alternatives (c 1988 - 1995)
  - Shredded NYCDOT's “Central Park Drives Alternate Use Study”
    - It panned car-free Central Park (LOL)
  - Biggest win: Williamsburg Bridge
    - Pro Tip: befriend bureaucrats
- The Analysis and Solutions Company
- Bike Tarrytown
- Livable Tarrytowns



Will Sherman

AMERICAN TRAFFIC ENGINEERS ARE LIKE 18TH CENTURY DOCTORS



- Veneer of professionalism
- Scratch the surface, it's pseudoscience
- Disgraceful outcomes
  - 40,000 dead / yr
  - 2,500,000 injured / yr
  - $10,000 / yr / car owner
  - $509 b / yr by all gvts. on roads
  - Parking often bigger than buildings

Old Georgetown Rd @ Executive Blvd
North Bethesda, MD

Making Route 9 Great

via the Route 9 Complete Streets Project

Presentation to NYSDOT
June 20, 2023

NYSDOT CAN DO **GREAT**

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

“WHERE FEASIBLE”

- Everyone has different ideas of feasibility
- Different experience, capabilities, vision
- Engage Route 9 as a challenge
  - “Let's figure out how to a great job!”
- While right of way is limited, focus:
  - not on how much space we have
  - but on how we use it
- You get what you build


Utrechts Archief


Before / after images of Potterstraat, Utrecht

LANE WIDTHS

- NYSDOT Manual: 12' lanes where possible
- FHWA: no requirements if <= 50 mph
- AASHTO: 10' acceptable if <= 45 mph
- NYSDOT on Route 9:
  - 10' lanes in many areas
  - 8.5' and 9.5' lanes at Hemlock Dr, Sleepy Hollow after 2015 resurfacing
- One narrow lane per direction encourages lower speeds, safer behavior
- Design Exceptions are doable and necessary to make Broadway safe for everybody

Before / after images of 't Goylaan @ Constant Erzeijstraat, Utrecht

CONGESTION / LOS

- Folks waiting in climate controlled cars eventually get home fine
  - Never seen a skeleton sitting at a signal
- People walking / cycling not so fortunate
  - Rocco DePaolo, Dobbs Ferry, 2019
  - Luis Zhizhpon, Sleepy Hollow, 2012
- Safe system: moderates speed, enables flow
  - Refuges, short crosswalks, roundabouts, smart signals
- Best way to cut congestion is cutting # of cars
  - Most trips are short trips

Current conditions make most folks too scared to bike

Safe streets will get regular people cycling

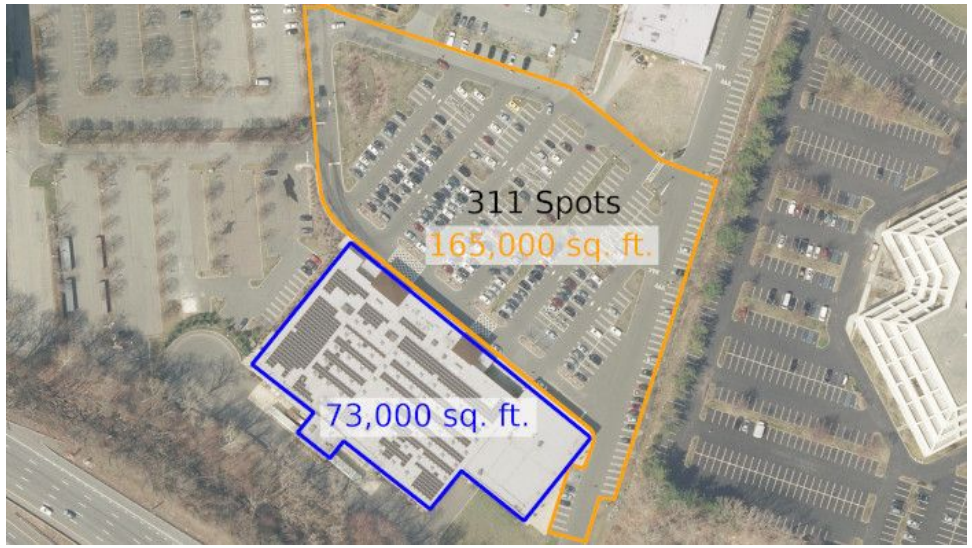
BE OPEN TO CYCLE TRACKS

- 2-way mobility lanes on 1 side of the road
- Saves space by only needing 1 barrier
- People cycling can chat, or pass, easily
- Good in areas with few cross streets
  - As several stretches on Route 9 do
- NYSDOT precedents:
  - Route 100, Briarcliff Manor and Ossining
  - Route 5, Syracuse (photo, above)
  - Route 266, Buffalo

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

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 downtowns and attractions
- Bike share at transit stations
- Means less traffic and more parking for out of town visitors who do drive
- Locals walking & cycling spend more on goods & services than local drivers *



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

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
- More people, more political power
  - Population shifts to states with housing

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

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

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)
- Truck 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 MEDIUM INTERSECTIONS

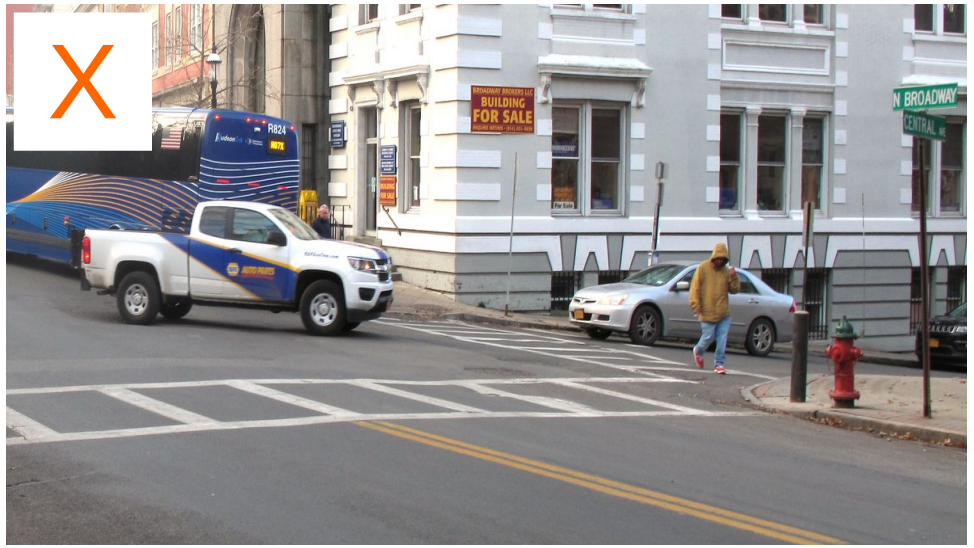
- 't Goylaan @ Constant Erzeijstraat
- Redesigned in 2016, refined in 2020
- Was 6 lane wide signalized intersection
- Now 1 lane per direction “priority square”
  - Horizontal deflection at entry & exit
  - Similar to roundabout, but main road:
    - doesn't yield
    - optional: stop signal for main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

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

- Bad: 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

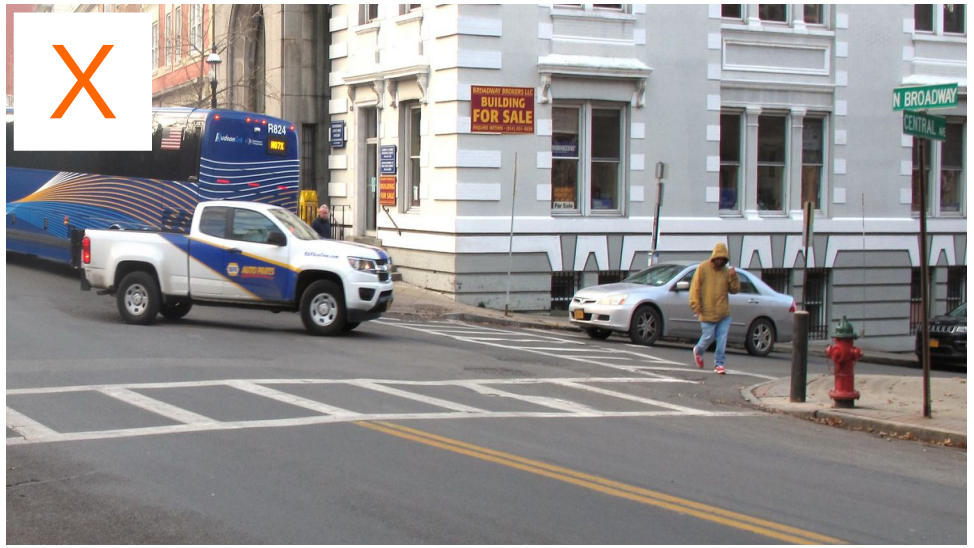
WHAT **GREAT** LOOKS LIKE — AT SIDE STREETS & DRIVEWAYS

- 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 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 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**

THANK YOU

- www.analysisandsolutions.com/slides/
- biketarrytown.org/street-design-examples.zip