



SAFETY COUNCIL

Joseph Rodriguez, Chairperson
David Bloomer, Chief of Police
Michael Gunther, Superintendent of Public Works
Greg Bassman
Steven Germain
Jim Sarfaty, Fire Chief
Anthony Wan

The **Regular Meeting** of the **SAFETY COUNCIL** will be held on **Thursday, November 17, at 7 p.m.** in the **Conference Room** of the Hastings-on-Hudson Municipal Building.

AGENDA

Old Business

1. James Street traffic study results
2. Request for crosswalk at Main Street by the Community Center (44 Main Street)

New Business

1. General discussion

Announcements

The next regular meeting of the Safety Council will be Thursday, December 15.

**Village of Hastings-on-Hudson
Safety Council
October 20, 2011 Meeting**

The **Safety Council** held a regular meeting Thursday, October 20, 2011, at 7:00 p.m. in the Conference Room of the Hastings-on-Hudson Municipal Building.

Present: Chairperson Joseph Rodriguez, Chief of Police David Bloomer, Village Manager Francis Frobel, Superintendent of Public Works Michael Gunther, Fire Chief Jim Sarfaty, and Council member Steven Germain, Council Secretary Ann Scholl, and about 16 people from the public

Absent: Greg Bassman, Anthony Wan

Matt Collins (50 James St.): Traffic volume is the real problem, and it is exacerbated by on-street parking on James St. near High St. He estimates 6 to 12 cars per minute travel on James St. at rush hour. During the morning rush hour, about 70% of the traffic goes south; in the evening, about 50% travels south.

Since the houses on James St. are built so close to the street, traffic seems to move faster than it actually is moving. It seems more unsafe. Mr. Collins rejects the idea of a speed hump because it would make 2 other problems worse. It would create a bottleneck and also cause bad feeling. Also, if the speed hump was not well lit, a car could have an accident and cause property damage.

Jean Tarant (136 James St.): She said that she has lived there her whole life. She believes that James St. traffic became a problem when the Tompkins Bridge went out about 35 years ago. Ms. Tarant would like James St. to have signs saying "Not a Thru Street". Making it a one-way street is not a good idea because it would be hard to get around in icy weather.

There was some discussion of lowering the speed limit.

Chairperson Rodriguez: We need an engineering report as the first step to change the speed limit.

Ms. Tarant suggested putting in sidewalks.

Chairperson Rodriguez said that it's costly to put in sidewalks, and they could cause problems with some residents. If we do put in sidewalks, the homeowners would have to maintain them.

Chief of Police Bloomer said that he can arrange to do a traffic count. It would be all day. They could count volume, where cars turn, and whether vehicles are commercial or not.

He said that he doesn't know whether it's possible to change a street to a "Not a thru street". We have never done that. It would increase traffic elsewhere, such as on High St. He loves one way streets, but no one would agree which way the street should go. Making a street one way could increase speed. Having it 2 ways calms traffic speed.

The speed of cars going by on James St. seems much faster than it is, because the front yards are small, and you are close to the cars if you're in the front yard.

Speed bumps are self-enforcing. They don't need police watching them. Chief Bloomer said that lots of study is required before a speed bump is installed.

Several James St. residents spoke in favor of having their street a "No Thru Street". They want to "send the cars elsewhere". Some residents asked for sidewalks.

Village Manager Francis Frobels said that sidewalks are expensive.

Fire Chief Jim Sarfaty said that cars go faster toward the south end of James St., The presence of parked cars at the north end of the street slows traffic there.

A Ravensdale Road resident said that her street is really a thoroughfare. Cars go fast. At least, most of it has sidewalks.

Chief of Police Bloomer said he will have a NYS DOT man who knows a lot about traffic to look at James St.

Greg Weiss wants a blinking light at the corner of Ravensdale Rd. and Rosedale Ave. He said that cars speed. The crosswalk at Ravensdale and Rosedale is dangerous. There is no visibility.

Chief of Police Bloomer spoke about the possibility of moving the crosswalk which is at the intersection of Ravensdale and Rosedale. He listed pros and cons of the present location of the crosswalk versus having it across the street.

A resident said that his (or her?) daughter was hit by a car on Farragut Ave. in front of the high school. A car in the northbound right lane on Farragut Ave. had stopped. A car in the left lane (also northbound) did not stop and hit the girl's foot. She is OK. The parent suggests that Farragut Ave. be made one lane each way. It's a good thing that Broadway is now one lane in each direction.

Chief of Police Bloomer said that he thinks having Farragut Ave. be one lane each way makes a lot of sense. He will ask the DOT man about that idea. Chief Bloomer will also ask the DOT man to look at Ravensdale.

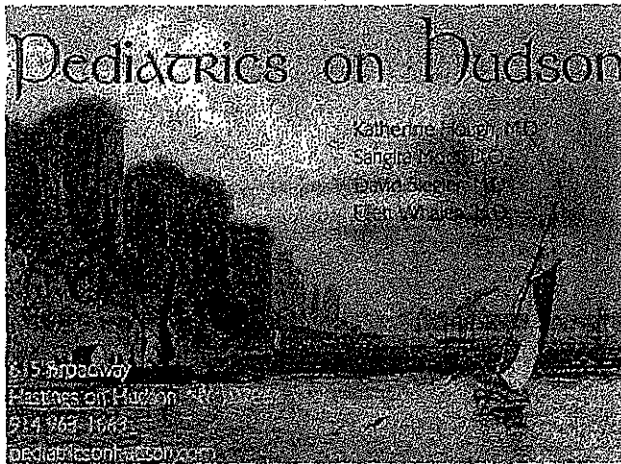
Ms. Tarant said that there should be an ad campaign aimed at drivers -- educating them -- to slow down.

Jeffrey Gaspar (30 Ravensdale Rd.) said that he is a civil engineer. He described speed cushions and suggested we consider using them. Speed cushions are like speed bumps. There are 3 cushions or humps across the road – on each side and in the middle. Emergency vehicles can avoid the cushions. A speed cushion is more gradual than a speed bump. Cars won't slow down as much. Speed cushions are a problem for snowplows. Temporary ones can be removed for the winter months.

If speed cushions are used on Ravensdale, traffic would increase on Kent and Fenwick as some drivers avoid the cushions. We could try to prevent that by having "No right turn" signs, for example, on Farragut Ave. at Fenwick Rd.

Residents discussed the increase in traffic. Some blamed the greater number of retail stores, especially large stores, such as Home Depot, Costco, etc. Others said that it's because families have 2 or 3 cars today, whereas decades ago, most families had one car. Also, today mothers work and thus, commute. There are 2 parents – with 2 cars – on the roads.

After the residents left the meeting, **Chief of Police Bloomer** passed around lists of accidents and traffic violations on James St. from 2008 to 2011. He said that the data shows that accidents on James St. are not related to speed.



11/1/11

Safety Committee
Village of Hastings
Maple St.
Hastings on Hudson
New York 10706

To Whom it May Concern:

We are writing in regard to the intersection of Warburton Avenue and Broadway. We would like the opportunity to discuss the present situation at the next Safety Committee Meeting.

Apparently there was a crosswalk in place at the north end of Warburton that due to several repair projects was never repainted. We were assured this past spring that it would be repainted but to date this has not occurred.

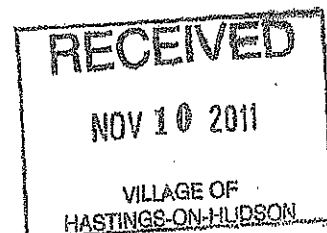
Most of our staff parks in Zinzer Parking lot. Making one's way from there to our offices is unsafe. Drivers heading south on Broadway make the right turn onto Warburton on red without stopping first or slowing down. These cars are frequently traveling quite fast. In addition, the street changes suddenly from one lane to two in the short block between Fraser Place and Warburton. To a pedestrian it does not appear that the car intends to turn right until the last minute. Additionally, cars headed north on Warburton also make a right turn on red, often without stopping. Crossing the street there is treacherous, as you have to monitor cars coming from two directions, making one feel quite like a squirrel. Our suggestion would be signage stating *no turn on red* as well as *state law yield to pedestrian in intersection*. Also a crosswalk button would be helpful.

We hope that this situation be attended to before there is a serious accident.

Thank you,

David Siegler, MD

Katherine Hough, MD





Date: 10/26/2011

To: Chief Bloomer

From: PO Smolenski

Subject: James St traffic detail on 10/24/2011

These are the results from the traffic detail:

Total cars: 1046

Total Commercial vehicles: 44 (southbound 26, northbound 18)

Total cars northbound on James St: 395

Total cars southbound on James St: 651

Total cars making a right turn onto Tompkins: 458

Total cars making a left turns onto Tompkins: 149

Total cars making a right turn onto Crossbar: 44

Breakdown by hours:

7am-8am

Total cars: 227

Total Commercial vehicles: 0 (Southbound 0, Northbound 0)

Total cars northbound on James St: 63
Total cars southbound on James St: 164
Total cars making a right turn onto Tompkins: 127
Total cars making a left turns onto Tompkins: 33
Total cars making a right turn onto Crossbar: 4

8am-9am

Total cars: 342
Total Commercial vehicles: 11 (Southbound 5, northbound 6)

Total cars northbound on James St: 98
Total cars southbound on James St: 244
Total cars making a right turn onto Tompkins: 195
Total cars making a left turns onto Tompkins: 43
Total cars making a right turn onto Crossbar: 6

9am-10am

Total cars: 130
Total Commercial vehicles: 6 (Southbound 4 ,northbound 2)

Total cars northbound on James St: 41
Total cars southbound on James St: 89
Total cars making a right turn onto Tompkins: 64
Total cars making a left turns onto Tompkins: 22
Total cars making a right turn onto Crossbar: 3

10am-11am

Total cars: 73
Total Commercial vehicles: 7 (Southbound 6, northbound 1)

Total cars northbound on James St: 43
Total cars southbound on James St: 30
Total cars making a right turn onto Tompkins: 17
Total cars making a left turns onto Tompkins: 10
Total cars making a right turn onto Crossbar: 3

11am-12pm

Total cars: 110

Total Commercial vehicles: 10 (Southbound 4, northbound 6)

Total cars northbound on James St: 70

Total cars southbound on James St: 40

Total cars making a right turn onto Tompkins: 19

Total cars making a left turns onto Tompkins: 15

Total cars making a right turn onto Crossbar: 6

12pm-1pm

Total cars: **Not recorded**

Total Commercial vehicles: (Southbound ,northbound)

Total cars northbound on James St:

Total cars southbound on James St:

Total cars making a right turn onto Tompkins:

Total cars making a left turns onto Tompkins:

Total cars making a right turn onto Crossbar:

1pm-2pm

Total cars: 98

Total Commercial vehicles: 5 (Southbound 3, northbound 2)

Total cars northbound on James St: 41

Total cars southbound on James St: 57

Total cars making a right turn onto Tompkins: 27

Total cars making a left turns onto Tompkins: 15

Total cars making a right turn onto Crossbar: 15

2pm-3pm

Total cars: 66

Total Commercial vehicles: 5 (Southbound 4, northbound 1)

Total cars northbound on James St: 39

Total cars southbound on James St: 27

Total cars making a right turn onto Tompkins: 9

Total cars making a left turns onto Tompkins: 11

Total cars making a right turn onto Crossbar: 7



Date: 11/17/2011

To: Chief Bloomer

From: PO Smolenski

Subject: James St traffic detail on 11/16/2011
1pm-7pm

These are the results from the traffic detail:

Total cars: 871

Total Commercial vehicles: 4 (southbound 4, northbound 0)

Total cars northbound on James St: 524

Total cars making a right from Tompkins to James St: 355

Total cars making a left from Tompkins to James St: 161

Total car making turn from Crossbar to James St: 8

Total cars southbound on James St: 347

Total cars making a right turn onto Tompkins: 181

Total cars making a left turns onto Tompkins: 116

Total cars making a right turn onto Crossbar: 50

Breakdown by hours:

1pm-2pm

Total cars: 86

Total Commercial vehicles: 1 (Southbound 1, Northbound 0)

Total cars northbound on James St: 43

Total cars making a right from Tompkins to James St: 16

Total cars making a left from Tompkins to James St: 25

Total car making turn from Crossbar to James St: 2

Total cars southbound on James St: 43

Total cars making a right turn onto Tompkins: 20

Total cars making a left turns onto Tompkins: 18

Total cars making a right turn onto Crossbar: 5

2pm-3pm

Total cars: 111

Total Commercial vehicles: 2 (Southbound 2, northbound 0)

Total cars northbound on James St: 57

Total cars making a right from Tompkins to James St: 20

Total cars making a left from Tompkins to James St: 32

Total car making turn from Crossbar to James St: 5

Total cars southbound on James St: 54

Total cars making a right turn onto Tompkins: 22

Total cars making a left turns onto Tompkins: 23

Total cars making a right turn onto Crossbar: 9

3pm-4pm

Total cars: 174

Total Commercial vehicles: 0 (Southbound 0, northbound 0)

Total cars northbound on James St: 115

Total cars making a right from Tompkins to James St: 24

Total cars making a left from Tompkins to James St: 90

Total car making turn from Crossbar to James St: 1

Total cars southbound on James St: 59

Total cars making a right turn onto Tompkins: 27

Total cars making a left turns onto Tompkins: 20

Total cars making a right turn onto Crossbar: 12

4pm-5pm

Total cars: 177

Total Commercial vehicles: 0 (Southbound 0, northbound 0)

Total cars northbound on James St: 106

Total cars making a right from Tompkins to James St: 15

Total cars making a left from Tompkins to James St: 91

Total car making turn from Crossbar to James St: 0

Total cars southbound on James St: 71

Total cars making a right turn onto Tompkins: 47

Total cars making a left turns onto Tompkins: 17

Total cars making a right turn onto Crossbar: 7

63.5 ~~63.5~~ ⁴/₅
372 going northbound from 3pm-6pm / 586 total cars
214 going southbound

5pm-6pm

Total cars: 235

Total Commercial vehicles: 1 (Southbound 1, northbound 0)

Total cars northbound on James St: 151

Total cars making a right from Tompkins to James St: 24

Total cars making a left from Tompkins to James St: 127

Total car making turn from Crossbar to James St: 0

Total cars southbound on James St: 84

Total cars making a right turn onto Tompkins: 44

Total cars making a left turns onto Tompkins: 29

Total cars making a right turn onto Crossbar: 11

6pm-7pm

Total cars: 88

Total Commercial vehicles: 0 (Southbound 0 ,northbound 0)

Total cars northbound on James St: 52

Total cars making a right from Tompkins to James St: 11

Total cars making a left from Tompkins to James St: 41

Total car making turn from Crossbar to James St: 0

Total cars southbound on James St: 36

Total cars making a right turn onto Tompkins: 21

Total cars making a left turns onto Tompkins: 9

Total cars making a right turn onto Crossbar: 6

James St

F1 10.24.11

7A-3p (only 7 hours) 1046 cars
Southbound 651
Northbound 395

F2

11.16.11 6 hours 871 cars
1p-7p Southbound 347
Northbound 524

- 7A-9A "No Left Turn"
- Executive Blvd problem
- May be place Speed table
- Green St + Island @ Amjo's
- Stop sign : regulate traffic never encouraged.
! makes a tendency to speed before + after

Ravensdale Rd

- not advisable to move crosswalk
- additional signage for crosswalk
- no good location for speed tables
- square intersection Ravensdale
- Stop sign based on traffic count
Ravensdale + Rosedale



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AGENDA

Old Business

1. Request for crosswalk at Main Street by the Community Center (44 Main Street)

New Business

1. Traffic complaints on James Street.
2. Crosswalk at Ravensdale and Rosedale
3. General discussion

Announcements

The next regular meeting of the Safety Council will be Thursday, November 17.

10.20.11

Safety Council

1) James St

Mr. Collins

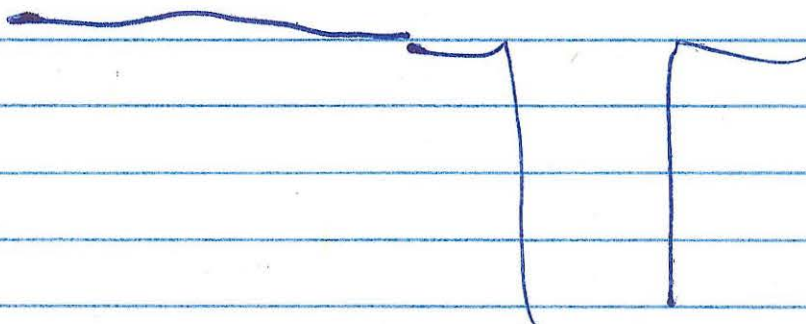
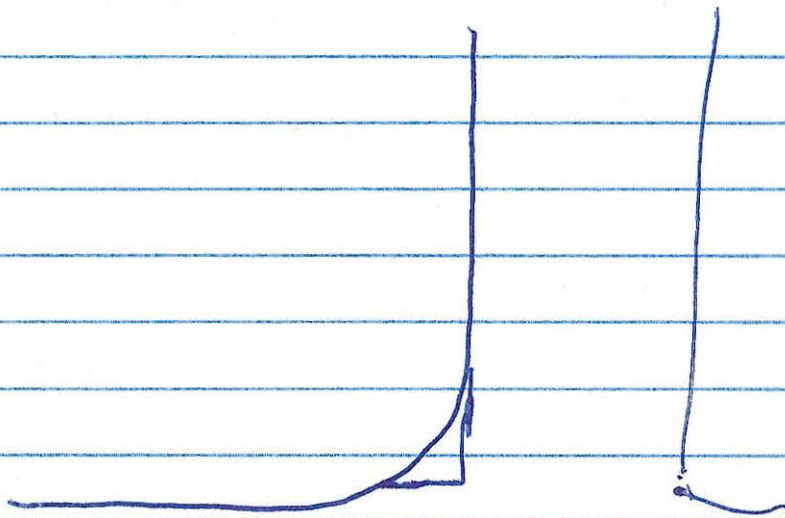
50 James St

826-4265 (cell)

A) Volume

B) Speed

2) Hastings High Mt Hope & Farragut





Chief of police

Date: October 5, 2011

Accident Data on James St from 2008-2011

2008

January 1 Accident James St at Crossbar Road
February 1 Accident James St at Crossbar Road
April 1 Accident I/F/O 104 James St

2009

February 1 Accident James St at Crossbar Road
February 1 Accident I/F/O 105 James St
June 1 Accident James St at Tompkins Ave
June 1 Accident I/F/O 105 James St
August 1 Accident I/F/O 104 James St
November 1 Accident I/F/O 103 James St

2010

November 1 Accident Bevers at James St
December 1 Accident near #45 James St

2011

February 1 Accident near 100 James St
July 1 Accident James St near Bevers



Date: October 5, 2011

Accident Data on James St from 2008-2011

2008

January	1 Accident James St at Crossbar Road	DWI
February	1 Accident James St at Crossbar Road	veh thru stop sign
April	1 Accident I/F/O 104 James St	parked

2009

February	1 Accident James St at Crossbar Road	2 cars backed out driveways same time
February	1 Accident I/F/O 105 James St	parked car by school bus
June	1 Accident James St at Tompkins Ave	at stop sign
June	1 Accident I/F/O 105 James St	parked vehicle w/s
August	1 Accident I/F/O 104 James St	parked vehicle w/s
November	1 Accident I/F/O 103 James St	parked vehicle

2010

November	1 Accident Bevers at James St	trouble making a turn
December	1 Accident near #45 James St	backed into vehicle
		DWI

2011

February	1 Accident near 100 James St	Ambulance backing up
July	1 Accident James St near Bevers	

— Macaluso on bike

James St accidents

13 total between 2008-2011

2 accidents were DWI related

6 were parked cars struck between 100 James & 105 James St

1 was two drivers backing out of their driveways at the same time and backed in to each other

2 were accidents at stop signs where the lead driver was struck by a driver behind them

1 was a vehicle having trouble making a turn from Bevers St and backed in to car behind it

1 was pedestrian on bike (July 2011)



Date: October 5, 2011

Traffic Violations on James St from 2008-2011

2008

January	1 summons issued Crossbar at James St
March	1 summons issued Oxford at James St
May	2 summonses issued High St at James St

2009

February	1 summons issued on James St
June	1 summons issued Tompkins at James St
July	2 summonses issued Tompkins at James St
October	1 summons issued Tompkins at James St

2010

November	6 summonses issued Tompkins Ave at James St
December	4 summonses issued High St at James St (1 Event)
December	4 summonses issued Tompkins Ave at James St (2 Events)

2011

January	1 summons issued Tompkins Ave at James St
February	1 summons issued Tompkins Ave at James St
February	1 summons issued James St n/b near # 100
June	3 summonses issued James St at Crossbar Road (1 Event)

Francis Frobel

From: Francis Frobel [villagemanager@hastingsgov.org]
Sent: Thursday, September 29, 2011 3:59 PM
To: 'Chief David Bloomer'
Cc: 'Mary Ellen Healy'
Subject: FW: resident concern

From: Laura Fahrenthold [REDACTED]
Sent: Thursday, September 29, 2011 3:26 PM
To: 'villagemanager@hastingsgov.org'
Cc: 'mwalker@pps.org'
Subject: resident concern

September 29, 2011

Dear Hastings Village:

I am writing as a brand new resident of your village to request that the Village and its Safety Council address a matter of emergency concern which is the dense traffic situation on James Street, which I have come to call James Highway, since purchasing a home there in July, 2011.

Neighbors tell me they have been fighting this for years now to no avail. I am going to give this my best shot and if it not remediated by spring time, will then consider selling my house. It is *that* bad. This is coming from a woman who moved from N. Broadway in Yonkers directly on a major corner of Route 9 where four streets intersected and on the main road for emergency vehicles to St. John's Hospital.

James Street is 100 times worse, if N. Broadway was even considered by my relaxed standards.

I plan to attend your next meeting on October 20, 2011 with signed petitions from residents, a short video presentation to highlight life on the street, and other support material including the police report taken in July 2011 when Christian Macaluso of Crossbar was hit and run while riding his bicycle on the street. I also know of family pets that have been killed on the street.

For now, may I propose any number of the following solutions:

1. Making it a NON-THRU street and enforcing it with police presence and tickets
2. Installing stop signs at Beavers and Crossbar streets, as well as on the stretch of James Street near my home
3. Putting speed bumps in the road
4. Lowering the speed limit from 25 to 15 m.p.h. with police enforcement
5. Making it a one way although that may affect emergency vehicle access
6. Installing a digital speedometer
7. Installing sidewalks of which there are none.

Please advise.

Sincerely yours,

Laura Fahrenthold-Pittman
Office of the Yonkers City Council President
Green Policy Task Force
40 S. Broadway, room 403
Yonkers, NY 10701

Chief David Bloomer

From: Meg Walker [mwalker@pps.org]
Sent: Wednesday, October 12, 2011 2:12 PM
To: Chief David Bloomer
Cc: mayor@hastingsgov.org swiderski
Subject: Traffic items to discuss

Hi Chief,

I would like to put a couple items on the upcoming BOT agenda, but I would like to talk to you first about them:

1) A campaign to enforce no cell phone usage while driving. I saw the digital sign that Fran said the Village is purchasing and I thought it could be put to good use educating people about the issue, but there must be other ways we can reach folks too.

2) Enforcing the 30 and 25 mph speed limits, especially on residential streets. If we want to encourage people to walk and ride bikes, and kids to walk to school, we have to make the streets safer and this is a good place to start. Here again we can use the new sign, but are there other ways we can get the message across?

3) Testing out speed humps on James Street and Washington Avenue or other ways to reduce speeds. I have received many emails and calls from residents about these streets in particular. The dangerous traffic on Washington was one of the reasons I moved off the street. Everybody's car has been hit at some point. We are lucky there have been no injuries. Fran suggested we could try out a temporary speed hump before installing anything permanent. I think the Safety Council has looked at this idea so I would like to know more about why they have vetoed it before I raise it again.

I don't want to do an end run around the Safety Council, but these are issues raised in our Comp Plan and that are important to me and the other trustees. I would like your suggestions on how we can diplomatically move the discussion along.

I understand you are out of the office today, so maybe we can talk tomorrow? Please let me know a time that is good for you.

Thanks,

Meg

Meg Walker
