

June 11, 2019

Dear Mayor Wray and Trustees:

Bike Tarrytown's 90 donors and countless supporters are deeply concerned that 3 Sleepy Hollow children have been injured by car drivers in 6 months.¹ On average, 24 people are injured in the village by car crashes each year, 2 to 3 of which are serious.² This public health crisis is preventable.

People make mistakes. Safe Systems engineering accounts for human fallibility by limiting opportunities for mistakes and severity of injuries when they do happen. Traffic engineers use [Vision Zero](#) principles to accomplish this.

The key is setting up streets to ensuring people drive at slower speeds, which are safer because:

1. You can see more of your surroundings, so can avoid incidents
2. Stopping distances are shorter, so you're less likely to crash
3. The severity of injuries are significantly lower if a crash does happen
(Info-graphic of this is attached.)

Below is a picture of Beekman Ave at Andrews Ln. The most recent crash happened in this area. Several safety concerns stand out at this intersection:

- No crosswalk markings (see red lines in photo)
- Poor visibility because markings here allow parking cars up to and in the (unmarked) crosswalks
- People speed here because Beekman is straight, has wide lanes and no stop signs for several blocks



One possibility for taming Beekman Ave is speed humps, which were mentioned at last week's Trustee Work Session. Another possibility is changing parallel parking to back-in angled parking on one side of the street. On each block, alternate which side of the street the parking is on. This way it becomes impossible to zoom straight ahead the whole way between Kendall Ave and River St. No matter what is done to ensure people drive at safe speeds, every intersection needs curb extensions and crosswalks.

The [Environmental Advisory Committee](#), the [Route 9 Active Transportation Plan](#) and [Bike Tarrytown](#) have put forth several safety proposals in town. The Village must build them, quickly. Similar fixes

¹ 10/23/18 at [Clinton & Depeyster](#), 12/7/18 in the [High School driveway](#), 5/2/19 at [Beekman & Andrews](#).

² 2007-2016 per Accident Location Information System (ALIS), New York State Department of Transportation.

must be rapidly deployed around the rest of the village, starting with busy streets (western Beekman Ave, Pocantico St, New Broadway, Gordon Ave, Bellwood Ave, Riverside Dr, Hemlock Dr, etc).

While those fixes are being worked on, the Village's day to day operations can be improved to keep sidewalks usable, safe, and comfortable:

- All: at Fire Department Headquarters, mark a 7' wide path on the sidewalk, keep parking off it
- DPW: have garbage/recycling bins of home owners placed so they keep sidewalks usable. Plow snow out of crosswalks.
- Buildings: construction zones on sidewalks need ADA compliant bypasses
- Police: enforce no parking on sidewalks
- Photos demonstrating these issues are on subsequent pages

Combined, the above will reduce the indignities people walking in Sleepy Hollow face every day and reduce the Village's legal liability.³

Until the streets are engineered to enforce themselves, the Police Department should pick up the slack, taking action against dangerous drivers. The Police did a great job finding the hit and run driver who hit a kid on 10/23/18. We appreciate Chief Bueti getting the speed limit to be lowered and some speed humps installed. At the same time, the day to day stats send their own message. In 2017, ticketing included: 23 speeding, 2 failure to yield at crosswalks, 129 stop sign violations.⁴ ([Here's a video](#) of 227 of them committed in 1 hour at the Beekman/Pocantico intersection.)

The Beekman Ave Bridge shows Sleepy Hollow's priorities. During the present construction phase, the sidewalk is 32" wide (despite the ADA requiring 36").⁵ The ramps don't meet specifications for the handicapped. People on the narrow sidewalk are afforded no protection from moving vehicles. The safe, legal thing to do here during construction is implement 2-way 1-lane operation, controlling traffic with a stop sign or a yield sign on the east side of the bridge.⁶ I brought all of this to the Village's attention on April 24. No action has been taken to protect the community.

Even the Bridge's final plan is unwelcoming. One of the sidewalks will be 5' wide -- narrow for a main street linking major residential/commercial districts. These inadequacies seem unnecessary, since the new bridge is narrower than the old one.

Tonight we submit a petition with 82 signatures requesting "bold, swift action" to end the traffic safety problem. It is incumbent upon you to ensure everyone's safety in our village in order to improve the community's independence, health and economic well being.

Sincerely,

Daniel Convissor
Director

3 Examples of municipalities held liable: [Turturro v. City of New York](#) and [Brown vs State of New York](#)

4 TSLED, New York State [Traffic Safety Statistical Repository](#), Institute for Traffic Safety Management and Research

5 Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities ([ADAAG](#)), Section 4.3.3.

6 Manual on Uniform Traffic Control Devices ([MUTCD](#)), Section 6C.15 Stop or Yield Control



One

example of garbage cans blocking sidewalks.



One

example of snow plowed into crosswalks. ([More examples.](#))



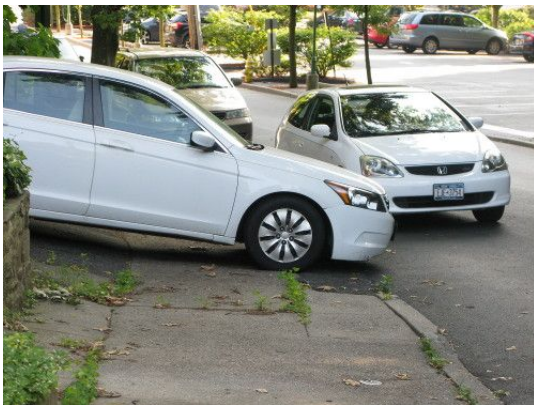
One

example of sidewalks closed for construction without a safe bypass. ([More examples.](#))



One

example of Village vehicles blocking the sidewalk at the Fire Department Headquarters.



One of

many spots in the Village where people park their cars on the sidewalk with impunity. ([More examples.](#))



Beekman Ave Bridge's temporary sidewalk is just 32" wide at western end. ADA requires 36".

a)



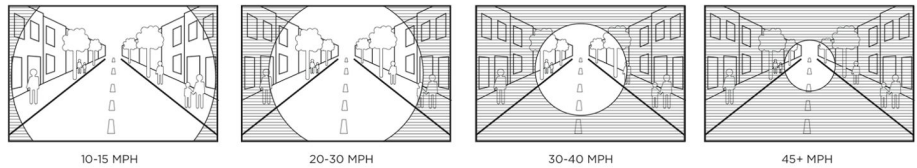
Vehicles can easily swipe people walking.
b) "Ramp" doesn't meet ADA requirements.



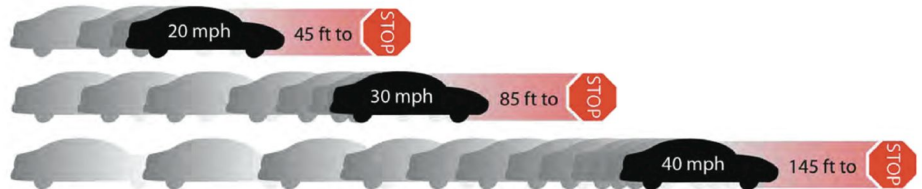
Extra space was available to make the sidewalks a safe, comfortable width.

SLOWER IS SAFER: THE 3 REASONS WHY

1) See more surroundings, so can avoid crash



2) Shorter stopping, so less likely to crash



3) Severity reduced if a crash does happen

IMPACT SPEED MPH	DEATH Percentage risk	SERIOUS INJURY Percentage risk	SLIGHT INJURY Percentage risk
19	10%	15%	75%
25	32%	26%	42%
31	80%	3%	17%
37	95%	3%	2%



Credits: 1) unknown, 2) unknown, 3) Auckland Transport (emphasis added)