

## **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, December 15, 2011, at 7:00 p.m.** in the **Conference Room** of the Hastings-on-Hudson Municipal Building.

## **AGENDA**

### **Old Business**

1. Continuation of James Street traffic study results
2. Rosedale traffic

### **New Business**

1. General discussion

### **Announcements**

**The next regular meeting of the Safety Council will be Thursday, January 20, 2012.**

**Village of Hastings-on-Hudson  
Safety Council  
November 17, 2011 Meeting**

The **Safety Council** held a regular meeting Thursday, November 17, 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 Frobels, Superintendent of Public Works Michael Gunther, Fire Chief Jim Sarfaty, and Council members Greg Bassman, Steven Germain, Anthony Wan, Council Secretary Ann Scholl, and 9 people from the public

**Chief of Police Bloomer** said that there is no safe way to put a crosswalk at Main Street by the Community Center (44 Main Street). There is no place for it. He also said that a crosswalk for the intersection of Warburton and Broadway has already been approved.

Regarding the James Street traffic study, **Chief Bloomer** said that a police officer counted traffic on 2 days. The first day was Monday, October 24<sup>th</sup>, from 7:00 a.m. to 3:00 p.m., excluding 12:00 noon to 1:00 p.m. The officer counted 1,046 cars in those 7 hours. Of those, 650 cars went south. 458 southbound cars turned right onto Tompkins, and 149 turned left onto Tompkins. The traffic study results are shown in detail in the report Chief Bloomer handed out.

The second day of the traffic count was Wednesday, November 16<sup>th</sup>, from 1:00 p.m. to 7:00 p.m. There were 871 cars in those 6 hours, including 524 going northbound. Chief Bloomer gave out a detailed report for this study as well.

**Chief Bloomer** said that he and Village Manager Francis Frobels met with a DOT representative David Parker last month. Mr. Parker acknowledged there is a traffic problem. The County is already looking at the traffic at Executive Boulevard.

A resident of James Street asked about putting a stop sign in the middle of the block. **Chief Bloomer** said that the DOT doesn't encourage the use of stop signs purely to control speed. Cars tend to speed before and after a stop sign.

**Chief Bloomer** suggested installing "No left turn from 7:00 a.m. to 9:00 a.m." signs on Farragut Parkway at both High Street and Green Street going northbound from the Saw Mill River Parkway. We should also fill in some of the turn around cuts on Farragut Parkway/Avenue. These changes would reduce southbound traffic on James Street in the mornings. This would prevent people from using James Street to avoid southbound traffic at Executive Boulevard in the mornings.

Mr. Parker said that it's always a good idea to keep traffic off the smaller, residential streets and keep it on the main thoroughfares such as Farragut Avenue and Broadway, and of course, the Saw Mill River Parkway.

**Chief Bloomer** said that our purpose is to reduce traffic on James Street, not to reduce speed. There is not much problem of speeding. The police officer who conducted the traffic study did not observe a huge problem of speeding. She counted only 4 cars speeding. If we do reduce traffic, speeding may increase. That is an enforcement issue, and it is easier to deal with.

**Chief Bloomer** and **Superintendent of Public Works Mike Gunther** talked about the possibility of having no left turn from Farragut Parkway/Farragut Avenue from 7 to 9 a.m. Maybe also there would be no left turn from Clarence to Clinton during the same time period. We want to keep drivers on the Saw Mill River Parkway in the mornings by making it inconvenient to use Hastings residential streets.

**Chairperson Joseph Rodriguez** said that we would have to take any recommendations to the Board of Trustees. A public meeting will need to be held.

**Chief Bloomer** said first we should take a month to consider these ideas, and then vote on them. We should also talk to the residents, and not only James Street residents.

If these ideas are approved, we would need to get the message out to drivers before the new regulations are enforced. We would need police cars at the Farragut Parkway, Farragut Avenue, and Clarence Avenue exits of the Saw Mill River Parkway to warn drivers.

We should bring a map to the next meeting.

There was discussion of a letter from Drs. Siegler and Hough from Pediatrics on Hudson dated 11/1/11. **Chief Bloomer** saw no need for a sign "No turn on red" going southbound on Broadway at Warburton. **Village Manager Francis Frobel** said that we should repaint the crosswalk, but there is no need for a sign at least now.

**Chairperson Rodriguez** said that we need more light going up Southside and Maple Avenues from the train station. It is difficult to see pedestrians in the crosswalk. There was discussion of adding a street light.

Regarding the Ravensdale/Rosedale intersection, **Chief Bloomer** reported that Mr. Parker said DO NOT move the crosswalk. Moving the crosswalk is a terrible idea. The sidewalk is on the east side of Rosedale. Moving the crosswalk would steer people to walk on the west side of Rosedale, where there is no sidewalk.

Mr. Parker also said it is a good idea to square the turn in order to make people slow down.

Also, Mr. Parker did not recommend a speed table or cushion on Ravensdale Road. It can be dangerous to have one where there is a grade or a hill.

Regarding the intersection of Main Street and Warburton Avenue, David Skolnick said that pedestrians do not have a walk/don't walk sign. It would be good if we did have one.

The street lights along Farragut Parkway from the Saw Mill River Parkway to High Street are all burnt out or not working. In 1973 the decision was made to stop changing the light bulbs and fixing broken lights. That was during the energy crisis of the 1970's.