

SCARSDALE STRATEGIC MOBILITY + PLACEMAKING PLAN

Virtual Public Meeting Summary

June 14, 2022, 6:00 – 7:30 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 then discussed the data sources for the existing conditions, which included stakeholder engagement, previous planning documents, and traffic data. He presented on the traffic data sources, which included previous traffic studies, crash history, traffic counts, and drone data collection. He showed images of the drone data collection, which displays vehicle tracks and speeds, as well as pedestrian movements in the Village Center. He said the draft concepts presented at the meeting are for discussion purposes only, and the project team is actively seeking feedback. These concepts will be updated as the project progresses through to the draft recommendations phase.

Village Center

Adam Tecza (FHI Studio) then presented the Village Center draft concepts. He showed provided a virtual walk through of the corridor running from the train station to Chase Park, indicating new plazas and gathering spaces. The design concepts included a raised intersection at the train station and East Parkway, a permanent plaza where the Dine in the Dale tent current stands, a raised street on Spencer Place, an enhanced plaza on Spencer Place adjacent to the existing Boniface Circle park, and a raised intersection leading into Chase Park. He noted the traffic pattern changes and added that a traffic circle and one-way exist near the Chase Road and Popham Road intersection could help reduce traffic conflicts. He said this concept would result in a net loss of three parking spaces, in addition to the 12 spaces that are currently being occupied by the Dine in the Dale tent.

The following comments came from the public and Village Board:

- The recent music festival showed what the Village Center could look like without cars. There was an abundance of pedestrian activity, including children playing in Chase Park.
- A splash pad is impractical at Chase Park and would be better at the pool.
- The project team should consider the disruption to the leaves, soil, and roots of the trees. Relocating the war memorial might disrupt the trees.
- More trees should be added to counter the heat island effect, possibly in some of the rain gardens. Cornell University has patented soil that may benefit the study area.
- The Village Center looks different in the AM peak than it does later in the day. There is significant traffic on Christie Place, East Parkway, and Popham Road.
- Merchants may not accept parking loss or trees being added. Parking may need to be added, not reduced.
- The post office is actively utilized throughout the day.
- Curbless streets would be a nice addition to the area.
- More data will be needed to feel confident. The Village Board need to know about queuing at various intersections.
- Access to the parking lots at Freightway needs to be improved. People feel uncomfortable walking to Freightway.

- Concerts and memorial services cannot always be accommodated due to inclement weather. The performance space in the park needs coverage.
- Traffic data is important because people consider Scarsdale a commuter village, and people need to be able to access the train station easily.
- There needs to be parking for shoppers who need to grab items quickly.
- There is an appreciation for the vision and the economic case for redesigning the Village Center. Consider the good parking activation case study in Wynwood in Miami.
- Additional ideas for activation in the Village Center include small-scale skating rinks, seasonal events, and sports.
- The dining tent should be permanent, but additional traffic flow information is needed. The tent location is a drop off point, so a permanent structure might impact this. Consider bollards that can be raised and lowered.

Sprague Road

Parker Sorenson (FHI Studio) presented concepts for Sprague Road. He discussed both traditional traffic calming measures (e.g., speed bumps, stop signs) and innovative measures (e.g., neighborhood traffic circles, mini roundabouts, chokers, and traffic diversions). He shared three alternatives:

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

The following comments came from the public and the Village board:

- Sprague Road has frequent crashes at stop signs, and a car has hit a house before.
- There needs to be considerations for parking.
- Speed control measures are needed.
- The problem is north-south traffic; turning from the side roads is not the problem, so unsure if reducing curb radii will change speeding.
- The traffic diversion would take getting used to, but it seems like it would be the most effective.
- There are concerns about the choker because of the parking loss.
- Four-way stop at Clarence Road reduced speeds. The stop signs seem like they would help. The roundabouts may help but need to consider EMS vehicles.
- Sprague Road is not flat, so recommendations need to consider the topography.

Popham Road, Fox Meadow Road, and Crane Road

Mr. Sorenson presented cross sections of Popham Road. If the westbound right turn lane were removed at Depot Place, there are options for a cycletrack connecting the Village Center core to the greenway, wider sidewalks, and/or more room for plantings. Mr. Ahillen presented concepts for Fox Meadow Road, which aimed to improve cyclist safety through bike lanes, cycletracks, or a neighborhood greenway concept. He then presented options for Crane Road. He said Crane Road has a constrained right of way due to the embankments. Speed feedback signage, a roundabout or all-way stop at Chase Road, and bike signage could help in the near term. In the longer term, an expanded right-of-way could offer opportunities for a sidewalk and bike infrastructure.

Public and Village Board comments included the following:

- Fox Meadow Road needs to be repaved between Crane Road and Wayside Lane.
- There is uncertainty if bike lanes are needed.
- Pedestrians should be encouraged to walk against traffic.

Next Steps

Michael 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 August for additional feedback.