

Scarsdale Strategic Mobility + Placemaking Plan

Virtual Public Meeting 2
August 9, 2022



Agenda

- Project Overview
- Draft Concepts
 - Popham Road
 - Village Center Placemaking
- Next Steps



Project Overview



Project Overview

Placemaking

- Spencer Place
- Boniface Circle
- Park access

Mobility

- Popham Road
- Fox Meadow Road
- Crane Road
- Sprague Road



Project Overview

Placemaking

- Spencer Place
- Boniface Circle
- Park access

Mobility

- Popham Road
- Fox Meadow Road
- Crane Road
- Sprague Road



Walk Audit & Site Visit

Village Center Walk Audit



Sprague Road Site Visit



Additional Meetings

- Kick-off Meeting
- Working Group #1
- Working Group #2
- Design Session
- Virtual Public Meeting #1



Village Center Vision

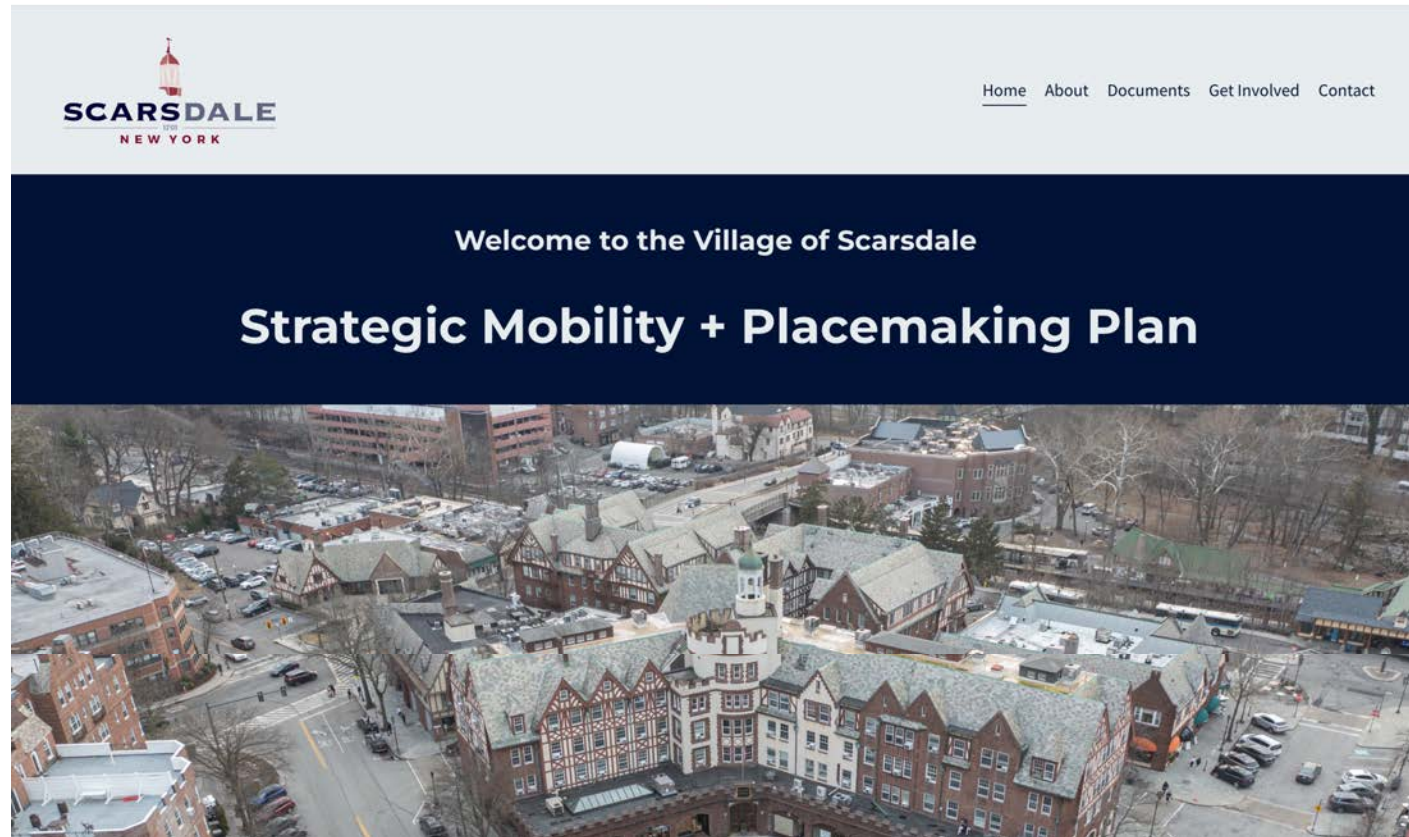
A vibrant and pedestrian friendly center, where a mixed-use environment is home to a diversity of businesses and pleasant gathering places where people of all ages interact



Explore how to...

- Increase pedestrian and cyclist safety
- Provide access for all users
- Improve traffic flow and circulation
- Activate public spaces
- Incorporate sustainability
- Balance parking needs

Project Overview



www.scarsdalemobility.com

Engage | Design | Advance

Draft Concepts

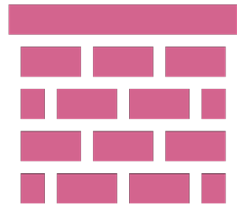


All visualizations are draft planning-level concepts used for discussion and public comment.

Popham Road



Review of Existing Conditions



Acts as a
Barrier



Pedestrian Safety
Concerns



No Bike Access



Vehicular Safety
Concerns



High Traffic
Speeds



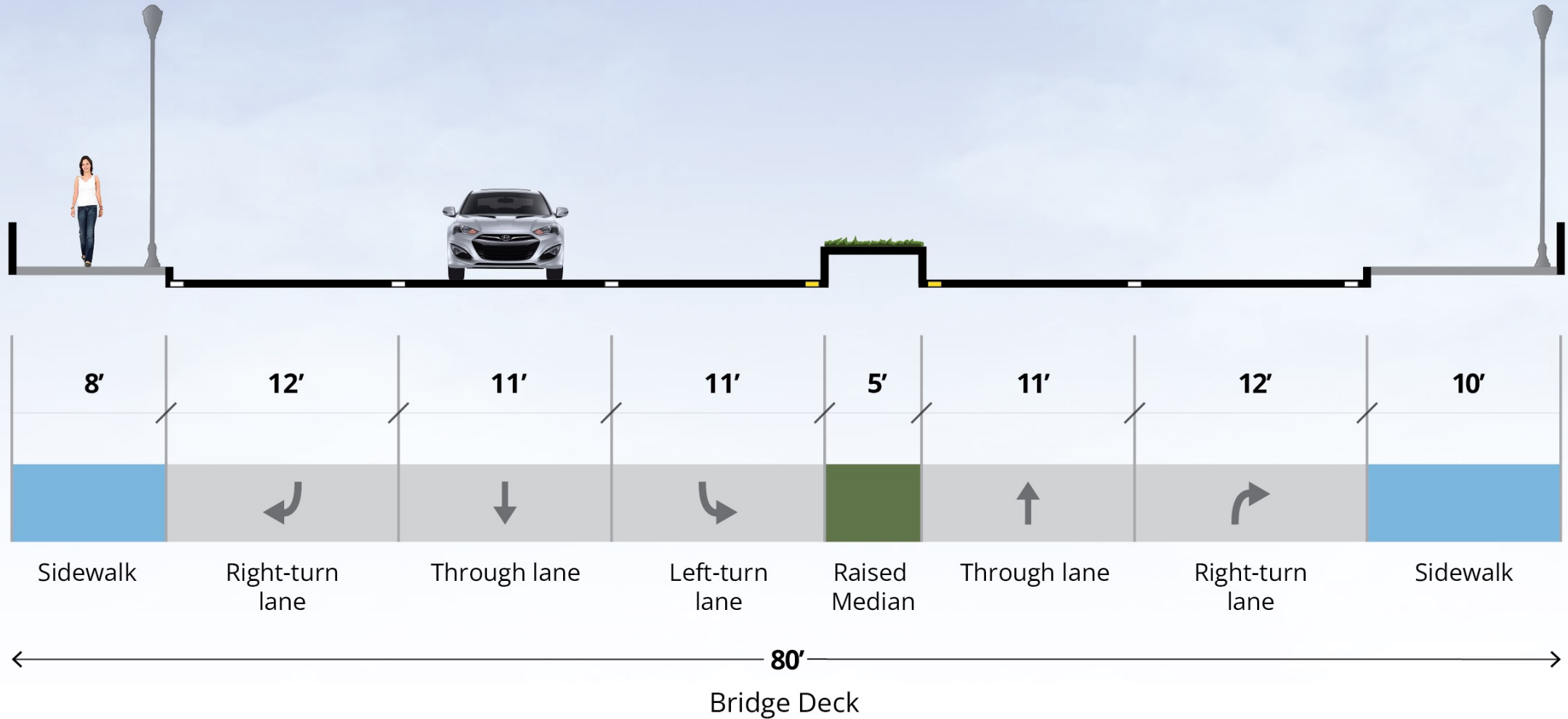
Alternatives Considered



Popham Road over Metro-North Railroad

View Looking West

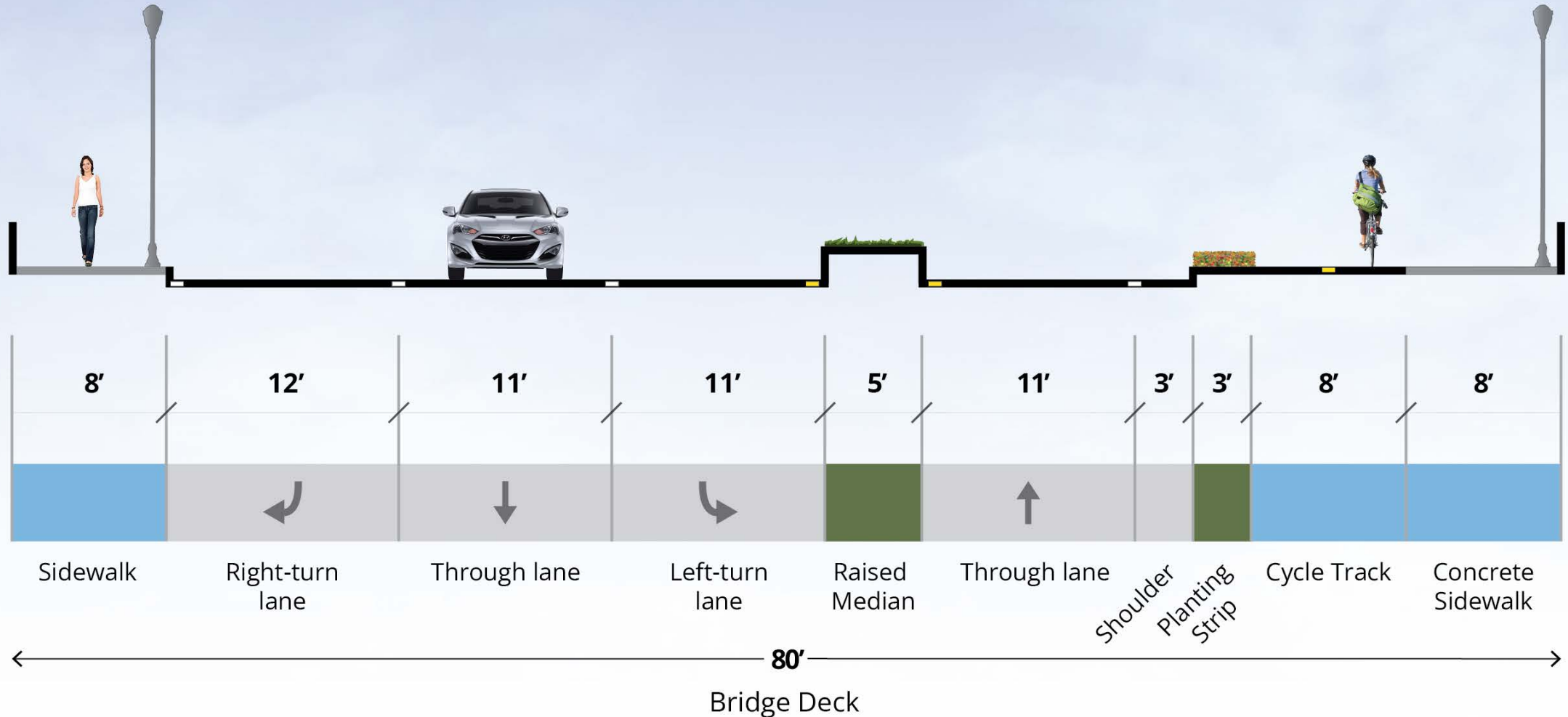
Existing Cross Section



Popham Road over Metro-North Railroad

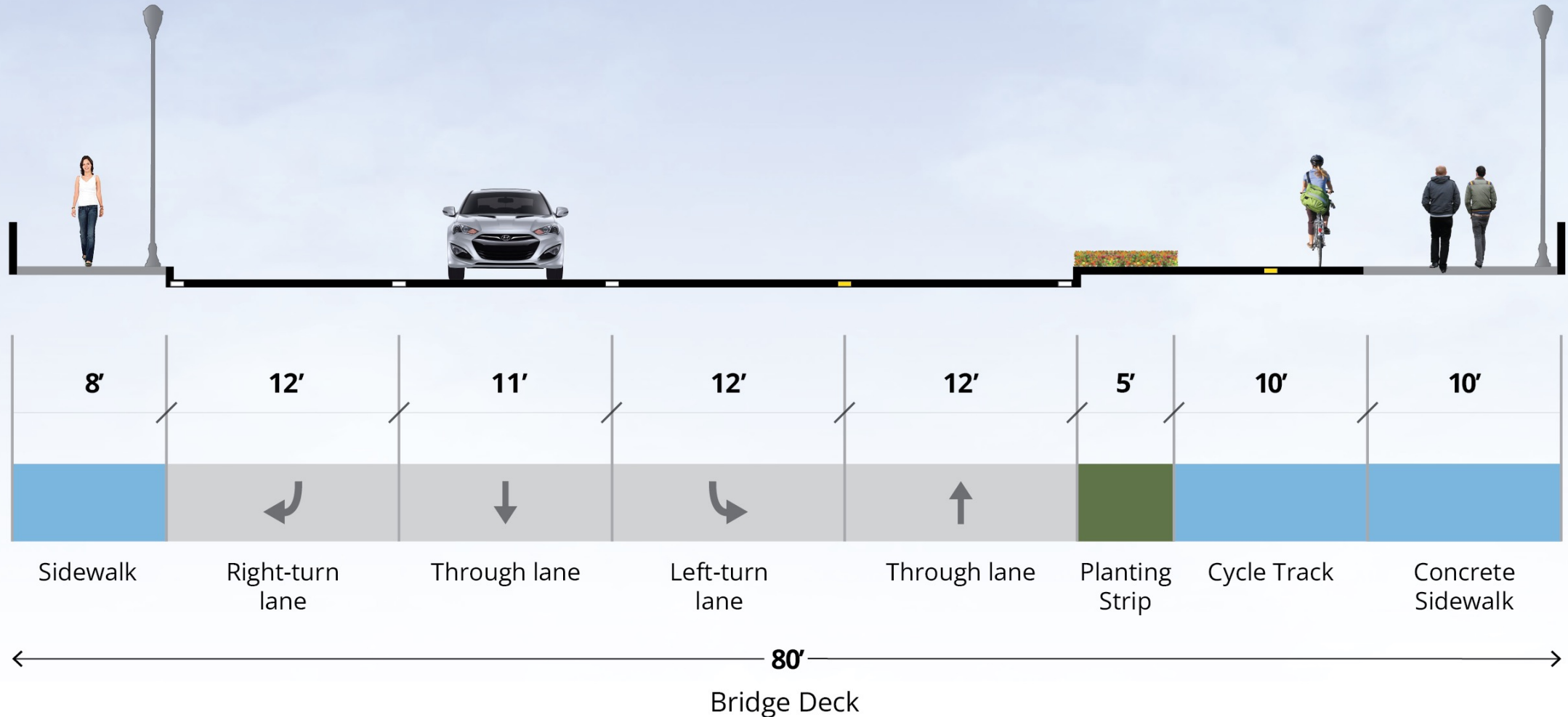
View Looking West

Alternative 1: Convert WB right-turn lane to path to Bronx River Greenway



Popham Road over Metro-North Railroad View Looking West

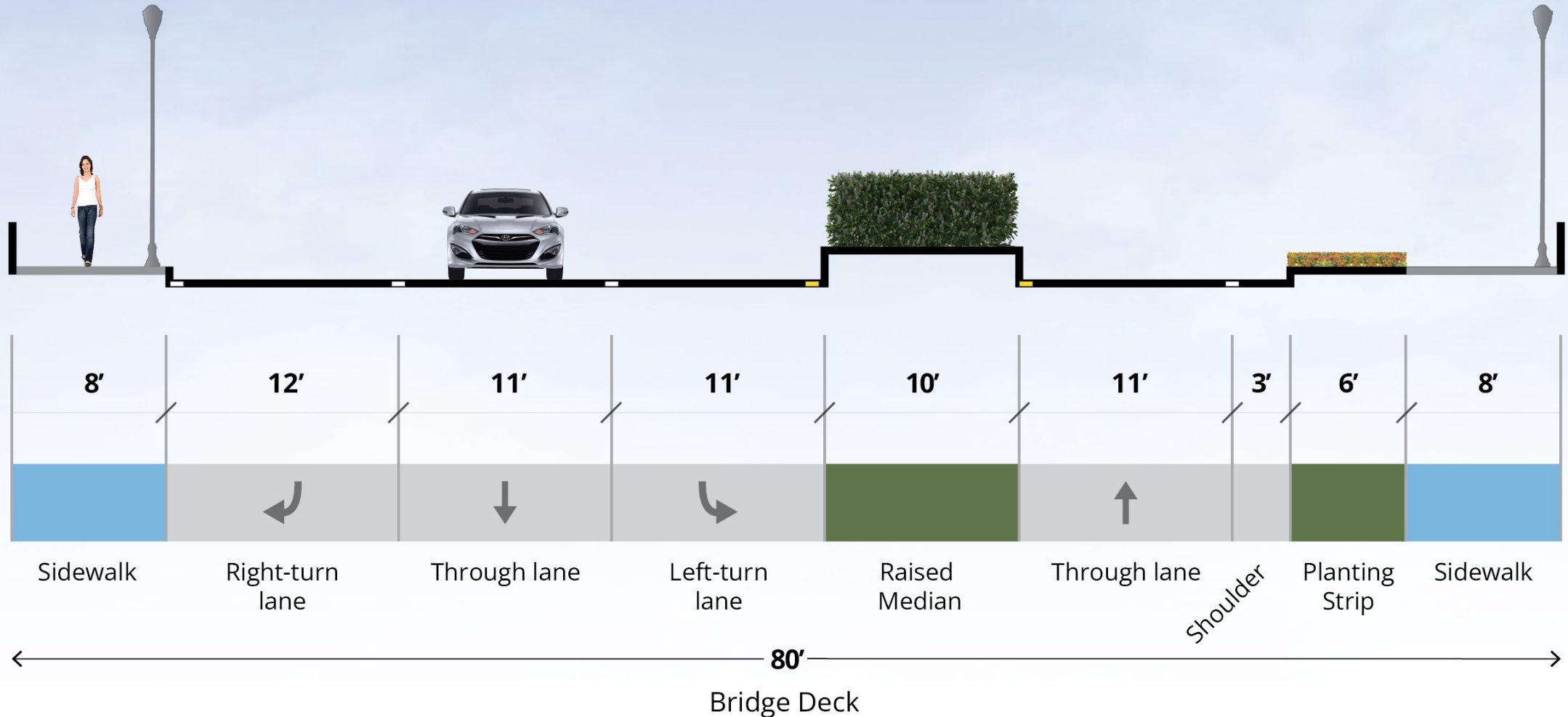
Alternative 2: Eliminate raised median with path to Bronx River Greenway



Popham Road over Metro-North Railroad

View Looking West

Alternative 3: Widen raised median and add planting strip to sidewalk



Vision

- Safety for all users
- Improved pedestrian access
- New access for bicycle users
- A gateway to the Village Center
- Improved vehicular flow on Popham Road



Concept Development

- Tested multiple concepts using 2015 traffic study data and 2022 drone data
- Reviewed all public comments (website, email, meetings, audit)
- Consider full range of approved safety measures
- Crash and traffic data
- Site visits



Outcomes

- More organized driving experience
- Safer intersections with fewer potential conflict points
- Safer, more comfortable pedestrian crossings, especially at East Parkway and Popham Road
- Increased biking to Village Center businesses
- Safer access to Bronx River Pathway for residents
- Maintain existing vehicle capacity



Existing Condition



Depot Place

East Parkway

Chase Road

Garth Road

Scarsdale Avenue

Overhill Road

Proposed Concept

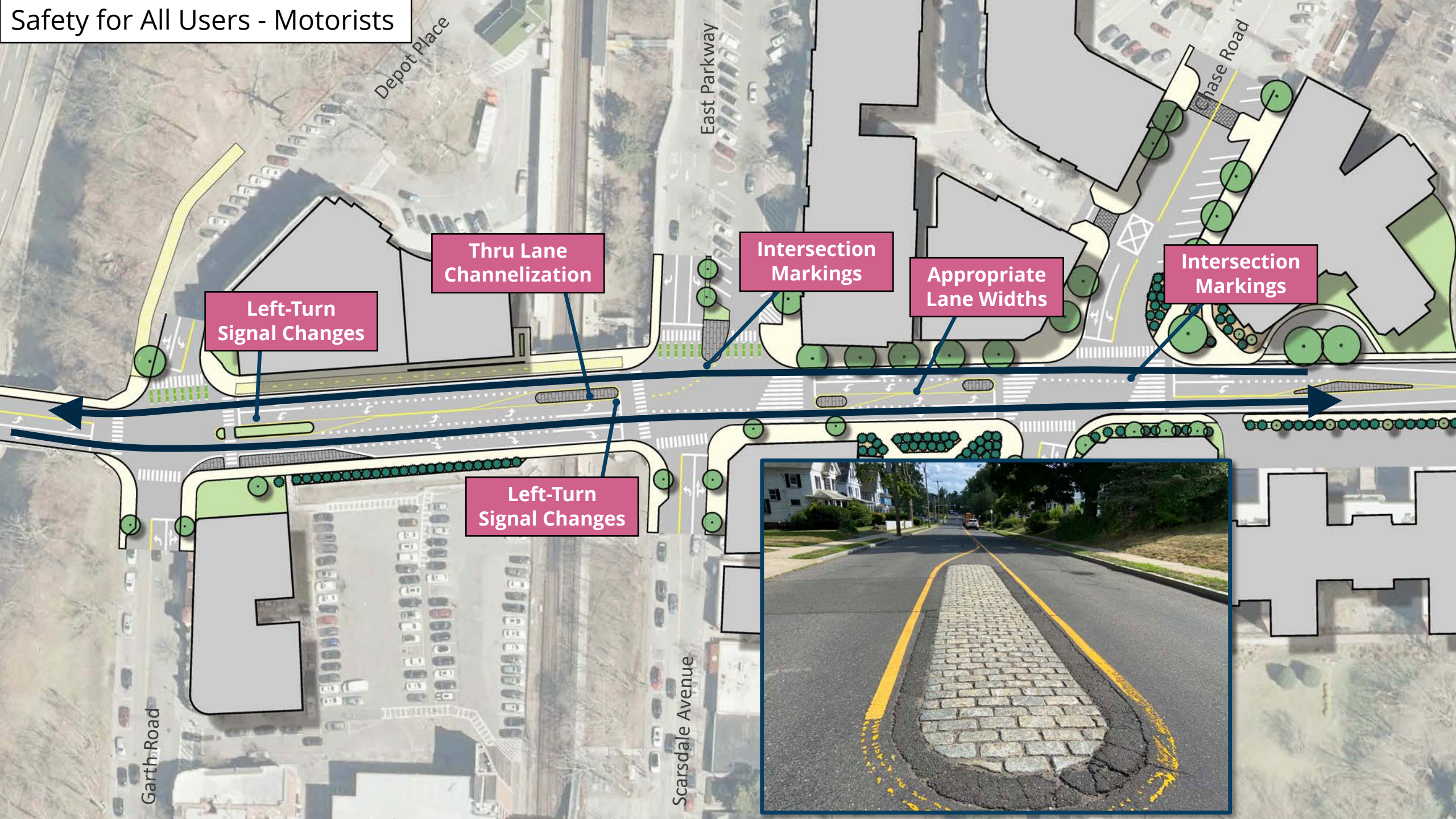


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Safety for All Users - Motorists



Left-Turn Signal Changes

Thru Lane Channelization

Intersection Markings

Appropriate Lane Widths

Intersection Markings

Left-Turn Signal Changes



Left-Turn Signal Phasing

*“The signal [at East Parkway] **can be misleading** to drivers unfamiliar with the intersection, in that it allows for extended green, WB, even as EB turns red, which implies to turning vehicle that it must complete action before NB & SB traffic begins to move... the car in front of me completed the turn even as a commercial vehicle was proceeding WB, towards the intersection, at a ‘healthy’ speed ”*

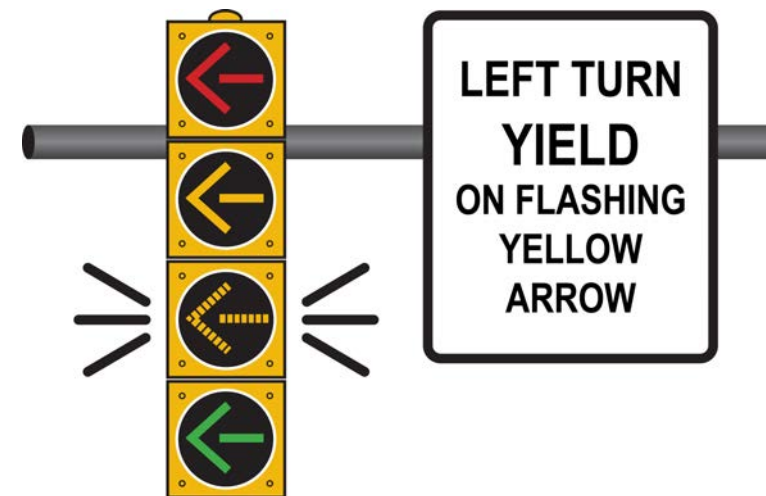
– Public comment on witnessing a “near miss” in June 2022

This is called a “Yellow Trap” and is prohibited by Federal standards except in rare circumstances and with mitigation (MUTCD)



Left-Turn Signal Phasing

- 3 Solutions to the “Yellow Trap”
 - Sequence both left-turn phases to occur before thru movements – *Not Feasible at East Parkway, Preferred Solution for Garth Road/Depot Place*
 - Change movement to a fully protected left-turn – *Preferred Solution for East Parkway*
 - Provide Flashing Yellow Arrow – *Not Recommended*

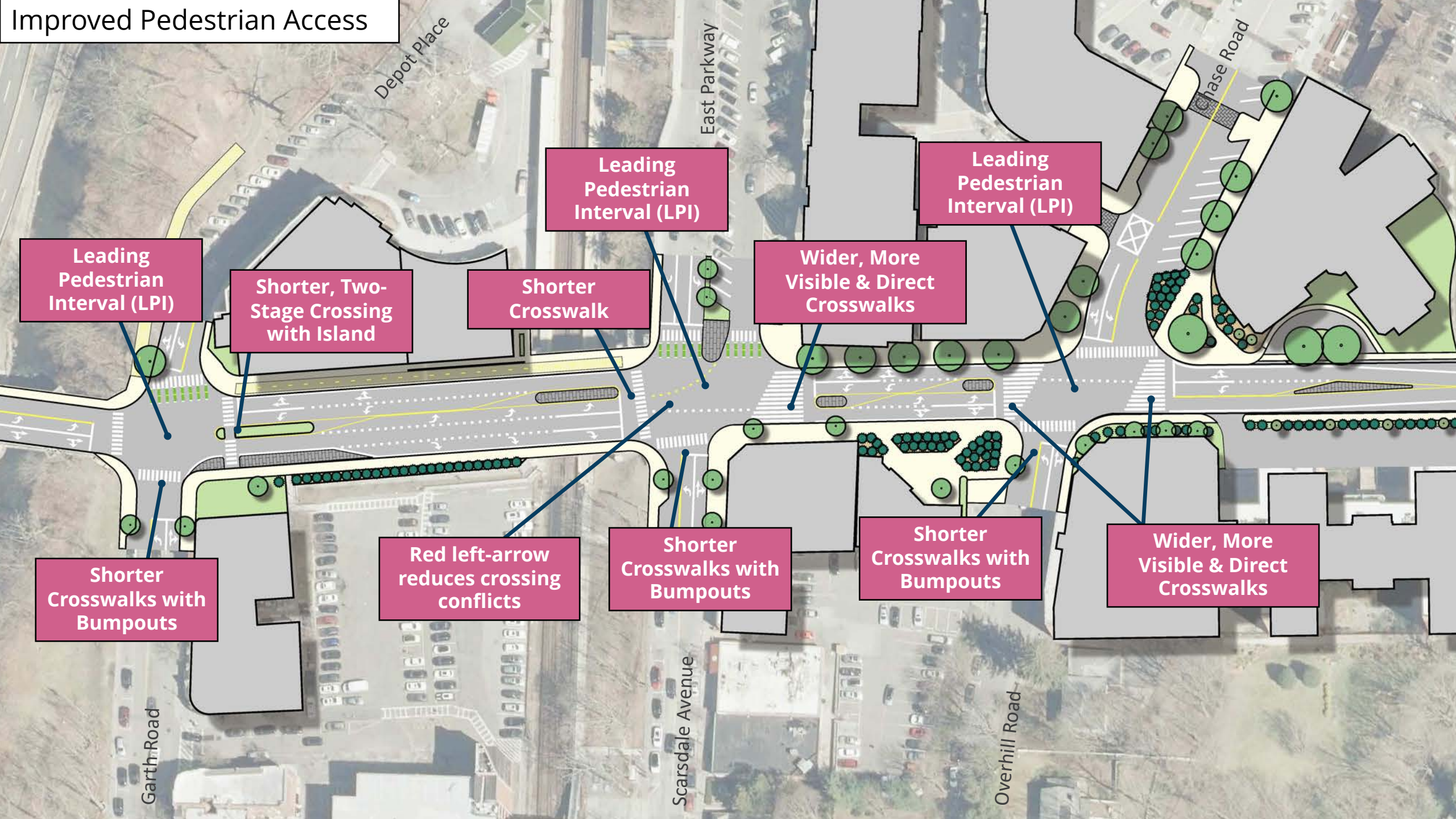


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Improved Pedestrian Access



Leading Pedestrian Interval (LPI)

Shorter, Two-Stage Crossing with Island

Shorter Crosswalk

Leading Pedestrian Interval (LPI)

Wider, More Visible & Direct Crosswalks

Leading Pedestrian Interval (LPI)

Shorter Crosswalks with Bumpouts

Red left-arrow reduces crossing conflicts

Shorter Crosswalks with Bumpouts

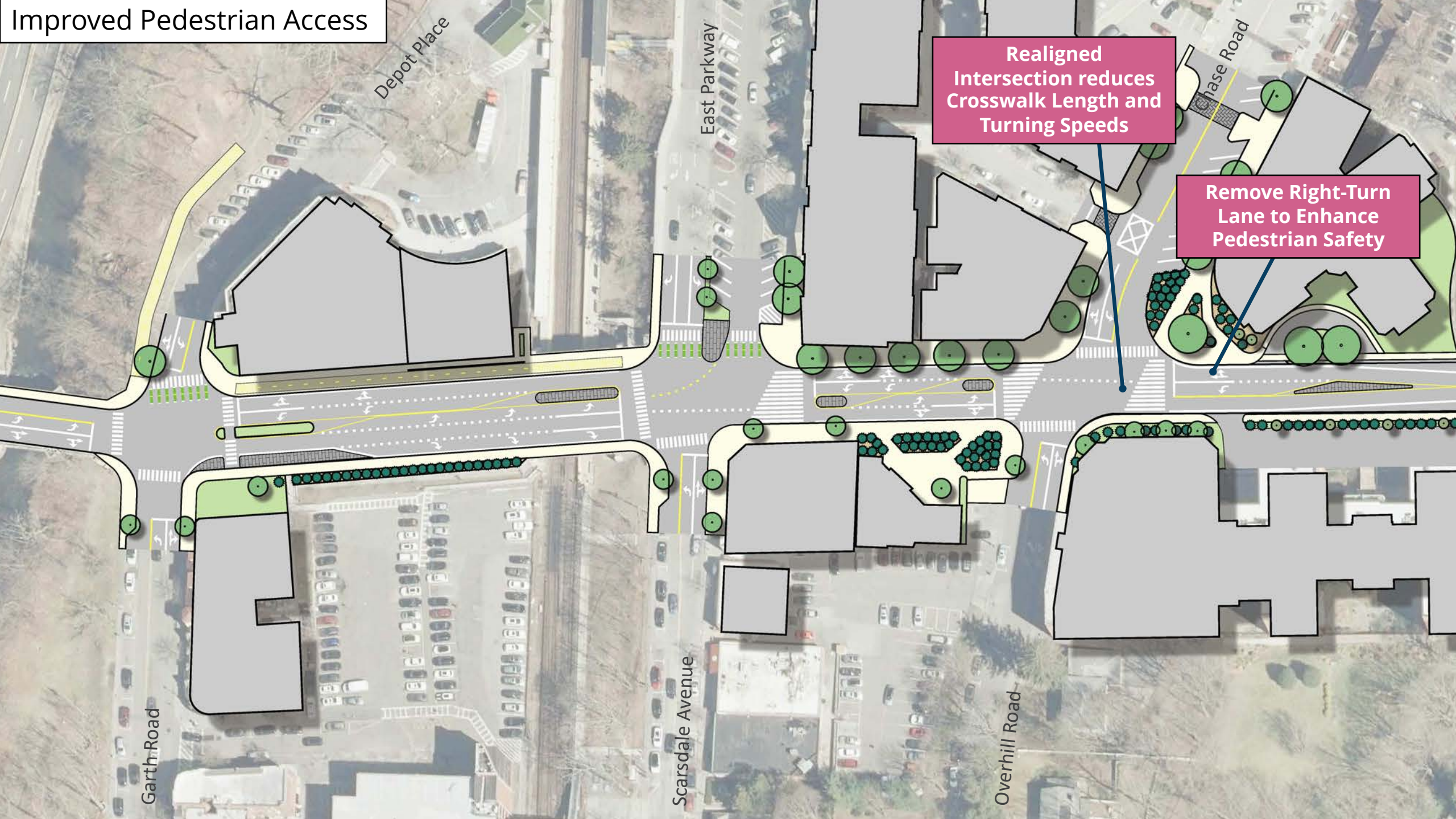
Shorter Crosswalks with Bumpouts

Wider, More Visible & Direct Crosswalks

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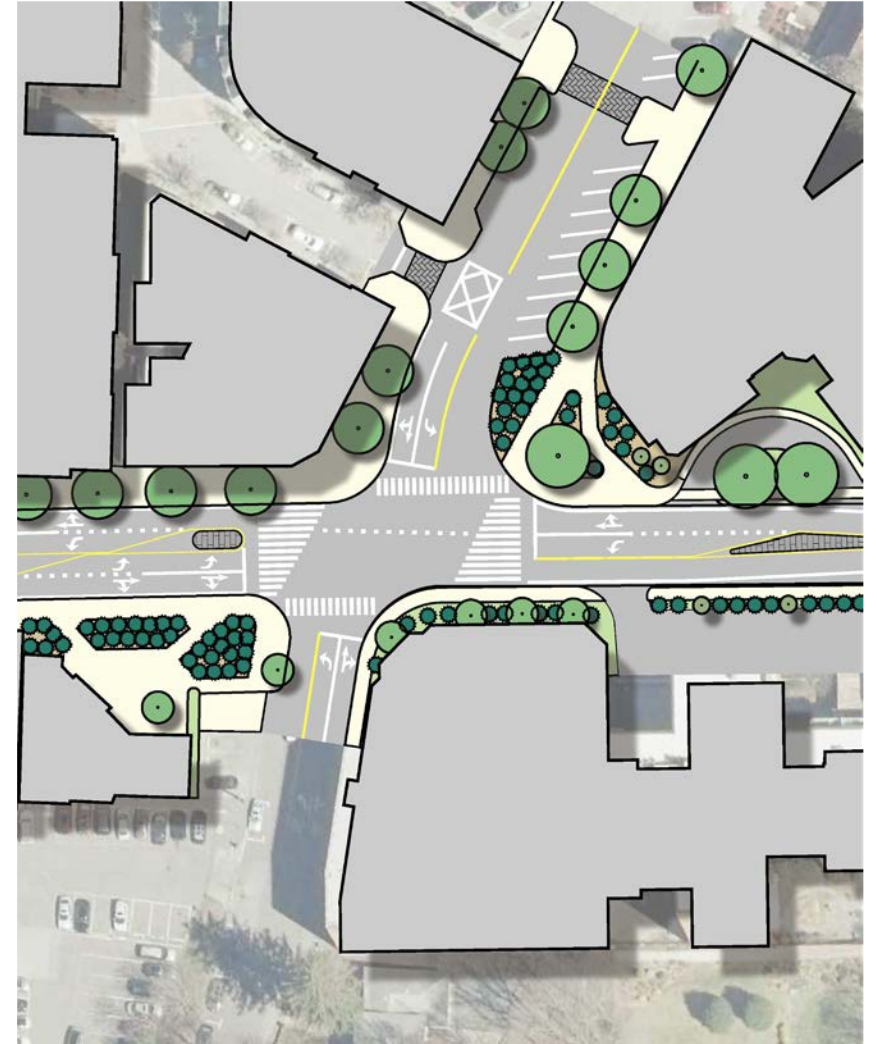


**Realigned
Intersection reduces
Crosswalk Length and
Turning Speeds**

**Remove Right-Turn
Lane to Enhance
Pedestrian Safety**

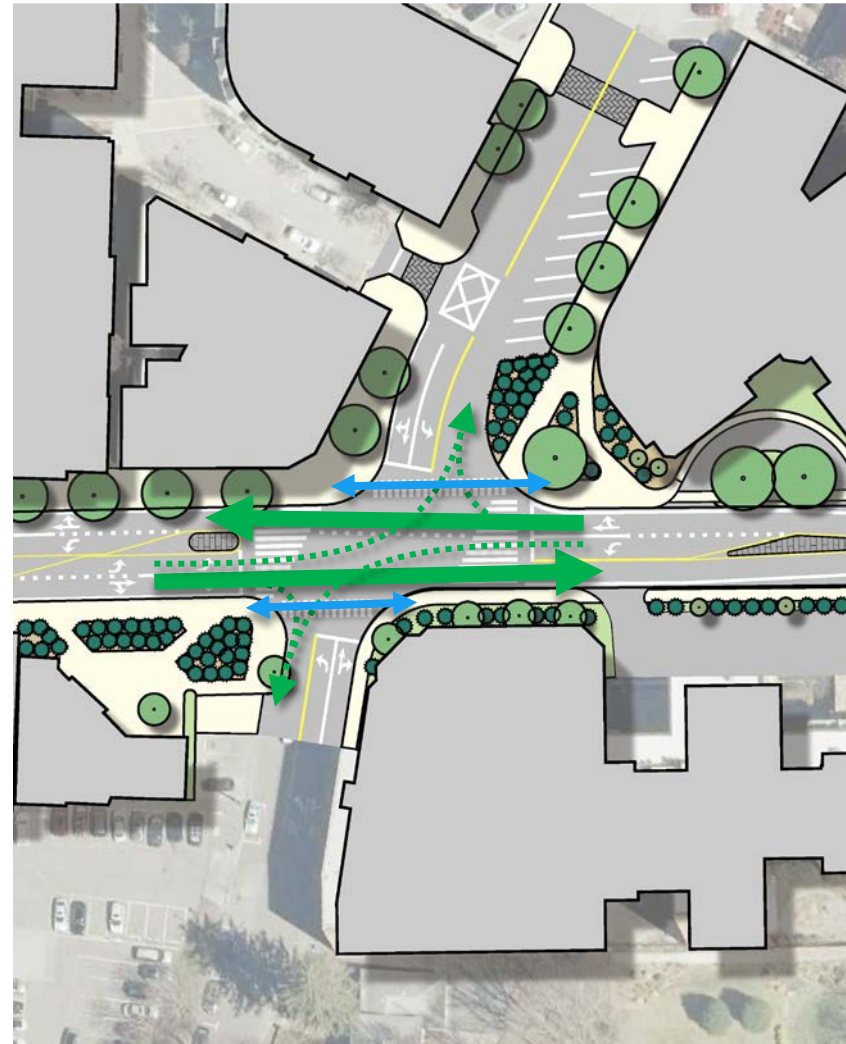
Chase Road Realignment

- Chase Road and Overhill Road would be given green separately (*split phasing*)
- Crossing of Popham Road would be concurrent to the northbound movement
 - Less Traffic
 - Eliminates concern for left-turn from Chase Road



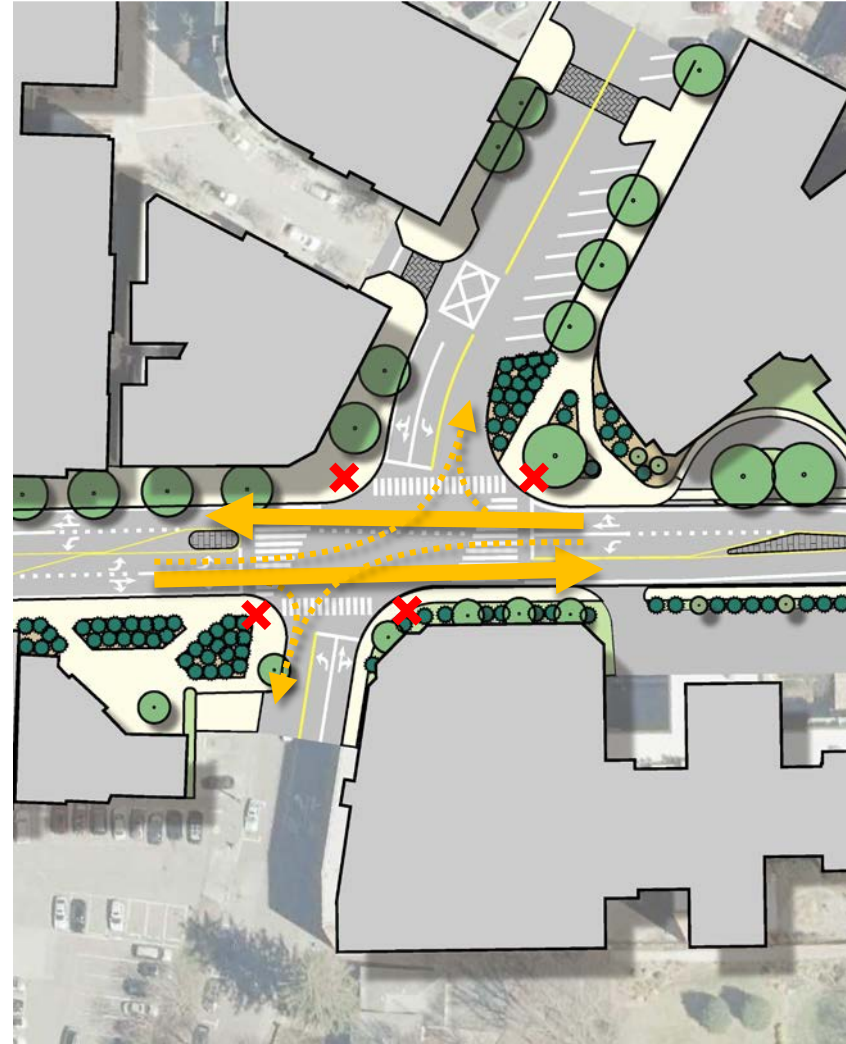
Chase Road Realignment

EB / WB Green



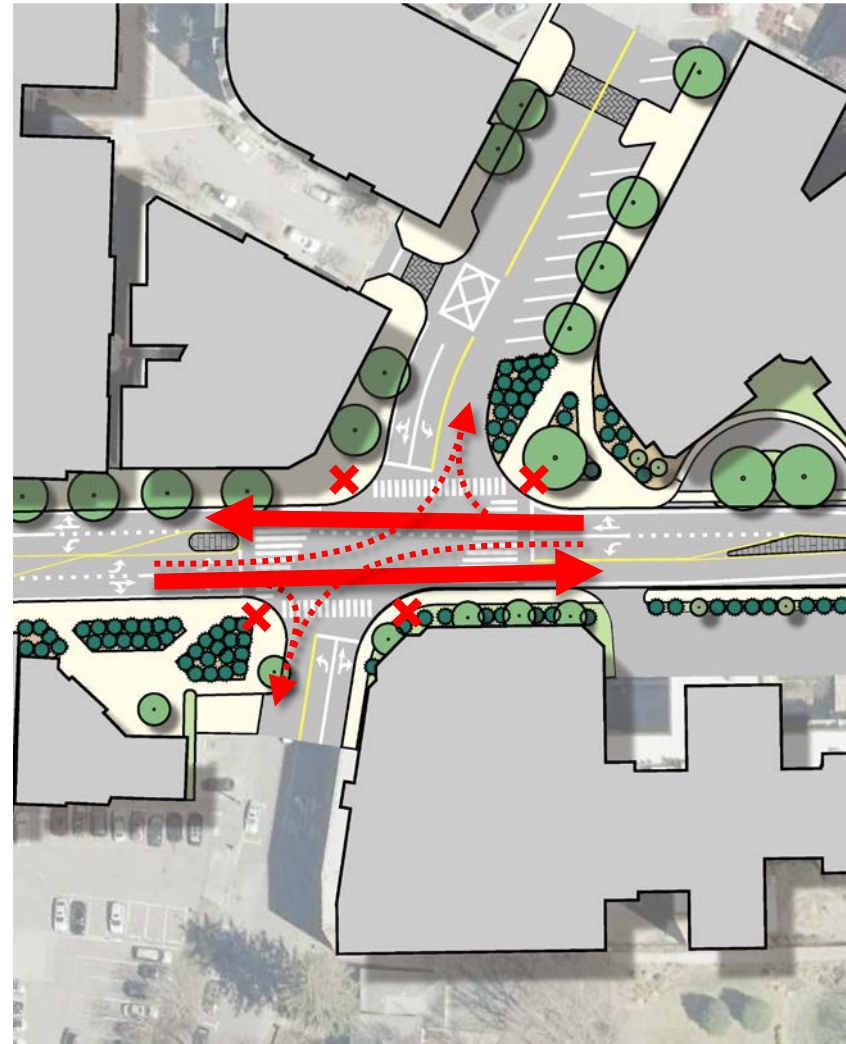
Chase Road Realignment

EB / WB Yellow



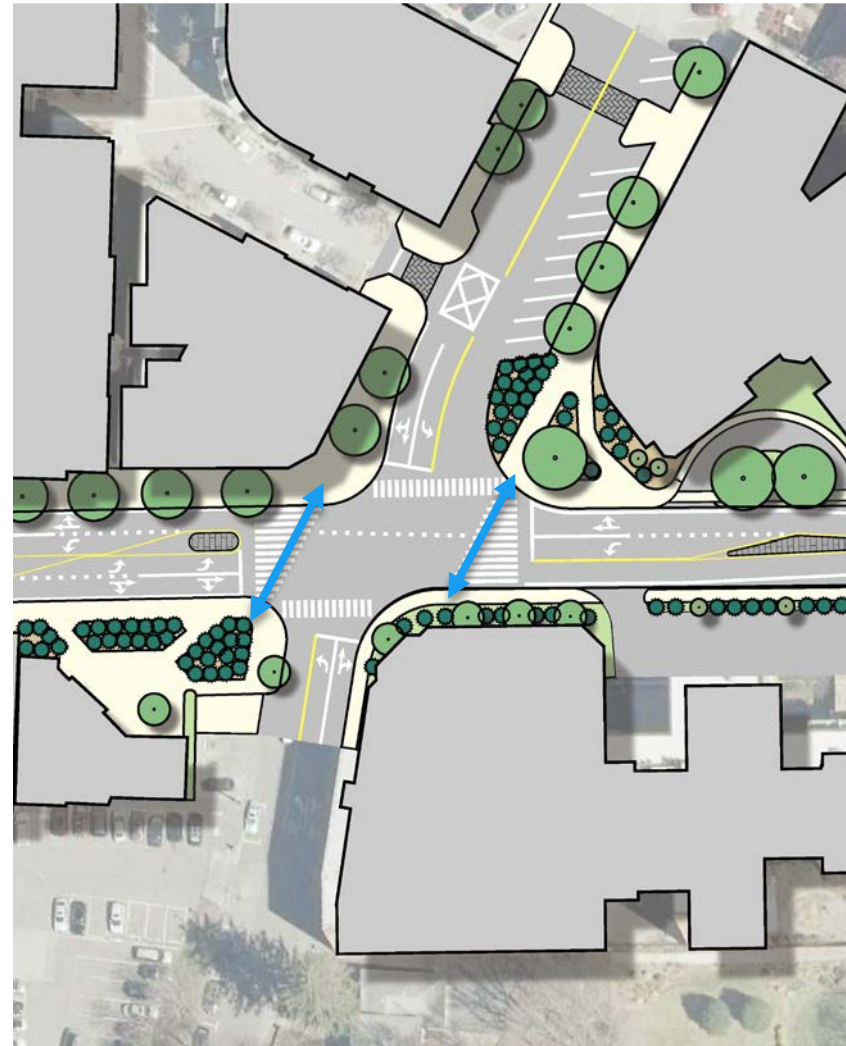
Chase Road Realignment

EB / WB Red



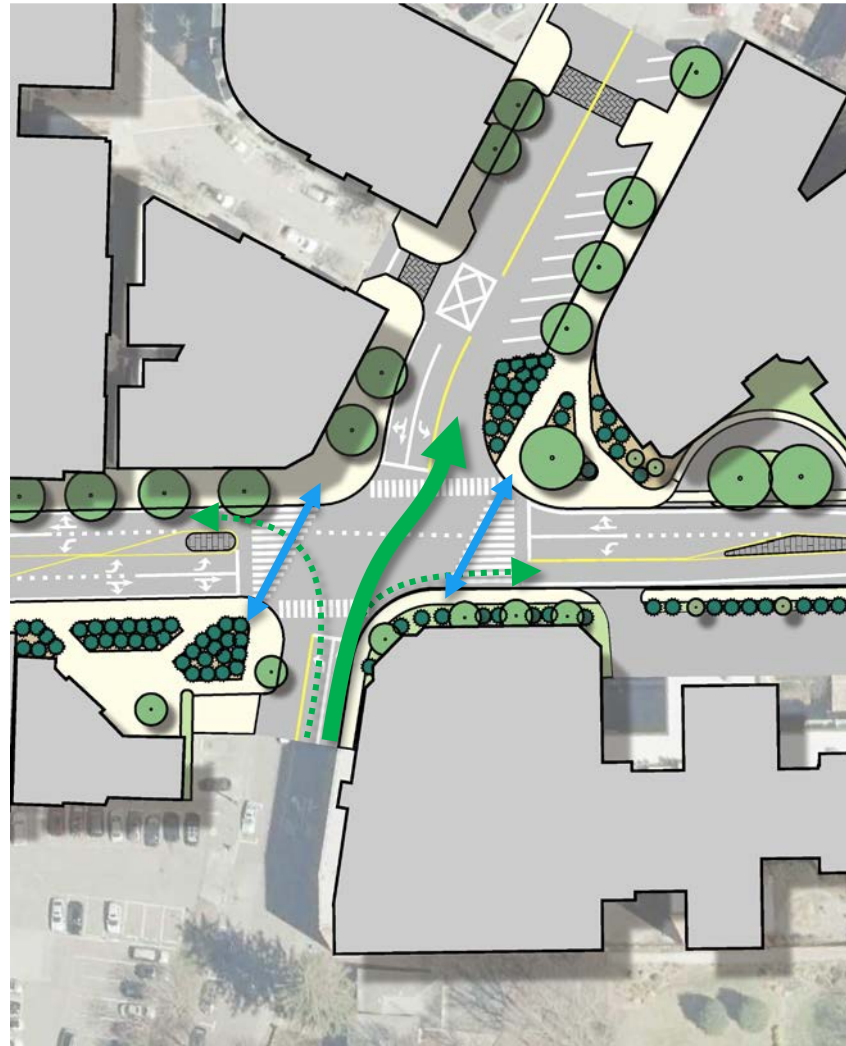
Chase Road Realignment

NB LPI



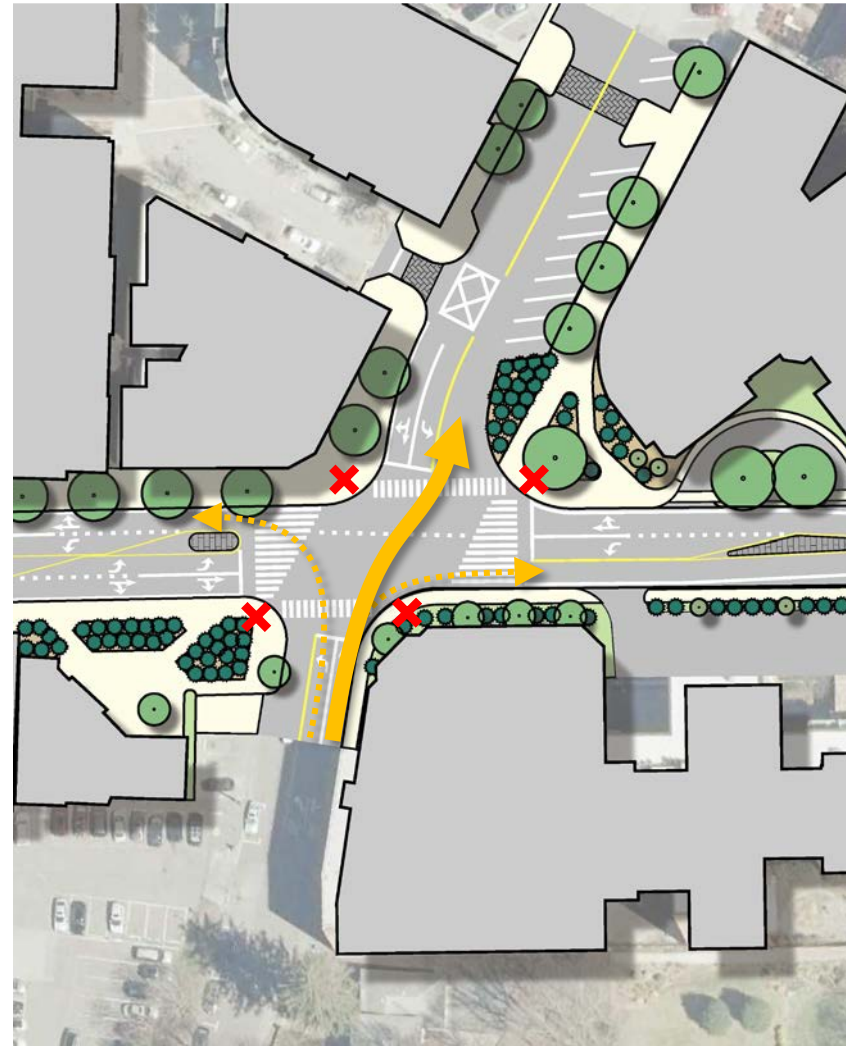
Chase Road Realignment

NB Green



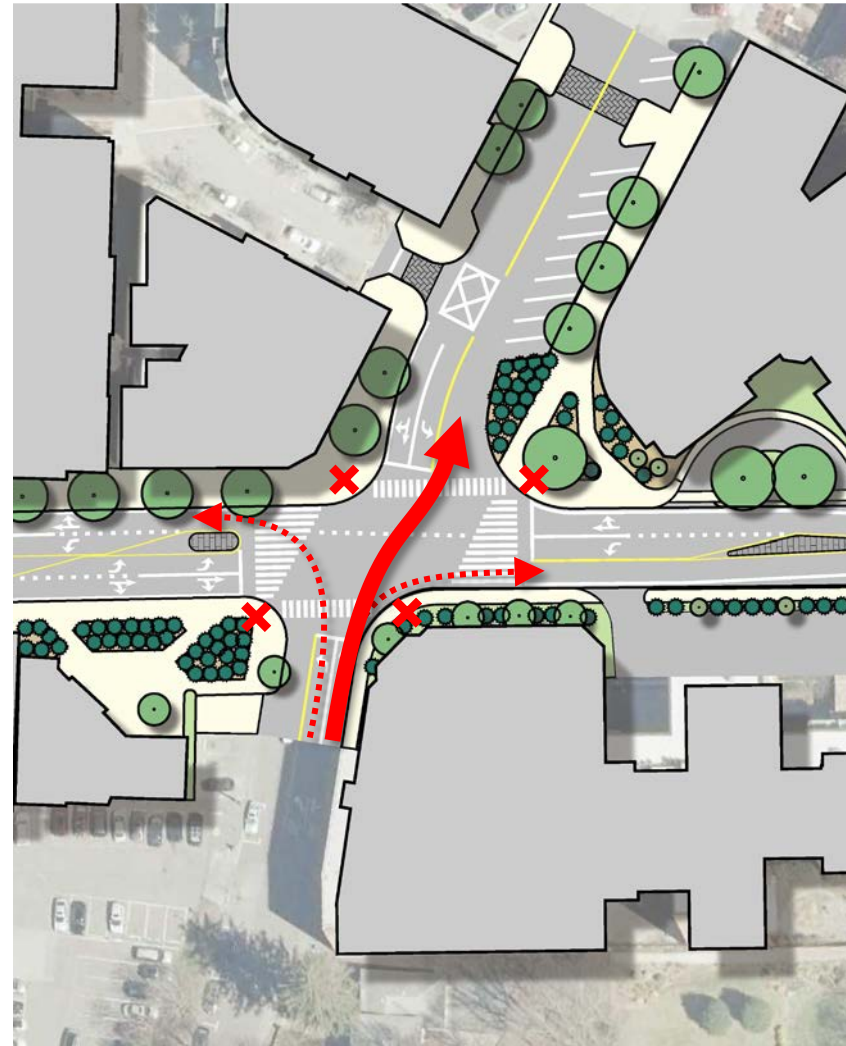
Chase Road Realignment

NB Yellow



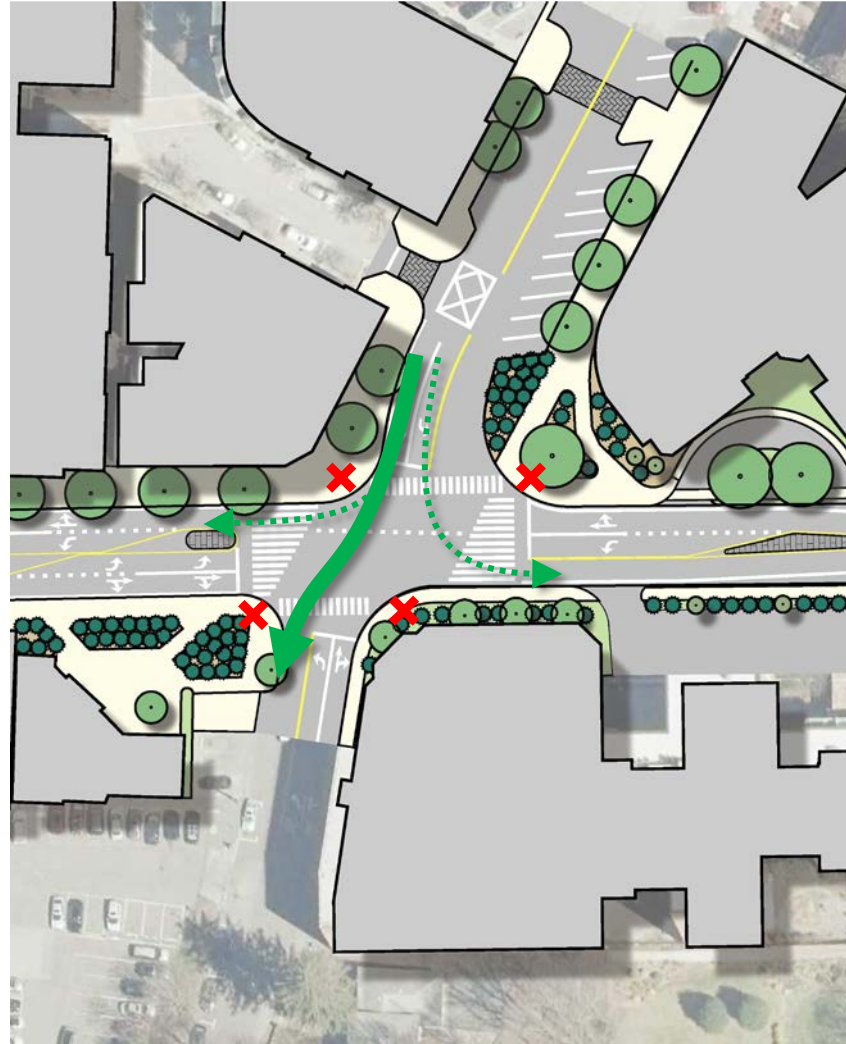
Chase Road Realignment

NB Red

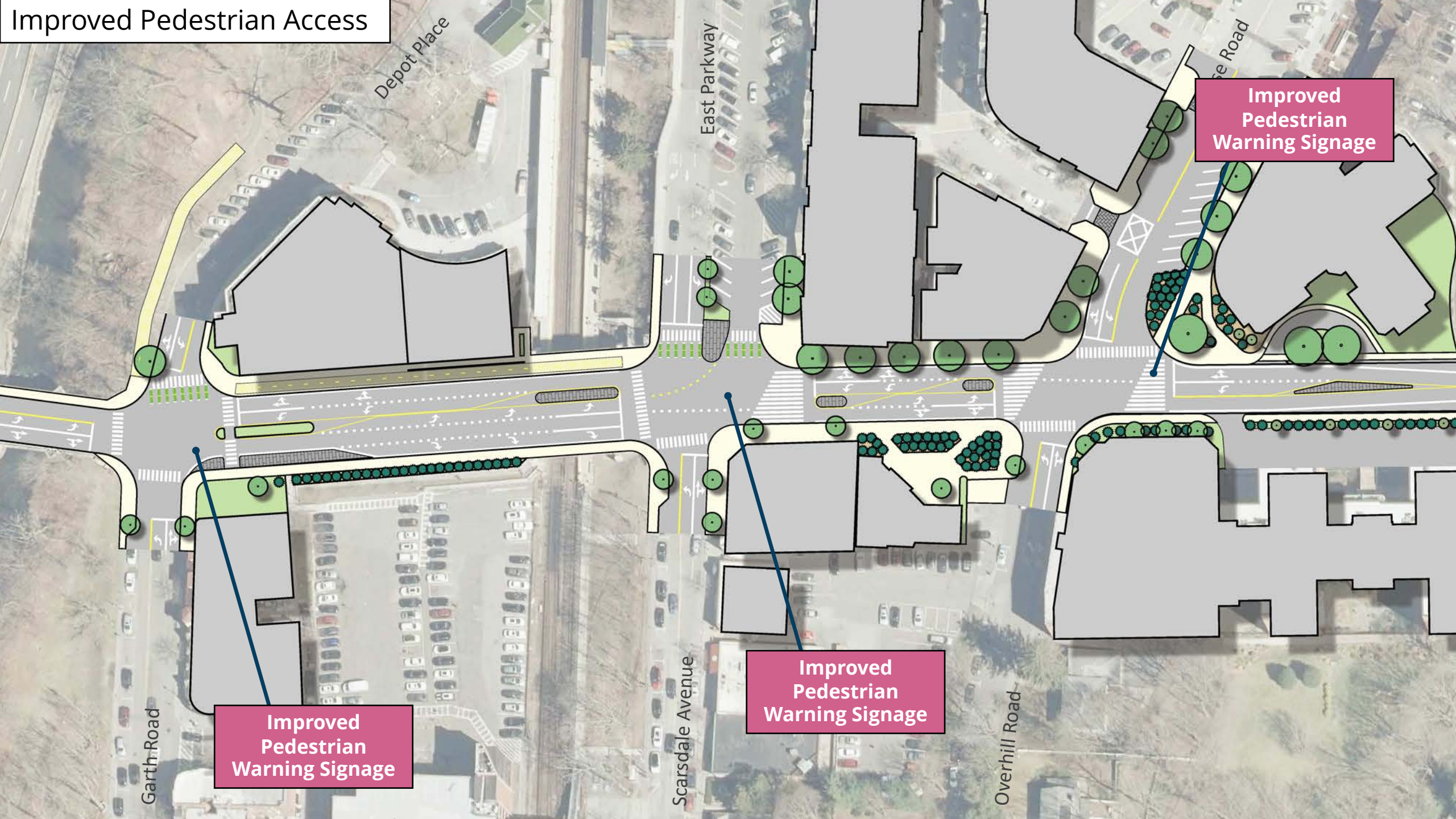


Chase Road Realignment

SB Green – No Ped Phase



Improved Pedestrian Access



Improved Pedestrian Warning Signage

Improved Pedestrian Warning Signage

Improved Pedestrian Warning Signage

Garth Road

Depot Place

East Parkway

Scarsdale Avenue

Overhill Road

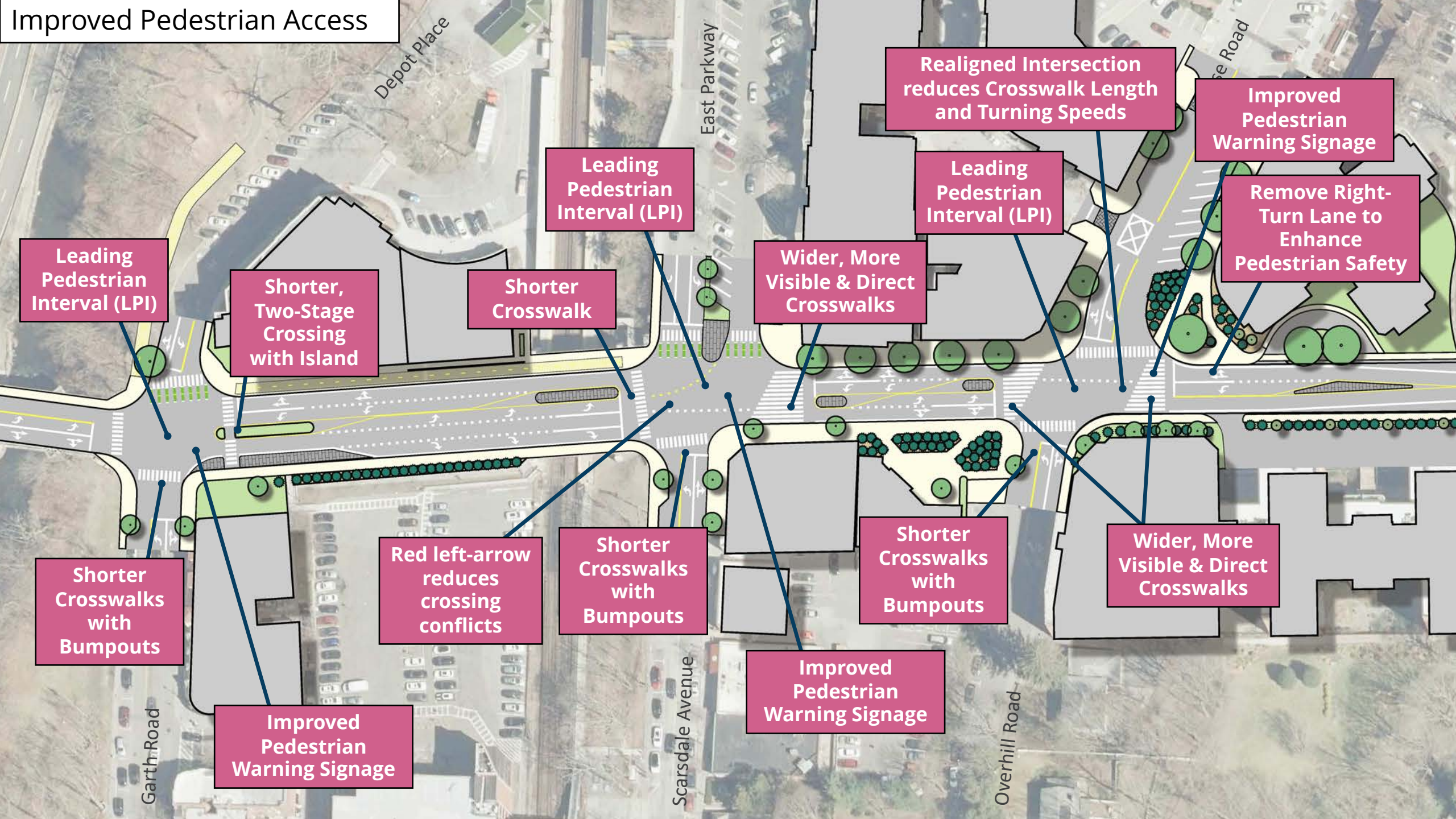
Unlabeled Road

Pedestrian Warning Signage

- Variable Sign recommended at
 - Popham Road / Chase Road
 - Westbound approach
 - Northbound approach
 - Popham Road / East Parkway
 - All Approaches
 - Popham Road / Garth Road
 - Northbound approach
- Warning signage for all other movements, including left-turn movements next to the signal



Improved Pedestrian Access



Leading Pedestrian Interval (LPI)

Shorter, Two-Stage Crossing with Island

Shorter Crosswalk

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Wider, More Visible & Direct Crosswalks

Realigned Intersection reduces Crosswalk Length and Turning Speeds

Leading Pedestrian Interval (LPI)

Improved Pedestrian Warning Signage

Remove Right-Turn Lane to Enhance Pedestrian Safety

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New Bicycle Access

Improved pathway to Bronx River Pathway

Secure bicycle parking area

Decorative gateway feature with bike parking, town & trail information

Off-Road Cycletrack

Bicycle Crossing Markings at Intersection

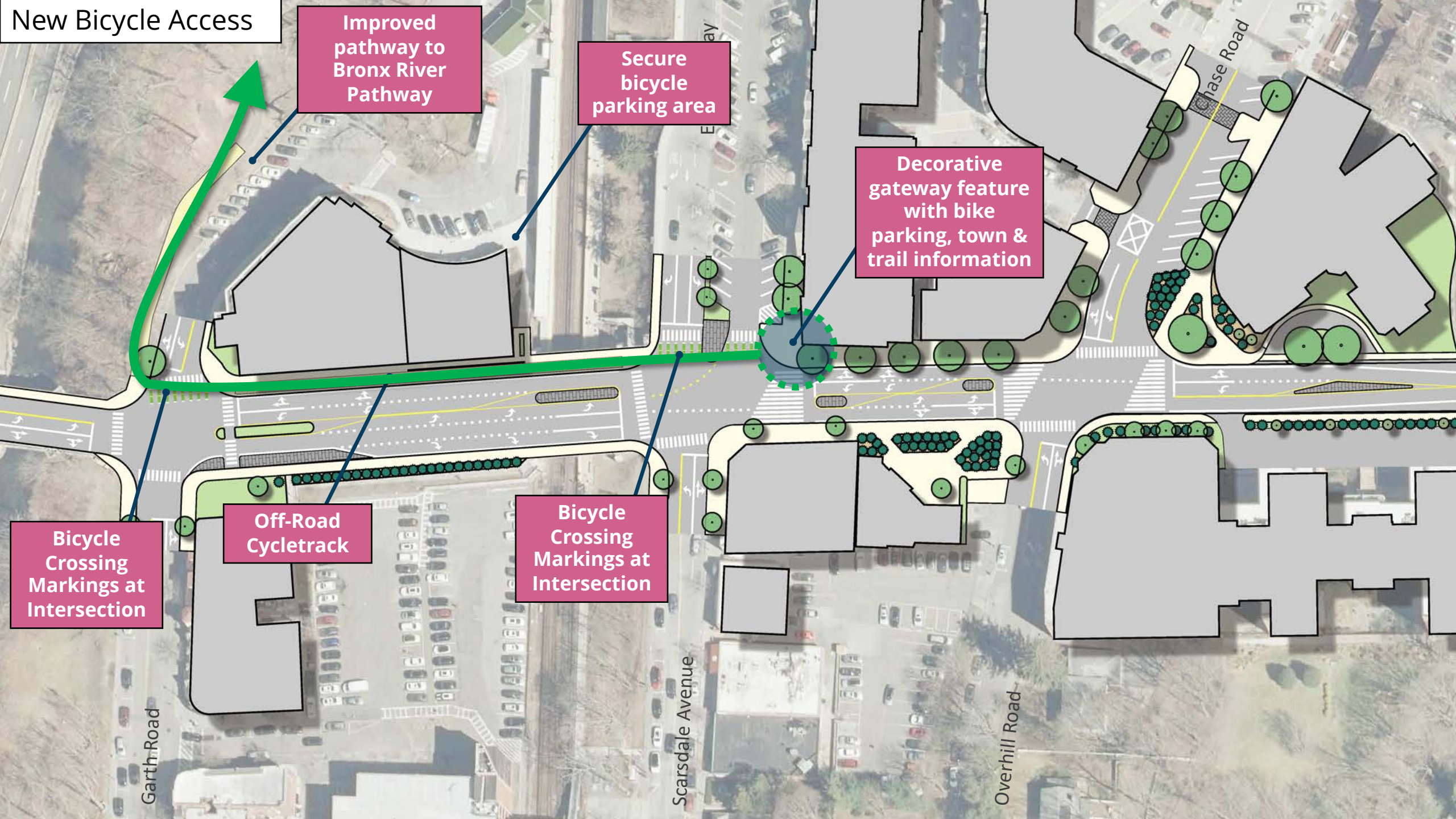
Bicycle Crossing Markings at Intersection

Garth Road

Scarsdale Avenue

Overhill Road

Chase Road



meet
me in

Westchester County

VisitWestchesterNY.com

BR Bronx River Pathway

The 807-acre Bronx River Reservation is a picturesque backdrop along this paved trail located immediately adjacent to the Bronx River Parkway. The trek spans central Westchester in three sections, totaling nine miles from Valhalla to Yonkers.

SITES OF INTEREST ALONG

**Downtown White Plains -
3.8 Mi**

- P6. Valhalla: Kensico Dam Plaza
- P7. North White Plains: Metro-North Railroad Station, Fisher Lane Exit east of Bronx River Parkway
- P8. White Plains: Westchester County Center East Central Ave. at Bronx River Parkway, Metro-North Railroad Station, TransCenter, Macres Ave., behind Hitchcock Church, Metro-North Railroad Station, 1

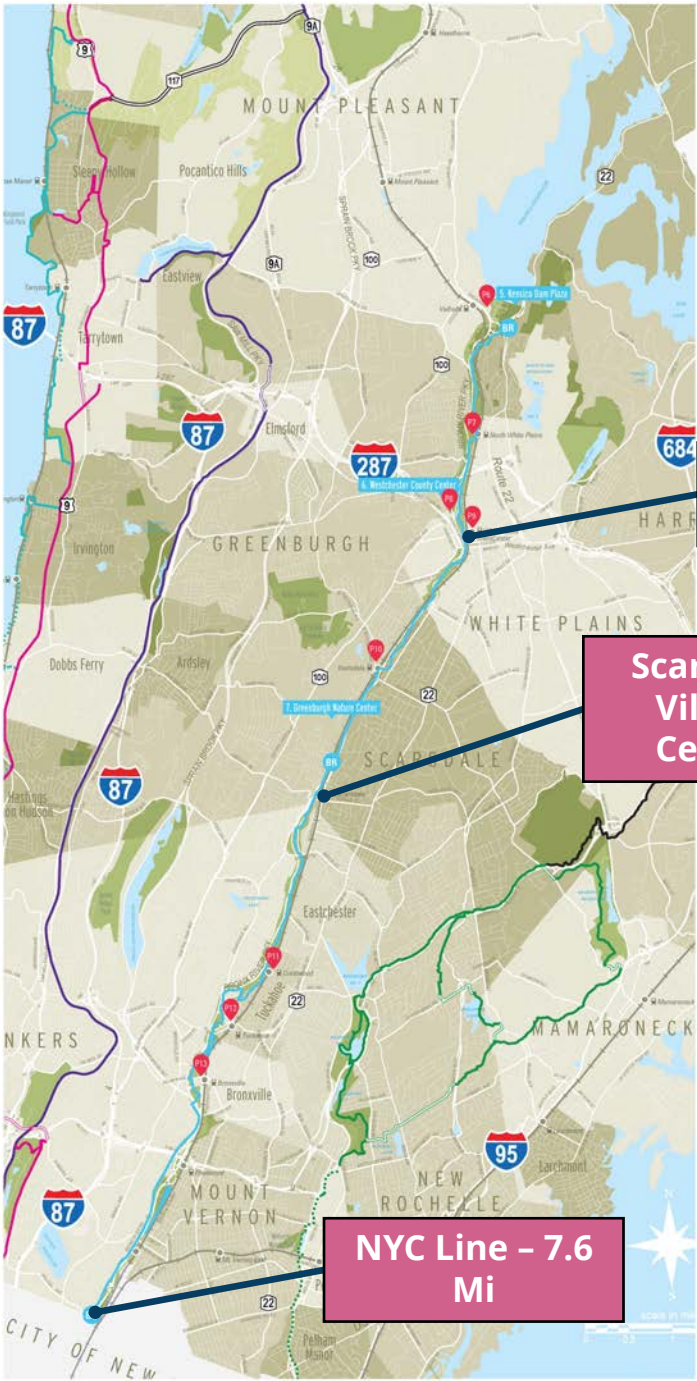
**Scarsdale
Village
Center**

- P12. Tuckahoe: Metro-North Railroad Station, Elm St.
- P13. Bronxville: Metro-North Railroad Station, Depot Plaza Northbound, take Palmer or Pondfield Road west from station

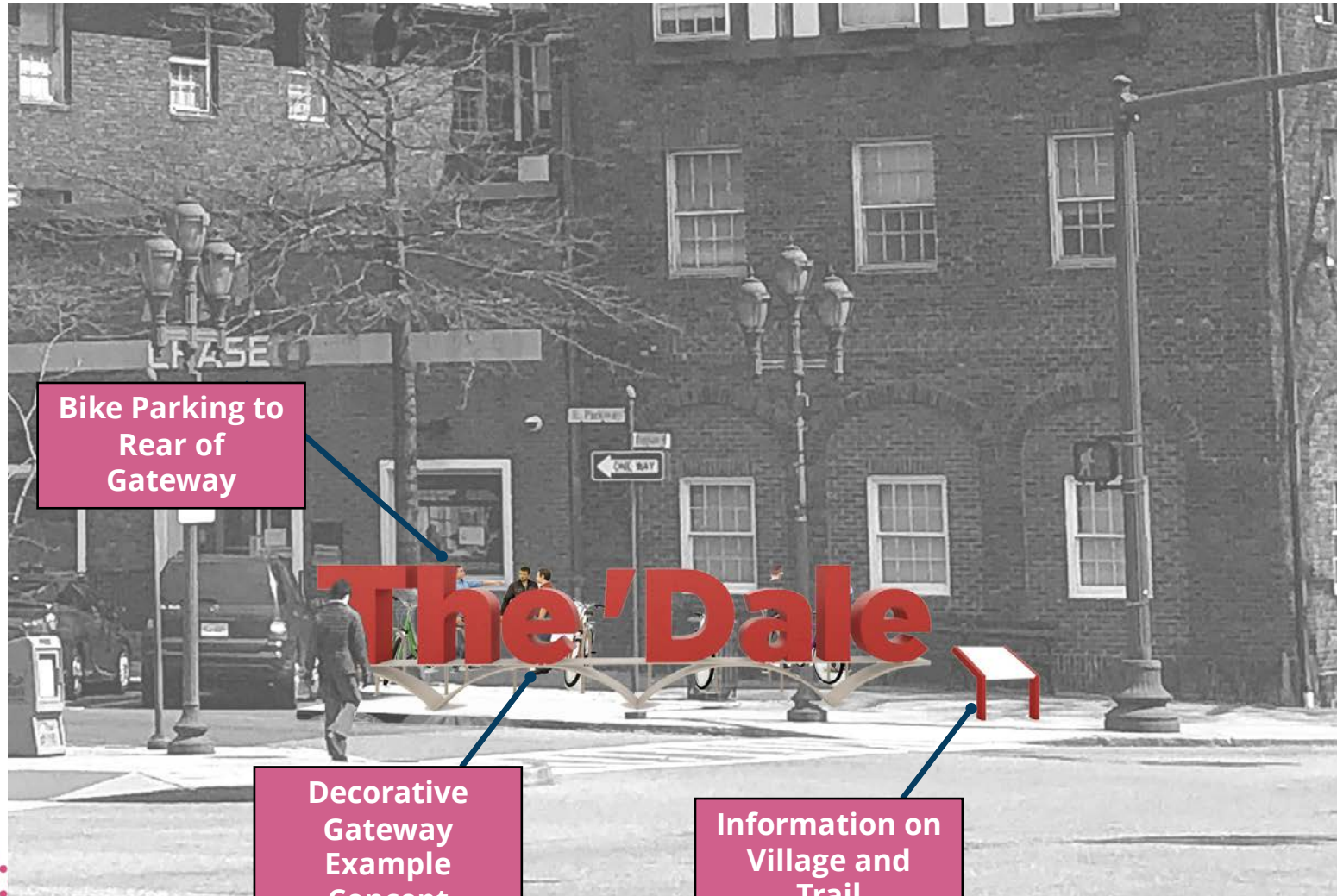
**NYC Line - 7.6
Mi**

MAP KEY

- Trail or Bike Path
- Planned Trail
- Trail on Road or Sidewalk
- Briarcliff-Peekskill Trailway
- Bronx River Pathway
- Colonial Greenway
- North-South County Trail
- Old Croton Aqueduct State Historic Trail
- Westchester RiverWalk
- Trail Parking
- Railroad/Stations
- County Parks
- State Parks



Decorative Gateway Example Concept



Bike Parking to Rear of Gateway

Decorative Gateway Example Concept

Information on Village and Trail



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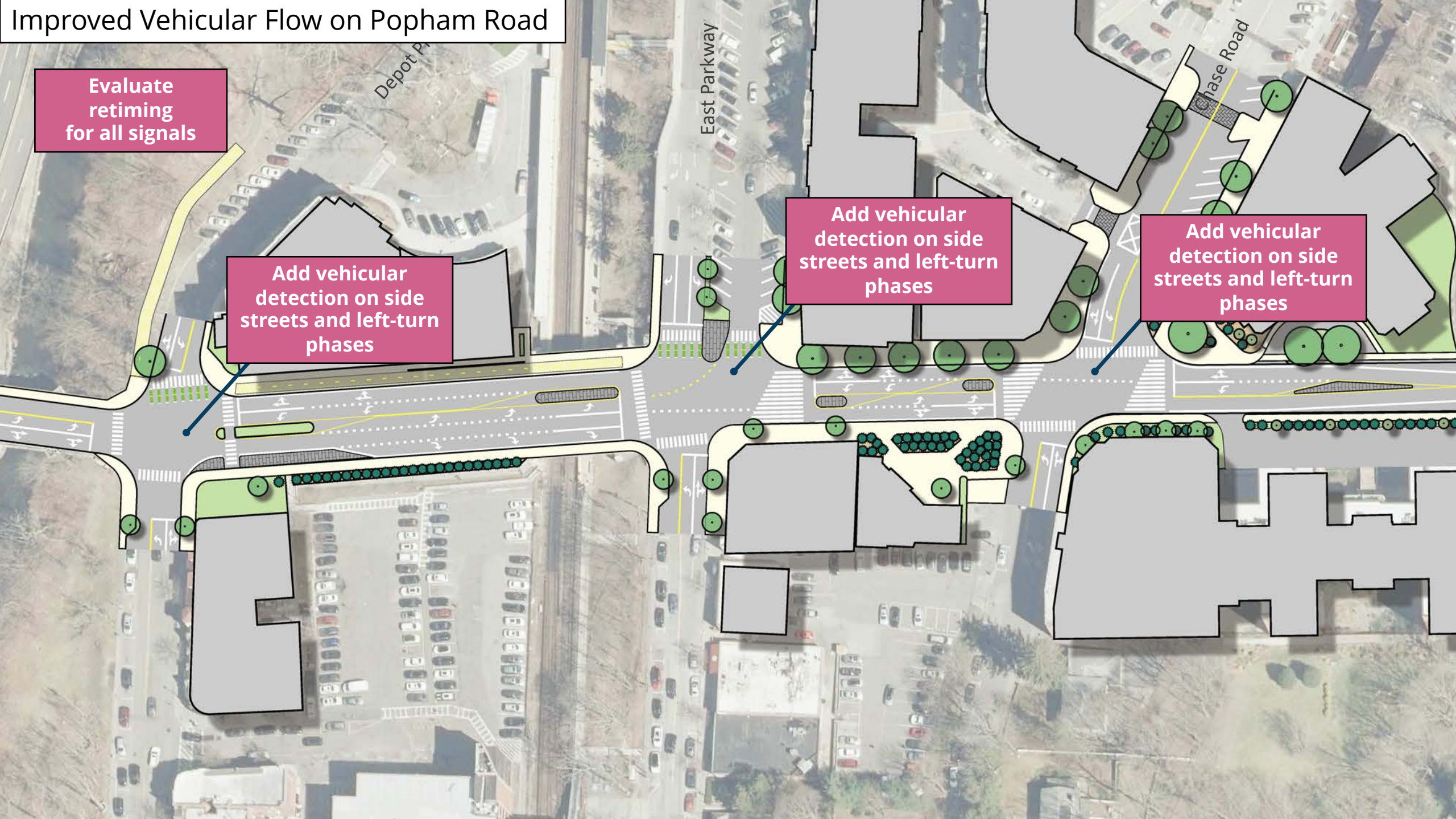
Improved Vehicular Flow on Popham Road

Evaluate retiming for all signals

Add vehicular detection on side streets and left-turn phases

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Add vehicular detection on side streets and left-turn phases



Traffic Impact

Afternoon (PM) Travel Time – SimTraffic Planning-Level Model

Intersection	Existing Travel Time [sec]	Proposed Travel Time [sec]	Difference [sec]
Eastbound	61.6	61.9	+0.3
Westbound	86.0	79.5	-6.5

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Public Comment for Popham Road



Proposed Concept



Depot Place

East Parkway

Chase Road

Garth Road

Scarsdale Avenue

Overhill Road

Village Center Placemaking



Village Center Vision

A vibrant and pedestrian friendly center, where a mixed-use environment is home to a diversity of businesses and pleasant gathering places where people of all ages interact

Placemaking Goals

1. Reinforce Village Center East's core
2. Identify more, new, and different public spaces
3. Make the Village Center more attractive
4. Explore road closures and pedestrian priority streets



Walking out of Train
Station across East
Parkway





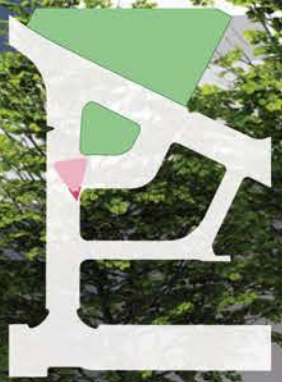
Renovated "Dine in the 'Dale' Space





Curbless section of
Spencer Place





Plaza on former section of
Spencer Place



Outcomes

- New central meeting point
- Major welcome signage
- Upgraded Dine the 'Dale space
- New flexible space
- Better loading areas
- New Spencer Place Plaza & Boniface Circle Green
- Safer place to walk, bike, and drive

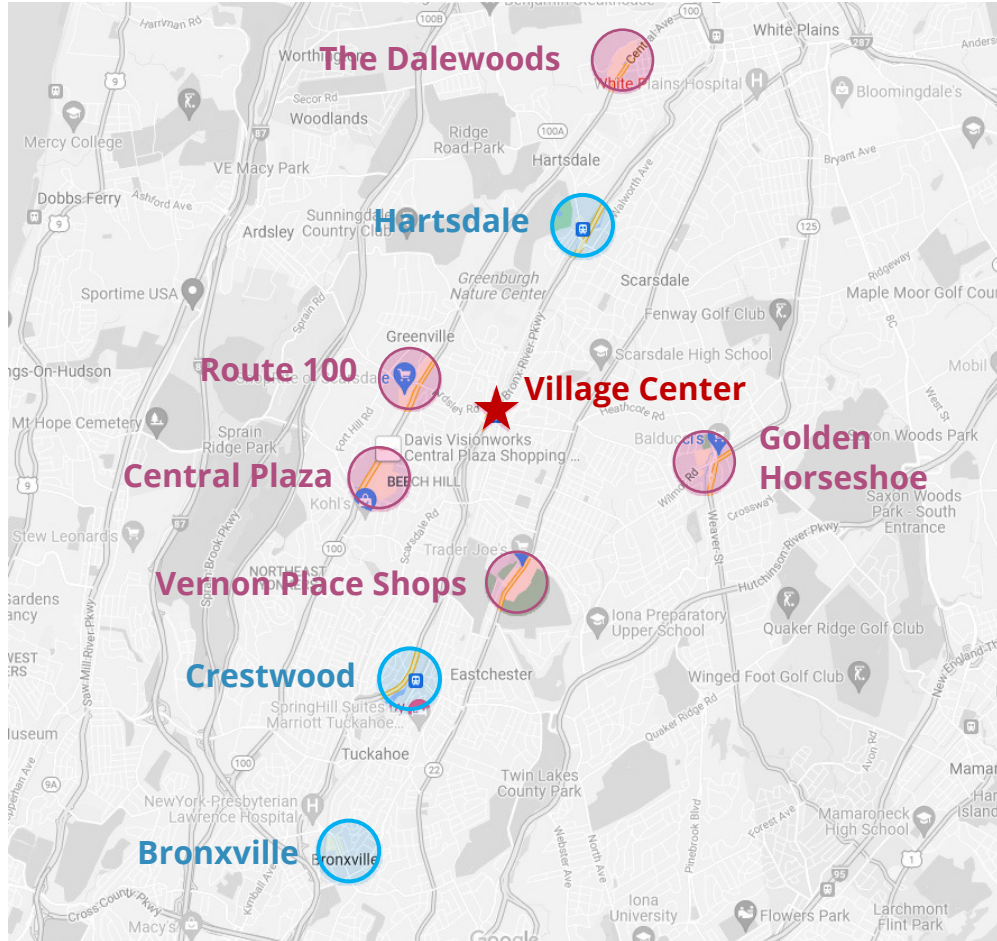


Updates & Additional Information

- Placemaking & Economic Development
- Parking
- Chase Park
- Harwood Court Options
- Performance Space
- Implementation



Competitive Analysis



- Parking
- Automotive access
- Place quality
- Public space amenities
- Susceptibility to change

Competitors



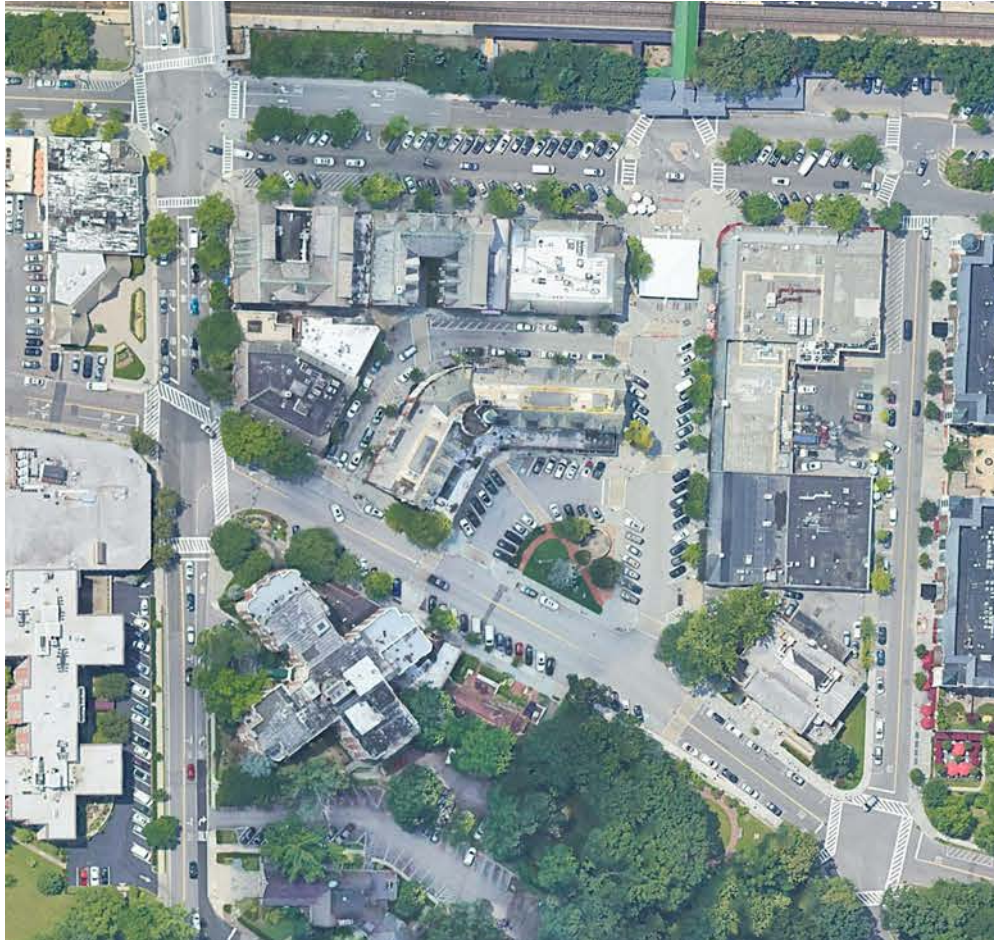
Competitor Advantages

- Abundant Parking
- Ease of vehicle access
- Large format retail

Competitor Disadvantages

- Lack of place
- No access for multi-modal users
- No identity and generic aesthetics

Village Center



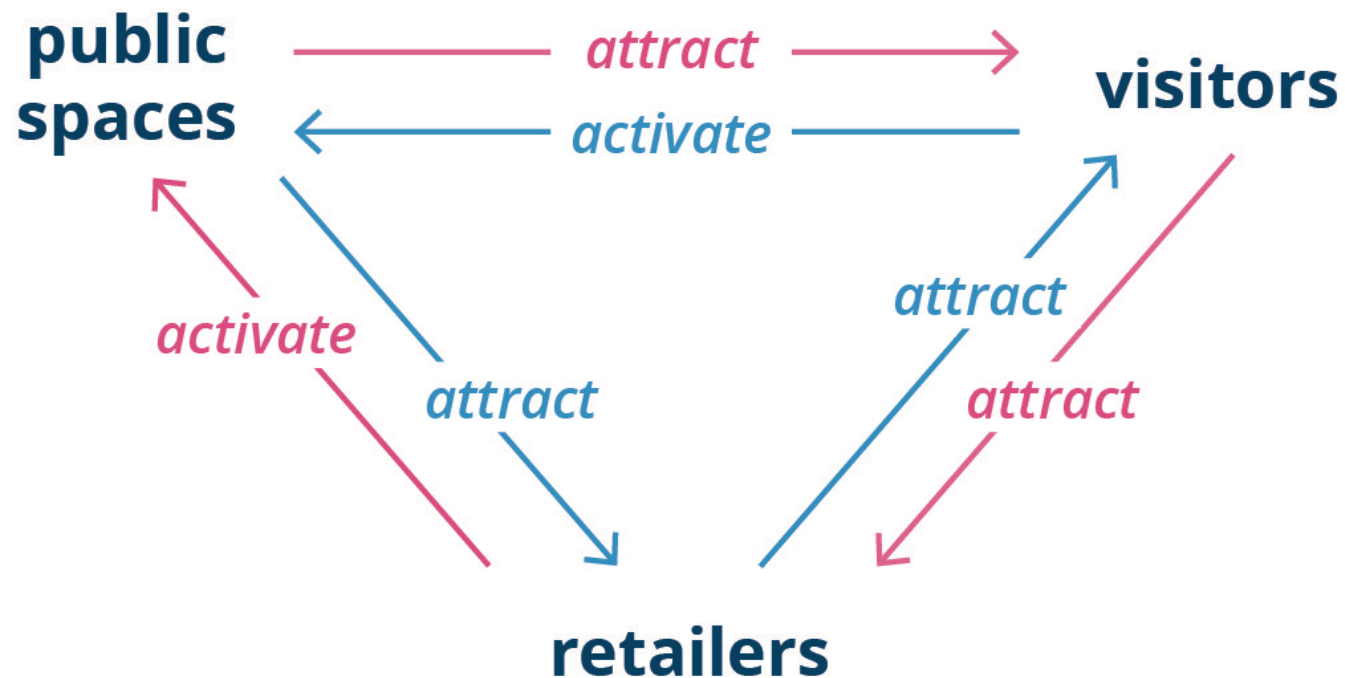
VC Advantages

- Great place & community center
- Low-volume internal streets
- Access for bikes, pedestrians, and transit
- Great identity and unique aesthetics

VC Disadvantages

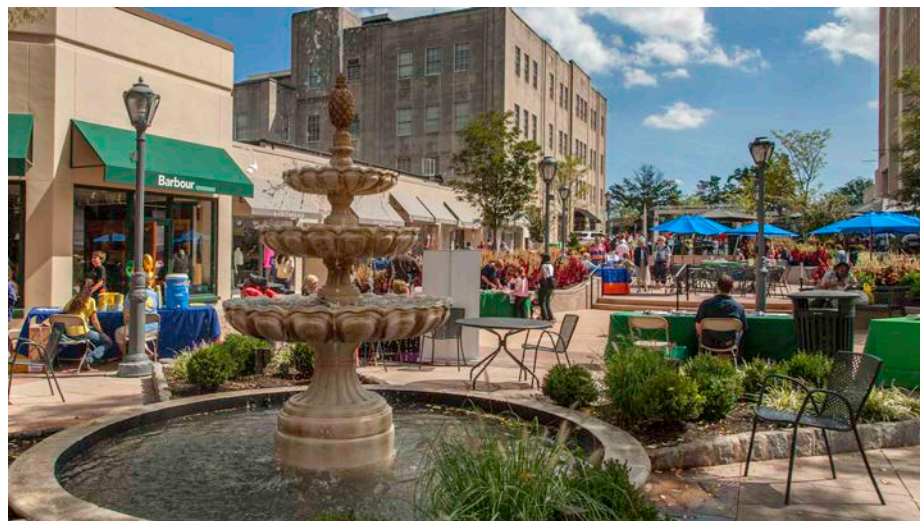
- Parking
- Ease of vehicle access
- No large format retail

Place Driven Economic Development



- Restaurants & family dining
- Brewpubs/wine bars
- One-of-a-kind retail
- Arts & books
- Entertainment
- Specialty foods
- Coffee Shop/Bakeries

Case Study: Suburban Square

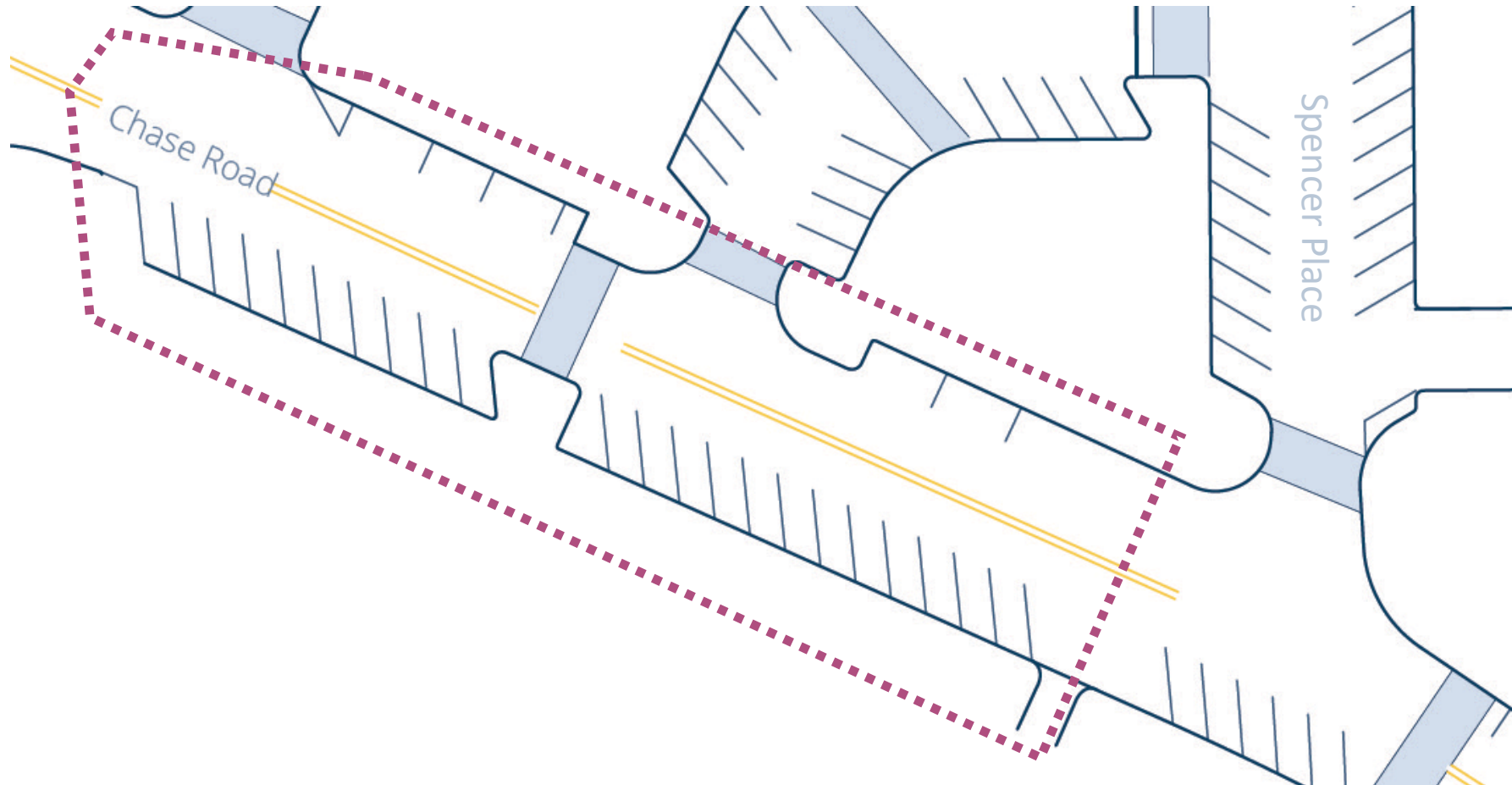


Dine the 'Dale Parking



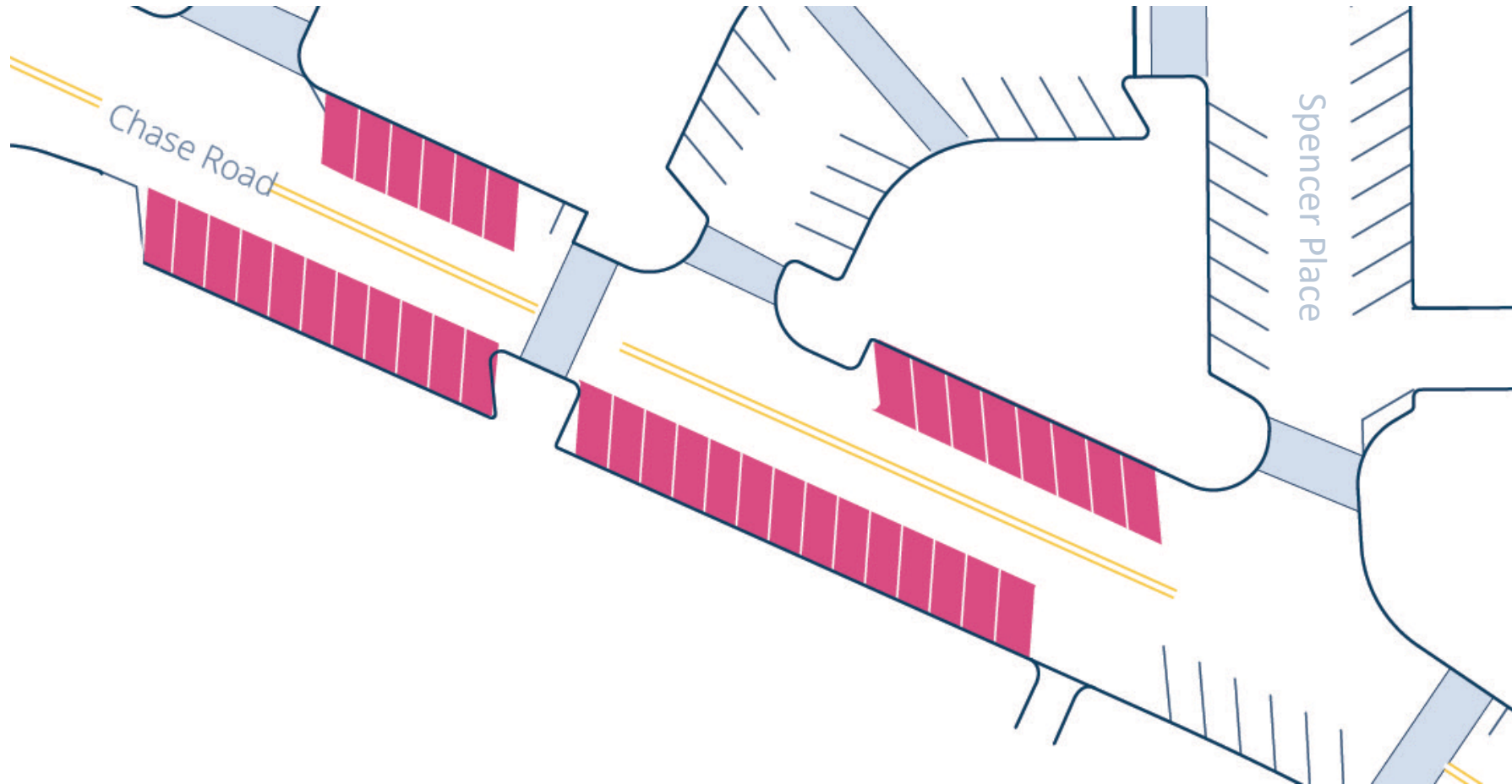
- 12 lost spaces

Parking Restriping



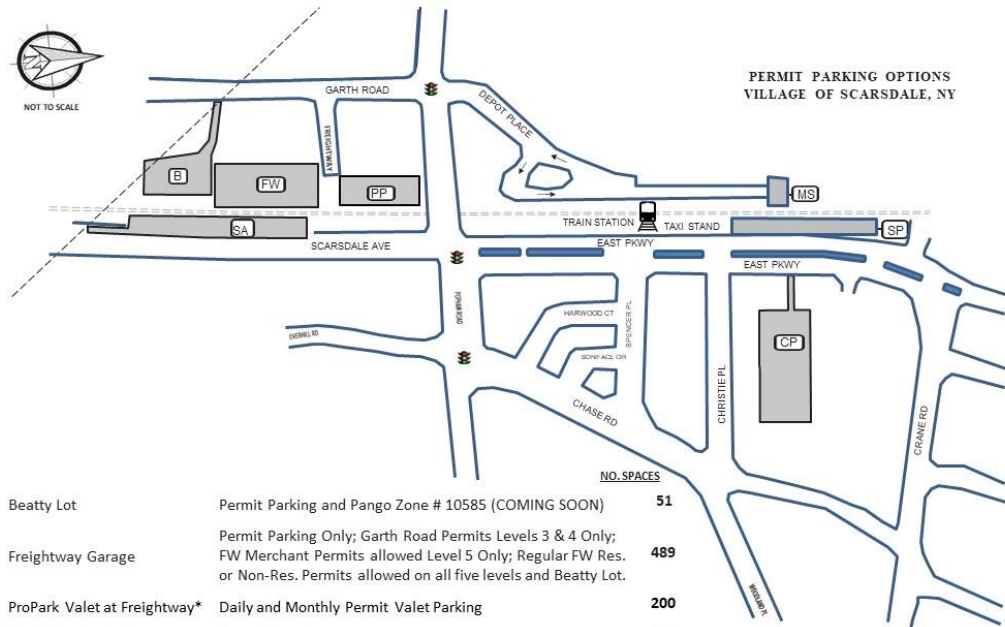
- 27 spaces

Parking Restriping



- 39 spaces
(12 new spaces)

Station & Business Access, Loading, & Parking Plan



		NO. SPACES
B	Beatty Lot	51
FW	Freightway Garage	489
PP	ProPark Valet at Freightway*	200
MS	Moto/Scooter Lot	16
SA	Scarsdale Avenue Lot	88
SP	Station Premium Lot	38
CP	Christie Place Garage (Veh. access from East Pkwy Only)	202

* INCLUDES PARKING AREA IN LOWER SECTION OF FREIGHTWAY GARAGE

1,084

- Poor management of existing parking inventory
- Perception of inadequate supply
- Poor access to station
- Poor access for business owners
- Dangerous for pedestrians and cyclists
- Confusion & frustration

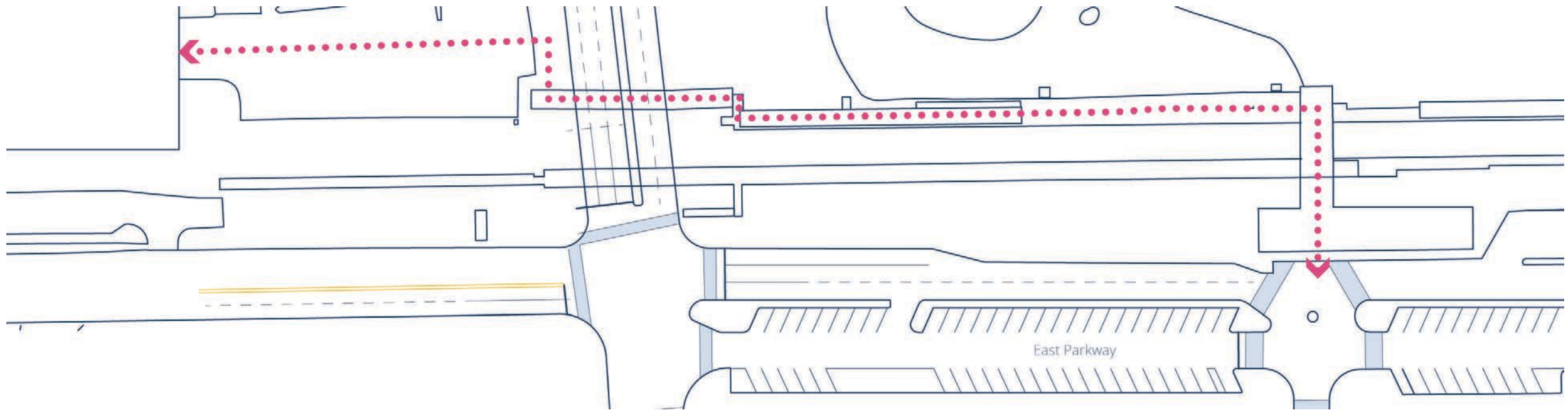
Station & Business Access, Loading, & Parking Plan

Examine:

- Free short-term (15 - 20 min) customer focused parking space along East Parkway
- Valet parking for long-term visitors
- Free or discounted permits for business owners and employees in the Freightway lot
- Eliminating 8-hour parking / creating higher turn-over
- Pick up & drop off on Depot Place
- Parking wayfinding
- Consistent parking metering
- Updated Freightway parking policies
- Additional bicycle parking



Improved Freightway Connection

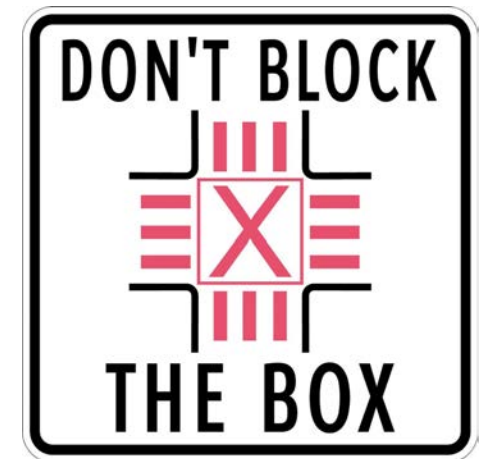


Harwood, Chase, & Popham



Don't Block The Box:

- Stop sign leaving Harwood Ct
- Allows lefts and rights out of Harwood Ct. when red at Popham Rd
- During peak times, traffic out of Harwood may find it difficult to make right onto Chase Rd.
- No turn around if Village Center is closed for event



Harwood, Chase, & Popham



Signal & Stop Bar:

- Stop sign leaving Harwood Ct
- Synchronized signal on Chase at Harwood Ct
- Allows lefts and rights out of Harwood Ct. when red at Popham Rd
- Allows traffic leaving Harwood Ct to fill in the space between Harwood Ct & Popham Rd.
- No turn around if Village Center is closed for event



Harwood, Chase, & Popham



Teardrop

- Stop sign leaving Harwood Ct
- Allows lefts and rights out of Harwood Ct.
- Allows traffic leaving Harwood Ct to merge with traffic at on Chase Rd to make rights and left
- Creates turn around option when VC is closed for special events.

Design Elements



Roadway paving
closer to cobble stone



Historic inspired
benches



Modern utilities
(for performances)



Implementation

Immediate Actions

- Make the Dine the 'Dale space permanent
- Re-stripe parking on Chase Road

Short-Term Actions

- Hire Landscape Architect and get cost estimate
- Station Access, Loading & Parking Plan
- Explore Chase, Popham & Harwood options
- Experiment with Spencer Plaza (demonstration project)

Medium Term: Full Implementation



What's Next



What's Next

- Review public comments on draft Placemaking + Mobility Plan
- Virtual Public Meeting 3 (September) – Fox Meadow, Crane & Sprague Road
- Working Group Meeting - Project Closeout

Thank you!

www.scarsdalemobility.com