

The Hastings on Hudson Transportation Working Group (“TWG”) worked in a holistic manner in dealing with long-term community issues, resident complaints and its own studies/recommendations. The issue of traffic volume, vehicle speed, pedestrian safety were a common theme that was reflected in the TWG’s proposals.

There was a common complaint that traffic off the Saw Mill River Parkway would exit onto Clarence Avenue and travel Clinton Avenue, Ravensdale Road, Farragut Avenue, High Street and James Street in order to access the Executive Boulevard development. In response, we suggested the following:

- Ravensdale Bridge traffic lanes be reduced to 10’; State agreed to 11’
- Ravensdale Road traffic lanes be reduced to 10’ from the current 13’ width
- Installation of a stop sign at Kent Avenue for west bound traffic
- Redesigned intersection at Rosedale Avenue and Ravensdale Road
- Improved pedestrian crosswalks at Kent and Rosedale Avenues
- Defined traffic lanes on Farragut Avenue be reduced to 10’
- Proposed sidewalks on High Street, Farragut and Rosedale Avenues (where missing)
- For the Warburton resurfacing, reduced travel lanes, no turn on red at Warburton/Washington, stop sign at Pinecrest, pedestrian signalization at Main/Warburton

The traffic engineer proposed large electronic signage alerting to change in traffic patterns, for 2-4 weeks, prior to the installation of the no-left turns during peak hours for James Street. The traffic engineer also stated they would alert all the traffic apps of the change in traffic patterns.

In short, the proposed changes would be physical and behavioral—with sufficient public notice to mitigate impacts from the changes. Police enforcement would occur for 2-4 weeks at implementation.

The TWG created a comprehensive list of existing pedestrian crosswalks that required improvement, proposed pedestrian crosswalk and sidewalks.

The TWG also recommended that the BOT participate in the environmental impact studies for the expansion of the Executive Boulevard complex in order to require mitigation for traffic impacts to Hastings.