



# *The Edgemont Community Council, Inc.*

Founded in 1947 to determine community opinion on civic matters and coordinate community action thereon and to plan and promote the general welfare of the community embraced within Union Free School District #6.

Post Office Box 1161  
Scarsdale, New York 10583

EdgemontECC.org

September 14, 2023

## **Dear Members of the Greenburgh Town Board,**

While the recent tragic accident on East Hartsdale Avenue has put a renewed focus on safety within the Town, for the past ten months, the ECC has been working on a comprehensive traffic and pedestrian safety initiative led by our renewed Traffic, Sidewalks, and Safety Committee. So far, this process has included 12 interactive, neighborhood-specific online work sessions and five surveys with 632 total responses from residents.

At the ECC meeting this past Monday, September 11th, the ECC had its first reading and discussion on a report drafted over the summer by our Traffic, Sidewalks, and Safety Committee. Through the analysis of the survey data and community feedback, it was clear Fort Hill, Old Army Road, and Ardsley Road were focal points for safety concerns, and because they are such heavily traveled roads, improvement has the opportunity to impact the greatest number of residents.

As a result, this first report focused on these three major roadways in Edgemont, with individual subreports on each of these three roads drafted by community teams of residents that live along each of these roads. I anticipate the ECC will authorize me to submit the full report to you at our October 3rd meeting.

While Fort Hill Road and Old Army Road are entirely Town Roads, Ardsley Road is unique because the portion between the Town border and Central Park Avenue is a County Road, officially County Route 78.

Recognizing that the timeline for the Westchester County budgeting process differs from that of the Town, the ECC Board of Directors at our Monday meeting took the urgent step to unanimously accept the Ardsley Road Team report and adopt the priorities outlined within it.

The priorities for the County portion of Ardsley Road are as follows:

1. Install a continuous sidewalk along one side of Ardsley Road from Old Army Road to Central Avenue, with initial completion of the stretch between Old Army and Seely Place.
2. Fund a professional study to evaluate the safety of the Ardsley Road/Seely Place crossing and the viability and safety of adding a new crosswalk at Ardsley Road/Greenville Church.

3. Fund a professional study to evaluate the safety of the existing crosswalks at Edgemont Road and Lynwood Road and the viability and safety of adding new crosswalks at the Ardsley Road/Old Army intersection.
4. Maintain the catch basins more regularly and fund a professional study to evaluate the adequacy of the stormwater sewer system.
5. Prohibit 18-wheeler trucks on Ardsley Road from Scarsdale Village to Central Avenue.
6. Maintain the shoulder along the eastbound side of the road (down the hill) between Overton Road and the town border at Lynwood. During the summer months, weeds and shrubs often become overgrown along this segment and obscure traffic signs.

As I did yesterday at the Town Board meeting, I am asking you to join the Edgemont Community Council in supporting these priorities by writing a letter to our County leadership endorsing these safety improvements on the County portion of Ardsley Road.

I look forward to returning at the October 11th Town Board meeting to share more about our traffic and pedestrian safety initiative, our analysis of Fort Hill Road and Old Army Road, and the safety priorities for these Town roads that we hope we can work together on.

I appreciate your consideration and look forward to working together to make Edgemont and Greenburgh as safe as possible for our residents.

Sincerely,

A handwritten signature in black ink that reads "Dylan F. Pyne". The signature is written in a cursive style with a long, sweeping underline.

Dylan F. Pyne, President of the Edgemont Community Council

Cc:

- Greenburgh Police Chief Kobie Powell
- Greenburgh Police Sergeant Benjamin Fontanilles, Commanding Officer of Traffic and Safety Unit
- Greenburgh Commissioner of Community Development & Conservation Garrett Duquesne
- Greenburgh Commissioner of Public Works Richard Fon
- Westchester County Executive George Latimer
- Westchester County Legislator David Imamura

# **ARDSLEY ROAD TEAM REPORT**

## **ECC TRAFFIC AND SAFETY COMMITTEE**

The members of the Ardsley Road Team have lived on/near Ardsley Road, from the intersection of Old Army Road to the intersection of Fort Hill Road, for a combined more than half a century. Team members have children ranging from toddlers to high schoolers, and of course they and their families regularly transit Ardsley Road in their daily lives.

One member is a retired engineer, with 20 years of experience in infrastructure, notably including street design, traffic/pedestrian safety and drainage. One member is a NY State law enforcement official. One member is a Mom of a preschooler with a decade of experience in the international tech industry. One member is a retired lawyer and diplomat who has been involved in local civic affairs for 20 years. One member is a Mom of three Seely Place students with a decade of experience in real estate finance at a large international money center bank. One is a Mom of two teenagers and a former management consultant and investment banker.

Ardsley Road is not a typical suburban road. It is non-commercial, but has between 10 - 13 cars per minute travel along it, as indicated in the below chart prepared by one of the Team members:

### **TRAFFIC COUNT ANALYSIS**

Road	Beginning Point	Ending Point	Count Location	Date	Overall ADT <sup>1</sup>	Daytime ADT <sup>2</sup>	Daytime Count/hr <sup>3</sup>	Daytime Count/min <sup>4</sup>
Ardsley Rd	NY100	Bx. River Pkwy. Ramp	Ardsley Rd. E/Seeley Rd. E/WB	9/2018	15,869	12695	793	13.2
Ardsley Rd	Old Sprain Rd.	NY100	Ashford Ave. W/Sprain Rd. E/WB	4/2015	11,546	9237	577	9.6
Ardsley Rd	Bx. River Pkwy. Ramp	Scasdale V/L	Ardsley Rd. E/Seeley Rd. E/WB	9/2018	15,869	12695	793	13.2
Ardsley Rd. S/B On Ramp	Ardsley Rd.	BRP	Ardsley Rd. Exit Ramp from BRP SB	5/2017	1,910	1528	96	1.6
Ardsley Rd. S/B Off Ramp	BRP	Ardsley Rd.	Ardsley Rd Ent. Ramp to BRP SB	5/2017	2,451	1961	123	2.0

1. Composite Average Daily Traffic Count from the Westchester County DPW Traffic Counts
2. Assume daytime ADT is approximately 80% of overall ADT for purposes of this analysis.
3. Calculations derived on the basis of an assumed 16 hours of daylight.
4. Daytime count per minute derived from the basis of 16 hours of daylight with 60 minutes per hour.

Also, to assist its work, a member of the Team reformatted the survey results into the composite percentage breakdown format in the attachment to this Report.

### **EXECUTIVE SUMMARY**

Speeding is a prevalent problem. Much of what the Team has sought to do is to try to reduce speeding and address safe passage to circumvent dangerous conditions.

#### **A. Recommendations for the Town**

The Ardsley Road Team unambiguously recommends the ECC advocate for the following to the Town of Greenburgh:

1. Dedicated Police presence with marked vehicles on a regular basis and increased enforcement of the speed and noise limits (**critical priority**).

2. Replace the existing 4-way stop signs at the Ardsley Road/Fort Hill intersection with a 3-light traffic signal, a connected walk/no walk pedestrian signal, and associated crosswalks (**critical priority**).
3. Continuous sidewalk be installed along one side of Ardsley Road from Old Army Road to Central Avenue (**very important priority**), with initial completion of the stretch between Old Army and Seely Place (**critical priority**).
4. Potholes on Ardsley Road be addressed, and catch basins be maintained, more regularly (**important priority**).
5. Amend the noise ordinance to cover all motor vehicles, and prohibit 18-wheeler trucks on Ardsley Road from Central Avenue to Fort Hill Road (**important priority**).

## **B. Recommendations for the County**

The Ardsley Road Team unanimously recommends the ECC advocate for the following to Westchester County:

1. Fund a professional Study to evaluate the safety of the Ardsley Road/Seely Place crossing, and the viability and safety of adding a new crosswalk at Ardsley Road/Greenville Church (**very important priority**).
2. Fund a professional Study to evaluate the safety of the existing crosswalks at Edgemont Road and Lynwood Road, and the viability and safety of adding new crosswalks at the Ardsley Road/Old Army intersection (**important priority**).
3. Maintain the catch basins more regularly, and fund a professional study to evaluate the adequacy of the stormwater sewer system (**important priority**).
4. Prohibit 18-wheeler trucks on Ardsley Road from Scarsdale Village to Central Avenue (**important priority**).

We caution that proposed actions involving roads need to take into account, among other issues, the impact on the traffic flow of the road in question and the capacity of close-by roads, the impact on access by emergency vehicles, and unintended consequences. Also, residents without professional expertise in roadway design and traffic/pedestrian safety may not be aware of applicable laws and guidelines and best industry practices.

## **REPORT ON INDIVIDUAL ISSUES**

- I. *Speeding, Noise and Trucks*
- II. *Fort Hill Intersection*
- III. *OA-Central Sidewalk, Seely Place Crossing*
- IV. *Edgemont and Lynwood Roads Crosswalks*
- V. *Old Army Intersection*
- VI. *Left Turn from Seely Place*
- VII. *Potholds*
- VIII. *Other*

### **I. ARD 12, 16, 2, 6 (speeding and noise generally, large trucks)**

Survey responses recognized the problems of speeding and noise, as well as large trucks, as major problems.

In analyzing these problems, it is important to note that Ardsley Road is under split jurisdictions. Ardsley Road west of Central Avenue is a Town road.

Ardsley Road east of Central Avenue is a Westchester County road (CR 78), under the jurisdiction of the Public Works Division of the County's Department of Public Works and Transportation. For the portion of the road under Westchester County jurisdiction (Central Avenue to Scarsdale Village), based on our research, confirmed by Town officials, the Team understands that adding a traffic light, HAWK light system, crosswalk, or speed hump/table would require County approval. The County's jurisdiction over Ardsley Road from Central Avenue to Scarsdale Village may not have been known to some survey respondents.

On the other hand, speeding and excessive noise can immediately be addressed by increased Police enforcement without the requirement of any approval from the County. The Team recommends that the ECC advocate for immediate and regular Police enforcement of the existing 30 mph speed limit. See Recommendation for Town #1. The law enforcement official on the Team advises that visible police presence has a deterrent effect. Marked police vehicles should be used as their presence has an effective deterrent effect against speeding. The Team understands other Westchester communities, such as Scarsdale and Bedford, have been effective in reducing speeding by police enforcement in marked cars. After increased Police enforcement, whether physical solutions are needed can be revisited.

The Town's noise ordinance should be amended to clarify that it applies to all motor vehicles, not just those engaged in a speed racing contest. Recommendation for Town #5. This would not require County approval. The Town should employ new technology noise cameras on Ardsley Road. These document decibel levels of passing vehicles, and if the decibels exceed the allowed noise threshold, photograph the vehicle and license plate. Additionally, prohibiting 18-wheelers, with powerful

engines and which have to shift gears on Ardsley Road, could be a part of addressing noise and avoiding those trucks from getting stuck on Ardsley Road. See Recommendation for Town #5 and Recommendation for County #4. This would require County approval for the portion of Ardsley Road east of Central Avenue.

The Team believes the suggestion of narrowing the Ardsley Road roadbed could also help address the pervasive speeding problem. However, we note that more survey respondents opposed, than supported, narrowing Ardsley Road. We also note that narrowing Ardsley Road would likely lead to diverting traffic to other near-by roads which may not have been designed to handle such additional volume - that issue would have to be thoroughly analyzed by a professional Traffic Study. Moreover, since Ardsley Road is a major east-west road, the Team does not know if narrowing Ardsley Road east of Central Avenue would be permitted by Westchester County.

## **II. ARD 8, 10 (*Fort Hill intersection*)**

Due to the heavy traffic volume and the “Traffic Study Intersection of Fort Hill & Ardsley Road” by Provident Design Engineering (July 2, 2019) which evaluated the Level of Service at the intersection as failing with the lowest possible score of “F” (p. 4), the Team recommends the installation of a traffic signal at the intersection.

The Study noted that a “disadvantage of four-way Stops is that they can cause confusion for drivers on what vehicle should go first” and “a significant number of accidents occur at this intersection.” (p. 4). The Study found that the traffic volume at the intersection warrants a traffic light pursuant to the Manual on Uniform Traffic Control Devices and the NYS Supplement (pp. 14 - 19). The Study concluded that “the installation of a traffic signal provides the most benefits at the intersection.” (p. 7).

At one point in time, the four-way stop signs may have been sufficient, but based on the Study and observations and knowledge of the intersection by members of the Team, the Team does not believe that is the case today. See Recommendation for Town #2. We understand that the Fort Hill Team has reached a similar conclusion. Being west of Central Avenue, Westchester County approval would not be required.

There was also strong support in the survey for adding a crosswalk at the intersection. Though not specifically mentioned in the survey, Team members noted that the sufficiency of lighting at the intersection needs to be analyzed. Adding a crosswalk and potentially lighting conforming to the Town’s standards for night lighting in the Town Code and the Comprehensive Plan could be combined with the traffic signal project.

## **III. ARD 3, 13, 14, 3, 11 (*OA-Central Ave sidewalk, Seely Place crossing*)**

The Team feels that, due to the volume of traffic on Ardsley Road, the number of school children walking along Ardsley Road to and from school, and the number of parents walking preschoolers to the Greenville Church Play School, pedestrian safety would be increased by (i) a continuous sidewalk on one side of Ardsley Road from Old Army to Central Avenue and (ii) adding safety measures at the Seely Place crossing. See Recommendation for Town #3 and Recommendation for County #1.

## *Sidewalk*

The length is approximately 1,500 linear feet. Asphalt or other substandard sidewalks should not be used. The NY State minimum is 4 ft. width. ADA compliance (5 ft. width) should be followed where practically possible. The Team believes that a sidewalk should be installed consistent with the essentially residential nature of Edgemont. Based on the Team's research, it appears that funding for sidewalks on Ardsley Road may be available under the Safe Streets and Roads for All (SS4A) Grant program administered by the U.S. Dept. of Transportation.

The Team is not sure, but it is likely the sidewalk would be in the County's right-of-way associated with Ardsley Road and thus the County's approval would be needed.

Consideration needs to be given as to which side of Ardsley Road to install the sidewalk. Factors favoring placing the sidewalk on the north side include: On the north side there is the Greenville Church Play School, which has approximately 65 preschoolers, and there are fewer houses on the north side than on the south side. A sidewalk on the north side of Ardsley Road would allow kids who are staying late after school for any reason to walk home using the existing crosswalks at the Old Army/Ardsley traffic light at any time when a guard was not stationed at the Seely Place crossing. Also, if the sidewalk were placed on the north side, the existing pathway for walking on the south side could be maintained for those who wanted to use it, thus giving a pedestrian sidewalk or walking path on both sides, increasing the safety of those walking to the Westchester Bee-Line bus stop on Central Avenue. Factors favoring placing the sidewalk on the south side include: The Westchester Bee-Line bus stop connects to the south side, and a sidewalk on the south side makes the sidewalk accessible to Cotswold residents without crossing Ardsley Road.

The Team acknowledges that a large sidewalk takes many years to plan and implement. The Team recommends that the critical stretch between Seely Place and Old Army be completed as soon as possible as a discrete smaller project. Recommendation for Town #3.

Under the Town Code, property owners are responsible for clearing abutting sidewalk of snow and ice within 24 hours after conclusion of snow falling. This is difficult for some residents: some residents work in Manhattan and do not return home until well after dark in the cold winter; some residents are too elderly to shovel snow and remove ice. The ECC could advocate for the Town to take on the responsibility of clearing snow and ice from the sidewalk or, failing that, the ECC could provide snow/ice removal services (increasing annual dues to cover the cost if need be).

## *Ardsley Road/Seely Place Crossing*

Station a uniform Police officer at the Ardsley Road/Seely Place crossing 7:45 - 8:45 am and 2:45 - 4:30 pm on school days. See Recommendation for Town #1.

Conduct a professional Study of the safety of the Seely Place crossing, including consideration of adding a speed table combined with a raised pedestrian crosswalk (with advance notice signage for drivers) to provide a safer crossing. Recommendation for County #1. Speed tables are flat-topped, and raise the entire wheelbase of vehicles to reduce their speed. Vehicles can normally go over them at around 25 mph. This would require Westchester County approval. The Team considered a stop sign at this crossing. The Team was skeptical whether the County would permit

a stop sign on this major east-west artery. Speed tables would provide some slowing down of vehicles without affecting traffic flow as much as a stop sign.

The Team also considered the suggestion in the survey of adding a crosswalk at the Greenville Church. The Team suggests this be included in the study of the Ardsley Road/Seely Place sidewalk. Recommendation for County #1. Among the issues presenting difficulty for adding a crosswalk at the Greenville Church are (i) the potential traffic back-up onto Central Avenue during rush hours and (ii) whether Westchester County would approve an additional crosswalk on this major east-west artery, particularly so close (about 1,600-1,700 ft.) to the existing crossing at Seely Place.

#### **IV. ARD 5, 7 (existing Edgemont Road and Lynwood crosswalks)**

These crosswalks are on a relatively steep slope and curve, which affects drivers' sight lines. A number of survey responses suggested adding speed bumps, lower profile speed humps or rumble strips.

##### ***Speed bumps and speed humps***

Ardsley Road is a highly-trafficked arterial road: 10 - 13 cars per minute based on 2015 and 2018 data (and probably more now).

Speed bumps and lower profile speed humps are not recommended on arterial roads. They require a vehicle to come to a near stop to pass over them. The recommended speed is 3 - 10 mph, depending on the height of the bump/hump and the height above ground of the vehicle. At higher speeds, damage to vehicles can occur and, at high speeds, the driver can lose control of the vehicle endangering other cars and pedestrians.

The Police Department, the Fire District and the Town's EMS would need to weigh in on whether these would impede their emergency services.

Speed bumps and speed humps require regular maintenance from the impacts of use and weather.

##### ***Rumble Strips***

The very low-profile rumble strips vibrate when a car starts to pass over them. They are most commonly used on the side of a road or on the centerline to alert a driver, but do not require a car to slow down. They are designed to prevent roadway departure crashes from running off the road or crossing the center line.

Transverse rumble strips run perpendicular to the road to alert drivers that they will be required to slow down or stop. We were not able to find any data on the efficacy of transverse rumble strips.



### *Speed Tables*

Between speed bumps/humps and rumble strips are speed tables. They are flat-topped, and raise the entire wheelbase of vehicles to reduce their speed. Vehicles can normally transverse at around 25 mph.

Adding any of these physical features between Scarsdale Village and Central Avenue would require Westchester County approval.

Also, on Ardsley Road, these raised impervious surfaces could have some impact on water runoff from heavy rains, which could increase flooding of the roadway and downhill properties. This would need professional analysis. Additionally, runoff from Ardsley Road drains into the Bronx River (a “water of the United States”). The applicability, if any, of the federal Clean Water Act, the State Environmental Quality Review regulations under the NY Environmental Conservation Law, and the Bronx River Compact to which the Town is a party needs to be analyzed.

### *HAWK traffic signal systems*

HAWK (**H**igh-intensity **A**ctivated cross**W**alk) traffic light systems change a traffic signal from green to red upon a pedestrian pushing a button. This received support in the survey. A HAWK system for any crosswalk between Scarsdale Village and Central Avenue would require Westchester County approval. The Team felt that it was unrealistic to believe the County would leave the traffic flow on this major east-west artery to be affected by pedestrians pushing a button.

The Team also considered the suggestion in the survey for flashing lights to alert drivers, but the Team did not feel that flashing lights would serve much deterrent to vehicle speed.

The County should fund a professional study of the safety of the Edgemont Road and Lynwood Road crosswalks. Recommendation for County #2.

## **V. ARD 1, 15 (Old Army intersection)**

There are now four existing crosswalks: (i) a crosswalk crossing Old Army to/from Cotswold Way south of the intersection, (ii) a crosswalk crossing Cotswold Way, (iii) a crosswalk crossing Ardsley Road to/from Cotswold to/from the NW corner of Old Army and (iv) a crosswalk crossing Old Army north of the intersection.

The Team considered the suggestion of adding a new crosswalk across Ardsley Road east of the traffic light from the SE corner to the NE corner. In addition to general speeding on Ardsley Road, many cars traveling eastbound towards Scarsdale Village run the AR/OA traffic light and Ardsley Road starts to slope down at this point hindering visibility.

The Team made several empirical observations of cars traveling east towards Scarsdale Village running the traffic light at the AR/OA intersection:

- On Monday July 10, at 1:00 pm, for 10 changes of the traffic light, cars ran the yellow light on 5 of the 10 light changes (50%), of which cars ran the red light 2 times (20%).

- On Tuesday, July 11, at 5:30 pm, for 10 changes of the traffic light, cars ran the yellow light on 7 of the 10 light changes (70%), of which cars ran the red light 3 times (30%) (including one car which sped-up to run the red light).
- On Tuesday July 25, at 3:10 pm, for 10 changes of the traffic light, cars ran the yellow light on 5 of the 10 light changes (50%), of which cars ran the red light 4 times (40%). In addition, on one light change when no car ran the yellow light, a pickup truck ran the red.
- On Tuesday July 25, at 3:40 pm, for 10 changes of the traffic light, cars ran the yellow light on 4 of the 10 light changes (40%). In addition, on two light changes when no car ran the yellow light, cars ran the red twice.

We note that these empirical observations were made in mid-July, when school is not in session and people are on vacation and traffic is typically lighter, and thus the September - May “running the traffic light” situation may be more problematic.

There was also support in the survey for a diagonal crosswalk across Ardsley Road from the SW corner of the intersection to the NE corner.

Although a new crosswalk on the east side of the traffic light received a lot of support in the survey, it is not clear that those voting had knowledge of, or considered, the factor of cars running the light. A crosswalk east of the traffic signal was evidently not installed when the other four crosswalks were, which would be the natural thing to do unless there was a safety or other problem. The County should be consulted to see if there are any records of why an east-of-the-traffic light crosswalk was not installed. Running this traffic light by eastbound cars is not an occasional problem. It happens often (the yellow is run about *half* the time, and the red is run about *one-third* of the time). Sometimes cars speed-up to run the light. The Team is concerned that adding a new crosswalk across Ardsley Road on the east (Scarsdale Village) side of this traffic light might increase the risk of a car, which is running the traffic light, hitting and seriously injuring or killing someone.

Consideration could be given to the County funding a professional study of the viability of a crosswalk east of the traffic signal and/or a diagonal crosswalk. In addition to the safety issue, either of such crosswalks might require the “red” on Ardsley Road to be longer for the safety of those using the crosswalk, thus impacting Ardsley Road’s traffic flow. Recommendation for County #2.

Either of such crosswalks would require Westchester County approval.

#### **VI. ARD 4 (*left turn from Seely Place, during school hours*)**

Additional signage on Seely Place received strong support in the survey. Seely Place is a Town road, and County approval would not be required to add signage.

#### **VII. ARD 17 (*potholes*)**

The Town does not repair or maintain County roads (except for snow removal). The Town should promptly fix potholes on its portion of Ardsley Road and periodically contact the County regarding filling potholes on its portion of Ardsley Road. See Recommendation for Town #4. This received strong support in the survey.

## VIII. Other

### *Ardsley Road Drainage*

Although not specifically mentioned in the survey, members of the Team note that there is water ponding as Ardsley Road slopes down to Central Avenue, which the Town should address, and there is water ponding in the vicinity of the Lynwood crosswalk, which the Town should address with the County. Members of the Team have observed there is debris on the top of many of the catch basin grilles, thus impacting their ability to capture water runoff.

The Town and County should do more regular maintenance on the existing catch basins so they can operate at their full capacity. Also, any alteration to the road, such as speed tables and raised pedestrian crosswalks, will need to be analyzed for any impact on flooding of the roadbed and downslope properties. Recommendation for Town #4 and Recommendation for County #3.

Ardsley Road is an old road. The drainage design for Ardsley Road was done at a time when there were less impervious surfaces and more rain-absorbing elements, such as trees and shrubs. A professional study is needed to determine whether the drainage system needs updating, including to determine whether additional catch basins should be installed to capture excess water runoff, especially on steep inclines where water runoff can move at a high velocity and easily bypass an overwhelmed catch basin. Recommendation for County #3.

### *Studies*

Please note that the County may wish to combine all or some of the recommended studies, or stage the studies as separately sequenced steps in an overall study, for cost or administrative efficiency reasons.

*August 1, 2023*

Danielle DeMaio  
Leonard Donohue  
Thomas Leung  
Gabi Maxwell  
Mike Sigal  
Maria Tena

# Composite Breakdown of Ardsley Road<sup>1</sup>

1 - Support and Oppose Percentages include Strongly Support and Strongly Oppose tallies, respectively. The tallies of No Opinion are not tabulated into the percentage calculations.

Your Neighbor-hood		#12 Ardsley Road between Central Ave and Scarsdale Village:	#12 Ardsley Road between Central Ave and Scarsdale Village:	#16 All along Ardsley Road:	#2 All of Ardsley Road on the Greenville Side:	#6 Ardsley Road near Scarsdale Village:	#13 Ardsley Road between Hadden Road (near Central Ave) and Old Army Road:	#13 Ardsley Road between Hadden Road (near Central Ave) and Old Army Road:
		Cars are often speeding excessively. [Permanent or portable sign that display your speed]	Cars are often speeding excessively. [Add a bike lane to narrow the wide lanes which contribute to the excessive speeds]	Excessive noise from cars with modified mufflers [Modify the noise ordinance so that it also applies to motor vehicles and enforce it]	18 wheelers are coming up and down Ardsley Road and Fort Hill Road frequently. [Attempt to route truck traffic off of Ardsley Road onto Jackson Ave]	Trucks still get stuck going down the steep hill on Ardsley Road right before they enter Scarsdale Village [Make the signage near Central Ave more clear (cut back foliage) and add more signage]	The sidewalk is narrow. [Make the sidewalk wider by reducing the width of Ardsley Road without encroaching on neighboring properties]	The sidewalk is narrow. [Add a bike lane to provide a buffer between traffic and the sidewalk]
ALL	% Votes	100%	100%	100%	100%	100%	100%	100%
	Support	88.1%	44.6%	91.2%	94.0%	96.3%	78.2%	47.2%
	Oppose	11.9%	55.4%	8.8%	6.0%	3.7%	21.8%	52.8%
Old Edgemont	% Votes	40.0%	38.5%	38.2%	36.4%	36.6%	39.1%	35.8%
	Support	92.2%	49.1%	96.2%	98.2%	94.9%	82.7%	50.0%
	Oppose	7.8%	50.9%	3.8%	1.8%	5.1%	17.3%	50.0%
Cotswold	% Votes	21.3%	20.3%	19.9%	16.6%	22.4%	20.3%	21.1%
	Support	100.0%	46.7%	96.3%	100.0%	100.0%	81.5%	50.0%
	Oppose	0.0%	53.3%	3.7%	0.0%	0.0%	18.5%	50.0%
Southern Greenville	% Votes	13.8%	14.9%	16.9%	17.9%	14.9%	13.5%	15.4%
	Support	72.7%	40.9%	100.0%	88.9%	91.7%	66.7%	52.6%
	Oppose	27.3%	59.1%	0.0%	11.1%	8.3%	33.3%	47.4%
Longview	% Votes	9.4%	11.5%	8.1%	9.9%	9.3%	8.3%	8.9%
	Support	80.0%	41.2%	81.8%	93.3%	100.0%	81.8%	27.3%
	Oppose	20.0%	58.8%	18.2%	6.7%	0.0%	18.2%	72.7%
Fort Hill	% Votes	5.6%	5.4%	6.6%	7.3%	5.6%	6.8%	6.5%
	Support	88.9%	62.5%	66.7%	100.0%	100.0%	77.8%	50.0%
	Oppose	11.1%	37.5%	33.3%	0.0%	0.0%	22.2%	50.0%
Other	% Votes	5.6%	4.7%	5.1%	6.0%	5.6%	6.0%	5.7%
	Support	66.7%	0.0%	85.7%	88.9%	100.0%	87.5%	14.3%
	Oppose	33.3%	100.0%	14.3%	11.1%	0.0%	12.5%	85.7%
Northern Greenville	% Votes	2.5%	2.7%	2.9%	3.3%	3.1%	3.8%	4.1%
	Support	75.0%	50.0%	25.0%	60.0%	80.0%	20.0%	40.0%
	Oppose	25.0%	50.0%	75.0%	40.0%	20.0%	80.0%	60.0%
Central Park Avenue	% Votes	1.9%	2.0%	2.2%	2.6%	2.5%	2.3%	2.4%
	Support	100.0%	33.3%	100.0%	75.0%	100.0%	100.0%	100.0%
	Oppose	0.0%	66.7%	0.0%	25.0%	0.0%	0.0%	0.0%

Your Neighbor- hood		#14 Intersection of Ardsley Road and Seely Place:	#3: Intersection of Ardsley Road & Seely Place:	#3: Intersection of Ardsley Road & Seely Place:	#3: Intersection of Ardsley Road & Seely Place:	#3: Intersection of Ardsley Road & Seely Place:	#3: Intersection of Ardsley Road & Seely Place:
		Children walking home to Cotswold from Seely Place after the cross guard has left cannot walk on the north side. [Add a small length of sidewalk on the north side of Ardsley between Old Army and Seely Place so that children can use the existing crosswalk at Old Army Rd.]	Far too often, cars blow by the crossing guard at the intersection of Ardsley and Seely Place Road. [Station a police officer nearby and issue tickets with significant penalties]	Far too often, cars blow by the crossing guard at the intersection of Ardsley and Seely Place Road. [Create a raised crosswalk (similar to a speed hump) at this intersection]	Far too often, cars blow by the crossing guard at the intersection of Ardsley and Seely Place Road. [Add flashing lights for this crosswalk when someone pushes the button]	Far too often, cars blow by the crossing guard at the intersection of Ardsley and Seely Place Road. [Add a "HAWK traffic light system" which only turns red to stop traffic when someone pushes the walk signal]	Far too often, cars blow by the crossing guard at the intersection of Ardsley and Seely Place Road. [Add two stop signs at this intersection on Ardsley Road]
<b>ALL</b>	<b>% Votes</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
	Support	95.9%	80.7%	66.2%	93.6%	83.6%	47.1%
	Oppose	4.1%	19.3%	33.8%	6.4%	16.4%	52.9%
<b>Old Edgemont</b>	<b>% Votes</b>	<b>40.5%</b>	<b>38.7%</b>	<b>37.7%</b>	<b>37.2%</b>	<b>37.5%</b>	<b>39.9%</b>
	Support	98.3%	84.5%	71.9%	93.1%	84.2%	45.5%
	Oppose	1.7%	15.5%	28.1%	6.9%	15.8%	54.5%
<b>Cotswold</b>	<b>% Votes</b>	<b>19.6%</b>	<b>21.3%</b>	<b>23.2%</b>	<b>20.5%</b>	<b>22.4%</b>	<b>21.0%</b>
	Support	100.0%	87.5%	74.3%	96.9%	85.3%	48.3%
	Oppose	0.0%	12.5%	25.7%	3.1%	14.7%	51.7%
<b>Southern Greenville</b>	<b>% Votes</b>	<b>14.9%</b>	<b>16.0%</b>	<b>15.2%</b>	<b>16.7%</b>	<b>16.4%</b>	<b>13.0%</b>
	Support	90.9%	70.8%	60.9%	88.5%	88.0%	55.6%
	Oppose	9.1%	29.2%	39.1%	11.5%	12.0%	44.4%
<b>Longview</b>	<b>% Votes</b>	<b>8.8%</b>	<b>10.0%</b>	<b>9.3%</b>	<b>9.0%</b>	<b>9.9%</b>	<b>8.7%</b>
	Support	100.0%	80.0%	57.1%	100.0%	80.0%	33.3%
	Oppose	0.0%	20.0%	42.9%	0.0%	20.0%	66.7%
<b>Fort Hill</b>	<b>% Votes</b>	<b>4.7%</b>	<b>6.0%</b>	<b>6.0%</b>	<b>5.8%</b>	<b>5.9%</b>	<b>6.5%</b>
	Support	100.0%	77.8%	44.4%	88.9%	100.0%	55.6%
	Oppose	0.0%	22.2%	55.6%	11.1%	0.0%	44.4%
<b>Other</b>	<b>% Votes</b>	<b>5.4%</b>	<b>3.3%</b>	<b>4.0%</b>	<b>5.1%</b>	<b>2.6%</b>	<b>5.1%</b>
	Support	87.5%	80.0%	33.3%	100.0%	50.0%	28.6%
	Oppose	12.5%	20.0%	66.7%	0.0%	50.0%	71.4%
<b>Northern Greenville</b>	<b>% Votes</b>	<b>3.4%</b>	<b>2.7%</b>	<b>3.3%</b>	<b>3.2%</b>	<b>2.6%</b>	<b>2.9%</b>
	Support	60.0%	50.0%	60.0%	80.0%	50.0%	50.0%
	Oppose	40.0%	50.0%	40.0%	20.0%	50.0%	50.0%
<b>Central Park Avenue</b>	<b>% Votes</b>	<b>2.7%</b>	<b>2.0%</b>	<b>1.3%</b>	<b>2.6%</b>	<b>2.6%</b>	<b>2.9%</b>
	Support	100.0%	66.7%	100.0%	100.0%	75.0%	75.0%
	Oppose	0.0%	33.3%	0.0%	0.0%	25.0%	25.0%

Your Neighbor-hood		#11 Greenville Church area on Ardsley Road:	#11 Greenville Church area on Ardsley Road:	#11 Greenville Church area on Ardsley Road:	#8 Intersection of Fort Hill Road and Ardsley Rd:	#10 Intersection of Ardsley Road & Fort Hill Road:	#5: Intersection of Ardsley & Edgemont Rd:	#5: Intersection of Ardsley & Edgemont Rd:
		Need a crosswalk. Extremely dangerous crossing for kids going to/from school. Cars are honking at kids as they cross; it is unacceptable. [Add a crosswalk across Ardsley Road in this area.]	Need a crosswalk. Extremely dangerous crossing for kids going to/from school. Cars are honking at kids as they cross; it is unacceptable. [Add a raised crosswalk across Ardsley Road in this area.]	Need a crosswalk. Extremely dangerous crossing for kids going to/from school. Cars are honking at kids as they cross; it is unacceptable. [Add a traffic light on Ardsley Road at the intersection of the Church parking lot]	There is a missing crosswalk across Ardsley Road to connect the sidewalks that go along Fort Hill Road [Add a crosswalk to connect both sidewalks]	Speed at this intersection and people not paying attention to the stop signs extremely frequently; many accidents at this intersection [Add speed bumps near this intersection in all four directions]	Dangerous crosswalk especially when crossing from the south to the north; hard for drivers to see pedestrians [Add a HAWK traffic light system which only turns red and stops traffic when someone pushes the walk signal. This could be located slightly uphill (west) of the intersection to help with line of sight for traffic moving towards Scarsdale on Ardsley Road]	Dangerous crosswalk especially when crossing from the south to the north; hard for drivers to see pedestrians [Add rumble strips]
<b>ALL</b>	<b>% Votes</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
	Support	92.9%	70.6%	52.4%	97.4%	69.2%	90.7%	68.8%
	Oppose	7.1%	29.4%	47.6%	2.6%	30.8%	9.3%	31.2%
<b>Old Edgemont</b>	<b>% Votes</b>	<b>34.8%</b>	<b>35.7%</b>	<b>33.3%</b>	<b>34.6%</b>	<b>35.6%</b>	<b>40.4%</b>	<b>39.7%</b>
	Support	94.4%	76.5%	78.6%	100.0%	69.2%	90.8%	76.8%
	Oppose	5.6%	23.5%	21.4%	0.0%	30.8%	9.2%	23.2%
<b>Cotswold</b>	<b>% Votes</b>	<b>21.9%</b>	<b>24.5%</b>	<b>14.3%</b>	<b>17.9%</b>	<b>17.1%</b>	<b>21.7%</b>	<b>21.3%</b>
	Support	94.1%	77.1%	66.7%	100.0%	68.0%	91.4%	70.0%
	Oppose	5.9%	22.9%	33.3%	0.0%	32.0%	8.6%	30.0%
<b>Southern Greenville</b>	<b>% Votes</b>	<b>15.5%</b>	<b>14.0%</b>	<b>16.7%</b>	<b>18.6%</b>	<b>19.2%</b>	<b>13.7%</b>	<b>14.2%</b>
	Support	95.8%	65.0%	14.3%	96.6%	60.7%	95.5%	60.0%
	Oppose	4.2%	35.0%	85.7%	3.4%	39.3%	4.5%	40.0%
<b>Longview</b>	<b>% Votes</b>	<b>10.3%</b>	<b>10.5%</b>	<b>14.3%</b>	<b>10.3%</b>	<b>9.6%</b>	<b>8.1%</b>	<b>10.6%</b>
	Support	87.5%	53.3%	33.3%	100.0%	78.6%	92.3%	53.3%
	Oppose	12.5%	46.7%	66.7%	0.0%	21.4%	7.7%	46.7%
<b>Fort Hill</b>	<b>% Votes</b>	<b>7.1%</b>	<b>6.3%</b>	<b>11.9%</b>	<b>7.1%</b>	<b>7.5%</b>	<b>5.6%</b>	<b>5.0%</b>
	Support	100.0%	66.7%	60.0%	100.0%	81.8%	88.9%	42.9%
	Oppose	0.0%	33.3%	40.0%	0.0%	18.2%	11.1%	57.1%
<b>Other</b>	<b>% Votes</b>	<b>5.2%</b>	<b>4.2%</b>	<b>4.8%</b>	<b>5.8%</b>	<b>5.5%</b>	<b>5.0%</b>	<b>3.5%</b>
	Support	87.5%	50.0%	50.0%	88.9%	62.5%	100.0%	80.0%
	Oppose	12.5%	50.0%	50.0%	11.1%	37.5%	0.0%	20.0%
<b>Northern Greenville</b>	<b>% Votes</b>	<b>2.6%</b>	<b>2.8%</b>	<b>2.4%</b>	<b>3.2%</b>	<b>2.7%</b>	<b>3.1%</b>	<b>2.8%</b>
	Support	50.0%	50.0%	0.0%	60.0%	75.0%	40.0%	75.0%
	Oppose	50.0%	50.0%	100.0%	40.0%	25.0%	60.0%	25.0%
<b>Central Park Avenue</b>	<b>% Votes</b>	<b>2.6%</b>	<b>2.1%</b>	<b>2.4%</b>	<b>2.6%</b>	<b>2.7%</b>	<b>2.5%</b>	<b>2.8%</b>
	Support	100.0%	100.0%	0.0%	100.0%	75.0%	100.0%	75.0%
	Oppose	0.0%	0.0%	100.0%	0.0%	25.0%	0.0%	25.0%

Your Neighbor-hood		#5: Intersection of Ardsley & Edgemont Rd:	#7 Intersection of Ardsley & Lynwood Rd:	#1 Intersection of Ardsley & Old Army:	#15 Ardsley Road and Old Army Intersection:	#4: Intersection of Ardsley Road & Seely Place:	#4: Intersection of Ardsley Road & Seely Place:	#17 Ardsley Road between Fort Hill and Sprain Valley Road:	#9 Ardsley Road between Lynwood and Edgemont Rd:
		Dangerous crosswalk especially when crossing from the south to the north; hard for drivers to see pedestrians [If the HAWK traffic light system is not feasible, add more yellow flashing lights uphill from the intersection to help with line of sight.]	This is a dangerous crosswalk [Add flashing yellow lights, just like the Edgemont/Ardsley]	One crosswalk is missing on the side of the intersection closest to Scarsdale Village, causing people to walk far longer around all the other four crosswalks. This affects commuters and also students going to school. [Add a crosswalk across Ardsley Road on the east side of this intersection.]	People walking along the Ardsley Road sidewalk from Scarsdale Village towards Central Avenue must use two separate crosswalks to cross Old Army and Cotswold way separately. They often cut directly across both streets because it is shorter than using both crosswalks. [Change the crosswalk signal so that you can cut diagonally across both Old Army and Cotswold Way at the same time]	People are turning left from Seely Place when not allowed to make left turns. This causes near misses when people are crossing the crosswalk during high traffic times. [Periodic enforcement]	People are turning left from Seely Place when not allowed to make left turns. This causes near misses when people are crossing the crosswalk during high traffic times. [Add an additional no-left-turn sign (such as on the stop sign) so that it's more clear]	Excessive potholes [Repave]	Cars have had accidents where they drive across the sidewalk and crash into the fence on the other side of the sidewalk. People can slip and fall into the traffic during icy conditions. [Add a physical barrier separating the road from the sidewalk; and add a handrail.]
ALL	% Votes	100%	100%	100%	100%	100%	100%	100%	100%
	Support	89.1%	93.8%	95.1%	82.5%	92.7%	97.5%	98.1%	87.7%
	Oppose	10.9%	6.3%	4.9%	17.5%	7.3%	2.5%	1.9%	12.3%
Old Edgemont	% Votes	37.2%	42.5%	41.1%	39.9%	37.1%	37.6%	35.7%	43.8%
	Support	87.9%	95.6%	97.0%	86.0%	94.6%	98.3%	100.0%	92.2%
	Oppose	12.1%	4.4%	3.0%	14.0%	5.4%	1.7%	0.0%	7.8%
Cotswold	% Votes	22.4%	21.3%	18.4%	21.7%	23.2%	22.9%	18.5%	20.5%
	Support	100.0%	100.0%	100.0%	77.4%	97.1%	100.0%	100.0%	93.3%
	Oppose	0.0%	0.0%	0.0%	22.6%	2.9%	0.0%	0.0%	6.7%
Southern Greenville	% Votes	14.7%	13.1%	16.0%	12.6%	15.9%	14.0%	17.2%	11.6%
	Support	78.3%	100.0%	92.3%	83.3%	87.5%	90.9%	100.0%	76.5%
	Oppose	21.7%	0.0%	7.7%	16.7%	12.5%	9.1%	0.0%	23.5%
Longview	% Votes	8.3%	8.1%	8.6%	9.1%	8.6%	8.9%	10.8%	8.2%
	Support	84.6%	69.2%	92.9%	76.9%	100.0%	100.0%	94.1%	83.3%
	Oppose	15.4%	30.8%	7.1%	23.1%	0.0%	0.0%	5.9%	16.7%
Fort Hill	% Votes	6.4%	5.6%	6.1%	4.9%	4.6%	6.4%	6.4%	6.8%
	Support	100.0%	100.0%	100.0%	85.7%	100.0%	100.0%	90.0%	80.0%
	Oppose	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	10.0%	20.0%
Other	% Votes	5.1%	3.8%	4.3%	5.6%	6.0%	5.7%	5.7%	4.8%
	Support	75.0%	100.0%	85.7%	87.5%	77.8%	88.9%	100.0%	85.7%
	Oppose	25.0%	0.0%	14.3%	12.5%	22.2%	11.1%	0.0%	14.3%
Northern Greenville	% Votes	3.2%	3.1%	3.1%	3.5%	2.6%	1.9%	3.2%	2.7%
	Support	80.0%	60.0%	60.0%	60.0%	50.0%	100.0%	80.0%	50.0%
	Oppose	20.0%	40.0%	40.0%	40.0%	50.0%	0.0%	20.0%	50.0%
Central Park Avenue	% Votes	2.6%	2.5%	2.5%	2.8%	2.0%	2.5%	2.5%	1.4%
	Support	100.0%	75.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	Oppose	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%