



INTRODUCTION

The Village of Scarsdale is seeking a professional multidisciplinary transportation firm to complete a community-driven strategic mobility and placemaking plan in Scarsdale, New York. The selected firm should implement participatory planning strategies and be responsive to community feedback in their analysis of the Village Center. The scope of the project will include conducting extensive public outreach, analyzing existing conditions and identifying opportunities for improvement, and creating a phased approach to implementing changes based on the project goals. In addition, a study of Sprague Road will be completed.

VILLAGE CENTER

The Village Center is the primary commercial hub in Scarsdale, and it is serviced by the commuter rail and several bus lines. The study area will encompass streets, sidewalks, and parks surrounding the Village Center, as defined by the Village Zoning Map (Appendix A). In addition, it will include major access corridors Popham Road, Crane Road, and Fox Meadow Road. The Village Center portion of the study should focus on enhancing pedestrian and cyclist safety. In addition, the consultant should consider complete streets strategies to improve traffic flow, increase accessibility for all users, activate public spaces, and implement sustainable design practices.

BACKGROUND

Scarsdale is a small village within Westchester County with a population of 17,871 according to the 2019 American Community Survey (ACS). It is a predominantly owner-occupied (90.3%), single family (94.2%) community with a median household income of over \$250,000. Largely a driving community, most of Scarsdale’s residential streets lack sidewalks, and the Village has little bike infrastructure. However, bike parking in the Village Center is well-utilized, and the nearby Bronx River Pathway provides a scenic route for cyclists and pedestrians.

Scarsdale is rich in historic architecture, public parks, and respected institutions, including first-rate public schools, a newly renovated library, and the Scarsdale Municipal Pool. Scarsdale residents are highly educated and active in community affairs.



Figure 1: Scarsdale Train Station

Several community-based organizations have collaborated with Village officials to maintain and enhance local quality of life. Organizations like the Scarsdale Forum, Scarsdale Neighborhood Association (SNAP), Friends of Scarsdale Parks (FOSP), and the Scarsdale Business Alliance, among others, will be partners in helping to shape our work.

The residential streets of Scarsdale have the potential to act as community spaces, and the Village Center has many features that make it an ideal multi-modal transportation hub. However, changes need to be made for Scarsdale’s street-network to reach its full potential.

SCOPE OF WORK

GEOGRAPHICAL BOUNDARIES

Village Center

The Village Center is defined as the streets directly abutting parcels on the Zoning Map listed as Village Center (VC), including Village Center Office (VCO) and Village Center Retail (VCR), and Planned Unit Development (PUD). While the shape of the Village Center is irregular, it is loosely bound by Garth Road and Depot Place on the West, Overhill Road and Chase Road on the East, Christie Place on the North, and Wright Place on the South. The Village Center is comprised of predominantly commercial and office uses with limited housing.

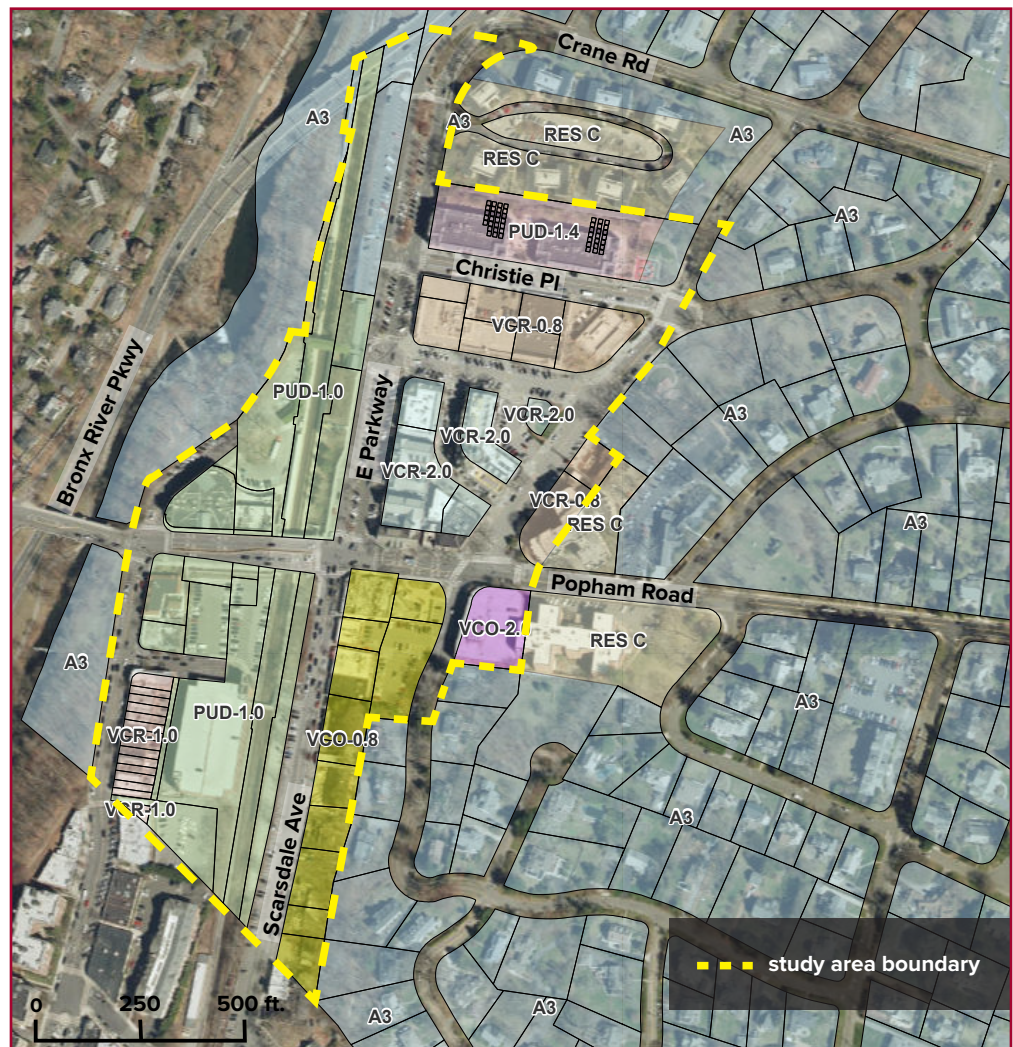


Figure 2: Village Center Study Area

Access Corridors

Additionally, the study area should include three predominantly residential corridors that provide access to the Village Center. These include Crane Road and Popham Road, from the Bronx River Parkway to Post Road, and Fox Meadow Road, from Crane Road to Ogden Road.

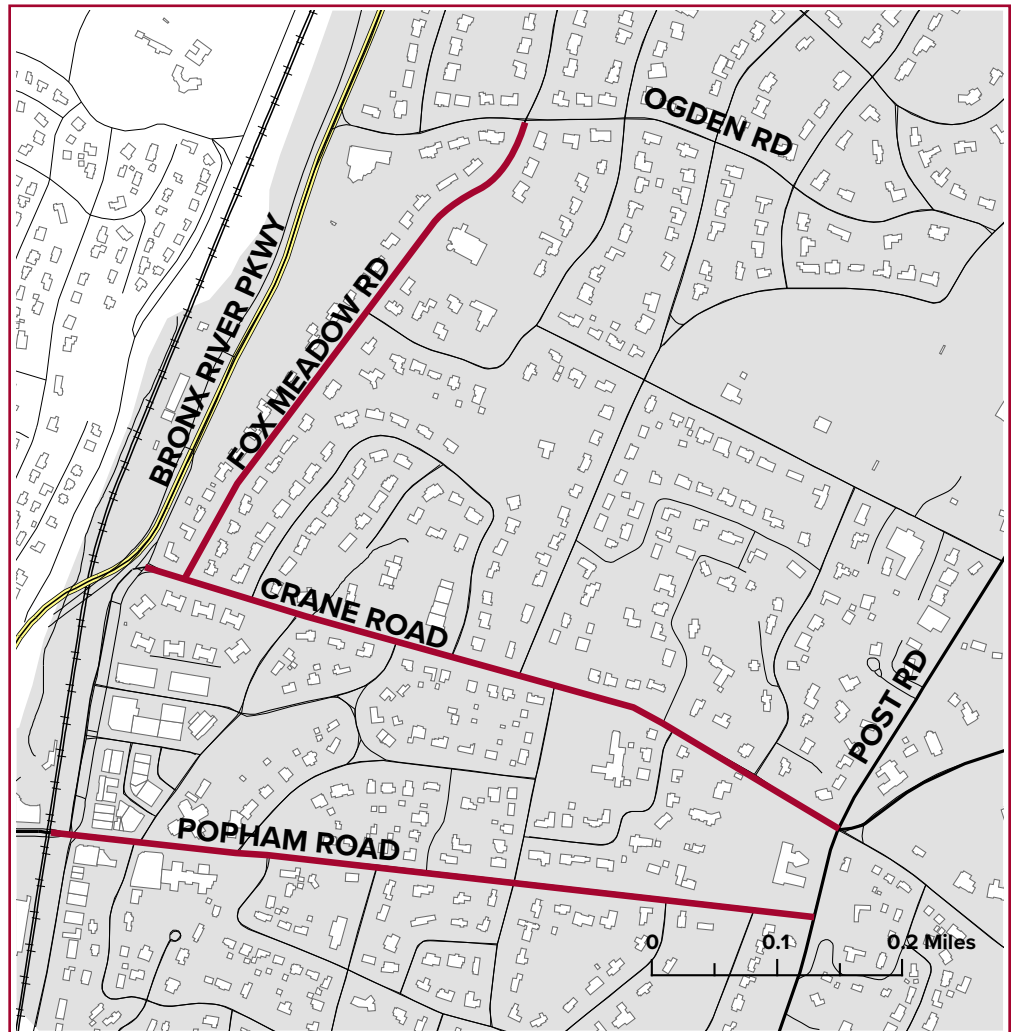


Figure 3: Village Center Access Corridors

BACKGROUND

The Village Center is served by multiple transportation modes. Metro North Railroad's Harlem Line commuter rail services Scarsdale Train Station, which is widely used by commuters. In 2019, 43% of workers took public transit to work while 41% drove alone. In 2018 Scarsdale Station was ranked as the seventh most busy Metro North station out of the 109 stations for inbound weekday boarding with an average of 4,385 daily inbound riders. The area is also serviced by four Beeline Bus routes including the local routes 65 and 64, which provide "last mile" services for areas neighboring Greenburgh and Eastchester, route 63 to White Plains, and route 66 to Larchmont and Dobbs Ferry. The Village of Scarsdale represents 6.7% of trip origins and 6.2% of trip destinations on the Beeline system. In addition, the 9-mile Bronx River Pathway connects to the train station and runs from Valhalla to Yonkers, providing both recreational and commuting bicycling opportunities to Village residents and others. The Village Center has ample bike parking available for both commuters and local trips.

There have been several improvements in the Village Center, and new development has been designed to appear consistent with the historic Tudor architecture of the surrounding area. Improvements include:

- » Depot Place
 - > The redevelopment of Depot Place in 2007 added parking and a mixed-use retail and office building south of the railroad station.
- » Christie Place
 - > The construction of Christie Place in 2008 replaced an existing surface parking lot with a mixed-use development including below grade parking, ground level retail space, and 42 condominium units.
- » Popham Road Bridge
 - > Upgrades to Popham Road Bridge in 2012 widened the bridge from roughly 50 to 80 feet and created access to the southbound platform of the railroad station. The Popham Road Bridge upgrades also included the addition of a retail space, a covered walkway, parking, and a pick-up/drop-off area for cars, taxis, and buses. In conjunction with the project, Metro-North performed station area improvements including replacing the pedestrian overpass.



Figure 4: Parking in the Village Center

Plans for future development are also underway. A potential Transit-Oriented Development (TOD) has been proposed at the Village-owned Freightway Site, currently used for permitted parking. The Village completed the Freightway Site Redevelopment Study in February 2018, which laid out a vision for the mixed-use development based on community input. The project has the potential to further activate and connect the Village Center while replacing a parking garage in need of major improvements, but plans are currently on hold.

The Village Center has many features that make it conducive to pedestrian-use. These include attractive, human-scale architecture with ground floor commercial uses, well maintained sidewalks, high-visibility crosswalks, consistent street tree coverage in most areas, street lighting and garbage cans, and nearby green spaces. In response to COVID-19, some parking has been repurposed to include a tent with café tables and seating. This initiative, known as ‘Dine-the-Dale, has been well-used among residents and visitors.

Despite these positive features, there is room for improvement. Most people drive into the Village Center, and a large portion of land is dedicated

to parking and roadways. Even so, many residents and business owners complain that there is not enough parking and that traffic flow is challenging. A number of transportation network conflicts require appropriate solutions, necessitating increased emphasis on non-automobile needs. Pedestrian access to the Village Center is complicated and presents a variety of hazards, such as the intersection of Popham Road and Chase Road, which is frequently used by older residents due to nearby age-restricted multiple-unit housing. The Depot Place and Garth Road sections of the Village Center are on the west side of the Metro North rail amenity, presenting both traffic and pedestrian circulation challenges. While there is ample bike parking and proximity to the Bronx River Pathway in the Village Center, there is little other bike infrastructure. Lastly, Popham Road is used by many as a major east-west arterial serving traffic headed to and from other communities, resulting in an annual average daily traffic volume of 12,224.

As part of this study, the selected firm should look at ways to implement innovative urban transportation network strategies, including consideration of traffic calming and complete streets enhancements, as well as non-traditional solutions, such as artificial intelligence to aid in traffic circulation and pedestrian safety. In addition, the firm should consider ways to activate public spaces, such as the nearby Chase Park, Boniface Circle, and outdoor business amenities.

PROJECT GOALS

In completing the mobility and placemaking study for the Village Center, the selected firm should focus on increasing pedestrian and cyclist safety, providing access for all users, improving traffic flow and circulation, activating public spaces, and increasing sustainability. The consultant should also perform comprehensive public engagement and establish community-supported goals and strategies for achieving them. Within these goals, the consultant should consider the following questions and tasks.

PEDESTRIAN + CYCLIST SAFETY

- » Analyze intersection + crosswalk safety
- » Identify ways to prioritize pedestrians
- » Identify opportunities to enhance bicycle safety
- » Consider placement + implementation of micromobility
- » Improve pedestrian and bicycle access to and from the Village Center on Popham Road, Crane Road, and Fox Meadow Road

ACCESSIBILITY

- » Identify opportunities to improve ADA compliance
- » Prioritize accessibility for all ages, mode choice, and abilities
- » Identify opportunities to increase neighborhood connectivity

TRAFFIC FLOW

- » Study traffic + parking flow
- » Consider a prioritized approach to provide driver information and reduce driver distraction
- » Analyze arterials feeding into the Village Center

SUSTAINABILITY

- » Move toward low maintenance, sustainable streetscape elements
- » Identify opportunities for sustainable design practices and green infrastructure

PLACEMAKING

- » Consider how best to implement streetscape improvements
- » Evaluate wayfinding to transit, parking, and amenities
- » Evaluate design standards + branding
- » Consider most efficient and effective uses of public right-of-way
- » Identify ways to activate public spaces through sidewalk cafes, public space programming, and design improvements

PROPOSED TASKS

The project should have three main phases: information gathering, analysis, and recommendations.

PHASE 1: INFORMATION GATHERING

- » Meet with Village Staff to discuss vision
- » Conduct site visits of the study areas and corridors
- » Review existing reports and recommendations by citizen groups
- » Conduct robust public outreach such as:
 - > Host or attend a public event in the Village Center and collect community input
 - > Attend a Scarsdale Forum and SNAP meeting
 - > Reach out to younger members of the community
- » Collect traffic data during peak and off-peak periods using Miovision or similar technology, including bike and pedestrian counts
- » Gather information on crashes
- » Create a user-friendly website to elicit public input

PHASE 2: ANALYSIS

- » Analyze existing conditions with both quantitative and qualitative data
- » Identify opportunities
- » Write a report and include visual analysis through maps, charts, infographics, photos etc.
- » Present to staff/ and or public
- » Update the website with progress and timeline information and appropriate preliminary information

PHASE 3: RECOMMENDATIONS

- » Provide 3 options for conceptual improvement plans for a phased approach to implementing changes including time estimates for immediate, intermediate, and distant interventions
- » Model conceptual cross sections for Popham Road, Crane Road, and Fox Meadow Road
- » Recommend “tactical urbanism” pilot interventions
- » Create a detailed cost estimate of proposed interventions
- » Identify potential funding sources
- » Present final recommendations to the public
- » Update the website to summarize major findings and recommendations and include links to the full written report

SPRAGUE ROAD TRAFFIC CALMING INITIATIVE

Sprague Road is a residential corridor that should act as a pilot for other residential streets in Scarsdale. The Sprague Road portion of the study should focus on implementing traffic calming strategies to reduce the speed of cars, decrease traffic conflict, and increase pedestrian safety.

SCOPE OF WORK

The study will focus on the entire length of Sprague Road within Scarsdale. The east-west corridor, from White Plains Road on the West to Wilmot Road on the East, is a little over .5 miles. A small portion of the street between White Plains Road and Gaylor Road lies outside of the boundaries of Scarsdale. This street is surrounded by single family homes zoned as A5, for which parcels are a minimum of 5,000 ft. A5 lots are the smallest residential lots in Scarsdale, and as such, the street has a relatively high population density compared to those in different zoning districts.



Figure 5: Sprague Road Study Area



Figure 6: Heat map of crashes in Scarsdale, including Sprague Road [Full Map Here](#)

Sprague Road is surrounded by well-maintained homes set back from the street. There is some coverage from trees on residents’ properties, and there are stop signs placed at residential cross streets but not on Sprague Road. Like many residential streets in Scarsdale, there are no sidewalks, but there is a significant amount of Village right-of-way that appears to be on private properties and is not currently designated for public use. As can be seen in the heat map (figure 6), there have been a relatively large number of automobile collisions compared to many other residential streets. Residents have also made complaints that cars are driving down the corridor at high speeds. The selected firm should consider innovative solutions to traffic calming that are applicable and scalable to similar roadway typologies.

PROJECT GOALS

In completing the traffic calming study for Sprague Road, the selected firm should focus on reducing roadway conflict and increasing safety for all users.

Roadway Safety

- » Study traffic flow + crash data
- » Consider ways to reduce speed of vehicles
- » Consider ways to reduce collisions
- » Analyze pedestrian + cyclist pathways

PROPOSED TASKS

- » Perform traffic counts
- » Analyze traffic + crash statistics
- » Perform public outreach
- » Provide 3 options for conceptual improvement plans for a phased approach to implementing changes including time estimates for immediate, intermediate, and distant interventions
- » Provide cost estimates for improvement plans

TIMELINE

Action	Date
Distribution of RFP	Friday, October 15, 2021
Deadline for Questions	Friday October 29, 2021
Proposals Due	Wednesday, November 3, 2021
Interviews (if required)	Week of November 15
Consultant Selection	Week of November 22
Contract Negotiation and Finalization	End of November
Notice to Proceed	Early December

REQUIRED PROPOSAL CONTENTS

Interested parties should submit a proposal that contains the following elements.

PROJECT VISION + APPROACH

A brief report outlining the firm’s understanding of the scope of the study and vision for the project of no more than 3 pages.

RELEVANT EXPERIENCE

A description of up to 3 relevant projects that the team has worked on. Selected projects should demonstrate the firm’s ability to complete the tasks outlined in the RFP and experience working in similar communities. Please provide contact information for each project.

REFERENCES

Two municipal references for which the project team has worked, including name of the municipality, contact name and title, phone number, and email address.

PROJECT TEAM

An organizational chart of team members including brief resumes.

PROJECT SCHEDULE

A proposed timeline for each phase once the Notice to Proceed (NTP) has been issued.

COST PROPOSAL

A cost proposal including the hourly rate for each team member anticipated to work on the project, approximate number of hours for each team member, and anticipated reimbursement expenses.

SELECTION CRITERIA

Proposals will be judged on the following criteria:

- » Abilities and experience of the project team
- » Understanding of the scope of the project
- » Vision for the project
- » Relevant experience and performance in similar projects
- » Responsiveness to the RFP
- » Demonstrated commitment to working within the time frame and budget agreed upon

Proposals will be evaluated by the Village Board of Trustees and/or their designee(s) based on the qualifications of the consultants and their ability to carry out the required tasks. Short-listed firms will be invited to present their proposals at a public Board of Trustees meeting. They may also be asked to interview with the Board of Trustees.

The Village Board will select a consultant and enter into negotiations for an agreement. Among other things, the agreement will lay out the roles of the consultant and Village Board, a schedule for services, and financial details. The final agreement will be subject to a formal, public, vote of the Board of Trustees.

PROPOSAL SUBMISSION INSTRUCTIONS

Interested parties should submit 5 hard copies of the proposal and one digital copy by Wednesday November 3, 2021. The hard copy and a USB containing the digital copy may either be dropped off or mailed to Scarsdale Village Hall. They should be sealed and indicate on the outside of the package the Respondent's name, address, and "RFP: Mobility Study." Submittals should be delivered to:

Village of Scarsdale 1001 Post Road
Scarsdale, NY 10583
Attention: Greg Cutler, Village Planner

Questions should be directed toward Village Planner, Greg Cutler via email at gcutler@scarsdale.com or by phone at 914-722-1132 by Friday October 29, 2021.

STATEMENT OF LIMITATIONS

This RFP does not represent a commitment or offer by the Village of Scarsdale to enter into an agreement with a Respondent or pay any costs in preparation of a response to the RFP. The timely responses and any information made as part of the response will not be returned to the sender. The RFP and the response to the RFP may, by reference, become a part of the final agreement between the project team and the Village of Scarsdale.

The Village of Scarsdale reserves the right to modify the timetables set forth in this RFP. Notice of revised timetables, if any, will be sent to each developer receiving this RFP and posted on the Village's website.

The Village of Scarsdale reserves the right to reject all proposals without cause.

There shall be no binding agreement, and the Village of Scarsdale shall have no liability to any party in connection with this matter, unless and until a formal written agreement is fully executed and delivered between the Village and the party claiming that there is an agreement with, or liability on the part of, the Village of Scarsdale.

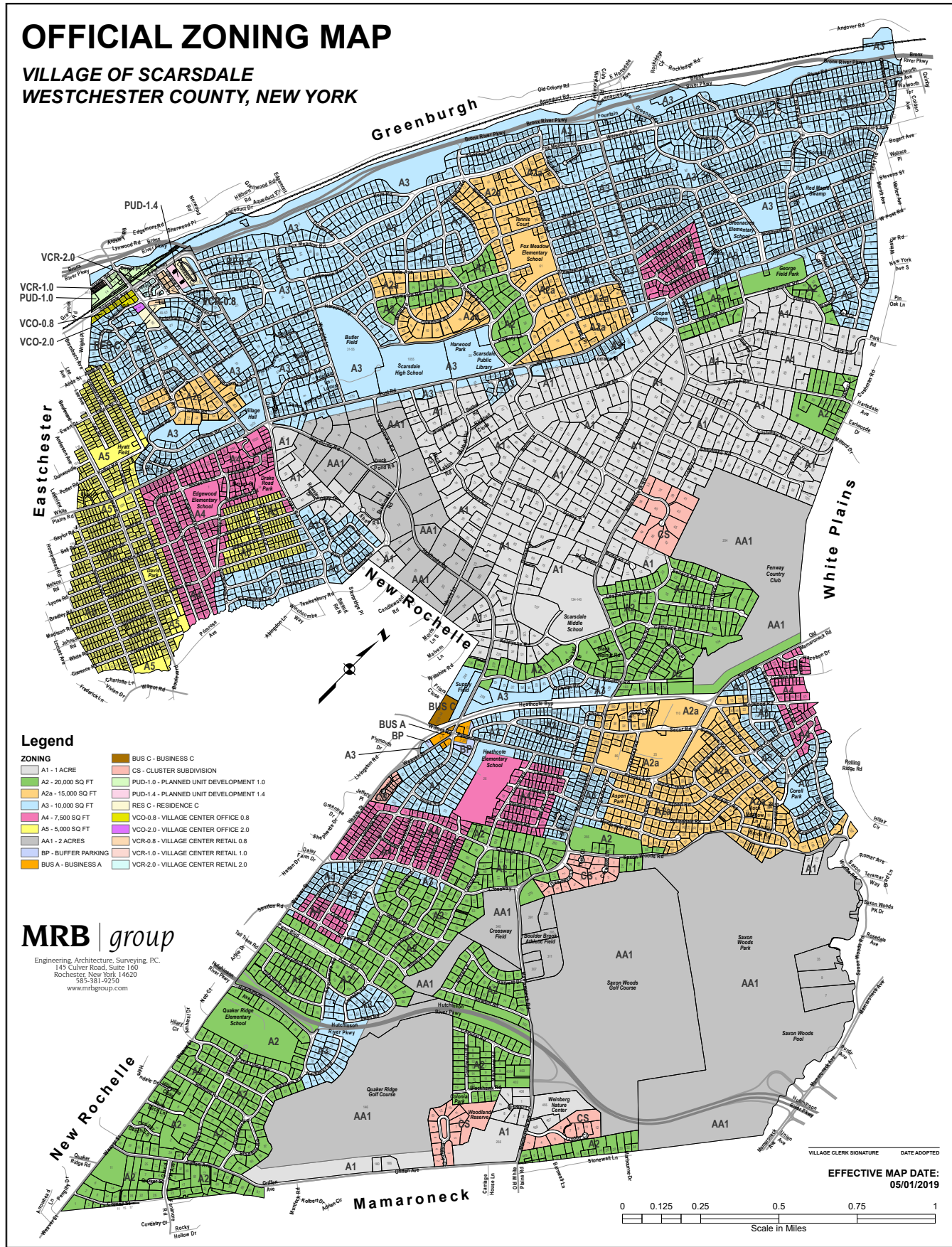
CONFIDENTIALITY OF DOCUMENTS

If a Respondent believes that any portion of the information it is submitting in response to this RFP is exempt from disclosure pursuant to the New York Freedom Information Law ("FOIL"), the particular information for which exemption is claimed should be clearly identified and submitted on separate pages in the hard copy submissions and separate electronic files on the USB submission. The basis for the claimed FOIL exemption should be clearly described.

APPENDIX A

OFFICIAL ZONING MAP

VILLAGE OF SCARSDALE
WESTCHESTER COUNTY, NEW YORK



Legend

- ZONING**
- A1 - 1 ACRE
 - A2 - 20,000 SQ FT
 - A2a - 15,000 SQ FT
 - A3 - 10,000 SQ FT
 - A4 - 7,500 SQ FT
 - A5 - 5,000 SQ FT
 - AA1 - 2 ACRES
 - BP - BUFFER PARKING
 - BUS A - BUSINESS A
 - BUS C - BUSINESS C
 - CS - CLUSTER SUBDIVISION
 - PUD-1.0 - PLANNED UNIT DEVELOPMENT 1.0
 - PUD-1.4 - PLANNED UNIT DEVELOPMENT 1.4
 - RES C - RESIDENCE C
 - VCO-0.8 - VILLAGE CENTER OFFICE 0.8
 - VCO-2.0 - VILLAGE CENTER OFFICE 2.0
 - VCR-0.8 - VILLAGE CENTER RETAIL 0.8
 - VCR-1.0 - VILLAGE CENTER RETAIL 1.0
 - VCR-2.0 - VILLAGE CENTER RETAIL 2.0

MRB | group
Engineering, Architecture, Surveying, P.C.
145 Culver Road, Suite 160
Rochester, New York 14620
585-381-9250
www.mrbgroup.com

VILLAGE CLERK SIGNATURE DATE ADOPTED

EFFECTIVE MAP DATE:
05/01/2019

