



SAFE ROUTES TO SCHOOL

HASTINGS - ON - HUDSON

2020 - 2021

Why Safe Routes to School?

- Increases walking and bicycling to school; students healthier
- Decreases traffic dangers; students are safer
- Lowers transportation costs for school districts & families
- Reduces traffic congestion
- Improves air quality

(Data and findings from Safe Routes Partnership, a national non-profit)



Goals of *Safe Routes to School*

- Where it's safe, get children walking and biking
- Where it's not, make changes



History & Evolution of SRTS in Hastings

- *Complete Streets Initiative* passed in 2014
- More pedestrian, school & bike safe recommendations begin to be implemented
- More safe routes established with *Route 9 Resolution* in 2016
- 2020 Traffic Engineer study completed for entire southern corridor

Hastings SRTS Partners with a Cross Section of Community Leaders



SRTS Partnership

- ★ PTSA Traffic Safety Committee
- ★ Climate Smart Communities Task Force
- ★ Village officials
- ★ School Administrators
- ★ Interested Parents, Students, and Residents

The 6 E's of *Safe Routes to School*

★ **EDUICATION**

★ **EQUITY**

★ **ENCOURAGEMENT**

★ **ENFORCEMENT**

★ **ENGINEERING**

★ **EVALUATION**

CROSS SAFE



STOP



LOOK



WAVE

CROSSWALK SAFETY - AS EASY AS 1,2,3

*Don't assume drivers see you! They may be distracted or you may be hidden from view.
Don't assume drivers will always stop because "pedestrians have the right of way"!*

👉 **STOP** in the crosswalk near the curb to be seen by oncoming traffic.

👉 **LOOK** both ways. Make eye contact with any approaching drivers.

👉 When vehicle has stopped, exchange a **WAVE** with the driver.
This is your cue to cross safely. *Always stay alert as you cross!*



SLOW DOWN HASTINGS

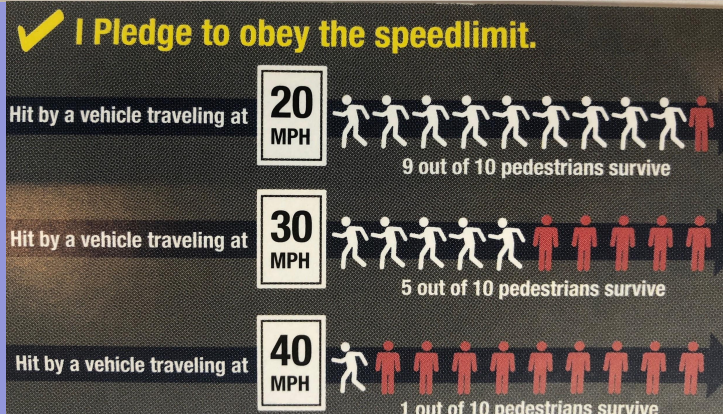


EDUCATION

- *Cross Safe: Stop, Look, Wave* signs installed at crosswalks throughout Village starting in 2017.
- *Promoting Safety Around Hastings' Schools* flier mailed to FMS parents starting in Summer 2017.
- Police Chief Dosin has been providing crosswalk safety workshops at FMS and HHS since 2019.

As a HOH Pace Car driver, I pledge to:

- Drive within the speed limit and obey all traffic regulations, especially near schools.
- Share the road safely with pedestrians, bicyclists, and other drivers.
- Yield to pedestrians who are within the crosswalk and at unmarked intersections.
- Put my phone down while driving. I will not drive while texting or making phone calls (even making hands-free phone calls impairs safe driving).
- Walk, bike, carpool, or use public transportation whenever possible.
- Display the HOH PACE CAR magnet and decal on my car.
- Encourage others to take the HOH PACE CAR pledge.



ENCOURAGE -MENT

- *Hastings-on-Hudson (HOH) Pace Car* program was started in fall 2017 by the PTSA.
- Small card included with Pace Car magnet provides parents with a reminder of their pledge and some education of how speed impacts the survival of pedestrians hit by vehicles.
- New and improved sidewalks being planned fanning out from main school complex

ENGINEERING

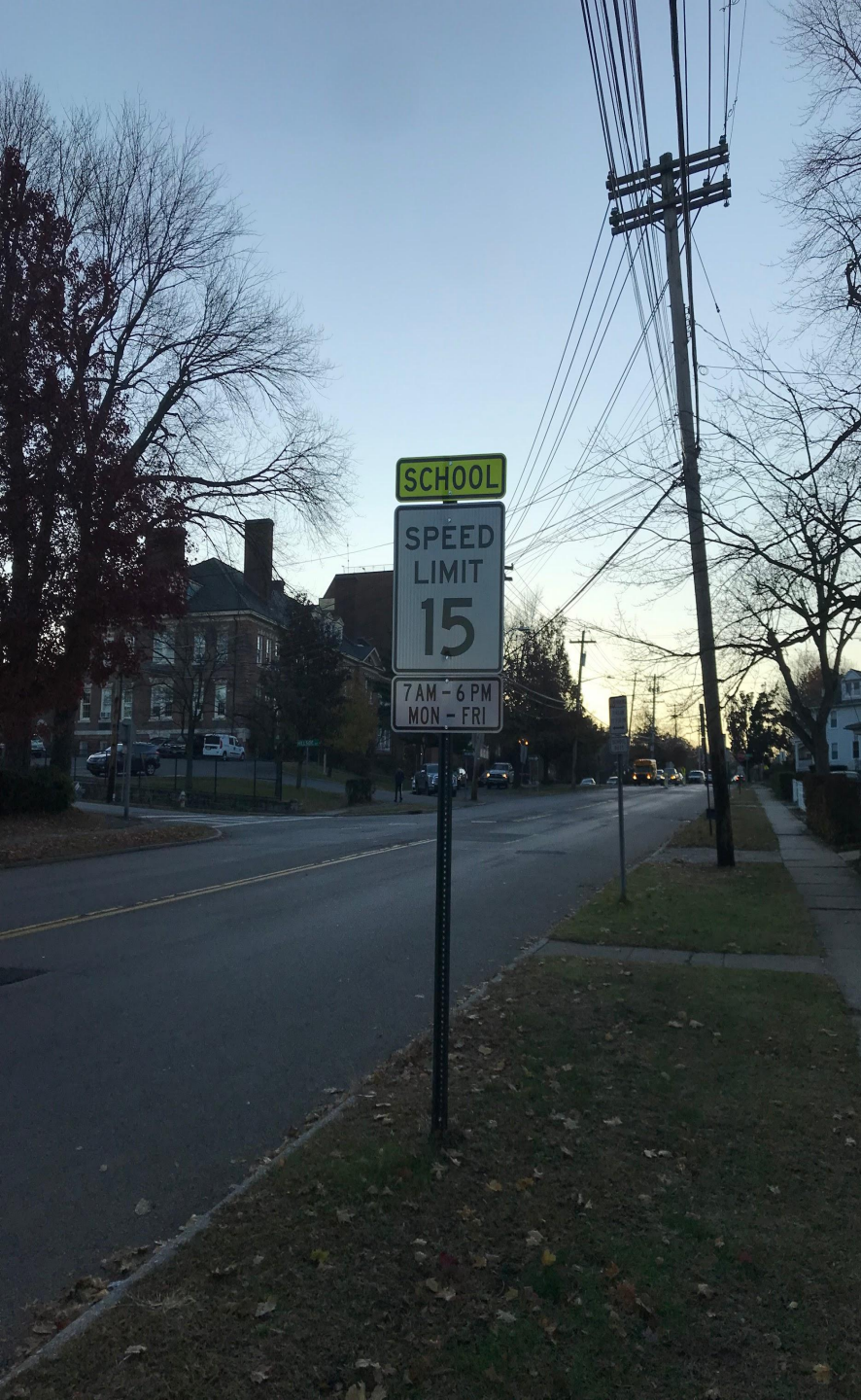
→ Additional stop signs, crosswalks and sidewalks provided to enhance *Safe Routes to School* (including Hillside Ave & Chauncey Lane crosswalk, off Reynolds Park).

→ The Village hired a Traffic Engineering firm in 2017 to further study traffic, and related student and pedestrian safety, issues.

EQUITY

→ In summer 2017, Hastings PTSA hired a college intern to map out safe routes to school in the Southern Corridor which had fewer safe routes to school.

→ Based on those findings, resident feedback, and the Traffic Engineering report recommendations, the *Safe Routes to School* Committee continues to discuss and make recommendations for sidewalks, crosswalks and stop signs to improve safe walking access to school where it is needed the most.



ENFORCEMENT & EEVALUATION

- In September 2018, the Village of Hastings passed a law lowering the speed limit to 15 mph in the School Zone, and signs were installed soon after in Spring 2019.
- We are working on improving data collection and evaluation of prioritized areas of the Village (see data).
- Traffic Engineering firm's recommendations, begun in 2017, proposes how to fix traffic flow around the High School.
- Recommendations included 5 new stop signs on High Street (completed in 2021), as well as new curbs and striped crosswalks along High Street (being planned).

Village Accident Data 2018-2020

	2020	2019	2018
# of vehicle collisions	91	175	227
# fatalities	0	0	0
# of collisions W/ bicycles	0	0	0
# of collisions W/ pedestrians	1	3	6
# of collisions W/ teen age drivers	8	10	20
# of collisions 5AM -9AM	10	22	23
# of collisions 9AM -5PM	51	99	132
# of collisions 5PM - 9PM	21	38	59
# of collisions 9PM - 5AM	9	16	13
# of collisions W/ injuries	11	20	42

Village Accident Data 2018-2020

2020 Top accident locations: Warburton, Broadway, Main, Washington, Farragut, Saw Mill River Road

2020 Location of teenage driver accidents: 3 Main St, 1 Warburton, 1 Broadway, 1 Saw Mill River Rd, 1 Elm, 1 Farragut

2020 Location of pedestrian accident : 1 Main St

2019 Top accident locations: Warburton, Broadway, Farragut, Washington, Ravensdale, Main St

2019 Location of teenage driver accidents: 4 Broadway, 2 Farragut, 1 Rosedale, 1 Ashley, 1 Washington, 1 Euclid

2019 Location of pedestrian accidents: 2 Main St, 1 South Calumet

2018 Top accident locations: Warburton, Broadway, Farragut, Main St, Washington

2018 Location of teen age driver accidents: 6 Farragut, 5 Broadway, 2 Warburton, 1 School St, 1 Chauncy, 1 Hillside, 1 James, 1 Clunie, 1 Southside, 1 Tompkins

2018 Location of pedestrian accidents: 5 Main St, 1 Broadway



Growing *Safe Routes to School*

- Continuing to build on recent momentum and successes
- Much more to be done
- Questions, contact: saferoutes@hastingsgov.org