

SCARSDALE STRATEGIC MOBILITY + PLACEMAKING PLAN

Virtual Public Meeting #3 Summary

September 13, 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. He noted that the placemaking components of the Village Center Plan (i.e., Spencer Place, Boniface Circle, and Chase Park access) and Popham Road were discussed at the August virtual public meeting. The Fox Meadow Road, Crane Road, and Sprague Road draft recommendations were the topics for this meeting. He added that a new state law had been signed that would allow villages to lower their speed limits to 25 mph. He noted that all visualizations are draft concepts for discussion purposes, and additional work is required to implement these draft concepts.

Sprague Road

Mr. Ahillen noted that Sprague Road was selected because it is a pass-through street that has an elevated crash risk. He noted that Sprague Road is a pilot and is one of many residential roads in Scarsdale that could benefit from safety infrastructure. He noted the community concerns raised about Sprague Road include the perception of high vehicle speeds, rolling stops, and limited visibility. He spoke about safety infrastructure including traditional (i.e., stop signs and speed bumps) and more innovative measures. He then presented three alternatives and associated concept plans for each:

Alternative 1: Traditional Approach	Alternative 2: Innovative Approach	Alternative 3: Innovative Approach with traffic diversion
<ul style="list-style-type: none"> • All-way stop • Decorative Speed Bumps 	<ul style="list-style-type: none"> • Mountable, Decorative Neighborhood Traffic Circles • Curb Radii Reduction • Choker 	<ul style="list-style-type: none"> • Mountable, Decorative Neighborhood Traffic Circles • Curb Radii Reduction • Traffic Diversion with Half Closure

Alternative 2 is the draft recommendation.

The Village Board members made the following comments:

- There was a question about whether traffic diverters lead to an increase of traffic on neighboring streets.
 - Mr. Ahillen said that it can lead to an increase in traffic, but the diverters would ideal prevent people from using Sprague Road as a cut-through street and keep vehicles on roads that can better accommodate those volumes.
- A board member asked about the curb radii reduction.

- Parker Sorenson (FHI Studio) noted that the curb radii would still be able to accommodate larger vehicles if needed.
- A board member suggested collecting speed data before and after a demonstration project to measure effectiveness.
- A question was asked if lowering the speed limits would accomplish the goal to reduce speeds.
 - This may help infrastructure is more effective at lowering speeds.

Residents of Sprague Road provided the following comments:

- Sprague is not a low-traffic pass through but is a high-traffic pass through because of commuters from New Rochelle.
- Very large trucks and landscapers use the street.
- Saturdays have lots of commercial traffic.
- A 25-mph speed limit is necessary.
- Pass through traffic must be reduced.
- Sprague Road should be considered for a one-way street.
- Enforcement is needed. California Road has good speed enforcement.
- There are existing problems with people not stopping at stop signs.
- Nelson Road and Scarsdale Boulevard is a dangerous intersection.
- Trucks should not be allowed on Sprague Road.
- Sprague Road and Gaylor Road is a dangerous intersection. Drivers are accelerating at this location.
- The neighborhood traffic circle is not helpful. All-way stops will help.
- Cars do not come to complete stops.
- Partial closures is not wanted because people will not want to go around the block.
- Do not enter signs are eyesores.
- There needs to be additional outreach.
- Funding should be used for stop signs.
- The street needs better paving.
- Traffic speeding devices do not work.
- Residents have requested stop signs in the past, and they have not been implemented.
- Speed bumps have worked in Hartsfield and Northfield.

Fox Meadow Road & Crane Road

Mr. Ahillen presented three concepts for Fox Meadow Road, which included a bike lane, a cycle track, and a neighborhood greenway concept. He described the neighborhood greenway as a combination of traffic calming infrastructure that encourages slower, shared streets. The neighborhood greenway concept is the draft recommendation. He then presented options for Crane Road. He noted the significant challenges of Crane Road, including the constrained right of way and embankment. The project team considered mini roundabouts, all-way stops, and crosswalks (both raised and at-grade) to help address some of the challenges in the community.

Fox Meadow Road comments from the public included the following:

- Fox Meadow Road is a critical north-south corridor on Sundays when the Bronx River Parkway is closed to cars.

- Speed enforcement is needed.
- Landscaping vehicles need to park on Fox Meadow Road, so the cycletrack alternative is not a reasonable option.
- East side of Fox Meadow Road does not allow parking.
- People roll through stop signs on Fox Meadow Road.
- People who live on and near Fox Meadow Road want to be able to walk to the Village Center.
- Fox Meadow Road feels dangerous at times. There are many near misses, and someone recently drove into a house.
- Parking on road makes the road feel less safe and limits visibility.
- Sidewalk is too narrow.
- Sidewalk needs to be extended the full length of Fox Meadow Road (north).
- Sidewalks need to be lit better.
- Speed bumps should be added on Fox Meadow Road, but there are concerns that speed bumps damage cars.
- High visibility crosswalks are needed.
- Trees cover signs.
- There is support for better biking infrastructure.
- Fox Meadow Road and Wayside was the site of a crash.
- Kids bike to school on Fox Meadow Road.
- Do not do the bike lane.

Crane Road comments from the public included the following:

- People driving on Crane Road often roll through the crosswalk at East Parkway.
- Speed enforcement is needed.
- A crossing at Stonehouse Road is needed. There is a steep hill to get to the sidewalk on the south side of Crane Road.

General comments included:

- Consider people with disabilities.
- The village lacks walkability.
- This project needs to regroup around the goals. This project is losing focus of the goals in pursuit of optimization. The Village should address simpler items.