



May 20, 2019

Dear Mayor Fixell and Trustees:

Appreciation

Thank you for responding to the community's concerns by removing Subsection C from Section 259-52. We encourage you to similarly address the following concerns.

Arbitrary Age

The bill would require 13 year olds to bike in traffic. Please be aware that kids don't obtain the developmental ability to reliably walk across busy streets in a safe manner until they're 14.¹ And cycling amongst traffic is much more complicated than walking. Riding involves calculating multiple moving vehicles, parked vehicles, people walking, and road surface conditions, in addition to ones own motion.

Avoidable Crossings

Banning biking on Broadway's western sidewalk south of Cobb Ln would require people riding to/from the north to cross Broadway at Cobb Ln. This intersection is a dangerous place to cross due to the lack of crosswalks, good sight lines, let alone traffic signals.

Similarly, people riding to and between destinations on Broadway's west side (Yogurt le Crepe, Kumon, CVS, Warner Library) would have to cross Broadway at McKeel Ave. That intersection is Tarrytown's second most dangerous for people walking, with 18 people injured between 1987 and 2016.²

Appearances

If sidewalk cycling is prohibited, has the Village pondered how to inform the public of it? If signs are being thought of, please consider how "no cycling" signs will be perceived. Doesn't Tarrytown want to be a welcoming environment?

Simplicity

Laws work best when they're simple and account for real world behavior. With this in mind, lets review the street by street list of sidewalks the Village is considering banning cycling on:

Hills

The main reason people cycle on sidewalks is to prevent being hit by someone passing in a car. That danger arises because cars can go faster than bikes. But that speed differential is eliminated when cycling down hills, so there's no need to ride on the sidewalk. And cycling up hill is slow, so riding on the sidewalk is no threat to people walking. Thus, the following streets don't need restrictions:

Altamont Avenue	Main Street, [Baylis to Depot Plaza]
McKeel Avenue	White Street
Neperan Road	Franklin Street

Low Volume

The following streets have low volumes of people walking and/or driving, so limits are unnecessary:

1 University of Iowa. "[Why children struggle to cross busy streets safely.](#)" Science Daily. April 20, 2017.

2 Accident Location Information System (ALIS), New York State Department of Transportation

Washington Street, North
Washington Street, South
Broadway [Franklin to Elizabeth]

John Street
Kaldenberg Place

Ample Space

The following area has enough room for people to walk and bike comfortably together:
Broadway [Wildey to Central]

Petition

Also submitted with this testimony is a petition signed by 28 people we met during the Duck Derby. They support sidewalk cycling as an option and request the Village address car crashes, which cause 4 people walking to be injured each year along Broadway.³

Sincerely,

Daniel Convissor
Director

³ Accident Location Information System (ALIS), New York State Department of Transportation