

# Scarsdale Strategic Mobility + Placemaking Plan

Virtual Public Meeting  
June 14, 2022



# Agenda

- Project Overview
- Data Collection
- Draft Concepts
  - Village Center Placemaking
  - Sprague Road
  - Popham Road
  - Fox Meadow Road
  - Crane Road
- Next Steps



# Project Overview



# Project Overview

## Placemaking

- Spencer Place
- Boniface Circle
- Park access

## Mobility

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



# Walk Audit & Site Visit

## Village Center Walk Audit



## Sprague Road Site Visit



# Additional Meetings

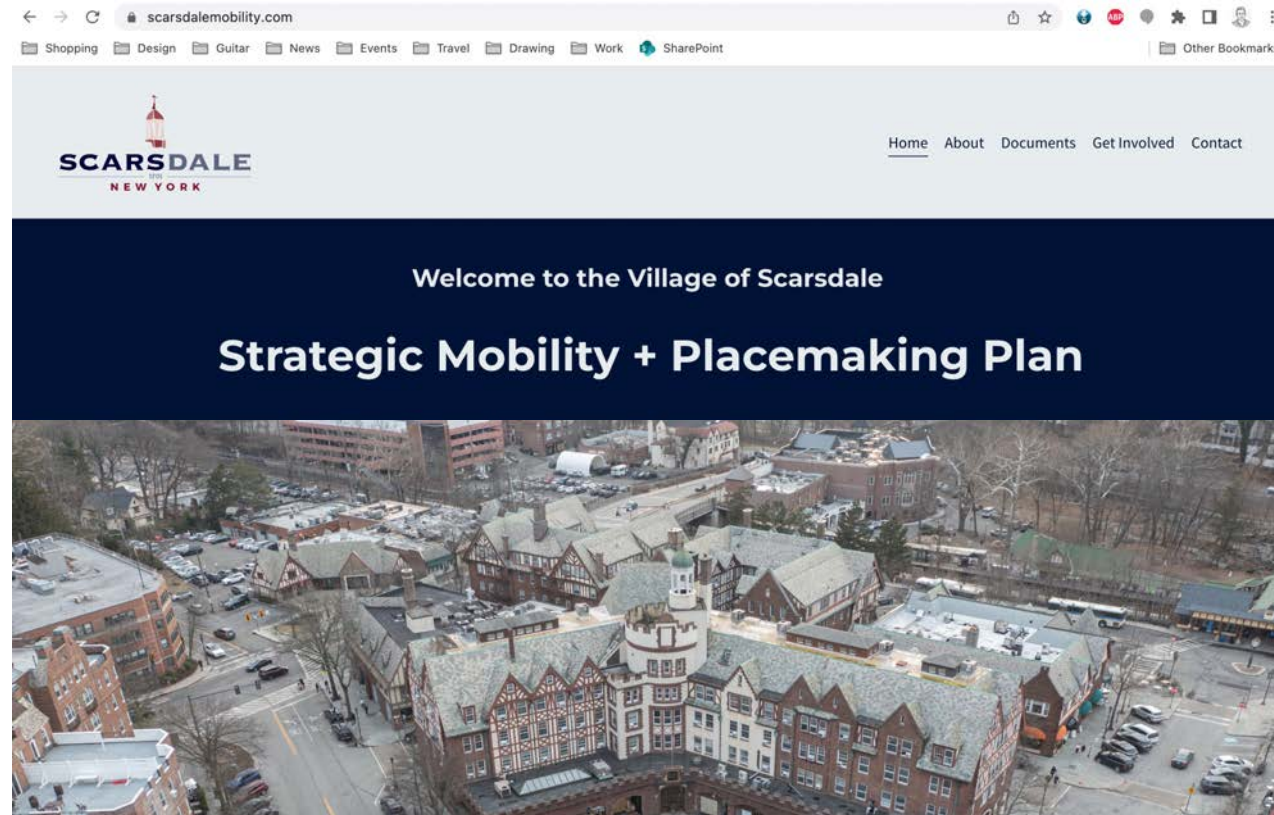
- Working Group #1
- Working Group #2
- Design Session



# Top Priorities

- Activated spaces for gathering for all ages
- Emphasis on sustainability
- Improving multimodal connectivity to parks and surrounding neighborhoods
- Improved safety and traffic circulation
- Parking considerations and other community needs

# Project Overview



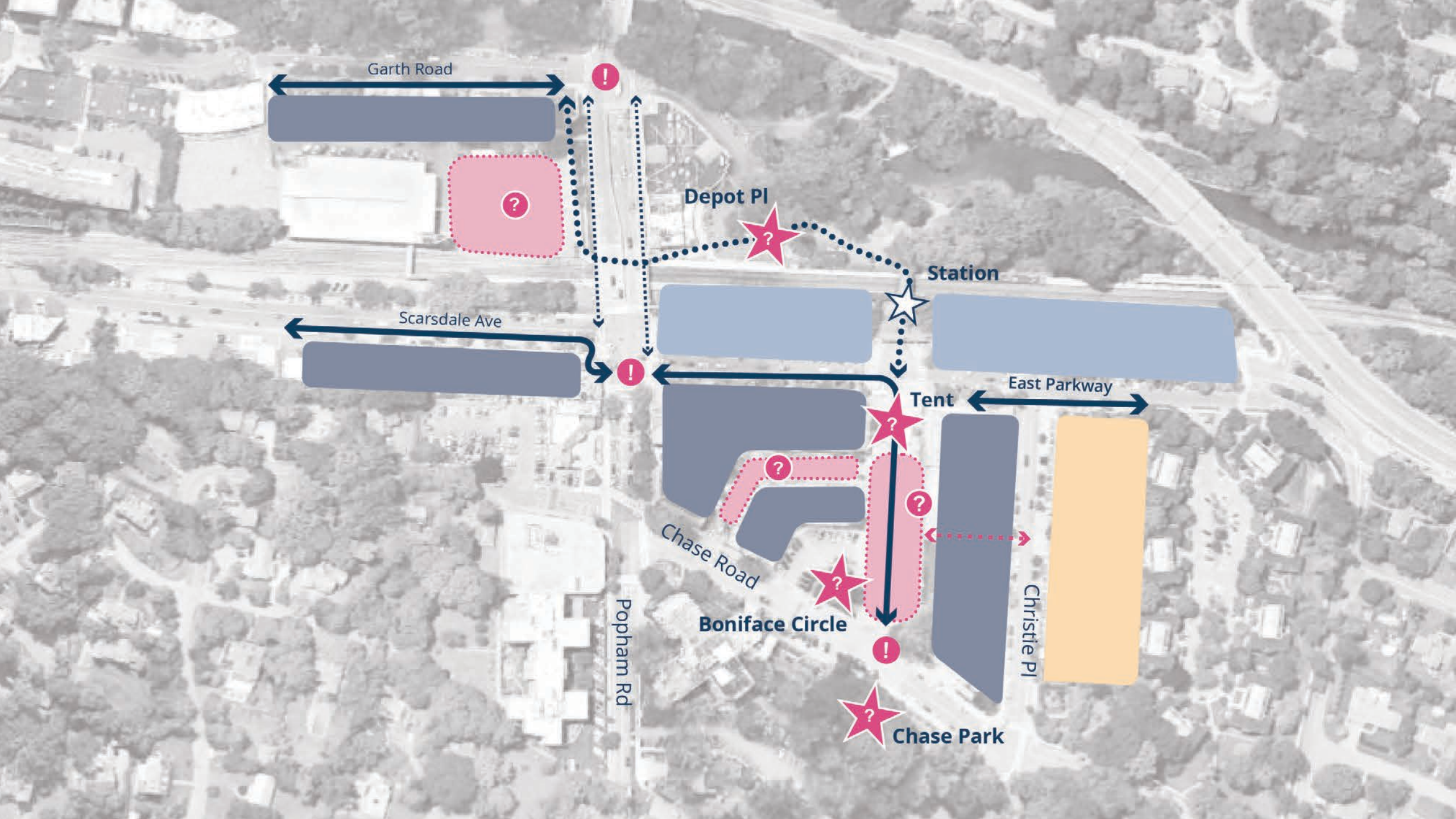
[www.scarsdalemobility.com](http://www.scarsdalemobility.com)

Engage | Design | Advance



# Data Collection





Garth Road

Depot Pl

Station

Scarsdale Ave

East Parkway

Tent

Chase Road

Boniface Circle

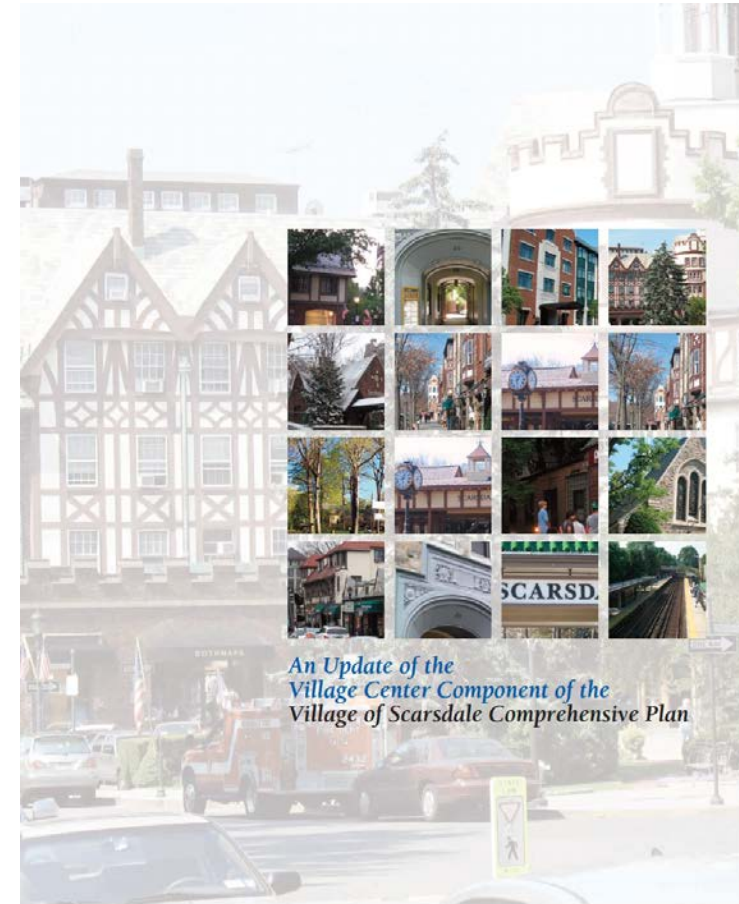
Christie Pl

Popaham Rd

Chase Park

# Previous Planning Efforts

- Village Center Plan (2010)
- Lake Bluff Case Study (2017)
- Boniface Circle Report (2020)
- Consumer Survey (2018)
- Merchant Survey (2019)
- Freightway Materials (2019, 2020)



# Previous Planning Efforts

Description	Village Center Plan (2010)	Lake Bluff Case Study (2017)	Boniface Circle Report (2020)	Consumer Survey (2018)	Merchant Survey (2019)
Increase vibrancy	■	■	■	■	□
Expand outdoor dining	■	□	□	■	□
Create periodic car-free spaces	■	■	■	□	□
Make more pedestrian- and bike-friendly	■	□	□	□	■
Increase number of gathering places	■	■	■	□	□
Improve landscaping and lighting	■	■	■	■	■



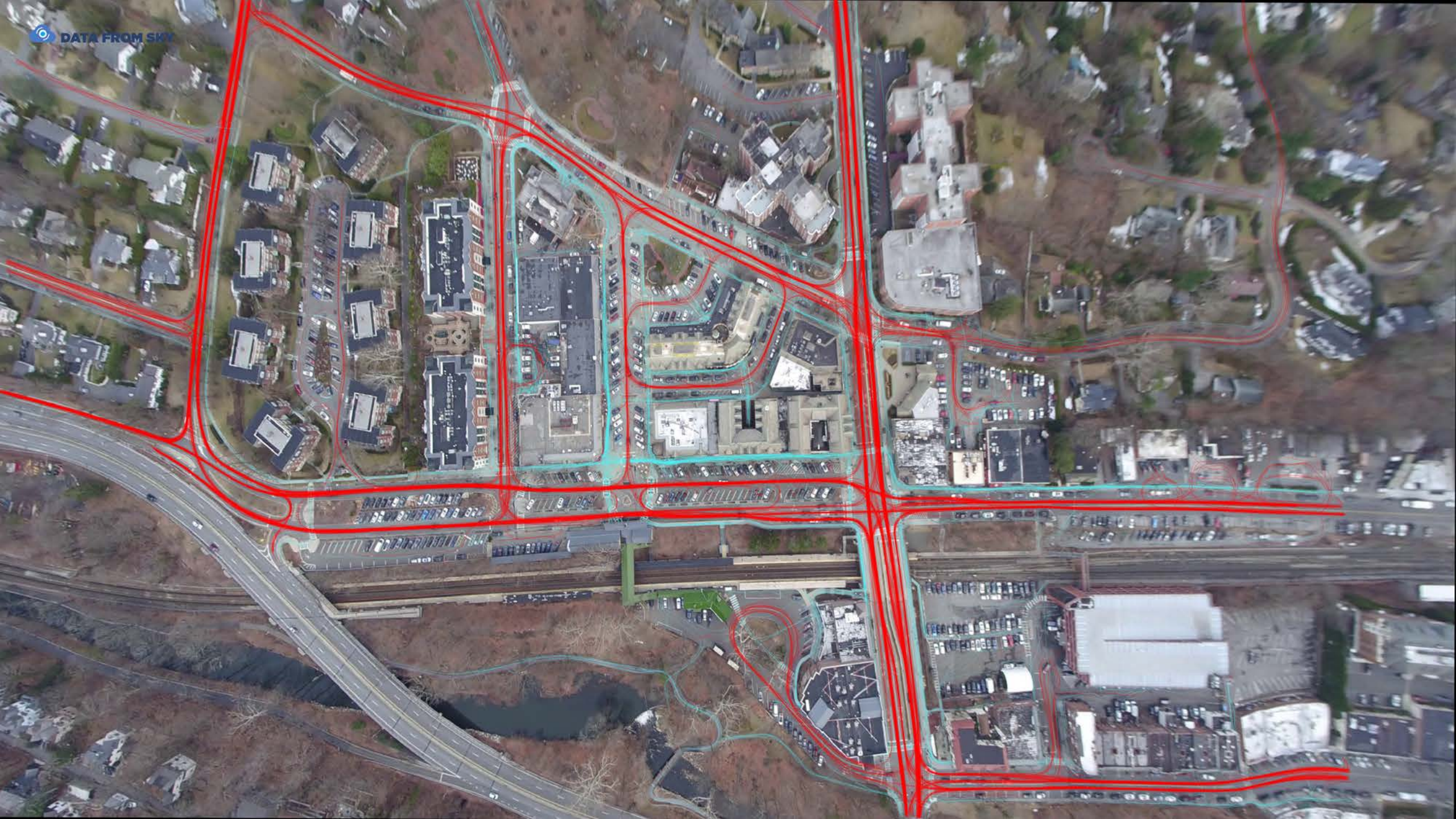
# Traffic Data

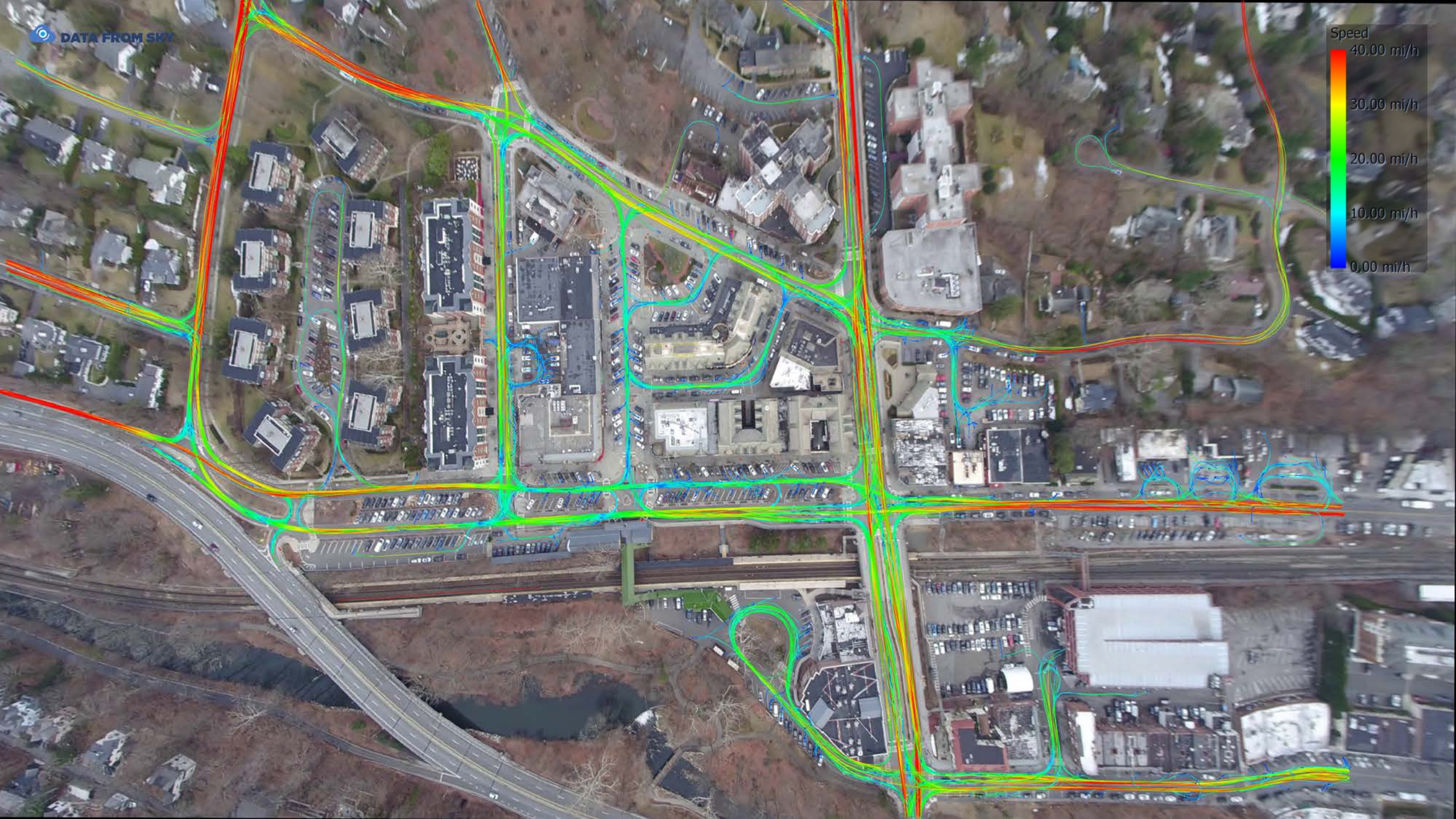
- Previous traffic studies
- Crash history
- Traffic volumes
- Drone data





15:54:04 Thursday, March 10, 2022







# Key Findings

Gathering spaces are a critical need to increasing vibrancy in the Village Center.



# Key Findings

Spencer Place, Boniface Circle, and Harwood Court offer opportunity for placemaking initiatives.



# Key Findings

Popham Road should be redesigned to establish better multimodal connectivity.



# Key Findings

Improving pedestrian and bicycle access to the Village Center is an important goal of the Village.



# Draft Concepts



**All visualizations are draft planning-level concepts used for discussion.**

# Village Center Placemaking



# Placemaking Goals

1. Connect East and West Village Center
2. Reinforce Village Center East's core
  - a) Train Station to Chase Park along Spencer Place
3. Identifying more, new, and different community spaces
4. Exploring road closures and pedestrian priority streets
5. Making the Downtown more attractive



# Placemaking

## Ideas to Explore

- Street closures (short & long term)
- Community gathering spaces
- Hybrid spaces
- Flexibility for programming
- Curb-less streets
- Connection to Chase Park

## Considerations

- Circulation
- Access
- Parking
- Costs
- Implementation





# Walking Tour of Village Center Draft Concept



Walking out of Train  
Station across East  
Parkway





Walking out of Train Station across East Parkway



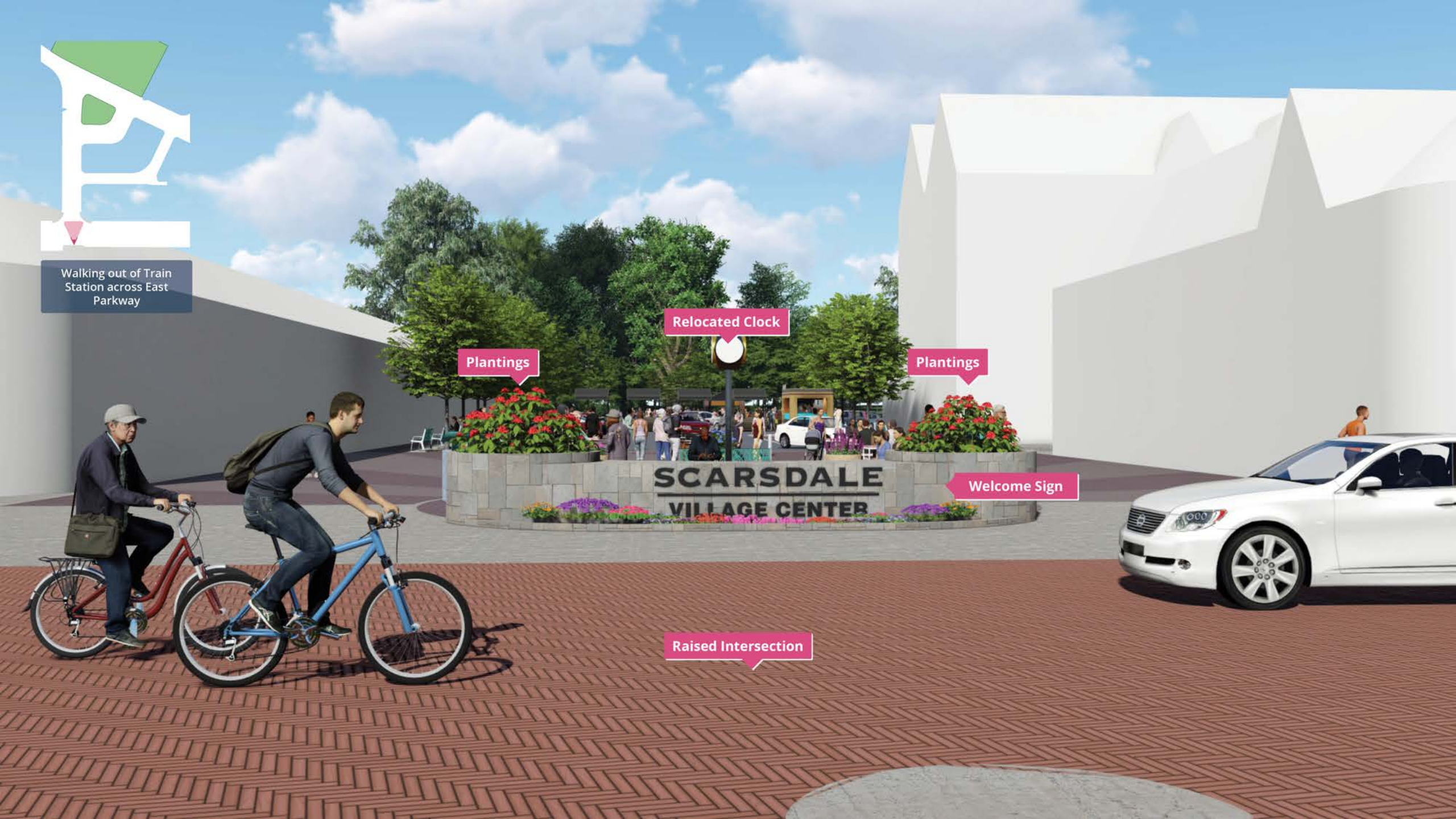
Plantings

Relocated Clock

Plantings

Welcome Sign

Raised Intersection







Renovated "Dine in the 'Dale" Space



Covered Structure

Relocated Clock

Games

Games

Seating

Plantings

Colorful Seating & Furnishings

Special Paving



Renovated "Dine in the 'Dale' Space









Curbless section of  
Spencer Place

Seating

Loading & Flex Space

Parking & Flex Space

Handicap Parking

Flex Space

Cafe

Curbless Street

Bollards





Curbless section of  
Spencer Place





Plaza on former section of Spencer Place



Loading Zone & Flex Space

Roadway



Parking



Fountain

Post Office Exit



Flex Space

Rain Garden

Raised Crosswalk

Expanded Green Space





Plaza on former section of  
Spencer Place





Looking at Chase Park from proposed plaza

Chase Park Entrance

raised intersection

plantings & stormwater management



# How does it work?



East Pkwy

Popham Rd

Harwood Ct

Spencer Pl

Chase Rd



East Pkwy

Raised Intersection

Dine in the Dale II

Loading & Flex

Popham Rd

Harwood Ct

Spencer Pl

Chase Rd





East Pkwy

Popham Rd

Harwood Ct

Flex Space

Shared Street

Parking & Flex

Spencer Pl

Chase Rd



East Pkway

Pepham Rd

Boniface Circle Park

Loading & Flex

Fountain

Spencer Plaza

Chase Rd

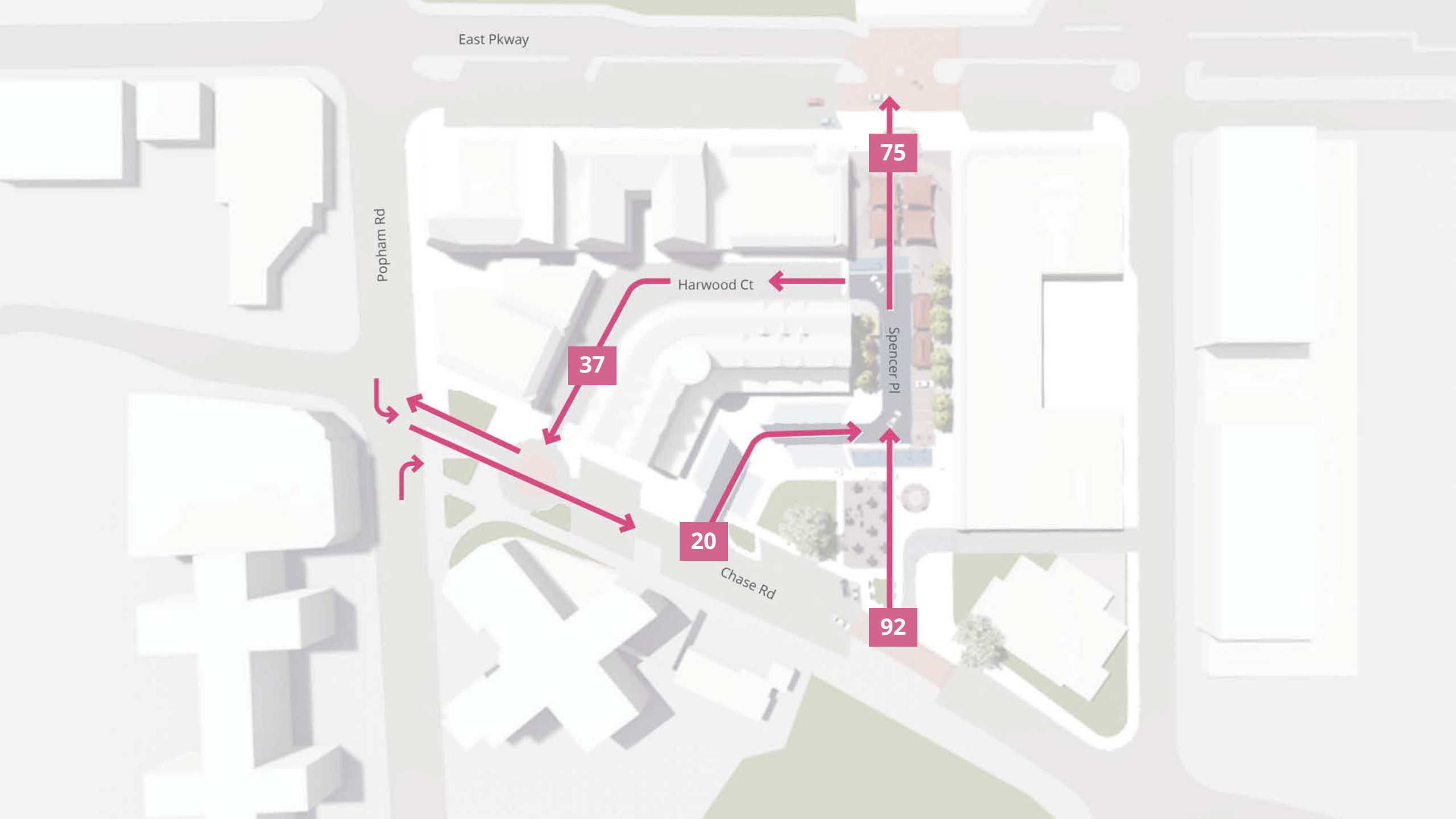


Chase Park Splash Pad

Pepham Rd

Chase Rd

Raised Intersection



East Pkwy

Popham Rd

Harwood Ct

Spencer Pl

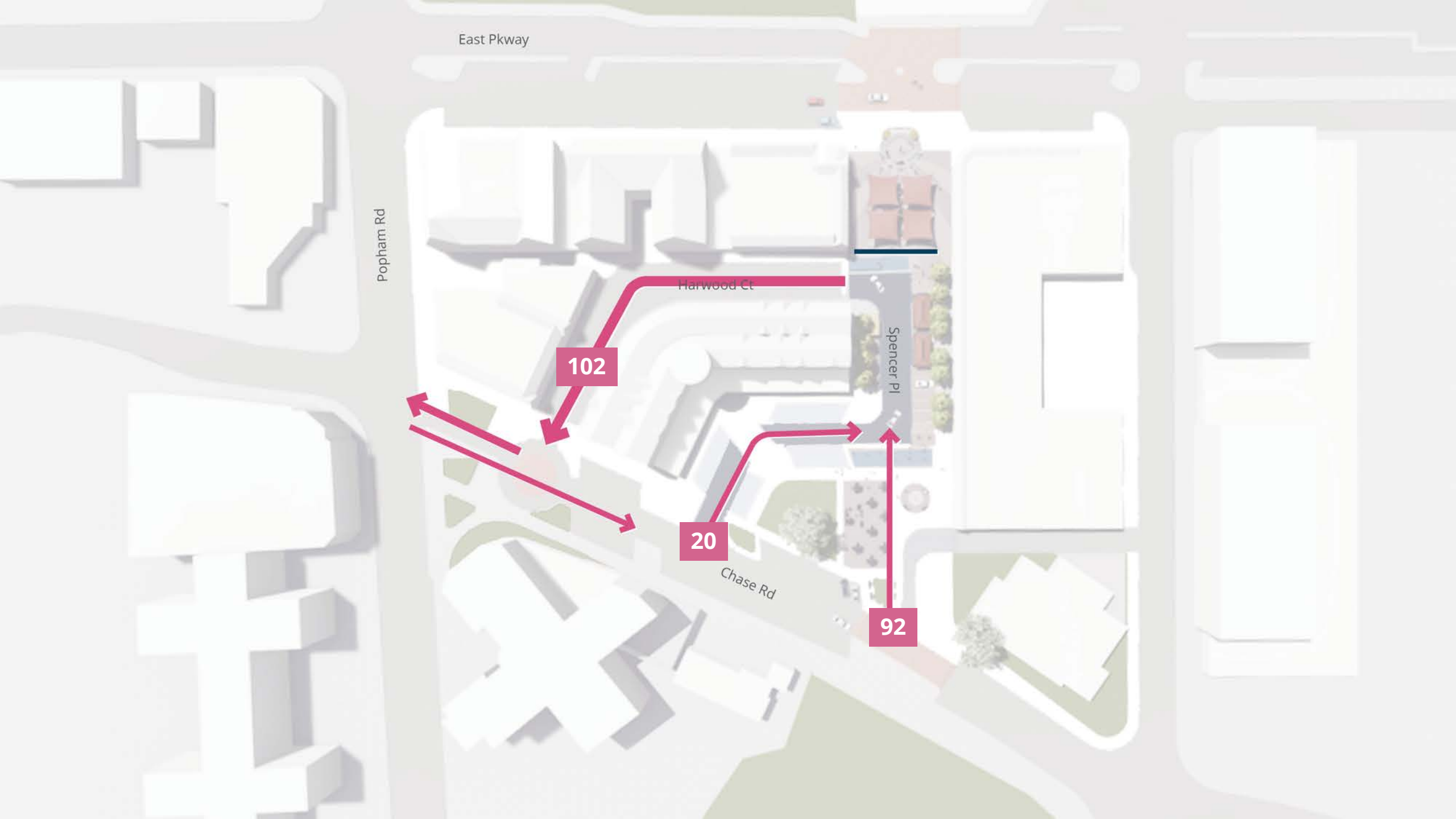
Chase Rd

37

20

75

92



East Pkwy

Popham Rd

Harwood Ct

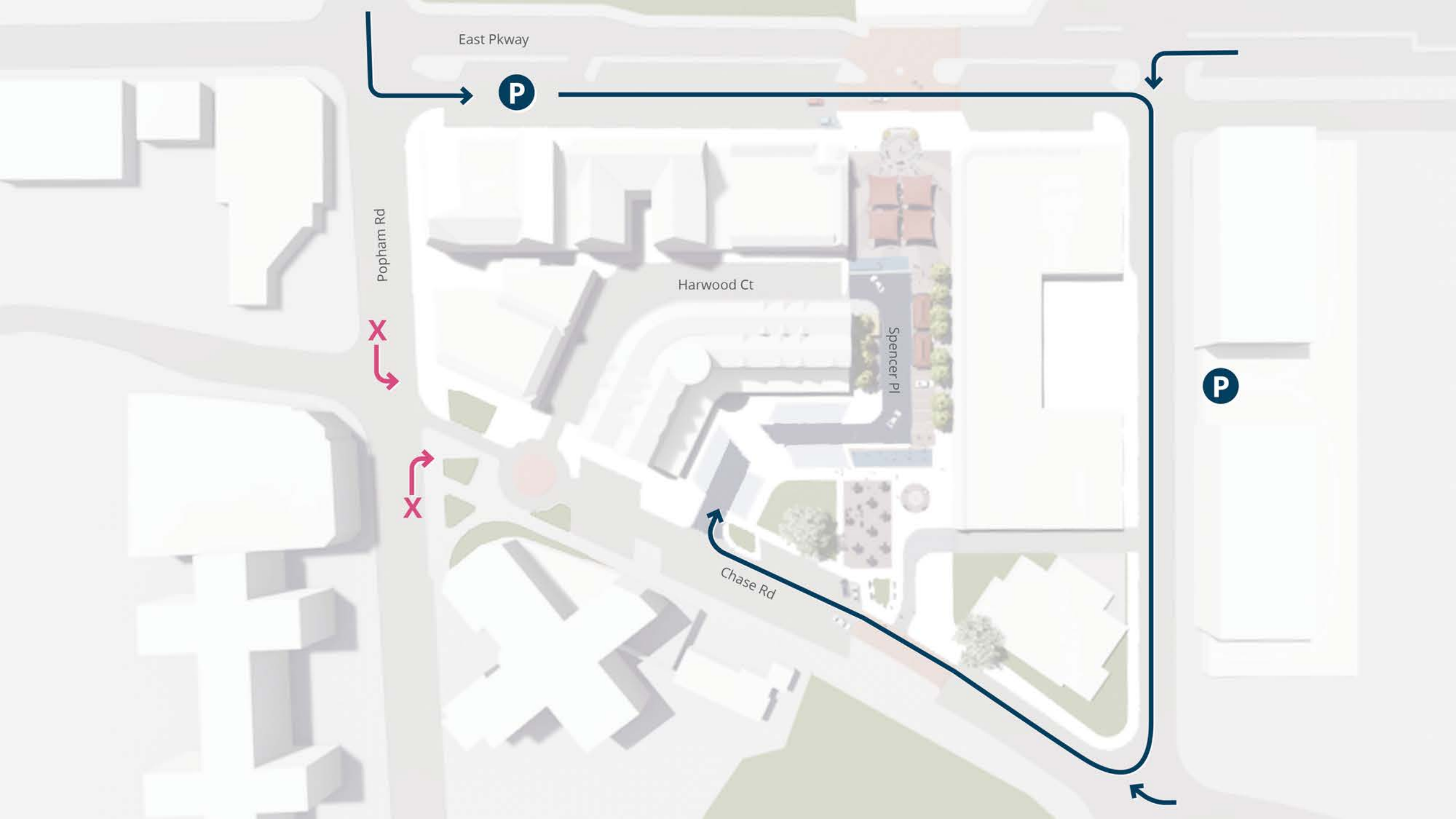
Spencer Pl

Chase Rd

102

20

92



East Pkwy

P

Popham Rd

X

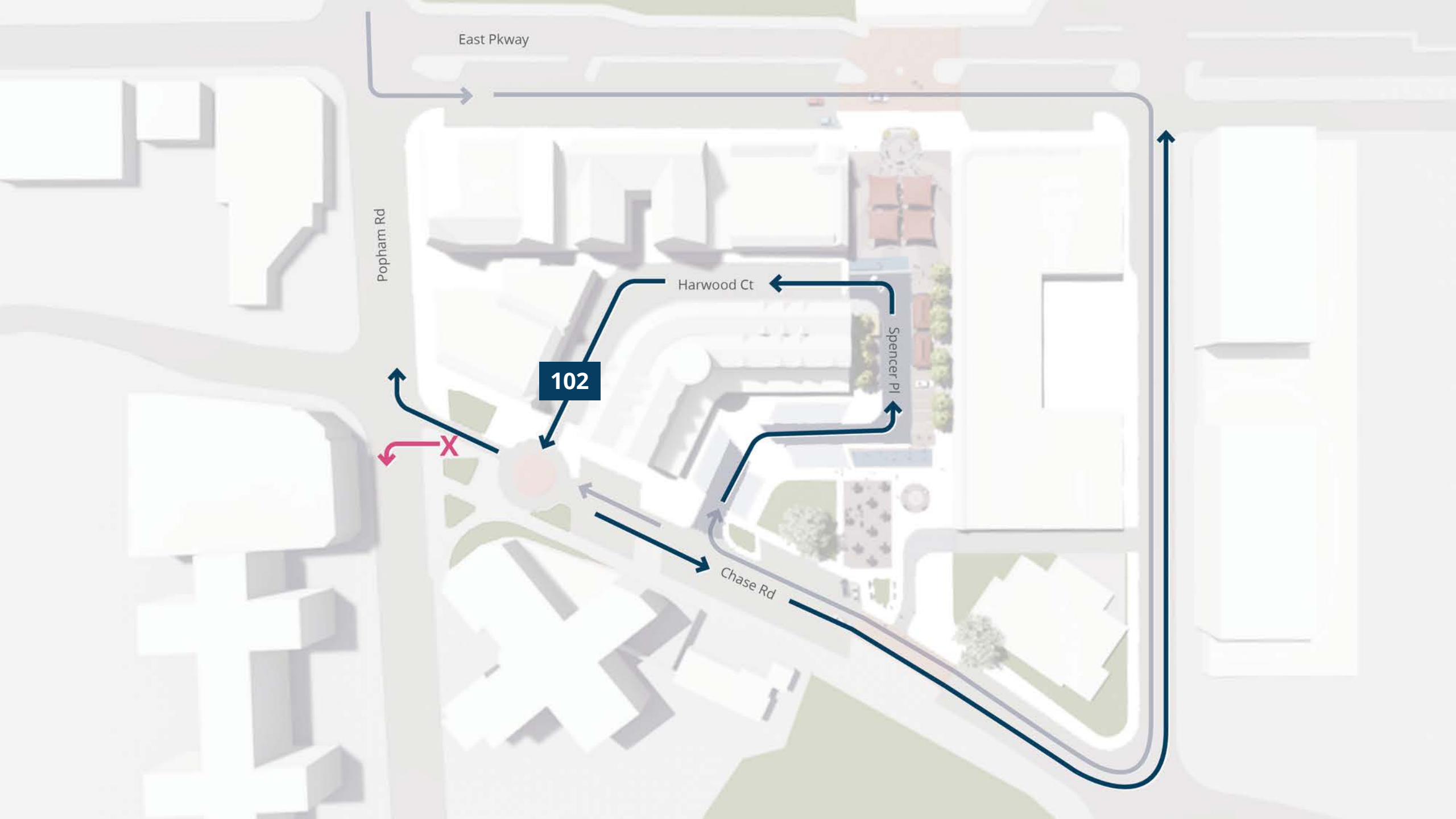
X

Harwood Ct

Spencer Pl

P

Chase Rd



East Pkwy

Popham Rd

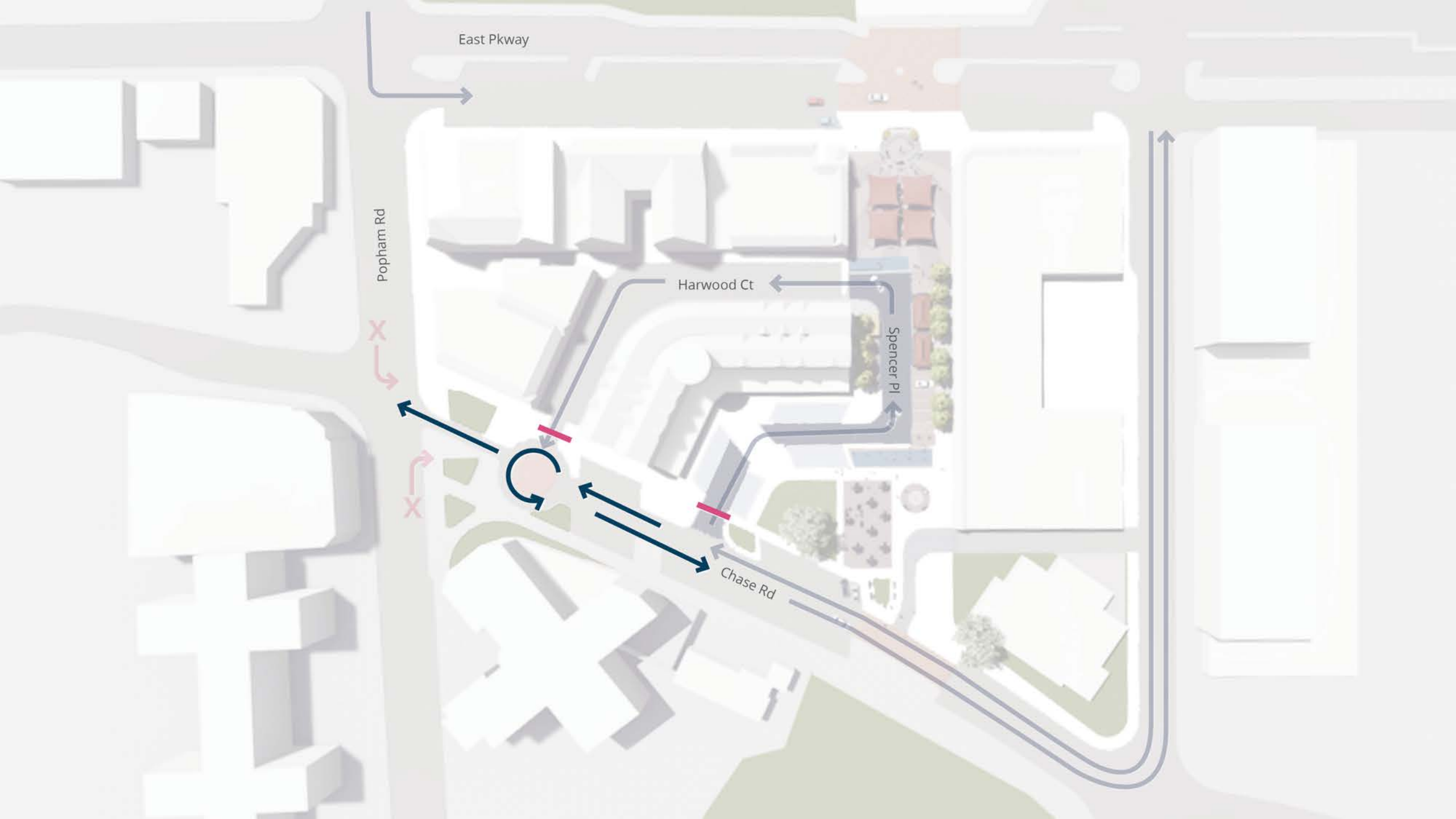
Harwood Ct

102

Spencer Pl

Chase Rd

X



East Pkwy

Popham Rd

Harwood Ct

Spencer Pl

Chase Rd



	Now	Future
Dine in the 'Dale	12	0
Harwood Court	18	23
Spencer Place	25	14
Boniface Circle	22	20
Chase W of Boniface	10	12
Chase E of Boniface	24	27
<b>TOTAL</b>	<b>111</b>	<b>96</b>



# Public Comment for Village Center Placemaking



# Sprague Road



# Sprague Road

## Challenges

- Vehicle speeds
- Rolling stops
- Roadway width
- Topography
- Curb radii
- Visibility

## Opportunities

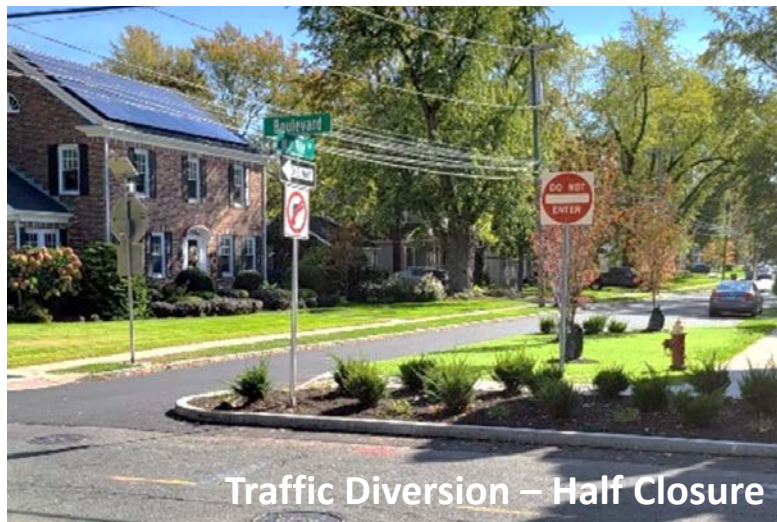
- Traffic volumes
- Street residential in nature
- Attractive landscaping



# Sprague Road – Traditional Measures



# Sprague Road – Innovative Measures

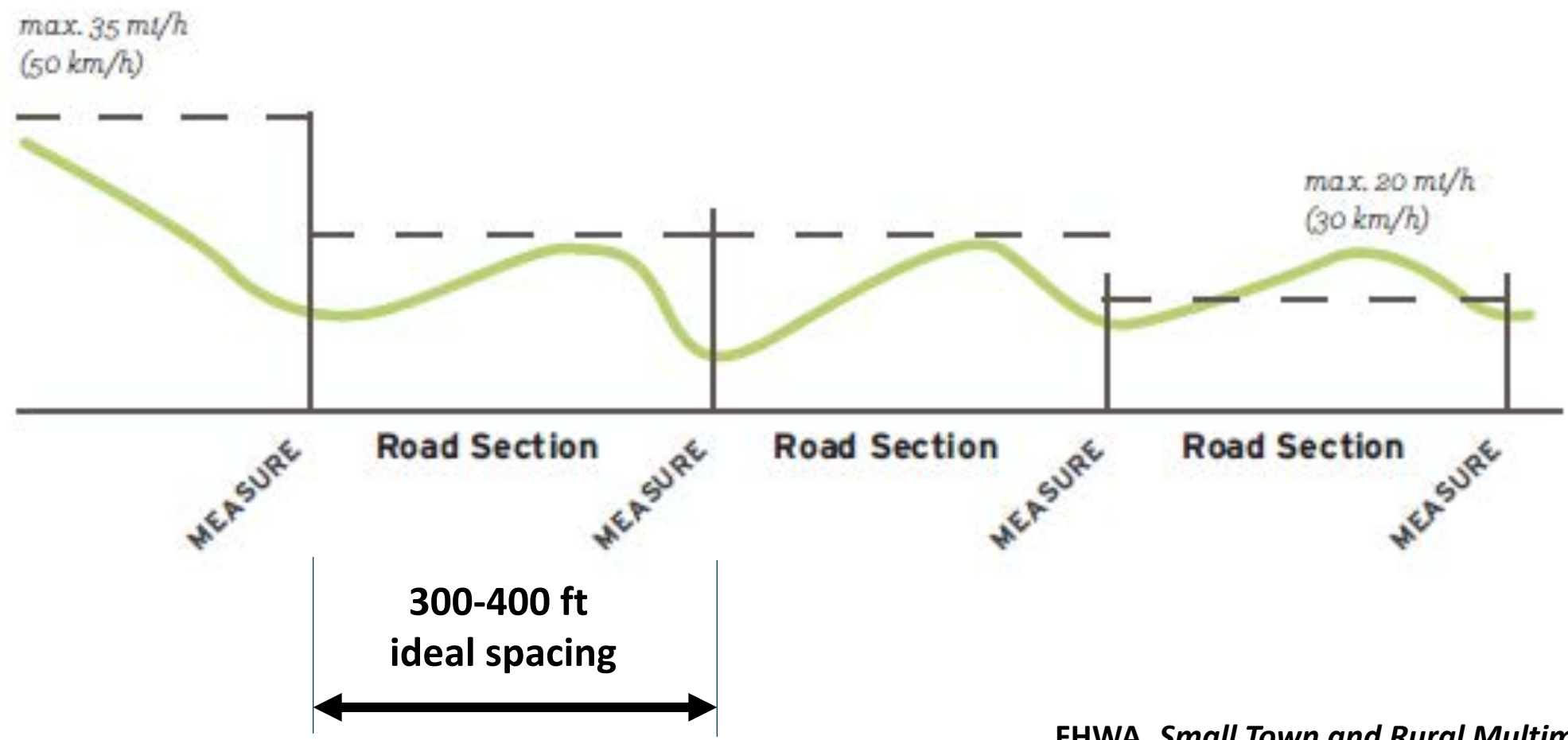


# Sprague Road Alternatives

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



# Speed Management Device Spacing

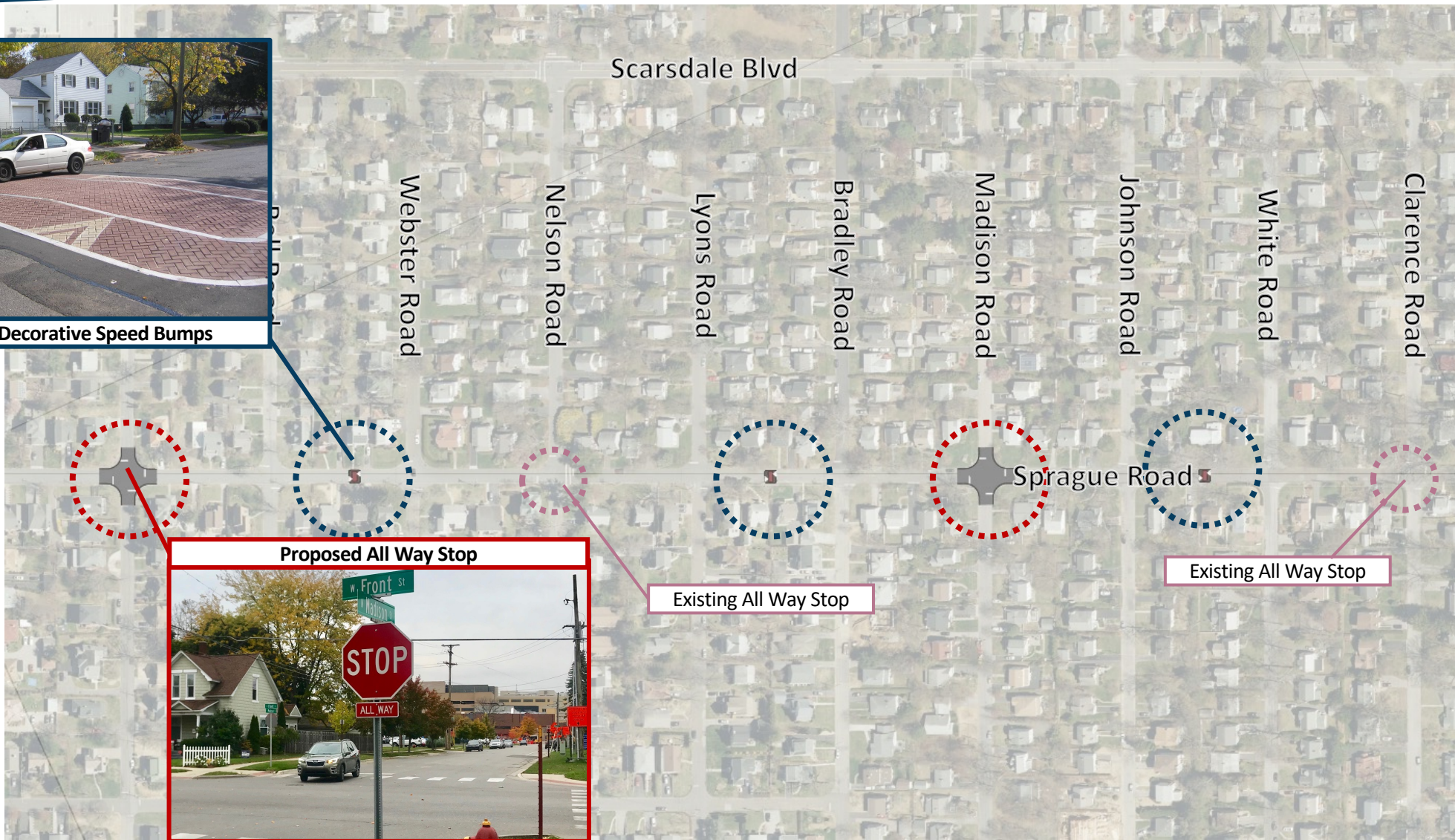




# Sprague Road – Alternative 1



Proposed Decorative Speed Bumps

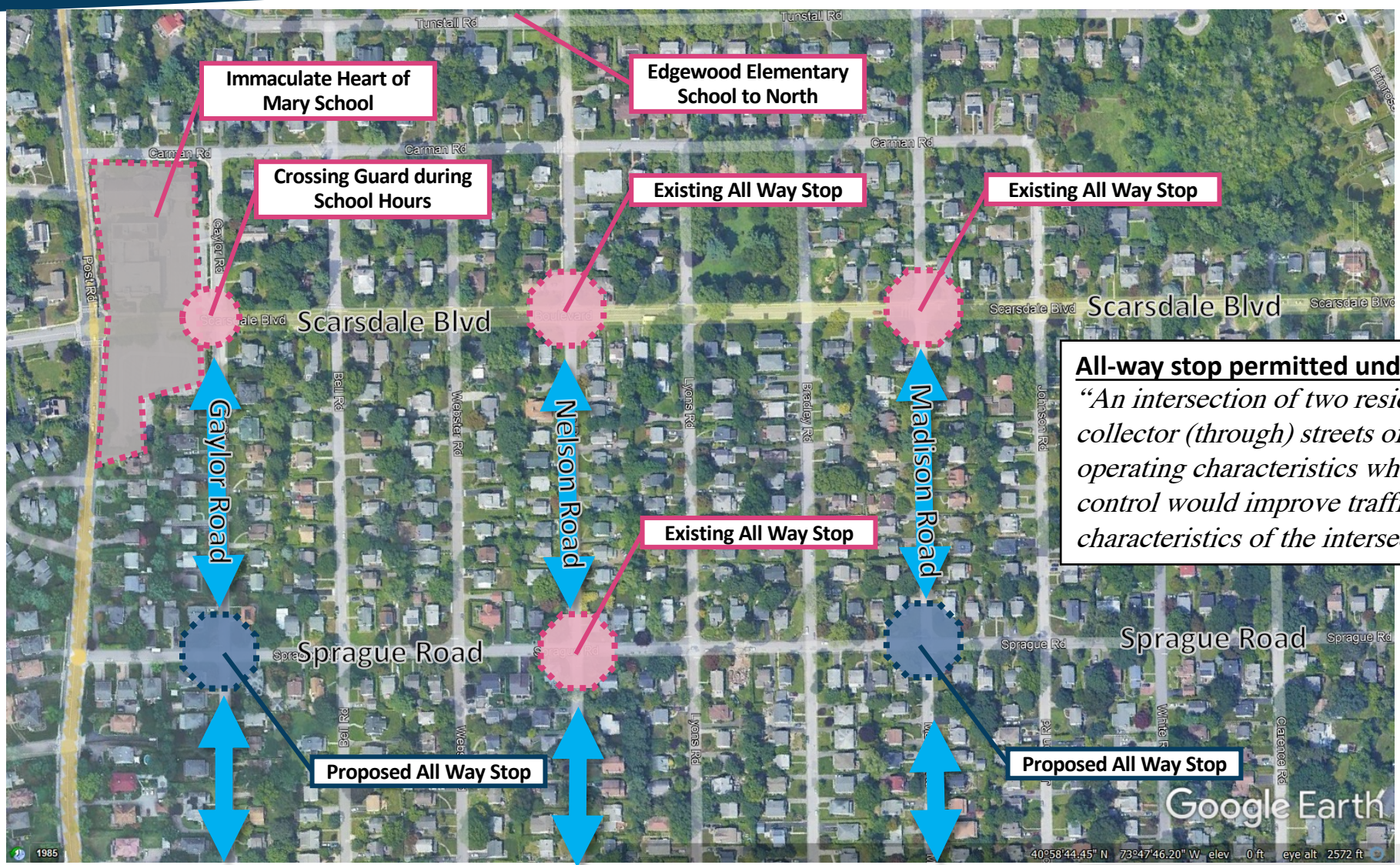


Proposed All Way Stop

Existing All Way Stop

Existing All Way Stop

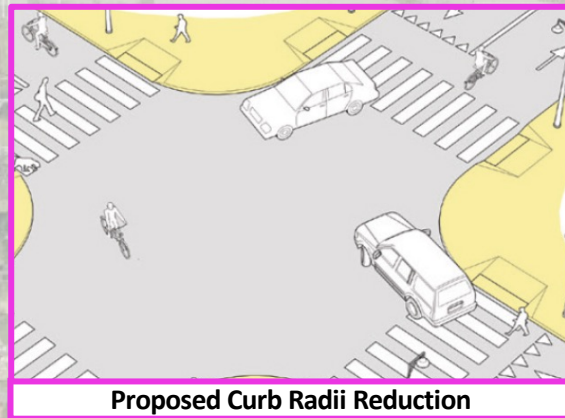
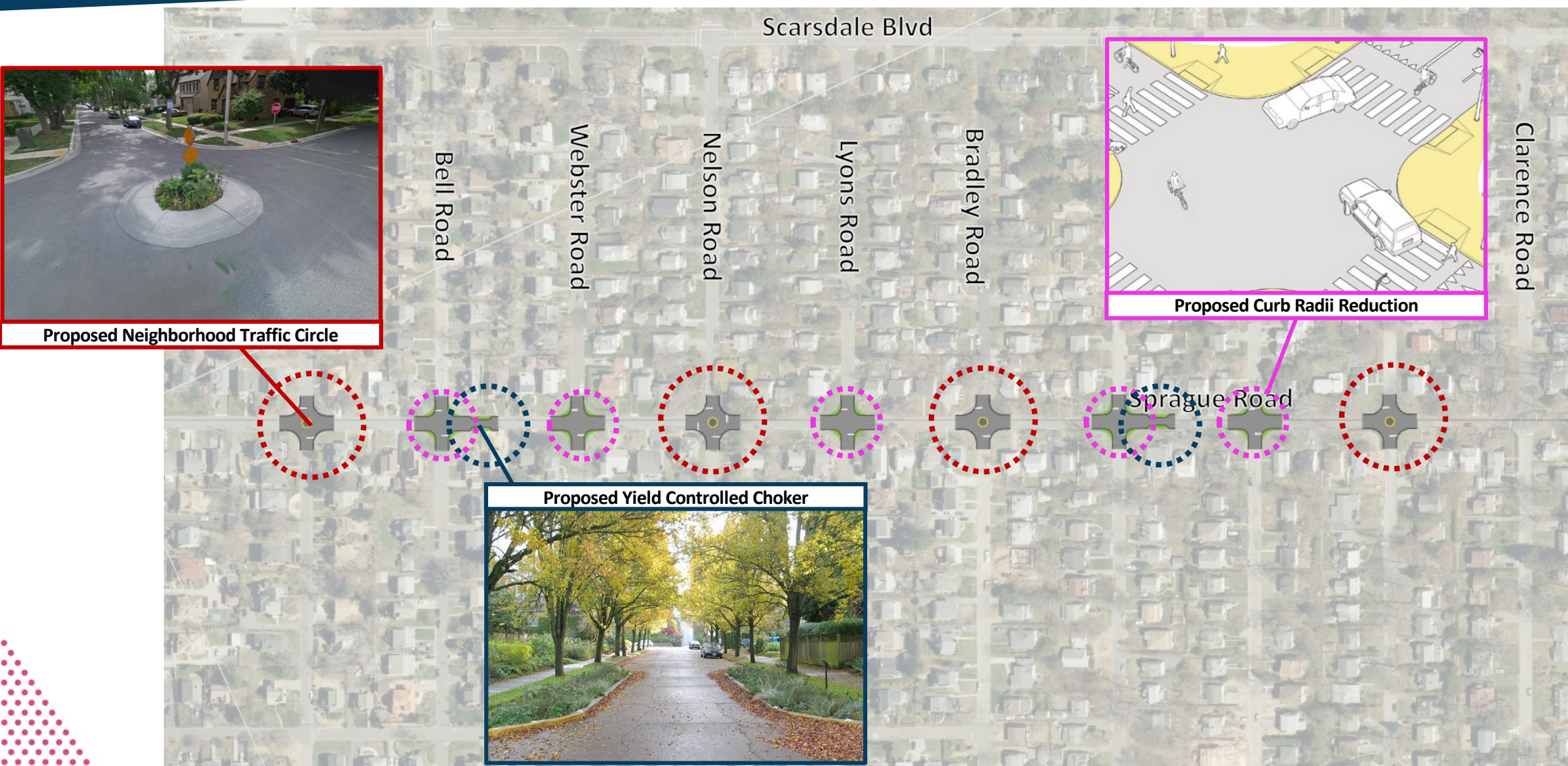
# Sprague Road – Alternative 1



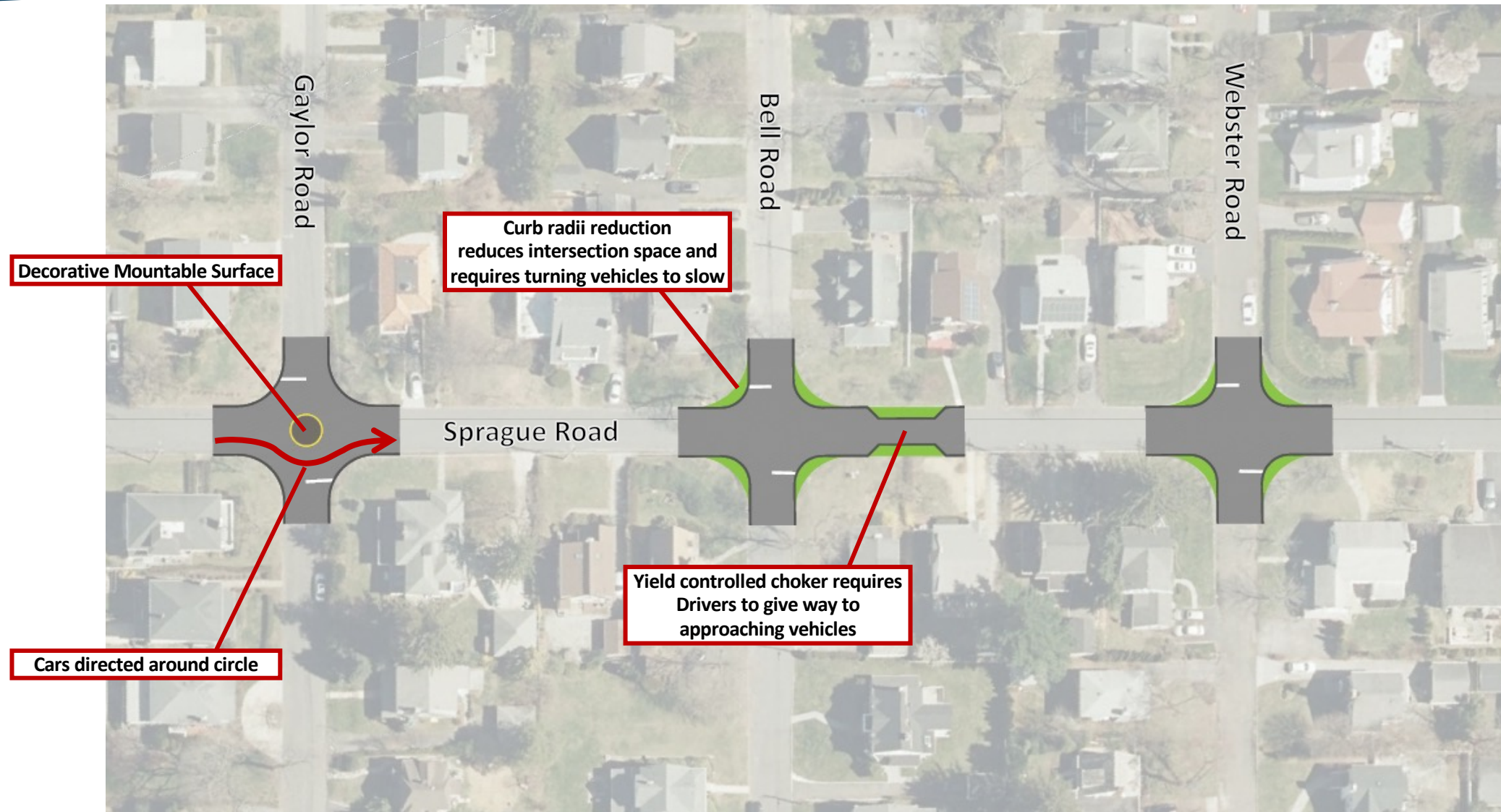
**All-way stop permitted under MUTCD guidance:**  
*“An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.”*



# Sprague Road – Alternative 2



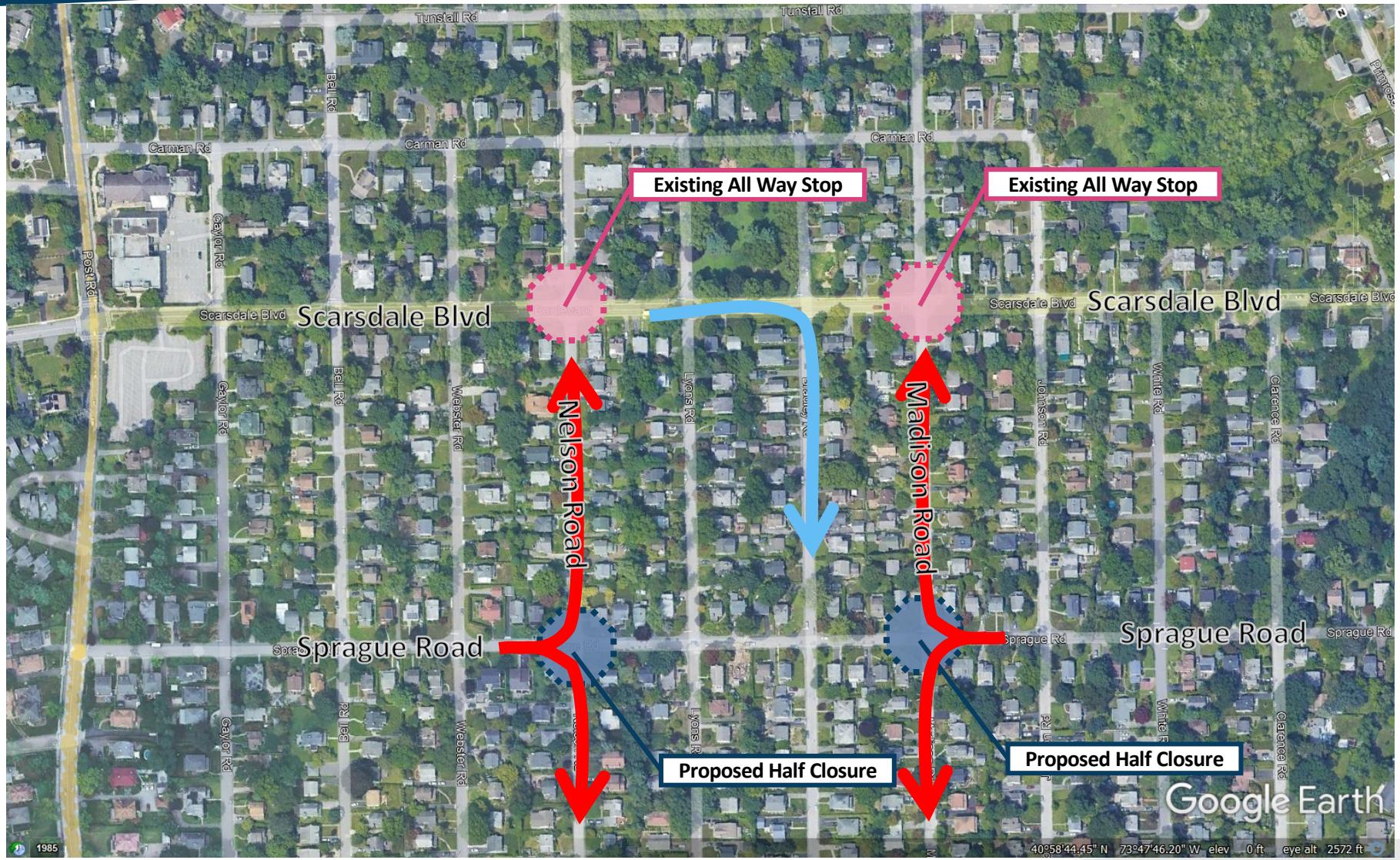
# Sprague Road – Alternative 2



# Sprague Road – Alternative 3



# Sprague Road – Alternative



# Public Comment for Sprague Road



# Popham Road

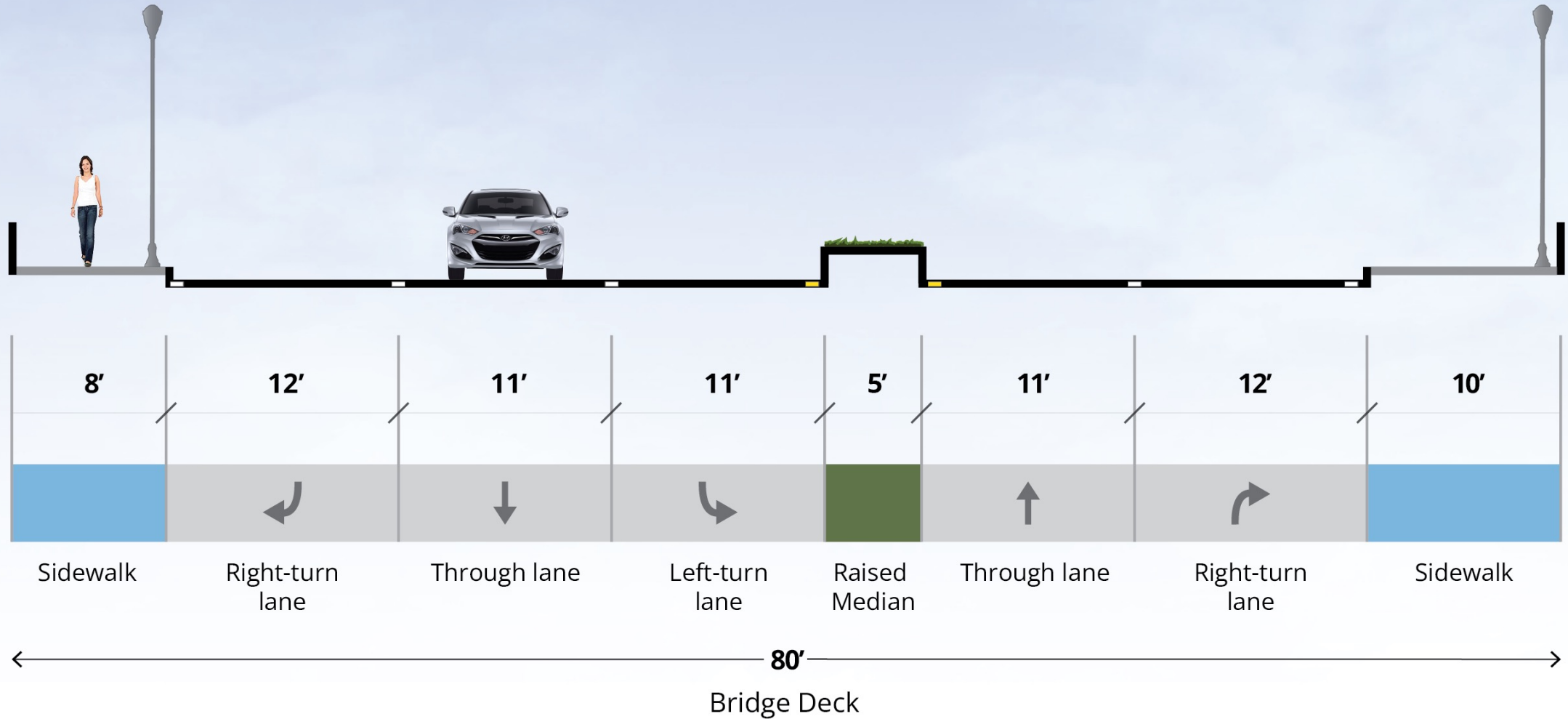




# Popham Road over Metro-North Railroad

## View Looking West

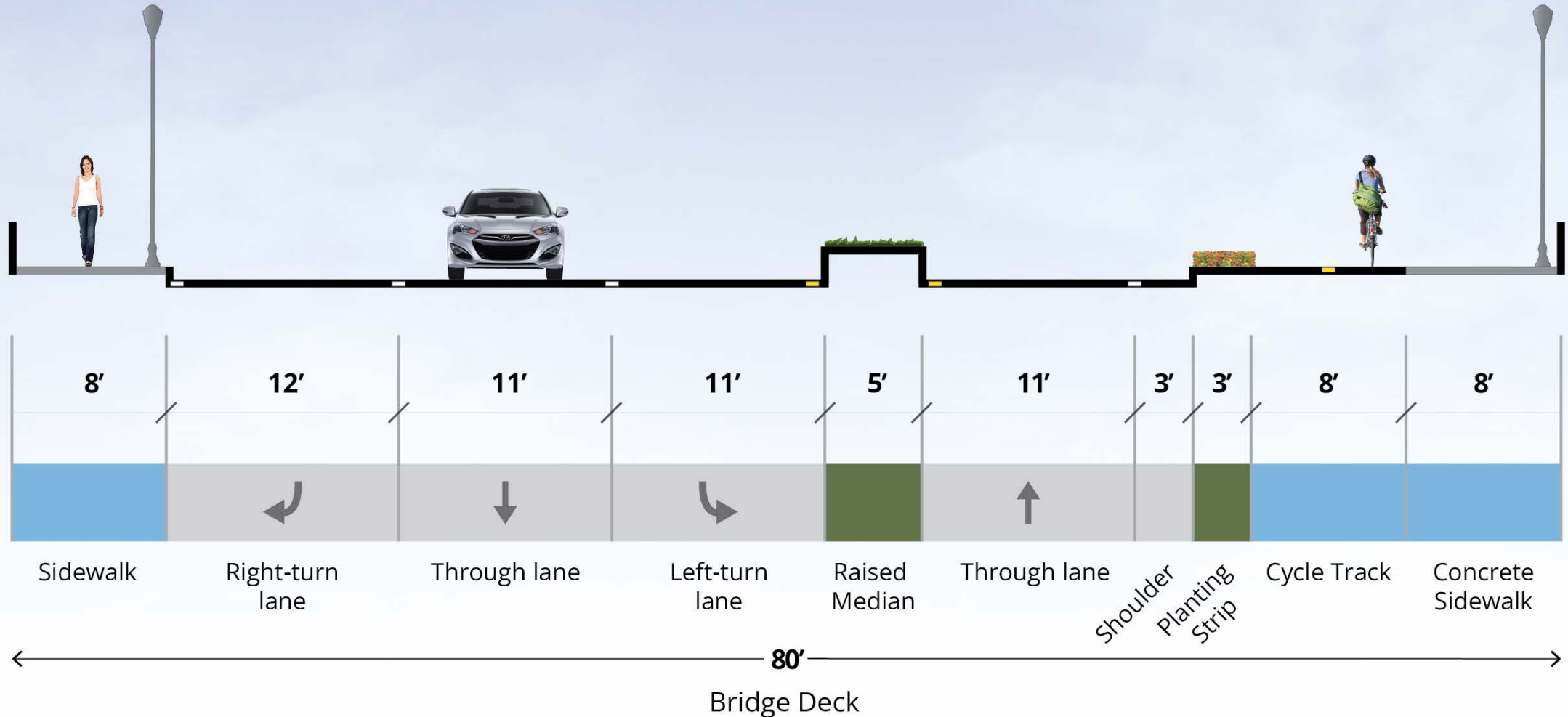
### Existing Cross Section



# Popham Road over Metro-North Railroad

## View Looking West

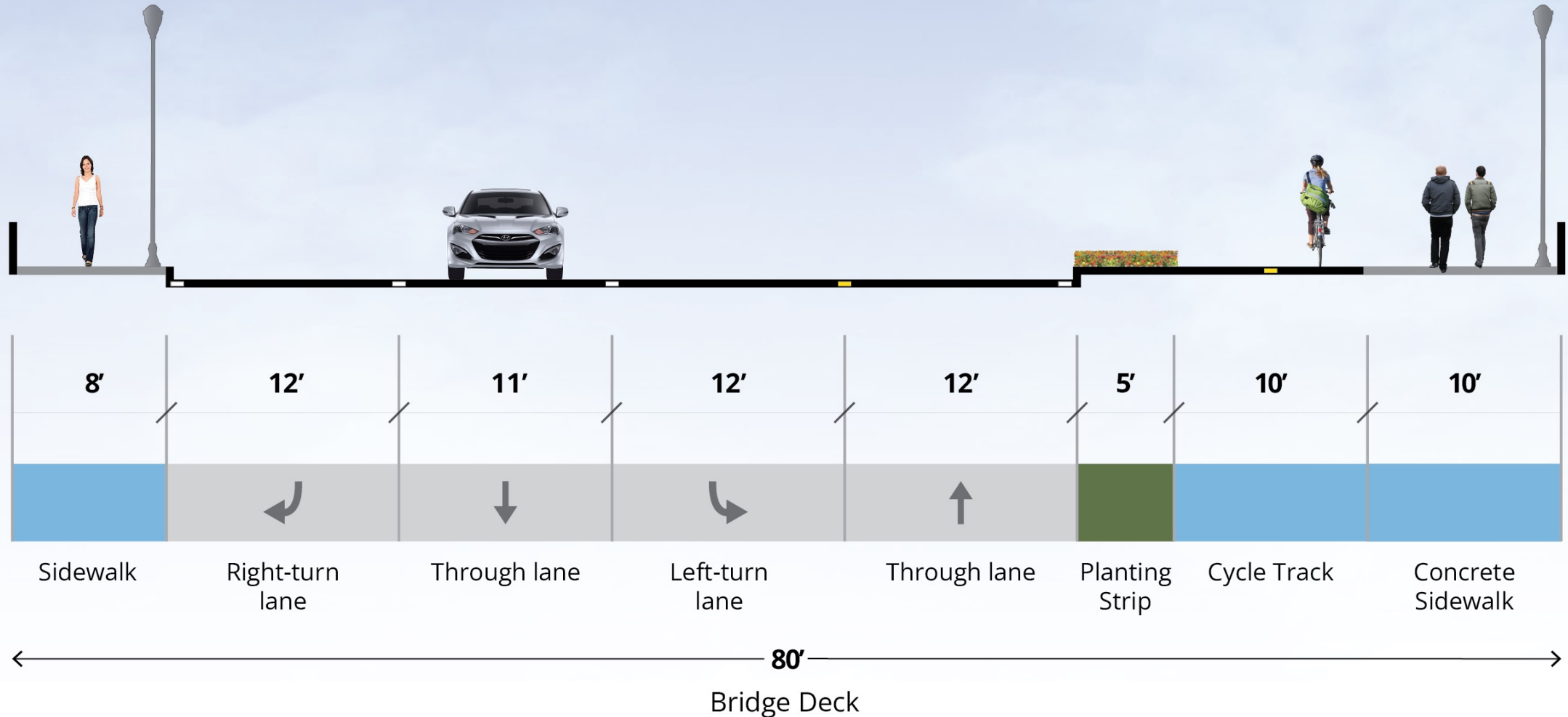
### Alternative 1: Convert WB right-turn lane to path to Bronx River Greenway



# Popham Road over Metro-North Railroad

## View Looking West

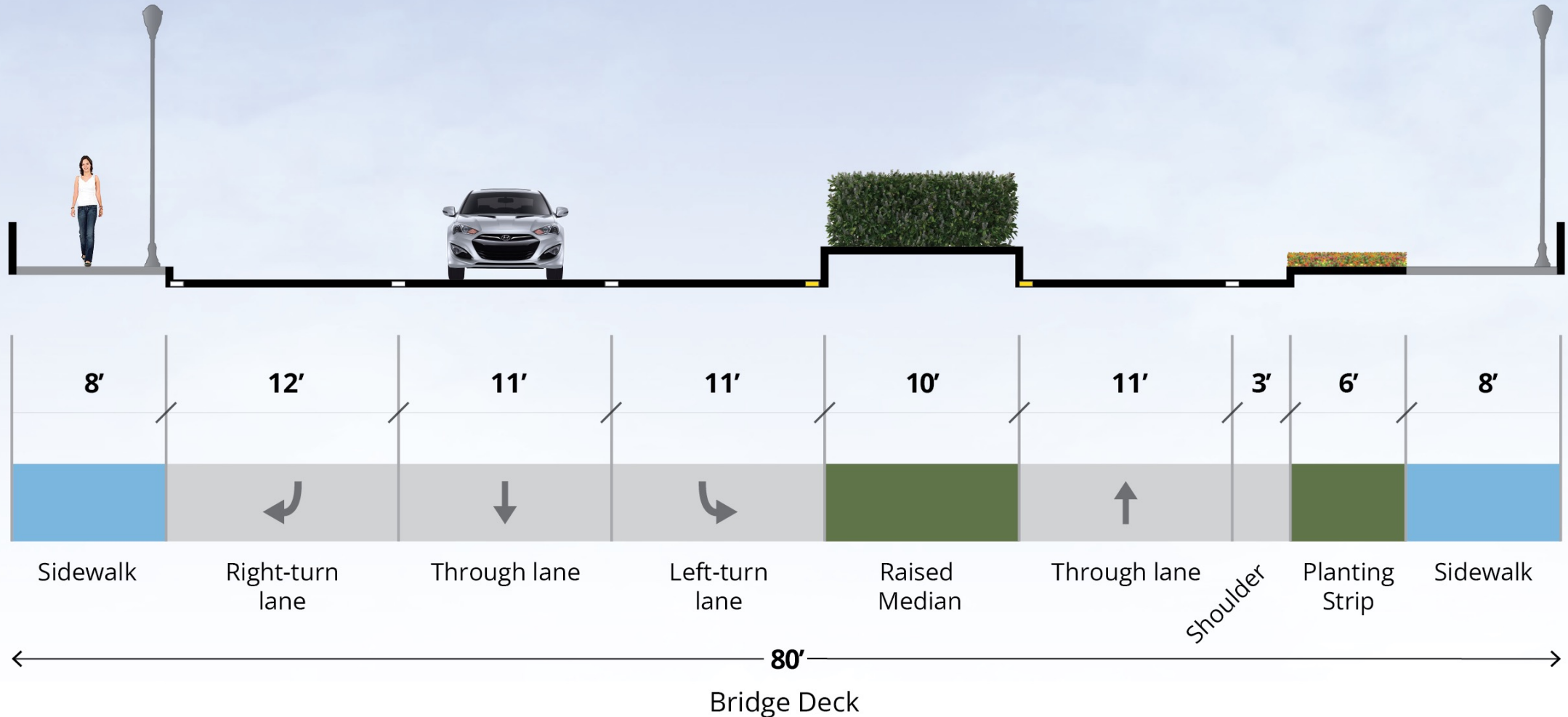
### Alternative 2: Eliminate raised median with path to Bronx River Greenway



# Popham Road over Metro-North Railroad

## View Looking West

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



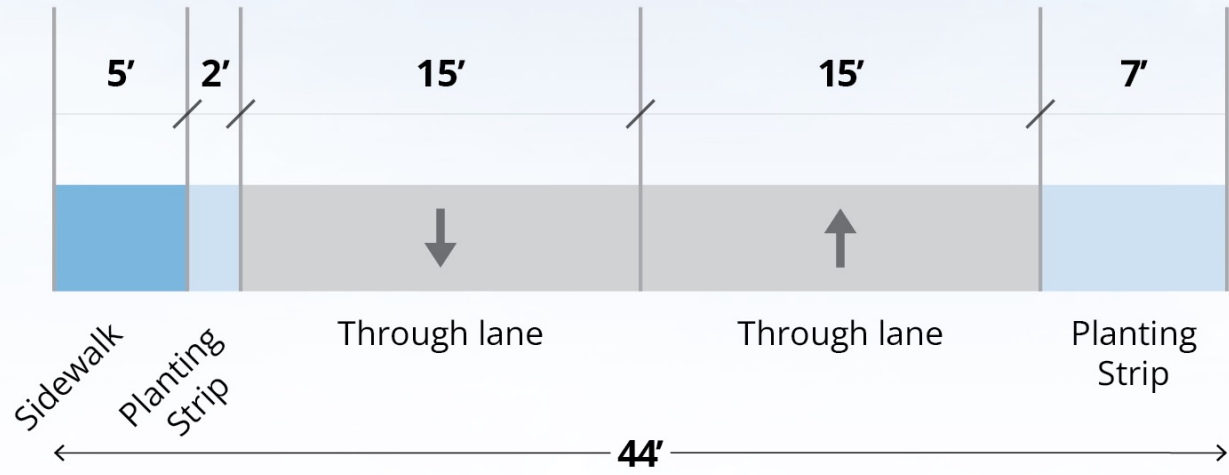
# Public Comment for Popham Road



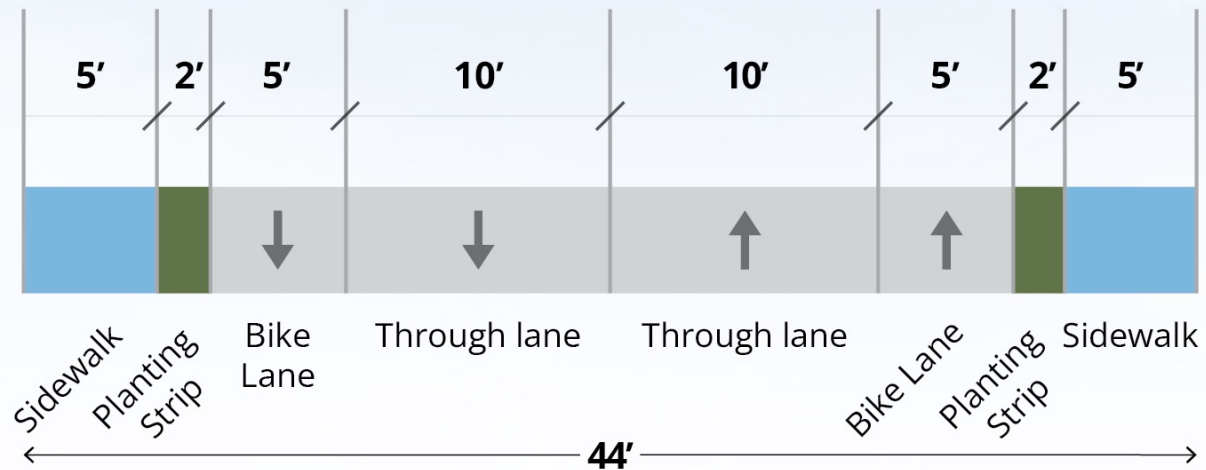
# Fox Meadow Road



# Fox Meadow Existing Cross Section

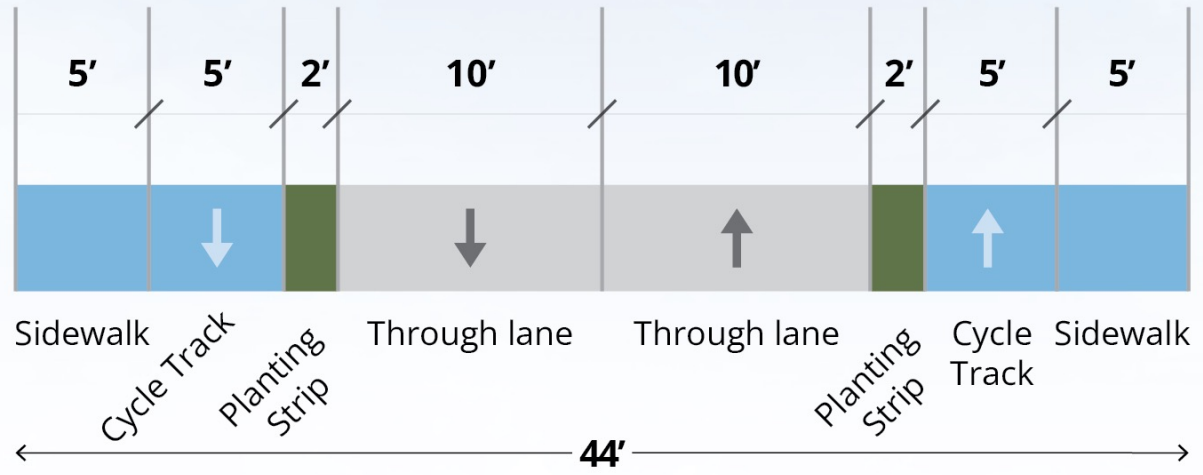


# Fox Meadow Road View Looking North Alternative 1: Bike Lane





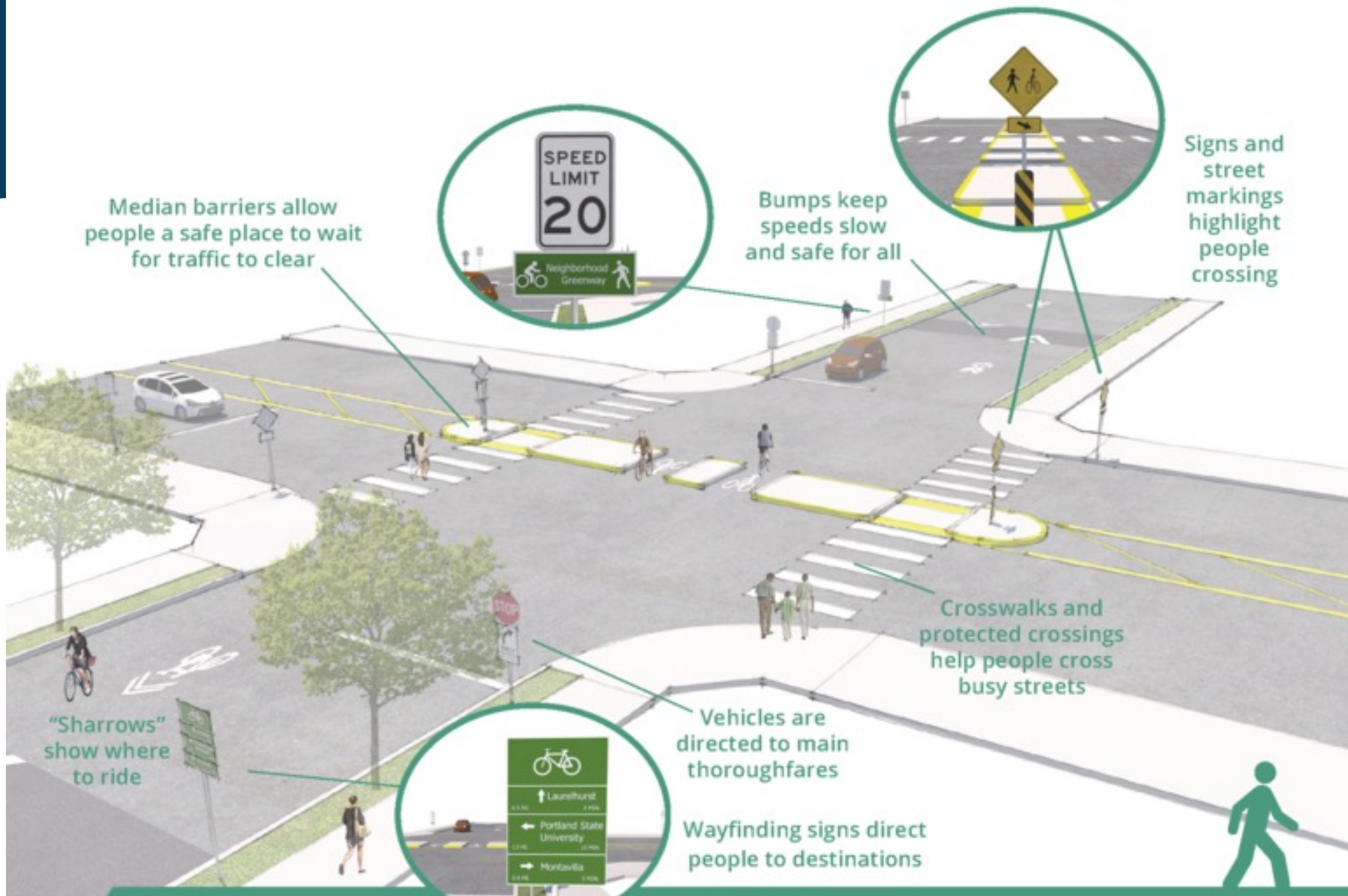
# Fox Meadow Road View Looking North Alternative 2: Cycle Track

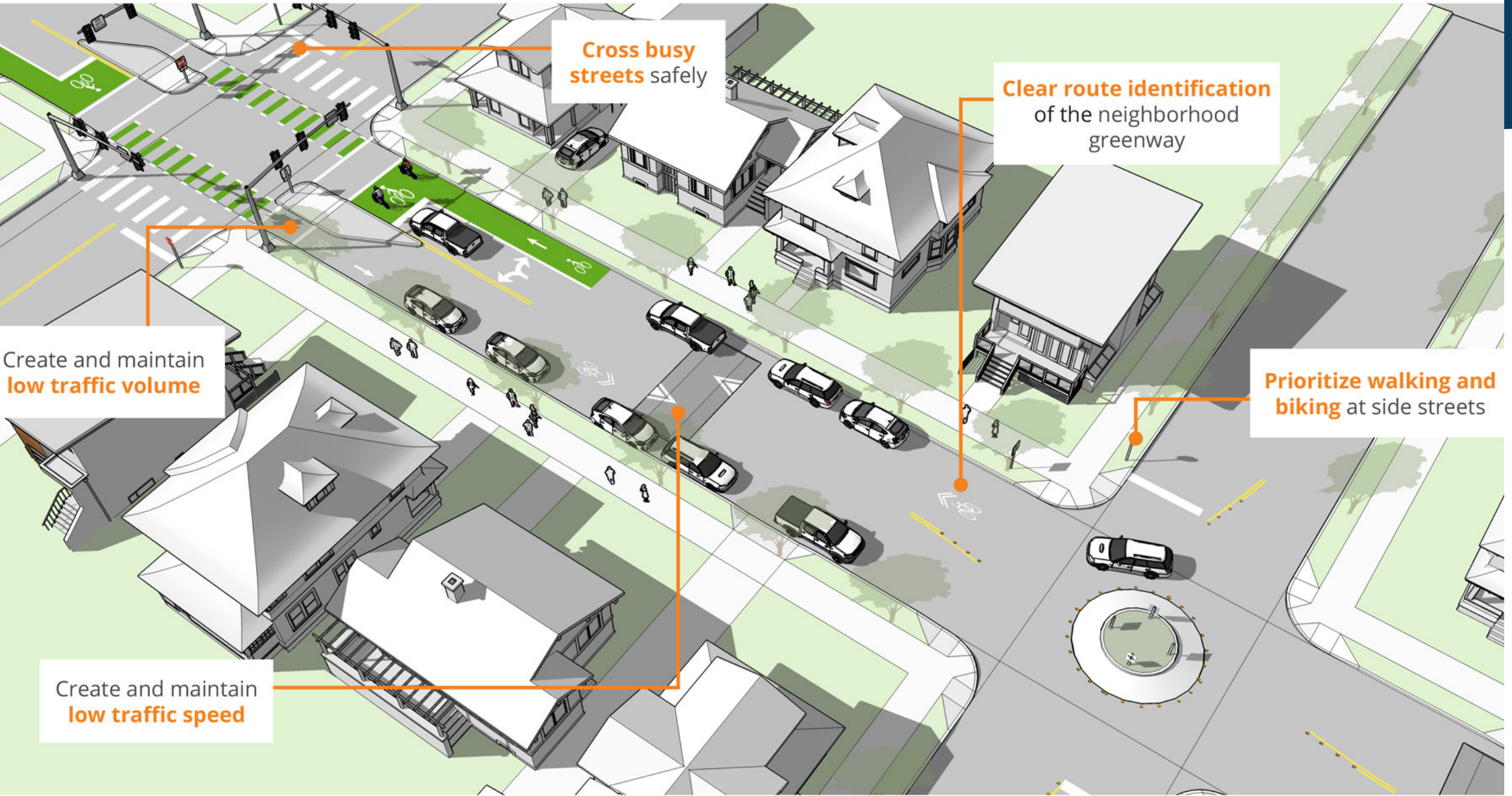


# Alternative 3: Neighborhood Greenway

- 20 mph or less
- Upper limit of 2,000 cars/day; aim for less than 1,000 cars per day
- Limit cut-through streets (for cars)
- Low level of stress
- Concentrate infrastructure on a single corridor
- Prioritize for repaving
- **Traffic calming**







Cross busy streets safely

Clear route identification of the neighborhood greenway

Create and maintain low traffic volume

Prioritize walking and biking at side streets

Create and maintain low traffic speed

# Crane Road



# Crane Road Challenges

- Constrained right of way
- Embankment
- Vehicle speeds



# Crane Road Opportunities

- Speed feedback signs
- Roundabout or all-way stop at Chase Road
- Bike signage
- Long-term considerations:
  - Expanding right of way
  - One-way street



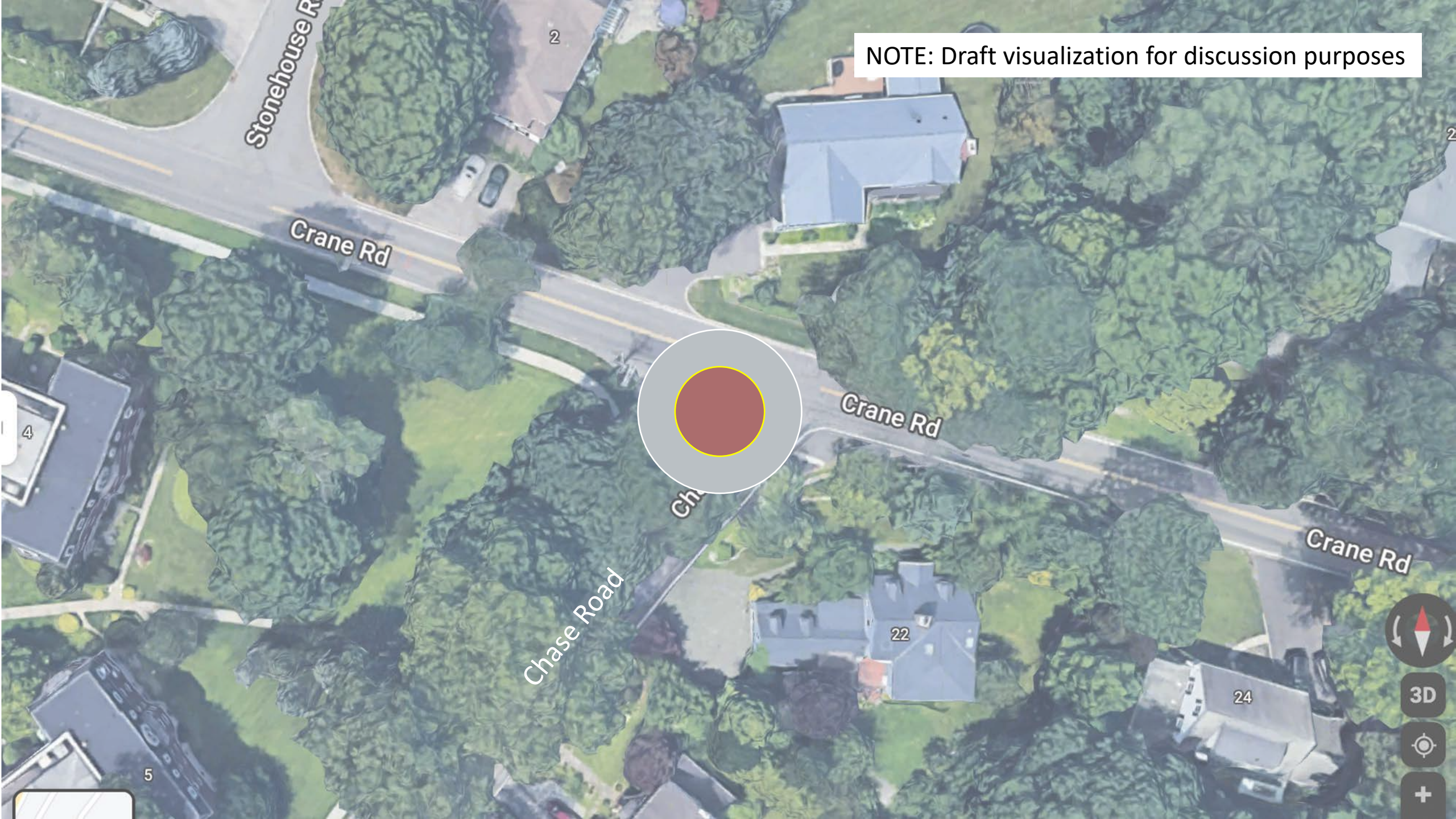


# Mini Roundabout

Main Street, Manchester, VT  
Source: Google Streetview



NOTE: Draft visualization for discussion purposes



Public Comment for  
Fox Meadow &  
Crane Road



# What's Next



# What's Next

- Review public comments
- Update design concepts
- Draft recommendations plan
- Public meetings (late summer/early fall)

Thank you!

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