

## SCARSDALE STRATEGIC MOBILITY + PLACEMAKING PLAN

### Virtual Public Meeting #2 Summary

August 9, 2022, 6:00 – 8:00 p.m.

#### Introduction

Michael Ahillen (FHI Studio) provided an overview of the agenda and project to date. He asked participants to provide comments through the project website: [www.scarsdalemobility.com](http://www.scarsdalemobility.com). He noted that the placemaking components of the Village Center Plan (i.e., Spencer Place, Boniface Circle, and Chase Park access) would be discussed tonight as well as draft recommendations for Popham Road. The Fox Meadow Road, Crane Road, and Sprague Road draft recommendations will be discussed at the September virtual public meeting. He noted that all visualizations are draft concepts for discussion purposes, and additional work is required to implement these draft concepts.

#### Popham Road

Parker Sorenson (FHI Studio) presented the draft concepts for Popham Road. He noted that the outcomes for the redesign of Popham Road will include:

- 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

He then presented the draft concept, which included signal changes, a two-way cycle track on the bridge, curb extensions, leading pedestrian intervals (LPis), and other safety infrastructure improvements. He then discussed the signal changes at Chase Road that will improve the crossing times for pedestrians. He noted that all the improvements can be done with minimal traffic impact according to a planning-level SimTraffic model.

The Board and members of the public had the following questions and comments:

- Would it be possible to test out solutions before implementing everything?
  - Mr. Ahillen said demonstration projects would be feasible for many of the safety infrastructure solutions mentioned, notably curb extensions.
- Popham Road has speeding, which might be addressed through traffic calming.
- More enforcement is needed on Popham Road.
- The Chase Road and Popham Road intersection is a major concern, and closing Spencer Place may make this intersection an even larger concern.
- A member of the public is concerned about removing the westbound right turn lanes and the congestion that might be created.
- Crossing Popham Road in time is a challenge. Pedestrian crossing times should be maximized.
- There are concerns about having public meetings in the summer for this project.
- In-person workshops would be appreciated.

- The village traffic flows operate differently at different times of day.
- One member of the public expressed support for the signal changes; this person noted that signal timings have been an issue.
- Speed limit should be lowered.
- There are not enough crosswalks.
- Impacts to businesses need to be considered.

## Placemaking

Adam Tecza (FHI Studio) then presented updates to the Village Center Placemaking Plan. He explained the competitive advantage of the Village Center relative to surrounding shopping areas. He noted that, while the Golden Horseshoe shopping center has abundant parking and large format retail, it does not offer many of the elements that the Village Center has. Village Center advantages include a great sense of place, low-volume internal street network, access for bicycles and pedestrians, and a great identity. Parking and ease of vehicle access are trade-offs for this type of development. He noted that Suburban Square in Ardmore, Pennsylvania, is a great case study for how to use an internal street network as a competitive advantage.

Mr. Tecza then discussed how parking restriping on Chase Road could help recoup some of the spaces lost by the Dine the Dale tent. He added that parking management strategies should be explored further in the Village Center. An improved pedestrian connection to Freightway could be another advantage. Mr. Tecza then discussed the potential ways congestion could be addressed at the Harwood Court/Chase Road/Popham Road intersection. He concluded by discussing steps for implementation.

The following comments came from the public and Village Board:

- One resident spoke in favor of the Spencer Place Plaza, saying that it would create a continuous space between Chase Park and Spencer Place. This resident said the Dine the Dale tent was no longer necessary, and there is a big concern for more parking.
- Walking from Freightway is unreasonable for some trips (e.g., dry cleaning).
- The Village needs a mix of retail. Consider Lake Bluff, Illinois, as a case study.
- Locals want spaces where they can enjoy themselves.
- Depot Place would not work as a drop-off point.
- What are the ADA improvements to Metro-North?
  - An elevator will be added to the Depot Place side of the station.
- Parking needs to stay available. Do not eliminate any parking.
- Leases in the Village Center are too expensive.

## Next Steps

Mr. Ahillen concluded the meeting by asking people to submit comments through the project website. He said the project team would be updating the concepts based off public feedback and returning in September for additional feedback on Fox Meadow Road, Crane Road, and Sprague Road.