

January 18, 2018

**SCARSDALE FORUM INC.**

**Report of the Municipal Services Committee**

**On**

**The Scarsdale Forum Traffic Survey**

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January 18, 2018

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**SCARSDALE FORUM INC.**

**Report of the Municipal Services Committee  
On  
The Scarsdale Forum Traffic Survey**

The Municipal Services Committee (the “Committee”) proposes the following resolution for Adoption by The Forum:

RESOLVED, that the Report of the Committee based on its community Traffic Survey, recommending that the Village of Scarsdale should (1) prioritize the implementation of traffic calming features, including but not limited to lowering speed limits on linear portions of certain north-south and east-west corridors as allowed by NYS law; (2) address among other issues gridlock and pedestrian crossing signal timing, add or repair barriers, signage and signaling arrows, and enforce U-turn prohibitions; (3) increase the number of sidewalks throughout Scarsdale where feasible, and repair and maintain existing sidewalks; (4) install new or improved crosswalks, signals and signage along the most troublesome roads and intersections cited by residents; (5) increase enforcement and/or traffic calming features to curtail drivers who exceed speed limits, drive through crosswalks where pedestrians have the right of way, make illegal turns through red signals, fail to stop at stop signs, double-park in the Village Center awaiting train pick up, etc., and (6) implement an ongoing education campaign and Safe Streets event days to address hazardous behaviors and encourage compliance with New York State Vehicle and Traffic Law regulations including speed limits, yielding to pedestrians and bicyclists, and road safety in general, and enlist the cooperation of the public consistent with these recommendations, be approved.

## EXECUTIVE SUMMARY

The Scarsdale Forum's Municipal Services Committee designed, distributed, and analyzed this community Traffic Survey as an essential supplement to the Committee's 2015 "Traffic Assessment, Safety and Improvement Report."<sup>1</sup> The 2015 Committee Report, annexed here as Exhibit A, covered in detail traffic, road and sidewalk safety problems in the Village Center. In the interim, the Village has made progress in the implementation of added signals, signage and enforcement in the Village Center. This follow up Survey polled the community's perception of road and sidewalk hazards that continue to persist throughout the Village and that negatively affect their health, safety and quality of life.

The Committee distributed the Survey from October 20-November 30, 2017 through numerous local and social media, Forum and personal distribution lists, and by advertising through Facebook. 706 respondents completed the survey. A little over 60% of the respondents were female, and 60% of all respondents were in the 35-44 and 45-54 year-old age brackets. 65% of all the respondents have children at home, and almost 24% are empty nesters.

A significant majority of the respondents cited concerns with walking, driving, and cycling in Scarsdale. Seventy-five percent of the respondents cited that they had challenges when walking in Scarsdale. The main challenges were lack of sidewalks in numerous parts of Scarsdale, impediments to crossing roads due to unsafe or illegal motorist behaviors, poor quality of roads and sidewalks, and lack of lighting on streets. Almost 70% of the respondents drive through Scarsdale 6-7 days a week, and 90% of all drivers park somewhere in Scarsdale, particularly in the Village Center and near Scarsdale schools. 55% of all respondents stated that they face difficulties when trying to find parking or attempting to drive away from their parking spots.

Over 70% of the respondents stated that they have observed motorists speaking on a hand-held phone while driving. Drivers who exhibit unsafe practices at intersections are also quite frequently observed. Drivers who drive through a

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<sup>1</sup> The "2015 Committee Report." [www.ScarsdaleForum.com/reports](http://www.ScarsdaleForum.com/reports). (Go to Reports/All Reports/folder for Municipal Services Committee/Report of the MSC on Traffic Assessment, Safety and Improvement in the Village of Scarsdale 2015-11-19/Download .pdf Report #560) The 2015 Report was first distributed publicly on October 28, 2015. Exhibit A pagination and footnotes are contiguous with those in this document, not original document.

crosswalk where waiting pedestrians have the right of way to cross first was often cited by respondents.

52% of the respondents stated that they do not bicycle in Scarsdale. Almost 50% of respondents indicate that there is at least one person in their household who uses a bicycle in Scarsdale. More than half of this group would favor bike lanes in Scarsdale. Almost 10% of those who stated they do not have a Scarsdale cyclist in the household cite a lack of safety for cyclists on Scarsdale roads as the reason. Hence, over half of Scarsdale households might be using bicycles if safety issues were addressed.

Survey data show that about two-thirds of respondents were against taxes to improve traffic safety. Women were slightly more opposed than men and support for raising taxes tended to decline somewhat with increasing age. Some respondents suggested that addressing the issues might eventually pay for any increased fiscal burdens or shifting.

The feedback in the Survey represents an inflection point beyond which the wide range of observed and experienced hazards are no longer deemed to be acceptable “norms” by the Scarsdale community. The feedback confirms that the community will no longer tolerate unsafe conditions on Village roads and sidewalks. Survey participants, the majority of whom are Scarsdale residents, unequivocally affirm the community’s collective desire for the Village to find solutions to the impacts of speeding vehicles, distracted or negligent motorists, the lack of sidewalks in many places throughout the Village,<sup>2</sup> in addition to the absence of crosswalks where they should be to assist pedestrians, poor lighting, and other hazards to name just a few of the problems observed along Scarsdale’s residential and business district roads.

The principal recommendation of the Committee is safer streets through traffic calming, reflecting the mandate of the Scarsdale community. The data, collected from over 700 respondents, demonstrate that Scarsdale residents want the Village to make improving pedestrian, cyclist and driver safety a top municipal priority.

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<sup>2</sup> The recommendation to increase the number of sidewalks throughout Scarsdale where feasible, and repair and maintain existing sidewalks, includes keeping sidewalks and curbside streets where there are no sidewalks free of snow, leaves and debris to ensure the safety of pedestrians.

# THE SURVEY

## Design and Distribution

Members of the Municipal Services Committee designed this traffic Survey to gauge the reaction of the Scarsdale community and the wider community of Westchester residents to the challenges posed by travel to or through Scarsdale Village. The questions, many based in large part on the observations and recommendations in the 2015 Committee Report, were designed by members of the Committee. Distribution of the Survey began on October 20, 2017 and ended on November 30, 2017. The Survey was widely distributed, including to members of the Committee, all members of the Scarsdale Forum, the Scarsdale Neighborhood Association Presidents (SNAP), and was posted to Facebook's Scarsdale Moms, Scarsdale Dads, Scarsdale Social, Old Scarsdale Neighborhood Association, Scarsdale Cub Scout Pack 440, Scarsdale Learns Mandarin, Scarsdale Voters Choice Party, Westchester Moms, and Scarsdale Republicans.<sup>3</sup> The Survey was also distributed via Facebook boosts to zip codes within 30 miles of Scarsdale. 4,517<sup>4</sup> Westchester residents between the ages of 13 years old and over 65 years old were randomly reached through this form of advertisement; 55% were women, 44% were men, and 1% did not disclose gender.

A number of Forum members sent a link to the Survey to their personal distribution lists which included residents of Scarsdale and neighboring towns. The link to the survey also appeared in The Journal News, The Scarsdale Inquirer, Scarsdale Hamlet Hub, Scarsdale Patch, and Scarsdale10583.com.

The Committee used Bitlinks in order to track how often the survey link was opened. The survey was clicked 1455<sup>5</sup> times. 66% of the clicks came from individuals who received an email about the survey; 18% of the individuals who clicked on the link came from Facebook. 6% of the respondents came from Scarsdale10583.com, while the remainder came from Scarsdale Hamlet Hub and The Journal News.

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<sup>3</sup> There is no Scarsdale Democrats Facebook page, although the Forum Committee was advised that the Scarsdale Democratic Town Committee posted the link to the Survey on its website at [www.scarsdaledemocrats.org](http://www.scarsdaledemocrats.org) .

<sup>4</sup> See Advertisement analytics on Scarsdale Forum Facebook site, at <https://www.facebook.com/business/help/251850888259489> .

<sup>5</sup> <https://app.bitly.com/Bd174JVWKxQ/bitlinks/2zoIQSR> .

706 individuals completed the survey. It is not possible to track whether some respondents clicked the survey link more than once before actually filling it out. Assuming that individuals clicked on the link once and completed filling out the survey, this would mean that 50% of individuals clicking the link responded. This response rate is significantly higher than the typical external online survey response of 10-15%.<sup>6</sup>

## **Limitations**

Any survey will have limitations. The Committee is comprised of volunteers with a diversity of personal and professional commitments. The Committee does not have access to the email address of all Scarsdale residents to ensure that all of them received the Survey.

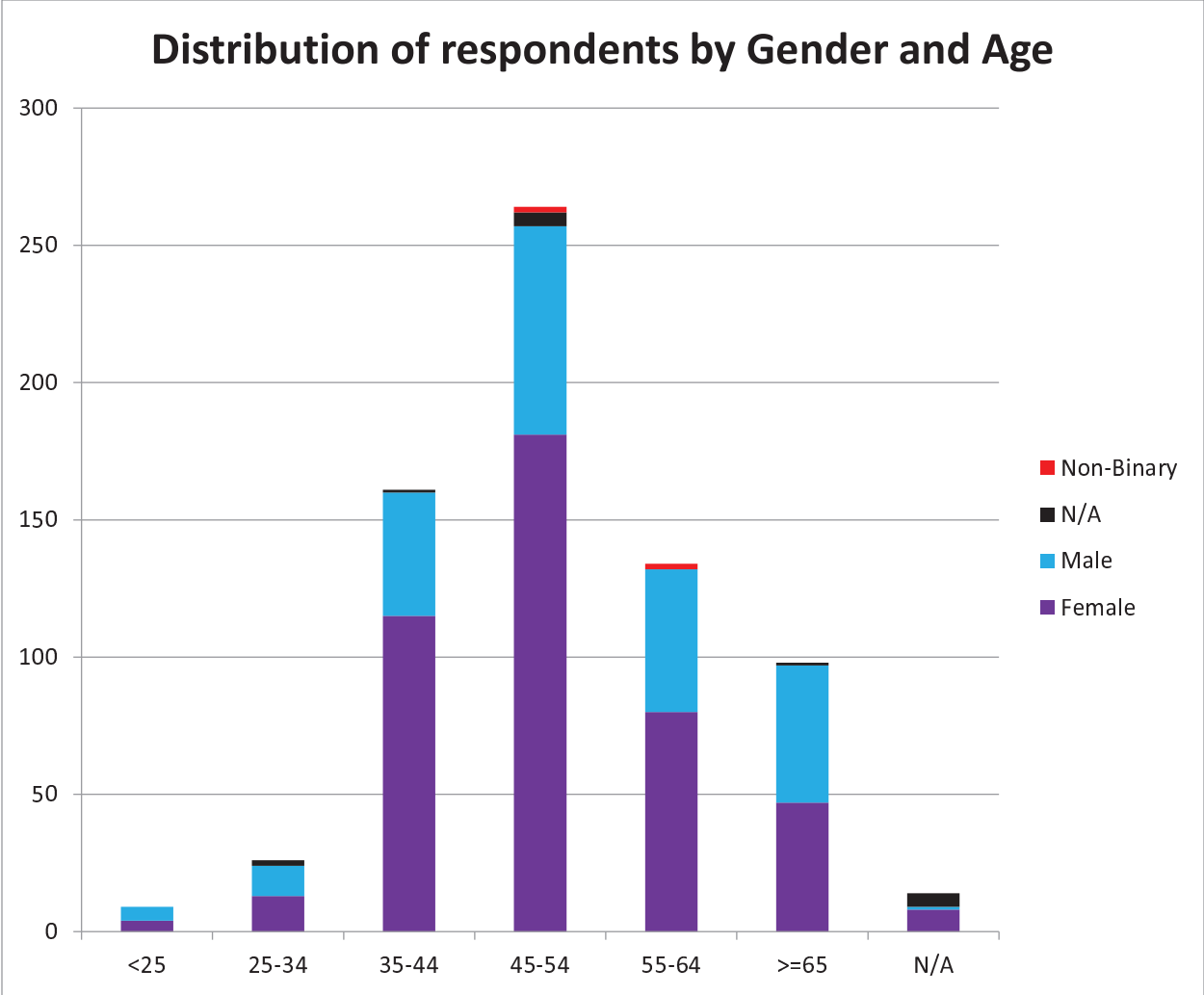
The demographic groups that the Survey was not able to capture with statistical significance were the younger respondents in the age brackets 16 years old and under, 16-18 years old, and 19-24 years old.

## **Demographics**

63% of the 706 Survey respondents identified female and 34% identified male. 3% stated that they are non-binary, or that they preferred not to respond. 60% of the respondents were in the 35-44 and 45-54 year-old age brackets, with the majority of the remaining 40% of the respondents in the 55 year-old and higher age brackets.

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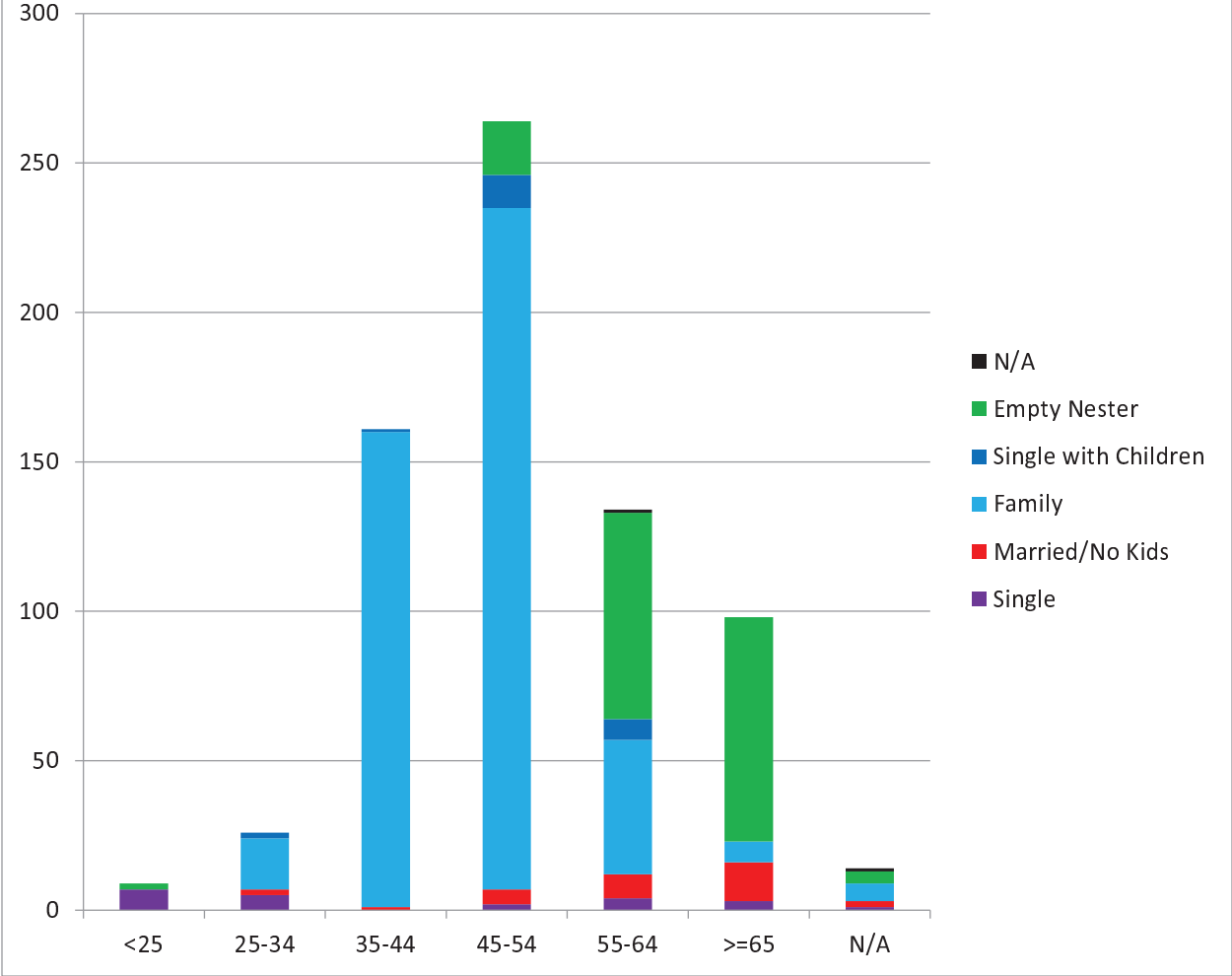
<sup>6</sup> <https://www.surveygizmo.com/survey-blog/survey-response-rates/>. This statistically significant Survey completion rate is a probable indicator of the public's high level of motivation and perception of the benefits of taking the Survey.



65% of the respondents have children at home; almost 24% are empty nesters. When broken down by gender, 70% of the women were married with children and 21% were empty nesters. 57% of the male respondents were married with children and 30% were empty nesters.



## Distribution of respondents by Household Composition and Age



Almost 93% of the respondents are from Scarsdale, with the remaining 7% of the respondents predominantly from Bronxville, Eastchester, Edgemont, Hartsdale, Mamaroneck, New Rochelle, Yonkers, and White Plains.

## Survey Questions

### Walking, Cycling, Driving and Parking Challenges

In addition to questions for the purposes of collecting demographic data, the Survey contained 11 questions about walking, cycling driving and parking in Scarsdale. The first question asked respondents how often they drive through or in Scarsdale. 67% of the respondents who drive through Scarsdale do so 6-7 days a week, while about 28% drive anywhere from 1-5 days a week through Scarsdale.

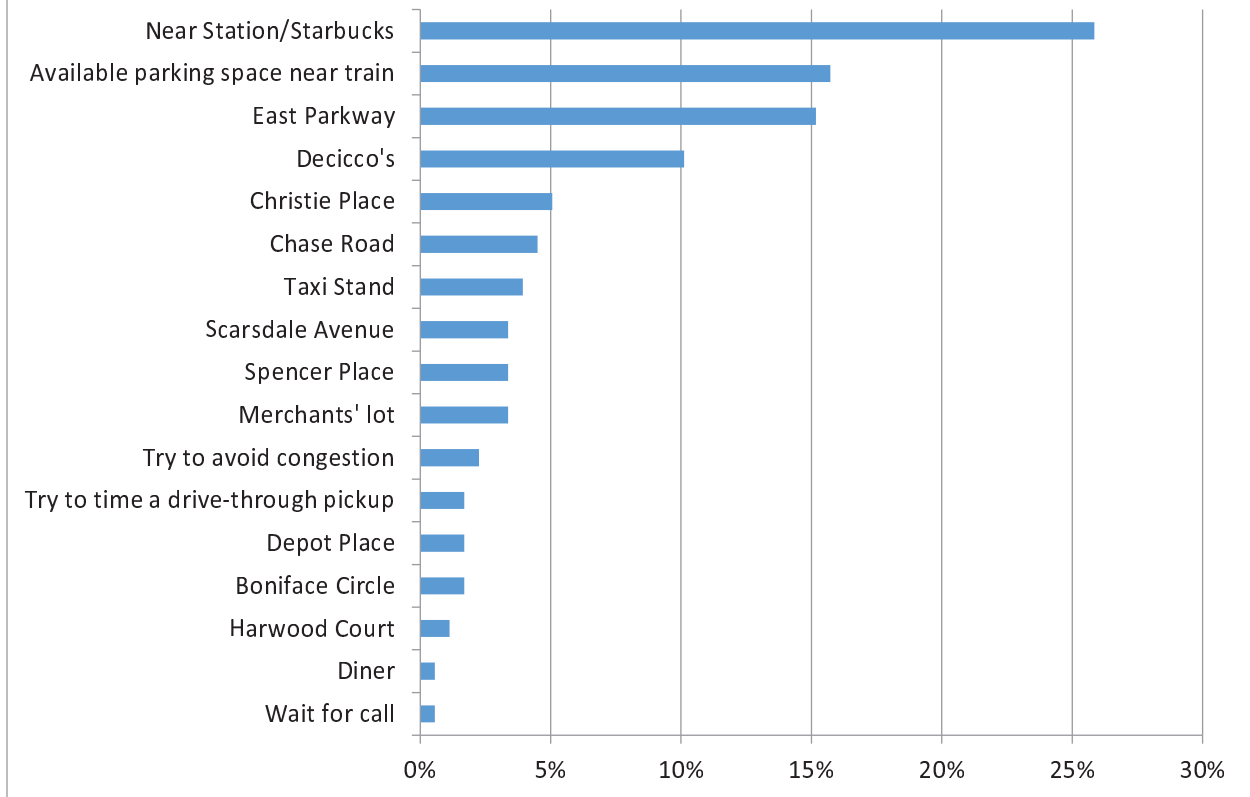
When broken down by gender, 72% of the female respondents drive 6-7 days a week and 23% of the female respondents drive 1-5 days a week. 59% of the male respondents drive 6-7 days a week and 34% of them drive 1-5 days a week. In the 65 years or older age bracket, 59% of the drivers drive 6-7 days a week and 38% drive 1-5 days a week.

90% of the respondents not only drive through Scarsdale, but they also park somewhere in the Village. When broken down by gender, the percent of men and women who park in Scarsdale was in the 88-90% range.

In question number 6, “Do you drive and park in Scarsdale? If so, where?” Survey respondents could fill in where they park. DeCicco’s, Christie Place, near train stations, Freightway and Golden Horseshoe were cited most often as places where respondents park. Numerous respondents also stated that they park at Scarsdale High School and the other schools in Scarsdale. Please see Appendix I for all responses.

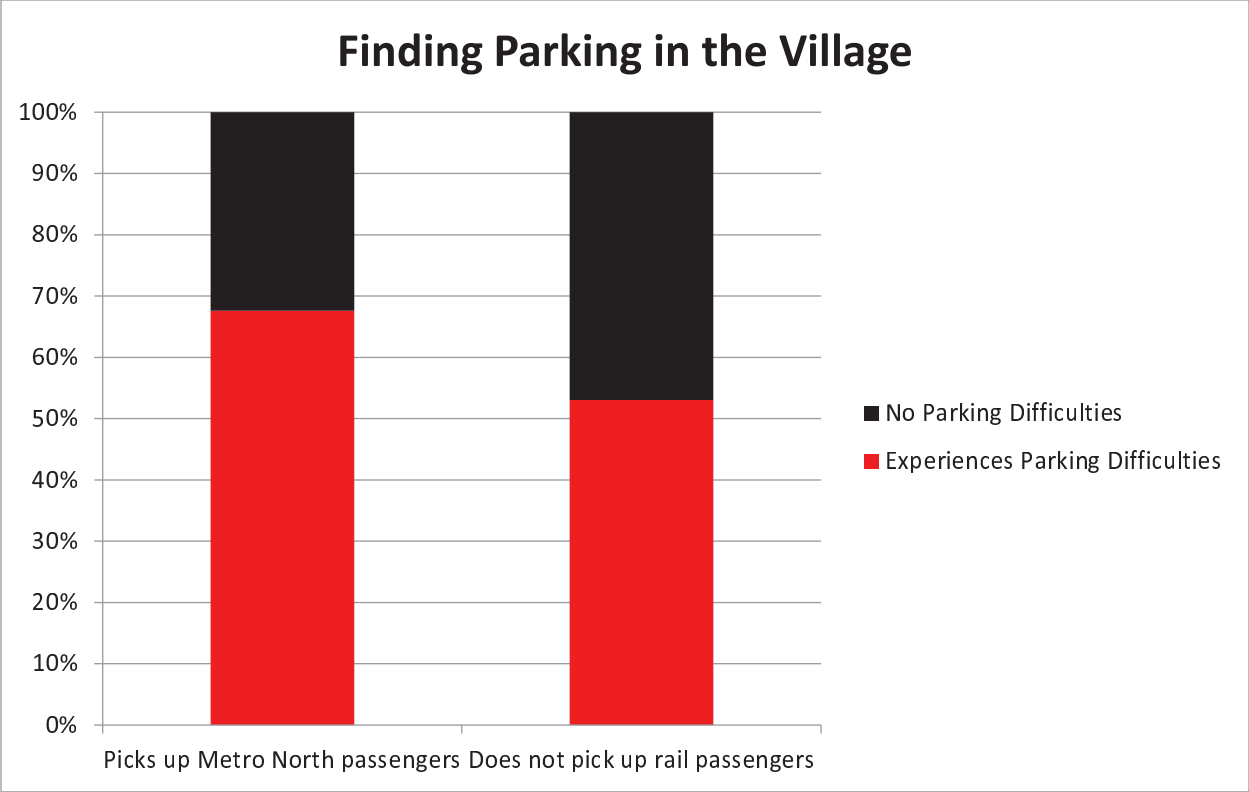
While Scarsdale area train stations are the top walking destination for survey respondents, only 30% report driving to the stations to pick up passengers. About 15% of these respondents pick up passengers from Hartsdale while the majority pick up passengers from Scarsdale Village. The respondents who pick up commuters usually wait in front of Scarsdale and Hartsdale train stations or nearby establishments such as DeCicco’s, Zachy’s, and Bank of America.

## Top places to Wait for Rail Passengers in Scarsdale Village



Please see Appendix II for all the places where respondents wait for commuters.

When asked if respondents have difficulty finding parking at certain times of the day, 55% of total respondents stated that they do; 40% responded that they face no difficulties with parking. Among female respondents, 63% stated they had difficulty finding parking, while 32% stated that they did. 41% of the male respondents had difficulties finding parking, while 55% stated that they had no difficulties. Among drivers 65 and older, respondents were very close to evenly split in those who had difficulties with parking (48.9%) and those who did not (47.9%). Those respondents who pick up passengers from Metro North stations were far more likely than other respondents to report parking difficulties.

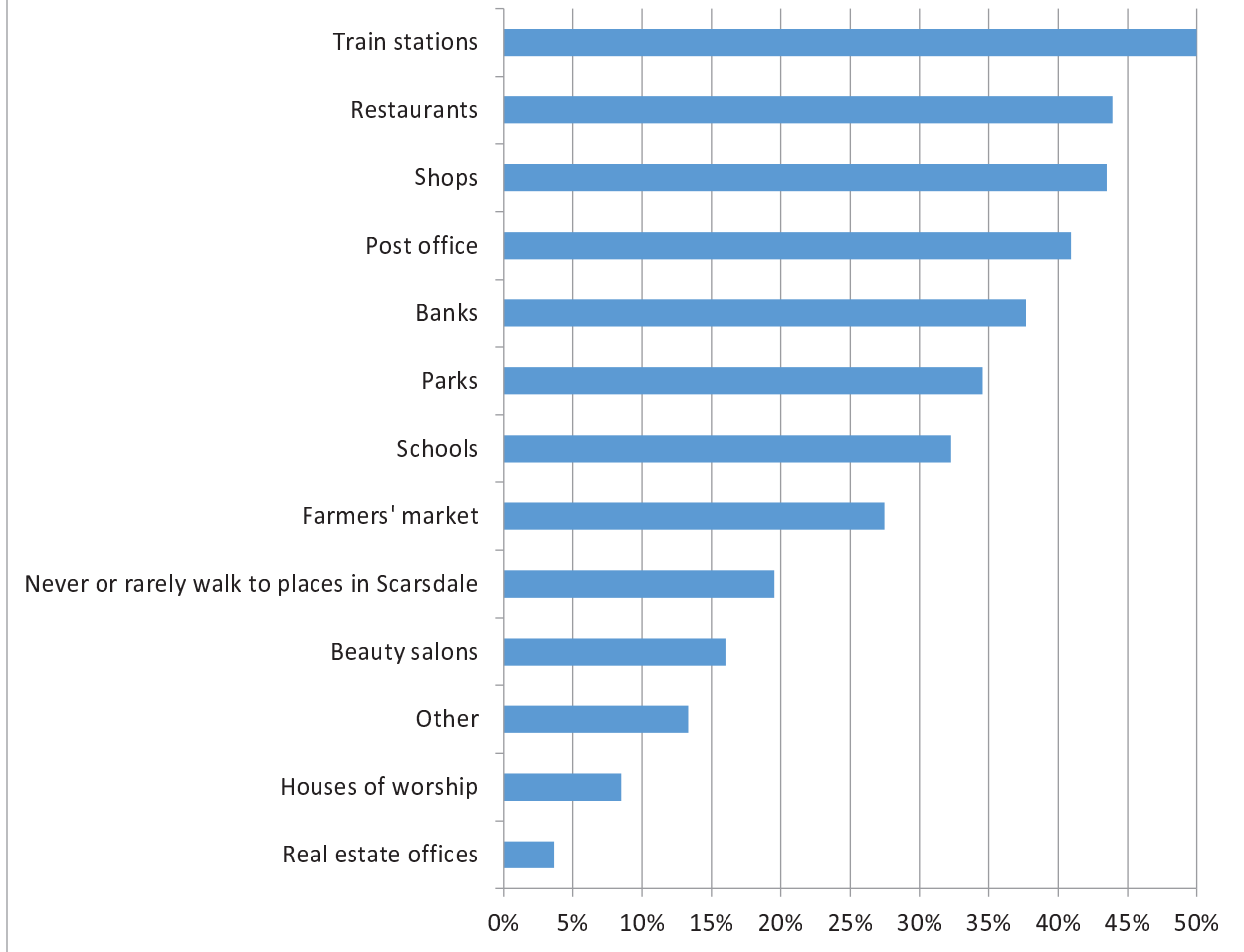


In the comment section, respondents cited rush hour during the week as the most challenging time period of difficulty finding parking spots. Many of them cited that in the Village Center, parking is difficult to find at all times of weekdays and weekends. Please see Appendix III for all respondents’ comments about parking.

**Walking Destinations**

In response to question number 10 which asks where respondents walk in Scarsdale, the two train stations are the most frequently cited destinations for both men and women. However, the Post Office tops the list for empty-nesters. Among respondents 65 and older, their top three walking destinations are the Post Office, banks and shops. Schools rank as the third destination among those with children at home. Irrespective of household composition, restaurants rank second or third.

## Common Scarsdale Walking Destinations

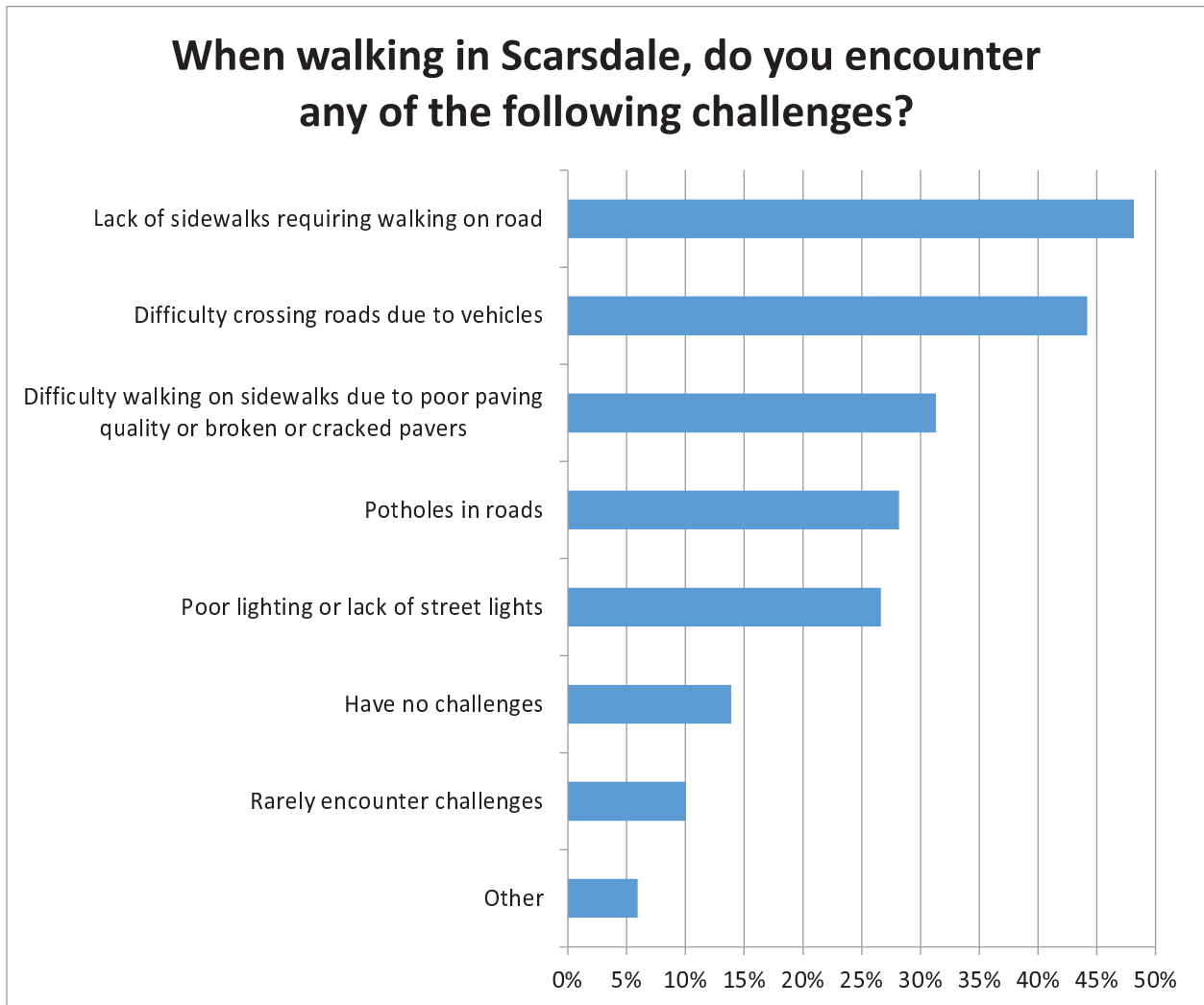


In addition to the choices provided in the Survey, respondents also cited walking on the Bronx River Pathway and walking around Scarsdale for exercise or to walk their dogs. Please see Appendix IV for all locations cited by respondents.

### Walkability Challenges

When asked if respondents faced challenges when walking in Scarsdale 75% stated that they did. When broken down by gender, 83% of the female respondents cited that they had challenges when walking in Scarsdale, whereas 60% of the men cited that they had challenges when walking in Scarsdale.

Lack of sidewalks in numerous parts of Scarsdale, which led respondents to walk on roads, was the number one challenge cited by both men and women. Both female and male respondents also cited as their top challenges crossing roads made difficult due to vehicular traffic, the poor condition of roads and sidewalks, and lack of lighting on streets.



Among respondents 65 years and older, 66% cited challenges when walking in Scarsdale, which is lower than the average cited by all residents, 75%.

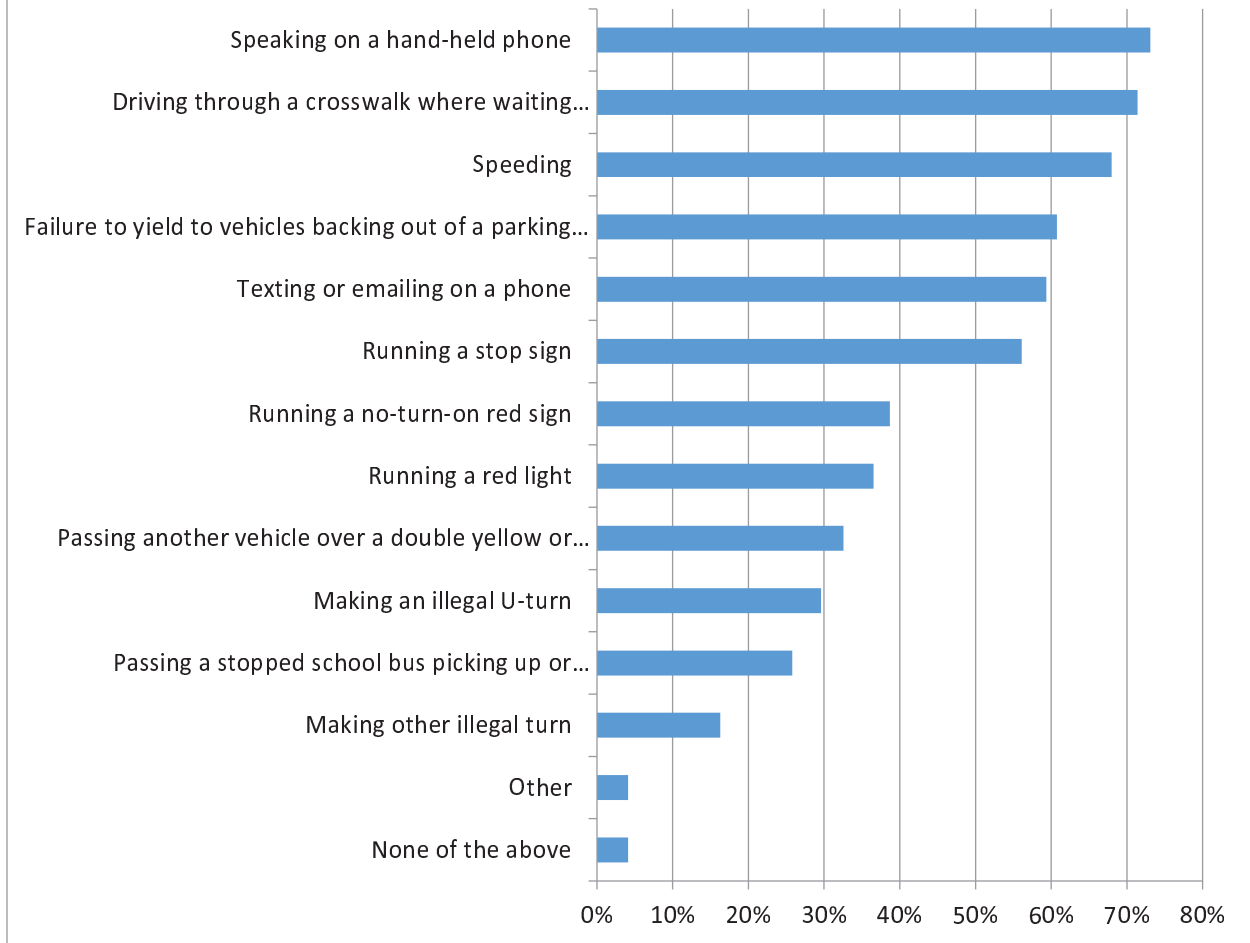
Respondents, 65 years and older, cited their top two challenges as crossing roads and the poor condition of certain roads.

## **Challenging Pedestrian Locations**

Fox Meadow Road, Popham Road, the intersection of Crane Road and East Parkway, and the area near Brewster Road and Fenimore Road were cited most frequently as difficult places for pedestrians to cross and places where excessive vehicular speeds are observed. Challenges in walking or crossing streets were present on Heathcote Road in front of the Congregational Church, Murray Hill Road, Mamaroneck Road, Griffen Avenue, Weaver Street, Church Lane, Butler Road, Olmsted Road, Drake Road, Ferncliff Road, and Wayside Lane. Please see Appendix V for all the challenges cited by respondents.

In Question 12, respondents were asked about their observations of drivers and to specify locations where they have seen specific behaviors. Over 70% of the respondents stated that they have observed drivers speaking on a hand-held phone. Drivers who exhibit unsafe practices at intersections are also quite frequently observed. Drivers who drive through a crosswalk where waiting pedestrians have the right of way to cross first was often cited by respondents. Among female respondents, 75% stated they observed motorists drive through a crosswalk where waiting pedestrians have the right to cross first. They also stated that they had observed drivers speaking on a hand-held phone; 74% of female respondents stated they had observed drivers speeding.

## Observations of Driving Infractions



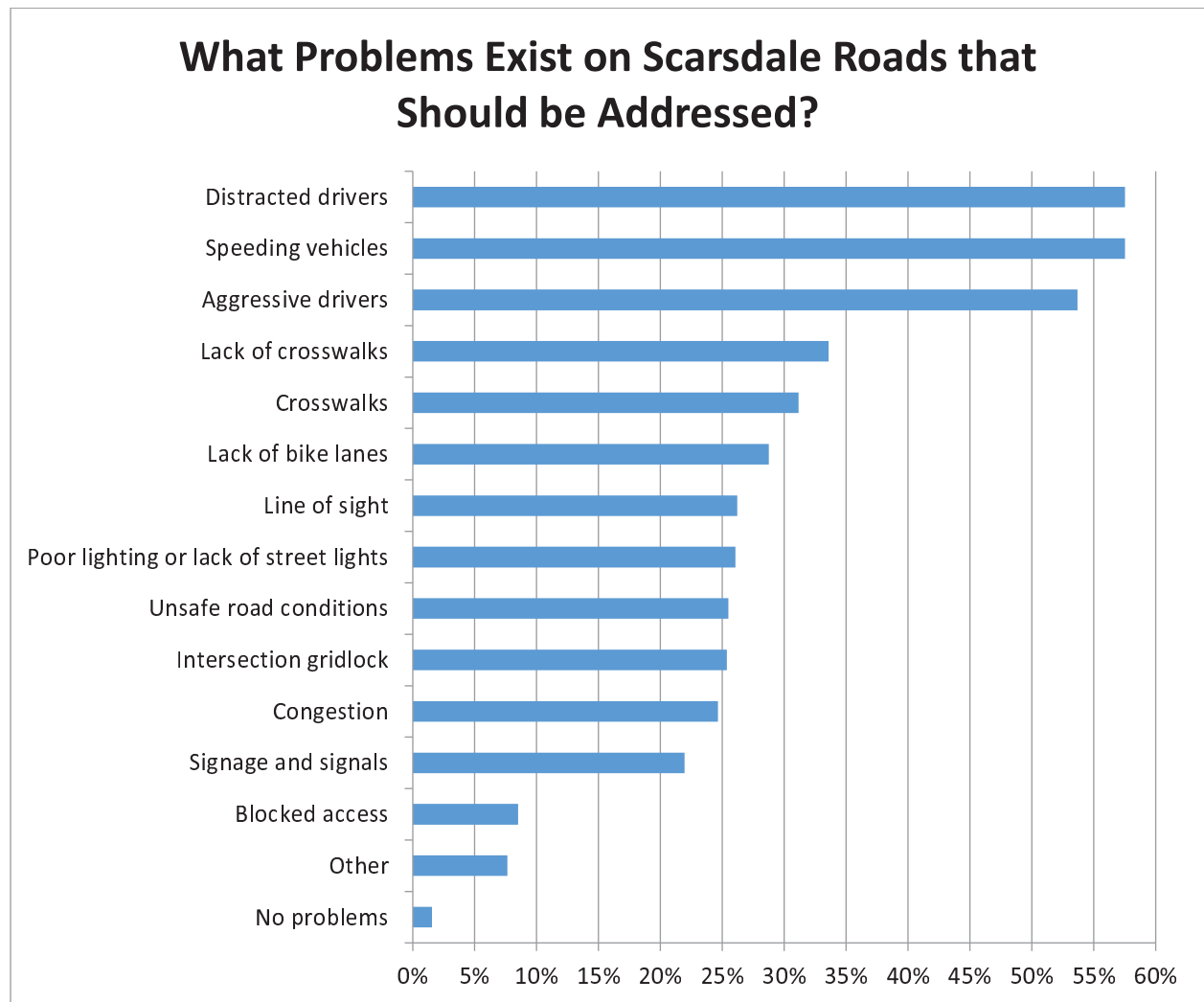
Please see Appendix VI for all respondents' comments about motorist behaviors.

### Bicycling Challenges

When asked about bicycling in Scarsdale, 52% of the respondents stated that they do not bicycle in Scarsdale. Almost 50% of respondents indicate that there is at least one person in their household who uses a bicycle in Scarsdale. More than half of this group would favor bike lanes in Scarsdale. Almost 10% of those who responded that they do not have a Scarsdale cyclist in the household cite a lack of safety for cyclists as the reason. Hence, over half of Scarsdale households might be using bicycles if safety issues were addressed. Please see Appendix VII for all respondents' comments about bicycling in Scarsdale.



When asked what problems need to be addressed, more than half of all survey respondents find driver behavior to be the most significant issue on Scarsdale roads. Both female and male respondents cited distracted, speeding and aggressive drivers as their top three concerns; lack of crosswalks was cited as the fourth concern that female and male respondents want solved. Around 30% of survey respondents would like to see improvements to pedestrian and bike safety such as crosswalks and bike lanes.

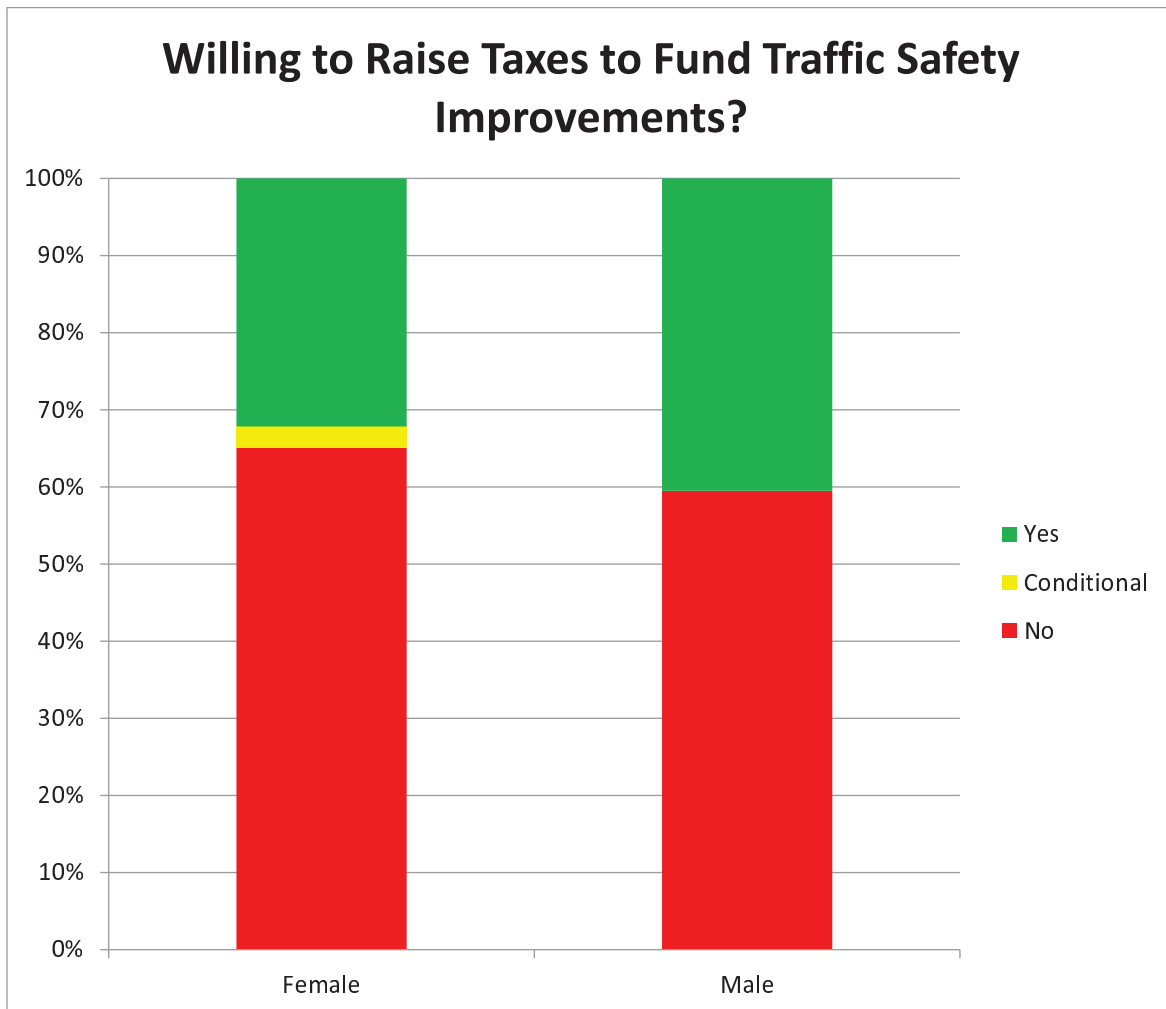


Please see Appendix VIII for all respondents’ comments about what they want solved on Scarsdale roads. See also Appendix VI.

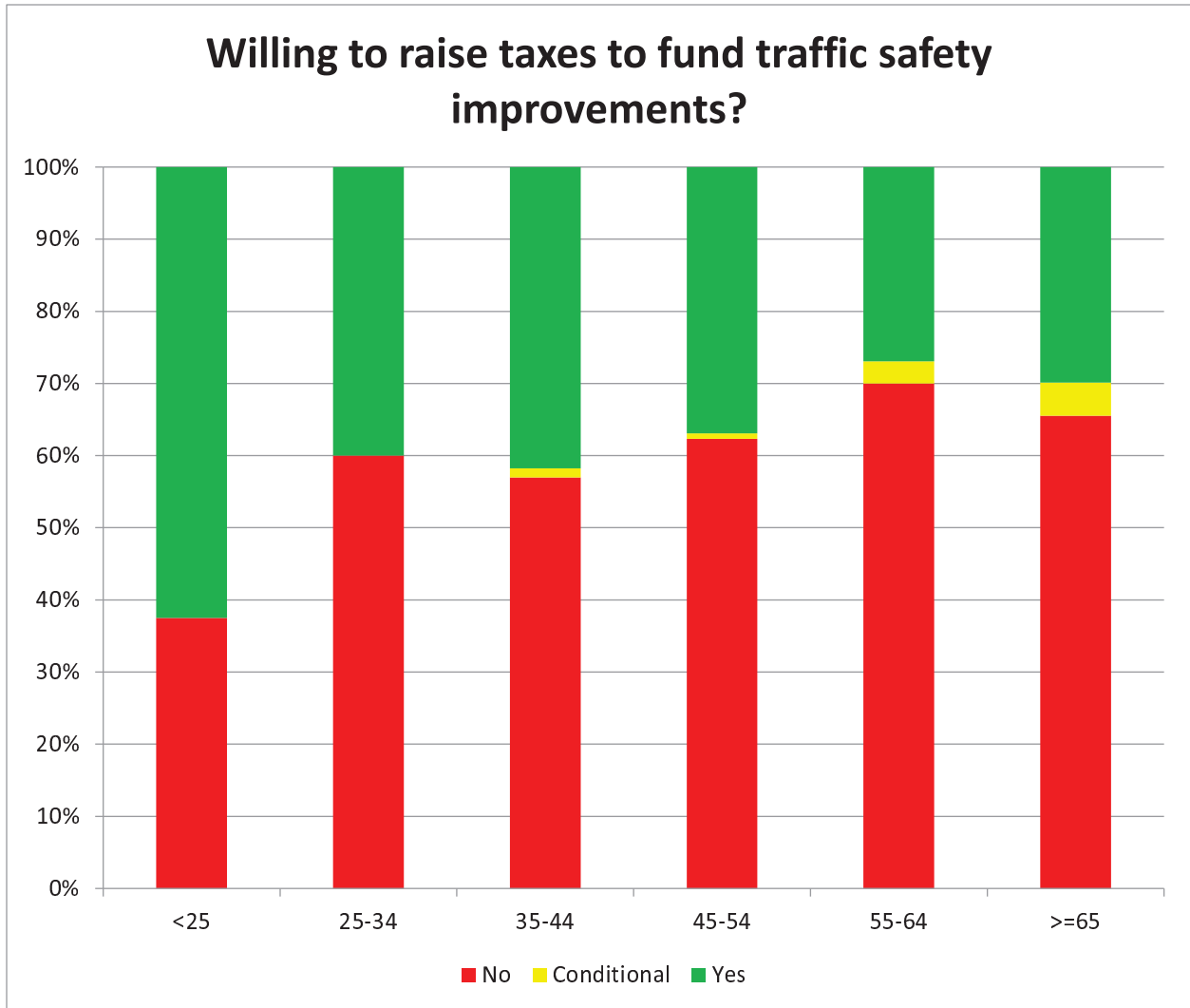
## Opposition to Increased Taxes to Improve Road Safety

Survey data show that there is little appetite to raise taxes as a means to “improve” traffic safety. Overall, about two-thirds of respondents rejected the idea after filtering out those who indicated residency in another community or who said they were not a local property owner. Women were slightly more opposed than men and support for raising taxes tended to decline somewhat with increasing age.

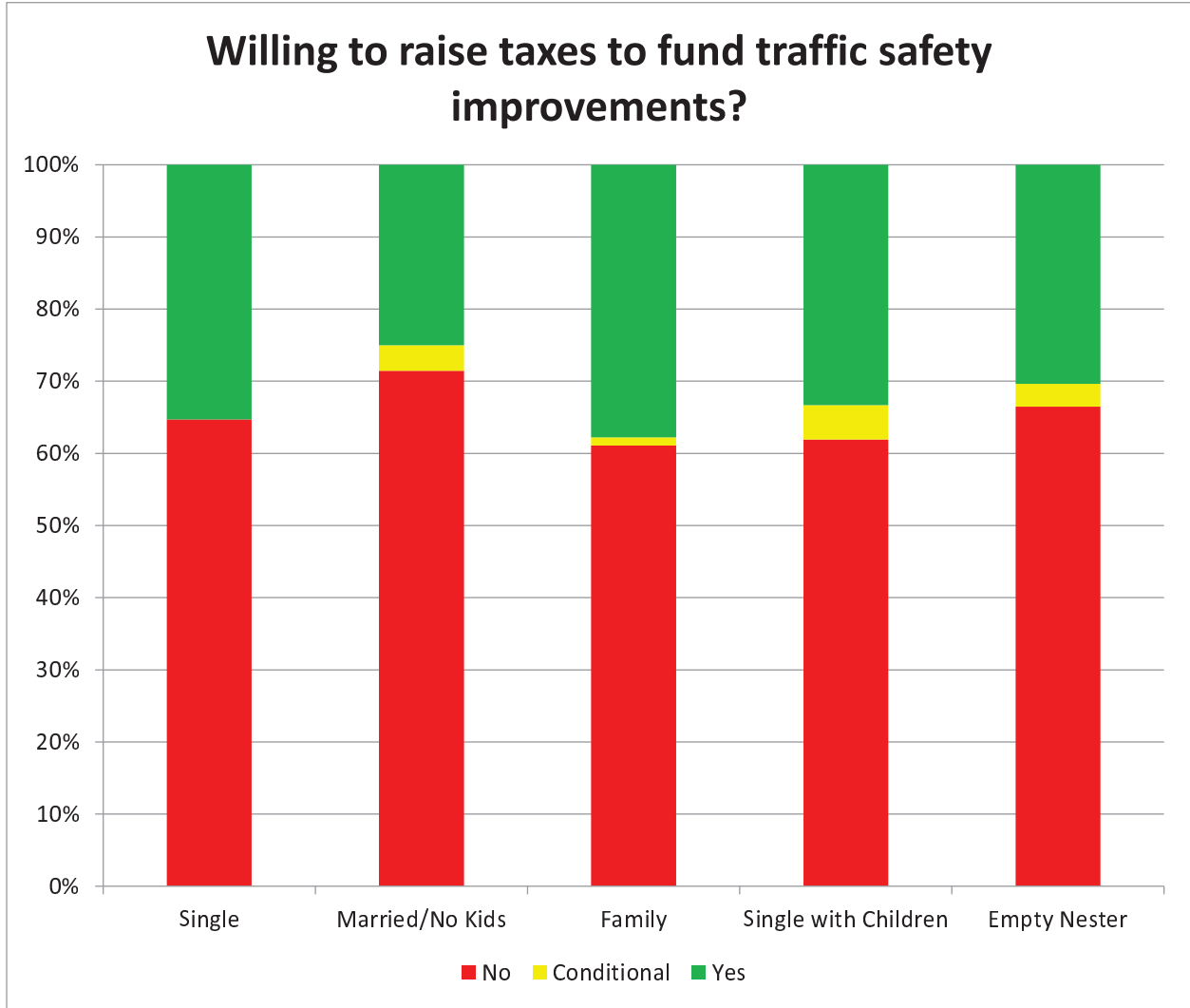
Specifically, 60% of respondents said that they would not be willing to have their taxes raised to resolve cycling, driving or walking challenges. Among women, the percent of those opposed to higher taxes was 63% and for men it was 57%. Yet some observed that the implementation of traffic calming would eventually pay for itself, an observation supported by the research. [fn]



In the 55 and 65-year old and higher age brackets, the percent of those opposed to higher taxes was higher by a few percentage points than those in the other age brackets.



Households with children at home were slightly more supportive of tax raises, but this was still a minority of all households with children.



Many of both female and male respondents stated that Village officials should find funding from within existing revenue sources, such as raising fines for traffic violations, to pay for solutions to pedestrian, cyclist and driver challenges. Please see Appendix VIII for respondents' comments about taxes.

## RECOMMENDATIONS

Based on the concerns of Survey respondents, the Committee respectfully recommends that the Village of Scarsdale should adopt these recommendations:

- (1) prioritize the implementation of traffic calming features, including but not limited to lowering speed limits on linear portions of certain north-south and east-west corridors as allowed by NYS law;
- (2) address among other issues, gridlock and pedestrian crossing signal timing, add or repair barriers, signage and signaling arrows, and enforce U-turn prohibitions;
- (3) increase the number of sidewalks throughout Scarsdale where feasible, and repair and maintain existing sidewalks;
- (4) install new or improved crosswalks, signals and signage along the most troublesome roads and intersections cited by residents;
- (5) increase enforcement and/or traffic calming features to curtail drivers who exceed speed limits, drive through crosswalks where pedestrians have the right of way, make illegal turns through red signals, fail to stop at stop signs, double-park in the Village Center awaiting train pick up, etc., and
- (6) implement an ongoing education campaign and Safe Streets event days to address hazardous behaviors and encourage compliance with VTL regulations including speed limits, yielding to pedestrians and bicyclists, and road safety in general, and enlist the cooperation of the public consistent with these recommendations.

### **Why Traffic Calming Is the Leading Recommendation**

“The Institute of Transportation Engineers defines traffic calming as the combination of measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming consists of physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists. For example, vertical deflections (speed humps, speed tables, and raised intersections), horizontal shifts, and roadway narrowing are intended to reduce speed and enhance the street environment for non-motorists. Closures that obstruct traffic movements in one or more directions, such as median barriers, are intended to reduce cut-through

traffic. Traffic calming measures can be implemented at an intersection, street, neighborhood, or area-wide level.”<sup>7</sup>

Besides “improving the quality of life,” “creating safe and attractive streets,” and helping to reduce the negative effects of motor vehicles on the environment,” traffic calming objectives include:

- “achieving slow speeds for motor vehicles
- reducing collision frequency and severity
- increasing the safety and the perception of safety for non-motorized users of the street(s)
- reducing the need for police enforcement
- enhancing the street environment (e.g., street scaping)
- encouraging water infiltration into the ground
- increasing access for all modes of transportation and
- reducing cut-through motor vehicle traffic.”<sup>8</sup>

Studies indicate that Scarsdale is not alone as a community searching for measures to implement traffic calming as a way to make their streets safer for pedestrians, cyclists, motorists, the elderly and the disabled.<sup>9</sup> It is a global issue.<sup>10</sup>

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<sup>7</sup>U.S. Department of Transportation, at <https://www.transportation.gov/mission/health/Traffic-Calming-to-Slow-Vehicle-Speeds>. See also NYS DOT Highway Design Manual, Chapter 25, Traffic Calming Definition, §25.2.3 (1998), at [https://www.dot.ny.gov/divisions/engineering/design/dqab/hdm/hdm-repository/chapt\\_25.pdf](https://www.dot.ny.gov/divisions/engineering/design/dqab/hdm/hdm-repository/chapt_25.pdf); “Keep Kids Alive Drive 25,” at <http://www.keepkidsalivedrive25.org/makeadifference/>, cited in the Committee’s 2015 Report at page 5, fn 10.

<sup>8</sup> Institute of Transportation Engineers, <http://www.ite.org/traffic/index.asp>, citing: I. Lockwood, “ITE Traffic Calming Definition,” ITE Journal, at page 22 (1997).

<sup>9</sup> The Scarsdale Inquirer, Editorial, “Safer Streets?” at page 6 (October 27, 2017).

<sup>10</sup> See, e.g., J. Kim, “Thesis, A Review of the Traffic Safety Culture in Europe to Improve Pedestrian Safety in the U.S.: Lessons from France and Sweden” (2014); World Health Organization, Pedestrian safety, A Road Safety Manual for Decision-Makers and Practitioners, at [http://www.who.int/iris/bitstream/10665/79753/1/9789241505352\\_eng.pdf?ua=1](http://www.who.int/iris/bitstream/10665/79753/1/9789241505352_eng.pdf?ua=1); Traffic Calming Case Studies, Institute of Transportation Engineers, at <http://www.ite.org/traffic/locations.asp>. See also, R. Ewing, “Impacts of Traffic Calming,” TRB Circular E-C019: Urban Street Symposium, copy available from Committee.

There is widely available guidance on practical ways to implement traffic calming, including examples offered by municipalities throughout New York State and New York City,<sup>11</sup> and the insurance community.<sup>12</sup>

### **Excessive Vehicular Speed – An Existential Challenge**

The primary rationale and focus of the 2015 Committee Report was to point out traffic trouble spots and potential fixes that wouldn't involve much in the way of municipal expenditure, not to present the empirical evidence underlying the well-known beneficial public health and safety effects of lowered speed limits and traffic calming. The concerns of the community and data they provided in the Survey requires a different approach that seeks practical solutions to address ongoing traffic problems throughout the Village. On the question whether lowering the speed limit on certain streets by 5 mph could be achieved legally, the 2015 Committee Report recommended that "Scarsdale should not only lower the speed limit as permitted by New York State law, but should also establish 'slow zones' and traffic calming methods where appropriate to discourage speeding."<sup>13</sup>

Excessive vehicular speed, however, is cited by Survey participants as one of their top 2-3 challenges that the community views as posing the most dangerous hazards on Scarsdale roads. Statistically, driver related higher speeds, including exceeding the posted speed limit and driving too fast for conditions (such as on

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<sup>11</sup> See Complete Streets Act (Chapter 398, Laws of New York, August 15, 2011), at <https://www.dot.ny.gov/programs/completestreets>. See also <https://smartgrowthamerica.org/resources/evaluating-complete-streets-projects-a-guide-for-practitioners/>; [http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/guidance/policy\\_accom.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/policy_accom.cfm); Scarsdale Village Center "Comprehensive Plan" released in 2010 (cited in the Committee's 2015 Report, and fn 5, Plan at 22-23, at <http://www.scarsdale.com/documentcenter/view/1566> ; Traffic Calming Case Studies, Institute of Traffic Engineers, at <http://www.ite.org/traffic/locations.asp>.

<sup>12</sup> Insurance Institute for Highway Safety, "Pedestrians and Bicyclists, Roadway improvements have been shown to reduce crashes," at <http://www.iihs.org/iihs/topics/t/pedestrians-and-bicyclists/ganda>. (An example of a recommended intervention: "7. How can roads and intersection controls be changes to improve pedestrian safety? High-intensity activated crosswalk (HAWK) signals make pedestrians more visible to motorists by alerting drivers to stop at crosswalks across major arterials when pedestrians are present. The signals are activated by pedestrians and remain dark when there are no pedestrians. HAWK signals were associated with a 59 percent reduction in pedestrian crashes in a 2009 study." (citation omitted).

<sup>13</sup> 2015 Committee Report, citing, at pages 7-8, lowered limits in neighboring towns such as Larchmont and Irvington, and New York State Vehicle and Traffic Law §1643.

Scarsdale's predominantly residential streets), correlate with a greater threat to safety and mortality, as shown by numerous studies.<sup>14</sup> According to the Insurance Institute for Highway Safety, “[a]mong pedestrian crashes of all severities, the most common scenario involves pedestrians crossing in front of a passenger vehicle that is traveling straight. These crashes typically occur on roads with speed limits below 40 mph, and about half occur at intersections.”<sup>15</sup> Given that in motorized countries like ours “speeding contributes more to the risk of traffic injury than do other risk factors for which estimates of population-attributable risk are available. . . . and is the third most important risk factor for (nonfatal) injuries,”<sup>16</sup> the question is how to address, not whether to address, the problem.<sup>17</sup>

It’s been two years since the Committee asserted in its 2015 Report that there is no absolute New York State prohibition against lowering Scarsdale’s posted 30

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<sup>14</sup>See National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS) Encyclopedia, FARS Data Tables 1994-2015, at <https://www-fars.nhtsa.dot.gov/Main/index.aspx>, cited by Insurance Institute for Highway Safety, Highway Loss Data Institute, 2016 Yearly Snapshot, at <http://www.iihs.org/iihs/topics/t/general-statistics/fatalityfacts/overview-of-fatality-facts>.

<sup>15</sup> IIHS, Pedestrians and Bicyclists, Q & As, cited in fn 11 above (citations omitted), at <http://www.iihs.org/iihs/topics/t/pedestrians-and-bicyclists/qanda> ("Most pedestrian crashes occur in urban areas where pedestrian activity is concentrated. In 2015, 76 percent of pedestrian deaths occurred in urban settings, although there is a higher ratio of deaths to injuries in rural areas because of higher impact speeds on rural roads and reduced access to trauma centers. . . . Fifty-four percent of all pedestrian deaths in 2015 occurred on major roads. Twenty-six percent of pedestrian deaths occurred at intersections. A greater percentage of older pedestrian deaths occurred at intersections when compared with deaths of pedestrians under age 70 (40 percent versus 24 percent). This is partly because older pedestrians generally cross intersections more slowly. Diminished vision, visual processing speed, and reaction time also contribute").

<sup>16</sup> R. Elvik, “Speed Limits, Enforcement and Health Consequences,” Norway Department of Safety and Environment, Institute of Transport Economics, at [http://www.annualreviews.org/doi/full/10.1146/annurev-publhealth-031811-124634?url\\_ver=Z39.88-2003&rfr\\_id=ori%3Arid%3Aacrossref.org&rfr\\_dat=cr\\_pub%3Dpubmed&](http://www.annualreviews.org/doi/full/10.1146/annurev-publhealth-031811-124634?url_ver=Z39.88-2003&rfr_id=ori%3Arid%3Aacrossref.org&rfr_dat=cr_pub%3Dpubmed&) (Annual Review of Public Health, 2012) ("More recent estimates . . . confirm the importance of speeding as a risk factor for traffic fatalities in Sweden. Given that speeding is widespread in all highly motorized countries, it is likely an important risk factor, in particular with respect to traffic fatalities, in all countries") (citations omitted). See also Am. J. Public Health, L. Friedman, et al., "Long -Term Effects of Repealing the National Maximum Speed Limit in the U.S." (September 2009) (citations omitted), at [https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2724439/#\\_sec9title](https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2724439/#_sec9title). (“[D]ata support reinstating lower speed limits on rural and urban highways. Reduced speed limits would save lives; they would also reduce gas consumption, cut emissions of air pollutants, save valuable years of productivity, and reduce the societal cost of motor vehicle crashes. . . . Lower legal speed limits and improved enforcement through the use of speed cameras could reduce travel speeds and fatalities immediately.”).

<sup>17</sup> See D. W. Harwood, et al., “Safety Benefits of Highway Infrastructure Investments,” (AAA Foundation, 2017), at <https://aaafoundation.org/safety-benefits-of-highway-infrastructure-investments/>.



mph speed limit except in most school zones.<sup>18</sup> No official response from the Village was forthcoming about its apparent reluctance to lower the speed limit except in school zones, until a recent public statement from the Village came to the attention of the Committee.<sup>19</sup> The Village points to a 1998 Opinion of the New York State Office of the State Comptroller:

“VILLAGE AND TRAFFIC LAW, §§1600, 1643; MUNICIPAL HOME RULE LAW, §10(1)(ii)(a)(6): A village may not, pursuant to Vehicle and Traffic Law, §1643 or by local law, impose a village-wide maximum speed limit of twenty-five m.p.h. A village also may not establish such a speed limit within designated areas of the village. A village may, however, if separately and independently justified on a case-by-case basis, designate one or more portions of a village street, on a linear basis, as twenty-five m.p.h. zones. . . . The statute does not indicate any particular percentage or number of highways which may be designated at twenty-five m.p.h. Consistent with the Legislative intent, however, we believe the village must justify each linear portion of a highway designated as a twenty-five m.p.h. zone on a case-by-case basis. Before establishing a twenty-five m.p.h speed limit on or along a designated highway, the village should determine that the limit is "reasonable", that is, necessary and justified by the requirements of public safety, and non-discriminatory (see, e.g., *People v Randazzo*, 60 NY2d 952, 471 NYS2d 52 [mem. and dissenting opinions]). In addition, we note that it is a basic principle that a municipality may not do indirectly that which it may not do directly (see, e.g., *Wein v State of New York*, 39 NY2d 136, 383 NYS2d 225). Therefore, it is our opinion that the village may not, under the guise of imposing linear 25 m.p.h. speed limits on several neighboring designated highways, avoid the prohibition against

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<sup>18</sup> 2015 Committee Report at page 3 et seq. and fn 15. The school zone speed limit in Scarsdale is 15 mph, although not all school streets have posted speed limit signage, such as the absence of such signage on Brewster Road along the entrance to Scarsdale High School, where excessive speed is commonplace despite the high level of pedestrian activity.

<sup>19</sup> R. Cole, Deputy Village Manager to M. Kirkendall-Rodríguez, “Reducing Speed on Village Streets” (Email Oct. 30, 2017) (referred to herein as “Scarsdale Village Email, Oct. 30, 2017”). Annexed here as Exhibit B, pagination and footnotes are contiguous with those in this document, not original document.

imposing such a speed limit on an area basis. Each linear designation must be separately and independently justified as a "special case."<sup>20</sup>

The Comptroller's 1998 Opinion in turn relies on the 1964 legislative history of Vehicle and Traffic Law section 1643, which indicates that the intent of the statute is to generally authorize a uniform minimum speed limit of thirty m.p.h. in villages, while permitting a reduction to twenty-five m.p.h in "a few special cases where. . .appropriate" on a "linear" basis on or along designated highways. . . ."<sup>21</sup>

While the Village states that times have changed, it appears not to have fully acknowledged its authority to act:

"[Scarsdale Village] Staff believes that much has changed since 1964 insofar as commuting patterns, mode choice, and traffic volumes; that a mandatory statewide minimum village speed limit of 30 mph fails to consider differences in the urban, suburban, rural continuum; and, that village ought to be free to establish speed limits on local roads that recognize local conditions and support local public safety objectives. However, as noted above, state statute does not presently grant us the clear authority to do so."<sup>22</sup>

Citing the absence of its "clear authority" to act in the interest of public safety is, in the view of the Committee, contrary to the enabling language in New York's Vehicle and Traffic Law and the Comptroller's 1998 Opinion, which do not explicitly preclude the Village from taking any action at all.

Village legal counsel apparently has opined also that the State Comptroller's opinion creates a "very high bar" for establishing a linear, non-school zone speed limit of less than 30 mph.<sup>23</sup>

While not defining the "high bar" purportedly impeding lowering of the speed limit (except in school zones and as otherwise prohibited by law), the

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<sup>20</sup> NYS Office of the State Comptroller, Opinion 98-23 (Dec. 29, 1998), at <https://www.osc.state.ny.us/legal/1998/legalop/op98-23.htm> ("1998 Comptroller's Opinion") (emphasis added).

<sup>21</sup> Memorandum of the Joint Legislative Committee on Motor Vehicles and Traffic Safety for chapter 844 of the Laws of 1964, 1964 New York State Legislative Annual, p 419; 1964 Opns Atty Gen p 39.

<sup>22</sup> Scarsdale Village Email, Oct. 30, 2017.

<sup>23</sup> Id.

Village appears to concede the “25 mph enabling language” might authorize Scarsdale to do so, although only on linear, limited portions of certain streets.

The Village’s position begs the question whether the “high bar” it cites as an insurmountable impediment to lowering the speed limit on certain designated streets (not neighborhoods or entire areas) is an artificial construct unsupported by more recent case law and other legal authority.

This recent statement by the Village presents an opportunity to continue the speed limit conversation cited by the majority of Survey participants, and to explore potential solutions.<sup>24</sup>

### **Adding and Expanding Sidewalks**

A comment often repeated by Survey respondents was that they wanted sidewalks, although a community conversation might well be had later about feasibility based on cost and location. All major Village vehicle thoroughfares should have sidewalks on at least one side if not both sides of the street with clearly marked crossings defended by stop signs and even pedestrian-activated signals where warranted. This should also be true for major pedestrian routes radiating from schools and retail centers. The following roads should be considered a minimum for this list:

Brewster Road  
Crane Road  
Drake Road  
Crossway  
Fenimore Road  
Fox Meadow Road

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<sup>24</sup> The Village's own consultants over the years and numerous studies offer potential solutions. See, e.g., R. Retting, et al., "A Review of Evidence-Based Traffic Engineering Measures Designed to Reduce Pedestrian–Motor Vehicle Crashes" (Am. J. public Health, 2003), at <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1447993/> (citations omitted) (“When the built environment assigns low priority to pedestrians, it can be difficult for vehicles and pedestrians to share the road safely. Modifications to the built environment can reduce the risk and severity of vehicle–pedestrian crashes. Engineering modifications generally can be classified into 3 broad categories: separation of pedestrians from vehicles by time or space, measures that increase the visibility and conspicuity of pedestrians, and reductions in vehicle speeds. . . .Traffic calming techniques include lane narrowing, adjustments in roadway curvature, pedestrian refuge islands, and speed humps. . . .At intersections with traffic signals, exclusive traffic signal phasings—which stop all vehicle traffic for part or all of the pedestrian crossing signal—have been shown to significantly reduce conflicts.”).

Garden Road  
Griffen Avenue  
Heathcote Road  
Huntington Avenue  
Mamaroneck Road  
Nelson Road  
Ogden Road  
Olmsted Road (at least between Brewster Road and the Library)  
Overhill Road  
Palmer Avenue  
Popham Road  
Post Road  
Scarsdale Boulevard  
Secor Road  
Walworth Avenue  
Weaver Street

While many of the above roads already have sidewalks, Crane Road stands out as perhaps the most dangerous pedestrian way in all of Scarsdale. There is no street level sidewalk between Fox Meadow Road and Woodland Place, yet it is heavily trafficked by pedestrian rail commuters including periods of time without daylight. Considering there is already a sidewalk on the northern side of the road from East Parkway to Fox Meadow Road and continuing east from Woodland Place, the most logical path would be to connect these segments using Village right of way. The project would require excavation and setbacks of a few retaining walls but only three residential properties would be affected and only two mature trees and one utility pole would require replacement. This is probably one of the single most significant pedestrian safety risks that could be mitigated in the entire Village.

### **Designing Bicycle Lanes**

The Village should also consider designating a network of bike lanes that also radiate from retail centers and schools. Numerous respondents cited their concerns about dangerous conditions while cycling. The presence of marked bike lanes has the added benefit of potentially calming traffic where implemented. In cases where there is too much traffic density or insufficient right of way width to assure safe passage for bicycles on certain roadways, nearby roadways should be

chosen as safer but proximate bike-ways. Suggested routes for painted bike lanes should include:

Brewster Road  
Crane Road  
Drake Road  
Crossway  
Fox Meadow Road  
Garden Road  
Griffen Avenue  
Heathcote Road  
Huntington Avenue  
Mamaroneck Road  
Murray Hill Road  
Nelson Road  
Ogden Road  
Olmsted Road (at least between Brewster Road and the Library)  
Palmer Avenue  
Popham Road  
Post Road  
Scarsdale Boulevard  
Secor Road  
Walworth Avenue  
Weaver Street

Cyclist-specific signage could also be added to warn of upcoming intersections, provide distances to key destinations and even indicate route directions to these destinations. (Examples: "1.5 miles to Village Center", "Scarsdale Library next right", etc.) Location maps could also be posted for pedestrians and cyclists at key intersections. These enhancements would help encourage the community to walk and bike in their neighborhoods and around the Village, and are in keeping with the "Village in a Park" ethos.<sup>25</sup>

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<sup>25</sup> U.S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations (2010), at [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/guidance/policy\\_accom.cfm](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/policy_accom.cfm) ("The establishment of well-connected walking and bicycling networks is an important component for livable communities, and their design should be a part of Federal-aid project developments. Walking and bicycling foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. Legislation and regulations exist that require inclusion of

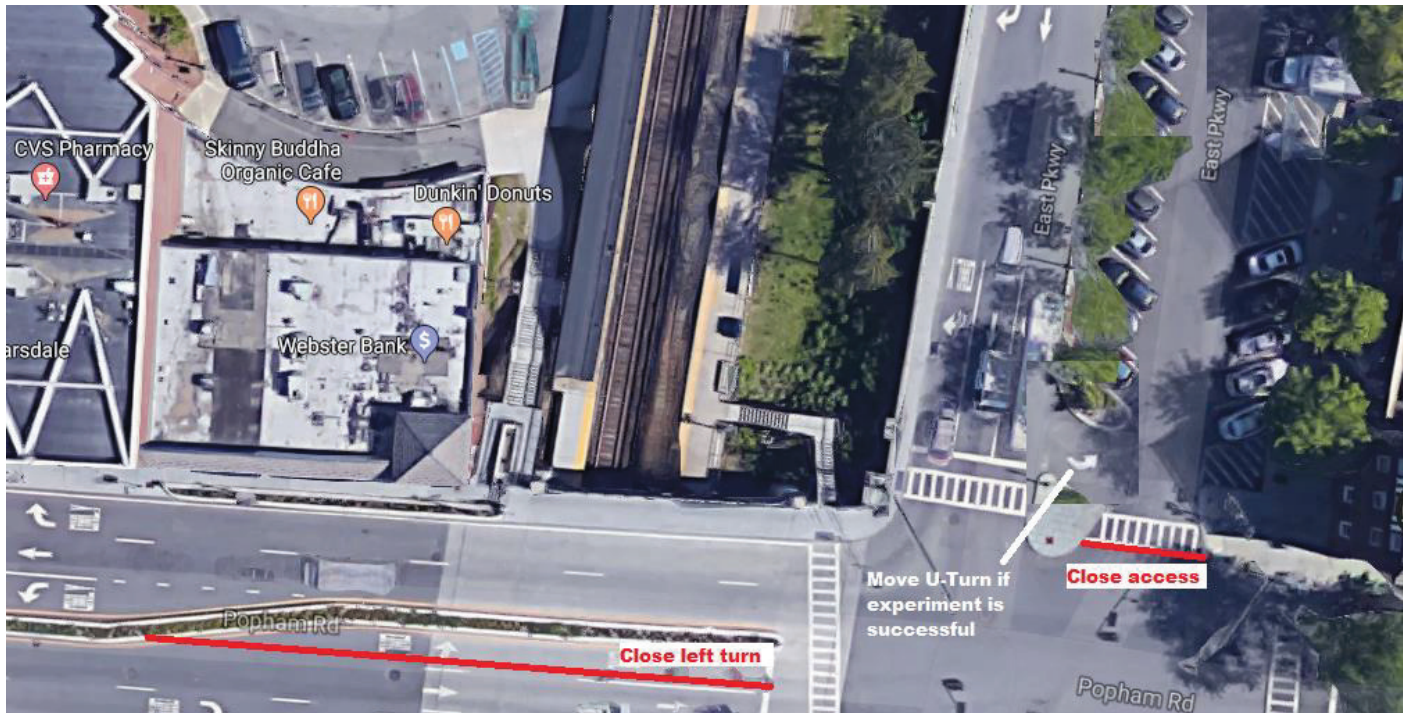
## **Addressing Village Center Challenges**

Parking and congestion in the Village Center were cited as significant concerns by Survey respondents. There is much that could be done to ease congestion at the Village Center, particularly during the evening rush. First, a stairway should be constructed at the northern end of the northbound Metro North platform. This would double the length of platform useful for exiting passengers and spread out waiting cars above. Second, a secure area for bicycle parking should be located near the new stairs. This would encourage bike commuters to use the northern platform access and reduce their exposure to the dense traffic found near the Spencer Place exit stairs. This location is also convenient for Village access to the new northern route of the county bike path to be constructed.

Additionally, the Village should consider experimenting with blocking northbound East Parkway access from Popham Road during high congestion periods. This would involve closing the left turn lane from the Popham Road bridge and placing a temporary barricade on the Popham Road side of the East Parkway crosswalk. Through traffic from Popham Road and Scarsdale Avenue would be redirected to Chase Road. This would eliminate extra congestion during train pickup times by through traffic and make it easier for drivers to pull out of parking spaces on the eastern side of East Parkway. We recognize that this experiment could be disruptive, and consideration should be given to various forms of implementation including barricades, signs and perhaps even a traffic enforcement officer to direct vehicles.

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bicycle and pedestrian policies and projects into transportation plans and project development. Accordingly, transportation agencies should plan, fund, and implement improvements to their walking and bicycling networks, including linkages to transit. In addition, DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate. Transportation programs and facilities should accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive.").



The intent of the experiment is to spread out dense traffic rather than allowing it to concentrate on East Parkway. Chase Road is generally not congested during these periods and would be a better outlet for through traffic wishing to enter Crane Road, Fox Meadow Road or the northbound Bronx River Parkway. If the experiment proves successful, the Village should investigate whether the U-Turn point on East Parkway could be moved closer to the Popham Road intersection to allow for rush hour access to the initial front-in parking spaces on the northbound side of East Parkway.

But rush hours and the Village Center are not the only times of day and location where congestion is an issue. The five Elementary School neighborhoods, Middle School and High School complexes, and other streets where houses of worship and private schools are located create their own set of traffic problems. Drop off and pick up locations at the beginning and end of the school day are affected. Signals and signal timing on Popham Road continue to be a problem at all hours of the day and evening, as traffic backs up westbound on Popham Road and elsewhere. Many of the major through streets where pedestrians must cross have long stretches without crosswalks, or crosswalks without stop signs. These are just a few of the significant concerns that demand a full analysis in the search for traffic calming solutions throughout the Village.

## How to Fund the Cost of Measures

In the Committee's recent Initial Report on Quality of Life Village Code Violations (September 19, 2017),<sup>26</sup> the following points were made that might be equally applicable in this report:

- In years when there may be unspent budget allocations, consideration should be given to re-allocating at least some unexpended funds to public road safety matters identified;
- If the amount of work required cannot be done by existing Village staff and enforcement, the issues raised and the need to address them would justify the allocation of budget funds to hire the personnel needed to do the work;
- The Village should institute a public education campaign to enlighten residents about quality-of-life Code provisions, Vehicle and Traffic Laws, and the underlying public safety rationale that informs them, encourage residents to be in compliance, and enlist the assistance of residents to ensure that they, their families and neighbors are in compliance.
- The Village should engage the Neighborhood Associations and make use of the Village website and mass mailings, local media, and social media such as Scarsdale Moms and Dads on Facebook, to help disseminate information in support of the community-wide education campaign.

The Committee acknowledges that further study might be required to determine how the Village could best fund traffic safety capital projects and increased enforcement without raising taxes, potentially through the use of unexpended funds or increased fines, and taking into account the new federal tax law and consequent additional pressure on New York municipalities.

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<sup>26</sup> See "Initial Report of the Municipal Services Committee on Quality of Life Village Code Violations" at [www.scarsdaleforum.com](http://www.scarsdaleforum.com) (Go to Reports/All Reports/folder for Municipal Services Committee/Quality of Life Village Code Violations 2017-09-19/Download .pdf Report #616).



## CONCLUSION

The received concerns of Survey participants suggest that many more residents are likely also to be concerned about speeding and the range of other road hazards noted. It should be noted that the wider community's concerns over excessive speed on Scarsdale roads persist in community discussions on local social media such as ScarsdaleMoms, blogs and local news outlets.<sup>27</sup>

As stated previously, Scarsdale is not alone in its quest for practical solutions to the problems on our roads – it's a global issue that has seemingly come to the attention of everyone from behavioral scientists, to insurance trade groups, to road engineers, to Pope Francis, to editorialists, and to think tanks:

“Driving is governed by law, but it's also shaped by norms. If enough people adopt the same driving style, then that behavior hardens into a communal disposition. Once people understand what is normal around here, more people tend to drive that way, too, and you get this amplified, snowball effect. Kindness breeds kindness. Aggression breeds aggression.”<sup>28</sup>

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<sup>27</sup> Regarding potential engineering modifications (fn 25 above), a member of the Committee, Brice Kirkendall-Rodríguez, offers this anecdote about a neighboring municipality that was able to address speeding with some success: “The example is Pine Brook Boulevard in New Rochelle. For years it was a corridor for excessive speed. . . . It had devolved to the point where motorists were [creating] two lanes in each direction to pass slower (law-abiding) drivers. New Rochelle would regularly set up speed traps, but it wasn't solving the problem. Then some creative traffic engineer decided to narrow the width of the travel lanes by painting the white and yellow shoulder lines a little further from the curb. Incredibly, this is all it took. Drivers perceived the road to be narrower and slowed down. . . . [there may still be] occasional scofflaws but the overall effect was profound.” In his analogy to Fox Meadow Road, which has been observed by this Committee member to be treated like a speedway, he wondered “whether painting a bike lane on each shoulder would offer the same calming effect.” Scarsdale residents might be willing to try any reasonable measure to abate excessive speed on their residential streets. ““Road diets” are one approach to traffic calming. Road diets involve a reduction in the width or number of vehicular travel lanes and reallocate that space for other uses such as bicycle lanes, pedestrian crossing islands, left turn lanes, or parking.” U.S. Department of Transportation, at <https://www.transportation.gov/mission/health/Traffic-Calming-to-Slow-Vehicle-Speeds> (listing safety and operational benefits for vehicles and pedestrians), cited at fn 6 above.

<sup>28</sup> D. Brooks, "How Would Jesus Drive," The New York Times Op Ed (January 4, 2018), at [https://www.nytimes.com/2018/01/04/opinion/how-would-jesus-drive.html?\\_r=0](https://www.nytimes.com/2018/01/04/opinion/how-would-jesus-drive.html?_r=0), citing Pope Francis, “New Year’s Eve Homily” (Dec. 31, 2017) (“The pope focused especially on driving, praising those people ‘who move in traffic with good sense and prudence.’”); also referencing R. Reeves, Brookings Institute: (“[D]riving is precisely the sort of everyday activity through which people mold the culture of their community.”).

The Survey enabled the Committee to reach a statistically significant and diverse sample of individuals who walk, cycle and drive in Scarsdale. The responses demonstrate not only the community's concerns but its inextricably related demands that the Village provide a new norm, a cultural and enforcement model that better ensures the community's health, safety and freedom from harm on Village roads and sidewalks.

Based on the Survey data, the Committee recommends that the Village should immediately make improvements in pedestrian, cyclist, and driver safety a top municipal priority, including but not limited to the following measures:

- (1) prioritize the implementation of traffic calming features, including but not limited to lowering speed limits on linear portions of certain north-south and east-west corridors as allowed by NYS law;
- (2) address among other issues, gridlock and pedestrian crossing signal timing, add or repair barriers, signage and signaling arrows, and enforce U-turn prohibitions;
- (3) increase the number of sidewalks throughout Scarsdale where feasible, and repair and maintain existing sidewalks;
- (4) install new or improved crosswalks, signals and signage along the most troublesome roads and intersections cited by residents;
- (5) increase enforcement and/or traffic calming features to curtail drivers who exceed speed limits, drive through crosswalks where pedestrians have the right of way, make illegal turns through red signals, fail to stop at stop signs, double-park in the Village Center awaiting train pick up, etc., and
- (6) implement an ongoing education campaign and Safe Streets event days to address hazardous behaviors and encourage compliance with New York State Vehicle and Traffic Law regulations including speed limits, yielding to pedestrians and bicyclists, and road safety in general, and enlist the cooperation of the public consistent with these recommendations.

Respectfully submitted by the following members of the Municipal Services Committee:

Madelaine Eppenstein, Chair  
John Bensché  
Lena Crandall  
Susan Douglass  
Katherine Eisenman  
Dara Gruenberg  
Robert Harrison  
Terri Harrison  
Judy Wenjing Kerr  
Brice Kirkendall-Rodríguez  
Mayra Kirkendall-Rodríguez  
Jason Kofman  
Darlene LeFrancois-Haber  
Mark Lewis  
Howard Nadel  
Michelle Sterling  
William Stern  
Beverley Sved  
Steve Pass  
Xue Su

## Appendix I – Survey Comments

### Where do you park?

On the streets and sometimes in Christie Place.

Wherever there's an empty spot, from hard to impossible to find on all weekdays and Saturdays. There's meter feeding everywhere, even the Christie Pl. garage. The commuter garage on E.Pkwy should be advertised as available on weekends, and some spots left open for shoppers instead of non-resident permit holders.

Walking distance to DeCicco's in spaces where I am less likely to get a door ding.

My favorite spot is across

from Christie Place. I always worry backing out of the angled spots.

Meter

Village and Golden Horse Shoe

Various

I DRIVE THROUGHOUT THE VILLAGE AND RESIDENTIAL AREAS AND SURROUNDING HIGHWAYS.

I PARK IN PARKING LOTS, STREETS AND VILLAGE PUBLIC PARKING SLIPS.

My husband parks at the train. I park in town or around the 5 corners, Golden Horseshoe.

This question confuses me. Do you mean drive and park for the train? I don't do that but

I am constantly driving

and parking around Scarsdale.

on street at meter. On weekends in Christie place garage

Home

Town parking.

Village

The village

everywhere! the village parking meters are not user friendly!!! if we are going to use a new system they need to

put more pay stations up! In the winter and in the rain, walking back and forth makes no sense!!!

in the village, High School, throughout various neighborhoods

The Village, mostly.

The village, Scarsdale Ave, Garth Rd, Weaver St, Fox Meadow school.

At Municipal pool, Crossway field, Village Hall, Congregational Church. All have dedicated lots and I have had

no problem finding parking. I rarely park in the Village Center since it is walkable from our home but when

I do I have never had difficulty finding a space within about a block of my intended destination.

everywhere in Scarsdale

village

golden horseshoe, scarsdale village, garth rd., library, greenacres school, hoff barthelson

Freightway

Village streets

Near shops (near Post Office, Zachys, Chat), on Garth Road, both sides of train station

Village on Parkway or wherever I can find a spot

We live in QR but drive and park throughout Scarsdale.  
Meter parking in village center  
Near playgrounds and recreation areas (like pool).  
Downtown area, the Library, and the five corner area.  
The Village, Weaver Street, Five Corner, the High School.  
Meters or occasionally on streets near town center.  
In town for errand. In front of my home or friends homes  
Mostly Quaker Ridge  
Edgewood, village center, Scarsdale High School and surrounding streets.  
Usually at a meter  
In the city near the station  
Village  
Shop at C-Town. Use post office. Park on E. Parkway, Chase Rd, Harwood Ct, Spencer Pl  
to shop or eat lunch  
with friends or former neighbors who live at 50 Popham.  
Scarsdale Ave., Freightway, Heathcote 5 corners, Downtown, Golden Horseshoe  
In village and near future house  
Street  
Mostly around train station but also at times around High School and Elementary School  
Street. At th mostly broken meters.  
Village at a meter  
Meters in town or lot behind hardware store. Meters on Garth  
Village, Golden Horseshoe, 5 corners, SHS, FM school  
Mostly in Village Center  
in the village; near golden horseshoe  
Metered village parking  
Village, 5-corners, high school, Fox Meadow, Hartsdale  
At destinations outside the Village Center.  
golden horseshoe, Scarsdale Village, 5 corners  
Around Edgewood School and Village.  
village  
Downtown  
Downtown; Garth Rd; 5 corners; residential streets  
In the Village  
Drive around entire town. Park in Village, at kids' school, at Golden Horseshoe, etc.  
at a metered spot  
The village near the train  
School, shopping  
Christie place during the week  
Driving mostly in the north part of the village  
Freightway  
By the post office, near C Town.  
downtown  
Meters in town; freightway for NYC trips

Spencer place

Scarsdale middle school

In the 2 hour meters on east parkway

From Crane to Harney. Park by train station parking or near post office

Primarily shopping and occasionally for the train.

Christie Garage

Main Village

Garth Road, Scarsdale Village

to and from heathcote from my house on Wheelock Road. to and from the middle school.

to and from golden

horseshoe and heathcote 5 corners and town village and friend's houses and hitchcock church and st. pius x and

all the various sports fields and post road, mamaroneck road, weaver street, bronx river parkway, etc. street

village street

And we walk and bike in Scarsdale. Having bikes and walked in equally populated and much larger cities, we

can all say Scarsdale is by far the most pedestrian and cyclist unfriendly area in which we live.

Meters in town.

In the village at a parking meter

Crane Road to the Bronx River Parkway, and from Crane Road along the Post Road to White Plains.

I occasionally drive to the Village Center for shopping and errands.

In the Village and on Palmer.

Home, train station, stores, village, etc

As a resident in Scarsdale I drive and park in almost all areas of Scarsdale but most frequently at Greenacres elementary school, the Village and Five Corners.

I drive around the entire Village of Scarsdale on a daily basis.

Multiple places: village, golden horseshoe, streets, elementary schools, parks, library

I park in the village and in and around Scarsdale.

All over Scarsdale.

In the Hartsdale station parking lot and along E Hartsdale

Scarsdale village and Scarsdale scout house and all over Scarsdale

to get to places.

Scarsdale Village

meter parking

Village, golden horseshoe, five corners, elementary schools, streets, pretty much everywhere!

I drive or walk to the library and to stores in the area.

i live in scarsdale

Occasionally in the village

I park at metered spots in the Village

Scarsdale village center and at Balducci's lot at 5 Corners

Drive, don't park, just stand awaiting passenger from train or errand

Metered spots in town. Sometimes on local roads when visiting neighbors in town.

Freightway Valet

Scarsdale Avenue Commuter Lot

Near the shops

Village library five corners wayside cottage peoples homes

In downtown Scarsdale as well as Hartsdale.

Residential areas mostly

all over

Christie place garage or meters on Spencer Place or east parkway

We choose to park on the streets nearest the Village and walk to the town center.

Village

downtown

Wherever I can find a spot! Usually aim for the circle & walk thru the archway to E. Parkway.

Town, my house

Greenacres school. MS school, soccer fields close to the Scarsdal pool, Garden road, Fenimore Rd,

Church Ln and Fox Meadow Rd Post Rd, Scarsdale and Hartsdale Train stations

in the village center or on Garth Road

Train station

Scarsdale Village

Garth Rd.

In the village

Village

The village, various strip malls, SHS, SMS. Greenacres Elementary, various athletic fields

At parking meters.

Westchester Reform Temple

Village, Golden Horseshoe

Greenacres and downtown area, Post Rd. also

Chase Rd., Harwood Circle, Spencer Place, C Town and Sc.arsdale Hardware lots, Meters

between p.o. and Crane Rd.. Also in front of my house on occasion.

Everywhere

Metered parking ususally. Sometimes in the lot by Chat.

Christie garage, any street meter

metered spots

My driveway.

Shopping and train

By the middle school, Heathcote, SHS, and the village.

I park in Freightway every day

Eastern parkway wherever available

Spencer near Hagen Daz

Regularly drive through all parts of scarsdale.

fenimore

Near the Post Office, schools, and residential streets.

i park in the parking spots usually on east parkway ior spencer place

Village

Wherever I find a spot. I don't go to Farmers Market because I'm aftaid there's no parking.

Frieghtwsys is too far for most of what I do in the billage

Village, Edgewood, green acres. All over with school and sport activities.  
in the village

Mostly 5 Corners. Try to stay away from Scarsdale Village if I can help it. Not only is there little parking, but 90 mins is not long enough, and parking enforcement is hostile to the community (by hostile I mean waiting to pounce as meters expire)

Meters

Park in the village

throughout the village

Only when I have an appointment in the village.

Village

metered spaces in village center

Usually 90 min spaces

Mostly parking lots

Station

home; greenacres school, village

Metered spaces in town and the deciccico lot

To high school. Village. Five corners. Edgewood. Greenacres

Absolutely lower the speed limit in the village to 20 or 25 mph. Village wide speed limit should be 25mph except on the bypass or roads like it. And do not force disabled or older drivers to walk back and forth from the muni meters to put a receipt on the dash. This is stupid. Put the quarter meters back. any of the metered spots , usually on chase road .

Village to shop

Christie place

Christie Place garage

All over

Village Center

Scarsdale Village center, Scarsdale Avenue, Garth Road, high school, Heathcote Five Corners. everywhere.

Numerous places

I drive through Scarsdale 12-15 per DAY. I park in the village, on Garth Rd, in the Golden Horseshoe, on Weaver St by Amore and also by Standing Rm only, by Metro Deli, by Metro Diner/Mascato/Boun Amici,

at SHS, in Hartsdale, etc. I use the roads + parking facilities throughout the day, every day.

I park downtown and in the five-corners area and also around the Greenacres school.

Greenacres and village

Christie Place, Scarsdale Ave, Village Center, Depot Place.

train station

Five corners, or paid meters in town.

Fenimore, Bronx River Parkway, Post Road, Mamaroneck, Palmer

All over the Village...downtown, heathcote, library, village hall, houses of worship and various neighbor homes.

I rarely shop in Scarsdale village.

Shopping centers. Scarsdale train station.

At home, in the Scarsdale Village, library, Golden Horseshoe

Village Center, Constitution Circle, Church, Golden Horseshoe, street parking by playgrounds

Freightway to Greenacres home and back



Fox Meadow, Village, Christie Place garage  
GSH, SHS, SCC, SPL, Baptist Church, Hoff Barthelson Music School, C-town, rarely on the street  
Mostly East Parkway or CVS Garage  
At a meter.  
usually in the downtown area  
All around the village and in Heathcote  
At meters.  
At parking meters  
Parking lot closest to train  
Park in village to shop  
Mainly to my home on Fox Meadow Rd.  
Freightway garage during the week or chase road on weekends  
Wherever there's an available space.  
ProPark on Freightway or on Garth Road/ Greyrock  
Village center every day  
Wherever I can find a space  
Scarsdale Village; all over town to visit other residents.  
Various  
Greenacres neighborhood mostly while visiting with family. I often park in Scarsdale village, as well.  
The village, Golden Horseshoe, Fox Meadow School.  
Closest available parking  
Freightway Lot  
all over. live here.  
In the village

Garth Road

Scarsdale Avenue

At the high school

At Quaker ridge  
Village center  
scarsdale village. palmer avenue parking lot by chase bank.  
on street parking and church parking  
shops  
Where ever I can find a spot  
Scarsdale village , Golden Horseshoe  
I drive through but don't park; live walking distance to the village  
Pickup kids from Fox Meadow  
Golden Horseshoe

Village meter parking  
Village  
I park in the village  
Near Chat

Meeters

village

I live on Brite Ave. I drive throughout the village

In the Baptist Church parking lot; I have a permit and pay for that on a monthly basis.

Village center

Greenacres

Fox Meadow

Scarsdale train

Hartsdale train

Central Ave

Post Rd

etc.

Village, Depot Place, Balducci's

Usually across from the police station or next to Chase Park

Garth Road and Spencer Place

I take the Bee Line Bus to the train most days, unless I get a lift from a neighbor, walk or ride my bike.

In the village, we park in the closest metered spot. When visiting friends and relatives

its in their driveway,

parking lot, or on the street.

The Village Center shopping/banking

Post Office in the Village

The Horseshoe

Scarsdale Congregational Church

Train Station

I live in Scarsdale. I drive mostly in Greenacres, on Rte 22 and Mamaroneck Rd.

Most frequently Greenacres School, Scarsdale Village center, Middle School, JCC,

Vernon Hills shopping

center area, Hitchcock Church's

To the extent possible, I only shop at places where this a parking lot. I only shop at

DeCicco's in the village,

otherwise shops on Post Road or Central Ave

2 Overhill Garage

2 overhill road

If longer errands, in Cristie's garage with pay station. If shorter errands, in space with meter.

Village, Golden Horseshoe, 5 corners, HS

Chase

in the village, on garth road, on scarsdale road, etc.

I have kids in Heathcote, SMS and SHS. I drive mostly around Heathcote and the village.

Village

At a meter. In De Cicco's™s. In the Garage.

As a resident, I drive through Scarsdale and the Village daily. Metered Parking wherever I can find it.

Empty meter wherever

around Hartsdale and Scarsdale train stations

Various

On street parking spaces

all over

street

Various locations in the village and around the 5 corners

In the village.

Freightway

Scarsdale Village, Equinox, Trader Joes, Acme and Central Park Avenue.

Edgewood & Village Center mostly.

Metered parking and Christie Place

I frequently drive in the area of Boulevard. Collisions in this area have been reported in the Inquirer.

At a number of corners bushes are so close to the road that one can not see traffic coming until the front of one's car is in the intersection. something should be done about this.

The other matter I want to mention is the proposed traffic circle at 5 corners. Higher levels of government refused to pay for a \$1,000,000 traffic circle but I think a \$100,000 circle would be good enough.

Near post office

Village

In the Village Center....if there is parking available.

Village, schools, shops

All over

TRAIN (Christie and Meters), 5 corners (lot behind deli and balducci's\_

Downtown, station, five corners.

Downtown, often in Christie Garage, Boniface Circle

Meter

In the Village center while shopping/running errands.

The village. Around Greenacres School and playground. In front of friends houses. In and around Hitchcock Church. Through the Bronx River Parkway and Post Road, At Saint Pius Church, At Ramsey's Farms, At the Seacor Recycling Center, Through the 5 ways intersection and it's stores and bank. Weaver Street. Heathcote Ave. All over!

In town

Errands and trips around the village as a resident. Park in Village center

Village center

Balducci

Five corners

Downtown.Heathcote Five Corners, High School, Middle school, Library,

Usually to Fox Meadow School, the Village and the Library.

Fox Meadow Rd and the Village.  
Congregational Church

Scarsdale Village

Street parking

Spencer place, chase road, east parkway, middle school  
Christie Place and on the street when shopping or dining  
5 corners and village center

Mostly Village, Heathcote, Murray Hill areas

Wherever I happen to be in Scarsdale.

street parking

Wherever I can find a spot (village, scarsdale ave, Garth rd)

Drive all around Scarsdale. Park for pick up around Fox Meadow and in the village  
for shopping /errands

Scarsdale Village

All through out the village.

Village Parking and lot

Spencer Place, DeCicco's lot

Drive all over. Park in the village center.

In Village about once or twice a week.

Mainly in the Greenacres section.

Meters

In the downtown area and at DiCicco's when I shop there.

Usually by the DeCicco and the post office.

To go shopping.

At home, in town

Downtown

Meter parking

The village

Usually, Along Chase Park or across from gas stations on Scarsdale Ave.  
mostly in street with parking meters. sometimes in Christie Place garage

At village center near train station

freightway parking

Village and train parking

park at home in my driveway

Boniface Circle

Freightway

Train station and home

Live in Fox Meadow, park all over Scarsdale

All over - on the streets, in town , etc

At home

I park at the metered spots.

Wherever a parking space is available. Rarely in cener of town.

Freightway

Svarsdale village

I drive throughout Scarsdale, parking on the street, in the village, at 5 corners, etc.

## IN MY COMMUNITY

At meters in town

Village center, primarily.

Sometimes to take late train into city  
village

By Zachâ™s or the dry cleaner or Starbucks

I park in the metered spots in the village, on the street, and in parking lots where available.

Wherever is closest to where I'm going. Often Chat, Spencer pharmacy. Decicco's. Zachys.

Street parking.

Christie Place Garage

Downtown and Hartsdale

depending on the errand, as closed as possible on the street

Christie Place garage

High school. Terrible jam at the entrance and on Brewster rd. That circle for dropping off pick  
up is too small.

Throughout Scarsdale, mainly Edgewood and vicinity.

downtown, edgewood, middle school, pool

Christie garage - 3 weekdays (permit); weekends -all cars; occasional meters - north side of town

Village, Golden Horseshoe, all around town

in front of whatever store I am shopping at

meters

Chase Rd, eastern Pkwy, Garth Rd, Autenreith Rd, underhill Rd,

In the village central

In the village by the shops

Near Fox Meadow school, the village

meters

Meter parking in downtown area

I park at meters and occasionally in the Christie Place parking lot

Street

Often using the indoor parking on Christie Place, unless I have change and there are open spaces  
on East Parkway or over by the Post Office.

Usually Chase Road or East Parkway.

In the village, by Fox Meadow School, in my driveway, or in other residential neighborhoods.

Live on garth road and park on garth or greyrock

center of Scarsdale

Village (lot behind Moscato, DeCicco's and meters), 5 corners lot  
at the metered spaces

on the street.

The village

In the Village. At the Golden Horseshoe.

At the Five Corners Lot. in Balducci's Lot.

At the Library. On Central Avenue.

Retail establishments like the village

Down Town Scarsdale.

home - downtown - MTA

The lot behind Henry's barber shop. Kids get hair cuts there

Usually in the village center. East Parkway or Spencer.

We have 5 kids in 4 different schools, multiple sports and activities and therefore drive all over Scarsdale everyday.

park at Christie place and if I can get a space, in Scarsdale village. also park at Golden Horseshoe and at stores on Weaver street

Mostly in the business area near the train station

Everywhere

Usually on East Parkway

Live in the Village, so walk, don't drive.

I park in the village when necessary, making regular trips to the post office. I drive through the village regularly to get to Central Ave.

street parking

Main business district

At meters in the central part of the village

When in the downtown village shopping and/or dining.

Live in Scarsdale, mostly park at home, sometimes park in village.

White road

Village and on our street depending on driveway situation

I park in the free parking spaces because I do not want to be bothered by the Police

Village near Chase or DeCicco's

Very rarely

street

on the street, around the train station

I do not commute from Scarsdale. I come in to the village and park as needed.

Scarsdale Village, Garth Road, Scarsdale Ave

in the village, Spencer Place, Harcourt, Christie and the Christie garage

at meters

Occasionally in village when shopping

Scarsdale Village

Five Corners

Crossway

On non-metered streets or parking lots (e.g. DeCicco's, Scarsdale Hardware).

I go to other towns with

free parking if I can't find free parking in Scarsdale.

I park in the village frequently

Golden Horseshoe, downtown

street

Scarsdale Village, Greenacres, Heathcote Five Corners

On the main street in front of the banks and/or stores.

Garth road, Scarsdale Village

At home and in the village

downtown

In the village to shop at the stores  
The Village  
village area  
village center

Heathcote area  
Near the station.  
Village, train station.  
Greenacres school and the village.  
Scarsdale village  
Drive everywhere, park everywhere, use meters often, observe the regulations.  
No parking tickets recently. I received one many years ago because a dental appointment took far longer than expected and I was stuck in the chair.  
Mostly at the library. Parking downtown is tough.  
On the street or Christie Place.  
Meters on Scarsdale Avenue for commuting. On the streets for shopping.  
Behind Metro, Hardware, Barber or at the meters everywhere  
at home

in village (downtown)  
Around town  
Harcourt  
mostly at DeCicco; occasionally at the parking lot near DeCicco/Bank of America or Zachy's.  
Everywhere  
In DiCicco parking lot, on Spencer Place, or on East Parkway usually.  
At a meter or nearby street.  
At home  
Shopping  
2 Overhill garage  
Shopping & dining only.  
In town  
Village, all over  
The village, Garth Rd. Street parking by Fox Meadow Elementary.  
In the circle, around the post office etc.  
In the village, at the meters  
To avoid parking meters, I park on multi-hour-limit streets like Rochambeau, Autenreith, Scarsdale Avenue, or Church Lane South, then I walk in to the village.

On bad weather days I park in Christie Place Garage.  
street  
ProPark lot.  
Downtown (Chase Road, East Parkway, Harwood area)  
where ever I can find a place...

drive through regularly ... go to the market, post office, cleansers, etc.

In Scarsdale Village.  
High School, Village  
Freightway - commuting

Parking meters - weekend

I drive to and park in the Village when shopping there on weekends and often drive through the Village on the way to some other town. Occasionally, on busy weekend days, I park in the Christie Place garage.

The library, Village Hall, downtown for restaurants, shops and train station, 5 corners  
In the village or on Autenreith

Scarsdale Village, Garth Road, other shopping and dining destinations.

I hate to park in Scarsdale Village, so I avoid it. These parking enforcing security guards are a nightmare. I park on the Di Ciccio's parking lot when I need to do groceries there. Otherwise I avoid doing things in the village.

Don't like new systems. Meters better as before or option with newer systems

Usually by the CVS, train station, hardware store.

Metered spot in downtown or Christie Place lot

Village proper, Heathcote - lot & street

Valet lot, Village Hall

In front of my house, Golden Horseshoe, WRT lot

In front of friends and relatives houses

The library, High School, Hartsdale train station

The pool

Girl Scout House

Village, 5 corners, all over

IN the parking spaces in town or on the street

Park in village. Drive mostly on east side of village.

I park in the village -- often with great difficulty finding a space.

All over Scarsdale

schools, shops, train stations, all village roads

In the village

All over including downtown

Home. Hartsdale Train station. All over the Heathcote neighborhood. In the Village occasionally.

Scarsdale and Hartsdale village

Town. Five corners. General road parking.

On the street

I park on Harwood, Spencer, Christie or East Parkway.

Meter in the Village

In the village

At brown road



Village

Rarely do anything in Scarsdale village

The entire village....from the BRP to Weaver, WP to Eastchester

Usually the village/around the train station

Brite Ave to Christie Place Garage

C-town and post office. All other times I walk because it is difficult to drive thru town and faster to walk.

Usually on street. When shopping at DeCicco's, Zachy's or Scarsdale Hardware I use their parking lots if space is available.

Downtown

Avoid downtown, shop on central ave

Christie Place and in town

downtown

Downtown or at the train station on the way in to NYC

On street in front of DeCiccios, Lange's, or on Scarsdale Avenue, or on the circle by Rothman's, or by Buon Amicic

Drive from home in Quaker Ridge to Christie Place lot Mon-Fri, also shop there on weekends.

Scarsdale Village and Golden Horseshoe

Village center near DiCicco's and the train station mostly. Also, Garth Road.

in the village

5 Corners

Downtown

All parts of the village of Scarsdale

Behind Moscato and at meters in the village.

In the village and valet at Freightway if Iâ™ going to NYC.

The village. The 5 corners

Village / Heathcote / 5 corners / Eastchester / White Plains

I lived in Scarsdale for 38 years, until very recently; my daughter and her family live in Scarsdale.

On weekends, I sometimes park in the free space below Christie Plac.

at home and down town

everywhere

My driveway

Village and five corners

village meter

I park in the Village.

Village, schools, library

Village

Meter

parking lots, sometimes on streets near village

Village

I park at the Christie parking lot during the work week. On weekends, I may shop and park in town at the meters near the train station or on Garth Road.

C Town , Post Office , Wells Fargo Bank

Scarsdale Village, 5 Corners, Golden Horseshoe

Village- christie place

town, at friends homes, schools

I park at a meter on the street.

In the village, Golden Horseshoe and other shopping areas

Parking lot, village. Near Equinox in scarsdale.

We shop and dine in town, parking at street meters or Christie Place garage. On weekends we use the Depot Place outdoor lot. Please let's install meter systems like the one in the pit parking across from the Metro diner and in Christie garage Having individual card readers on meters or collecting quarters Makes little sense in 2017

Here, there and Everywhere

Christie place

Village, 5 Corners, schools, etc.

I drive all over Scarsdale but primarily in Quaker Ridge. I park at the Five Corners, Quaker Ridge Elementary School and the Village.

Mostly local streets; on weekends use municipal garage when nearby

## Appendix II – Survey Comments

### Challenges Picking Up Commuters at the Stations

As far away from Spencer & E.Pkwy as possible.

I only pick up my husband once or twice a month if we are having dinner at Moscato, 808 or another location closer to Scarsdale rather than Hartsdale. He works long hours so this is generally 7:30pm or later.

Sometimes I wait for him in the Merchant's Lot. Other drivers are generally polite and careful at this time.

near BoA

Renaissance bakery

Post Office

AT THE VILLAGE TRAIN STATION - WILL WAIT AT CURB IF THERE IS NO TRAFFIC/IT'S OFF HOURS AND PARK IF THERE IS TRAFFIC/IT'S PEAK HOURS.

hartsdale station which is technically hartsdate, but you drive through scarsdale.

In an empty parking spot

Near dicicco in town.

village parking spots

in parking spaces between Zachys and Starbucks

Harwood Ct

East Parkway

Hartsdale Station.

parking spaces on East Parkway

Starbucks or Diccico loading area or near Chat if itâ€™s crowded in front of the train station

In front of taxi stand, or in parking spaces across the street from taxi stand

Wherever I can find parking near the station

Near Metro North station

On the side of the road behind DeCicco

Hartsdale train station

Haagan Dasz

parking

Hartsdale

Near Langes

Hartsdale

Parking between Starbucks and chase bank

Near Bank of America

Outside Starbucks.

Park in a spot

Chase park

around the station on E parkway.

I wait in the 90 minute parking on the Starbucks side of Scarsdale

train station in town village

Train stations

Train station

Starbucks area or Dunkin' Donuts or at the Hartsdale Station

Occasional; on Scarsdale side of Hartsdale train station in a spot or at the church,  
or in the designated pickup line there

E Parkway

Parking lot Closest to the train

Hartsdale train station

Hartsdale

I get picked up in Hartsdale train station at night. Someone needs to remind drivers that  
the left lane is for thru traffic and the right is for waiting. Do not be selfish and stop in left lane to pick someone

Hartsdale Train station lot

In front of Zachys

Near the train if there are empty spots. Sometimes, I meet the commuter on  
Fox Meadow Road or along Scarsdale Avenue.

I park in spaces near Starbucks and wait at station or in car

Nearby parking spaces

Hartsdale train station

Hartsdale train station

Parking lot in front of the train station.

Hartsdale parking lot

By the grocery store. Decicco

Hartsdale

Greenacres Ave near Hartsdale Station

Front of taxi

Hartsdalebat church

Along the main street or behind DeCicco

Station parking

I try to time pick-ups after the train arrives, and pick-up near Starbucks.

in front of langes

Starbucks

Near chat. Not often but on late nights.

Near dciccos.

parking spaces across from station

Side lot by taxis

eastern parkway

depot place circle

Either near martineâ€™s or behind moscato

varies

usually on side of deccios

in parking slot on Spencer Place

across from the train station next to DeCicco's

Hartsdale station

Hartsdale/Scarsdale

in front of train station on north bound side

Try to get spot at meter in village or circle around.

outside the train station drive way  
various parking spaces close to train station.  
Hartsdale train station  
near Starbucks or Bank of America  
By the library  
Parking lot closest to train  
Parking spot near corner of east parkway and Spencer place  
Around Starbucks  
Various locations, including in front of station and taxi stand.  
parking spot in front of C town usually  
hartsdale station  
parking spot by DeCicco's in the village  
unlike a number of residents, I wait in a legal parking area.  
Hartsdale station parking lot  
Spencer place  
When I'm picking someone up at the train I wait in an empty spot or in front of Starbucks.  
Vicinity of Starbucks  
Hartsdale

#### Scarsdale

I only occasionally pick up commuters. When I do I generally pick them up in front of the Bank of America near DeCicco's, or I park on Spencer Place. Parking is a pain because it is hard to get out of the space  
due to traffic - it's easier to pull over and have someone jump in. It holds up traffic but at least I'm not trapped.  
My wife works in Manhattan on Sundays (residential real estate). So I drop her off at Depot Circle on the way in and pick up - usually I park on East Parkway (between Zachy's and Martines).  
I time my arrival so I can pick them up at the station. I am not there at peak hours so this is possible.  
Hartsdale station on the return side of the tracks.  
In parking space in the village in front of the station  
A parking spot  
I rarely pick up commuters - however - the regular parking along East Parkway by people waiting to pick up has to be discouraged. The traffic flow is bad enough down there without losing another lane due to this.  
We pick up on Scarsdale side of Hartsdale Station, and wait by Hitchcock Church to avoid congestion in parking lot  
train station parking  
Merchants lot  
In front of Starbucks or in Merchant Lot  
Outside station  
Near taxi area  
I park in a parking spot.  
Hartsdale Train Station.  
At the scarsdale train station  
In front of zachys

I often drive through the village and East Parkway is jammed with stopped cars waiting for commuters.  
 parking spaces in the evenings when there are lots of empty spaces.  
 Chase place  
 Metro Diner  
 near train station  
 Parked on east parkway or Spencer place  
 Behind DeCicco  
 Next to starbucks or any empty parking spot  
 By Starbucks because if you wait in a spot no one lets you out  
 Chase Rd opposite Post Office  
 Scarsdale Ave in front of teen center  
 Away from the station  
 At the meters across from Starbucks.  
 Train station meter parking  
 Any where I can find parking spot  
 Near Christie place  
 Starbucks or side road  
 a parking space somewhere near the station  
 Side street  
 In the area between Starbucks and the Chase bank.  
 Scarsdale post office  
 This is a problem - people get there too early and sit and take up space while they wait for their person to come in. There should be a maximum standing of 5 minute before the train arrives – police should patrol the area and move people along if they arrive too early for the trains.  
 Decicios or Haagen dazs  
 Where the 2 hr parking is and then move up  
 At the diner  
 A spot facing the Bronx river parkway and away from the train on east parkway opposite the police station small unit (by Bank of America)  
 post office  
 However, to pick up people from the train, I wait along Spencer Place - not at the station, itself.  
 the train station near C Town  
 Eastern pkwy meter  
 By decicco  
 Southbound side of train station  
 Iâ€™m front of station  
 I park my car across from taxi stand at a legitimate meter space  
 Parkway or Depot Plaza  
 I am often picked up by Starbucks, and dropped off on the Depot Place side.  
 East Parkway  
 at the station only after 7 pm. too crowded and crazy otherwise.  
 Chase/Woodland Place  
 northbound station parking  
 the curb in front of the train station.  
 I Park and Wait.

Spots opposite train station  
train station, scarsdale side  
Train  
a parking space outside of the christie place garage  
In front of meters opposite the parking garage on E Parkway, along curb of street behind C Town  
At or near Chase Park.  
In an empty parking spot  
a metered parking space somewhere near Decicco  
In front of train station, sometimes next to DeCicco's  
Thanks  
a legal parking space  
Hartsdale train station  
in front of Decicco's in a parking spot - this is only on occasion  
Hartsdale train station, Greenacres side  
In a parking space  
Scarsdale Middle school on occasion, SHS on occasion and Hartsdale trains station  
Hartsdale station  
East Parkway  
My Cleaners  
Train station by ticket machines near Dunkin donuts  
Hartsdale train station  
I almost always park at Boniface Circle in a legal spot, away from the crazy traffic just a block away.  
in the merchants' lot. It keeps me out of traffic.  
by Hitchcock church  
Parking by Starbucks  
Either park or right outside Starbucks  
Occasionally, I will pick up a commuter , waiting on Christie Place opposite DiCicco's.  
The top of the station  
Near decicco  
Hartsdale station which should be addressed here as well since MANY pick-ups take place  
there. It is an accident waiting to happen area.  
Taxi stand  
scarsdale avenue  
Generally don't pick up, but few times I have I park on e parkway.  
I wait wherever I can find a space.  
Occasionally I pick someone up - typically parking on East Parkway  
Village parking spaces near Starbucks  
Scarsdale ave lot  
Hartsdale Station  
In a parking spot  
Decicco  
Front of station  
Hartsdale MTA  
on East Parkway  
a legal parking space. Places I don't park, in front of Starbucks. In front of the Christie Place  
apartments.

I actually time it so I don't have to wait and just drive through.  
Along Scarsdale Ave. I try to time my arrival so that I don't have to wait.  
Parking spaces. East Parkway at train depot or near taxi stand.  
Train station  
along the back side of DeCicco's  
On Parkway outside station. During peak hours, I may pickup in Hartsdale just to avoid  
Scarsdale congestion.  
I wait for them to let me know they have arrived then go to get them  
try to park in Boniface circle  
Scarsdale & Hartsdale stations  
In metered parking space.  
Starbucks - Scarsdale Metro North  
Rothmans  
I try to get a parking spot across from Starbucks  
on street, double parked  
Parking spot  
station parking  
North bound side of station. In front of Starbucks. Rarely  
DeCicco's  
I wait at a meter near C-Town, one day a week.  
Christie Place



## Appendix III Survey Comments

### Parking Challenges in Scarsdale

Rarely though sometimes parking on Scarsdale Ave to shop on Spencer Place means a bit of a walk with groceries.

Weekends

I park wherever there's an empty spot, from hard to impossible to find on all weekdays and Saturdays. Street parking by merchants or Harwood renters fill spots by 9 am. There's meter feeding everywhere, even the Christie Pl. garage. Advertise commuter garage availability on E.Pkwy on weekends and some spots left open for shoppers instead of non-resident permit holders. DeCicco's parking lot is hazardous, to be avoided, people even enter it from the wrong driveway, signage needed.

I avoid noon to 2pm, because it is difficult to find a spot.

I also avoid Sundays. Too many people, possibly many from other communities, use the free parking to go into NYC via Metro North. I would be in favor of charging for parking on Sundays during the hours that DeCiccoco and Parkway Diner are open.

During the day--most days. Sometimes on Sat.

Around 5-6pm weekdays and mornings on weekends

**HARD TO PARK DURING PEAK BUSINESS HOURS. I DON'T MIND PARKING IN NEIGHBORING RESIDENTIAL AREAS AND WALKING, BUT WILL DO SO ONLY IF WEATHER IS GOOD.**

Garth road and the village m-Friday

During the day in the village when trying to run errands

All the time! tickets are a huge problem, I avoid the village when i can if I need to be there more than 90 minutes. They need to be changed to at least 2 hour meters!

In the Village on any day at almost any time of day. The only time I can find parking easily is after 7 pm.

I don't usually have a problem - but then, if the prime spots are often taken, from my city days I enjoy walking so I don't mind parking a bit further and walking. I wish more people would do that.

Saturdays and some weekdays during lunch hour

midday on weekdays in Scarsdale Village center and on Garth Road. Often have to circle the area more than once to find a spot.

weekdays in village if I don't have quarters!

Always

Downtown area during business hours.

Can almost always find a space, although sometimes need to drive around the block once.

Village at lunchtime

Sometimes on various rds bc if excess construction

GOing to CVS or doctor's offices on Popham Road near train station or in the village at most times during the week.

After school in the afternoon.

Most of the time

No matter the time of day, it's always difficult to find spots in the village

Wednesdays midday, Thursdays during farmers' market. In general, everywhere.

Must park where find space even if not convenient to where I'm headed.

Downtown

Village centre on weekends

Mostly in the evening not easy to find a parking slot

In general, parking is a nightmare

Weekend late afternoons, weekday afternoon from 1-4

Lunchtime In village

weekend mornings and afternoons in the village on eastern parkway and garth road.

mornings for volunteer meetings in the village center. After receiving a ticket 1-minute

after an expired meter I now avoid the village center unless it is sunday.

mid day during the week and Saturdays 10-4

Mid to late morning 7 days a week

Popham train station area before 11 am

in and around the train station

I have never failed to find parking within a short distance of the village center

village- hard to find parking

It's worst midday, or during rush hour in the evening.

In the Village during business hours

Weekdays during the afternoon.

Weekends near the train

All the time in scarsdale village. That's why I never shop there

Weekend mornings

When it is nice out, holidays, end of the work day, anywhere in the village

Weekend

Scarsdale village by the shops mostly on weekends

Spencer place - most days from 11-5

I try to come into village early or after 3:30

Depends on the weather, lunch time can be impossible

1) during the day hard to find spots to just run into stores to pick something up.

2) On bicycle Sundays, large parts of the area are filled with people driving their bikes

2) to the parkway.

on Garth Road after 11 am

daytime, and now especially on Wednesdays when Boniface/Harcourt spaces are blocked by Police barricades

There is always parking issues, but the totally unsafe parking maneuvers to get to a parking or waiting area is extremely unsafe for pedestrians and cyclists and those with disabilities.

Thursdays during the farmers market

In the mornings

Village Center at 1 p.m.

Mornings in Scarsdale Village or lunch time in Village downtown

Rush hour Village

A lot.

If I need to pick up or drop off at Greenacres Elementary school the parking situation is difficult at school start and finish.

Weekend mornings

Village, midday and some weekend days. Greenacres elementary school, pickup.

Village - almost always

lunchtime and early evening.

I have difficulty parking during the holidays and on the weekend at lunch time.

anytime between 9-3

lunchtime and weekends in the village.

On my block, 42-50 Greenacres, Scarsdale, on work days 6 am- 6 pm- commuters are taking over the street parking, and walk to train station. The residents often cannot park close to their own houses at daytime.

The town should restrict street parking here (3 hours max, or no parking 8-10 am, like Greenburgh does in similar areas)

Scarsdale Village, 10-2

Weekends. During sidewalk sales or other events.

I have sometimes driven to the Village midday (between approx noon and 2:30 or so), mid-week, to do an errand, been unable to find a parking space, and so have left and gone elsewhere to get my groceries, say, or use a different post office.

Midday on week days and weekends. Parking is non-existent.

Daytime during the week.

Weekends in the Village

weekends

Near DeCiccis

All day in the Village

The Village is often a mess. Scarsdale High School is impossible.

Parking in the Village during lunch time is impossible. The meter situation is a joke.

Weekends

all day. there are not enough spaces

12-2 & 5-7

Try to avoid the obvious busy times

occasionally at lunch time it is hard to find a spot

Weekends, and whenever there is any event going on in the Village.

Midday during week in Village. Most times of weekend days and nights in Village.

Weekdays at a Greenacres Elementary. Hyatt Field and Supply Field.

Everywhere. Parking is a huge problem and the number of parking control policeman is an unfriendly welcome to the Village. It drives shoppers away.

Lunchtime in Scarsdale Village

Lunchtime in downtown area

Weekends. 12-4.

Lunch time during week  
Spencer place lunch hours hardest  
Midday weekdays  
Lunch time is most difficult. Sometimes I circle a few times.  
anytime after 10:30 am  
lunchtime  
Saturdays the parking is very limited.  
In the village is tough.  
Midday parking is difficult in the village and on Garth rd  
sundays and during the week  
lunch time, after lunch sometimes, Saturdays

in the Village  
Daytime: village  
Most times between 10 and 6  
Village - around 12-2 usually the worst time. Sometimes over the weekends. Now on  
Thursdays with the farmers market.  
Weekdays bet 12-2pm  
It's always difficult to park  
Scarsdale village parking is awful at all times  
During the day and seems to be random days.  
Sometimes it is difficult to park in the village and you need to drive around. Mostly at the weekend.  
noon, most days  
Lunchtime  
lunch time, any where in village  
Weekdays lunch time  
Late morning/midday and weekends  
Sometimes at the village  
village on weekdays  
Weekday mornings.  
Weekends in town can be very difficult  
Morning time near train station - its very hard to find spot for the day  
Weekend in village  
A little. Not too bad. I know not to go at lunch time  
weekdays lunch time  
Mostly in the early am when the soul cycle people use our spots  
After 2pm during the week and weekends  
weekends  
In the village or at Greenacres school drop off  
difficulty finding handicapped spaces at midday in Scarsdale Village at Harcourt Building.  
Evenings - Garth Road area  
Finding parking in the village is very difficult. Worst at lunchtime. Worst time for  
driving in the village is at busy train times.  
occasionally in the village at lunchtime  
Construction causes back ups in busiest places, Post Road, 5 Corners, Popham.

Parking in the village is hit or miss. Sometimes terrible.  
Morning by hartsdale and scarsdale train  
Not really, Christine Place on wkds is usually open for me.  
after morning rush hour, some weekends  
Saturdays or weekday afternoons in town  
n/a  
peak hours during the train hours.  
Just depends on many things: day, location, events but though I might have to  
walk a bit further than I might want to, I always find a spot to park.  
Fridays in the village  
I usually find a spot  
Weekends, mornings through early afternoon in the village (esp Fridays)  
Saturday afternoon  
sometimes I have to walk a bit, but I have never failed to find a spot SOMEWHERE.  
Weekends can sometimes be tough.  
Friday afternoons are very difficult to find spaces.  
Wednesday mornings are busy in town. Early evenings when people are picking up at train as well.  
Weekends in the village  
But most times I find a spot easily. On occasion I have to circle. Guess weeknds it's a bit harder  
Weekends are difficult find parking spots in the center of the town.  
Weekend is the worse - especially Sunday when parking is free  
Almost always have trouble parking in downtown  
It is actually unpredictable.  
Some weekdays after 6pm on Greyrock and Garth Road.  
Lunchtime during the week and basically all afternoon every week day  
But in Hartsdale, yes. Parking is a serious issue.  
In the village on the weekends during the day time and at lunch time during the week.  
sometimes at lunch time  
2Pm - 5Pm  
Early afternoon on weekdays

Around 10AM on weekdays  
afternoons, especially weekends, have to circle and circle to find a spot  
lunchtime. some Saturdays. lately easy.  
Parking meter are over watched in scarsdale village but not watched elsewhere in the  
village. I live on Greenacres ace and although there is a 3 hour parking regulation on  
my block, people often park there and walk to the train leaving their cars in front of  
houses all day with no ticket.  
It's hard to find parking for after school pickup on Hamilton and Brewster, close to Fox Meadow.  
Weekdays during the day  
I have a hard time backing out of spaces around lunch time and when commuters are  
arriving home on the same street as Zachy's  
During peak hours the parking Inc the village is hard. I'd say around noon til 3:00  
Weekends

11-3 is the most difficult time to park  
Trying to park in the village center at lunch time or if events are on is sometimes difficult.  
Also on weekends.  
I would have difficulties if I did not have a space in the church parking lot.  
Village center, Scarsdale Avenue  
Hartsdale Train

Scarsdale train

Greenacres School  
Lunchtime, and right after school it can be hard to find parking in the Village.  
anytime after 10am  
Downtown area is difficult from morning through afternoon/evening.  
Saturdays. If I need to go to the hardware store or Langes, I usually park around  
Woodland Place and walk. Not a big deal for me.  
During the day on the weekends in Scarsdale are particularly bad.  
I can usually find a spot.  
More parking near the shopping would help.  
Village center anytime after early morning  
My wife parks behind the train station. The biggest issue is to find 8 hour parking spots.  
It would be extremely useful if there would be meters that accept CC or one can pay for  
parking via an app. I personally find it difficult to find parking during the weekends.  
Village always. I completely avoid the village on Thursday afternoons now with the  
Farmer's Market - difficult to drive through the village and no parking spots available.  
Lunchtime. Absolutely crazy.  
In the Village during the week, from 12-2  
summer time for lunch is often very crowded in the center of Scarsdale Village  
Midday.  
At peak times everyone who visits the Village does. You either need to keep circling or  
use the underground lot. It seems like the restaurants have exacerbated the problem.  
If I stay away from East Parkway I rarely have a problem  
Village area...  
Parking near the Scarsdale town center on the weekend is always hairy. I often have to  
wait for someone to leave to take their spot.  
Weekday evenings and all day Saturday and Sunday  
lunch and dinner time in village.  
Mid-day, most days of the week.  
We have a Freightway pass  
Have a Freightway permit  
I run my errands during non-peak times.  
Before holidays, certain mid to late afternoons  
Afternoon, near train station and Saturdays  
Mid day to late afternoon, Tuesday through Friday  
The center of the village between 1:00pm and 5:00pm  
Village  
Can't be specific but there are times I'm circling

Almost always

It's not impossible but very crowded.

Weekends

I avoid going during peak times

Saturdays during the day in the Village

Weekends are difficult sometimes to find spaces on the first drive around.

But I don't mind walking -- after all the village is quite small.

It is usually very difficult to find parking in the area around the train station at any time of day

1. When trains drop off passengers in the evening

2. When shopping on Saturday

3. Evenings of band concerts

Sometimes, but I can always find a space. Tight parking is a sign of a healthy downtown.

Most of the time parking in the Village is problematic

It is more difficult to park during rush hours for train.

I need to circle at least twice every time I come in to the village.

in the village downtown area seems like worse time is before school pickup around

2:30 or Saturday afternoons

Anytime other than early morning- and that's bad too on Fridays

Lunchtime in the Village

In the village for lunch might be a crazy time to park! And I don't even say when I don't have quarters...

Everyday. Parking is difficult from 11:00 am until 3:00 pm

Every weekday. Especially difficult on Saturdays.

Mid morning until early evening in the Village

By the train station to get the train for longer periods in the city

It can be difficult to find parking when catching the train. I find that Freightway Garage is always a great place with

Lunchtime and weekends

Lunch time on weekdays, everywhere

Almost always

Weekdays, 9 am to 2:30 pm

When I go to Greenmarket and on weekends.

At grocery store many people use the lot and then I just want to get some food at the grocery at 5 pm and it is full

during business hours. occasionally, there is no parking near the restaurant we want for dinner so we go elsewhere

10am on.

Weekday during rush hour

Except for times when events are going on in the Village.

weekends impossible. lunch time difficult. evenings empty

Downtown shopping and banking areas.

Rush hour evening

Rush hour during the evenings around the station. People have no problem parking in "No Parking" areas.

after 11 AM Boniface Circle and adjacent streets

Very infrequently, but when I do, it's usually on weekdays during the day.

11:30-6:00

Between 10 and 2

Every day when a train has arrived

All the time. It is difficult to find spots in town. And expensive.  
Difficult to find parking on Saturdays, and certain weekday mornings when it seems like the spaces must be filled  
Daytime, during shopping hours. After 10 am and before 6 pm  
Weekends. Mornings  
I rarely find a spot in the village during the day. 5 corners is better because of the lot.  
Weekends during lunch hour  
Parking isn't so much an issue as driving through the village center - which is of course affected by poor parking habits and enforcement.  
All times.... cars don't want to stop and let you pull out... especially commuter and busy times.. traffic backs up and nerve wracking  
I have occasionally been unable to find a parking spot in a Scarsdale Village.  
Lunch time near chat. Weekdays. And near the train around 6:50/7:10pm  
I generally find a space at the Christie Place garage  
High school,  
Weekdays, around school dropoff and pick hours (8-9 am, 2-4 pm)  
weekdays noonish  
I know where to park in the Village. I park at Christie Place garage, with a permit, where there is always a space on the lowest level, even late in the morning – or else any car on the weekend; otherwise, I park weekdays at meters on the north side of town (without permit). In either case, I am willing to walk.  
Parking in the village is hard  
4-6pm around DeCicco's supermarket  
I can probably count on one hand the trouble I've had finding a spot in town in the last 20 years. I know it's an issue, I bet, I've had it. I just never had a big issue with it.  
In the village during weekdays.  
During commuting times and lunch time  
Around noon time  
Lunchtime  
Saturdays are very busy, and often Sundays too. During the week, I am not around as often. However, when I am at home, I find the traffic as congested.  
Though pulling out is sometimes challenging!  
village is hard all day  
spencer place  
Every.  
During the Middle of the Day Parking is Often Difficult.  
I never go to Scarsdale to shop because of bad parking. I eat at chat and I park in the lot near by.  
Recently I have not had a problem because no one comes to the village anymore.  
But in the recent past it was always hard to find a spot.  
Scarsdale village  
Afternoon rush hours, business hours on Sat  
Usually, it's difficult to find parking on Saturday mornings. My wife finds it difficult for her to find parking by Depot place on the weekdays. The time frame usually is around 1100am.  
Any day at mid-day.  
Saturday  
Various times near the station and in the central parts of the village  
Mostly on the weekends happy doing today



Afternoon rush hour in village.  
Train station parking is not good especially for rush hour.  
I only park in the free spaces, so I know when to park there...  
Weekend days  
Weekend afternoons  
Occasionally difficult to find parking around the lunch hour 12-2  
afternoons  
Afterschool hours on weekdays  
morning in village--  
Parking in the village can be difficult midday during the week and when the  
Farmer's Market is open on Thursdays.  
Saturdays  
downtown all the time!  
Hartsdale and Scarsdale train stations off hours--I am not a commuter.  
Lunch time, any weekday.  
Weekends  
most of the time other than very early in the morning  
From 8:30 - 10:00 am and on Saturdays  
Weekends  
mid-day  
during the day near christie place, east parkway, near the post office, etc.  
Midday, weekdays in the village  
In the mornings, specially on Saturdays.  
Morning, afternoon during commutes  
Village can be tough to park in during the day esp lunch time  
I've learned to avoid the village center on the days when I'm free to shop - mainly Saturdays. Sad.  
Fridays in scarsdale village  
I no longer use the Scarsdale train station but there is no daily parking near the station  
in Scarsdale. I used the Eastchester spaces everyday.  
On and off, all the time.  
Saturdays, in particular.  
During the day in the village  
Weekends hard to find spots  
Saturday on Parkway  
I find it impossible to park on the day of the Farmers Market so just avoid it altogether.  
weekdays 12 noon to 2 pm; Saturdays 10 am to 4 pm  
During hours when stores are open, usally Monday through Friday, usually in the mornings,  
and usually along Spencer Place.  
Parking near Bank of America to use the ATM should be free.  
Lunch time near DeCicco.  
Parking in the village on Saturdays can be a challenge.  
Near deciccoss  
Mid day in the Village, Garth Rd and school pick up time near the school.  
Any time after early morning/.  
It's difficult to find spaces around mid-day in Christie Place Garage on bad weather days.  
Only occasionally...

5-7 PM near the grocery store,  
It is generally crowded and difficult to park ... early morning is least crowded  
Weekends, especially during the afternoons.  
lunchtime in the village  
Mornings near my office Houlihan Lawrence Parking taken by spin class  
Mid-day  
When commuters are arriving/leaving  
In the Village generally, especially during the week.  
Lunch time  
I avoid using the village facilities because of parking meters.  
Train time a nightmare. Impossible to get people to allow you to pull out of parking spots  
Before 9 am

After 9 am

Before 5 pm  
After school  
Yes but always eventually find a spott  
Finding a parking space in the village is ALWAYS a challenge!  
That is why I dont park there. It is a nightmare.  
Thursdays (farmers market)  
downtown during the school day  
Village on weekdays  
Thursdays  
I avoid parking in downtown unless early in the morning  
Scarsdale Middle school 2:30-3:30  
Weekends near Zachys  
Yes, in town during lunch time during the week.  
During high commute times.

Saturday mornings  
I try to avoid busy times, particularly the weekends or mid to late afternoon  
Weekdays, anytime. It's always crowded  
All different tines  
Village  
I avoid having to park because getting in and out of parking spots feels like you are  
taking your life in hand with cars wanting to get out of intersections and thru town.  
Once parked good luck getting out of the space.  
Late afternoons and lunch time.  
If taking the train into the city.  
Weekdays at 10am  
Parking around the train station can be ridiculous sometimes  
Scarsdale Ave, has very little meter parking available all day, commuter spots are  
not available to short term parking until after 11 am and by then all spots are taken  
by commuters.  
mid-day during the week & on Saturdays, & especially just before holidays. Also,

the maximum time allotted by the meters is too short to even have a relaxed lunch without having to run out & feed the meter.  
most times but especially weekends  
Weekdays and weekend mornings in the Village.  
lunchtime and weekends  
Sometimes have a small delay in finding a spot downtown near Zachys.  
Weekend days, holidays and select times during weekdays.  
All the time.  
Village - any week day , most times after late morning .  
Any rush hour  
parking in very difficult in scarsdale village. especially on garth road and the side streets.  
more space/lots are needed  
Parking in the main village during weekend afternoons is impossible  
Noon in village  
Saturdays  
Lunch time during any week days  
Always  
11-5  
Lunchtime 12:00-2  
Mid day during the week.  
Saturday afternoons, 12-5, near the train station  
Almost ALL THE TIME  
Lunchtime  
Weekends in the village  
lunchtime in town  
Wednesdays during the morning when all the realtors come in to their offices.  
Parking is virtually always difficult in the village  
Weekends / weekdays in the village.  
Saturday afternoon  
Every day but Sunday  
Village mid-day.  
Difficulties in the Village Center are most common at lunchtime

## Appendix IV Survey Comments

### Where do Respondents Walk

optometrist, florist, dry cleaner  
Occasionally we will walk there for exercise. We'll eat somewhere & go to DeCecc  
wish we could walk more but the lack of sidewalks in Scarsdale do not allow safe  
Golden Horseshoe, exercise around Heathcote/Quaker Ridge  
exercise  
Depending on weather and what i need to buy  
Walk dog around neighborhood  
walk dog  
My husband walks to train every am. I avoid walking because paths are dangerous  
SoulCycle and Flywheel Supermarket  
barber shop  
Recreational running  
to go on a run/walk in neighborhood  
Supermarket  
The pool  
Dry cleaning  
walk for exercise  
Village Hall  
with dog  
walks in the neighborhood  
Walk dog in the neighborhood  
Library  
friend's houses  
walk dog; run  
Library  
Pleasure walks  
Hartsdale Station  
Walk my dog  
nail salon  
Exercise  
gym  
usually drive to village  
I run a lot around town.  
School bus  
I walk all the time in the village. I walk there from my home.  
exercise  
Dry Cleaners, Grocery Shops, Pharmacy, Toy Store  
dog walking  
i walk in Greenacres for exercise  
work  
Library  
yoga studio, Flywheel

Bus pick up  
Walk my dog daily  
School playgrounds off school hours--important  
just to walk the dog  
Bronx River Pathway  
Bronx River Parkway path  
I walk with my dogs on a 5 mile loop around Scarsdale EVERY DAY  
walks in neighborhood  
for the express pleasure of exercise and walking  
We take walks to get exercise  
Bus stop  
Walking the dog or for exercise  
Take walks around heathcote neighborhood almost every day.  
Take a 2-3 mile walk in the streets every day  
supermarket, doctors' office  
Physical therapy  
Dentist  
Husband walks to train every morn & kids walk to and from HS  
Exercise route  
Special events - such as the Food Festival  
once in a while  
Physical therapy/exercise class  
Always walked to Village before my gait problem. Parking situation is very very  
Take out  
Recreational Walk  
just walks  
To high school or library  
Walk dog & walk for exercise. Walk to Hartsdale- part of route in Scarsdale)  
Friends Houses  
Walk for pleasure and exercise  
walk dog  
I'm too far to walk to the village but once there I walk around  
Walk for exercise  
Eye doctor  
Run/exercise  
Walk for exercise  
exercise  
market  
walking our dog  
For exercise  
Walking the dog  
Walking dog  
PT&W  
Hard to walk; need sidewalks  
Walking my dog around my neighborhood  
bus stop

for exercise  
Neighborhood walks  
Children's bus stop  
Only walk my dog around neighborhood  
all  
Library

## Appendix V Survey Comments

### Challenges to Walkability in Scarsdale

BRP entrance & Crane Rd crossing  
complete LACK of existing sidewalk to allow safe walking  
Lack of traffic lights at certain intersections  
inconsiderate drivers  
See below  
Sidewalks are not continuous (see comment)  
see comment below  
bicycles  
racing cars  
Cars do not stop at crosswalks  
Fast disrespectful drivers  
Drivers go way too fast and there are no sidewalks  
Too many drivers preoccupied with cell phones.  
Reckless drivers on post Road  
Lack of Crosswalks, lack of visibility.  
poor crosswalk street painting  
dogs  
Speeding drivers  
Failure to respect right of way  
Difficulty making turns while driving  
Drivers not abiding by State Law  
See Comment  
snow on sidewalks  
Bicycles on sidewalks  
Speeding cars  
Drivers more than 50% of time ignore stop signs.  
Drivers (see below)  
people walk in the street, not in crossing walk  
cars do not stop or respect the legal crosswalks  
No Stop Signs at Dangerous intersections!!!!  
lots of blind spots  
walkers walking on wrong side of road  
leaves make sidewalk slippery  
Fast drivers  
traffic lights are red for too long  
uneven roads as well as sidewalks  
The leaves on the sidewalk on Fenimore Road are rarely collected and create a h  
No pedestrian crossing on our street - Ross Road  
Traffic light Popham scarsdale ave  
cars driving too fast, not giving clearance  
Not applicable, don't walk in Scarsdale

Lighting is very poor on Fox Meadow Road. There are cracked sidewalks and potholes from Crane to Wayside Lane. Then there are no sidewalks. At Wayside, there is an overgrown bush which makes it difficult to see oncoming traffic.

speed limit too high

speeding rampant

reckless driving rampant

not enough crosswalks with pedestrian signage

failure to fix infrastructure

hazardous village center cobblestones

sidewalk cafe furniture taking too much space

poor lighting

reckless drivers heedless of pedestrians

drivers heedless of children

drivers heedless of adults pushing carriages or with pets

need more sidewalks where possible

LED lighting needed everywhere

monitor sidewalks

Assuming you mean when I walk to the Village Center: My first impulse is to cross from Fox Meadow Road at the top of the hill over to the Crane Rd sidewalk. When I stop and think, I walk down the hill to the crosswalk, but drivers don't seem to expect me in that location.

I have to be very careful on the return trip, too. Also if I park across from the Merchant's Lot, I don't know where to walk to avoid cars.

The path on Fox Meadow Road is awful. It needs to be fixed asap.

Every road really needs sidewalks on both sides. I hate walking myself to train station and needing to cross Fenimore. I live on Rugby and walking to Green Acres there is no sidewalks either.

I don't understand why we don't have sidewalks. We have to walk in the road to walk to school.

We don't get busing and have to walk Brewster where people drive maniacs and there are cars parked on both sides of the street. Also, people let their bushes grow right up to the curb so you can't even go on to a lawn in some places when a car speeds by.

People do not stop at stop signs or wait for pedestrians to cross

additionally, the sidewalks are broken, bumpy and are very dangerous

walking or jogging, walking kids to school, kids walking to friends or playgrounds, walking a dog or



any healthy outdoor activity is a life threatening activity in Scarsdale due to the lack of sidewalks.  
Very poor,  
non existing (!) infrastructure to allow for a healthy community  
Crossing Popham at Garth is always hazardous, because the cars generally zoom around the corner regardless of whether pedestrians have the right of way, and the light is so short. The same goes for Popham at East Parkway.  
Not always problems but enough to be worth mentioning. And when driving,  
I'm always careful  
about people having these as I pass.  
Shocking that such a heavily trafficked road as Crane Road does not have a continuous sidewalk.  
Fox Meadow is also an important artery and occasional alternative to the BRP that should have a sidewalk for its entire length.  
Police officers are necessary at morning dropoff and afternoon pickup on the roads near the schools.  
They are dangerous and inept crossing guards are not sufficient!  
Woodland Place sidewalk too narrow for more than one person, and not well suited to bike riding.  
We need sidewalks street lights and more stop lights and stop signs and the police need to ticket when drivers don't yield to Pedestrians in crosswalks (or worse, swing around drivers who do).  
Very dangerous crossing Fenimore at Brewster.

It is the school way of many kids and cars are always too fast and don't stop in front of the crosswalk.  
There is a traffic light missing.  
Cars often do not stop at the crosswalk on Fenimore at Brewster. In fact, there was a bad accident there just yesterday (October 19). This is really unsafe for children. I urge the town to look at this immediately.  
A stop sign (or traffic light) is critical. Please - we cannot keep having accidents or near-accidents.  
Everyone speeds! Even by schools. It can be really dangerous.  
There needs to be more crossing signals.  
The occasional walk home from school is scary especially crossing Crane and Popham. No s

Safe time to cross. You pick a moment and run for it  
Horrible blind intersection at Oak Lane/Chesterfield. Cars

cannot see pedestrians on chesterfield. Stop sign was approved and then reversed by village committee  
Please make Scarsdale more bike and pedestrian friendly. My husband crosses crane road by St James the Less church and cars honk at him not realizing pedestrians have the right of way.  
Fenimore Road, Post Road  
Stunned we don't have more sidewalks. Assume village won't pay to install or maintain them.  
Senior citizens or people with strollers walk in the street with drivers who speed.  
More sidewalks mean  
less traffic, improved health, increased socializing and connected neighbors.  
Crossing Popham Road is a challenge at all crossing but especially at Popham just before Overhill  
Terrifying to cross Crane Road in the dark at night. There really needs to be a sidewalk between Fox Meadow Road and Stonehouse Road on Crane.  
the cross at Brewster and fenimore is dangerous. there is a yield sign, but very few cars yield to pedestrians.  
it's special ly difficult to cross at rush hour at night. this week someone got hurt.

cars running pedestrian crosswalk

Scarsdale is not pedestrian friendly. Cars are very aggressive and drive too fast.

I wonder where the police are?

Do they ever ticket speeders or people who do not stop for stop signs?

Pitch black at night! We NEED sidewalks!! Drivers are becoming more and more aggressive

It is incredibly dangerous to run in Scarsdale

There are many busy streets around village center and Hartsdale train station where

I can't bike with my kids due to very heavy traffic during morning, evenings and weekends.

Walking to school even few blocks is a continuous nightmare due to heavy traffic and no sidewalks

Speeding cars, distracted drivers, drivers who do not stop at stop signs

(Fox Meadow and Ogden/ Ogden

and Brite/Church)

Not really

Following the accident at Brewster on Oct 19, I am forced to report the pedestrian crossing at Brewster and Fenimore. Despite a Yield sign, vehicles rarely stop. Its a nightmare to cross, and we are worried for our high school kids who walk home.

Why not install a pedestrian crossing blinking signal like on E Hartsdale Avenue

Lots of potholes on Post Road following road works, especially on the outer lanes nearer to the curb.

I have difficulty crossing at pedestrian crossings, with nearly being hit by speeding cars or cars that have not obeyed stop signs on a number of occasions

We do like to walk and night and the lighting can be pretty poor in places, but i also don't like light pollution, so i have mixed feelings about the whole thing.

Scariest area ever

Very hard to across the Fenimore rd all the time, no cars stops for pedestrians

At the top of Crane Road, I must cross the street from my house to get to the sidewalk. At the St. James the Less Church, I must cross Crane Road again to get to the sidewalk to continue to the Village, and then cross over again to get to Woodland Place to go to the Village.

There are no sidewalks from our home near Fenimore to greenacres school. There are sidewalks on only one side of fenimore and no cross walk to eat to them near our street. The sidewalks are in poor condition.

It's just so busy these days

I live less than five minutes from Greenacres School but walking is a huge challenge. I approach the school from Sage Terrace which has parking on one side and two way traffic. People driving down Sage are often trying to catch trains so drive fast and/or do not give way to pedestrians. I have had cars in both directions try to squeeze past me and my children, often resulting in us having to step on the lawn so not to be hit. I've had cars hit the backpack of my child because there is no room.

Weaver Street has no sidewalks, especially when I see people walking (with strollers) to Heathcote.

People do not adhere to school speed zones at SMS and Heathcote Elem, making it difficult to cross safely.

The crosswalk on Heathcote Road by Supply Field is a huge problem - cars do not stop for pedestrians in that intersection and speed up down the hill. Additionally, many SMS students walk to the golden Horseshoe and should be using that crosswalk (they randomly cross before the crosswalk).

Sidewalks going to free acres school on sage terrace

Utility and construction vehicles block the road.

We live on Walworth and people drive on it like it's a highway and often don't bother to stop at the stop signs

Trying to cross a crosswalk is horrendous. No one stops even if you are sometimes in the Crossway. Crossing with my children is very very stressful. Potholes are awful and the lack of sidewalks especially near the schools is ridiculous.

Need flashing crossing lights as Hartsdale have.

I cross at the crosswalk at Fenimore and Brewster everyday to and from work. There is a Stop for Pedestrian sign at this crosswalk but cars do not stop. Cars will actually speed by without hesitation, making this a dangerous place to attempt to cross especially because it's a two way street. We need a traffic light or flashing lights or at the very least a stop sign. A pedestrian was hit by a car at this intersection. Let's not let that happen again.

the roads are terrible I'm afraid that I will brake an ankle because of the ruts and holes in the roads not to mention the lighting is awful so you cannot see the condition

s of the roads it is very dangerous!

Having cars parked on both sides of the road create confusion and safety issues for pedestrians and other drivers. Also, motorists do not stop at pedestrian crosswalks like the one installed on Fenimore Road.

Walking at night is dangerous. The motorists can not see the pedestrians.

Greenacres avenue - Uneven sidewalks, untimely snow plowing in winter, dangerous intersection at Huntington Avenue

The grange area in greenacres which has become a cut through is very dangerous. tons of cut through traffic especially with the post construction. double parking on rugby due to a house being built and one on cambridge which leaves one lane traffic. There needs to be a stop sign on rugby and cambridge!!!! Major possible accident spot!!! Some times I get blocked in and can't get out on rugby or mamaronneck to HS as there are too many parked cars on either side of street and cars cutting through

Streets in Scarsdale and all of Westchester County are in deplorable condition.

We tried to get sidewalks just around the streets adjacent to the elementary school in Greenacres years ago.

It's so unsafe for kids close by to walk to school because of the driving practices around schools.

Dangerous walking in the village due to distracted drivers or drivers who don't stop for pedestrians.

New Sidewalk and crosswalk near the high school is excellent!

Difficult to walk to the town via Crane Road due to lack of sidewalks.

Potholes are especially hazardous at night for walkers.

Why is there no light on the stairs leading to where the bus picks up commuters in the evening?

I walk to and from the train station on a daily basis and find it very difficult to cross the Fenimore and Brewster crosswalk as drivers don't seem to want to stop.

There should be traffic lights there or maybe have sidewalks on both sides of the road.

The sidewalks are also terrible during the winter as house owners don't shovel the snow in a timely manner. My children and their friends

also cross at that crosswalk and have the same complaints and drivers also don't regularly stop for them.

Too many drivers going TOO FAST!!

A crosswalk is needed across Crane Road at the end of Stonehouse Road.

crossing at Popham road and Chase is worth your life at either crossing

Walking within the train station area is unbelievably hard. There is NO surface.

Visitors from Ireland couldn't believe how bad it is.  
Fenimore is very hard to cross. From Hartsdale station, I need to cross at Elm Rd level. There are many cars in both directions, with low visibility due to elevated portion of road close to Oak Ln. A pedestrian crossway with flashing lights (like in Harstdale) is needed on top of the 'hill' (close to oak Ln) with sidewalk on the other side of Fenimore.

Brite Ave between Fenimore and Huntington has poor visibility, with cars driving fast, no sidewalk and many kids walking to GA school.

We walk on Fox Meadow road to train station, and there is a long stretch of Fox Meadow road without side walk. Due to the proximity to the train station, there are many pedestrians on the road, and dog walkers. And the road is double yellow line, and a through street, many drivers exceed the 30 mph speed limit, posing risk to pedestrians.

Drivers do not follow speed limits and often do not stop at stop signs in the village are. Many drivers on

Crane Road have driven through a red light at Woodland. The sidewalk on Church Lane off Crane is difficult to walk on and some drivers actually drive on the sidewalk.

The lack of sidewalks makes it very unsafe to walk....especially down carne. People should walk their bikes on Village sidewalks.

I find that there are not enough sidewalks. The sidewalks in Greenacres near the school rarely get plowed/shoveled properly in the winter and this is where parents and children are walking frequently.

Other streets don't have sidewalks, so you have to walk in the road. Crossing the streets in the Village and on Fenimore Road is extremely dangerous. Cars speed by. The visibility crossing Fenimore on brewster is poor - hard to see cars coming.

The driver's picking up at SHS are the worst!

Sidewalks on Huntington Ave near Greenacres School are so hazardous in snow and ice conditions that many children and caregivers are forced to share the road with car traffic. These sidewalks need to be prioritized for plowing.

Lighting on Church between Crane and Wayside is terrible. This is a common route from train. The sidewalk on that block is also dangerous, as it blends into the road and it is easy for drivers to stray

The lack of sidewalks are my biggest issue. Especially on Post Road.

Crossing over Crane very dangerous. Would be good if sidewalk on both sides of it, so you can cross when safe and continue walking.

Very dangerous at Crane & Fox Meadow.

There should be safe, snow-cleared sidewalks from Post Road bus stops to the library, continuing along the South side of Olmsted to the Brewster Rd. entrance of the High School. The library could allow the sidewalks to pass around trees that line Olmsted. The Brewster Road sidewalk should be of a higher elevation. It currently floods. A ramp should be provided for Brewster Road HS access,

so mobility impaired students and guests can access the school at the defacto night time event entrance.

Once I park, I can walk to all the places listed. It is very difficult to cross Popham at all points. Even when I have the light, cars turn into my walkway.

People drive too fast, don't stop at stop signs, don't take care around pedestrians. Especially when doing the school or camp runs.

Cars don't slow down at low visibility crosswalk on Crane.

Need a crosswalk sign in the center of Crane.

I live on Murray Hill Road, walking my dog in my area around Murray Hill, Reimer, Dolma, Morris can be very dangerous, particularly from dusk onwards.

People drive way too fast on Murray Hill Road.

living on Old Orchard Lane it is very difficult to drive out of our street.

It is also difficult walking out of our street with no sidewalk.

Village downtown street lights to often not replaced promptly

Honestly, the sidewalks aren't that bad and the roads are usually empty and wide so if there is a problem, you can easily share the road.

There should be stop signs in front of cross walks

More sidewalks lighting is ok.

there is not a continuous sidewalk on Crane Road from Old Orchard Lane to the Village

Fenimore Rd has following issues: 1. Sections of the road are lower points, this dramatically increase the speed of cars, which are usually driven at high speed

2. There are no speed bumps or stop signs 3.

Side walk is built only on one side of the road.

Commuters from Greenacres, which are a lot of them, have to cross

Fenimore to walk on pavement, but have to cross again to reach the

Hartsdale train station 4. Lighting is very poor. Walkers have to rely on car lights on the Fenimore

pedestrian rights are widely ignored by young, distracted, Asian and

or plain discourteous drivers.

lack of sidewalks given the towns budget is terrible and notable.

Especially given the poor quality of roads and lack of crosswalk adherence

by motorists

Difficulty crossing road is mainly at commuting times when the traffic is backed up by the train station. Pot holes and poor road conditions are a blight in this entire town, not just the village.

Crossing Fenimore has been more difficult lately. The stream of traffic does

not seem to stop, and one has to wait longer than in the past years during

rush hours to find a gap to cross Fenimore. This is the case at Donellan

or Brite. e.g.

Fenimore's side walks are poorly lit, especially between Fox Meadow and Oak Lane. In winter it can be tricky to use the side walk due to slippery conditions.

I walk all around town and my biggest "challenge" is with motorists – they don't slow down when pedestrians are in the street, don't give pedestrians a wide birth, seem generally indifferent to pedestrians.

Very challenging intersection at the corner of Fenimore Road and Brewster.

Hard for pedestrians to cross as cars do not slow down despite the crosswalk

and signs. There should be a stop sign at this intersection to make it safer. There have been numerous car / human accidents at this intersection since we moved to the neighborhood.

Please block one lane on Post Road for pedestrians - sidewalk unsafe particularly as close to no one sticks to speed limit.

NA

Pedestrian signal at intersection of Crane/Woodland does not work - please fix.

No continuous sidewalk on Crane Road. I dart across the street to get to the sidewalk on the other side, then have to dart again when the sidewalk crosses to the other side at the Episcopal Church. Cars rarely stop for Pedestrians waiting to stop. The hill coming up Crane from the Post Road is steep causing poor visibility. Due to poor lighting, a relative tripped and fell on an evening walk to get ice cream.

Cars driving too fast and also ignoring stop signs

Cars don't always yield to pedestrians. When you have the walk sign turning cars seldom yield to pedestrians.

At the corner of Popham Road & Scarsdale Avenue, when a pedestrian has a green light to cross Popham, drivers turning right in to Popham from Scarsdale also have a green light to turn into pedestrians.

Have difficulty crossing at Brewster and Fenimore everyday because cars do not stop for pedestrians

I live in Greenacres and the lack of sidewalks on Brewster makes it very dangerous for my kids to walk to school.

Speedy drivers who do not respect speed limit

I live in Edgewood and it is difficult to walk on Madison road because drivers drive way too fast

A lot of drivers also don't come to full stops at stop signs.

The condition of the roads is atrocious. Many are unsafe for bicycles, pedestrians, dogs. Any and all users of the roads are at risk because of the multitude of potholes, cracked pavement and eroding streets. The sidewalks are awful. Heathcote road sidewalk in particular is dangerous, and at times covered and obstructed by leaves and other yard waste.

crossing Popham at Chase is terrible and often dangerous. The traffic lights are not located to insure proper stopping prior to cross walks. The village seems to ignore repeated requests to remedy.

Walk to fox meadow school to lollipop circle or up butler to the front of the school.

Cars don't stop for pedestrians at crosswalk on Fenimore by Brewster road

In spite of signs giving priority to people crossing street in front of church, most vehicles do not stop for pedestrians. This can be quite dangerous for children crossing the streets where there are no walk lights.

I have noticed a big problem where many many people think stop signs are optional causing extremely dangerous situations. Specifically the stop sign on Greenacres Ave at Huntington.

Scarsdale drivers are generally aggressive and "entitled" in driving their oversized SUV's.

The Popham Road crossing on the east side of Chase is very dangerous. Cars routinely speed on small, residential roads with many children there. It is infuriating the risk to children, especially on our own residential street. There is no curb and drivers are irresponsible. This is Brewster Rd. 95% of all drivers on Fenimore road do not follow the law and respect the mandatory yield at the crosswalk at Brewster Rd. We walk with three children 4 and under every day to go to Fox Meadow playgrounds. You MUST put a stop sign there, children will get killed

Dangerous pedestrian crossing at intersection of Popham and Chase/Overhill. Cars taking the left from Chase onto Popham often DO NOT yield to pedestrians in the cross walk who have the walk sign. I have almost been hit many times. The village MUST find a safer way before someone gets hurt. There is the occasional "me first" moron who speeds on residential streets, but generally the conditions are fine. It is the distracted drivers who should be ticketed. It is a difficult thing to enforce but the police (with the assistance of the Board of Trustees) could promote "Safer Driving". I have noticed many drivers are distracted by their smart phones from properly observing their surroundings. The timing of some of the lights with the crosswalks makes turning down streets very difficult. Allow people to cross and have the light remain red. Otherwise do not allow crossing. For example, making a left from ardsley road to the train station can be almost impossible during certain times of day.

Esp. on Fenimore road, it lacks sidewalk, if you live in Greenacres and walk from the Hartsdale train station, you need cross Fenimore twice. e.g driving out of Oak Way, in order to make a left, there is no traffic light, and the view is poor, you cannot see clearly the right side of the road, as it is covered by the bush, you have to guess whether it is safe to turn left, which is pretty dangerous.

Walking from Congregational Church to the Parking lot on Heathcote Rd (across the street) where there is a very clearly marked Crosswalk -two separate times w/3 people in the middle of the crosswalk, approaching traffic from Post coming up Heathcote FAST & FAIL to YIELD to pedestrians already half in the crosswalk and driver(s) had audacity to not only not stop, but HONK! Note: in both cases, the other direction of traffic had already stopped for allowing crossing the first part. DANGEROUS. Cars that don't stop for pedestrians crossing streets. Cars that turn on "no-turn-on-red". Cars that run red lights. Cars that do "rolling stops" at stop signs.

Avoid walking through Greenacres to Hartsdale train station at night due to all above; restrict children's freedom to walk in neighborhood due to all above. The village is not for pedestrians, it is not safe. People drive too fast, do not look when turning, do not stop for pedestrians at crossings. It is hostile and aggressive atmosphere around the crossings.

Cars do not stop for pedestrians

No big problem with potholes relatively speaking

Most people do not stop at specified crosswalks. There are an enormous amount of potholes on the streets, it is very hard to drive anywhere without hitting them.

The sidewalks on Fenimore Road on the way to the Hartsdale train station are AWFUL!! They are never shoveled and it is impossible to walk. As soon as you cross over into Hartsdale it is all shoveled. It is embarrassing!!

very difficult to cross Mamaroneck Road or Griffen since most cars speed over the limit...

Difficulty crossing Fenimore Road. Poor lighting and poorly marked crosswalks (if any). There are many potholes on village roads. Drivers seem to disregard the speed limits.

I WISH we could walk more, but living near Weaver and south of Quaker Ridge Road, we have NO SIDEWALKS and no way to safely walk on Weaver. Cars drive far over the speed limit and the road can be extremely narrow in places so there is no way to safely walk there. Living on one of the dead ends off weaver, I am trapped without walking on Weaver!

Hard to see vehicles coming and hard to cross at intersection of Crane and Fox meadow rd

It is beyond shocking that this down basically prohibits people from walking safely. Practically no and the ones that are available are dismal uneven pothole sidewalks

People are driving way too fast

I'm a runner...

None in particular...

Lack of sidewalks is significant! Lack of pedestrian safe areas at street corners is significant!

Pedestrian safety at school drop-off and pick-up is very concerning.

Specifically for my neighborhood the Hitchcock/Walworth intersection is very dangerous for both cars and pedestrians due to the crest on Walworth, the off-ramp for the Bronx River Parkway and the Hitchcock Pre-School and daily Church activities. That road and intersection badly needs to be widened and re-configured.

I am new to Scarsdale and wanted to raise an issue regarding Heathcote rd. The walking/biking path that runs alongside Heathcote is broken and irregular in multiple sections. This makes it impossible for me to bike safely to town with my kids. It is also not a safe walking surface for an older person. It would improve the safety and accessibility and also encourage walking/biking if this path was fixed.

Sincerely,

Dr. Susan Fromer

I walk along Church Lane and the sidewalk is appalling and particularly dangerous at night when oncoming cars can blind you with the poor street lighting and it's very easy to lose one's footing and stumble or fall.

The lack of sidewalks on the streets in the town is strange. Some of the streets are narrow and dangerous, like Butler and Church St.

The Fox Meadow Rd sidewalk is in disrepair.



I am very concerned with the lack of appropriate signage between Autenrieth and Woodland Place. We walk from Autenrieth and Elmdorf to Scarsdale Village with young kids and the cars fly around the bends. There are no sidewalks. Something needs to be done.  
My neighborhood is Heathcote around the middle school...few sidewalks.  
My street has not been paved in the 26 years I have lived here, along with others in Fox Meadow. I have tripped NUMEROUS times and sprained my ankles because of potholes. There is also challenge of unaware drivers.  
My kids - who are definitely old enough - are afraid to cross post road. No one stops! Especially at crosswalk at Edgewood road. It's as if it doesn't exist.  
I cross Olmsted Rd at the intersection of Post Rd. The crosswalk is veeeeery long and cars are coming from everywhere and very fast. I walk my son to Fox Meadow and I have a baby in a stroller as well, I do not feel safe crossing this street. And then no sidewalks on Olmsted nor Tompkins and cars going very fast... walking to school is stressful in this area, maybe that's why I'm the only one to do so from my neighborhood  
Walk dog frequently in QR and experience all indicated  
Aspen rd and Mamaroneck av too dark

Palmer av no sidewalks

Crossing wilmot rd btw jcc and golden horse shoe no pedestrian crossing signaling  
For such a beautiful village, with gorgeous trees and landscapes, it is a nightmare for walking. Drivers trrrat roads such as Crossway and Heathcote like it is the Indy 500 and have no regard for children and pedestrians.  
Drake road between Woods Lane and the New rocheele border is particularly bad  
It may be safer walking on streets despite some potholes than walking on the cracked pavement on sidewalks. I refer to sidewalks in Heathcote on Heathcote Road, Mamaroneck Road, Lincoln Road and also walking down Mamaroneck Road from Palmer Ave. towards Middle School.  
Problems crossing the street at Fenimore and Brewster Road,

There is no sidewalk on Brewster Road, and Brite.

The sidewalk on Fenimore Road between Brewster and Dobbs terrace is uneven on the Greenacres side. The sidewalk stops there and you need to cross the street instead of it going all the way down to Walworth. Pedestrians run across Fenimore to finish their walk down to the station. When they get to Walworth they need to cross over Fenimore again for the train.  
The paths going up Drake Rd are horrible. It is difficult to walk on black top that is uneven and not leveled. I have turned my ankle a couple of times walking these sidewalks.  
Cars are too fast, especially on quieter streets which can be more dangerous. Cars don't follow current speed limit of 30.  
Fell once because of crack in pavement but did not get hurt.  
Drivers don't yield to pedestrians!  
Speeding and light-jumping cars are the rule, not the exception.  
Between the potholes and poorly paved streets in our area of Scarsdale (Secor Farms) and the lack of streetlights, walking a dog anytime after dark (or before, for that matter) is treacherous.  
Downtown Chase Park and Boniface circle very dark at night  
The roads are so bad I had to get rid of my car, which had sport tires. I "popped" the tires

three times on potholes. This made me realize that America as a whole and New York in particular are in serious decline.

Sidewalks are wide and usually well paved. Crosswalks are well marked.

Current lighting being tested is worse than existing lighting.

imprudent speed makes it hazardous to cross street from my home to the sidewalk

The lack of sidewalks all over Fox Meadow makes walking with my family anywhere incredibly stressful.

We live very close to SMS but, because walking there requires crossing Heathcote Road, I do not allow my son to walk to school. There is no convenient cross walk, no police presence, no traffic signal near the entry to Kelwynne, and, because it is very hard for busses and cars going to SMS to make the left onto Kelwynne, traffic backs up significantly on Heathcote between 7:45 and 8:00. I do allow him to walk home, however, because the Heathcote traffic is less intense then. Drivers failing to give the right of way to pedestrians and dog walkers

Also trouble at night picking up my dogs poop due to extremely poor lighting! Use my phone flashlight but sometimes I forget it:((

vehicles downtown ignore crosswalks

Walk is from Ferncliff Rd, along Post Rd, down Popham Rd. So there are generally sidewalks.

Just need to be careful crossing streets when needed.

Speeding drivers

difficulty walking to Scarsdale.

I am very concerned with the lack of appropriate signage/sidewalks on Oakwood Place between Autenrieth and Woodland Place. We walk from Autenrieth and Elmdorf to Scarsdale Village with young kids and the cars fly around the bends. There are no sidewalks. Something needs to be done. We also need more street lights there.

On Sprague Rd school bus children and housekeepers walk in the street.

On Underhill Rd I walk in the street to get to doctors and physical therapy on this street.

To go from the train station to Lynwood Road I need to cross Ardsley road. Cars coming from the BRP barely see pedestrian, at night worst, no light. Cars coming up and down from Ardsley road have no flashing lights, signs barely visible, pavement uneven. EXTREMELY DANGEROUS to cross Ardsley road

I am very concerned with speeding cars in the Village. Chase Rd, East Parkway, Scarsdale Ave,

Popham etc,...

Sidewalk along Church Lane from Crane Road to Wayside Lane should be on list for full rehabilitation.

Bluestones are set crooked! Even before my gait problem, I had difficulty and a fall!

I walk along Brewster to Fox Meadow almost every day and without sidewalks and with people constantly speeding by because they're late to school, it can feel dangerous.

my wife, while walking in the road{no sidewalks} broke six bones in her foot falling into a pothole, reported same and it was fixed in a few days. This was on Ogden road between Bronx River Parkway

and Fox Meadow road

More Sidewalks Near Shopping Areas Would Be a Good Addition to the Village.

It is a joke the security crossing the corners of Popham, Overhill and Chase. They try to get it

but every change is made the Village officers do worst..Drivers coming from Chase to cross to Popham going to the east, do not see, do not know, speed and I do not know how come there have not been more accidents...Authorities and officers of the Village should come and see and be held responsible for accidents. They have taken too long and seems they do not care.  
There are no sidewalks inmost of Scarsdale outside the village center. I wish there was a continuation of the sidewalk on Weaver from the 5 corners to the shops by Duncan Donuts. Also the short distance on Palmer between Secor and Ramsey Rd.  
The lighting at the high school entrances is absolutely terrible.  
Cars do not respect red lights or pedestrians  
difficulty crossing at the intersection of Fox Meadow and Crane walking toward Post Office

Lack of sidewalks on some parts of Crane Rd

Fox Meadow sidewalk was in a poor condition - it got resurfaced recently with additional layer of asphalt that is unattractive and temporary.  
The sidewalk situation is a travesty. Crane is insanely busy, especially at commuting times, and the sidewalk is in disrepair, very narrow and non-existent in places. The crosswalks are not effective (drivers don't stop/don't notice pedestrians waiting). In places vegetation is overgrown so the sidewalk that is there is made even narrower. The situation is considerably worse when there is snow on the ground. It's a matter of time before someone on the sidewalk gets hit by a car going by.  
White road condition is really bad. A lot of cracks and potholes.  
Only difficulty crossing street might be crossing Fenimore at Brewster or Brite  
Some intersections are so dangerous, there should be traffic lights!!! Also, need lots more crosswalks with accompanying Stop Signs!!!  
Lighting is very poor on Fox Meadow Road, and lots of pedestrians and cyclists go on Fox Meadow, especially in morning and evening commutes.  
Fenimore road and Brewster is a death trap!!! Drivers routinely ignore the pedestrian crosswalk.  
There is a "crosswalk" at Brewster & Fenimore at which cars are SUPPOSED to stop for pedestrians... they rarely do and it's never enforced!  
On my way to the Hartsdale train station (while still on the Scarsdale side) I was struck by a vehicle while crossing the Bronx River Parkway off ramp at Greenacres Avenue. Frequently see cars rolling through that stop sign, sometimes at high speed.  
People do not know to walk facing traffic, but even so, cars race through and fail to yield to pedestrians.  
Crossing Popham at three principal crossings on account of turning cars or unclear pedestrian warning signs. Many near misses over the last forty years AND not getting better with young drivers.  
Roadways generally offer better footing and lighting than sidewalks but the roadways themselves are in terrible disrepair throughout Scarsdale. I have lived here since 1960 and don't recall the roads being so riddled with potholes as now. As a frequent bicyclist I avoid Scarsdale roads as much as possible and bicycle up-county where repaving occurs more frequently.  
You need to add more crosswalks, preferably with warning light options, elevated (like a speed bump) AND police enforcement. Too many close calls  
People rarely stop for pedestrians  
Fox Meadow Road needs more sidewalks. Drivers routinely speed past the stop sign at Crane and Parkway EVEN when pedestrians are walking through the crosswalks. This is a disaster waiting to happen.

Lighting on Fox Meadow Road and Wayside Lane is very poor.

I have four children and live in greenacres. I must walk with my children to school because there are no sidewalks. The drivers sometime ignore stop signs esp the one at Kingston and Brewster and it is not safe to let them walk to school by themselves.

I'm always surprised that the schools and SPD don't encourage safe walking! I see parents and little kids walking on the right, backs to traffic. Also when I'm out walking I encounter many other walkers/joggers walking on the right side, in my path, and I always get an indignant stare as if I'm the one in the wrong. I'm paraphrasing NYS traffic code but it's something like "in the absence of a sidewalk, walk/jog to the left of the road, facing traffic."

Broadmoor rd is missing street lights.

The lack of sidewalks in Scarsdale is terrible.

People not paying attention to traffic laws and signs are the biggest problem. Everyone here is so entitled. Keep people off their phones and teach them how to stop at a stop sign.

It is so dangerous walking with children in our town. Crossing streets and walking anywhere without sidewalks. Especially with a baby stroller!

walking route to Hartsdale train station on Kingston close to intersection with Greenacres St is dark and pavement not smooth

am referencing challenges in my neighborhood, which is Greenacres, as opposed to the village of Scarsdale

We usually walk from the Overhill neighborhood to the village center, so there are sidewalks and they are in good shape. Leaves can be slippery in the fall on the steepest place of Overhill Road's sidewalk.

Cars travel too fast on crane road. There should be a speed bump near the Alcott school lighting is terrible on Fox Meadow Road

The sidewalk along church lane between Crane and Wayside is in very bad condition - uneven surface throughout. Lighting is also very poor.

Terrifying to cross from corner of East Parkway and Popham to Scarsdale Ave. Village should have a sign, "You may well be hit by a turning car even when you have a walk sign."

I have lived in Scarsdale all my life. It used to be a friendly, gentle town. Now I find that

people in general are rude and only concerned about where they are going and what they are doing.

Doors are rarely held, people walk in groups and take up large sections and therefore block walkers.

People don't use the crosswalks, leave shopping carts all over, etc.

I don't do too much walking in Scarsdale other than in the immediate vicinity of our home with our dog.

The stretch of Crane Road between Fox Meadow Road and the far outlet of Stonehouse Road.

There is no sidewalk on one side, and extremely poor visibility when trying to cross the road from the sidewalk on the other side, down the hill, and over to the start of Stonehouse Road.

We would really benefit from a sidewalk going from Fox Meadow Road to Stonehouse Road.

Fenimore sidewalk between Walworth and Hartsdale is an accident waiting to happen. The

1sthouse on the left on Walworth should be required to clean up and maintain their corner-

debris and car parts are everywhere. This area needs the street cleaner and a crew to weed

the strip including the bridge. The weeds are cracking the pavement. Cut patches need mending.

The village should be put on notice to fix these spots. In the winter ice will collect in these areas.

This whole area is a disaster!

Cars do not always stop at crosswalks, esp at Crane rd. Very dark coming from E Pkwy on to Crane and then Fox Meadow.

Sidewalk uneven in various locations.

Lack of adequate police enforcement of dangerous parking

Existing sidewalks require crossing busy streets (e.g. Mamaroneck Road by SMS, Fenimore Road near Brewster). Existing sidewalks are occasionally in disrepair, are flooded or blocked by leaves (in the fall)

The sidewalk near the intersection of Church & Crane is poorly defined and blends in with the street and oncoming traffic. The sidewalk should be clearly demarcated and separate from the road. I live near the 5 corners. No sidewalks and heavy traffic. Poor sidewalks when there are any.

Weaver street has no side walk

Crossing Crane Rd can be difficult. Crossing Church road where it meets Crane Rd is very difficult.

There is not cross-walk and cars don't watch for pedestrians.

It is beyond ridiculous that a community with the money it has that every street does not have a sidewalk. I would walk everywhere if there were sidewalks. The way people drive it is taking your life in your hands to be on the streets.

Street lights are so dim that it is dangerous to walk on the roads

Lighting for walking is ok but in winter and dark nights the corner of E. Parkway and Popham are very difficult when driving. You are blinded by the headlights of on coming cars, especially south bound and then it is difficult to see pedestrians crossing the roads.

Sidewalks are terribly maintained. Expecting broken ankles.

It's unbelievable that there is such a lack of reasonable sidewalks in such a wealthy community.

Additionally, the roads are in pretty bad shape overall. Scarsdale could be a much more walkable community, but is far behind the times.

Need better lighting and/or sidewalk on sections of Fox Meadow Road from Fenimore to Butler.

Also needed on Brite between Butler and Carstensen - i.e. near tennis courts and swamp.

Are these questions only about the village, if they are you need to broaden the area in your survey. I often walk my dog into the village and use Crane road to get into the village. There are parts without sidewalks making it really hard to navigate especially with a dog.

Often walk Heathcote road, sidewalk is a mess

The crossing at Popham by train station is extremely dangerous. On numerous occasions I've almost been hit by cars turning right but failing to yield to pedestrians. (The corner at the base of the bridge over tracks - Scarsdale ave?)

I've even witnessed multiple people hit or nearly hit at this site.

People stopping by in the middle of the street to curse at drivers is not uncommon - it would help to have a right turn signal that corresponds to the walking light.

People do not stop at the crosswalk at the corner of Post and Edgewood.

Cars often speed along Sycamore Rd especially at the intersection of Sycamore and Spier where the children wait for their bus. I'm always fearful that they will be struck someday by a speeding motorist. Please place a 4 way stop sign at Sycamore and Spier to make the intersection safer. Currently it is only a two way stop at Spier, but not Sycamore.

We really need more and better lighting, especially on Fox Meadow Road.

Need a side walk on Richbell Rd. Also on Morris

This is especially true Brewster Road in the area from the Fox Meadow School to the Library and continuing on to Scarsdale High School.

All checked issues SUCK. Outrageous given taxes we paid. Screw the trees. Fix the damn roads.  
Basic suburban walking

## Appendix VI Survey Comments

### What Have You Observed Drivers Doing?

Treating a yield sign as a merge sign  
inappropriate rudeness  
Parking behind parked cars waiting for train passengers (see comment)  
Drivers simply stop in the middle of the road rinchar with friends.  
driving over the cul de sac area on Secor near Balducci  
Not signaling  
see below  
Rudeness, Honking horn when driving the speed limit, tailgating  
failure to yield s2 way stop  
Refusing to yeld right of way on narrower streets with cars parked on one side  
Agressive tailgating, using a turn lane to pass a car at an intersection,  
Driving through x-walk with peds in x-walk  
Not signaling before turn  
speeding in school zones where there are posted signs  
tailgating, following too closely  
Blocking intersections  
Frightening for pedestrians  
blocking traffic while waiting for a parking space to free up  
Straddling the yellow line  
Constant Idling When parked.  
double parked cars, most of them idling for 30\_ min at school pick up  
below  
Not really, most obey the law  
4 way stop signs  
oversize cars in compact spaces in garage  
No turn on red at chase and popham  
Turning vehicles failing to yield to oncoming traffic  
Cutting through Balduchi's to avoid Five Corners  
Aggressive driving is, unfortunately, a common trait of many who drive in Scarsdale.  
blocking side street access

blocking intersections

exceeding posted speed limit excessively

blocking access to intersections

blocking access to BRP southbound entrance

passing vehicles slowing in school zone

Answers re: Fox Meadow Rd with the exception of the parking space question

Ogden & Paddington; Cohawney & Brite; and Olmsted & Hampton should have 4-way stop signs. I'm afraid to drive/walk across these intersections. My car was once hit at Cohawney & Brite. All of these are walking distance to FM and SHS  
No one lets people out of spots! near Zachys /Martine's area!

I have on a number occasions come close to being hit by vehicles on Crane Road near St James the Less Church where drivers ROUTINELY ignore the pedestrian crossing sign and crosswalk on the pavement. The Stop Signs on the corners of Chase and Woodland might as well not be there -- virtually NO ONE comes to a full stop in the morning either rolling straight through or into a turn and I have never seen a violator being ticketed.  
**DRIVERS' LACK OF KNOWLEDGE/DISREGARD FOR BASIC RIGHT-OF-WAY RULES IS MADDENING.**

I drive or walk to wrt off Mamaroneck. Daily I see cars speeding by not stopping for people trying to cross to school. Once my babysitter said a car went around her as she was in the middle of the crosswalk with my son. It's out of control!!!

I don't think some residents realize that you are supposed to stop for pedestrians in a crosswalk. I use the one at Brewster and Fenimore daily and maybe one out of 10 cars stops!

I was crossing with my dog on Boulevard & Lyons towards Sprague. A car going toward Wilmot stopped to let us cross, and then a car behind him stopped behind him, didn't know why he stopped and went into the oncoming traffic lane to pass the stopped car, nearly hitting me and my dog. She stepped on the gas while going around him until she finally saw why he stopped. White Mercedes SUV driving like a maniac. Wish I had gotten her plate.

Everyone drives too damn fast!!! the pedestrian that was struck on fenimore is my best friends father!! Something must change!!!! this is a tragic situation!! we need flashing lights at crosswalks, we need 4 way stop signs immediately! how many people must die for this village to hear the community!!!! Stop handing out tickets and start policing !!!!

I've seen all of those behaviors on Garth Road.

I'm not sure how you enforce good behavior behind the wheel but I observe careless driving every day I leave home and this is not unique to Scarsdale.

Stop signs along Carthage Road and Crossway are frequently ignored, Golden Horseshoe parking lot is treacherous with people failing to yield to vehicles backing out, illegal u-turns over yellow line on Garth Road to get to parking spots on opposite side of the road rather than going to turning points and coming back around, crosswalk at Lenox and Mamaroneck Rd. is completely ignored by drivers.

The intersection of Wynmor and Secor is terribly dangerous for children to cross. There shouldn't be parking on both sides of Wynmor near the elementary school.

the crosswalk at brite & fenimore is particularly bad. no cars ever stop for pedestrians there.

Most frequent: running stop signs ("rolling stops") and speeding. Almost no one yields to car backing out of parking space on Village's main streets. Drivers frequently rude.

Cars constantly run the stop signs on Boulevard between Post Road and Madison.

Stop signs at Fox Meadow/Ogden intersection and Crane/East Parkway intersection frequently ignored. Trucks speed excessively through Route 125 north of Mamaroneck Road into White Plains.



Unmarked police cars would be very welcome.

I walked for exercise this morning on 10/20/2017 and at around 10:00 AM I waited patiently at the crosswalk by Brewster & Fenimore. A number of cars passed me by INCLUDING a Scarsdale Police car. The officer made eye contact with me and kept right on driving. Even the police in our town ignore that crosswalk! We need either flashing lights, like they have at the pedestrian crosswalk in Harstdale and/or a sign warning drivers they are approaching area. Kids and adults cross here all day long.

Drivers are generally well behaved, although sometimes some backups due to a car waiting for a parking space to open up.

I grew up here and have now lived here for years as an adult and the driving is getting so much worse!

People drive too fast and recklessly

Distracted driving needs to be curbed.

The corner of Fox Meadow and East Parkway is very dangerous. Drivers are constantly running the stop sign even when people are walking across on the crosswalk. Drivers often speed past stopped school buses.

I still find the biggest problem speeding in school zones.

Traffic congestion is a reality. Better after Popham Rd bridge was redone and BRP was widened but still difficult for cars turning left from Scarsdale Ave onto Popham and cars turning right from E. Parkway onto Popham that want to continue going straight onto Ardsley Rd after crossing bridge--both need to be in same (middle) lane. (The right lane on the bridge must turn into train station and the left must turn onto Garth Rd.)

Driving fast in a school zone with capped speed limit

There is only 1 crosswalk to cross Fenimore. We live on Elm and in order to get to a sidewalk we have to cross Fenimore which is very hard to do. We do not get the bus to the HS so students have to cross over Fenimore to get to the sidewalk to walk to school. If you do not give busing, you need to provide a safe way for students to walk to school. My husband also has to cross over everyday to get to the train. There s/b a crosswalk at every street on Fenimore (with the option of flashi You also missed blocking intersections when light is about to turn, so you make sure you get through but other street now has gridlock

The biggest problem is drivers running through stop signs. They don't even pretend to stop. It is very dangerous. I see this daily on Brite/Church and elsewhere.

it's rare to see someone stop at Overhill/School lane stop sign

Pull into private driveways, then back into another neighbor's drives, plants, retaining wall so as to complete Uturns.

Blocking lower part of Overhill Rd by staying in a driving lane.

refusing to stop for pedestrian signalling "I am crossing, yield." Intersection gridlock at Crane and Overhill, Popham and Overhill, Overhill drivers being blocked.

mostly in and around the train station and shopping area

A police officer standing on any street could observe and ticket drivers who are looking down at

their telephones; I do not believe that this ever happens, despite ubiquitous distracted driving I find the amount of people that speed on streets near the school or where children play to be astounding. Drivers go right through stop signs on Boulevard and are often speeding. There needs to be more sidewalks if kids and parents are considered walkers.

Where HAVEN'T I seen any of this is a better question.

It only do people drive through when people are waiting to cross they don't even yield to a pedestrian IN THE MIDDLE OF THE CROSS WALK.

the cross at Brewster and Fenimore is dangerous. there is a yield sign, but very few cars yield to pedestrians. it's special ly difficult to cross at rush hour at night. this week someone got hurt. Drivers are aggressive and unsafe. Police should be more aggressive in pursuing bad driving. I see this all over Fox Meadow, and the parking situation in the village is very difficult in terms of pulling out, and cars run the stop signs ALL THE TIME.

Fox Meadow Road. Backing up in a car on Eastern Pkway very dangerous - can hit other car backing up. Got hit by old lady who shouldn't be driving.

Please put a Children crossing sign on fox Meadow Road! And have police monitor the road around 8-9am. People are speeding and passing by the buses with the flashing stop sign out!! This is incredibly dangerous. If you pull over enough offenders maybe this will cease.

People also speed on Crane Road like they are in the Insy 500 racing to the Bronx River Parkway.

At times any or all of the above can happen

Crosswalk at Fenimore and Brewster.

Brewster road pedestrian crossing.

no turn red sign is sometimes not visible because at some places, it gets hidden by trees at the corners. While driving on unfamiliar roads, it is not always easy to spot.

I have been honked at twice for going the speed limit (15mph) by the middle school.

We need lots more traffic calming

Cars awaiting passengers park on Spencer Place near the stop sign. People have to veer around them and turn right from the left lane. Also, people in those parking spaces cannot exit.

I generally find the driver's in a rush; some are very rude. We had a fender bender with someone who ran into the back of our car because she was texting in Scarsdale village...then the driver's father refused to pay for the damage. An example of the joys of living in Scarsdale.

People in this town do not respect traffic rules. Everyone is in a hurry and think they are more important. I have been passed in school zones at both SMS and Heathcote (during pick up and drop off). People are not aware of parking rules (don't park opposite another car on the street so emergency vehicles can't get through, parking too close to an intersection or stop sign, opposite driveways). All are dangerous.

Failure to obey traffic laws is rampant and all over though I am most aware of the violations at the corner of Walworth /River/Berkeley which is nearest to my home. I have seen ALL of these violations there, and on many occasions my children have been the ones narrowly missed. I witness the above daily.

all of the above basically Scarsdale residents feel they are entitled to break the laws, they are very scary. always on their cell phones and running stop signs and speeding thru school zones and parking illegally all over the village

I walk during the day and see many contractors and workmen driving while texting or talking on the phone.

Many people do not slow down or stop at crosswalks for children in the village or heathcote road at Brookby that the middle school kids cross to go to the horseshoe plaza or the crosswalk in the plaza. They should all have cross walk lights. heathcote rd should have a crossing guard after school as many kids are crossing that very busy street which is very dangerous as many cars speed or do not stop. Most don't stop at the Mamaroneck rd crosswalks at the MS unless the cops are there or at cooper.

We live in a community where it is not expected that cars stop for pedestrians waiting to us crosswalks and that's fine with me even though its the law. Pedestrians should cross when it's safe and take responsibility for their own actions. Cars stopping abruptly for pedestrians is a real hazard.

Following too closely behind. General rudeness. The other night my husband and I were turning left onto Scarsdale Ave from Popham looking for parking on the side of the street so he was going slowly. When he saw a spot, he put on his blinker and pulled ahead of the space to parallel park. The car behind us started honking his horn. My husband was waiting for him to back up and go around so he could park but he kept honking. I got out too say we are parking, they yelled at us rudely. Nice town

**CRAZY LEFT TURNS & SPEEDING ARE THE WORST/MOST URGENT ISSUES WITH DRIVERS**

Fenimore and Brewster is particularly dangerous. Ped hit recently. Cars do not stop at crosswalk

Scarsdale drivers are generally either oblivious to or willfully ignore the basic rules of the road and common courtesy.

As mentioned I walk to the Hartsdale train station regularly and it is rare that someone would stop for me during the busy hours in the morning and between 5 and 8pm.

Even when I attempt to cross sometimes the cars don't stop either. Something needs to be done as it is truly a safety concern especially when I see kids trying to cross the crosswalk.

Crossing fenimore is extremely dangerous because of all the above

No one yields & lets ppl pull out of metered spots

Location? Just about everywhere!

thats only some of them

While stopped at 7 Eleven waiting to go straight ahead to the station I had someone in the left lane drive around me to go right

I walk often through intersection of Fenimore and Walworth. Cars are often speeding through red light. Frequent accidents also, as far as I can tell from car parts lying around. people all over the world have bad driving habits Scarsdale is no worse or no better than other places.

Often observe speeding cars on Fox Meadow road. Our drive way is behind a slight curve, speeding cars don't see our drive way until they are too close. Often feel threatened when driving out of our drive way (for this reason we don't back out fearing we may be hit from behind, but take an awkward turn on our parking lot so we can drive out onto the streer.

I live close to the village and walk every day. I notice at least one of the above violations every single day.

Driving and being a pedestrian in our community is stressful

Backing out of a spot in the village, especially near Zachy's and DeCicco's is horrible.

No one waits for you to pull out and it's a high traffic area. And the new parking lot at GH is a nightmare. Having two lanes of traffic is very dangerous because the lanes are very narrow. That place is an accident waiting to happen. I'm scared to let my daughter drive there. Stop signs on Walworth Ave at Colvin and Brayton Rd.

I also include the Scarsdale police for ignoring traffic rules, SPECIFICALLY stop signs and pedestrian crossings.

There is an amazing sense of aggressive entitlement related to driving in Scarsdale if you're coming from Crane making a left onto Eastn pkwy cars sometimes speed up as they get in the left lane to enter BRP. They come up very suddenly and it's unnerving when you're turning. Cars will almost never stop for a pedestrian in the cross walk. Perhaps one car in a hundred will stop. The police do not enforce this. Actually, this is the culture; even if a police car came through I do not expect them to stop for pedestrians.

Driving through a crosswalk where waiting pedestrians have the right to cross first is the most egregious, and very dangerous for children who think they can safely cross roads when they have the walk signal.

People

Have seemed to lose the ability to be patient and courteous. Which if people did more of would actually improve time and traffic flow.

It's a conundrum - many drivers always rushing, causing unsafe situations. People are neither polite nor conscious of safety; this climate makes one uncomfortable.

Seriously, the most self-involved people on earth live here now. Wasn't so bad when we moved in many years ago, but now? These younger people have no concern for anyone but themselves. Scarsdale is not a pedestrian or bike friendly village.

Scarsdale is full of very impatient drivers.

ignoring lanes, driving down the middle of post road (and others)

"Failure to yield to vehicles backing out of a parking space" The car backing out has to yield.

There is total impunity in Scarsdale. People speed and run red lights and stop signs every single day, sometimes in front of the police. They do not get tickets. I had never seen such a thing until I moved to Scarsdale.

Even worse, the police told me that if I became Friend of the police and gave a contribution each year, they would be lenient if they had to stop me. I was shocked.

One day, a kid will die after being hit by a car.

Not using signals.

Please observe the traffic on Heathcote Road, north of five corners

Fenimore Rd

Coming East on the new Popham road bridge, there's a rise that creates an inability for drivers to see pedestrians crossing at the Scarsdale Ave light. Inevitably drivers are only thinking about making the right on red to Scarsdale ave, and there are many close calls for pedestrians.

Speeding is the worst!!

The utter lack of adherence to pedestrians/runners/children in crosswalks needs to be addressed. I personally am half way across some MARKED crosswalks and traffic in the opposite lane does not yield. Perhaps we need to rethink where crosswalks are located given they seem to be at the bottom of a number of hills making it harder for motorists to see or brake

There seems to be no concern for obeying traffic safety laws these days. On the weekend, people don't always yield to pedestrians on Mamaroneck Road by the Middle School. I've seen cars coming out of Park Road on Saturdays that don't stop at the stop sign. I also notice many, many cars where drivers are looking down at their phones. People stick to traffic lights but not speed limits in Scarsdale - we need speed controlled traffic lights. Eg put speed sensors all over Post Road that turn next traffic light to red if driver goes above 30mph.

Blocking an intersection to make a turn on green, especially on Popham and Post. If you drive the speed limit, you are often tailgated or honked at. Sometimes people honk at you if they are trying to move into your lane but you won't let them because they will cut you off. There is a lot of rude and intimidating-type driving.

Picking up and dropping off students right in front of the sign that says not to do that, standing and idling in the fire zone where both are forbidden (and marked as such), stopping IN the crosswalk so you have to walk in traffic to go around....

Popham Road (by East Parkway) crosswalk cars turn onto Popham with green arrow while Pedestrians Have white crosswalk sign but Cars often don't stop. They have a green arrow and don't expect pedestrians to also have the right of way.

On East Parkway during train pick up time there are often cars that won't let people parked get out of their spaces.

Most frustrating is people not stopping at stop signs in downtown or near schools  
The largest crossroads difficult to cross is chase road and Christie place - idrivers don't always fully stopped.

On E parkway, drivers rarely yield to cars backing out of a parking space.

Drivers in Scarsdale are aggressive, entitled and lawless. There is minimal, if any, apparent traffic enforcement, except for parking, which is over zealously and obnoxiously enforced. Popham Road/ Scarsdale Ave intersection gets pretty messy.

There are too many bad/aggressive drivers. I recommend research into speed bumps, speed cameras and other traffic calming solutions.

The village center area is a free for all!

I frequently see high school students on their phones at red lights by the high school

Post Road is particularly dangerous given the narrow, 2-lane road and speeding in front of congregational church

speeding on Fenimore rd

There really is no need for the village to raise taxes. All they need to do is give tickets out to reckless drivers and we will be running a surplus

This week alone I have witnessed at least 3 cars driving the wrong way on Huntington, a one way street in front of the Greenacres elementary school. One of these times was just after school let out!! Thank goodness the crossing guard was there and stopped him!

Drivers are very aggressive and will not give parked cars time to back out of their spaces even if they are in the middle of backing out, instead they will honk and fly past cars attempting to back out

Speeding is a BIG issue in the entire village not just the village center.

Courtesy is at an all time low in every corner of the village: Entitled large SUV drivers "own" the road and speed beyond acceptable speeds.

With regards drivers not yielding to pedestrians in a cross walk, please see the comments below this article

<http://scarsdale10583.com/about-joomla/shout-it-out/6478-pedestrian-hit-on-fenimore-road>

The biggest problem I see, and this is daily, is that drivers fail to understand right of way when cars are parked on their side of the road. Drivers will move into your (oncoming) lane, force you to stop, and continue. Only around 25% of drivers--I have calculated this--yield right of way to oncoming traffic. This has put our car, and my children in it, at risk many times, as they are often in a rush and often speeding. And this routinely happens on/near school routes (Brewster/Brite)

I have been honked at for not turning right on red from Garth Road to Popham Road fast enough to suit people behind me.

My daughter was passed over a double yellow when she was learning how to drive - it terrified her.

I have seen a car passing another car illegally while in the process of running a stop sign.

I have been passed from turn lanes and by cars using the shoulder.

Have nearly been hit in crosswalks - drivers often seem annoyed that they are expected to stop. Lots of bad behavior. Cars constantly drive on the wrong side of the road to get around parked cars. Such (often illegally) parked cars are also a big issue, but that doesn't justify going the wrong way in the other lane, rather than waiting until the lane is clear.

See comment above on dangerous pedestrian crossing at Popham and Chase/Overhill.

Enforcement of drivers not stopping at Stop signs should be a priority. I am not referring to "rolling stops" but instead to drivers who completely ignore the signs. Spend 15 minutes observing Grand Boulevard between Post Road and Wilmot and you will see what I mean.

I disagree with the failure to yield out of a parking space. The traffic on the road has the right of way, it is a courtesy to let the car backing out of a spot go first.

At the intersection of Fox Meadow, Fenimore and Walworth: From Walworth - Cars often turn right on red even though a blind turn with a no-turn-on-red sign. Both ways on Fenimore - Cars often run light. Cars sometimes use turn lanes to go straight (into oncoming traffic) to pass.

At the cross walk of Fenimore and Brewster: Cars often ignore pedestrians in the crosswalk (i.e., in the road) - often barely missing them or locking their brakes in order to stop in time.

On Fenimore - Speeding,

Please consider speed bumps along Walworth! My daughter was nearly killed by speeding car coming passing stopped school bus as she disembarked and crossed. The bus saw the car and honked but the car only sped up toward my child.

In general the speeding and recklessness along Walworth is terrifying for parents whose children must cross to access their transportation.

The no left turn sign added at the Post Road entrance at Scarsdale High School was a mistake.

It is not difficult to make that turn as there are lights on either side that manage the traffic. People are directed to turn right and then they turn left at the light, pull into a drive or make a U turn to turn right on Post OR turn down Wayside and cause further congestion at the high school. That sign should be removed.

Honestly it's probably no worse here than anywhere else but the driving in Scarsdale is absolutely atrocious! The roads are in horrible shape as well. As a resident who has returned to Scarsdale and grew up here with a 47 year history in the Village - I can honestly say it's a damn shame that the people living and moving here have no concept at all of what a nice place this once was. There is very little common sense or civility left in these folks -

In Greenacres, drivers run stop signs every day. Police hide and catch drivers all the time on Walworth, but there is zero enforcement on Greenacres Ave and Brewster Rd. Mornings by Greenacres school can be dangerous, many drivers speed by as I walk my child down Brewster. I have been passed on Fenimore Road, Brite Ave and Mamroneck Road multiple times.

Many drivers ignore pedestrians in crosswalks.

It is impossible to back out of parking spaces.

Right on red needs to be re-examined. Everyone is driving large vehicles without regard to pedestrians. There are too many homes and too many cars for the amount of roads and parking spaces. What happened to our quiet town? Now it's a drag strip.

Drivers speed all the time on Church Lane trying to make the light at the junction with Wayside – there are also a lot of high school drivers speeding in the area. A stop sign at rectory Lane would help this significantly

This happens almost every location in Scarsdale.

I live on Popham Road and all of these things happen on Popham Road. People run stop signs throughout Scarsdale.

The failure to yield to vehicles backing out of a parking space is, I think, particularly dangerous especially in the spaces that are parked on an angle. Drivers don't seem to think they should give way to someone backing out.

Drivers frequently park with their car motor running. There is a lot of alternative pick up spots around the middle school that create traffic problems.

All. The. Time. All. Over. Town.

All throughout Scarsdale. I live in Fox Meadows near the High school and it is a huge problem. Most prevalent at 5 corners and QR section of Heathcote Rd and also near HS

I lived in many areas including NYC proper, LA, Miami, Orlando) and have not quite encountered the level of entitled drivers, rude, careless and thoughtless drivers as I have in Scarsdale.

Drivers are aggressive and inconsiderate

The biggest thing we can do to improve traffic in Scarsdale is to have more right on reds, and have the stop lights all be censored so that you are not waiting at a traffic light with no cars going across

Cars run stop signs in every location, the most dangerous one being the exit from public parking lot on Palmer Avenue next to Chase Bank. At that spot 90% of drivers only look left towards five corners as they pull out and never to the right where people are walking down Palmer.

To me, the two worst pedestrian crosswalks ignored are (1) crosswalk at bottom of Crossway and Weaver Street, and (2) crosswalk on Mamaroneck Road leading to Westchester Reform Temple. I rarely see vehicles yield to vehicles backing out of the parking spaces. I actually wish that we could go back to the way parking was before where you just drove forward out of the parking space.

Crane rd and post rd

backing out of spaces is challenging. drivers are generally rude and don't care

The streets around the high school are very dangerous when the high school students speed.

I hesitate to walk my young children to school at Fox Meadow because of this.

I have sometimes waited for 10 or more cars to pass before it is either clear or another motorist actually STOPS to allow me to BACK OUT of a parking space. How about some signs that preach "Civility" and "PATIENCE" when driving within the confines of the Village.

**WHY NOT HAVE 2 OR 3 POLICE OFFICERS WORKING INTERSECTIONS ON A SATURDAY FROM 10 AM TO 2 PM. TRY IT ON A TEST BASIS AND SEE HOW MOTORISTS & RESIDENTS REACT.**

Various locations in the business district and other areas. Corner of Popham and Post has some drivers ignoring no turn on red southbound on Post

while northbound drivers have left turn arrow to popham.

Passing a left-turning vehicle \*on the left\*

It is very difficult to pull out of parking spaces when train let out. There is limited courtesy to pedestrians and understanding right of way

On Walworth Avenue, there are many vehicles driving above 30 MPH speed limit. More stop signs and the addition of speed bumps need to be place along Walworth to slow traffic speed down.

On Greenacres Avenue by Hitchcock Church parking exit, I have witnessed many cars coming from the Hartsdale train station/Bronx River Parkway exit, NOT coming to a complete stop at the STOP sign and almost hitting the pedestrians crossing at the solid white line.

TEXTING and holding phones

People especially don't stop and wait for pedestrians at the intersection of Hampton and Chesterfield, right at Fox Meadow Elementary School.

We have the worst, least attentive drivers! It's so dangerous! The failure to yield to pedestrians in crosswalks is a huge problem, as are drivers who think that they are too important to stop for school busses.

I also encounter, fairly often drivers being courteous and I hope the few bad "apples" don't ruin the bunch in this survey and in general. We're always greeted with a hello when walking and on the weekends the drivers seem to go slower. I think it's the kids who are reckless.

I live very close to the corner of Nelson and Boulevard, where many ppl passing by thinks it's by choice to stop at the "all way / 4 way" stop sign. It's terrible and truly dangerous, esp where



school buses and bee line stop to load / drop off people.

would also add left turners at traffic lights forcing oncoming traffic to yield of hit them when they turn left

Crosswalk issue in the first item is cars behind my vehicle that sound horn while I am waiting or actually go around my vehicle, not being patient.

With all the construction at 5 corners, drivers have been using Wynmor and Secor as detours and driving 40-50 miles per hour on these residential streets past me and my children walking home from school. Scarsdale police should put officers on the detour routes to limit speeding and ensure the safety of neighborhood children

Vehicles double-park leaving no space to pass on a double yellow line.

Backing out of your driveway is always done with care. The other driver does not want to stop for you.

speeding and text/talking on phone is most significant issue

It's terrible.

many drivers will block traffic so as to get a parking spot of their choosing

Blocking traffic waiting for parking space, entering a blocked intersection, standing waiting for train in front of Starbucks. Blocking parked cars waiting for train. Blocking traffic exiting train station...

There Are No Rules that Local Drivers Obey All the Time. Idling While Sitting in the Car for Long Periods of When Parked is one of the Worst Violations I Observe.

In the mean time I have seen police cars with a police sitting in the car at the distance and no getting what is going on around them.

These are not major problems in the village.

Motorists drive through crosswalk where East Parkway intersects Crane even if pedestrian is there.

Run various stop signs in purely residential areas.

Crane rd near entrance to BRP

Very hard to back up out of spaces in village on East Parkway. Cars don't stop for you and hard to see with all the big cars

Driving through dangerous intersections that don't have cross walks and accompanying 4 way stop signs

Drivers are often running the stop sign on Fox Meadow and Crane. Drivers often speed on Fox Meadow Road, and they often pass stopped school buses.

At the intersection of Crane Road and Fox Meadow, cars usually do not stop, particularly during commuting time

Many drivers think the rules don't apply to them.

Sadly, I have witnessed all of these situations in Scarsdale, in the village, near schools, on Post Road. It is astonishing and can be dangerous. I have had someone almost hit our car (only avoided due to my ability to stop short and swerve) while that driver was on a cell phone driving through a red light. People drive through crosswalks with pedestrians, drive through open school bus signs, speeding around schools, you name it - I have seen it all.

Greenacres Ave off ramp of Bronx River Parkway, as noted above, and on East Parkway in the village

Although speeding happens quite often; it would probably not make the top three in terms of frequent dangerous driving. Inattentive driving due to texting and/or speaking on the phone is by far the most dangerous. Second, most drivers in Scarsdale do not seem to be aware that the octagon shaped red sign is a STOP sign, not a Stop sign. Third, cars that like to tailgate in the morning rush to work. These folks will tailgate you even if you are going 50 mph down Heathcote Road.

There is a new NO LEFT TURN sign out of the HS. I watch people take this left turn every am despite the presence of Scarsdale PD at the corner who does nothing.

People drive fast and are very distracted. If the police department deputized the parking meter people so instead of enforcing parking meters they could enforce traffic rules, they'd make a mint Getting out of a parking spot is nearly impossible!

The intersection at Brewster and Kingston is terrible -- it should be a 4 way stop. The cars on Kingston have a stop sign but it is hard to see if traffic is coming on Brewster and cars also just don't stop. I have seen many near accidents. Moreover, it's near the elementary school so there are often kids walking and it's a dangerous corner for them as well.

Drivers often pass stopped school buses EVEN when they are picking up children. This is a very dangerous situation that Village Hall needs to address.

I called the police the other day because I witnessed a driver speeding recklessly in front of greenacres school. I have also witnessed drivers driving down one way streets the wrong way Yes. Many times I get honked for letting kids cross on intersection. Across the street from SHS cars are lining up with hazard lights on. That's so dangerous if a car makes a left up that road. People run lights and don't stop at stop signs.

Weaver Street end of the bypass is horrible - drivers never yield to traffic at the yield sign.

Not on the list but I see many people driving over the double-yellow or other center line, under-steering on curves, driving too fast for conditions and road contours, etc.

Mamaroneck Road is a prime example of where I observe this dangerous practice.

Speeding on Bradford Rd and Griffen Ave.

these issues occur on a daily basis. A lot of time, in and around the schools.

Too many cars speed on crane road

People at 4 way stop signs seem unsure of the rules regarding right of way. Especially in front of Martines Near the train station. They just drive without eating their turn.

It is a "me first" group in Scarsdale

rude and unfriendly

I have observed this throughout Scarsdale. It is frightening.

Pedestrians think they always have the right of way. As they walk or jog along they don't even look before crossing. Too many don't even hear a car because of their earphones.

I've lived here since 1958 and think our local drivers are the best and most careful.

The most egregious offense is not stopping on Fenimore Rd, before Tompkins when the traffic is overflowing due to the stop light on the Post Rd

Most drivers allow pedestrians to cross in front of them; however, some are in too much of a hurry...

Speeding is frequent on Heathcote Road, Morris Road and Post. There is a no-turn-on-red at Post & Huntington that is sometimes ignored (it is a surprising no-right location). Backing out of downtown parking is challenging.

I find the driving to be careless to dangerous. I cross Fenimore at Brewster and it is rare for the first car to stop at the crosswalk. I find the using of horns is way out of normal, needed or polite. There is way too much speeding. I have regularly seen drivers within 2 blocks of Greenacres School fail to come to a stop at the stop signs while children are walking to school. I would love to the police to enforce rules and ticket people on a regular basis at the schools in order to deter this.

The biggest problem is vehicles regularly turning right from Eastern Parkway onto Spencer Place. This is prohibited as Spencer Place runs one way toward Eastern Parkway. The signage is totally inadequate. With the new right arrow for pedestrians to walk to the Farmer's market it's now even more confusing. A clear no right turn sign must be posted before reaching the intersection .

It'ss Very difficult to pull out of the village spaces!!!! Most

Cars Do not stop and traffic backs up, especially at rush hour.

The village could stop charging property taxes and be revenue neutral if every driver was ticketed for driving and parking violations.

There is a SERIOUS problem in this community with the driver's thinking they can do whatever ever they want. The "entitlement" thinking is going to get more people hurt, if not killed.

People running stop signs are a regular and dangerous occurrence

A bunch of lawless miscreants drive in our Village.

Terrible drivers

No one ever seems to have time to let someone back out of a parking spot. Totally inconsiderate.

Also want to point out that I have seen VERY dangerous behavior by bicyclists.

Riding against traffic, riding through red lights, stop signs, etc. Several close calls with yahoos on bikes cutting across an intersection against the light and from the wrong side of the road or the sidewalk (e.g. at Post and Olmsted!!)

Also, the "None of the Above" option in this question is a joke, right? Very funny.

not stopping for peds on christie and crane and other intersections. i've seen people texting, and on phones EVERYWHERE. lots of folks make the illegal left out of the SHS circle even though there's an obvious new no left turn sign. Failure to yield out of spaces is everywhere but really bad on spencer and east parkway parking spots.

Carthage road needs stop signs at all terminations with Wakefiredl, Lebanon and Fayette!!!!!!

Too much texting and speeding drivers!!!!!!

Drivers NEVER yield to cars backing out of car spaces

## Zero enforcement

Officers nearby that ignore traffic violations promote these drivers to continue these poor habits.

I have seen the above all over town

Speeding on Fox Meadow rd

East Parkway and Crane are a disaster.

Cars idling waiting on roads near schools which blocks egress, causes traffic.

Kellwyne always a problem at Middle School dismissal.

Running a stop sign at Chat and Post Office

have witnessed several accidents at the intersection of Walworth Avenue and

Fenimore Road - cars turning left onto Walworth from Fenimore and running into

traffice coming across Walworth, etc.- have also knocked down bushes and trees on my property

On NUMEROUS occasions I have been yelled at by police officers to move while I

try to let someone out of their spot in the village so I can park there. The police in

Scarsdale Village AND the meter people make a bad situation worse.

I find most drivers to be courteous. Some speed. I find some walkers and joggers

travel 2 and 3 abreast in the street even when there are sidewalks, particularly behind the high school

Scarsdale drivers suck

Texting/hand-held phone use is a significant problem. I run a lot in town and

always see distracted drivers, even Moms/Dads driving with kids in the car

using phone/texting while driving. .

## Appendix VII Survey Comments

### Bicycling Challenges in Scarsdale

No particular problems. Newly paved roads are the most enjoyable.

None so far. Youth to schools, village, friends homes.

No, because it's too dangerous due to reckless, speeding drivers, and there are no dedicated bike lanes.

Crossing from Fox Meadow Road into the Village for reasons noted above

We are afraid of cycling with our young children due to speeding vehicles. We live in Brewster Road and vehicles fly down our street. We would suggest placing speed bumps throughout Brewster Road and any other residential roads in Scarsdale where traffic is heavy. my husband drives a scooter to the train, cars are impatient to the speed of the scooter and overtake dangerously

None -- we create more problems as cyclists than we face. Too many of us run red lights and generally do not obey the rules of the road.

MY HUSBAND, AGE 51, IS AN AVID CYCLIST. HE ENCOUNTERS INCONSIDERATE/DANGEROUS DRIVERS THROUGHOUT SCARSDALE EVERY TIME HE'S OUT. PROBLEMS USUALLY OCCUR IN AREAS WITHOUT TRAFFIC LIGHTS (E.G., CROSSWAY).

I feel it is too dangerous

It's not safe for all the reasons stated above

Fox Meadow Road and Walworth Ave.

My son is 13 years old and frequently bikes in the neighborhood around Heathcote, Quaker Ridge, and Scarsdale Middle School. Drivers have nearly hit him while swerving around him, even though he stays all the way to the right on the road.

My 14yo son bikes to and from our home on Birchall to the SHS every weekday.

Honestly, I don't like thinking about how dangerous it is. Drivers speed down Birchall, Morris, Richbell. There should be bike lanes and sidewalks for kids to be able to get to the high school safer.

Speeding non yielding drivers

I won't allow my children to bicycle around here because it's not safe!!!

I ride a bike every day to the train station and back and the conditions are terribly dangerous - the road is narrow on all my options (Crane/Drake) its a shame how Scarsdale completely neglects bike riders its a virtually an unbikeable town.

ages 4-6. no issues.

Scarsdale is NOT bicycle friendly, except to some extent on Sundays. One-way streets (like Woodland Place) could have a bicycle lane in the opposite direction to traffic flow.

Protected bike lanes would be possible elsewhere with some good engineering.

Bicycling on sidewalks should be permitted if proper space (and speed) is allowed for pedestrians. Bicycle parking is inadequate, not requiring fancy bike stands. Yesterday, the bike racks at station were full.

Biking on the road with children who are also on bikes is hard to do at times.

Cars don't know how to drive when a bike is on the street. Very dangerous Brewster Rd to High School

Lack of sidewalks

Would really love to have them bike from Village Center to school, but it's too dangerous with lack of bike lanes and the crazy drivers

My child loves to ride her bike all over town!!! I let her do it since she loves it and it is exercise. She also rides to lessons all the time which is super helpful to have her have a way to get around in her own. BUT I am terrified every time she leaves the house on her bike. I do not feel like the drivers in this area are safe enough or pay attention while driving. Police should crack down on speeding and texting. Scarsdale should want a reputation of pulling people over

1. Crossing Post road where traffic does not stop

2. Side tracks not wide enough for cyclists

3. Potholes in side of road

We bike along the BRP path through the Village.

14 year rides his bike around. He said sometimes he feels unsafe because of the cars. Especially during drop off time for school in the morning.

no bike lane

My kids cycle to Highschool. Specially in the morning and afternoon car driver speed up Church Lane / Wayside Lane to pass the traffic light (often run a red light).

I rarely bicycle in Scarsdale anymore because Scarsdale does not enforce distracted driving laws, making cycling and walking on certain roads like Fenimore and Mamaroneck too dangerous. People ride on the sidewalk on Post rd. While kids are walking to school! As if they have the right of way.

Adults and 9 year old child. So far so good.

My son was riding in front of me and was about to be run over by a car at the corner of a Brite Ave and Sage Terrace due to overgrown bushes close to the intersection that limited visibility for the car driver. Sidewalks or bike lanes close to the village center are needed if we were to visit It more often

We bike on Bike Sundays.

Fox Meadow Road potholes.

I have not had issues. But I have had issues while driving with some cyclists who do not stay close to the side of the road. When I ride I am aware of cars and stay close to the edge so cars can easily pass. Some cyclist do not do that and it holds up traffic and is dangerous to them and us. They really should not try to ride with traffic in the middle. It would be good to have a bicycle lane, but since we don't the cyclists should not act like they do.

No major issues, enjoy the path and being near amenities. Ideal location. Bike paths are clean and safe. The only pain point is at Harney road intersection. You just need patience.

It's a busy spot but as long as people wait for lights to change it works. Possibly on busy weekend days having an officer there or traffic person to slow folks down more?

No sidewalks and busy roads!

No problems with our limited cycling, but we would bicycle more if the streets were safer for cycling.

I have been run off the road while properly cycling, hit from behind when I allow pedestrians and cyclist to cross.

Too unsafe to bike

The intersection leading into Scarsdale from both BRP entrances is so dangerous

Only for Bicycle Sundays - adult riders. We have to ride on the side of Crane Road to get to the Parkway. The road is narrow, and barely allows for cars and cyclists. There are some grated sewers on the side of the road that would create a dangerous situation if one had to ride over them on the bicycle.

My sixth grader bicycles and even though it is so good for his independence I worry every time he goes out. We live on the Greenacres side of Fenimore and cars DO NOT STOP for the pedestrian crosswalk on Fenimore Road. It is DANGEROUS. Our school and community is always trying to promote walking and/or biking to school but it is difficult to do so as cars do not give way and to pedestrians and/or bikes even when they see they are kids.

People do not yield to the cyclists on main roads.

14 year old

Kids 12 and 11

same as walking cars are dangerous and especially the drivers in Scarsdale who do not care about anyone but themselves.

47 y.o cyclist - Greenacres Ave, Woolworth Ave - dangerous and close passing by vehicles nope too dangerous where i live because oxford is a major speed zone street which always made me nervous when my kids wanted to start biking alone

Only problem is the poor condition of the roads.

This question is stacked against cyclists. Last time I checked, bikes are allowed on the roads. There are no safe biking routes in Scarsdale. The sidewalks are so ripped up you can hardly walk on them let alone bike on them. There is no safe space on the streets to bike unless its early Sunday and no one is on the road. Biking is totally unsafe for kids in this area.

Rarely. It's not safe. My kids would go to the path on the Bronx River.

We avoid biking in the village center, which is what we assume this entire survey is focusing on although that should have been explicit

Cars speeding, crazy left hand turns, not stopping at stop signs

cars do not stop for bicyclists at Fenimore and Brewster intersection

Once in a while

Yes, our family cycles but my kids more frequently with their friends and we always have to caution them about the crosswalk at Brewster and Fenimore. There were few instances where they've informed me where drivers don't stop and accidents were possible.

I'd love to bicycle with my kids but are too scared for their lives.

People don't respect pedestrians or people bicycling.

I find it a shame to live in the suburbs and not be able to enjoy riding out of fear of being it by a car!!!

Drivers crowd bikers and go to fast past them. Even when kids are on the bike not enough bike paths

People don't stop properly & allow ppl on bicycles to go

Fenimore is lacking sidewalk on one side, for most of its length. this forces people from Greenacres (kids, commuters) to cross this busy road. Lack of protected crosswalk, especially

with road hilly, preventing pedestrians to see incoming cars (Elm Rd level, for instance)

Brite Ave, between Fenimore and Huntington has no sidewalk, with many kids walking to school. Low visibility with the bump 150 meters from Fenimore, many cars parked forcing people to walk in the middle of the street.

Where drake passes over the Hutchinson creek and turns into baraud is extremely dangerous to be on a bike or walking. No shoulder, no sidewalk and a blind bend.

My middle school child likes to bike to friends houses or into the village

Tricky navigating getting into the village from Fox Meadow Rd.

Wish the bike path existed between Scarsdale and Hartsdale.

There is a very unsafe area on Mamaroneck Road near the middle school between Leatherstocking and Mohican Trail. I have ridden bicycles to the middle school with my children and the corner is very unsafe. Cars speed by this curve which is a blind spot for both those on the road and the sidewalk and also the sidewalk narrows here. A guard rail and a proper sidewalk should be installed.

Our children often bike to school. They head to school early to avoid the aggressive drivers around Greenacres school - on Montrose Rd in particular. An adult usually accompanies them.

I

Wish bike Sundays went longer

My young children bike on harcourt. People often speed around the curve. Careless teenage drivers are a big problem around the high school!

Terrible drivers . Lack of sidewalks

my teenage children occasionally ride to school or sports practice. No real challenges as they are short rides.

Biggest problem for cyclists is terrible road conditions.

Many roads need to be repaved

It is too dangerous

There are no bike lanes. Post Road has hardly any sidewalks and few places to cross. And cars speed. It is a death trap for bikes and pedestrians.

As previously stated Crane road is very challenging. Crossing it. Riding along it...

Cars will sometimes come too close to pedestrians. Other times cars will honk angrily at cyclist.

No recurring issues

no issues

Lack of sufficient side walks or conditions safe for children to bike on sidewalks safely

No room to ride on street but there are limited sidewalks. Crossing Crane at crosswalk we can't get a vehicle to stop. Once a vehicle stopped for us and the car behind the stopped car passed him and narrowly missed us.

I think it would be too dangerous to cycle in Scarsdale

Cars try to veer around other cars that are preparing to turn left, sometimes endangering the cyclist on the side of the lane. Very dangerous.

Cars don't stop and drive too fast. We need to be extra careful all the time (Edgewood).

Not enough space to park bikes outside the train station also the bike racks don't have any protection from weather like rain or snow.

Too dangerous and hilly for children



Too few pavements in Scarsdale

Not any more, way to risky with aggressive drivers.

You cannot ride a bike in this town. It is unsafe. I have lived here since 1989 and raised my kids from infancy through 25 years old in Scarsdale. There is no age at which I would allow them to ride a bike in Scarsdale.

I'm not aware of any significant issues my teenager has when biking in town.

Missing sidewalks one side of Fenimore and on the other side the pavements are in very poor condition. Fast cars on Fenimore not yielding to pedestrians.

Fox meadow road, greenacres and walworth. No sidewalks

Aged 39. Generally don't like cycling in town. Streets too narrow (no shoulder) and roads have many imperfections. Dangerous ground for cycling. Tend to cycle out of town where it is safer. Bike lanes or a series of connected trails/lanes around town would be awesome. difficulty crossing major roads, especial due to lack of sidewalks or roads with no potholes Our family loves to bike and we encourage our kids to bike to activities like Hoff Barthelson or tennis or into town, but biking is a HUGE problem in Scarsdale because the road conditions are atrocious (potholes abound everywhere), drivers speed down streets like Fenimore, Crane and Popham or cross streets in neighborhoods like Brewster and Kingston in Greenacres which make it incredibly dangerous for bikers to use the roads.

Crossing Fenimore in the morning when biking to Scarsdale High School. The same issue as above. Also, the traffic close to the SHS can be dangerous due to new student drivers or parents who rush. The crossing Brewster/Olmstedt is challenging as the order to pass the stop sign is not always observed. This poses an increased danger for teenage bikers on their way to SHS. My kid rides the bike to school and there is no bike path. I am worried all the time.

36/35/5/4 and 7months on Baby seat.

Used to cycle a lot in past, but too many reckless drivers in Scarsdale make it tough. Should convert one lane on post road to pedestrian and cycle lane.

Drivers not paying attention to cyclists, especially at intersections. Poor road conditions.

Poor pavement.

We stay on the sidewalks, even though we are adults and teenagers. We haven't had trouble, except long waits at intersections.

Cars not leaving enough room when they drive by.

Scarsdale is a bike unfriendly town. With rare shoulders, and four lanes of bumpy, speeding traffic and no shoulder on Post Road, how is a kid supposed to survive a trip to high school on a bike? They have to ride on the narrow sidewalk, but pedestrians with earbuds can't hear.... Very rarely around the neighborhood with 9 year old because I don't trust drivers.

Potholes and cracked pavement abound. Drivers are texting and phoning all over, taking their eyes off the road. Drivers are aggressive, failing to realize that cyclists are vehicles within the VTL. Drivers can be aggressive and threatening towards cyclists. I was assaulted by a driver from Kingston Road, (forced off the road and driven at.) My complaints to the police resulted in no action.

Speeding cars and lack of observation of pedestrians.

no problems. We bike to Fox Meadow or on bicycle sunday. We bike with my 6 year old and 9 year old.

Cars do not stop for teens (14 & 15 year olds) at the crosswalk at Fenimore and Brewster when they are riding to the high school from Greenacres area. Also cars turn into the high school

from Brewster and cut off bicycles- some of the kids on bicycles have almost been hit by cars on Brewster in front of the high school.

5 year old

8 year old

15 year old and my husband and myself.

The intersection at Oak Ln and Chesterfield, there is no Stop sign and cars tend to speed down Chesterfield. There is a curve right before the intersection so it's hard to see incoming cars or bikes/pedestrians.

Cars speeding/ Post Road

I can't and will not for the reason that I don't want to risk my life with potholes, manholes and careless drivers. It is a shame really!

I bike usually along the Bronx river on the path, which is quite safe except for crossing some of the main thoroughfares.

If I bike on the streets, for example going towards Hartsdale I take the smaller backroad streets and find it quite safe as there is not much car traffic, only from local residents who are usually very courteous toward bikers.

I see the same issues as noted in question 12

Potholes. Rude and dangerous drivers.

One bicycle incident with a Central Taxi driver who failed to yield to a bicyclist (me). I have noticed Central Taxi drivers on local streets at excessive speeds, but the same applies to local residents too.

No issues we only ride around Edgewood school area, due to age and safety.

Speeding and distracted drivers.

I use my bicycle as my main form of transportation for most of the year

Only allow my children to bike in presence of parent no matter their age as I have no trust in local drivers.

Very unsafe

People do not know what side of the road to bike on!!! It is horrible!! You should always bike on the right side of the road. The bike lanes cannot be legally meant to be bike lanes!! It is horrific to bike on Wilmot Rd to and from Heathcote. Absolutely a disaster!!! All of a sudden - the bike lane narrows down to a feet! In width!! How can this be legal!!! Where can kids bike to school??? There are no bike lanes!! They learn to bike on side walk and get yelled at by older people. Disaster!!

don't bike often. Bike on side roads. In general people

We have not had any issues while biking.

Potholes, bad road quality. Cyclist is 46 years old.

Love biking but too scared to do so. No shoulder, lanes narrow so cars come very close.

So dangerous without a bike lane.

We bike around and to the bike trail along the parkway. The problems are similar to walking or jogging - bad road conditions, rude aggressive drivers, texting, talking cell phone users, and at this time of year the ridiculous leaf piles in the roadways - even though we all know it's been illegal to place them there forever. As a motorcyclist - these leaves are like riding on ice! Why is this never enforced?

We are afraid let our kids bike on the streets... and there are no sidewalks everywhere...  
Our kids are 10 years old...  
On occasion but not much  
I am too afraid to bike in Scarsdale anymore with rare exception.  
I grew up biking all over Scarsdale to get around and have recreation. Now I am too scared to bike here despite being in excellent physical health. Drivers simply see bikes as obstacles to their getting somewhere.  
Crossing when you have the right of way. Not sharing the roads. 16 years old.  
No bike lanes to Bronx River Pathway.  
Kids and my mom and myself-drivers don't care that kids are on bikes and just zoom around them as if not there  
local only; no issues  
There is no safe way to bike from heathcoate to the high school or the village. The walking paths are broken and irregular.  
Gnerally drivers are good in Scarsdale but they can be impatient on the busier roads eg Crane, Popham, Post. Its not really safe for kids to cycle on Post which is understandable given its a tight 2-Lane road  
3 Bikes got stolen From bike rack. Seems like ever week there's a stolen bike report in the Inquirer.

Would like the encourage more people to bike the village and train but not if bikes get stolen.  
none

11 yo girl: around neighborhood only. Rules are: can't cross post, can't cross Popham, can't cross boulevard. I just don't trust the drivers.

We would love to bike - but don't feel it is safe given drivers' behavior.

Cars passing by too fast and not stopping st the stop sign. Aspen rd age of cyclist 5 and 3!!!

Too unsafe

The biggest thing we can do to improve traffic in Scarsdale is to have more right on reds, and have the stop lights all be censored so that you are not waiting at a traffic light with no cars going across  
Same comments as above wrt walking.

Only during bike Sundays. There are no issues.

No issues as I bike on the Bronx Parkway when it is closed to traffic

Speed of traffic along Walworth, Fox Meadow, Berkeley, Kingston...

Net, there needs to be more STOP signs placed along secondary streets to slow the traffic speeds down through the village.

No bike lanes

Need to ride same path because busy streets are scary. Need to go on school property in QR due to no sidewalk on Weaver and very dangerous

Speeding cars. not enough room on roads

I would bicycle more but I don't want to die.

My husband & daughter bike on the BRP on Sunday's when possible. They have to bike to the entrance.

To high school, Brewster Road is very jammed with bikers and cars parking on one side of street and students have to cross the road to access the walkway that is built on the other side side of the street.

traffic congestion around school pick up and drop off

major Problem on bicycle crossing over Church Lane from Brewster Rd. to Church to Church down Autenreith destination Elmdorf drive.

Need a cross walk sign . Ii have seen some fox meadow elementary school kids on bikes doing this crossing as well as dog walkers. The Village was UNRESPONSIVE AND TOLD ME TO GO DOWN TO THE LIGHT AND CHURCH TO CROSS FROM bREWSTER ROAD SIDE AND TO RIDE DOWN TO THE LUTHERIN CHURCH AND LIGHT ON CHAS

PLEASE HELP

Scarsdale bicycle riding looks scary. An accident waiting to happen  
very few issues

We no longer take our bikes into the Village or on Village Roads. Too many large SUVs who nearly brush us off the road

The main roads were not designed with bike lanes. It is very hard to re-engineer these lanes for the roads due to the lack of shoulders. Walkways are not the ideal solution.

I'm recently back on a back after 40years, I've yet to ride through the villag, from Garth Rd, because of the notorious self absorption of Scarsdale's driving community.  
No problems

I hate drive near inconsiderate bikers who ride in the middle of the road! I have places to go and they are doing their exercise routine at my expense.

Not enough sidewalks or they are really narrow with over growing foliage.

Yes we have kids that ride bikes

children are careless while biking including my own (14 years old)

I would like to see Police Station organize the program for kids that would like to bike without their parents regardless of their age.

The program that examines knowledge of the traffic and safety rules would be required for young bikers.

My son and me

We discourage our teens from biking anywhere other than our small side street because of the issues above.

No problems

See above...

We cycle by the Bronx River. It is too dangerous to cycle in Scarsdale.

Some sidewalks are poorly maintained and some look like they were never properly laid out from the beginning.

Our kids are too young to do so but I imagine we will start doing this more in the future  
Nil

Cycle down Fenimore to Hartsdale Station. 40-50 male.

My four grandchildren ride bicycles. Two live in Quaker Ridge and two live in Greenacres.  
We use bike trails so no problems encountered  
too dangerous

Poor condition of many sidewalks when children are riding.

Bike around the neighborhood and on the BxRiver

My son rides and bc of no sidewalks has to ride in street. Crossing Fenimore at Brewster  
is very dangerous

Drivers generally do not respect bicyclists' road rights; Scarsdale roads are extremely dangerous  
for cyclists due to pot holes and excessive traffic.

Cars do not respect bikers, they pass them too close and too fast, particularly on Fenimore and  
Post road

We try to, but drivers are so aggressive that it's a major deterrent. I don't send my younger  
kids out on their bikes because I don't trust the drivers to give them any room. Most people  
on bikes ride on the sidewalks which isn't fair to the people trying to walk.

Crossing Fenimore is very dangerous. Cars ignore pedestrian crossing sign.

Cars drive too fast

Drivers come dangerously close to cyclists, pass cyclists in an unsafe manner instead of  
waiting for safe opportunities to pass, turn alongside cyclists into the cyclists' path forcing  
cyclists to brake or face serious injury, pull out of parking spaces without seeing if bikes  
are in the road presenting a major threat to anyone who might be biking, are often oblivious  
to cyclists because drivers are texting, open car doors into cyclists' paths, honk at cyclists  
without cause.

My spouse and I occasionally bike her, but it is really too dangerous due to speeding  
drivers. There are no bike paths in town.

Too dangerous. Need bike lanes.

Potholes and badly maintained roads pose a problem for the riders in my house.

Lack of bicycle lanes makes it unsafe for children to bike e.g. to school

Greenacres

no problems

In certain seasons, especially when gardener and construction vehicles are parked  
on the roads, it is difficult to see and get around them. Some streets are too narrow  
to have cars parked on both sides and still permit vehicles and bicycles to pass but  
people park on both sides anyway. Cyclists are in mid-60's

No problems encountered, but we don't ride often.

Cars speed on crane road

Two young kids and us the parents ride around the neighborhood.

too dangerous, especially on Fox Meadow Road, Crane Road, and East Parkway

Traffic moves too quickly on Crane. it is narrow in places and hard to ride alongside traffic.

we bike on bicycle sunday on the parkway. no issues.

But on the way to the parkway, potholes are dangerous

Cyclists need to attend to rules of the road

I bicycle to and from station. The only dangerous part is when biking away from the Village  
as East Parkway turns into Crane Road (near entrance to Bronx River Parkway) as the road  
is only wide enough for either a bike or a car. Then, it is dangerous again if biker wants to  
make a left from Crane Road onto Fox Meadow Road with cars both behind and coming

toward him. (I think bikers should ride on the side walk in this entire area, not on the road, giving courtesy to pedestrians.)

Only occasionally. No problems.

no problems

Children ride in front of our house on Cushman. Some navigation systems send drives down our street as a cut-through to and from route 125. Routinely, these drives are unaware of the residential street and the large curves in the road and speed through.

Often quite scary. I was once forced to jump off my bike as a woman in an Massive SUV blew through a stop sign and turned into my lane.

Vehicles not properly sharing the roadway.

No bike lanes on Crane or Popham road make it difficult to get to the bike path along the Bronx River.

No problems. Only bicycle occasionally

The roads aren't very good, and the sidewalks are very narrow witch makes it very difficult to bike.

When biking on Brewster Road (from Fox Meadow) I have to either drive on the road or the sidewalk, which are both pretty difficult to do with the increased number of students walking on the sidewalk and cars on the roads.

Streets are very narrow

I refuse to let our son ride his bike in Scarsdale. We live at the corner of Heathcote and Crossway and people run the stop signs, go well over the speed limit, and just don't pay attention. All day long we hear people blowing their horns at each other.

No bike lanes.

Roads are often terrible. Drivers are worse. No regard for the safety of cyclists. Some attempt to run riders off the road. Police are indifferent.

No problems

I don't want to die

We only bicycle on Bicycle Sundays on the BRP or at Kensico Dam because we are scared to death of riding on the streets with the drivers around here. A friend of ours was hit and run while riding in a neighboring community and left for dead on the side of the road! That is not an exaggeration. Not worth it.

To dangerous the people here do not pay attention to anyone or anything if it's not about themselves

Too many little women in Big cars!!!

Roads are in terrible condition. We need bike lanes.

5th and 7th graders ride around Heathcote . Drivers speed past. No stopping . I have stopped kids riding to school due to selfish unsafe nature of morning drivers .

I used to roller blade; I have been run off the road by cars several times.

Kids age 7 and 9, cars driving too fast

I always need to supervise my 9 & 7 year olds while riding their bikes on Sycamore due to the speeding vehicles. Please place stop signs along Sycamore to help make it safer.

Weaver street

No bike paths

i have a friend who was knocked off his bike by a motorist - i have been knocked off my bike by a motorist - i would say that we were both in our 50's when this happened

People speed and there is either no sidewalk or sidewalks in very poor condition

(Mamaroneck Road - especially near Scarsdale Pool)

QRS

Participate in Bicycle Sunday and enjoy weekend cycling along the Bronx River Parkway bike path to the Kensico Dam or Bronxville.

I do not consider bicycling in Scarsdale to be safe. Roads are in bad shape, with lots of maintenance issues. Narrow shoulders. I have basically stopped bicycling outdoors in Scarsdale because of these conditions. The town should consider building bike lanes or a main route around town which has been successful in other cities.

Generally avoid problems by using residential streets rather than main roads.

## Appendix VIII Survey Comments

### Problems on Streets that Need to be Addressed

Potholes on Post Road  
see comment below  
Lack of pedestrian walkways  
Potholes  
lack of walk ways  
Five corners should be a round about, an arrow signal would help too  
school roads need to be reevaluated  
Double parked vehicles  
See below  
People texting and talking on mobile phones  
need more sidewalks in Greenacres  
Not enough sidewalks, particularly near schools  
lack of sidewalks  
Lack of Sidewalks  
many drivers that seem to old/unfit to pay proper attention to environment  
Lack of sidewalks, non-continuous sidewalks, potholes  
Lack of sidewalks  
Parkmeters!  
Post Road  
Parking in front of Christie Place to pick up commuters.  
talking or texting on cell phones.  
Congestion during school drop offs due to poor planning  
need more sidewalks on weaver!!!!!!  
pot holes  
On street (or over night) parking on narrow roads  
running stop signs  
Inconsiderate drivers of both cars and bikes  
Potholes!!  
See comment below  
Extremely sharp curb stones that damage tires  
trimming of trees to make signs more visible  
Not stopping before right-on-red.  
people walk outside of crossing lanes  
poor road conditions  
We need more stop signs where I live. Near the Westchester Reform Temple.  
Irrigation sprinklers dousing sidewalks and streets  
Cars waiting for commuters  
Need for More Sidewalks  
too much construction all over the village at the same time  
Sidewalks



Overall lack of consideration  
Pipeline -see below  
Privileged drivers  
Careless drivers  
traffic light adjustment  
People waiting for train in illegal spots, with police right there  
Streets surrounding parks  
crack down on people blowing stop signs  
Obnoxious drivers who think rules don't apply to them  
Potholes  
detours  
parking on heathcote road  
Some overly patched roads  
Dialing back on aggressive driving would, in my opinion, be the biggest improvement from a safety perspective. People need to slow down and pay attention when they are behind the wheel.

The Village should continue to replace cracked and pot holed streets. This year has been a particularly good one due in large part to the ability to get Con Ed to rep ave the streets it has dug up. Keep it up.

I'm not in favor of sidewalks with the exception of a short one to help pedestrians get away from cars at Fenimore & Fox Meadow at the crosswalk. We used to have a short one there.

I'd love to see the "share the road" signs on Fox Meadow & Post. Post should be single lane w/turning lanes south of White Plains where you have to go into a single lane anyway

We really need a big painted crosswalk at Olmsted & Brewster!

Lack of good sidewalks -- especially on FM Road

**POTHOLES. EVEN THE INFAMOUS ONE IN THE HEATCOTE/DRAKE/POST INTERSECTION HAS BEEN INADEQUATELY REPAIRED.**

**SIDEWALKS! MY CHILDREN HAVE NEVER WALKED TO SCHOOL DUE TO LACK OF SIDEWALKS. I REFUSE TO HAVE THEM IN THE STREETS SURROUNDED BY SELF ABSORBED, TERRIBLE DRIVERS.**

also construction trucks and cars parking on both sides of roads and making it difficult to navigate through the streets.

People running stop signs all over scarsdale, especially near Davis Park where we live nearby.

The traffic lights on Popham at both Garth Road and East Parkway are so short and the congestion so pronounced that people drive recklessly to make the light, often driving even after it turns red.

Not enough control by signs or police presence. They're at the train station during rush hours but in the village, even though they're there, they aren't visible.

So they're not a deterrent NOR easy to find to make a complaint.

Need to consider restricting traffic to one way from Brewster bn Butler and Olmsted during school dismissal and drop off times. With cars parked along Brewster, buses and cars

cannot fit going both ways, causing awful congestion and unsafe conditions for children walking to/from the school. Some drivers (coming from the High school) who are going against the elementary school traffic are aggressive and don't pay attention.

The village center is just not equipped to handle the volume of traffic that descends upon it at peak commuter times. Perhaps the best solution is a robust commuter shuttle service that provides comparable convenience with fewer vehicles.

Aggressive driving is a huge issue all over Scarsdale. People tailgate and pass me while I'm obeying school speed limits and even the 30 mph village limit. The biggest problem in my immediate neighborhood is the intersection of Crossway and Weaver St. Making a left from Crossway onto Weaver is nearly impossible at most times. Making a left UP Crossway from Weaver (heading East) is treacherous if another car is heading down Crossway to Weaver. Hard to yield on the uphill left turn. NEED A LIGHT!!

I've asked Village Manager for a stop sign at intersection of Birchall and Kelywynne. Drivers speed there making it terribly dangerous for kids to cross Kelywynne to get to sidewalk to walk to SMS. The Village replied that people don't speed there.

line of sight turning onto post from oxford rd. is particularly bad

Congestion is a significant problem at 5 Corners.

The stop signs at spencer & parkway consistently ignored

There is essentially no penalty for speeding & ignoring through stop signs because nobody ever gets caught. Could roving camera / license plate scanners be used? What about speed bumps when there is a long stretch between stop signs and/or the roads leading to the train station or BRP (like Fox Meadow Rd, Ogden, Butler, Fenimore)?

Stop signs at Fox Meadow/Ogden and Crane/East Parkway are the noticeable ones to me because people are rushing to get to the train or onto the bronx river parkway.

See comment for question #12.

Outside village center it would be nice to have 'dark' nights when all street lights are out. I had to maneuver too much last night to try to avoid street light sufficiently to enjoy a meteor shower.

Congestion due to high number of vehicles parked for various prolonged construction projects - both private and municipal

You often can't see pedestrians because of no street lights or streetlights that are dim (like on Crane as you drive to the village)

Please ask someone to look specifically at the crosswalk at Fenimore at Brewster.

There was a serious accident on October 19 and this crosswalk is always a problem.

I will feel terrible if another resident gets hit here...

I use the Hartsdale Train Station and have found drivers discourteous, aggressive, self-centered/selfish. I try to avoid rush hour at Scarsdale train station where congestion is unavoidable. Re: intersection gridlock, see response to question #12. There is a serious line-of-sight issue at Oxford&Post Rd intersection--2 Oxford Rd. has bushes screening the property on its Post Rd side that do not allow drivers to see White Plains bound traffic. There have been many accidents here already.

Additional turn lanes would alleviate congestion. E.g., on Weaver St. turning left onto Stratton; on Heathcote (coming from Quaker Ridge) turning left at 5 corners towards

Golden Horseshoe, on Weaver making same left turn

Need a traffic light on Crane Road, where it leads into village centre

The police really need to pull more people over. I never see people pulled over. I got a speeding ticket in another town and it really changed my driving habits. Plus I NEVER speed in that town anymore (or any other town). Speeding tickets change people! Plus if Scarsdale had a reputation of not tolerating speeding it would really help. Also the cab drivers that drive around town are some of the worst offenders. They scare me so much. They are so fast and aggressive and should be ticketed!!!

Some crosswalks need a "pedestrian only" time like at 5 corners

Scarsdale should have a biking and pedestrian walking pathway system connecting Village Center, Schools, Playing Fields, and Library.

There are so many spots in town that are visually difficult at 4-way stop intersections.

Some due to overgrown trees on someone's property. Not sure why the town doesn't do an inspection of these things.

1. The lack of street lights is unsafe for pedestrians and has invited property crime. Combined
2. with the lack of sidewalks, walking after dark in Scarsdale is treacherous.

2. More neighborhood patrols and ticketing for running through stop signs is needed.

3. Drivers should not be allowed to block traffic or access to parking spaces to drop

3. off/pick up train commuters. They should have to park legally and wait there.

Not enough police presence, and when present, they do not know how to control traffic.

Need grace periods at parking meters. Overly aggressive meter readers love to write tickets.

I should lack of effective crosswalks. We need the ones like that have in Hartsdale

Village in certain places like along Popham. Probably not as necessary in the village.

Not enough sidewalks!

Parked cars from construction causing traffic issues

Bike lanes or walkways are needed for the busy streets around village center, train station and schools

Younger drivers can be very aggressive and fast.

Lack of walkways in many roads. I don't see any problem other than that.

Potholes

Bike lanes would be awesome. It's a congested area at times, not sure how that is going to change. Excited to see surveys like this though overall IMO seems to be managed pretty well considering the volume of traffic. Clever one ways and certain exit ramps are strategically located. Unless you close part of the roads to pedestrian and bicycle traffic only? Not sure on the impact to storefronts. Consider potential of roundabout circles in certain locations, other towns have begun too.

During rush hour busy intersections become congested. Traffic cops - or anything to improve the efficiency of these interactions - should be studied and considered.

1. when crossing Mamaroneck Road on Brookby, I have to pull halfway into the
2. southbound

3. lane to see oncoming traffic in order to cross. this is also a problem for pedestrian
4. crossing at that location. I think a mirror and cutting back the hedges would be helpful.
5. even better would be a stop light for pedestrians at least.
2. there should not be parking
6. on both sides of the street of wynmor between palmer and secor during school hours.
7. only one side should have parked cars.

Enforcing road rules that bicyclists routinely ignore. They do not stop at stop signs, red lights, barrel through automobile traffic waiting for red lights to change to green, make turns from the wrong lanes, ride the wrong way on one-ways streets. I see this all over the village, including the downtown area.

Not livable.

Need more sidewalks, especially around Greenacres school for children walking to school in the morning, among all the traffic congestion, it is very dangerous!

The Post Road dangerous. It is difficult to cross Crane Road from Carstensen to Church Lane, with no sidewalk on the north side of the street, and no crosswalk to get to the sidewalk. The crosswalk on Crane Road near the St. James the Less is not safe; we could use a pedestrian-activated flashing light like in Hartsdale. We need more crosswalks in the Village Center, e.g., on Chase Road across from Boniface Circle. It is dark walking on Woodland Place in the winter.

No sidewalks. I've replaced multiple tires due to hitting potholes.

There is a major traffic and parking issue around Greenacres. Sage Terrace needs to be made a One Way street and/or parking during pick up/drop off needs to be prohibited. Someone is going to get HURT. There is not enough room for parked cars, two way traffic and pedestrians and it is the pedestrians that are put in harms way. parents who live within walking distance to school should not feel compelled to drive because of the dangerous walking conditions. People are selfish, distracted, and do not adhere to the rules of the road. Also, the road conditions are deplorable. There are potholes and huge cracks on many streets in town.

More Sidewalks

There are not enough crosswalks and they are not well enough marked. Signs need to be clearer and enforced, even if additional reflectors or signs are added. As noted I am especially sensitive to this at the Walworth/River/Berkeley intersection, where drivers either don't see or ignore the signs all the time.

Often see people on their phones. Coming down Kingston towards Brewster in Greenacres, it is hard to see around the corner because of bushes. Kids walk home in the road there and there is no sidewalk. Drivers often speed down the hill. Accident waiting to happen.

Must put up a traffic light or flashing pedestrian light or stop sign at a Fenimore and Brewster!!! Another injure pedestrians is not an option!

One area of concern is at 2 way stop intersections. People at the stop sign assume that there is a 4 way stop so they go even when they see a car coming because they assume they have a stop sign when they do not. There is an intersection in FM (I think on Brite and Olmstead but not sure) where I have been nearly hit several times over the years.

Commuters are parking on the street (eg Greenacres where parking is allowed) and walking to the train station. They are obstructing driveways, parking on the lawns, and are noisy in the mornings and evenings.

There are numerous speeding cars on Greenacres, seemingly unaware of children who walk to school there. Note that there are no sidewalks on 1/2 of the street .

Cars routinely speed from Huntington Street and turn to Greenacres, jeopardizing children walking to school

A man was hit by a car at Brewster and Fenimore Rds. The poor sight lines contributed to the accident as did the permissible speed of 30 mph. The driver was not speeding, but the pedestrian was tossed high into the air. Dangerous roads like this one should have lower speed limits. The lighting at night is so bad and dim that it is very tough to see people crossing streets at night walking home from the train once it gets dark  
Pedestrians and runners must be educated to walk facing traffic when there is no sidewalk (and use the sidewalk/paths when available).

Traffic lights need to be reviewed to offer a better flow of traffic. Some lights are too long for low traffic and not long enough where cars back up.

The streets and sidewalks are ripped up everywhere and are just being patched up. There are few safe designated safety routes for kids to get to school or playgrounds. The street have become way over crowded with cars.

Honestly too many places with problems to list all, but here are two: in the village it's confusing to have intersection at Chase and Parkway include a stop sign one way and yield the other. Who has priority?? Makes no sense. And intersection of Brite and Olmsted has poor sight lines and needs to be 4-way stop. There have been multiple collisions there and countless near misses. What does it take to get that fixed??

Some intersections could use better signage or maintenance, or both. For example, corner of Ogden and Brewster has impaired visibility especially in summer with overgrown plants along Brewster Road, combined with heavy/fast traffic from the High School. The corner of Paddington and Ogden is also hazardous as the hill on Ogden Road prevents good visibility of oncoming traffic (no stop sign).

Finally, large construction vehicles parked in the streets around town affect visibility for walkers.

5 Corners is the worst. Need to address the intersection and lights. A rotary would have saved the intersection. Now will get worse with developments around it.

As a jogger I often feel a complete disregard for pedestrian welfare on the part of drivers. Sometimes not enough space to lock my bike on the bike racks near the train station.

The sidewalks/traffic lights at Fenimore and Walworth are not pedestrian friendly. Part of that cross section has no sidewalk and you can't stand safely waiting to cross.

Put flashing lights on crosswalks and station cops for enforcement

Location? Just about everywhere!

anywhere downtown

How did the exit from the CVS garage ever get approved? One cannot see who is coming

from your right no matter how slow you go. I now blow the horn as a person started to run in front of me - one can't see!!

I live on Brewster and there are constantly speeding cars barely slowing down at stop signs. Post road is too narrow in Scarsdale, Drake road is dark and Drake is dangerous going into New Rochelle, no sidewalk or shoulder and blind curve. Need more crosswalk at Drake and Post, all directions, pedestrians cross between cars.

All of these are issues to some degree but no more or less than other places.. Issues aren't unique to Scarsdale

Need better sign for "hidden drive way" north of intersection of Fox Meadow road and Ogden road.

Need better cross walk on Popham road (somewhere between train station and Post road, so students can safely walk to high school or Hoff Barthelson Music school.

Poor line of sight turning on to Crane Road from Fox Meadow.

The most dangerous intersections in Scarsdale that really need to be addressed are: Crossway/Weaver (I go out of my way to avoid this terrifying intersection and use Stratton instead because of the light), Crossway/Mamaroneck (people do not always follow yield sign), Brewster/Fenimore. I'm so happy there is now a left turn signal at Mamaroneck and Palmer. There needs to be a red right arrow at Post making a right onto Fenimore because you can't tell when oncoming traffic has left arrow

Lack of sidewalks

The flow of traffic on Walworth Ave, especially near Hitchcock church is often obstructed by cars parked on both sides of the road. I would prefer to see parking only allowed on one side of the street on Walworth Ave.

Poorly paved roads!; school pickup around 3pm creates horrible congestion on Innes Rd., and from Palmer Ave. to Mamaroneck Rd.. making it impossible at times to get out of driveways and to make a turn onto Palmer Ave.. Trucks and busses park illegally on space just beyond parking area at Heathcote corner blocking vision to vehicles entering Palmer. Because it is state highways our police. Do nothing to discourage it.

Left turn onto Post Road from Oxford is dangerous.

Lack of sidewalks

The intersection of Hampton, Ogdon and Overlook should be a 5 way stop!! People often speed through the intersection on Ogdon, and the angles of Hampton and Overlook (which do have stop signs) make it difficult to see oncoming Ogdon traffic.

Hickory/Butler intersection also needs a stop or yield sign

Need a stop sign at Whig and Hampton

weaver and Mamaroneck morning and evening

weaver and Griffen . morning and evening

exit 22 in and out during rush hour

Lack of sidewalks and traffic lights to slow drivers down.

## Lack of Sidewalks

Number of places where line of sight is limited making it hard to turn on to a street ie: Edgewood to Post. A number of streets on east side of Post have limited sight. In Fox meadow it varies when theres' a stop sign. Brite / Olmstead or near there comes to mind. Would be good if all corners have the stop.

Making a left from Popham onto Scarsdale Ave could use a left turn arrow. or something. Very hard to know what's coming over the bridge and how fast, making turning difficult. Drivers do not care or pedestrians or cyclists. Police does not care to enforce (actually, police would drive just the same way as other errant drivers).

The #1 problem I encounter are the Fox Meadow intersections with no visibility for drivers until the vehicle is in the middle of the intersection. Driving North on Paddington, there are at least two dangerous intersections where cars coming from the East are not visible. Often, tall landscaping blocks the sight lines. A fence of the same size would be illegal for visibility reasons. It is difficult to address these obvious situations with neighbors.

30 mph limit seems far too fast for residential areas.

Again, Popham from the bridge by RR up toward Pist Rd is the worst for all these problems. Signage in center of crosswalks would help.

Living on Old Orchard Lane with cars zooming up and down making it difficult to either drive out or walk out of our street

Too many bikers on streets

The biggest problem is not speeding, it's congestion and aggressive drivers trying to get to where they want to be.

In addition, I would add inattentive PEDESTRIANS, who are walking while texting/interacting with their phone with their heads down.

Impunity and potholes are the worst. Unworthy of a so heavily taxed place. Eastchester has much better roads.

need sidewalks in greenacres

There should be more stop signs in town. And potholes are generally a problem.

Lack of sidewalks causes congestion to avoid hitting pedestrians especially ones with young children or infants and dog walkers and joggers not running in tandem.

Need more sidewalks-

Especially on routes going to village and mamaroneck road

People/runners need to use sidewalks that are available

need sidewalk on Crane Road

need identification of crosswalk on Crane Road near St. James Church. Vehicles rarely stop.

Fenimore Rd: cars speed, poor lighting, sidewalk on only one-side, no speed bump or stop sign

The stop sign on Brown Road with the right turn onto Ewart Road is a joke, NO ONE stops.

The result is that Ewart becomes a speedway until the 4 way stop at Grand Blvd is observed.

Back in the 70's, the police setup a trap on Ewart and pulled over so many violators they couldn't write tickets fast enough. Word got out and the signage was observed again. Time

to enforce this again!!!

There is no excuse for the lack of planning and direction during road work. This causes excessive unnecessary delay. Also it seems the police are only looking to catch speeders on post road but speeding is much more dangerous on residential streets.

Suggest reviewing signals at Scarsdale Ave & Popham Rd (timing, arrows)

We need:

1. flashing yellow heading East on Mamroneck Rd at Black Walnut, before Brookby. Cars come speeding around the curve and Brookby is a blind spot. What happens is that you have to drive 15 mph by the Middle School, and when you finally see a 30 mph sign, people floor it, going more like 50. Then there is a tiny yellow sign saying 20 mph bec of the curve+blind spot, but no one sees or responds to that sign. So making a left turn from Brookby onto Mamarck Rd is EXTREMELY DANGEROUS.

Very few of the no turn on red signs are visible if you are the first car at the light. Rearview mirror often blocks visibility.

one of the easiest things for drivers to do is yield to pedestrians in the crosswalk, ESPECIALLY in a school zone, yet they do not.

The lack of sidewalks in Greenacres is a huge problem for pedestrians. School traffic around Greenacres is terrible and a constant complaint. My children and I walk to school every day and this community should really be a walking community where all kids feel safe walking to school. However, because parents drive recklessly to get their kids to school on time, without sidewalks it makes it difficult to convince more people to walk to school. Sidewalks will make it safe and reduce traffic.

In the winter months when it gets dark early it can be difficult to spot pedestrians walking to or from the train or walking their dogs. They typically wear dark colors and they are late to be seen. Extra vigilance is required due to weak street lights.

Also having people jogging in the middle of the roads even though there is a side walk is not helpful.

There are no walking path on many streets that are close to school.

between 4:00 and 5:15 on weekdays, at times it can be almost impossible to drive down Fenimore Road towards Hartsdale. There are times cars have been backed up to Dobbs Terrace. I once had to wait almost 10 minutes to get off the BRP to turn onto Fenimore around 5:15.

Some street corners where one needs to make a turn have houses whose hedges or shrubbery makes it difficult see far enough to adequately judge speed of drivers on the other street.

E.g., on Church Lane turning onto Crane Rd.

Streets are too narrow, especially roads like Post Road, for 4 lanes. One time I was in the left lane with a truck on my right and another car coming at me, and I felt like I narrowly escaped a head-on collision. The Pot Holes are deep and feel like the might damage my car when I drive over them. Swerving around them isn't realistic if there is a car next to you.

Our children and our schools are the keys to our community. Let's make it better for them to get around. At the same time, we'll improve our own quality of life. It's hard to struggle up Popham on a bike! in the dark! on a sidewalk?!

A stop sign or traffic light needs to be added to Fenimore and Brewster to allow pedestrians to cross safely. Especially because the sidewalk runs out on one side of Fenimore making



it necessary to cross the crosswalk.

Many corner houses in Edgewood have overgrown bushes or cars parked so that even when coming to a full stop you can't see, from non-suv especially.

On Lyons/Sprague, Carmen/Bell corners for instance.

Congestion on East Parkway during the afternoon and evening commuter peak hours. Speeding on Fox Meadow Rd. is routine and dangerous to me and my family. I see no enforcement of speed limits. I would think anyone who lives or walks on this road, especially those with small children, would be very concerned about this.

At rush hour around the train schedule is the worse gridlock (worse than a school pickup line)

Even during weekdays or Saturday, why do the meters have to be old fashioned and not accept the mobile app?

There are many blind curves/sight lines obstructed by bushes.

Popham Road and Scarsdale Ave

The Post Road, along its entire length in Scarsdale, is too narrow to be four lanes wide.

It also needs resurfacing. Consider reconfiguration to one lane in each direction, with generous space for turning, bus stops etc.

Village center street lights are often out for months! No turn on red is often ignored.

my issues have just been with the high school drivers driving fast and not allowing pedestrians to cross at crosswalks. I live right by the high school.

Aggressive drivers: in various places drivers making left turns cut off other drivers who have the right of way.

Unsafe road conditions: Post Road - even with the recent minor fix, drivers tempted to leave their lane to avoid potholes, risking an accident. Entire road in Scarsdale needs to be repaved.

Traffic backs up by the high school on Post Rd and Brewster during drop off and pick-up.

There does not seem to be any police presence on Brewster by the high school during these times - most of the Post Road

Fenimore is very congested at rush hours

Post road is unsafe to drive.

no sidewalk on block of Crane Rd west of Chase Rd. Poor lighting on Church Lane, Popham Rd

- At the Scarsdale Village center, many cars failed to follow the Stop sign yield order, just roll through the Stop sign out of turn.

- Cars turn very quickly from Post Rd onto Wayside Ln, without checking incoming traffic on Wayside.

Post Road

Around SHS / SMS

Boulevard

## Lyons Road

Its hard to see as you are backing out of the spots that are on a diagonal. I've even been hit by someone backing out at the same time - this is in the spots by Zachy's  
Crosswalk at Brewster and Fenimore - drivers yielding to pedestrians needs to be enforced  
See above: no sidewalks, and irresponsible drivers (right of way, ignoring crosswalks). I note unsafe road conditions as Post Rd is brutal to drive on and shortening the life of my vehicle.

BUT, I'm grateful for the repairs done to Brewster Rd, the town has been quite responsive. Crosswalks only help if driver actually stop at them. The HS is terrible in that respect, and the students who are driving are among the worst, although they are probably only imitating the parents who taught them.

Terrible & unacceptable amount of potholes. Has ruined several tire rims for us, which is basically an additional tax. Years between road paving is absurd for any town, let alone one with our wealth and reputation - if such seeming mismanagement and lack of care is not addressed, property values will be impacted. Illegal parking is out of control, especially near town (commuters parking close so they can walk to train), clogging up the free movement of traffic. Drivers act rudely & entitled.

Speed limit should be lowered from 30 to 25 on certain residential streets. A 30 mile per hour SUV colliding with a child, adult, cyclist, pet, etc.. is not good. Nobody wins. The timing of the light changes, could be addressed on Post/Fenimore and Post/Crane. Edgewood/Post is also an intersection with limited visibility.

Pot Holes on Post are really bad in the winter time.

All major roads have these problems. Drivers do not obey the rules of the road and are distracted by phone calls and texts. Enforcement appears to be almost nonexistent.

I try to ride on the less travelled streets. A bike lane on bigger roads (eg Crane Rd) would help. Clearing brush from around signs, such as those restricting R on red, and then enforcing them.

Better enforcement of drivers respecting crosswalks. If they are not driving an ambulance, they can pause and wait. Ticket if they don't!!!!

Bicycles take over sidewalks leaving seniors to jump out of the way.

Pedestrian walk signal crossing Popham north to south on western side poorly angled, easily misread.

No left turn out of SHS Post Road circle causes congestion and unnecessary traffic elsewhere. Bike lanes are not going to happen.

I think the universal speed limit is inappropriate. 30mph is way too fast on the side streets, (especially if you figure drivers go 5mph above a speed limit). I'd like to see a true 25mph (or 20mph knowing that will be 25).

I'd love to see bike lanes. It would encourage all to drive less and bike/exercise more!

Would need bike racks in the village and 5 corners, Golden Horseshoe to allow riders to lock up.

Illegal dumping of leaves in the road at this time of year is a real problem - why is this not enforced and when is Scarsdale going to go to mandatory bagging or removal by landscapers? Our roads are in horrible shape, paving is overdue and in order.

I think the Village itself actually is much worse since the changed traffic patterns several years ago. It also has TOO MANY Crosswalks. There are points with all 4 corners (such as the Station on East Parkway). It slows and contests traffic

1-Two intersections (north bound and south bound) that should have a traffic light: Mamaroneck road turning to get to the exit 22 of the Hutch... Because the cars speed too much on Mamaroneck Avenue.

2-Also it is very difficult to turn left from Barker Lane since some cars speed too much on Mamaroneck road. Since the visibility is limited if the car on Mamaroneck road (driving from Scarsdale to mamaroneck direction-East bound) is speeding it creates a very close call..

One problem that is regarded in Greenacres as the joke of the town is the regular police officer who issues parking tickets at Greenacres school. An overweight office runs around as fast as he can to issue tickets while parents rush to pick up their children. We would like to see him run after cars running stop signs, but this might be harder than chasing parked cars. It is a shame and embarrassment to our neighborhood to watch him issue tickets and intentionally avoid interaction with residents

Fenimore Road is surprisingly poorly lit for a major thoroughfare with many commuters crossing to get to/from the train station.

We need more aggressive enforcement by SPD

Speeding on Palmer Ave is a great concern that's never addressed

Would prefer a lower speed limit on Boulevard.

Heading northbound on paddington where it intersects with Ogden. You cannot see odgen's oncoming westbound traffic due to landscaping and you cannot see ogden's Eastbound traffic because it is coming up a hill. I've brought this to the attention of the Village but they didn't seem to think a four way stop way necessary.

No sidewalks

Crosswalk at Brookby and Heathcote Rd many sms kids walk to Golden Horseshoe after school and use that crosswalk-have never seen a car stop for them and have had my kids tell me no one ever stops. In fact since the cars are coming down hills from both directions by the time the cars reach the crosswalk they are going at a maximal speed

Please add sidewalks and maintain sidewalks.

Cars parked on narrow streets instead of people's driveways make it difficult to drive safely and for pedestrians to walk safely around the parked cars. Cars are parked on streets over night or for extended periods of time. 'No street parking' laws go unenforced except in town center.

A 'No Parking' sign on Wayside Lane between Church Ln. and Paddington Rd. fell down 3 winters ago and calls and visits to Town Hall to replace it result in nothing.

Specifically for my neighborhood the Hitchcock/Walworth intersection is very dangerous for both cars and pedestrians due to the crest on Walworth, the off-ramp for the Bronx River Parkway and the Hitchcock Pre-School and daily Church activities. That road and intersection badly needs to be widened and re-configured.

Post Road is also a very narrow road which is aggravated by the many rough and potholed edges etc.

There is a dangerous curve approaching the fox meadow racquet club on wayside with no view of on coming traffic at the curve. Also, it's very difficult to turn left onto white plains rd from wayside. There are no safe bike lanes on mamaroneck rd or heathcoate.

Street lights are generally dim and could be improved.

There is a lot of rush hour congestion at certain junctions. Crane/Post, Five Corners. Ardsley road at the station

Distracted and aggressive drivers.

Taxi drivers are very dangerous.

Most of the time, drivers speed because in the areas with lights, turning vehicles can't make turns if there is a steady flow of cars going straight, (post road, Heathcote rd, Crane, Drake rd) and (Weaver st, Palmer Ave, Heathcote Rd.,

Some streets do not have street light or if there is a street light, it been burnt out.

I live on Popham Road and it would be great to have a crosswalk or stop sign in the middle of the block. It's a very long block and a crosswalk between Post Road and Crane Road would be helpful. If my son has a play date with someone on a street on the other side of the road, sometimes it is safer to drive him across then to try and cross on foot.

I am very concerned with the lack of appropriate signage between Autenrieth and Woodland Place. We walk from Autenrieth and Elmdorf to Scarsdale Village with young kids and the cars fly around the bends. There are no sidewalks. Something needs to be done. We also need more street lights there.

The end of Crane Road where it meets East Parkway is a place where young people especially seem to think that if they have stopped at the stop sign then they can drive on through the intersection even if there is an oncoming car heading for the parkway entrance. They don't seem to realize that the oncoming car has right of way.

Basically I think the problem lies with the drivers. I walk approximately 6-8 miles daily through Fox Meadow and Green Acres so I consider myself well-experienced in this arena and have been doing this level of walking for several yrs. I don't see the young inexperienced drivers as the main problem. I see the problems lie with "soccer moms" rushing to pick up their children, landscaper trucks, food vendor trucks going to construction sites, Dads driving their cars on weekend mornings, elder

There is a pole with a button to push to cross the street at the intersection of Olmsted and Post Rd, but there is no pedestrian crossing light!!! This intersection is a nightmare especially with high school drivers getting out of school, speeding and not paying attention to people walking with little kids

Intersection of Stratton and Franklin is dangerous because vehicles often do not stop at stop signs and have had close calls when I've had the right of way. Also, people speed along Franklin and on QR streets in that area

The biggest problem is the aggressive inconsiderate drivets

Route 22 drivers are speeding, aggressive and distracted, particularly in the am when everyone hurrying to work and school.

Much gridlock and congestion at the Popham/Rt 22 intersection.

Trying to turn left from Scarsdale Ave onto Popham is always a challenge

The biggest thing we can do to improve traffic in Scarsdale is to have more right on reds, and have the stop lights all be censored so that you're not waiting at a traffic light with no

cars going across

Poor line of sight at intersection of Woods Lane and Drake Road. Also many vehicles on Drake are speeding.

Unusual intersection of Madison, Edgewood, Rodney and Southwoods. All directions have stop signs but it doesn't say 4 way stop. And placement of stop signs at Madison and Southwoods are confusing.

I have no complaints about gridlock if caused by road repair.

Cars block people's driveways at school pick up and drop off times. Some people are very inconsiderate about parking illegally and additionally blocking neighbors in their driveways. Also during baseball games people park illegally and act entitled to leave cars there blocking others. I feel sad for the people who live near Fox meadow school and embarrassed that others are so rude.

The downtown area is very difficult to maneuver out of parking spots and people never come to a full stop at the stop signs. It's really unsafe there.

Potholes; lack of sidewalk

unnecessary stop sign at the intersection of Boulevard and Nelson Road

Construction, garbage pickup, etc during rush hours

I live near Eastchester and Scarsdale boundary, the street in Eastchester is generally in a better shape. Post road, very congested during morning and lots of potholes.

We need more sidewalks, and drivers need to stop at stop signs.

Corner of Popham Eastbound and Scarsdale Ave. People rushing to the train not waiting or crosswalk sign need for an arrow turning signal when making a left to go westbound on Popham and the need for a no turn on red sign for the corner of Popham and southbound Scarsdale Ave.

**ROADWAYS THROUGHOUT SCARSDALE ARE AN EMBARRASSMENT. PERIOD. POST ROAD IS A JOKE. THE ONLY THING SCARSDALE ROADS PROVIDE IS A STEADY STREAM OF TIRE REPLACEMENT BUSINESS FOR OUR LOCAL GAS STATION/SERVICE CENTERS.**

Process to get out of freightway garage during commuting hours is abysmal. People are too aggressive and not careful.

Congestion is specific to school zones where drivers obstruct the road, intersections, etc. because they're queuing up to drop/retrieve their child, which, in their estimation, makes local streets part of the school property--they don't follow rules of the road

Post road condition terrible with pot holes!! Even the partial patch ups are not even. Multiple people have had flat tires because of it.

People walking - while they have the right of way by law, there are plenty of times when people cross without checking for cars, forcing drivers to react without warning. Also people walking on the street, even though there is a sidewalk on the other side. People walking the wrong way, with traffic instead of facing traffic. The problem is not just with the drivers, though they are usually at fault.

No sidewalks

No Sidewalks!!! All over Fox Meadow but especially on Hampton Rd between Chesterfield and Cohawney. The crosswalk at Chesterfield and Hampton is also very hard to see coming

up the hill. The whole intersection is really problematic.

My biggest complaint is the lack of lighting & sidewalks. If we don't have sidewalks should have brighter streets at night so I don't have to fear being hit.

Overgrown shrubbery that obscures signs (e.g., stop and no turn on red signs), as at the corner of Walworth and Fenimore.

The traffic lights on Post Rd & Fenimore and Mamaroneck Rd have wrong timing and priorities. Fenimore Rd have lots of cars during rush hour but has very short green light time. Traffic easily builds up to a couple of blocks. On the other hand, there are no cars from Post Rd because they are blocked by red signals at the Library for north bound and south bound traffic by red lights at Huntington. But when these cars reach Fenimore & Post rd, the lights turn red on them.

more left turn signals at major intersections would calm things down

PLEASE SEE THE CHURCH TO CHURCH ROAD CROSSING CHASE ROAD DILEMMA FOR BIKES AND PEDESTRIANS, MOTHERS WITH STROLLERS ETC.

TERRIBLE CARE OF SIDEWALK ON FEMIMORE ROAD ( POOR SHOVELING, POOR LIGHTING , POOR PAVING

THAT 100'S OF COMMUTERS USE WEEKLY. WHAT'S UP WITH THIS. THE VILLAGE SAID IT WAS A QUESTION OF PRIORITIES AND FINANCES. NO BIKELANE HERE EITHER.

Stop signs are covered over by bushes or trees. Intersections are difficult to see other cars due to hills, bushes.

It is obscene there is no arrow turning at Scarsdale Ave and pop ham. Especially if coming from the south to turn left and from thenorth to turn Left.

Equally mind boggling is lack of turn arrows at Mamaroneck Rd and Palmer to go towards five corners.

No sidewalks. I don't get the public bus to FM school, but my kids could never walk because they can't cross Crane Road and there aren't adequate sidewalks. Buses should be provided to all students unless there is a safe enough route for kids to walk to school.

We desperately need stop signs installed on Mamaroneck Road by the Reform Temple.

The cars speed down from intersection with Palmer and accelerate. They DO NOT GIVE the right of way to pedestrians trying to cross Mamaroneck Road. A suicide mission for anyone who tries to cross the heavily traveled Mamaroneck road. Waiting for terrible accident to occur.

I am glad to see recent improvements in asphalt paving and repairs. I do not know the planned cycle for repaving roads, but this is an issue on Post Road, Popham, Crane given the traffic volume. A painter who arrived at our home early this morning commented about commuters who cross the street like zombies not paying any attention to oncoming traffic.

The corner on EastParkway in front of DeCecco has both a yield and stop sign, very confusing! Lack of sidewalks! We are encouraged to walk our children to school to relieve congestion at pick up and drop off and yet there are no sidewalks so that we may do so safely.

when are we going to get the new LED street lights?

The red light at the intersection of Scarsdale ave going northbound and Popham Rd is a disaster. Drivers making a left turn on to the Popham Rd bridge are not able to turn due to the cars

traveling south on to scarsdale ave , as well as those turning on to the bridge who insist on using the middle lane instead of their turning lane. The easiest solution would be to install a 20 second LEFT TURN ARROW at that northbound scarsdale ave light. This would alleviate dangerous condition.

The cops seem to facilitate the rude and selfish behavior of commuter pick-ups rather than enforcing the signage and regular traffic rules and laws.

We need to have More Sidewalks so we do not need to walk in the Roadway when walking around town..

Roads are disgraceful, unsafe and in immediate need of repair.

Please read #12

A big issue in many crosswalks like the one on Fenimore and mamaroneck roads, is that pedestrians are not visible ... a system where pedestrians signal their intention to cross is necessary. Streets are not in good condition.

The left turn from Wayside rd going north onto the Post Rd is a daily challenge for everyone.

There should be NO left turn from 7:30 am to 9:00 am & again from 2:00pm to 3:30 on school days which would be safer and allow for better traffic flow.

Drivers don't always stop at stop signs and sometimes run red lights; don't always respect who has the right of way or crosswalks.

Congestion is bad "downtown" at evening rush hour and during business hours on Sat.

I have seen intersections that are not controlled by signage, though I cant think of where Drive off hand.

Congestion at Overhill Rd. In front of HSBC and in front of 2 Overhill Rd.

Sidewalks! This is a major problem on many prominent streets especially close to the Village, Five Corners and other centers.

Potholes need to be fixed. Not sure I would call the streets unsafe though

Cars parking opposite each other

On select streets notably Montrose

Kingston and Brite from Kingston to Fenimore

Especially RISE between Donnellen and Fenimore!!!!?

Lighting is very poor.

We need police officers to start enforcing things like distracted driving (phone or texting while driving) Perhaps I don't have a clear overall picture but in Scarsdale there are an exponentially larger number of distracted drivers than drunk drivers. Also, they should invest in cameras at intersections and draw gridlock boxes at major intersections. Unfortunately, this is the only way to stop inconsiderate drivers and will pay for themselves thru tickets.

police need to be more vigilant in ticketing drivers who disobey the rules.

No bike path on pipeline creates major hazard for runners and bikers

Infrequent crosswalks on Fenimore to get from the Greenacres side of road to the Fox Meadow side with the sidewalk, and there are no stop signs to slow down traffic along this busy thoroughfare so the existing crosswalks are difficult to use

bc drivers don't yield to pedestrians.  
even with crosswalks, without signage in the middle of the street, people in Scarsdale will not stop. I have been in a crosswalk plenty of times with my dog and people speed right by  
Entitled drivers who firmly believe that the laws do not apply to them.  
The lack of street lights was particularly obvious on Halloween. We need as much light that night as we can get and it was sorely lacking. And what was there and working was dim. But on any night, I'm nervous driving as people are out walking dogs in the street (no light, no sidewalks, people in dark coats, etc.) and they're hard to see.  
Greenacres Ave is particularly problematic. Speeding cars and delivery vehicles make it very hazardous for pedestrians and cyclists. 30MPH is too high for the residential nature of the street.  
Fenimore Road just west of Fox Meadow Road/Walworth Avenue.

Cars speed through the intersection at Fenimore and Walworth Avenue and drive at excessive speed!!  
There are so many potholes and ditches from construction that driving on the road is difficult, requiring weaving around them.  
Lighting along Fox Meadow is terrible. It is incredible that there are not more lights. What happened to the LED project? Why are there no LED lights being installed on Fox Meadow? Heathcote five corners is particularly awful.

PLEASE reconsider the roundabout idea.  
More traffic guard around schools to aid the children in getting to school safely  
Poor lighting when getting on Highway I feel very helpful. To even put reflectors on entrances of highway.  
Lack of bike lanes - everywhere. That's why I dot. Ride in Scarsdale.  
Too dangerous.  
Speeding - see above.  
Congestion at Scarsdale Ave and Popham - impossible to make a left tiurn over the bridge.  
Also incredible back ups from Depot Place turning right into Popham over the bridge.  
Poor sight line on Cornell turning left onto Weaver.  
Post Road is in awful condition. It has been repaired in White Plains to the north and Eastchester to the south, however, through Scarsdale it is in awful disrepair.  
The traffic light where the bypass meets Weaver street is too long causing backups on both Weaver St and the bypass at rush hour. There inso one living in the new houses on the hill and only one or two cars at a time coming out of the shopping center. Should be adjusted.  
Trees at intersections  
almost checked off "lack of bike lanes" as I would love to have them but that may be unrealistic given how narrow and crowded streets are already.  
Pedestrians texting or emailing on a phone while crossing a street. Inconsiderate drivers and pedestrians.  
Lighting around Fox Meadow Road and Crane is terrible  
Post Road is too narrow and cars speed.

Parkway is too congested during rush hours.



Christie Place gets backed up with cars in line to park at DeCicco's Market.

Aggressive drivers are EVERYWHERE.

Crosswalk at Popham and Parkway in front of Houlihan Lawrence is dangerous because the cars turning from Parkway and Scarsdale Avenue do not realize people are crossing Popham at a crosswalk, which is set back from the actual intersection.

Popham to Post has poor street lighting after sunset.

Paving not inadequate patching should be addressed on ALL roads

Crosswalks by the post office are often ignored by drivers

Speeding & aggressive drivers - my experience is that they tend to be either teenagers or sometimes people who don't live in Scarsdale and may be less sensitive to safety issues since it isn't their home town.

Poor line of sight due to overgrowth of bushes at Paddington - Ogden intersection when approaching the intersection driving north on Paddington.

Rectory land being a private street is not allowed a street light

Bo bike lanes and lots of potholes on Post Road

Re pave the streets after fixing the sewage and gas pipe problems. Camara the pipes for breaks as required by the county 20 years ago. Fix the breaks to prevent leaching into our waterways and LI Sound

Wayside lane between paddington and church has become a big issue with parked cars on both sides of street, cars traveling both ways and a traffic light (and often a car parked right by traffic light at first house so can't turn when a car is in other lane. Lived here 17 years and never like this before. Must be changed to parking on one side only and not so close to traffic light.

The combination of congestion and aggressive drivers is a major problem. It makes Scarsdale a stressful place to shop/dine.

Street condition

need more stop signs and speed bumps to slow down traffic in residential areas like Fox Meadow

Many people wait for train commuters at Christie place, at the stop sign, where it states no standing. Police are across the street, and do nothing

excessive speeds, rude honking and passing at high speeds

Fix the traffic lights in downtown and heathcote

Post road is unsafe as a 4 lane road. One lane each direction with a turning lane in the middle would be safer and probably reduce speeding on that road as well. The light at Post & Mamaroneck is programmed to only allow one car to turn onto Post sometimes and has a very long cycle for drivers on Post Road. Cyclists are unsafe on Mamaroneck and Fenimore road on weekends. Bike lanes would help and ease congestion.

crosswalks should have automatic lights that flash as pedestrians step off the sidewalk.

This would be an important safety upgrade.

Line of sight making a left turn from Brookby Road onto Mamaroneck Road toward the middle school is difficult especially with drivers not observing speed limit. Five corners intersection continues to be a problem.

We live on Carman Road by Davis Park....it's so dangerous...drivers speed by and there are a lot of little kids and dog walkers...people drive too fast by the park...and the street is crowded with cars...difficult to see pedestrians...more signage needed! Maybe a speed bump?? Adult bikers are often as obnoxious as the drivers in Scarsdale. They insist on being treated as another vehicle but rarely stop at lights or stop signs. Start treating drivers who like to text or talk on the phone while driving like drunk drivers, with the same type of penalties. Start ticketing drivers who wait to pick up train passengers in front of Christie Place. Ticket people who don't come to a full stop at STOP signs.

A very condescending police officer told me in his 25 years he has never given a ticket at Heathcote and Crossway. I invite anyone at the Village hall to come and spend an hour at this intersection. It should be made into a 4 way stop.

In my opinion the traffic gets back up because there are too many stops signs. NYS law requires drivers to stop for pedestrians in crosswalk. The only stop sign needed on E Parkway is in front of the train station. The other stop signs only prevent a smooth flow of traffic and creates backups, preventing cars from backing out. Drivers looking for space stop to close to backing out cars and thus creates backup. Also see comments about lighting in question # 11

Many streets are in bad condition but it has improved some in the last year or so.

There needs to be additional street lights at a few key intersections. For example crossway and Weaver.

Unnecessary 4 way stop sign at the corner of Boulevard and Nelson Road

Again, the "No Problems" checkbox is a joke, I assume? Very funny.

I'd like to see a reduced speed limit on Heathcote Road, and I'd like to see the speed limit enforced. There are children and families that live on Heathcote Road, and just because someone's late for the train or late to school doesn't mean others should be in danger of their wreckless driving.

there should be a crosswalk at the intersection of ross road and post. there used to be one there a long time ago and was removed and i don't know why. there is no sidewalk on olmsted making walking my dog really difficult. i've seen many vehicles run the red light on post at the intersection of ross road, and have come very close to an accident. there are bikers who also didn't stop at the red light on post who i've almost run over crossing from ross

A lot of plating within the village right of way, should be enforced retroactively!!

Village should clean up plantings at corners!!!!

Vehicular parking in NO parking areas near school zones at drop off and pick up times.

POLICE are afraid to enforce these parking rules as drivers can be rude to them!!!

Line of site over the new bridge on popham crossing over tracks

As pedestrian crossing it's hard to see on coming traffic

As driver it's hard to know if it's safe to make a left turn

Heading east on popham turning left onto Scarsdale avenue

Would be helpful to have left turn signal here with no turn on normal green light.

The streets and signage are fine; the drivers are the problem.

Hard to see around exiting Balduchi's onto Palmer.

I live in quaker ridge and some streets have poor line of sight and need 4-way stop signs.

for example, on the corner of Spier and Sycamore. If you are on Spier, coming from Benedict, and looking to make a left onto Sycamore - the line of sight from both

directions on Sycamore is very very poor. There needs to be a 4-way stop sign there.

Post road is in disrepair

There should be a light at the intersection of Crossway/Weaver. Also, policeman need to enforce stop signs at Secor/Wynmor. Also speeding is a problem throughout town.

Large trucks and regular drivers cutting through Sycamore, driving too fast

Intersection gridlock at the corner of Post and Popham- especially in the morning.

We need stop signs along Sycamore Rd.

School pickup chaos

The winter months are hard on the streets in terms of potholes. Fenimore Road can get bad – there was a huge one for a while between Hartsdale station and the Post Road last winter.

The Post Road near the high school is also torn up. This is one of the worst things about living in this town. The lights also are slow on Fenimore and at the intersection of Post and Mamaroneck.

Pot Holes, improve line of sight from intersection of Fox Meadow Road and Ogden Road,

cut down large tree blocking in front of 73 Fox meadow blocking line of sight

improve line of sight at Fox Meadow Road and Crane Road very dangerous !!!

the main problem is the amount of truck traffic, etc. on Walworth Avenue since commercial vehicles are not allowed on the Bronx River Parkway - the fumes while they are stopped at traffic lights kill flowers and plants - are unsightly and do not belong in a residential neighborhood

We need a left turn signal at Heathcote elementary school of a police officer directing traffic.

Also we need a left turn signal to help cats turn left/straight from Palmer onto Weaver street.

Congestion caused by construction vehicles, 10 cars parked in a row, sometimes on both sides of street.

All construction permits should require parking plan - limit 3 cars/truck on street, rest in driveway/lawn.

Dangerous to navigate for cars, busses and kids walking.

Other: when village/utility creates detour, should be required to put up no parking signs on both sides of the street for length of detour when putting up the detour signs. Smaller rds can't handle volume. Dangerous.

parking on heathcote road should not be allowed. too dangerous and unsafe.

Also making left turn from Heathcote Road to

125 is dangerous with no arrow there.

Getting out of the Freighway Garage when coming back from city at peak times is RIDICULOUS.

It adds another 20 minutes to my commute.

Line of sight trying to make a Southbound left at the Popham Bridge is terrible.

Due to the curvature of the bridge oncoming cars can't be seen until they are a few car lengths away.

I think main issues are distracted drivers and lack of bike lanes/ poor road maintenance.

One other issue that I have noticed is uneven enforcement of shrub/tree maintenance laws which results in poor line of sight on some corners and roads in Scarsdale. I am not sure who is responsible for this at Village Hall but enforcement should be a focus here for safety purposes.

The traffic light at the Five Corners is very slow.

Intersection gridlock in Village Center especially because of waiting left turners

## Appendix IX Survey Comments

### Tax Increases Not Favored to Fund Cost of Measures

Although fines from additional enforcement of traffic laws should bring in a bit of revenue to partially offset additional costs at least until compliance becomes more widespread. If you raised fines, those funds could be used to pay for more signs and cameras. most issues could be solved without raising taxes:

lowering speed limit

more or better signals, signage and crosswalks

periodic street line painting

educational campaign

more consistent enforcement at high incident locations

sanctions and oversight of taxi operation

Many of these could be accomplished without spending a lot of money. Signs and paint are cheap. We already have a well-budgeted police force, too. The road situation is much better already. As a community, we should get after Amy Paulin to fix Post Road and to make it into a "complete street."

But, only for the sidewalk on FM road

I would be particularly happy if the village decided to have sidewalks throughout Scarsdale, or at least on some of the streets where there is more traffic, such as Brewster Road (which leads to both Greenacres and Fox Meadow Schools).

With effective government that know hows to set priorities and assess taxes properly, our taxes are currently more than sufficient to address these issues. Indeed these issues should be among the first to attract tax dollars along with police, fire and sanitation.

UGH. I PAY ENOUGH TAXES ALREADY. THE PROBLEM IS THAT MOST OF IT GOES TO THE SCHOOL DISTRICT, WHICH DOESN'T SEEM CONCERNED ABOUT CUTTING COSTS.

WE NEED TO REDUCE SCHOOL SPENDING AND ALLOCATE FUNDS TO THE VILLAGE. CAN WE EXPLAIN TO PEOPLE THAT IF THEY WANT BETTER ROADS, THEY NEED TO KEEP THE BOE IN CHECK, OR FACE HIGHER TAXES?

THE DISTRICT SPENDS WITHOUT CONSTRAINT AND OUR ROADS ARE CRUMBLING.  
MAYBE A BOND? UGH.

We pay enough!! I have lived in other areas that don't have these issues and the taxes are much less. Something is screwy in Scarsdale

I would happily pay for the installation of sidewalks.

Taxes already too high

They need to figure out how to skin the cat in more ways than 1! Our taxes are high enough, there are ample \$\$ that need to be spent intelligently!!!!

yes for sidewalks!!!!!!!!!!

This doesn't apply to me. I live on Garth Road in Eastchester, but I drive every day through Scarsdale. I don't pay Scarsdale taxes.

Better use of resources - we pay plenty in taxes. Not saying they're misspent but surely we can be more efficient. Raising fines and, perhaps more importantly, stricter enforcement would help raise funds and/or reduce the problems altogether.

Solutions that calm aggressive and distracted drivers, improve safety, reduce gridlock and improve convenience are likely to improve our quality of life and even increase property values slightly. It would be worth the investment.

We need more bike lanes, school buses and sidewalks. I organized two private buses for kids in Murray Hill to get to the elem and SHS, and someone else organizes one for the SMS.

There are so many families who need busing to school. No one wants to send their kids to walk or bike on these dangerous roads!

I'd be in favor of redirecting Village funds from other projects.

Our taxes are high enough

Bike lanes!!

Most should be containable with good budget planning; perhaps without committing funds to inappropriate extravagances like the new community center (aka Library Renovation).

I'd like to see the village deliver some services for the already extraordinarily high taxes

I already pay for no services

Perhaps.... or we could divert existing funding towards these initiatives.

Our taxes are already high and nothing is ever done about anything.

A thousand times NO. Our taxes have become impossibly high, and we must spend more for schools, library, etc. Who can afford this place anymore?? Would hope Village officials might find grant funds or a funds-sharing arrangement with the county and/or state.

Taxes already too high, particularly (1) for residents with no children in Scarsdale schools, (2) in light of likely loss of ability to fully deduct state and local income and/or property taxes and (3) adverse impact of foregoing on property values

Taxes are high enough, village can figure out a way to divert funds from other areas to make the village a safer place to drive -- they give out enough parking tickets from what I see

No. Again, if you want money, ticket people speeding through our town!!!!

Taxes are already unreasonably high....have mercy on people living in Scarsdale

Never "want" to pay more but if it addresses specific issues. Yes. Don't know how higher taxes will help solve "entitled drivers"

I think that the village should address these serious issues by using the \$ they already have from our already high taxes.

Use our reserves.

taxes are high enough and with the poorest of roads

The village spends plenty of money but needs to reconsider its priorities

More sidewalks

Maybe

YES

The Village has plenty of money and our taxes are high enough. Things just need to be more efficient.

I think we pay enough. With the exception of the schools, I don't think any of the taxes are being used for the village to make it look more appealing and enticing. The other thing is, while I love trees, Scarsdale has too many that look like they are about to fall. T

I wish our current resources funding the Scarsdale PD could be designated to traffic safety. Perhaps, money spent on the parking enforcement (meter maids) could be redistributed to traffic safety resources.

but depends on how much and what will be taken care of.

Yes, though there are other infrastructure problems I would address first.

Scarsdale taxes are very high. After almost 30 years of living here and raising our family here we will look to move out in the next two years because we were increased twice through both revaluations. Just can't pay any more.

I am outside of Scarsdale

Offset by out of control school taxes.

Safety is not a frill. It is a minimal government responsibility.

A sustainable, livable and transit friendly village is a happy village. This is not a happy village.

Yes, assuming it would be a modest amount - e.g., \$50 per household.

Find savings elsewhere. Like the bloated payroll for village officials who often aren't working or are unhelpful when you find them at Town Hall.

I would love more sidewalks that were not cracked and broken.

Dangerous intersections must be mitigated. It is very difficult to cross Fenimore either walking or in a car.

maybe

We pay very high taxes and that used to seem like it helped. We have lived in Scarsdale for 19 years and the municipal services and upkeep of our town has slipped and is unacceptable. I believe there is an adequate tax base but it has been so mismanaged and we are where we are because of poor planning.

Iâ™d be in favor of seeing our taxes spent in ways that effected us directly. I appreciate all the roadwork going on.

Qualified "no" - if a good case is made for exactly what additional resources were planned for addressing the multiple issues, MAYBE higher taxes would be warranted, but I think there should be adequate existing funds for a number of common-sense improvements.

slightly higher taxes would be OK but how is it possible that the village needs to raise taxes to do this type of thing - our taxes are extraordinarily high already. Ridiculously high

Maybe

The taxes are already too high and these are safety concerns that should be addressed already.

Why does everything have to be resolved by paying extra taxes. How about higher fines for excess speed, hand held phone use!! Obviously not enough people are getting. Theses fines....

There's a reason why more and more people are posting license plates of bad drivers,, it happens all the time but no police officer there in the moment!!

But it's ridiculous for you to ask for more  
I live in Eastchester but if I lived in Scarsdale I would favour a small raise!  
Taxes are high enough! We should have good, safe roads for the money we pay to live here.  
It would depend on what and how much taxes would go up  
Our taxes are already obscene, existing funds should be budgeted to address this  
to be honest our taxes are too high already b/c of the school taxes. i'd be willing to put \$  
towards an area that poses real danger, but otherwise no...  
I don't know that my comments should affect taxes.  
There should be County, state, and Federal resources for these problems. Moreover, this  
question implies the fixes are discretionary and extra amenities. It's really a question  
if public safety. If you can take some of the frills out of the school budget like state of the art  
HS gym and food service cafeterias in the schools, it would be FINE with me.  
Police should be enforcing road traffic rules, being more of a visual presence.. Although I  
wish when they pull someone over they would do so in a safe manner. Often the way they  
park their car to issue the ticket causes a road hazard.  
The unsafe conditions need to change and I think most people feel strongly that it's worth  
paying for.  
We pay an enormous amount of taxes, money should be spent more efficiently  
I pay more than enough taxes already  
Use the available funds better  
I think current taxes can be focused on these issues vs other issues.  
There is no need to raise additional resources. The police can just do their work, ie fine  
speeding and reckless drivers.  
I would be willing to pay higher taxes however in return for the police department significantly  
curtailing the amount of parking tickets given in the village - this seems to have a real chilling  
effect on local businesses.  
To put in sidewalks not muni meters and fix poor road conditions.  
safety first  
Much of what will come out of this survey should be resolved using existing resources.  
Our taxes are too high and we should have plenty of money to safely police and regulate  
traffic in town. Speed bumps are needed around schools! Extremely cost efficient.  
My taxes are astronomical, one of the highest on my street, so I cannot afford to pay any  
more than I already do. I actually will have to move to another town if my taxes increase.  
Yes if justifiable but I've seen towns around Scarsdale which have lower tax rates but better  
road conditions. Therefore higher tax should only be the last resort.  
Yes, but be gentle w/ the magnitude..  
Our taxes are plenty high and we don't need an excuse to raise them further. For a town  
of Scarsdale's wealth, our road conditions are deplorable and more akin to a third world  
country than a Westchester suburb. Patching potholes is not the answer. We need re-paving  
of our roads ASAP  
depends on the measures.  
Odd question...not sure what is being recommended and cost?  
If done in a financially prudent manner.  
It's a shame that this town is developing rush hour traffic. It's gotten much worse in the  
25 years I've lived here.  
More accurate response: it depends, since many of the issues listed are not ones I

observe as being problems.

As long as people see Scarsdale as a racing track and so many drivers use their cars like weapons not spending money now would be crazy. It is not about if but when we see kids being ran over if we don't put a stop to this.

Aren't our taxes high enough already? Is more money really needed?

Really...

Depends what they address

I am no longer living in Scarsdale.

I think a lot of this requires vigilant policing.

Can they better utilize the resource they have?

Should not be necessary. Reroute currently available resources.

This is a stupid question, as village personnel is failing in some basic, already funded tasks/duties such as traffic enforcement, maintenance of roads and identification and remedying of sight obstructions emanating from private properties.

Builders and their heavy trucks do tremendous damage to roads. There should be an added fee to building permits to help repair the roads they are damaging in the course of their business operations.

Allocate resources better!

- 1) Eliminate new No Left Turn sign out of HS driveway on Post Road. It now redirects
- 2) traffic into dangerous blinding sun on Sherbrooke Road.

2) Add left turn arrow to Heathcote 5 corners

3) Add flashing red/yellow to Crossway/Weaver

4) Make first 20 feet on Wynmor Road across from Heathcote School a No Parking

- 3) zone. Only allow parking on one side for the rest of that block.

NO WAY! Our taxes are high enough.

I am not a Scarsdale resident

I am taxed out, near having to leave.

As I wrote earlier, aggressively ticket distracted and reckless drivers and any safety initiatives will be paid for. And stop letting "favored" residents off the hook when they violate traffic laws.

We pay more than plenty that these issues should be addressed and included.

1. Start by lowering the village speed limit to 25mph. This cost nothing.

2. Then the village should explain what it is doing to curb speeding with existing resources

2. including speed trap signs and other automats.

Not applicable; I live in a rented apartment but if I were a property owner and lived in a house I would say YES.

Maybe: I would want a plan first.

No - increased enforcement leading to fines and red light cameras should be enough to raise revenue to cover this! I see a red light run almost every day. Let the people who break



the laws pay for it.

Stratton/Weaver intersection and Mamaroneck Rd at the pool are where I see most of the red light runners.

I am not naive, but we already have one of the highest tax rates around. The town can spend more wisely and still prioritize these needed improvements. The solution is not always just to raise taxes and thus make the town less affordable (and hurting property values). One suggestion: let's not dig up a road, pave it, then dig it up again within months (e.g., Popham, etc.)... Without hesitation, I suggest the Village police increase enforcement of drivers who are:

- 1) on smart phones
- 2) speeding
- 3) fail to yield to pedestrians.

already paid high enough, the current collected tax should be used wisely and efficiently to address those issues

We pay very high taxes in order to live here. Our roads are not what they should be, considering we are one of the wealthiest towns in the nation. You would never know it driving around. We would be willing to pay a little more in order to fix this problem.

It is for every ones safety and wellbeing!!

Taxes are already extraordinarily high. Other communities with much lower taxes seem to be able to provide better road maintenance.

Let's not talk about our taxes!

Safety issues Should be a routine part of yearly budget; raising taxes for addressing neglect encourages it.

Our taxes (our case at least...) are extremely high as it is ...

We pay enough in taxes. I'd like to see current police resources used more visibly.

Schools and train stations always the priority but secondary roads need more attention.

Hartsdale station has no police presence on Scarsdale side, ever (except when it's daytime and officer comes by to issue parking tickets)

But more than that, I would like existing laws to be enforced. Also, the Hutch should have better "no trucks" signage.

Outrageous thought in light of our current taxes. The Village is stingy- pressuring drivers to fill the meters for only 1.5 hours vs 2 or 3.

Not residing in Scarsdale

I'm sure there is fat in the Village finances to be trimmed

Why should we sidewalks should be a given

high enough already; funds are not allocated to these issues, hence they are issues

I'm not clear on what the overriding problem that needs to be solved is. Traffic occurs when cars can't pass freely while driving the speed limit. Cars shouldn't park all over the town's narrow streets and people should yield to pedestrians.

The taxes are high enough

Within reason and if costs could be spelled out and savings can't be made in other places  
Don't need to raise taxes. If you ticket offenders than you will make money!  
It would depend on what the increase would be.

However, I wouldn't be in favor of the village raising money by onerous parking meter charges.

ARE YOU FUCKING KIDDING ME? oUR TAXES ARE WAY TOO HIGH FOR WHAT WE RECEIVE! horrendous GARBAGE SERVICE (NOT A DAY GOES BY WHEN THEY DON'T DROP GARBAGE ON MY PROPERTY), POTHOLES, AGGRESSIVE TICKETING IN VILLAGE, HORRENDOUS BUILDING DEPARTMENT. yOU ARE LOSING EMPTY NESTERS BECAUSE OF ALL OF THIS.

It should take money: just enforcement. And common courtesy. Maybe higher fines rather than higher taxes!

We pay an enormous amount in taxes already. It is insulting to think we would have to pay more to fix these problems that shouldn't exist in the first place.

There should be changes made in the budget to allow for better road maintenance and traffic policing

Better that the Village look at its spending and see where cuts can be made.

No the police should enforce the laws rather than enabling the offenders by asking them the move. The police seem to be afraid to give tickets unless it is in the very downtown part of the village. No need to increase taxes if tickets are given for illegal parking near the schools. Sometimes people double park as if we are in nyc and it is so dangerous for the children. This is not cool and sophisticated. It is just selfish.

I think the Village gets enough money. They used the money they had and created these unsafe conditions. Whether it is walking on uneven "designer" slate sidewalks and less than desirable cheap solutions like asphalt sidewalks and driving/parking in the village, the governing body has made poor choices over and over again and we shouldn't have to pay for their incompetence. I am more than dissatisfied with this situation.

Hopefully sidewalks and drawing out bike lanes and enforcement of speed limit can be dealt with within current budget.

We have just been hit with an increase in taxes. There are many new houses bringing in huge amounts of money. There should be better allocation of the tax money and this should pay for fixing roads.

Scarsdale taxes are already outrageous, the services have been declining for years, the roads are a disgrace and all the money goes to the schools

Tax is too high already

Already pay a lot in taxes

Let's cut unnecessary spending before we think of raising taxes.

Of course. Our roads and sidewalks are in serious disrepair. We need to fix them.

But a bond should be considered as well since there seems to be many road projects in the village

THE VILLAGE SHOULD BE ABLE TO FIGURE OUT HOW TO MORE EFFICIENTLY SPEND THE ALREADY ABSURD AMOUNT OF MONEY THEY HAVE TO PROVIDE THE NECESSARY SERVICES TO THIS VILLAGE.

Taxes are too high already. These concerns should be taken care of by existing rules being enforced.

Work within the large budget you already have

I believe the village should invest in a scanner system at a STOP sign that measures and identifies a vehicle that (1) does not come to a completed 3 second stop and (2) is moving in excess of 30 MPH. The tickets/fines that would be generated from this initiative would be significant, supporting a short-term payback period and also generating incremental income for Scarsdale tax payers.

would be a huge revenue generator that would have payback period for the scanner program.

Any fixes to the issues is more about education and enforcement rather than expenditure. Reallocate police to high traffic areas at problem times - we all know when these are. The rest of the time, a more visible presence - but also a more proactive presence. There is always a police car on Chase Rd - but the officer is rarely visible, so if you need an officer, you can't find them. These don't need more expenses, just a change in policies.

We pay incredibly high taxes already...Safety should be included what we pay for.

We should use bright white solar lights at night so eventually the cost increase would be minimal after the initial outlay and it would be safer & greener.

I think can be done with re-allocating resources

For a bond to install "permanent" (not road surface) signal/signage issues.

TASKE A LOOK AT PROPER ALLOCATION OF CURRENT FUNDS PLEASE

Safety issue

taxes are too high, especially with no children in schools over 20 years

I would only pay more taxes to improve the condition of sidewalks and add more sidewalks.

We already have enough resources we pay for: police, etc...

It just means we go else where to do our business. We are sick of our high taxes. What we need is more efficient government! The Chamber of Commerce should be studying other Villages in our area. There are many vacant store fronts. The Scarsdale businesses and their landlords should partner with our trustees to solve the problem.

You already have three or more cops standing around,: Enforce the traffic laws that are already on the books.

Services provided to residents have been declining over the years. Taxes are high enough.

Let's have some improved services

"No" because taxes are very high and I would think any needed fixes could be accomplished at minimal cost. If important changes were clearly needed at significant cost, however, I would be willing to pay higher taxes.

Use our surplus in reserves

You can't be serious with this question. TAXES ARE WAY TOO HIGH AND SHOULD

BE REDUCED!!!!

As always, it depends. Taxes are already very high. Allocation may be the bigger issue.

But would have to see details of plan...

An aside---no Dark clothing at night when Walking dogs or strolling

Need more enforcement and higher fines.

You wouldn't need to raise taxes. Just start issuing tickets for dangerous driving infractions and they will more than cover the cost for any reasonable additional resource. There is rarely a day in Scarsdale where I can drive from end to another and not see a dangerous driving infraction or one that can cause an accident.

Within reason

Is it necessary?

If texters, aggressive drivers and drivers that are non-compliant to stop signs were ticketed.

The

finer collected would cover any costs.

Not the issue. Bonds for long term investments in resident safety and Village popularity are way more important than parking meter harassment income and household collection frequency.

Maybe. I question the wisdom of installing granite curbs on Walworth when the roads are covered

in potholes.

DEpending on how much we are talking

I think you should adjust the traffic ticket fee to pay the enforcement costs. Double or triple the fee and don't bother giving points, they get forgiven anyway at court.

Why raise taxes? Add some stop signs on Fenimore and cut some trees on corners. That is not asking

too much

There should be sufficient funds to maintain the roads.

We pay more than enough taxes that the problems should be able to be rectified without having to

raise them...

Village Hall needs to stop wasting money on consultant after consultant. The Village wasted almost \$2 million on property revals. Yet, the mayor's and trustees' focus is not on pedestrian safety.

A shame!!

Although my biggest concern is about drivers conduct. Correcting this should not require higher taxes.

I'm already paying \$30,000 a year in taxes. This question must be a joke.

Village needs to stop wasting money on botched revals and so many consultants. x

So much of the problem stems from human behavior, which no amount of additional taxation can correct,

sadly.

Are you kidding me? Don't we pay enough? Parking meters in downtown Port Washington are .25 cents per hour. Their schools are good. Their roads are in good condition. They don't have trash on their streets.

Especially for bike lanes and side walks

not sure. Depends on amount of increase and the resources to be provided with the additional funds.

You get enough tax money already

Most issues are not high cost. Enforcement and signage should be effective along with more dedicated crosswalks. Popham and Crane Roads are sadly lacking in safe crossings.

If there were speed bumps on crane road I would be willing to pay higher taxes to finance those

I do not think that these issues are necessarily best addressed by the village usurping resources,

The police do sobriety checks. Perhaps they can occasionally do rules of the road checks and let drivers know if they are not heeding the rules.

Please stop wasting money on consultant, especially since so many residents volunteer their time FREE of charge. With that money and increasing fines, you would be able to make

Scarsdale safer.

I don't pay taxes in Scarsdale, so I have no say in this.  
We already pay \$100K in Scarsdale property taxes.  
My taxes are HUGE now ...  
It would seem many of these issues should be able to be addressed within normal budget or by reallocating assets. A de minimis increase may be acceptable.  
I am not a resident.  
Yes - if a problem area has been clearly identified and can be rectified.

However, I don't find potholes as fitting the category of dangerous conditions that merit appreciably higher taxes. I think they are dealt with adequately by the Village's current maintenance and capital program.

I do not pay taxes in Scarsdale so I am not comfortable answering.  
It would be worth the safety benefit.

not at all

Not a Scarsdale resident

Depends upon what they are going to do. Let's get a prioritized list and get to work. Reduce the Village Hall, Police, Fire, Sanitation, library, and schools by 10% then we would have a lot of money to fix these problems.

They should be able to address it, maybe focusing less on meters. Taxes already ridiculous.

I do not live in Scarsdale; therefore I do not pay Scarsdale taxes.

Not significantly

Ticket moving violations.

Sure within reason. I know Post is a county road, but it is where the most improvement could be made the easiest.

cut the fat from existing budget first

We already pay the highest property taxes in the country. We should be able to address these problems without raising taxes.

Find the money from somewhere else...taxes are insanely high already!!!!

That's a very loaded question. The village has already committed to tax increases for the library project and I would much rather have the traffic issues resolved first and that tax increase can be used to defray these costs.

Wouldn't need to if people were ticketed properly.

Are kidding me? Higher taxes?

brighter light bulbs would actually save money because they are more energy efficient, and ticketing those who run stop signs would raise money

I am not a Scarsdale Resident so go right ahead. The village use to be a pretty village but there are now so many signs it is ugly. Does the village really need that many signs?

There's no need for additional expense. Simply enforce the laws and repair and maintain roads at a reasonable pace.

Resources need to be better allocated. Obviously, the schools are first priority, but it seems like there is a lot of waste. Do we really need white glove service for garbage? Can people just put their trash at the curb? Seems like the police tend to congregate at the train station and just sit there.

Giving tickets instead of dealing with aggressive drivers and other dangerous driving behavior.

An additional parking structure could pay for itself if properly located near train area, etc.

Enough already!

Within reason, of course.

taxes are already ridiculous....make the fixes with the resources you have

Reduce speed limits and enforce them, and the town will have additional revenue from the tickets given out by police.

it depends how much more and what the money was being used for.

Make room in budget - it's astronomical as is

Also - have cops that ARE on duty enforce traffic violations

Only if it means a stop sign on Sycamore at Spier

Are you kidding? If the federal tax plan is passed, Scarsdale will be obligated to CUT everyone's taxes to help soften the blow from the loss of the SALT deduction.

Stop wasting money on consultants.

NFW!!!! DO NOT raise taxes! Are you crazy? Taxes are already too high. In fact stop wasting money on these "assessments" Stop hiring firms as consultants. LOWER Scarsdale taxes-they are too high.

Better road condition management

The Village needs to redirect funds not ask for more from the taxpayers

I don't think additional resources are needed to solve the problems i mentioned.

pay enough taxes now! no children in school

The reassessment debacle leaves me feeling that the tax base needs to be fixed before I would be willing to pay even more tax.

We should have strict texting/hand held phone enforcement policies. I think Bedford has a \$500/\$1000/day in jail policy for 1st/2nd/3rd offenses of cell phone usage while driving.

I would be very supportive of this policy and make Scarsdale a no texting while driving zone.

Could help raise revenue for road maintenance and bike lane projects and make roads safer.

Zero tolerance for this issue.

## Appendix X Comments

### Additional Comments on Pedestrian, Cyclist, and Driving Safety

School blocks and all neighboring streets should have sidewalks. It's appalling that we must walk in the streets.

additional comments and recommendations will be contained in the analysis of this survey and the update to the Forum Municipal Services Committee traffic safety report

Plant more street trees and make sure residents know how to properly care for them. Shaded streets are better for walking and they also calm everyone's nerves!

I would suggest placing either a stop sign or a light at the crossing between Fenimore Road and Brewster Road. Vehicles are always speeding in Fenimore and nobody respects the crosswalk, during both night and day. Not even when vehicles see you with strollers/children, do they stop. On 19 Oct. a pedestrian was severely injured trying to cross.

I don't understand why we allow parking on both sides of these narrow roads.

Sometimes people park in both sides and it is nearly impossible to get through. Also cars end up having to weave around the parked cars. Limiting parking to one side would make it so much safer.

Very aggressive driving here. Especially drivers in large SUVs who tailgate dangerously. make parking easier in the village and at the high school.

install meters in the village which allow credit card payment and online payment!!!!!!!!!!

PLEASE build sidewalks EVERYWHERE to create a safe and healthy community

A left turn signal going from Fox Meadow road onto Fenimore would be helpful with traffic to Hartsdale train. Crossing Fenimore can be challenging - 4 way stop signs at Fenimore and Brewster and Brute intersections? Cars from the construction site on Olmsted need to stop parking along the curve on Olmsted before Brewster.

New Rochelle calmed speeding traffic on Pinebrook Blvd simply by narrowing the distance between road lines. It was an inexpensive solution with profound effects.

I've approached the Village Manager about lack of bike lanes, sidewalks and was told Scarsdale already has 25 miles of bike lanes and walkways and there was no money to add more.

Bike lanes!

I believe that there should be 15-20 minutes meters placed near more places than the post office.

There could also be better bicycle access to the Bronx River bike trails.

There need to be more stop signs in the Edgewood area. There is no busing in Edgewood so many kids walk or ride bikes. The intersection at Hamilton and Rodney Rd. is very dangerous and should have a 4-way stop. Also, why is there no crossing guard at Edgewood Rd. and Roosevelt Place?

More traffic measures on Mamaroneck road.

The survey also mistakenly assumes all readers view 'Scarsdale' as the Village center.

Many respondents may be closer to the Five Corners.

Cars often do not stop at the crosswalk on Fenimore at Brewster. In fact, there was a bad accident there

just yesterday (October 19). This is really unsafe for children. I urge the town to look at this immediately.

A stop sign (or traffic light) is critical. Please - we cannot keep having accidents or

near-accidents.

Please protect our kids.

This comment will probably fall on deaf ears, but I try to shop at locations outside the villages of Scarsdale

and Hartsdale where paying for parking is a deterrent. (Availability of parking is also an issue--hate parking in a garage.) Although I like to support our merchants, sometimes it's just easier, with fewer hassles, to order online.

Speed bumps in certain downtown locations may be advisable

Something should be done with Post Road in Scarsdale. It is too narrow for the busses and trucks that speed down Post. It is terrifying driving down Post with a bus next to you. It needs to be widened. It is probably not possible but if there is any solution to the narrow lanes the buses need to use, I think it should be looked

There needs to be a walk signal on the corner of Mamaroneck Road and Palmer.

I cross there twice daily to walk my dog. Drivers constantly do not yield to pedestrians – it's an accident

waiting to happen!!!!

Great survey!

I love the farmer's market, but it really hurt the parking situation on Thursdays. I just avoid downtown on that day.

I think the whole point of the farmer's market was to attract people downtown.

Do not want safety bumps.

Our streets may get patched but they don't get repaved in our part of town- this includes a narrow,

winding and hilly street this has become a major thoroughfare.

fix the potholes and the very poor and ugly road conditions!

Something needs to be done to address the 5 corners traffic nightmare. I know for years there was talk of a rotary? How about at least a green arrow light for the turn from Palmer onto Weaver street!

2Address the unfriendly disposition of the meter maids who walk around Scarsdale village looking glum & waiting to write tickets. So negative!

Thank you for your hard work Scarsdalians Volunteers looking to make our village better. Highly appreciated.

Speed limit should be lowered!!!! A 30 speed limit makes people think try can go 40!

The roads in Scarsdale are a disgrace. All the roads need to be resurfaced instead of just patching them.

Also the sidewalks outside the village need to be fixed. It amazes me for such a wealthy town that the place looks very shabby in comparison to Bronxville or Greenwich. The town of Scarsdale is also shabby and with no real shops.

Thank you for your time and consideration to these very important issues.

Older drivers should be retested periodically and not drive if they cannot do so safely. There should be times of free parking in the village, which would encourage more people to shop and go to restaurants.

Penalize people for offenses putting our children at risk. Fine, suspend license...



Scarsdale village is great in the summers when it is quiet

Around 10 am and after 3:30 when I go to Ctown

In the middle of the day it can be a challenge

We need more 2 hour meters. Otherwise can't use hairdressers. We also need more 8 hour meters for going into NYC for the day. Very hard to park in the village for the day and take train into NY need more bike lanes or sidewalks for biking kids.

It is so dangerous around Greenacres school. Congestion. People walking in the middle of the street. Lack of sidewalks.

More stop signs, especially down walkworth and fox meadow roads. More traffic calming in and around schools.

More crossing guards and more people should be eligible for school busing regardless of the 1 mile rule! You cannot have kids who live across the post rd walking to a school on the other side. Change parking rules and eliminate commuter parking on Greenacres Avenue, especially 42"50.

On the workdays, residence have trouble parking in front of their own houses.

The commuters park on the

lawns, have brought noise pollution, and sometimes obstruct driveways.

For example, as simple as ban on parking between 8 and 10 in the morning.

No need for speed calming. Many of the problems come from people driving distracted or too slowly and other drivers getting anxious. Speed limits have progressively gotten slower and that's not the answer.

Parking in the Village should be free for an hour or two.

Also, get Westside Taxi off of the roads. They are dangerous and rude.

So many kids have to walk or bike to school. And yet the school board seems to pass the buck regarding the route safety to school on to the town. This does not seem right. I would like some of the

members of the school board and town to cross some of these streets daily to and from school and see how unsafe things are.

I think the worst thing is the way people feel they can behave in rude ways when behind the wheel.

Well, that and the reckless behavior around schools. But it all comes down to manners in the end.

Would the people I mentioned above behave that way if we were walking on the street? People need to become more aware of their impact on others.

The police need to get off their own phones when monitoring traffic through construction or other work sites –

they set a terrible example when they are not giving their task full attention. Also need to crack down harder

on speeders, stop sign runners, texters, yakkers, etc.

People often block the entrance box on Weaver street to the Scarsdale ambulance headquarters and emergency vehicles need this space for emergency access 24/7. There is signage but drivers often ignore it.

We have to get people to stop driving everywhere, promote safe bicycling and pedestrian access

I would be happy to see a traffic light at Fenimore and Brewster or have sidewalks put in on both sides of Fenimore from Post Road to the Hartsdale train station. There needs to be crossing guards on post road by the fire station for students walking to and from the middle school. I can't understand how this town thinks it's ok for 11 years old boys and girls to cross a busy post road during morning traffic without the aid of a crossing guard. do something with the intersection of brewster and fenimore.

put longer time meters in front of the post office. 20 min max? the post office cant do anything in 20 min!!

Meters should be 2 hours & cars shouldn't block traffic during train pick up bet 5& 7pm. It's a disaster

I do get the newsletter.

When the parking garage and surrounding areas are being upgraded where are commuters going to park.

What's the thinking? If people can't park it will eventually affect RE prices

I think more resources should be allocated to moving violation enforcement instead of excessive parking enforcement.

We could really use more sidewalks and parking only on one side of the street. Thank you!!

Very dangerous in village. NO ONE STOPS AT CROSSWALKS FOR PEDESTRIANS.

Everyone DRIVES THRU STOP SIGNS.

The biggest problems are around the schools. We need the support of the village and police department to enforce the traffic and safety rules and signage in place around the schools. For years we have had trouble getting parents to comply and there are some really trouble spots as well that are very dangerous!

My house is at a narrow street and it is permitted to park. As I live close to Harstadale Station, it is really annoying the amount of cars parked on my street. Drivers from Scarsdale, white Plains and Hartsdale.

They always leave garbage behind, park in front of my driveway and during the winter it's a nightmare because of the snow.

Add some of the speed cameras around town, and take pictures of those who are speeding or trying to beat the light.

Traffic congestion around evening at train station is very difficult. People getting into or out of cars while others waiting behind them, double parking, aggressive taxis.

Village employees should notify residents who block intersection visibility with a two week notice to move their shrubs, or the Village should cut them. Also for households with evergreen hedges immediately adjacent to the curb, so pedestrians cannot move out of the way of speeding cars, and landscape growth that blocks on street parking  
Cambridge Road needs to be addressed:

Rugby needs a stop sign at intersection with Cambridge Rd

Tree needs to be removed from middle of road in Cambridge Rd

Line of sight on Oxford Rd turning from Cambridge Rd is terrible because of bushes on election and large stone wall on right with high rates of speed. Unsafe for crossing or turning.  
Speed limits should be raised on through streets, e.g., Post Road and Heathcote  
Predominant issues: turning right when not permitted; lack of replacement of burned out street lights in village center  
The quality of our roads is terrible. It's great to see some paving going on, but roads like Fox Meadow are still not fully paved, Brite Avenue, Wayside, Post Road, etc.  
Sidewalks in some of the main roads are riddled with uneven surfaces so as to create a safety hazard.  
Should be more lights on main roads to slow down traffic. Example: weaver by pizza & Secor road/old Mamaroneck road going north. Drivers go very fast here and it is hard to see oncoming traffic.  
This is also access to Heathcote Bypass (busy). Also, should be a 4 way stop sign on Wildwood/Corell (many accidents and a huge blind spot).  
There was just an accident on Fenimore Road between Brewster and Dobbs Terrace; a pedestrian was struck by a car. I'm very concerned as this is the road my kids take to school every day. We should set up traffic lights or stop signs to make it safe for pedestrians.  
The traffic light timing on post Rd and Crane causes major slowdown when light turns red after popham turns green around 8 AM

Terrribly unsafe dropoffs at high school in middle of my road or stopping with traffic behind Mayor Deblasio has done a good job in nyc by lowering the speed limit city wide.

Take a look at that and

I think you will find the clear answer to safety is lowering the speed limit. Cameras can help enforce that rule.

Again. The parking spots on Scarsdale ave just after you make a right hand turn after crossing the bridge

are really dangerous. That area is way too tight. Trucks cannot make it. I am so fearful of an accident there

A new campaign or refresher course on pedestrian / drivers rights. New drivers to our town could benefit

from a few friendly warnings from SPD.

thank you for limiting application of no left turn leaving SHS at Post Road exit. Limitations on left turns to

peak school pick up and drop off hours is reasonable.

We also need a light at Wayside + Post Rd. Where the motorcyclist was killed. When you are on Wayside

making a left onto Post Rd, you simply cannot see if there are kids walking on either side of Wayside

(to or from SHS). My son says he is afraid he is going to hit someone every time, but there is no other way out.

The sidewalk is in a blind spot.

Fenimore Rd has heavy pedestrian traffic to and from train station but has poor quality walk

way on only one side.

This leads to many unnecessary crossing. Fenimore also lacks crossing signs or speed bumps, combined with poor visibility due to slopes it's a serious safety hazard.

Would it be possible to have a city bike system in town w/ stations in village center, 5 corners and Weinberg Nature center or some other destination like that? These systems installations are typically funded by operators and have very limited advertising. Reduce parking congestion in Village Center too if Bikes were used overnight for commuters?

I would appreciate a training provided by the police for children or teenagers on how to safely bike and cross the roads on their own. If more kids walked or biked to schools, the drivers in the town would learn to be more aware and attentive of our younger/smaller citizens.

The traffic light on Mamaroneck Road and Secor Road is totally unnecessary on the weekends. It should be a blinking yellow on the Mamaroneck Road side and a blinking Red for Secor Road on Saturdays and Sundays. I sit at the light multiple times when there are no cars coming off Secor.

Crane Road between Woodland and Chase needs a sidewalk. Lack of shoulder and steep sides, feel like a chute. Crane/Woodland pedestrian signal needs to be fixed NOW. Sidewalk by the Episcopal Church on Crane Road needs vertical sign in middle of street. Sidewalk should be extended from Church. Crane busy enough for sidewalks on two sides.

How about keeping cars out of the core of downtown ALL the time (Spencer Pl and Boniface Circle).

Innovative parking solutions needed for that.

I am already worried about High School drop off even though it is several years away.

Since we are apparently just out of busing range even though it is a 30 min walk, I keep hearing what a nightmare drop off is. Hoping something is made more functional or bus routes are expanded in the next 4 years...

Please consider to have Westchester county install the speed bumper on Fox Meadow Rd and Walworth Ave, because the detoured vehicles speed down on these roads (like they were still driving on BRPW) on bike Sundays.

Enforce speed regulations on the Post Road, especially near the High School.

Enforce phone use/texting laws. Enforce safe parking rules that are often violated by landscapers, contractors, and builders.

Also - stop salting the roads excessively, as though they are a steak being readied for the grill. Please add in-road signs to ALL the pedestrian crossings so they are hard for drivers to miss.

Also have police officers watch and stop drivers who do not observe crosswalks--especially on Crane Rd where there are 2 nursery schools, and the only midway crosswalk access for students going to the high school. Even police cruisers do not stop!

Parking meter enforcement in Scarsdale village is overly aggressive. Consider reassigning parking enforcement staff to policing aggressive driving.

Especially in the village center more police presence to help control poor driving habits!

The crosswalk at Fenimore and Brewster does not seem to be effective as cars do not stop.

Maybe there should be a stop sign or a light. Police should be by Brewster Road by the high school – teens are driving too fast and/or on their phones and it is very dangerous for kids on bicycles as well

as other drivers.

The problem in Scarsdale has always been a lack of enforcement. The squeaky wheel is often seen as a pain in the butt. If the minority of folks who feel they are entitled to drive and park as they please were consistently penalized, I can assure you that many of the traffic issues in Scarsdale would disappear. We need to have stop signs on Fenimore road.

IT IS ESSENTIAL TO FURTHER LIMIT SPEED IN THE ENTIRE VILLAGE TO 25 MPH, AND NOT JUST IN THE COMMERCIAL AREA. WE LIVE ON MADISON ROAD (EDGEWOOD) WHERE SPEEDING IS A REAL PROBLEM ALL DAY LONG. SPRAGUE IS ALSO A PROBLEM WITH LOTS OF ADJACENT TRAFFIC FROM NEW ROCHELLE AND EASTCHESTER.

When will the bike/walking path be extended from Scarsdale to Hartsdale? I hear it's being worked on but haven't seen any evidence of it.

I have a student driver car magnet on my car - it does nothing to curb the tailgating. Paint a box at the intersection of Scarsdale Rd and Popham Rd. DO NOT BLOCK THE BOX.

Station a police officer to write tickets in front of Chase Bank.

Need more vehicle and pedestrian enforcement of rules at intersection of Popham Road and Scarsdale Avenues. Example- Pedestrian commuters routinely ignore "Don't walk" signs and delay traffic.

Vehicle operators routinely ignore traffic laws to make it through the intersection too. It is always a mess.

It would be nice to see the speed limit lowered to 25 and strictly enforced. Drivers who drive through stop signs should be beaten and have their driver license permanently revoked.

There should be a change machine in the village for the meters. One would shop there more if we could get change, sometimes it just is that one does not have a quarter. If switching to credit card meters then this is a moot point.

The crosswalk across Fenimore at Brewster was a good start but only about one-half of the cars stop for pedestrians in the intersection. The recent accident demonstrates this all too well. Either increased police enforcement is necessary or the crosswalk needs to be augmented by speed bumps or replaced by a stop sign.

Line of sight at many corners is blocked by bushes.

Please consider speed bumps along Walworth! My daughter was nearly killed by speeding car coming passing stopped school bus as she disembarked and crossed. The bus saw the car and honked but the car only sped up toward my child.

In general the speeding and recklessness along Walworth is terrifying for parents whose kids must cross for the bus

It seems the village randomly puts up signs where they deem them necessary (like the one left out of the Post Road SHS lot), but where one is actually needed, like a stop sign or a light (Fenimore and Brewster, for example), there is nothing.

the 5 corners has gotten much worse in the 10 years my kids have been going to school there. there should be no pkg on the north side of Innes rd during pick up hours (you have to weave in and out of parked cars to pick up in the back) and you should be required to make a left turn out of the back pkg lot, it can take 20 min to turn onto palmer

1-parking at the Village is extremely frustrating... the stress of getting a ticket and running back and

forth for more coins...

2- Very IMPORTANT: the speed issue is pervasive!!

It took seven years after I moved to Scarsdale to see a temporary pedestrian crossing get installed on Fenimore Rd. between Brewster Rd. and Post Rd. And since it has no permanent lights, Fenimore is still an extremely dangerous road to cross by day or night. Add lights and speed bumps, and don't take another seven years to do it.

Distracted driving is an epidemic. Drivers texting and holding their phones is more common than not. I have witnessed far too many close calls. I ask that our police department find some way to address the problem.

The traffic cops are predators and discourage people from going into town to support local businesses. Officer or guard placed at crosswalk on Heathcote and Brookby to help kids cross street and make it to supply field in order to go to Golden Horseshoe.

Fill the holes. Monitor known speed zones more frequently instead of always sitting in the same spots. You won't catch residents speeding if the traps are always in the same places.

Put a roundabout in five corners.

Deplorable condition of many roads...

'No Parking' sign that was located mid-block on Wayside Lane between Church Lane and Paddington Rd. needs to be put back. Fell down 3 yrs. ago. This block has tons of pedestrian traffic and no sidewalks.

Students walk all day from High School into town and driving this block is an obstacle course weaving in and out of street parked cars and kids.

Many more sidewalks, to encourage walking/running and less need for more parking especially near schools.

Hitchcock Walworth intersection safety improvement.

Would prefer to start placing roundabouts in locations rather than stop signs or traffic lights. This is eco friendly and assists in better traffic flow for many different intersections.

I am new to Scarsdale and wanted to raise an issue regarding Heathcote rd. The walking/biking path that runs alongside Heathcote is broken and irregular in multiple sections. This makes it impossible for me to bike safely to town with my kids. It is also not a safe walking surface for an older person.

It would improve the safety and accessibility

High school kids should not be allowed to drive to school. Mandatory bus use.

I believe that pedestrians and joggers need to be more car friendly. There are many occasions when walkers or joggers are together in a group of 3 or more and take up the entire lane.

On the small side streets this becomes very dangerous when you try to go around them and another car comes suddenly speeding toward you. This should be addressed.

I am very concerned with the lack of appropriate signage between Autenrieth and Woodland Place.

We walk from Autenrieth and Elmdorf to Scarsdale Village with young kids and the cars fly around the bends.

There are no sidewalks. Something needs to be done. We also need more street lights there. Traffic has gotten worse in the downtown as more drivers use their cell phones for texting, emailing or talking

I think people parking in the village on Sunday and going into city for the day should pay for parking.

Perhaps certain meters in Freightway or at Christie Place could be programmed to allow for long term parking (12 hours) on Sunday.

please evaluate the Hartsdale Av. crosswalk that has flashing light. We need a few of these in the village.

Not a day goes by when I don't nearly get hit by a car as I am a pedestrian. I would be happy to be on a committee to help this process along.

There should be something to slow down the traffic on Post Rd around the high school.

My kids have to cross this street and cars are going so fast...

No need to increase taxes - enforce Stop signs with tickets. Also enforce "no leaves in street ordinance"

We are totally landlocked in Scarsdale by five way stop in horrible traffic merges any direction you go whether it be towards the County Center the five corners the intersection of Heathcote and post there are five way lights that take forever everywhere you go these need to be censored and timed traffic conditions are awful.

Another factor that contributes to dangerous conditions for pedestrians and cyclists is people putting their leaf piles in the street. I am in favor of aggressive ticketing for this practice.

Please enforce the laws on Hampton road

Lower existing speed limit around the village.

Jail time for people who text and drive. There are multiple intersection in Scarsdale where drivers treat the STOP sign as optional. Finally, police officers should start handing out tickets to people who are stopped on Christie Place to pick up commuters. We could probably pay for a lot of new things thru this action.

People picking up children from schools are just about the worst when it comes to aggressive, illegal, unsafe (e.g. texting, talking) driving. They're always in a frantic hurry.

Busy streets with no, few or unsafe sidewalks (like Drake Road) are inexcusable in a safe "village." Joggers, other pedestrians and cyclists are especially at risk.

Walking through Scarsdale can be a nightmare because of the aggressive, inattentive drivers.

Similarly, driving can be a huge hassle because the roads, especially Post Road, are in such poor condition. It's not safe, and it must be addressed.

Install a left turn arrow at the intersection of Scarsdale Avenue and Popham Road. This would decrease the backup of cars on Scarsdale Avenue & keep traffic moving.

Intersection gridlock is severe at E Parkway and Popham

there is a 'end of school zone Speed limit 30mph' sign on Mamaroneck Rd between Catherine and Canterbury, approaching from SMS. Less than 200' from it is the 20mph curve speed limit.

Drivers usually hit 45mph at the 'end of school zone' & fail to reduce speed as approaching Brookby. DANGEROUS every day. Pls extend slow limit to include blind curve

There should be a focus on school drop off and pick up and traffic issues. The auxiliary police believe it is acceptable to ticket cars in "standing zones" when picking up young children rather than helping traffic congestion. The study should include a school component.

We're very happy scarsdale residents. We would just like more light at night. Every community has

their share of bad drivers. In Somers, NY I heard they use the term "stoptional" for stop signs! Scary. I live very close to the corner of Nelson and Boulevard, where many ppl passing by thinks it's by choice to stop at the "all way / 4 way" stop sign. It's terrible and truly dangerous, esp where school buses and bee line stop to load / drop off people.

Covered above.

There should be more speed bumps around Wayside and the high school. Also, to turn left from Wayside on post where the motorcyclist died recently is a total blind spot. Truly needs a traffic light there. Add stop signs at Brite/Whig and Brite/Olmstead. Drivers don't realize these intersections aren't a four way stop sign and I've had to slam on my breaks many times to avoid being hit while driving on Brite. Pedestrians walking out into traffic from inbetween parked cars , not at designated crosswalks.

Cars double parking while waiting to pick someone up.

Please copy any of my comments which are shared by my husband Bernard.

Thank you

thanks for the survey

The taxes are high enough and it would behoove the town to allocate taxpayer funds towards more essential items, such as street lighting and potholes repair

It is very dangerous when cars park on Heathcote beyond Palmer Ave going towards Crossway and on Crossway. These double line single lane roads should not allow parking on the street.

I'd suggest bike lanes but the drivers and commuters won't respect them. Again, enforce the laws that exist. So many people use Phones often while driving and they do not appear to get Tickets for doing so...

in the Village...

Police should be out and giving tickets to speeders, especially down Heathcote Road and school streets.

Drivers are on your tail in these locations! Very unsafe if you have to stop!

Please read again #12 and let the administration of the Village know what is going on...it seems they do not know or do not care and/or they have another interest.

We need more safe crosswalks !

Bike laws should be posted and accessed easily. I have no idea what the rules of the road are for a biker or driver when passing.

Put in Munimeters to more efficient address parking

Driving in the New York metro area is awful. This appears to span genders, ages, and socioeconomic backgrounds. The real solution would be to make obtaining & maintaining a driver's license much more difficult.

There should be more spaces that allow people to park and take the train into NYC to attend events and park longer than 4 hours. Where does one park if they want to leave scarsdale at noon and return after dinner?

At least 20 to 30 ft fr STOP signs ! Not

The corner .

Cyclists have to decide whether they are vehicles or not. If they are on the road, then they need to follow the rules of the road. Traffic lights apply to them. Stop signs apply to them. And for gods sake, don't! My family would like to feel safer walking on Fenimore Road. Our neighbor was hurt at the corner of Brewster recently and we are very shaken up. We walk to the train station and like to walk in the Green acres n People do not understand the word YIELD, nor do they understand the significance of a crosswalk. Further, people who walk in Scarsdale do not know to walk facing traffic.

As Scarsdale ages, the Village and Senior Council might find ways and means to offer daily or periodic round trip shuttle van service to and from the Village Center on a user contributory basis to be tested



and adopted. Reducing senior car use in the Village Center is a win, win, win, win, win. (Others might opt in if not exclusively oldies).

We feel post road should be one lane with turning lanes at intersections.

The village must adopt a more comprehensive repaving strategy and schedule. The current annual percentage of repaved roads is far too small to maintain safe driving, cycling, and walking conditions on all the village roads at all times. It also appears as though repaving is not done to the highest standard and lasts only three or four years.

This has been said before but I'll add my 2c. Aggressive ticketing (Village Court staff say the cops

would ticket their own mothers) and unfriendly parking policies are turning people off from spending time

in our town, myself included. The impact on the businesses in the Village is obvious. You can't blame it all on online shopping.

You don't need to raise taxes. Most of our police force seems to be tied up directing traffic around road repairs.

Have the police focus on enforcement instead

People drive like maniacs in town. People use neighborhood streets to cut through the town.

NO ONE

STOPS AT CROSSWALKS. The cross walk on Fenimore is a JOKE. Please make Brite and Fenimore and Brewster and Fenimore four--way stops. Slow the flow of traffic. Make it annoying to drive through our town.

When construction is occurring, there should be signage redirecting vehicles

Current mayor talks non-stop about recycling and trees. He should focus on pedestrian safety.

I would like to see a crossing guard at the corner of Huntington and Putnam. Kids duck in between cars and it is very unsafe.

The addition of sidewalks would make our town what it should be family friendly. It is ridiculous that sidewalks so not exist. The lighting on the streets is also subpar. If you walk to the train you have to be safe.

I feel Scarsdale should introduce more inventive ways to bring people to the village.

For example Yonkers and Chappaqua both have Gallery Hops, in galleries and local retail outlets.

Look at 12/1 Chappaqua and the first Thursday of each month for Yonkers. They are amazing.

Speed bumps should be in crane road

I think that there are several intersections that would benefit from a left turn signal, which may help to tamp down the level of aggressive driving. A turn signal is needed on the

Fox Meadow/Walworth sides of the intersection with Fenimore, for example.

/hate the meters! need more free parking

Backing out of the parking spaces can be almost impossible on East Parkway.

Heading west on Popham as one enters the village, there are many people who take a right on red when not allowed.

There needs to be a left turn signal installed at the corner of Fox Meadow Road and Fenimore.

It is very difficult to make a left turn at most times during the day (especially during the morning and evening commute)

and the lack of a left turn signal creates dangerous conditions for drivers and pedestrians. I have witnessed many close calls.

Hi, you're on the right track. I would like to know when you meet so I can attend.

The left turn only lane on weaver across from Standing Room Only etc into the new townhouses is the biggest waste and causes so much traffic. That has only been left turn only for a couple of years and it's a waste of a lane that barely ever gets used and creates merge probs off the bypass.

I wish there was convenient parking for train travel for non-Scarsdale residents. Sundays, with convenient free parking, are the best!

Scarsdale PD needs to launch a Zero Tolerance crackdown on dangerous driving

It seems like a simple thing for the Village and the School District to coordinate start and stop times when doing work that would affect traffic patterns near schools but this fall has been terrible for Heathcote parents.

Detours and closings have made children late. Work should start after 9am and end or pause around dismissal.

we need new sidewalks on streets leading to schools and train stations

We have only been here a little over a year and I have never seen such rude, aggressive drivers before...and

we have travelled all over. People in Scarsdale think they don't have to obey any kind of law when it comes to driving. I see it every morning when I drop my son off at school. I hate driving in Scarsdale.

Additional comment to above. The bus stop should be moved to the taxi side of the train station. Also the taxi station should be used for loading and unloading passengers for the train. The taxi parking can be moved into the business employee parking as it is never full because employees end up parking on Garth RD and Grayrock Rd.

The maximum time allotted on the meters is too short.

Nice to want to bring about change, but most of the issues, at least from my perspective, center around human decency, and a basic understanding of etiquette. Structural change won't bring about results

because people are assholes. Unfortunate but true. Common decency evades too many.

Thanks for your attention to this issue.

Parking rules and texting slaws should be enforced.

Policemen are too busy buying scratch off lottery tickets to be bothered with the little things.

- PLEASE add left turn light at 5 corners on Palmer/Wilmot.

- Eliminate no left turn out of HS front lot

- Add left turn light out of Heathcote parking lot.

- Replace Heathcote cross guard with one who can manage traffic like at SMS. At pickup, cars should line up in circle. Make 1st 20 feet across from Heathcote no parking on both sides. leaves in street are a big issue. The village should stop collecting leaves and force residents to mulch

Please do not vote in a favor of any parking meters that require the driver to go to a pay station. The stations are counter-intuitive, often broken, and cause unnecessary delays  
Please place stop signs along Sycamore Road ASAP.

1. Do not raise taxes
2. Lower the taxes
3. Save \$ Fire at least 3-5 people at Town Hall (who do nothing anyway), fire the 5 assistant Principals at elementary school (useless position), and stop wasting money on surveys and consultant engagements.
4. IF there is anything left, build a few sidewalks. Lowering taxes is more important than sidewalks

We need to catch up to the towns around us. Meters should be paid with an app. There meter people need to be trained better. I received a ticket last week because the CAR NEXT TO ME expired. Then wasted an hour of my day at Village Hall being told to write a note to the Judge.

I would recommend the intersection of Spier and Sycamore have a 4 way stop sign. The intersection if very dangerous.

Existing streets and sidewalks should be maintained as part of our normal budget. Post Rd is in awful shape and I know Scarsdale doesn't own it but I assume neither do neighboring towns and yet it is in markedly better condition in these other areaw

Cones on Popham Road are not only ugly; they are unduly restrictive of traffic moving straight from Popham & Chase to Popham & East Parkway, and then making a right turn.

# EXHIBIT A

November 19, 2015

**THE SCARSDALE FORUM, INC.**

**Report of the Municipal Services Committee  
On**

**Traffic Assessment, Safety and Improvement in the Village of Scarsdale**

The Municipal Services Committee (the “Committee”) proposes the following resolution for Adoption by The Forum:

RESOLVED, that the Report of the Committee recommending that the Village of Scarsdale should (1) promote pedestrian, bicyclist and motorist traffic safety in the Village Center by lowering the maximum allowable speed limit from 30 miles per hour to 25 miles per hour on designated Village Center roads, (2) provide additional signals and/or signage and develop strategies in order to maximize pedestrian, bicyclist and motorist safety in the Village Center, and (3) promulgate regulations, institute a public education campaign and enlist the cooperation of the public consistent with these recommendations, be approved.

**Summary**

Members of the Scarsdale community have legitimate concerns over safety on Village Center roads. In preparing this Report the members of the Committee noted that many of these concerns are recurring and have been the subject of previous consultants’ reports, but have not been fully addressed. The purpose of this Report is to identify and assess current traffic conditions on Village Center streets in the interests of enhancing safety for pedestrians, motorists and bicyclists, and in order to promote traffic efficiency. The focus of the Report is on traffic improvements that should be implemented at strategic business district intersections and adjacent roads where potentially hazardous conditions, inadequate or unclear signals and/or signage, and risky or careless pedestrian, cyclist and motorist behaviors have been observed. These concerns should be addressed and could be mitigated through a combination of lowering the maximum allowable speed limit, adjusting or providing additional signage and signals, and implementing complementary active traffic management techniques, among other practical recommendations made in this Report.<sup>29</sup> An enforcement approach, especially during high traffic volume periods, together with a public education program such as a “Safety Day,” and articles or editorials in the

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<sup>29</sup> The Traffic Safety page on the Village website affords residents the opportunity to propose changes to traffic regulations. See <http://www.scarsdale.com/Home/Departments/VillageManager/TrafficSafety.aspx>. This Report contains a set of speed and traffic calming recommendations based on the observations of Committee members and residents of Scarsdale who have communicated their own observations to members of the Committee. The Report does not contain data derived from traffic enforcement reports other than several recent accident incidents as reported in the Scarsdale Inquirer.

Scarsdale Inquirer and other local news outlets,<sup>30</sup> might be necessary to instill civic awareness that risky behaviors by overzealous or inattentive drivers, and careless pedestrians and cyclists, are causing traffic and safety problems in the Village Center.

### **Preliminary Statement**

The Village of Scarsdale has accomplished much over many decades to address and promote traffic safety in the Village Center, including commissioning professional engineering studies in 1995 and again in 2005.<sup>31</sup> More recently, the 2010 Update of the Village Center Component of the Village of Scarsdale Comprehensive Plan (the “Plan”) highlighted the longstanding concerns expressed by survey stakeholders, including residents and merchants, about traffic and pedestrian safety in the Village Center:<sup>32</sup>

**“Calls for reduced traffic congestion, increased walk-ability, and parking have been constants throughout the development of this plan (and indeed have been abiding concerns for decades).** As a business district, the Village Center is a magnet for both pedestrians (shoppers, train commuters, etc.) and automobiles, particularly during the morning and evening rush hours, when both pedestrians and vehicles are present in great volumes and close proximity. . . .

\* \* \*

**Pedestrian safety and traffic incidents are a concern, particularly during prime lunch and shopping hours when there is less commuter traffic,** more “non-destination” traffic, and drivers are focused on a search for parking spaces. Thus pedestrian safety and traffic are major concerns throughout the Village Center. This is especially true near the Popham Road Bridge and the East Parkway / Scarsdale Avenue intersection. The Crane Road exit off of the Bronx River Parkway empties onto East Parkway, and Popham Road, being one of the few east-west through roads in lower Westchester, brings a large amount of through or “non-destination” traffic through the Village. Pedestrian-vehicle accidents occur in this area which

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<sup>30</sup> The Scarsdale Inquirer reports weekly on traffic related accidents including pedestrian and cyclist incidents, but an occasional summary or report highlighting persistent trouble spots could have a positive impact.

<sup>31</sup> R. Hintersteiner, “Traffic Study, Popham Road at Chase Road and Overhill Road” (December 1995); and TRC Raymond Keyes Associates, “Technical Memorandum, Popham Road/Village Center Pedestrian Safety Analysis” (July 2005) (the “Keyes Safety Analysis”). Both reports are available from the Committee, courtesy of the Village Manager.

<sup>32</sup> Additional reports covering areas outside the Village Center which have been commissioned by the Village include Creighton Manning Consulting, “Heathcote 5 Corners Feasibility Study” (March 2011) (study on feasibility of placing a roundabout at Heathcote 5 Corners intersection), at <http://www.scarsdaleforum.com/reportsHome.php?parent=40>; and Adler Consulting, “Route 125 (Weaver Street) Traffic Assessment & Improvement Analysis” (May 2003), at <https://www.scarsdale.com/Portals/0/2003weaver.pdf>

may be due to unconventional crossing configurations, and the general volume of traffic.

\* \* \*

**A combination of strategies is called for.** First, new development should not contribute substantially to rush hour traffic flows. Congestion at these times already impairs the convenience of moving to and throughout the Village Center. . . .

**The second strategy is to slow traffic speeds.** This can be accomplished by a number of traffic calming devices and streetscape techniques, along the lines of what the Village has already employed. Better defined walkways and signage, speed humps, and other traffic calming measures should be incorporated into the site design of any new development. The feasibility of additional traffic calming measures, including stationing a police officer and patrol car at other dangerous intersections (such as at Popham Road and East Parkway or Popham Road and Chase Road) should be investigated.

**Reducing traffic flows and speeds would certainly increase walk-ability and pedestrian safety, and these strategies can be supplemented by enhancing the streetscape.** While most of the Village Center is pedestrian friendly and visually appealing, some areas are less attractive to walkers. This includes the western Popham Road, where pedestrians are not buffered from the roadway by trees or plantings, and where there are few benches or places to rest. The pleasant and safe character that exists at the core of the Village Center should be extended outward to these areas. Street trees and landscaping recently completed on East Parkway and planned for lower Popham Road (along with the bridge replacement), will make the roads seem less like highways and more like village streets, naturally slowing traffic speeds.”<sup>33</sup>

Since the publication of the Plan almost 5 years ago and the completion of the Popham Road Bridge Project, observation suggests that progress has been made. But additional measures could do more to address persistent traffic and safety related issues in the Village Center.

Scarsdale’s generous 30 mph maximum allowable speed limit, which is amply posted along the major Village Center roads and when entering the Village, is the same as it was in 1995, 2005 and 2010<sup>34</sup> despite the observable increase during that period in motorist and pedestrian traffic and conflicts in the heart of the business district.

It is easy to recognize that there are too many motorists driving on main Village Center roads, side streets and central business district streets at speeds well in excess of the posted limit. Impatient motorists illegally cross solid double yellow lines in an effort to speed past compliant

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<sup>33</sup> Plan at 22-23, at <http://www.scarsdale.com/Portals/0/Planning/VCCOMPPLAN%20AUG%2010%20Final%20small.pdf> . The Plan did not contain any specific recommendation to legislate lower maximum allowable speed limits.

<sup>34</sup> Village Code §290-6; 290-53.

motorists, as observed on separate occasions by a Committee member recently on both Church Lane and Crane Road near the Village Center. Speeding motorists run red lights and fail to come to a complete stop at stop signs and stop lines in the Village Center.

Notably, the Village has installed traffic calming at various locations, such as the pedestrian crossing signage on the other side of town at the eastbound lane of Heathcote Road at Sherbrooke Road. To assist pedestrians on busy Fenimore Road there is a new mid-road “State Law STOP for Pedestrians within Crosswalk” sign on a portable base at the Brewster Road intersection.<sup>35</sup> Additional traffic slowing methods like these, a lowered speed limit, clearer signage, and additional median bump outs where feasible, such as exists at the intersection of East Parkway and Popham Road, are needed to make Village Center streets not only safer for pedestrians, motorists and cyclists but more user friendly and consistent with Scarsdale’s positive community values.<sup>36</sup>

As Scarsdale’s roads become increasingly congested vehicular corridors, the safety of all pedestrians, cyclists and motorists in our predominantly residential neighborhoods should be re-examined. Traffic hazards in the Village Center represent a microcosm of conditions that exist to varying degrees in all other neighborhoods. Numerous public and private schools, early childhood education facilities and houses of worship serve to compound safety concerns for everyone on the roads, including concerns for the welfare of vulnerable children, students, the handicapped and the elderly. The simple act of walking in the Village Center is fraught with challenges including those posed by the absence of sidewalks on major pedestrian access routes to the train station, the absence of crosswalks or clearly marked crosswalks and pedestrian identification signage,<sup>37</sup> inadequate or unclear signals and signage, and motorists who deliberately disregard traffic regulations and the right of way that should be afforded to pedestrians and cyclists. There are no dedicated bicycle safety lanes in the Village. Courtesy even among motorists is often lacking. The pervasive culture of motorists violating the laws against the hand-held use of cell phones while driving is evident in Scarsdale. Even pedestrians

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<sup>35</sup> This crosswalk may be intended to calm speeding traffic at this point on Fenimore due to its proximity to the Fox Meadow Elementary School, although the speed limit does not appear to have been lowered. As one Committee member who lives in the adjacent neighborhood has noted, despite the signage motorists do not appear to be slowing down on the approach to the crosswalk nor stopping when it is obvious that pedestrians intend to cross.

<sup>36</sup> For information on pedestrian and bicycle safety initiatives and policy, see “Safer People, Safer Streets: Pedestrian and Bicycle Safety Initiative,” at <https://www.transportation.gov/policy-initiatives/ped-bike-safety/safer-people-safer-streets-pedestrian-and-bicycle-safety>; and [http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/guidance/policy\\_accom.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/policy_accom.cfm) . For Town of Mamaroneck “Complete Streets Policy Resolution,” see [http://www.townofmamaroneck.org/sites/mamaroneckny/files/file/file/complete\\_streets\\_resolution.pdf](http://www.townofmamaroneck.org/sites/mamaroneckny/files/file/file/complete_streets_resolution.pdf) .

<sup>37</sup> Some, but not all, faded crosswalk pavement markings in the Village Center got a fresh coat of paint in May 2015. “When there is no traffic control signal, drivers must yield the right-of-way to pedestrians, particularly if a pedestrian is in a crosswalk on the same side of the road, or there is potential danger to the pedestrian [Section 1151, NYS Vehicle & Traffic Law]. In addition, every driver approaching an intersection or crosswalk must yield the right-of-way to a pedestrian accompanied by a guide dog or a cane [Section 1153-c, NYS Vehicle & Traffic Law].” FAQ 3, at <http://www.scarsdale.com/Home/Departments/VillageManager/TrafficSafety.aspx> . The Committee recommends periodic repainting of all crosswalk, stop line and other pavement markings using updated reflective materials and technologies to ensure adequate visibility, information and guidance to Village Center road users.



using cell phones while walking on the sidewalks or crossing the streets pose a hazard to themselves and others. Residents are not only voicing their concerns, but are seeking solutions to minimize the hazards on our Village Center Roads.

The New York State Department of Transportation has adopted the following Institute of Transportation Engineers (ITE) definition of traffic calming, which is relevant to the Committee's recommendations in this Report:

“Traffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for nonmotorized street users. . . . [in order to] 1) reduce negative effects of motor vehicle use means changing the design and the role of the street to reduce the negative social and environmental effects of motor vehicles on individuals (e.g., speed, intrusion, etc.), and on society in general (e.g., pollution, urban sprawl, etc.); 2) altering driver behavior addresses the self enforcement aspect of traffic calming; the lowering of speeds, the reduction of aggressive driving, and the increase in respect for nonmotorized street users; 3) improve conditions for nonmotorized street users means to promote walking and cycling, increase safety, create a feeling of safety, and improve aesthetics, etc.”<sup>38</sup>

The following measures recommended by the Committee should be considered by the Village in order to meet the challenges posed by unacceptable motorist, cyclist and pedestrian behaviors, and to ensure that Scarsdale's Village Center streets and neighborhoods are as safe as possible, consistent with the goals of the updated comprehensive Plan as well as recommendations made in prior traffic studies.

### **The Maximum Allowable Speed Limit Should Be Lowered**

Motorists driving through the Village Center are often observed exceeding the speed limit. Equally obvious is the failure of many motorists to yield to pedestrians, even those attempting to negotiate the numerous crosswalks in the business district. Stop signs<sup>39</sup> and strategically placed crosswalk signs do not always discourage this behavior. Speeding is routine in both directions on the heavily traveled east-west corridors of Popham Road and Crane Road,

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<sup>38</sup> NYS DOT Highway Design Manual, Chapter 25, Traffic Calming Definition, §25.2.3 (1998), at [https://www.dot.ny.gov/divisions/engineering/design/dqab/hdm/hdm-repository/chapt\\_25.pdf](https://www.dot.ny.gov/divisions/engineering/design/dqab/hdm/hdm-repository/chapt_25.pdf). (The definition was adopted by New York State “due to the desirability of having a consistent definition and because it is sufficiently broad to allow for the concept that the needs of the motorist and nonmotorist must be balanced, appropriate to the intended function of a given facility or area.” *Id.* For statistics on the hazards of speeding on neighborhood streets and related policy recommendations, see “Keep Kids Alive Drive 25,” at <http://www.keepkidsalivedrive25.org/makeadifference/>.)

<sup>39</sup> “In accordance with the New York State Manual of Uniform Traffic Control Devices (MUTCD), the proper use of stop signs are [sic] as safety measures to determine the right of way at intersections experiencing sufficient traffic and vehicular accidents and where poor visibility, unusual geometry or unexpected traffic conflicts exist. When stop signs are installed to slow down speeders, drivers tend to actually increase their speed between signs to compensate for the time lost by stopping. Some drivers tend to accelerate rapidly after a stop, possibly creating an unsafe situation. Studies have shown that most drivers reach their top speed within 100 feet of a stop sign.” FAQ 1, at <http://www.scarsdale.com/Home/Departments/VillageManager/TrafficSafety.aspx>.

between the Post Road (Route 22) and the Village Center, the Metro North station and the Bronx River Parkway (the “BRP”). The absence of signals or signage on long stretches of these roads might contribute to the tendency of many vehicles to pick up speed. Speeding is not confined to these roadways and constitutes a problem on other major thoroughfares, including the Post Road, Heathcote Road and Mamaroneck Road.

Narrow residential side streets, some heavily used by motorists to enter or exit the Village Center and/or avoid Popham Road traffic signals, are also traversed at excessive speed, such as Woodland Place, Autenrieth Road, Church Lane and School Lane. Vehicles traveling at or above the posted limit create a number of obvious safety issues for everyone in the Village Center and elsewhere, but especially in areas close to the railroad station where pedestrian foot traffic and vehicular traffic is heaviest, and sidewalks are sometimes intermittent or nonexistent. While many neighboring municipalities have lowered their maximum speed limits on certain designated major thoroughfares and business center streets, Scarsdale continues to maintain a 30 mph default speed on all but school zone streets, where the limit is 15 mph during school day designated hours.

Most of the Village Center streets are officially designated “Through Highways” for which there is a requirement that “all vehicles approaching said streets and parts of streets shall come to a complete stop before entering thereon.”<sup>40</sup> Observation tells us that complete stops at stop signs and stop lines as required under this provision and by common sense are atypical.

Excessive speed and/or the failure of motorists to yield also contributes to the difficulty other motorists experience when backing out of perpendicular, head in metered parking spaces in the business district, or when just passing through. For instance, as reported in the Scarsdale Inquirer’s September 4, 2015 police report (page 3): “When a White Plains man was driving along East Parkway Aug. 30 a Popham Road woman backed out of a parking space and hit his car.” Another recent example of this alarming phenomenon was illustrated in the Scarsdale Inquirer’s October 16, 2015 police report (page 5): “Cars belonging to a Madison Road man and a Manhattan man collided as the men backed out of parking spots on East Parkway Oct. 9. No injuries were reported.” A similar accident was reported the next week in the October 23, 2015 police report (page 5): “An Eastchester man and a Waverly Road man were both backing out of parking spaces on East Parkway on Oct. 16 when they rear-ended each other.” Due to the many SUVs, vans and other large vehicles that typically park in the diagonal parking spots, it is often difficult for motorists backing up from their parking spots to see traffic coming through until they actually back into the roadway – and then it may be too late to avoid a collision.

Vehicles leaving the business district northbound on East Parkway on the approach to the BRP entrance ramp accelerate excessively even before reaching the East Parkway-Crane Road intersection. As a result of the lengthy time needed to complete the Crane Road Bridge Project, traffic separator curbs with uprights were removed but only recently reinstalled (during July 2015) in order to separate northbound parkway-entrance lane vehicles from vehicles in the dedicated right lane turning right onto Crane. Yet it is still difficult for westbound motorists

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<sup>40</sup> Village Code §290-59, at <http://ecode360.com/6439664#6439664>.

stopped at the intersection of Crane and East Parkway to judge whether northbound vehicles that are speeding when leaving the Village on East Parkway are heading onto the BRP or turning right onto Crane. Motorists turning left from westbound Crane onto southbound East Parkway do not have the benefit of adequate sight distance to judge whether it is safe to make the turn, especially when oncoming motorists fail to signal their intention to turn right onto Crane rather than heading north onto the BRP.

Nearby, there is a need for improved separation of the shared two-way southbound BRP-Crane exit and the northbound Crane-BRP entrance lane. Exit lane motorists have been observed not only drifting across the lanes but also traveling the wrong way in the wrong lane into oncoming northbound traffic entering the parkway. Excessive speed, by both southbound BRP off-ramp motorists negotiating the hairpin left-turn onto East Parkway before turning right onto Crane Road, and motorists simply heading northbound on East Parkway in order to make the right-turn onto Crane, present a hazard to pedestrians negotiating the north-south Crane-East Parkway crosswalk. Besides lower speeds, illuminated stop, yield or other traffic calming signals, in addition to physical attenuators such as speed bumps or rumble strips, could provide needed safety enhancements to resolve the conflicts posed at this intersection, which is reviewed in more detail below.

#### **Other Municipalities Discourage Speeding by Lowering the Speed Limit**

Several nearby municipalities have lowered maximum allowable speed limits to less than 30 mph on many roads including major thoroughfares, and in village centers. The maximum allowable speed limit is 25 mph on the entire length of Old Army Road within the Town of Greenburgh. See Town of Greenburgh NY Code, §460-51, at <http://ecode360.com/6819620#6819620>. As a reminder to motorists as they approach a major intersection, there is also a digital speed calming meter installed on the west side of Old Army Road between Seely Place and Ardsley Road. One of the most recent speed limit reductions on a major thoroughfare in a nearby village center was implemented on East Hartsdale Avenue:

“The Greenburgh Town Board approved a new law at [its] last Town Board meeting REDUCING the speed limit of motorists driving on East Hartsdale Ave to 25 miles per hour. The goal: to help ensure the safety of motorists, bicyclists and pedestrians. This proposal was requested by residents of the community and the need for the reduced speed was confirmed from data obtained from the police department reports. East Hartsdale Ave is the most densely populated area in town - with many residents, commuters, patrons and merchants driving and walking along the street creating a risk of vehicular/pedestrian conflict. The entire length of E Hartsdale Ave will have the reduced speed limit--most other streets in town have a 30 mph speed restriction.”<sup>41</sup>

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<sup>41</sup> Town of Greenburgh Supervisor's Office News Release, “Speed limit reduced to 25 miles per hour on East Hartsdale Avenue” (August 23, 2015), at <http://www.greenburghny.com/Cit-e-Access/news/index.cfm?NID=38457&TID=10&jump2=0&DID=432>. To drive home the point, a mobile digital sign was positioned temporarily on East Hartsdale Avenue (westbound) at Rockledge Road, warning that 218 tickets

In Irvington, 25 mph appears to be the maximum allowable speed limit in the business district. See Irvington Village Code, §213-30A, at <http://ecode360.com/11800369>. The maximum speed of 25 mph is also the rule on certain streets in the Larchmont business district, including Palmer Avenue. See Larchmont Village Code, §273-41 (under §273-5), at <http://ecode360.com/7081452#7081452>.<sup>42</sup>

It was widely publicized that before the end of 2014 New York City had lowered the speed limit on city streets to 25 mph and to 20 mph in Central Park. In some of the busiest locations in the park the maximum speed limit was reduced to 10 mph. Anecdotally, lower speed limits are encountered in business and village center districts throughout New York State, not just in school zones. We recommend that Scarsdale should not only lower the speed limit throughout the Village Center as permitted by New York State law, but should also establish “slow zones” and traffic calming methods where appropriate to discourage speeding.<sup>43</sup>

### **Mitigating Pedestrian-Cyclist-Vehicle Conflicts**

Just like motorists, pedestrians and cyclists also bear a responsibility for obeying the “rules of the road.”<sup>44</sup> Jaywalking is routine even on the busiest corridors. Perpendicular parking in most of the Village Center presents a challenge for motorists attempting to back their vehicles out of head-in parking spots when they simultaneously have to avoid jaywalking pedestrians who enter streets between vehicles, cross outside of the limits of crosswalks or walk directly behind vehicles. Some cyclists appear not to observe signals and signage. Part of any public education campaign should enlist the cooperation of pedestrians and cyclists to comply with the regulations, signals and signage applicable to them.

While consideration might be given to the enforcement of jaywalking regulations, a balance should be struck in light of locations in the business district where pedestrians are forced to walk in the streets without the aid of crosswalks or without prominent crosswalk identifying signage. The Committee also recommends the addition of crosswalks or at least signage wherever these are required. Flashing LED and even solar “SLOW,” “YIELD,” and/or “STOP”

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had been issued at that intersection. The digital sign was intended to be rotated to other trouble spots with site-specific messaging.

<sup>42</sup> For comparison, a number of major streets in the Town of Greenwich, Connecticut have maximum allowable speed limits of 25 mph. See Greenwich Municipal Code at [https://www.municode.com/library/ct/greenwich/codes/code\\_of\\_ordinances?nodeId=CH14.VETR\\_ART5SC\\_SCHE\\_DULE\\_XIXSPLI](https://www.municode.com/library/ct/greenwich/codes/code_of_ordinances?nodeId=CH14.VETR_ART5SC_SCHE_DULE_XIXSPLI).

<sup>43</sup> See New York State Vehicle and Traffic Law, Title VIII, Article 39, Section 1643. Speed limits on highways in cities and villages: “The legislative body of any city or village with respect to highways . . . may by local law, ordinance, order, rule or regulation establish maximum speed limits at which vehicles may proceed within such city or village. . . . No such speed limit applicable on or along designated highways within such city or village shall be established at less than twenty-five miles per hour, except that school speed limits may be established at not less than fifteen miles per hour, . . . .”

<sup>44</sup> See <http://www.scarsdale.com/Home/Departments/VillageManager/TrafficSafety.aspx>.

pedestrian crossing signs are other available options that should be deployed to ensure safer conditions.<sup>45</sup>

An education campaign targeting accident avoidance that includes a periodic Village Center event such as a “safety day,” a graduated enforcement program, and an announced or unannounced “enforcement day,” might raise public awareness about the rules, public safety expectations and how to avoid conflicts on the roads. Among many other practical recommendations in the 2005 Keyes Safety Analysis, such as increasing and/or synchronizing the timing of the pedestrian cross phase at most Village Center intersections, the report supports an educational campaign as a way to improve safety:

“The village should consider the provision of an Education Campaign through various media outlets and dissemination of literature, as significant numbers of pedestrians were observed jaywalking or not following the pedestrian signals. Some pedestrians did not seem to understand the pedestrian countdown signals. Also, the Educational Campaign could help alert motorists to improve their awareness of the situation in the Village Center and their responsibility to drive safely and lawfully.”<sup>46</sup>

### **Potential Solutions to Crosswalk Conflicts**

In an online letter to the editor responding to the article on motorist/pedestrian conflicts entitled “Where Feet and Wheels Meet” (The New York Times at D15, January 5, 2015), a reader suggested adjusting the timing on traffic signals to make crosswalks safer for pedestrians:

“At some intersections at busy times of the day, it is very difficult for drivers to make a right-hand or left-hand turn due to an almost continuous stream of pedestrians filling the crosswalk throughout the entire part of the signal cycle giving them the possibility of turning. Traffic lights should be modified so that there are separate and distinct periods of time when pedestrians are allowed to cross and when drivers are permitted to turn. Turning during the walk period should be forbidden, as should pedestrian crossing during the turning period. The two activities are basically incompatible from a safety perspective.”<sup>47</sup>

There are numerous signaled intersection crosswalks throughout the Village Center where this solution would help to create orderly movement.

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<sup>45</sup> Here is one online product description: “Our Illuminated Flashing Slow Pedestrian Crossing Sign conforms to the specifications of the Federal Highway Administration (FHWA) set forth in the Manual on Uniform Traffic Control Devices (MUTCD). Using our innovative LED technology, the system employs a set of synchronized high-intensity LEDs. They [are used] to extend the range of visibility of the sign during the day or night in all weather conditions. Furthermore, the LEDs are flashed, which increases driver awareness of the sign.” See <http://www.ustrafficsystems.com/product/flashing-slow-pedestrian-crossing-sign/>.

<sup>46</sup> Keyes Safety Analysis at 30.

<sup>47</sup> <http://www.nytimes.com/2015/01/13/science/your-letters-cancers-luck-earth-like-planets-and-protecting-pedestrians.html> .

Other options, such as pedestrian activated traffic lights operated by pressing pole buttons, can be observed at the corner of Walworth/Fox Meadow and Fenimore Roads (and nearby major arteries such as the “four-corners” intersection of Central Avenue and Hartsdale Avenue in Hartsdale). Innovative crosswalk lighting technology is another available mechanism used to heighten motorist awareness of the presence of pedestrians within crosswalks. Movement activated flashing crosswalk lights that alert motorists to pedestrians who have entered crosswalks, or flashing LED crosswalk warning signs are solutions that also have the potential to increase safety and make Scarsdale a more pedestrian friendly Village.

### **Business District Traffic Gridlock and Pedestrian Safety**

In general Village Center signaled intersections do not consistently process vehicles efficiently at peak traffic hours, nor do they always provide safe crossing opportunities for pedestrians.<sup>48</sup> Popham Road traffic, combined with the influx of vehicles from its adjacent feeder streets, creates gridlock on a regular basis where this major thoroughfare intersects at Scarsdale Avenue and East Parkway, Chase Road, Overhill Road, Garth Road and Depot Place. As the following scenarios illustrate, strategic turn-on-green-only signals, cycling with no-turn-on-red signals and in-pavement sensors activated during high volume periods, might encourage motorists that they will have a chance to get through the signaled intersections during a green cycle. Better coordination of signal phases with a lowered speed limit of 25 mph might process traffic more efficiently and potentially encourage motorists not to accelerate excessively in order to avoid stopping at stop signs and crosswalks, or to attempt to run red lights. The Committee recognizes that there are times when vehicles should not be idling for too long while waiting for green arrow signals. But there is a need for practical solutions to help make it more likely that motorists will not have to compete with each other, pedestrians and cyclists, and will not contribute to the gridlock that obstructs the intersections and grinds traffic to a standstill on a daily basis.

### **Popham Road-East Parkway-Scarsdale Avenue Congestion – Blocking the Box**

During east-west green signal cycles on Popham Road there is a timed left-turn-only signal for eastbound Popham Road vehicles in the dedicated lane for motorists turning left onto East Parkway. When the green signal arrow times out, left-turning traffic is often left stranded, blocking the intersection.<sup>49</sup> Simultaneously, westbound Popham Road motorists may make right-turns onto East Parkway from a dedicated right-turn-only lane. At peak hours, the convergence onto East Parkway of both of these eastbound and westbound Popham Road approaches creates simultaneous gridlock, both for Popham Road through-traffic and motorists

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<sup>48</sup> Many of the same problems observed in the preparation of this Report involving motorist and pedestrian behavior at major intersections were detailed in the Keyes Safety Analysis over 10 years ago and appear to have become exacerbated by the increase over time in vehicular and pedestrian traffic in the Village Center. See also Scarsdale Traffic Accident Incident Reports Analysis - 2007, at Scarsdale Forum Reports, <http://www.scarsdaleforum.com/reportsHome.php?parent=12>.

<sup>49</sup> Westbound left-turn only signaling for Popham Road motorists turning left onto Scarsdale Avenue would process traffic more efficiently if it were not for the fact that the signaling appears to be periodically inactivated on weekdays or at certain times of the day.

attempting to enter East Parkway. Vehicles backing out of East Parkway parking spots at peak midday and PM hours appear to contribute to this persistent gridlock.<sup>50</sup>

Astonishingly, the all too brief, timed left-turn-only green signal arrow for westbound Popham Road vehicles turning from the dedicated left-turn Popham lane onto Scarsdale Avenue has been observed to be nonfunctioning on weekdays, or at certain times on weekdays, but operational on weekends. A dangerous road condition arises from an almost complete lack of sight distance visibility beyond the intersection which prevents left turning motorists from seeing, much less anticipating two oncoming lanes of approaching eastbound Popham Road traffic. For this reason alone the Committee recommends that the left turn arrow is an absolute requirement that should be activated at all times and days of the week to prevent serious conflicts at this intersection.<sup>51</sup> The timing of the signal should be adjusted to permit more than 1-2 vehicles to make the left turn, which seems to be the current limitation.

Gridlock is also created at the Popham Road-East Parkway intersection when westbound Popham through traffic converges with motorists stuck in the intersection attempting to make right-turns onto Popham from (southbound) East Parkway. Frequently at peak hours none of this traffic is able to proceed because of the queued and backed up volume of westbound vehicles stopped in the through lane by a red signal at the intersection of Popham Road and Depot Place, and in the dedicated left-turn lane on Popham Road waiting for a green signal in order to turn left onto Garth Road. As improbable as it seems, at times the backup impedes westbound Popham Road traffic as far away east and sometimes beyond the intersection of Popham at Chase Road, or even Popham at Autenrieth Road.

The sheer volume of traffic at peak times at these key intersections exceeds the capacity of the current signaling and phasing to preclude the formation of gridlock. Implementing left-turn and right-turn-on-green-only signals, and no-left-turn and no-right-turn-on-red signals from all directions might be the most efficient solutions. The addition of an appropriately phased left-turn green signal arrow might also allow time for northbound Scarsdale Avenue traffic to turn left onto westbound Popham Road and also to clear the intersection.

Aside from adding “Don’t Block the Box” signage to an expanded overhead signal array, consideration should be given to the assignment of a traffic control officer at these intersections during peak hours, as is already in place at the train station.

### **Failure to Yield to Pedestrians on Popham Road Westbound at Chase Road**

Westbound motorists on Popham Road approaching the first set of Village Center traffic signals often either fail to yield to pedestrians crossing Popham within the crosswalk at the Popham-Chase Road intersection, and/or fail to stop at the “Stop Here on Red” warning sign, marked pavement crosswalks and stop lines. Westbound Popham motorists in the dedicated right turn-only lane approaching the red signal and the prominent “No Turn on Red/Stop Here on

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<sup>50</sup> While head-in parking was implemented on most Village Center streets to create more parking spaces, there seems to be a lack of public awareness of related safety issues, which could be addressed by an education campaign.

<sup>51</sup> Likewise, wherever there are “Delayed Green” signals in one direction only, such as at the westbound Popham-Chase Road intersection, overhead signage should so indicate the delay to waiting motorists.

Red” signage at the corner of Popham and Chase usually roll past the crosswalk before coming to a full stop, or even block the crosswalk. Motorists turning right legally (with a green signal) onto Chase Road, from the same dedicated right turn lane of westbound Popham Road, were also observed speeding excessively around that corner without heeding pedestrians in the nearby crosswalks that intersect Chase Road at Boniface Circle, Spencer Place, Christie Place and Woodland Place.

“Turning Vehicles Yield to Pedestrians,” “Slow,” or “Caution Slow Down” pedestrian crossing signage at the Popham-Chase intersection, along the entire length of Chase and elsewhere would provide needed safety and traffic calming measures. More distance between the painted pavement “Stop” lines and crosswalks should also be considered throughout the Village Center.

A westbound motorist who had already entered the dedicated right turn lane on Popham Road, but apparently decided not to proceed onto Chase Road, was observed veering sharply left, suddenly and without warning or signaling, directly into the Popham Road crosswalk. The motorist accomplished this maneuver by driving through the stationary traffic curb (with uprights) and against oncoming westbound traffic in order to continue to proceed west on Popham. Motorists have also been observed making a right turn from westbound Popham onto Chase after driving beyond the stationary traffic curb barrier, thereby creating the potential for a collision with oncoming traffic on Chase.

One of several contributory factors to motorist confusion at this intersection is that there is no proximate signage signaling to motorists that the dedicated westbound Popham Road lane that feeds onto Chase Road is right-turn-only. The nearest warning is the faded right-turn arrow painted on the pavement, and a distant sign on the north side of Popham much farther to the east beyond the Autenrieth Road intersection. An additional right-turn-only sign should be repositioned closer to the actual dedicated right-turn lane on westbound Popham leading into Chase, where there is the possibility of affixing them on two existing “No Parking” poles near the Chase turnoff (and the adjacent apartment building half-circle driveway).

A similar problem exists along the length of the dedicated right-turn-only lane on eastbound Popham Road between Garth Road and Scarsdale Avenue. The absence of sidewalk signs and barely visible, faded right-turn-only pavement paint promotes sudden lane changes, as when eastbound motorists approaching Scarsdale Avenue are often encountered swerving left into the eastbound (middle) through-traffic lane on Popham. Dedicated turn-lane signage such as at the northeast corner of Post and Heathcote Roads is the obvious solution to this problem.

As for the mid-road pedestrian crosswalk signage affixed to the uprights on the traffic curb at the Popham-Chase road intersection, the one-sided panels should be replaced with double-faced signage to ensure that motorists driving from both directions are warned to anticipate the presence of, and are expected to yield to, pedestrians who enter crosswalks on both Popham and Chase. The same signage should be installed at strategic crosswalks and at reasonable intervals along the length of heavily traveled Village Center streets, including crosswalks at both ends of the Popham Road Bridge median.



### **Failure to Yield to Pedestrians on Popham Road Eastbound at Chase Road**

It is alarming to observe motorists approaching the major Popham-Chase crosswalk at excessive speed while turning left from southbound Chase onto Popham eastbound. This was the location of a midday vehicular pedestrian fatality which was noted in the 2005 Keyes Safety Analysis. Similarly, vehicles can be seen turning right at excessive speed onto Popham from Scarsdale Avenue, where heightened caution by motorists is also required before they encounter pedestrians in the crosswalk immediately around that corner on Popham, within yards of the intersection (see additional recommendations below).

There is literally no north-facing signage or signal, on any overhead or street wire or pole, that is clearly visible to south-facing Chase motorists warning that they might encounter a pedestrian in the Popham Road crosswalk, whether motorists are waiting at a red signal before or while initiating the left turn from Chase onto Popham (eastbound). Only one, predominantly west-facing pedestrian identifying sign is affixed to the lamp post north of the Overhill Road intersection at Popham, just a few yards from the problematic crosswalk. On a recent, late-afternoon weekday, a southbound motorist turning left from Chase onto Popham nearly collided into an elderly man walking in the southerly end of the Popham crosswalk. The pedestrian had the right of way within the signal crossing phase. There was no glare from the sun, which was already in the western sky and not shining in the direction of the motorist's windshield. Some of the innovative crosswalk technologies mentioned above might help to curb aggressive or careless motorist behavior in the vicinity of crosswalks, and prevent such near misses in the future.

Double faced signage visible from all directions, flashing lights and other traffic calming should be implemented as soon as possible to prevent the dangerous conflict at the Chase-Popham intersection. The same recommendation applies to the urgent need for traffic calming for motorists turning right from Scarsdale Avenue onto Popham Road. As was recommended in the Keyes Safety Analysis, which analyzed "traffic signal phasing alternatives," the Village should explore anew how to reduce the hazards at all of these major intersections through some combination of signal timing and exclusive pedestrian phases.<sup>52</sup> Besides more visible signage, physical traffic calming restrictions and a lower speed limit are demonstrably needed to increase safety at all points along Popham Road and indeed in the rest of the Village Center.

### **Right-Turns onto Popham Road Eastbound from Scarsdale Avenue Still Problematic**

Nearly all of the major intersections in the Village Center have signage prohibiting a right-turn-on-red (including at Overhill Road, although not at Depot Place at the Metro North station). Even the signaled intersection on Woodland Place at Crane Road posts a no-turn-on-red prohibition, a necessity at this location where there is a visual line of sight impediment from shrubbery (at the southwest corner).

Motorist confusion over unclear signage and/or problematic visibility contributes to noncompliance. Before completion of the Popham Road Bridge Project, both overhead and curbside signage at the Popham-Scarsdale Avenue intersection prohibited a right-turn on-red

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<sup>52</sup> Keyes Safety Analysis at 1-3.

onto Popham by motorists in the dedicated northbound right lane of Scarsdale Avenue. By the time of completion of the project the signage had been removed. Eventually a curbside sign prohibiting any right-turns-on-red was installed closest to the corner. The replaced signage joins a “Stop Here on Red” sign a few feet away and yet a third, separate “yield to pedestrian” sign installed farthest from the corner. “No Turn on Red” signs are now only affixed to street poles, where visually they are more easily missed by motorists than when they were affixed to overhead traffic signals.

A right-turn-on-red at this corner should have been continuously prohibited because of the blocked line of sight which impedes the ability of motorists who are stopped at a red signal in the dedicated right lane of Scarsdale Avenue from observing oncoming eastbound Popham Road traffic. Right turning motorists accelerating aggressively on a green signal still pose a threat to pedestrians in the Popham crosswalk. Another potentially hazardous condition still arises when (southbound) East Parkway motorists turning left onto (eastbound) Popham fail to yield to (northbound) Scarsdale Avenue traffic, which has the right of way to proceed either north onto East Parkway or to make right turns eastbound onto Popham.

The most significant pedestrian safety issue at this intersection as mentioned above is the conflict that pedestrians encounter in the easterly Popham Road crosswalk from left turning East Parkway motorists and right turning Scarsdale Avenue motorists. Turn-on-green-only signals would not just help avoid vehicular conflicts but would also protect pedestrians in the crosswalks on Popham Road from impatient or careless drivers. Additional pedestrian safety enhancements at this intersection might be achieved by coordinating turn signals and crossing phases, especially during peak traffic hours.

**East Parkway-Popham Road Intersection:**  
**Motorist Disregard of “No Turn on Red” onto Popham Road Westbound**

The “No Turn on Red” sign along the dedicated right lane at the south-west corner of East Parkway where it joins Popham Road is often ignored or missed by drivers. The signage may not be easily visible at street level from the southbound right lane of East Parkway, either because (a) the no-turn sign is located to the right of the sidewalk above the Metro North retaining wall, and/or (b) the sign is visibly obscured atop the retaining wall by nearby BRP signage, impairing the ability of motorists to see the sign at a distance from the intersection of only 2-3 car-lengths. When the Popham traffic signal at that corner is red, motorists in the dedicated right-turn lane on East Parkway at times coast but do not always stop completely before making an illegal right-turn into through traffic on westbound Popham. Consideration should be given to moving the “No Turn on Red” sign to a more visible location, perhaps closer to eye level on the same pole beneath the BRP sign. For optimal visibility, “No Turn on Red” signs should be restored, if feasible and allowable, to the overhead signal arrays.

**Popham Road Feeders at Garth Road and Depot Place**

Pedestrians also face difficulty crossing the wide intersection across Popham Road between the Popham median and the north-easterly corner of Garth Road. Northbound motorists on Garth turning right onto Popham do not always yield to pedestrians in the Popham crosswalk.

Pedestrians crossing Popham must also beware of left-turning vehicles exiting Depot Place onto eastbound Popham. Any of the traffic calming and pedestrian identifying signage mentioned above would be helpful.

Another source of gridlock, especially at peak traffic hours, occurs at this intersection when left-turning vehicles from Depot Place onto eastbound Popham converge with right-turning vehicles from Garth Road onto eastbound Popham. The resulting queuing and traffic backups beginning at the Popham-Garth-Depot intersection often extend up to and including the Popham-East Parkway-Scarsdale Avenue intersection. Turn-on-green-only phased with no-turn-on-red signals might help to alleviate this problem.

Motorists exiting the ground level garage at One Popham Road onto Depot Place consistently ignore the sign prohibiting a left turn and also pose a hazard to pedestrians on the sidewalk adjacent to the garage. Whether or not the Village has jurisdiction over this signage, left-turning vehicles exiting the garage create a traffic and public safety hazard at the westerly side of the train station that should be addressed.

### **Popham Road Bridge and Median**

Unlike the pedestrian bump-out at the end of the traffic median at the corner of East Parkway and Popham Road, there are no curbed pedestrian bump-outs on either end of the Popham Road Bridge median. The median was designed as a raised planting bed that does not provide any platform for pedestrians to seek refuge between the traffic lanes. The result is that pedestrians can be observed crossing Popham Road after the signals have changed in favor of motorists, leaving people on foot with no option to seek safety other than crossing against oncoming traffic or being stuck in the middle of the street in a very small space at the narrow endpoints of the median. Consequently, jaywalking commuters rushing to or leaving the station at peak hours routinely block the free flow of oncoming vehicular traffic from multiple directions.<sup>53</sup> Until an engineering/design solution is devised, the Village should assign a traffic control officer at peak periods and initiate a public education campaign to discourage jaywalking.

### **Chase Road-Christie Place-Woodland Place 3-Way Stop Intersection**

The Chase-Christie-Woodland 3-way stop intersection is a troublesome location. Southbound vehicles on Chase Road approaching from Crane Road frequently do not stop at all at the Christie Place stop sign. The “rolling” or “coasting” stop appears to be the rule at all three corners. It often appears that motorists need guidance on the proper way to yield to each other except when commuter bus and delivery truck traffic rolls through the stop signs. The practice of motorists feigning stops is not conducive to safety or orderly, efficient traffic movement and should be discouraged as much as possible. Available traffic calming technologies should be employed to encourage better motorist compliance.

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<sup>53</sup> A possible solution would be to shorten both endpoints of the median and construct a narrow curbed platform, but because of the narrow road geometry that option might not be feasible.

## **Chase Road**

Pedestrians attempting to even enter crosswalks all along Chase Road must wait for speeding traffic to abate, despite numerous stationary and other crosswalk yield signs, and are required to yield to motorists at corners where there are no crosswalks.<sup>54</sup> Chase Park, the Post Office, a bank and a realtor, in addition to pedestrian-generators on Boniface Circle, Spencer Place, Christie Place and Woodland Place, all add to the volume of people attempting to cross Chase Road. The inclination for motorists to speed on this busy street may be exacerbated by the long wait time to turn at the Popham Road intersection. The Popham-Chase traffic signal can be seen from Christie Place, and when the light is green, motorists tend to far exceed the speed limit to catch the light. More frequent cycling of the Popham-Chase signals, with shorter wait times at the red light, might be useful in checking this phenomenon and assisting pedestrian crossings. Motorists also hurry along Chase on their way to the train station or to adjacent streets leading out of the Village Center, more evidence of the need for traffic calming coupled with a lower speed limit.<sup>55</sup>

## **Christie Place**

Unlike most other business district streets, on the long east-west Christie Place corridor between Chase Road and East Parkway there is no mid-block crosswalk or any other traffic calming or pedestrian crossing installation. These should be required based on the multitude of pedestrian-generators on Christie, including an indoor garage, a supermarket with its parking lot and loading dock, restaurants, multiple shops and a multistory residential apartment complex.

While Christie Place is a narrow, two-lane mixed residential and commercial road, it is also a scheduled route for Westchester County commuter buses approaching the train station, where large delivery trucks, Post Office vehicles and waste removal vehicles routinely travel or park. Traffic gridlock is compounded when vehicles enter and/or exit the supermarket and indoor parking driveways simultaneously from opposite sides of the road, make illegal U-turns or double park.

The line of sight for motorists and pedestrians alike is often compromised on Christie Place by sizeable trucks in, or double parked at, the supermarket loading zone. Motorists often block the street entirely as they queue on the street waiting for parking spots to open up in the limited supermarket parking lot. At least one crosswalk with pedestrian identifying signage placed mid-block on Christie Place might be a reasonable solution to promote safety. Alleviating gridlock might depend on enforcement measures.

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<sup>54</sup> “If there isn't a crosswalk, sign or signal at mid-block locations, a pedestrian must yield the right-of-way to all vehicles on the roadway [Section 1152, NYS Vehicle & Traffic Law].” FAQ 4, at <http://www.scarsdale.com/Home/Departments/VillageManager/TrafficSafety.aspx>.

<sup>55</sup> Motorists should be made aware as part of any traffic enforcement campaign that there are consequences for unsafe driving. Speed violations and red light or other signal, yield or stop sign violations issued by a police officer could carry points, a fine or potential first or subsequent offense surcharges.

## **Woodland Place**

Pedestrians using the crosswalk at the westerly corner of Woodland Place to cross Crane Road at least have the benefit of a traffic signal to regulate motorist behavior at this busy intersection. Woodland is traversed continuously not only by vehicles exiting the business district, but also by motorists speeding from both directions on Crane making turns onto Woodland. Motorists making right turns from Woodland onto Crane often disregard the “No Turn on Red” signpost and drive through the red signal. Some motorists even appear to be unaware that Woodland, which is one-way northbound only part of its length, becomes a two-way road where it merges with the Oakwood Place traffic island. It is thus not uncommon for motorists to (a) enter Woodland from Crane going southbound against oncoming, one-way traffic, or (b) passing around vehicles stopped in the northbound right lane of Woodland at a red traffic signal in order to make an illegal right-turn-on-red, thereby blocking or risking conflict with Crane Road motorists turning onto Woodland. An additional sign clearly indicating that this short stretch of Woodland Place is two-way, and freshly painted pavement lane markings might mitigate this dangerous behavior.

### **Pedestrian Safety on Woodland Place “Sidewalk”**

The uneven, paved-over raised walkway that passes for a sidewalk on the western side of the one-way parking stretch of Woodland Place is unsafe for pedestrian use and an eyesore that should be replaced entirely, not patched up as has been done for decades.<sup>56</sup> It is perplexing that the Woodland sidewalk has been left in disrepair for such an unreasonably lengthy period of time, while new sidewalk curbing and flat surfacing has appeared on Drake Road (between Madison Road and Woods Lane), and extensive repairs are currently underway on the newer sidewalks in areas of the Village Center proper. This narrow footpath covers an antiquated red brick surface which is visible in places where several layers of pavement have been worn away. The pavement itself has been re-applied or patched many times over the years as a remedy for winter plow damage, which occurs repeatedly in part because there are no curbstones to protect the walkway from encroachment by plows.

Woodland is another heavily traveled byway used by motorists to exit or circumvent the Village Center on their way to Crane Road, or Church Lane and Popham Road via Autenrieth Road. The one-way east side of Woodland is metered for perpendicular parking, while the west side is metered for parallel parking. Aside from the dangerously irregular surface of the “sidewalk,” the lack of adequate street lighting makes this off-road walkway hazardous for pedestrians at all hours. Many pedestrians on Woodland often choose to walk in the street instead, a risky proposition for commuters and others walking to the station in the early morning or returning home at dusk or later as motorists speed out of the business district. Of all the

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<sup>56</sup> “The driver of a vehicle, when entering or exiting from an alleyway, building, private road or driveway must yield the right-of-way to any pedestrian on a sidewalk [Section 1151-a, NYS Vehicle & Traffic Law]. Pedestrians are required to use sidewalks where they are provided **and safe to use**. When sidewalks are not provided, a pedestrian is required to walk on the left side of the roadway facing traffic [Section 1156-b, NYS Vehicle & Traffic Law].” FAQ 5, at <http://www.scarsdale.com/Home/Departments/VillageManager/TrafficSafety.aspx> (emphasis added).

Village Center streets deserving of proper curbstones and sidewalks, Woodland Place is a long overdue candidate.<sup>57</sup>

### **East Parkway Medians, Crosswalks and Stop Lines**

The new northbound BRP Crane Road exit deceleration lane leading to the off-ramp appears to be too short to accommodate more than 2-3 bumper-to-bumper passenger vehicles. Meanwhile, the off-ramp appears to be configured at least as short, steep and curved as before, leaving little room for adequate deceleration and ending precipitously at the edge of the southbound lane of East Parkway. There is no stop line or stop sign at the terminus of the off-ramp where it abruptly meets East Parkway, since these would likely cause backups in the short parkway exit deceleration lane, and related problems for BRP through traffic. While off-ramp motorists have the right of way, they may have to apply their brakes quickly to avoid running into southbound East Parkway motorists who must be fully compliant with the need to brake to a full, not rolling, stop to avoid conflict at the stop sign aligned perilously close to the parkway off-ramp geometry. The volume of motorists feeding into the southbound East Parkway lane, including motorists exiting the southbound BRP, exiting Crane Road or U-turning from northbound-to-southbound or southbound to northbound East Parkway, add to the confusion and the elevated potential for conflict.

To illustrate the problem, not long after the northbound BRP off-ramp was opened to traffic at the conclusion of the construction project (in early September) a collision occurred at this East Parkway location: “A Mahopac man traveling south on East Parkway tried to turn left onto Crane Road Oct. 20, when he hit the car of a Bronx man who had just come off the Bronx River Parkway. The Mahopac man told police he had not seen the car when he proceeded from the stop sign.” (As described in the Scarsdale Inquirer's October 30, 2015 edition, page 5.) Considering that the U-turn lane from southbound to northbound East Parkway (on the way to Crane) is only a few yards from where the BRP off-ramp meets the stop sign for southbound East Parkway traffic, it is easy to appreciate the likelihood of such an incident.

The off-ramp motorists and southbound East Parkway motorists must be mindful of each other in order to avoid such conflicts and to maintain safe distances. Planners recognized these potential conflicts and installed several Crane Road exit ramp signs combined on the same pole with 5 mph warning signs along the right lane of the northbound BRP on the approach to the deceleration lane. The existing signage is demonstrably inadequate. Additional caution warning signage on or near the last existing parkway exit sign is needed to alert off-ramp motorists of the cross traffic on East Parkway in order to prevent collisions and afford motorists from both directions ample and reasonable stopping distances. In addition to a flashing yellow caution light, or even a flashing red stop light to slow traffic and encourage full stops at the stop sign, a yield sign and a painted pavement stop line positioned farther north on East Parkway should be

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<sup>57</sup> LED lighting, warm spectra and low wattage with directional shades, should be considered for Woodland Place as part of the current Village pilot program in view of the heavy vehicle and pedestrian street traffic. Appropriate LED lighting also should be installed to increase safety and visibility throughout the Village Center.

added to motorist guidance in the southbound East Parkway lane. These measures would more clearly indicate that northbound off-ramp BRP traffic has the right of way.

Somehow a sufficient number of strategically placed crosswalks were left on the drawing board during the redesign of the two-sided, heavily planted parking medians on the segment of East Parkway north of Christie Place. Commuters in particular are directly affected by the scarcity of crosswalks on East Parkway in the immediate train station area. Pedestrians including patrons and merchants leaving their parked vehicles have to cross the north and/or southbound lanes of East Parkway without the safety of additional marked crosswalks, extended median bump-outs for standing between the lanes and pedestrian identifying signage. Only one bump out was configured at the southerly end of East Parkway at Popham Road. Otherwise there are few other safe places for pedestrians to stand between lanes along the entire length of East Parkway.

Conflicts also arise between motorists turning left from the southbound East Parkway lane onto Christie Place (who must comply with a “Yield” sign), and northbound or right-turning motorists at this East Parkway intersection who are supposed to have the right of way. To address the problems on East Parkway, priority should be given to the addition of crosswalks and related pedestrian and motorist safety installations along the entire length of East Parkway.<sup>58</sup> Physical speed attenuators and/or other traffic calming signals and signage should also be considered for key locations in both lanes of East Parkway.

### **Gridlock at the Metro North Train Station**

Chaos reigns at the train station especially during the evening rush, when commuters returning to Scarsdale are met by motorists queuing up at the curb on the East Parkway side of the station, buses blocking East Parkway through traffic because the bus stop has been appropriated by idling vehicles, and anyone in the vicinity, whether on foot or driving, trying to contend with the gridlock. A similar situation exists on Spencer Place where through traffic and motorists backing out of parking spaces are often completely blocked at peak evening hours by double parked motorists waiting to pick up passengers. Aside from a parked police vehicle blocking turns into the station area at the intersection of East Parkway at Spencer Place, no such restriction exists at the intersection of East Parkway at Christie Place. The resulting traffic backups and queuing extend to westbound Christie Place, northbound East Parkway beginning at Popham Road and through traffic entering the station area from both BRP exit ramps and Crane Road. There is no other regular enforcement presence to mitigate the gridlock. It is unclear what reasonable measures could be taken to resolve the gridlock, short of closing off the entrance to southbound East Parkway at Christie Place, which might then create additional backups and double parking on the adjacent feeder streets. The Committee recommends that the unacceptable traffic situation at the station should be examined and solutions should be implemented.

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<sup>58</sup> The planting of maple trees on the medians presents another obstacle for motorists who have to negotiate low branches when leaving or approaching their vehicles or while feeding the meters. Strategic pruning might eventually be necessary, guided by a certified arborist to avoid harming or unnecessarily defacing the trees. For suggested best practices on greening roadways and medians, see [http://www.nyc.gov/html/ia/gprb/downloads/pdf/NYC\\_Environment\\_GreenStreets.pdf](http://www.nyc.gov/html/ia/gprb/downloads/pdf/NYC_Environment_GreenStreets.pdf).

## Safety on Crane Road

Judging by the excessive speeding that takes place on Crane Road, it is a challenge for pedestrians crossing this major east-west road. Due to property line geometry, sidewalks are intermittent along both the north and south sides of the roadway. There is no sidewalk on either side of the street from the Trinity Lutheran Church's curbside stone wall to Chase Road. Along the entire length of Crane between the Post Road and East Parkway there is only one traffic signal and two poorly marked pedestrian crosswalks. Pedestrians including many commuters are often observed walking in the roadway instead of on an existing sidewalk on the opposite side of the street. Crane intersects a dense residential area of single family homes, two churches with early childhood education operations, Village Hall and the Chateaux apartment complex, all just a few blocks from the train station. Motorists speeding in both directions present a particular hazard for vulnerable pedestrians. Motorists who are speeding in order to run the red light from both directions on Crane at Woodland Place is a common occurrence and warrants a closer look by enforcement.<sup>59</sup>

Besides the crosswalk at the Woodland Place traffic signal, the only other crosswalk lies approximately at the mid-point on Crane Road, connecting the north side of the street with the St. James the Less Church parking lot entrance. This crosswalk is narrow and easily missed or disregarded by motorists. It also lies at a high point on Crane Road, which makes it virtually invisible to approaching vehicles from both directions. The inadequacy of this crosswalk is obvious when compared with the much wider, zebra striped crosswalk servicing the Congregational Church on nearby Heathcote Road (with its two strategically placed, portable pedestrian identifying signs in the middle of the road in front of the Church building and at the active Church parking lot driveway across the street).<sup>60</sup> Installing a second traffic signal or at least a mid-roadway pedestrian identifying sign on Crane Road in the vicinity of the St. James the Less entrance driveway might help to slow and calm traffic.

Eastbound motorists do not slow down, much less stop for pedestrians waiting to cross Crane at this crosswalk, nor do they seem to take note of the two bright yellow pedestrian signs flanking the St. James the Less driveway on the south side of the road. The 30 mph sign posted midway between these signs seems counterproductive when the objective is to emphasize the need for motorists to slow down to accommodate pedestrians. As elsewhere in the Village Center, motorists on Crane Road appear to be oblivious to pedestrians waiting to cross, and disregard the signage which typically includes a separate sign on the same pole indicating the proximity of a crosswalk with either an arrow or the word "Ahead." Following the examples on

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<sup>59</sup> The Village should take note of the significant sight distance impediments at this intersection. In the event of power outages or otherwise inoperable traffic signals on Crane Road at Woodland Place, it is imperative that portable 3-way stop and yield signage should be in place to calm Crane traffic in order to enable Woodland motorists to enter Crane safely.

<sup>60</sup> Reasonable traffic calming measures including 25 mph speeds should be implemented in the interests of safety on additional designated streets where many pedestrians are known to cross, such as next to or near houses of worship and private schools, similar to those provided at the crosswalk on northbound Heathcote Road, a major road on the approach to the intersection with Sherbrooke Road, where a lowered speed limit and separate pedestrian identifying signs are deployed to calm speeding traffic (in proximity to the High School on the Post Road).



Heathcote Road at the Congregational Church crossing, and Fenimore Road at Brewster Road, Crane Road crosswalks need to be augmented with portable signage on the road itself and a 25 mph speed limit.

Conflict also looms at the westerly end of Crane at Fox Meadow Road. As reported in the Scarsdale Inquirer September 4, 2015 police report: “A Mount Vernon man who was driving on Crane Road on the afternoon of Aug. 28 collided with a Fox Meadow Road man who was turning left onto Crane Road from Fox Meadow.” Motorists making both left and right turns from Fox Meadow Road onto Crane have to contend with limited sight distances that impede the visibility of oncoming vehicles, not to mention speeding vehicles approaching from both lanes on Crane. This is another location where a lower speed limit and traffic calming methods are required.<sup>61</sup>

### **Gridlock Exiting and Entering Autenrieth Road to and from Popham Road**

The Committee recommends a reassessment and realignment of the street parking configuration at the southwest corner of Autenrieth Road, a two-way street at the Popham Road intersection adjacent to the Community Baptist Church. Autenrieth is a residential street where parking is permitted only on the west side. The narrow road geometry at this corner of Autenrieth is a source of gridlock for both right-turning and left-turning vehicles entering from and exiting onto Popham Road. The overly generous parking space allowance is too close to the intersection and contributes to the impediment to turning vehicles on both roads.

Current signage on Autenrieth near the Popham intersection allows for parking at least three vehicles beyond the end of an existing handicap parking space along the Church curbside. Parking extends almost to the corner, just short of the Popham sidewalk, which contributes to the gridlock. There is a “No Standing Here to Corner” sign approximately one car length from the intersection which is regularly violated when vehicles are parked beyond the sign, further blocking access. Southbound motorists exiting Autenrieth alongside a full row of parked vehicles near this corner create a double row that (a) leaves only one passing lane open, (b) impedes the entry of left and right-turning vehicles from Popham onto Autenrieth Road, and (c) contributes to gridlock in both directions on Popham.<sup>62</sup>

The Committee recommends that a greater distance should be set aside for both “no standing” and “no parking” at this location. The last permissible parking space on Autenrieth should be the current handicap parking space. A “No Parking Beyond This Point” sign should be moved to the handicap position to accommodate both westbound and eastbound Popham traffic turning onto Autenrieth. To alleviate yet another problem here, a “Do Not Block Side

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<sup>61</sup> A Committee member suggested the use of convex mirrors to optimize the field of vision at this dangerous intersection.

<sup>62</sup> Pursuant to Code §290-63 Schedule XII: Parking Prohibited at All Times, at <http://ecode360.com/6439679>, “In accordance with the provisions of §290-17, no person shall park a vehicle at any time upon any of the following described streets or parts of streets: Autenreith Road, West [side], From Popham Road northerly for 40 feet.” The ample parking allowance at the southerly end of Autenrieth appears to conflict with the 40-foot restriction in the code.

Street” sign should be installed on southbound Popham to give Autenrieth motorists assistance turning left onto Popham, and northbound Popham motorists access turning left onto Autenrieth.

Removing the parking spaces too close to the intersection, which has the tendency to inhibit motorist line of sight, would also make it safer for pedestrians crossing Autenrieth at Popham. As of the date of this Report there were no painted pavement crosswalk or stop line markings at this corner, which may have been paved over during recent road excavations and repairs on Autenrieth. This is another location where safe pedestrian access to and from the Village Center and train station requires ongoing maintenance of visible road markings.

### **Providing Traffic Control During Village Center Recreational and Cultural Events**

A longstanding dilemma for pedestrians in the Village Center arises during the Westchester Band concerts at Chase Park from the end of June through the beginning of August. The number of performers and size of the audiences are substantial. On concert night crowds of over 100 people including band members, adults of all ages and children fill the surrounding streets. Motorists circle Village Center streets searching for elusive parking spaces. Through traffic however continues to speed along on Chase Road, Christie Place and Spencer Place, undeterred by the throng as concert goes, a good number of them elderly, attempt to cross the streets. Night falls by intermission, exacerbating the hazards to pedestrians.

Street closure protocols were established on Chase Road during the 2015 concerts and the “Party in the Park” events, similar to those that have been implemented for some of the other Village Center events during which street closures have become routine. Numerous examples are the traffic control setup for the annual summer Bike & Blade street event for young children, the Concours auto show, the crafts show, the Halloween parade and various holiday festivals when a portion of streets and intersections are temporarily closed off completely. On concert nights Chase Road was closed off to traffic on the short section between the northeast corner of Spencer Place and the southeast corner of Christie Place. Concert goers as of the second performance date took to assembling on this small section of Chase Road with their folding chairs. Yet on the first two concert nights Post Office vehicles were parked either directly in front of the building or on the opposite side of the street adjacent to Chase Park. Any vehicles parked on this section of Chase Road effectively block the line of sight of concert goers who use the Post Office steps and sidewalk benches as extra seating during the event.

In order to enhance all Village Center events and contribute further to public health and safety, the Committee recommends that appropriate street signage should be posted on Chase Road early in the day to notify motorists of the time of closure and to ensure that all vehicles will be prohibited from parking on the closed section of the street for a reasonable period of time in advance of the event.

### **Violations of the U-Turn Prohibition Throughout the Business District**

Motorists have been observed negotiating illegal U-turns in the Village Center despite the fact that U-turns are explicitly prohibited on major streets such as Chase Road from Crane Road

to Popham Road and on Christie Place from Chase Road to East Parkway.<sup>63</sup> Motorists who make U-turns in the Village Center impede the right-of-way of both pedestrians and other vehicles and create a dangerous road condition. Yet the only signage prohibiting U-turns appears at the East Parkway-Popham intersection. Additional signage should be installed in order to discourage U-turn violations, particularly on busy Chase Road with its numerous crosswalks, and on Christie Place where pedestrians currently have no intermediate crosswalk for safe passage and motorists persist in making U-turns at all hours of the day and night.

### **CONCLUSION**

The Committee and many other residents recognize that in order to make the Village Center a safer place there needs to be a change in the mindset, expectations, habits and sense of responsibility of motorists, pedestrians and bicyclists who travel to, from and through the Village Center. The implementation of recommendations made in this Report, such as modifications to speed limits, signals and signage, and traffic calming technologies, a public education campaign and heightened enforcement, are required to encourage safe and lawful behavior and adherence to the rules on the roads. Prevention and reduction of injuries and collisions would also permit traffic enforcement officers to shift their efforts in other vital directions.

The Committee therefore recommends that the Village should (1) promote pedestrian, bicyclist and motorist traffic safety in the Village Center by lowering the maximum allowable speed limit from 30 miles per hour to 25 miles per hour on designated Village Center roads, (2) provide additional signals and/or signage and develop strategies in order to maximize pedestrian, bicyclist and motorist safety in the Village Center, and (3) promulgate regulations, institute a public education campaign and enlist the cooperation of the public consistent with these recommendations.

Respectfully submitted by the following members of the Municipal Services Committee who reported on observations of conditions on Village Center roads, and/or contributed notes and comments in the preparation of this Report:

Madelaine Eppenstein, Chair  
Linda Blair  
Howard Blitman, PE  
Susan Douglass  
Robert Harrison  
Terri Harrison  
Dan Hochvert  
Mark Lewis  
Evelyne Otten  
Mary Louise Perlman  
Allan Shapiro, AIA Emeritus  
Bruce M. Steinberg  
Eve Steinberg  
Michelle Sterling  
Beverley Sved

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<sup>63</sup> Code §290-56, at <http://ecode360.com/6439664#6439664>.

## EXHIBIT B

**From:** Robert Cole [<mailto:rcole@scarsdale.com>]

**Sent:** Monday, October 30, 2017 12:51 PM

**To:** [mrv@post.harvard.edu](mailto:mrv@post.harvard.edu)

**Cc:** Steve Pappalardo <[spappalardo@scarsdale.com](mailto:spappalardo@scarsdale.com)>; Andrew A. Matturro <[amatturro@scarsdale.com](mailto:amatturro@scarsdale.com)>

**Subject:** RE: Reducing Speed on Scarsdale Streets

Hi, Mayra.

Manager Pappalardo requested that I clarify on behalf of Mayor Hochvert and Trustee Finger that the Butler Road speed limit agenda item was related to establishment of a school speed zone, which Scarsdale is authorized by New York State law to promulgate within certain distances of a school. There are different NYS regulations for non-school zone speed limits, as further discussed below.

Importantly, apart from our legislative authority to set school speed zone limits, NYS law precludes villages from establishing a "designated area" speed limit below 30 mph (NYS Vehicle and Traffic Law, Article 39, §1643, Regulation of Traffic by Cities and Villages, <http://public.leginfo.state.ny.us/lawssrch.cgi?NVLWO>:). This prohibition effectively prevents us from establishing a neighborhood speed limit of lower than 30 mph, but for severely limited exceptions, including school zones, as defined by statute.

Although we are also authorized to establish linear speed limits of no less than 25 mph under special, non-school zone circumstances, which are not described in the statute, the NYS State Comptroller has issued an opinion (<https://www.osc.state.ny.us/legal/1998/legalop/op98-23.htm>) to clarify the 25 mph enabling language. The opinion relates, in part, ". . . it is our opinion that the village may not, under the guise of imposing linear 25 m.p.h. speed limits on several neighboring designated highways, avoid the prohibition against imposing such a speed limit on an area basis. Each linear designation must be separately and independently justified as a 'special case'." Not only must each such linear speed limit be justified independently on a case-by-case basis by the requirements of public safety, but it must also be non-discriminatory. Village legal counsel has advised that the State Comptroller's opinion creates a very high bar for establishing a linear, non-school zone speed limit of less than 30 mph.

As you may note, the State Comptroller uses the legislative intent as a basis for the interpretation provided; the referenced Memorandum is from 1964. Staff believes that much has changed since 1964 insofar as commuting patterns, mode choice, and traffic volumes; that a mandatory statewide minimum village speed limit of 30 mph fails to consider differences in the urban, suburban, rural continuum; and, that village ought to be free to establish speed limits on local roads that recognize local conditions and support local public safety objectives. However, as noted above, state statute does not presently grant us the clear authority to do so. Rather, the state's intent, as emphasized through the Comptroller's opinion, is to bind our hands and ensure a statewide minimum speed limit of 30 mph, virtually no matter what the local circumstances may be. This is a matter requiring legislative action at the NYS level. Alternatively, staff continues to explore other traffic calming measures and implements heightened enforcement activity, as needed.

Finally, please note that Manager Pappalardo has requested Chief Maturro to respond to your email sent earlier today regarding the school bus matter and related suggestions.

All the best,  
Rob

**From:** Mayra Rodriguez Valladares [<mailto:mrvassoc@yahoo.com>]  
**Sent:** Thursday, October 26, 2017 12:56 PM  
**To:** Steve Pappalardo <[spappalardo@scarsdale.com](mailto:spappalardo@scarsdale.com)>; Andrew A. Maturro <[amaturro@scarsdale.com](mailto:amaturro@scarsdale.com)>; Robert Cole <[rcole@scarsdale.com](mailto:rcole@scarsdale.com)>  
**Subject:** FW: Reducing Speed on Scarsdale Streets

FYI

**From:** Mayra Rodriguez Valladares [<mailto:mrvassoc@yahoo.com>]  
**Sent:** Thursday, October 26, 2017 12:55 PM  
**To:** 'Mayor' <[mayor@scarsdale.com](mailto:mayor@scarsdale.com)>; 'carlfingerscarsdaletrustee@gmail.com' <[carlfingerscarsdaletrustee@gmail.com](mailto:carlfingerscarsdaletrustee@gmail.com)>  
**Cc:** 'clerk@scarsdale.com' <[clerk@scarsdale.com](mailto:clerk@scarsdale.com)>; 'meppenstein@eppenstein.com' <[meppenstein@eppenstein.com](mailto:meppenstein@eppenstein.com)>  
**Subject:** Reducing Speed on Scarsdale Streets

Dear Mayor Hochvert,

I trust that you are well. When you discuss speed limits on November 14<sup>th</sup> at 8:00pm, kindly consider speed limits on other roads, too, such as Fox Meadow and Crane Road. A resident emailed me the attached photo of cameras used in Eastchester. Could this be considered for Scarsdale? What would this cost?

Best,

Mayra

Encl.

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