

I. NEWER TOPICS

1 REPORT OF SPEEDING ON LOWER WILDEY ST.

A resident of Wood Court had reported cars speeding while traveling east (i.e., up the hill) on adjacent Wildey St., from approx. Depot Plaza up to N. Washington St. Resident suggested installation of a STOP sign at or near the Mechanics Avenue intersection.

The Speed Data Analysis provided by the Chief on 2/9/22 reported an avg. speed of 21 mph in this 30 mph Speed Limit location, with enforceable violations at 1%.

2 REPORT OF SPEEDING ON LOWER BENEDICT AVE.

A resident has reported cars speeding while traveling west (i.e., down the hill) at the west end of Benedict Ave. Resident's suggestions (and related Qs):

- installation of a STOP sign at or near Grove St. intersection for westbound traffic;
- a flashing yellow warning light for "STOP sign ahead", approx. one block east of Grove St.;
Can this be justified when there's a traffic signal one short block further west on this steep hill? The traffic signal has its own "Traffic Signal Ahead" sign on approximately the same part of the street (Westbound). Need P.D. input

- installation of a pedestrian crosswalk at the Benedict/Grove intersection
Given the line of sight limitation and the steepness of the street surface, could this be utilized safely? Need P.D. input.

- installation of a camera at the intersection, to be used to ticket drivers who ignore the STOP sign.
Chief has informed that TT lacks authority to install cameras for speed ticketing.

3 T&M PROFILE ON VILLAGE WEBSITE

TMC now has a "who we are" description on the Village website. This includes the list of TMC Members, as well as our monthly meetings schedule.. *(Thanks to Alissa for her assistance.)*

4 UPCOMING DOT REPAVE OF ROUTE 9 (SPRING 2022)

Approx. a year ago, before DOT postponed their Rt. 9 repave until Spring 2022, we conferred with Bike Tarrytown on their recommendations for restriping, ped. crossings and other Route 9 improvements. On 4/14/21, Mitch and I forwarded recommendations to Rich, Josh and the P.D. re pedestrian safety on Route 9 just south of the GMC Bridge, as follows:

- reduce vehicle access from two lanes to one at both the Thruway on-ramp and the 119 jug handle
- slightly widen and extend to Rt. 9 the existing tiny median at the east end of the 303 S. Bdw. driveway.

Rich had advised that these would be sent to the DOT project supervisor.

New Qs: Should raised crosswalks be installed on Rt. 9? Would DOT project cover Rt. 9 Ped. Xing signs (illuminated) and sidewalk rebuilds?

David likely has a list of additional potential improvements.

5 P.D. PRESENTATION: PARKING ENFORCEMENT IN THE BUSINESS DISTRICT

Results of their recent study.

NEXT MEETING: THURSDAY, MARCH 24, 2022 (4th Thurs.)

II. OLDER TOPICS

6 McKEEL & BEECH INTERSECTION CROSSING

NEPERAN ROAD & GROVE STREET INTERSECTION CROSSING
Provident Engineering's still delayed until completion of the road work in that vicinity.
(P.E. will hold a meeting on findings and recommendations with T&M.)

7 SLEEPY HOLLOW GARDENS OVERFLOW PARKING

Has the approximate cost of widening Meadow St. (on East side) been determined in order to evaluate feasibility of adding parking and a sidewalk?

8 PROSPECT AVENUE SPEEDING COMPLAINTS

Has the Tree Commission approved removal of the one tree that will enable movement of the "Your Speed" sign closer to the crest of the hill?

9 MARTLING AVENUE (AND SIMILAR) LINE STRIPING

Did BOT decide to remove the confusing double-yellow lines just west of the Ridgcroft driveway?
A similar situation exists on Union Ave, west of Irving Ave.

Wherever on-street parking is permitted on what is essentially a two-lane street, double-striping the center of the road is confusing and silly. Cars driving in the lane adjacent to the parking cannot possibly adhere to the double stripe.

10 "SLIP WAY" PARKING SPOT AT BOTTOM OF MAIN ST.

Is the path now clear to eliminate the westernmost parking spot here (at meter # 4177), as a pedestrian safety enhancement immediately adjacent to the existing crosswalk?

11 SIDEWALK BLOCKAGE AT WILDEY AND CORTLAND ST.

How goes compliance/enforcement of unobstructed access to the sidewalk, crossing signal button and the pedestrian crosswalk at the NW corner of this intersection?

In occasional, casual observations, it doesn't appear to be that good. Do we need to stripe or solid-paint the portion of the sidewalk that cannot be obstructed? Are the curb cuts being adhered to?

12 FEDERAL INFRASTRUCTURE LEGISLATION

Does the BOT have a wish list of projects to which it would deploy whatever amount becomes available to Tarrytown?
Should T&M prepare for BOT a list of suggested projects?

Potential project suggestions:

A second vehicle bridge over the MNRR tracks (south of the station)
Bump-outs for selected key intersections (eg., John/Kaldenberg and Main, N/S Washington and Main)
Flashers illumination for key Ped. Xing signage.

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