

Tappan Zee Shared-Use Path and Bicycle/Pedestrian Connections

24 Hour Access is Necessary

The path needs to be open 24/7. It's a transportation resource, just like the roadway. Would the Thruway Authority close down the road overnight? No! Similarly, around the clock access is required for people cycling and walking. For example, this opens up job opportunities for low income individuals and those who don't drive or don't have access to a car.

Add Signal & Crosswalk at Westchester End

A signalized crosswalk with a median refuge area is necessary at the intersection of Route 9 and the Shared Use Path. The Environmental Assessment explicitly says no changes will be made here. That opinion is dangerously mistaken.

Route 9 here is a ~52 foot wide, five-lane, road with significant vehicle counts.

Across the street from the path entrance is an apartment complex with 380 residents. There's also a shopping center and a bank. All of them will draw pedestrians across Route 9 at this intersection. The nearest crosswalk adds up to 1,300 feet to a journey and requires traversing a two lane wide free flowing right hand turn lane. The crosswalk in the other direction adds up to 1,500 feet to a trip.

Without a signal, cyclists coming off the bridge who are heading north on Route 9 will have a very hard time finding a safe gap in traffic between through traffic on Route 9, north bound turning movements from Route 119, plus vehicles exiting the gas station, bank, shopping center and apartment building.

Similarly, people riding bikes north on Route 9 heading onto the bridge will experience difficulty navigating the left turn.

Pick Alternative F

On the Rockland County side, Alternative F offers simple path access and off-street parking. Alternative E should be rejected because the narrow switchback ramps and stairs would significantly reduce the attractiveness of cycling or walking the bridge.

Add Access at Bicycle Route 9

An access point needs to be added at River Road (State Bicycle Route 9) in Grand View on Hudson. Entering the bridge here is 1.3 miles shorter and has 80 feet less climbing for people coming from the south on this enormously popular bicycle route. The area is presently being used for bridge construction. The ground's grade from the road to the bridge makes building a ramp pretty easy. The emergency access point could probably be here as well, instead of Smith Ave.

Between the new parking lot being discussed in the Environmental Assessment, signage of that lot's existence and proper parking regulations will dissuade people from parking cars at this path entrance.

Add Access at Route 9W

If Alternatives E or F are chosen, there is value to having the initially proposed bicycle/pedestrian ramp at South Broadway / Cornelison Ave as an additional access point for people walking and biking to/from the south on Route 9W and those living in neighborhoods south and southwest of the bridge.