

TRAFFIC CALMING IRVINGTON

INITIAL RECOMMENDATIONS TO THE BOARD OF TRUSTEES

The group known as Traffic Calming Irvington (TCI) began its work in July of this year with a mandate from the Board of Trustees to support their efforts to make Irvington as safe as they can for drivers and pedestrians, a goal essential in its own right yet also vital to protecting and enhancing the special quality of life in our Village.

The Board has undertaken initiatives to strengthen enforcement of traffic laws and improve sidewalks and other features of our roadways that affect safety. TCI's purpose is to complement those endeavors by building awareness among drivers and pedestrians of how they can contribute to the Board's goal, and by recommending specific actions the Village can take to achieve it.

TCI's first initiative was "SLOW DOWN IRVINGTON," a driver and pedestrian safety-awareness project that appears to have generated a positive and beneficial community response. We strongly believe this program should continue indefinitely, although with periodic changes in focus and message. In addition, we began to work with volunteers from neighborhoods around the Village for two reasons: to obtain their ideas on what should be done to improve safety in Irvington as whole and in the specific areas where they live; and to rely on their talents for essential help in implementing all that TCI must do to fulfill its mandate.

With SLOW DOWN IRVINGTON underway by the middle of September, we then began to concentrate on safety-focused actions the Village might pursue, leading us to tonight and our presentation of TCI's initial recommendations on law enforcement, traffic signage, crosswalks and a few other matters. What we offer is the result of more than a dozen TCI meetings and uncounted but numerous hours dedicated to discussions with the neighborhood volunteers, other residents and business owners. The recommendations also reflect rather intensive "brainstorming," extensive field observation and considerable research on traffic and behavioral issues. The neighborhood representatives, we emphasize, contributed enormously to the requests we are making. The active engagement of Larry Schopfer and Chief Cerone has been vital, too, as has the support of Mayor Smith and the entire Board.

Of course, we are far from the end of our work, and as it continues we will need and rely on all of these dedicated individuals – and others. Certainly we will seek even broader community input than we have to date, beginning with an open forum that Chief Cerone has graciously agreed to host sometime early in 2016. There, all residents will have an opportunity to air their concerns and ideas on how to reinforce traffic safety in our Village.

Our recommendations set forth below are not few in number, so we thought it particularly important to suggest some measure of prioritization for them: first, the "Immediately Actionable" ones, which address urgent safety issues that we believe the Village can probably manage most readily; second, those we designate for "Near-Term Action," which are aimed at truly critical safety issues yet in general are likely to call for more time and resources than the first set of priorities; and third, "Actions for Consideration," which also encompass serious safety concerns but surely would require the largest commitments in money and time for research, planning and community coordination.

Naturally, we look forward to questions, comments and additional ideas.

Thank you.

December 15, 2015

IMMEDIATELY ACTIONABLE PRIORITIES

1. Deploy a police officer dedicated to enforcement – optimally, in January
 - Consider setting the officer’s tour schedule to ensure strong coverage of rush hours and high traffic/incident weekend times
2. Further intensify enforcement throughout the Village, with a special focus on:
 - Rush-hour traffic from the top of Main St. to the west side of the train tracks; on Station Rd. and its contiguous feeder streets; and on Cyrus Field Rd. and Harriman Rd.
 - Concentrate on crosswalk, stop-sign and speeding violations, as well as management of congestion that encourages violations
 - (Consider rescheduling garbage and recycling pickups and street cleaning to “off-peak” times to help mitigate congestion)
 - Provide a much more visible police presence than now exists along Main St., Station Rd. and streets connecting to South Buckhout
 - Other major arteries for rush-hour traffic – Washington Ave., West Clinton Ave., Ardsley Ave. West, East Sunnyside Ln., Riverview Rd., Sycamore Ln.
 - Illegal driver behavior around school buses (including going around ones with their lights flashing)
 - Outside rush hours, all of the roadways cited above for rush-hour traffic, plus Ferris St., where drivers often turn around at excessive speeds
 - Continuation of program of police traffic stops on Broadway, with an increase in their frequency to at least one per 4-6 weeks
 - Ticketing drivers regardless of their community of residence
 - Instituting a system for keeping a record of warnings issued to drivers, to enable officers to use some judgment about when a ticket is justified, with no more than two “strikes” permitted
3. Improve and expand presence of crosswalks
 - All Aqueduct crossings should have clear crosswalk delineation on the pavement – e.g., at Fargo Lane
 - All those crossings should have conspicuous “pedestrian crossing” signs
 - Also add stop signs at Aqueduct crossings with high-volume pedestrian traffic
 - At West Sunnyside’s blind curve at the Aqueduct, install signs east and west of the crosswalk to warn drivers of that condition
 - Pedestrian signs on Buckhout and on Main St. should be in the road, not beside it
 - The crosswalk at Maple St. and Station Rd. needs to be much more clearly delineated than it presently is

- Enhance the visibility of the north-south crosswalks on side streets off Main St.
4. Deploy crosswalk guards during rush hours at Village Hall and the bottom of Main St.
 5. Give school crossing guards a mandate to be in the street
 6. Trim trees and bushes wherever necessary to improve visibility of signage, and enable drivers and pedestrians to have safe fields of view – e.g., on Sycamore Ln., Riverview Rd., Fargo Ln., Dows Ln.
 - In such areas, paint road markings to enhance pedestrian safety – e.g., with a hatched-out walking path
 7. Install the new “SLOW DOWN IRVINGTON” (SDI) banners at each end of Broadway and on Cyrus Field Rd. and Harriman Rd., possibly at other locations as well (TBD); and continue the educational efforts of the SDI program indefinitely, to include a pedestrian component for the school-age and late-teen demographic
 8. Enforce the Village’s snow-removal ordinance, especially in such high-risk areas as North Broadway, where unshoveled sidewalks compel young people and others to walk in the roadway

PRIORITIES FOR NEAR-TERM ACTION

1. Given the projected opening of the new bridge across the Hudson and its likely effect on traffic in and around Irvington, undertake with the State DOT as soon as possible a careful study of how to promote vehicle, bicycle and pedestrian safety along Broadway into the foreseeable future, bearing in mind zoning and site-development contingencies
 - A two-lane configuration, with a turning lane, may be advisable
 - Bike lanes should be accommodated
 - Explore possibility of acquiring “bridge money” for construction of a sidewalk on the east side of Broadway north of Heritage Hill
 - Integrate the study into tourism-building endeavors that can benefit our Village but also present traffic-safety issues
2. At the Station Rd. tunnel, increase driver adherence to the one-at-a-time law and improve pedestrian safety through such measures as the installation of traffic lights, painting “stop” on the pavement, enhancement of existing signage and the placement of a convex mirror at the eastern entrance
3. Improve and expand the presence of traffic-control and pedestrian signage
 - Purchase and install 3-5 digital speed-warning signs, ideally ones that include the capability to aggregate data on traffic volume and vehicle speed; Main St. should have one permanently installed at the corner of Dutcher and Main (per Chief Cerone’s recommendation), and the others would be moved among various locations over time
 - Speed signs throughout the Village should explicitly state the words “speed limit,” together with the mph number
 - Paint the applicable speed limit on each roadway in the Village

- On Harriman Rd., increase the number of speed and commercial-vehicle signs, at the same time improving their quality and visibility
 - On Main St., increase the number and visibility of speed signs and add ones warning drivers of pedestrians
 - On Ferris St. and into Jaffray Park, use signage aimed at reducing speed and recklessness, problems apparently caused largely by drivers using that area to turn around
 - Where applicable on streets off Main, install signage to increase driver awareness of “no outlet,” thereby reducing unnecessary traffic on those roads
 - On South Buckhout, add warning signs on speed, the narrowing of the road, pedestrian traffic and open vehicle doors
 - For Main St., evaluate the use of snowplowable “rumble strips,” in-line reflectors and/or other center-line pavement markers to warn drivers they are approaching stop signs and crosswalks, and to slow down traffic; do the same particularly narrow roads – e.g., East Sunnyside Ln. and Station Rd. – to warn drivers when they stray out of their lanes
 - Make “no u-turn” signage on Main St. more visible
 - At the intersection of Harriman Rd. with Park Ave. and Cedar Ridge, add signs warning of pedestrian traffic
4. Establish “slow zones” with a maximum speed of 20 mph or less – on Main St., Station Rd., East Sunnyside Ln., Mountain Rd., Riverview Rd., Fargo Ln., Dows Ln. and South Buckhout St.
 - Start with existing 20 mph zones and expand the zones thereafter
 - Such zones should have clear signage and special markings - e.g., red bands or circles with white letters - on road surfaces
 - Consider establishing a clearly marked 15 mph zone the full length of Main St. and along the full lengths of Astor and Bridge Streets
 5. Create very visible “gateway” markings at entrances to the Village; at least initially, these could consist merely of red-and-white road markings depicting the speed limit at those points, to include Cyrus Field Rd., East Sunnyside, Washington Ave. and, if workable with the State, both ends of Broadway
 6. Finalize planning outlined in the Main Street Streetscape document to implement no-parking spots at intersections of certain corners along Main St., to provide visibility sorely needed to increase driver and pedestrian safety
 7. Determine whether there should be changes in Circle Dr. to reduce traffic there by limiting or ending vehicular access Broadway – e.g., by prohibiting a right turn off Riverview onto Circle Dr. or by making it a one-way road or a *cul de sac*

INITIATIVES FOR CONSIDERATION

1. Construction of a sidewalk on the east side of Broadway north of Heritage Hill (Explore possibility of using State “bridge money”)
2. Construction of a sidewalk on the north side of Station Rd. between the tunnel and Broadway
3. Construction of a sidewalk connecting the Ardsley Train Station to the path leading off Hudson Road to Mercy College
4. Construction of a sidewalk along the west side of South Buckhout St. adjacent to the Trent Building, extending to Astor St.
5. Re-opening of Fieldpoint Dr., to relieve traffic pressure on key travel arteries in the Village
6. Creation of bike lanes wherever at all practicable in the Village
7. Planning for safe vehicular and pedestrian flows in conjunction with any development (e.g., what Saratoga Associates recommends) of the area around the DPW
8. Construction of traffic circles or roundabouts at the bottoms of Station Rd., Main St. and Sunnyside Ln.
9. Deployment of a jitney to attenuate congestion of commuter traffic to and from the Irvington Train Station
10. Sentencing drivers guilty of serious infractions to driver-education sessions built around content reflecting the “Slow Down Irvington” program

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