

SCARSDALE STRATEGIC MOBILITY + PLACEMAKING PLAN

Working Group #1 Meeting Summary

April 4, 2022, 6:00 – 7:30 p.m.

Visioning

Michael Ahillen (FHI Studio) provided an overview of the agenda and discussed the visioning feedback the walk audit participants shared. The top priorities participants noted fell into four primary categories:

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

Mr. Ahillen also shared the locations walk audit participants suggested would be good sources of inspiration for Scarsdale, including Ithaca Commons, Burlington (VT), and Bronxville.

Meeting participants shared the following:

- Chase Park is used for gathering and concerts. Younger families have asked for a playground in this park.
- Prior to COVID-19 the Village Center lacked parking, and this demand could return.
- The Village Center recommendations should be appropriate for all ages (kids, teens, seniors).
- There is a need for flexible spaces, spaces that could be used for parking at times but could be adapted for other uses.
- There needs to be parking for commuters as well as consumers.
- The Village has tried to incentivize business owners and employees to use commuter lots, but there have been concerns about feel safe/comfortable on the walk from the Freightway lot.
- The Dine in the 'Dale tent removed handicap spaces that need to be replaced.
- The Congress for New Urbanism have great examples of placemaking initiatives. Monon Boulevard in Carmel, Indiana, is one recent example.
- Improved safety in the Village Center resonates; cars create challenges for pedestrian safety.

Placemaking

Adam Tecza (FHI Studio) presented the strengths and weaknesses noted by participants regarding Boniface Circle:

| Strengths | Weaknesses |
|--|---|
| <ul style="list-style-type: none"> • Heart-center • Prominence (physical & cognitive) • Movable seating • Offers shade • Holiday displays • Green / vegetation | <ul style="list-style-type: none"> • Disconnected • Small • Poor vehicle circulation • War memorial hidden • Undefined purpose |

Mr. Tecza then discussed the strengths and challenges raised by walk audit participants pertaining to the Dine in the 'Dale tent:

| Strengths | Challenges |
|---|--|
| <ul style="list-style-type: none"> • Community gathering space • Supported by businesses • Increased demand for programming • Created regional recognition • Destination | <ul style="list-style-type: none"> • Can feel too enclosed • 12 parking spaces lost • Traffic circulation impacts • Not permanent • Not great in cold weather |

Feedback related to placemaking from meeting participants included the following:

- The project team should review the Village Comprehensive Plan.
- Scarsdale Avenue was designated as a restaurant row, but some of the restaurants have migrated to Garth Road.
- Christie Place and Scarsdale Avenue need to be considered as part of this study.
- Building connections is critical.
- The train platform could be an important connection between the east and west areas of the Village Center.
- Something everyone liked from the Freightway planning effort was the raised platform over the tracks to connect Garth Road and Scarsdale Avenue.
- The Freightway recommendations were not ultimately supported by the Village Board.
- Do not lose sight of the potential for biking to the Village Center.
- A lot of people need to access the Village Center via car.
- Village Center can be a dangerous place to walk.

- Pedestrian signals should have audible signals for people with vision impairments.
- Cobblestone walkways are difficult for mobility devices.

Mobility

Parker Sorenson (FHI Studio) shared the opportunities and challenges walk audit participants noted on Popham Road:

| Opportunities | Challenges |
|---|--|
| <ul style="list-style-type: none"> • Traffic volumes • Street residential in nature • Attractive landscaping | <ul style="list-style-type: none"> • Vehicle speeds • Rolling stops • Roadway width • Topography • Curb radii • Visibility |

Meeting participants then noted the following:

- There's a desire to include Crane Road in the analysis.
- Fox Meadow Road needs a better pedestrian crossing. There is overflow parking on Fox Meadow Road when there are events in the Village Center.
- It's important to consider different times of day, particularly when trains arrive.
- A comfort station is needed at Chase Park, including a diaper changing station.
- Police should be considered at intersections during morning or night.
- Jaywalking is common.
- Curbs do not give cars enough view of people.

Mr. Sorenson then discussed the feedback from the site visit on Sprague Road:

| Opportunities | Challenges |
|--|--|
| <ul style="list-style-type: none"> • Relatively low traffic volumes • Street residential in nature • Attractive landscaping | <ul style="list-style-type: none"> • Vehicle speeds • Rolling stops • Roadway width • Topography • Curb radii • Visibility |

Meeting participants noted the following:

- The recommendations for Sprague Road may also apply elsewhere.
- The road includes neighboring municipalities of New Rochelle and Eastchester.
- The road serves as an important connection to schools and parks.
- Images showing traffic calming measures each have sidewalks, which Sprague Road does not.

Next Steps

Mr. Ahillen concluded the meeting by noting the data analysis memo is the first major deliverable. The results of this memo will be shared at Working Group Meeting #2 in May. He added that the Virtual Public Meeting will take place in June before school adjourns for the summer.