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   EdgemontECC.org
Scarsdale, New York 10583

October 3, 2023

Dear Members of the Greenburgh Town Board,

In response to long-standing concerns of Edgemont residents, further highlighted by a series of high-profile traffic accidents in the fall of 2022, the Edgemont Community Council ("ECC") launched a comprehensive traffic and pedestrian safety initiative. This process lasted eleven months and involved 12 interactive, neighborhood-specific online workshops and 5 surveys with 632 total responses from residents.

The ECC recognized that three major roadways, Fort Hill Road, Old Army Road, and Ardsley Road, were community-wide focal points for safety concerns and conducted further surveys and separate forums for each corridor between March and June 2023. In the summer of 2023, community members from these forums formed three teams to analyze the survey results and offer initial recommendations regarding safety hazards and opportunities, resulting in three attached executive summaries and full reports.

The three most significant requests of Edgemont residents coming out of this process consist of the following:
- A timetable and schedule for the installation of sidewalks, pedestrian safety measures, and related appurtenances on Fort Hill Road, Old Army Road, and Ardsley Road, including an engineering traffic analysis to ensure a safe and viable roadway design. Priority should be the installation of an ADA-compliant sidewalk on Fort Hill Road starting at Underhill Road and continuing to Longview Drive.
- The implementation of traffic calming measures across Edgemont, with priority for the installation of a speed table on Old Army Road and an immediate increase in police presence and speed enforcement.
- The installation of a "smart" traffic light at the intersection of Ardsley Road and Fort Hill Road. This support is contingent upon the light being able to sense traffic beyond the line of sight so that the light can react in real-time to actual traffic conditions (not merely based on expected traffic patterns by time of day) to proactively prevent congestion building up all the way to Central Avenue and also significantly in the three other directions. The ECC urges the town to share a model for how the light will perform at various times of day prior to installation and to make sure that the light is easily reprogrammable based on information learned during the first week after installation.

Moving forward, the ECC has reconstituted our Traffic, Sidewalks, and Safety Committee which will continue to communicate with the Town and Greenburgh Police Department in the months ahead addressing the dozens of additional safety hazards that are more tactical in nature and not covered by the reports on these three major

roadways. It will also work on creating a process to collect ongoing public feedback on hazards, opportunities, and preferred solutions, work on creating a process with the Greenburgh Police Department to communicate and track these hazards and opportunities, and work on creating a process to communicate progress back to the public.

Thank you for your partnership already on the section of Ardsley Road belonging to Westchester County, in response to our letter last month. By submitting this full report to you now before the 2024 Operating and Capital Budget processes begin, it is our hope that the Town will also be able to take immediate action on these requests under the Town's purview.

The ECC and its Traffic, Sidewalks, and Safety Committee request a meeting with the Town Board at a work session later this month to discuss the implementation of measures to address these critical priority safety issues.

We look forward to continuing the discussion and working together to improve the quality of life for all Edgemont residents.

Sincerely,
Dylan F. Pyne, President of the Edgemont Community Council

The Edgemont Community Council Traffic, Sidewalks, and Safety Committee
- Tom Blank
- Lucas Cioffi, Chair
- Stephen Coulthard
- Lenny Donohue
- Nancie Ellis
- Thomas Leung
- Tamim Nazif
- Rebecca Tabb
- Dev Tandon
- Mike Sigal

Cc:
- Greenburgh Commisioner of Community Development & Conservation Garrett Duquesne
- Greenburgh Commissioner of Public Works Richard Fon
- Greenburgh Police Chief Kobie Powell
- Greenburgh Police Sergeant Benjamin Fontanilles, Commanding Officer of Traffic and Safety Unit
- Greenburgh Town Attorney Joseph Danko
- Greenville Fire District Chief Costanzo (Gus) Spedaliere
- Greenville Fire District Board of Commissioners Chair Walter Groden
- State Senator Andrea Stewart-Cousins
- Assemblyperson Amy Paulin
- Westchester County Executive George Latimer
- Westchester County Legislator David Imamura

Executive Summary of Requests

The Edgemont Community Council ("ECC") requests that the Town Board address the issues of vehicle speeding on our streets and lack of safe walking passage for residents, particularly children walking to our schools.

Lack of sidewalks, particularly for children walking to schools, are residents' single greatest concern. The greatest safety improvement for the community of Edgemont would be to install an ADA-compliant sidewalk on Fort Hill Road starting at Underhill Road and continuing to Longview Drive. The preferred solution to this sidewalk would include maintaining the two-way traffic pattern that currently exists on Fort Hill Road. From the initial surveying conducted, the community support for making Fort Hill a 1-way road was very low, and the ECC believes this option should only be considered after all other options have been exhausted.

Other significant safety improvements would include installing ADA-compliant sidewalks on Old Army Road, Ardsley Road and the remainder of Fort Hill Road. The ECC requests that the Town Board adopt a timetable plan for the installation of sidewalks
> (i) in stages, along Fort Hill Road from starting from Underhill Road and going to Ardsley Road,
> (ii) along Old Army Road from Central Avenue to Ardsley Road, and
> (iii) along Ardsley Road from Central Avenue to Old Army Road.

Over the past decade, the town has commissioned a series of studies and reports on these roads, including the 2016 Comprehensive Plan, the 2019 Intersection of Fort Hill Road and Ardsley Road Traffic Study, the 2020 Edgemont-Greenville Sidewalk Feasibility Study, and the 2020 Sidewalk Prioritization Report, and it is finally time to move into a phase of implementation.

There may be efficiencies to also include Mt. Joy Avenue between Central Park Avenue and Old Army Road within the studies and analysis of Old Army Road, as well as Mt. Joy Avenue between Central Park Avenue and Fort Hill Road within the studies and analysis of Fort Hill Road. Sidewalks on Old Army Road and Fort Hill Road would both be enhanced by a sidewalk connecting the two along Mt. Joy Avenue and would unlock walkability and bikeability to Edgemont Jr./Sr. High School for a significant population of residents west of Central Park Avenue. In response to community advocacy, in April 2022 the Town implemented one-way traffic patterns on Robin Hill Road and Mt. Joy Avenue as well as in August 2022 the installation of a sidewalk on Robin Hill Road between Mt. Joy Avenue and Henry Street made possible on the otherwise narrow road by the new one-way traffic pattern. The feasibility of a sidewalk on narrow Mt. Joy is now greater due to the one-way traffic pattern, and remains a sidewalk priority after or in conjunction with the sidewalks on the three major roads covered in this report.

There is strong community support for reducing speed with one solution being the construction of speed tables. We recommend that the town build the first speed table in Edgemont on Old Army Road due to the known speeding problem and high foot traffic of students and commuters. There are several locations along Old Army where the committee feels conditions are appropriate for this to happen. Additionally, the ECC

recommends the increase of police presence, in marked vehicles, on a regular continuous basis on Ardsley Road and Old Army Road, and to enforce the speed limit. Moreover, residents do not want the Town to take any actions that would increase the volume of traffic on Old Army Road.

The team of residents analyzing the Ardsley Road survey results and the team analyzing the Fort Hill Road survey results found that there is broad public support for a "smart" traffic light to be installed at the intersection of Ardsley Road and Fort Hill Road. Because of the volume of traffic and the confusion caused by the existing four-way stop signs at this intersection, the ECC supports this recommendation as well as the creation of associated pedestrian crosswalks at this intersection.

Ardsley Road Report Highlights

A. Requests for the Town

1. Ensure a dedicated police presence with marked vehicles on a regular basis and increase 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. Install a continuous sidewalk 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. Address potholes on Ardsley Road and maintain catch basins more regularly (important priority).

5. Amend the existing noise ordinance so that it includes all motor vehicles, and prohibit 18-wheeler trucks on Ardsley Road from Central Avenue to Fort Hill Road (important priority).

B. Requests for the 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 storm water sewer system (important priority).

4. Prohibit 18-wheeler trucks on Ardsley Road from Scarsdale Village to Central Avenue (important priority).

5. The ECC also requests the County regularly maintain the shoulder along the eastbound side of the road (down the hill) between Overton Road and the town border and Lynwood. During the summer months, weeds or shrubs often become overgrown along this segment and obscure traffic signs.

Fort Hill Road Report Highlights

There is an urgent need for a sidewalk on Fort Hill Road, especially in areas frequented by students walking to school. The team suggests breaking this project into stages, starting with immediate measures such as crosswalks and footpath clearance on the east portion of Fort Hill Road, nearest to the Junior/Senior High School and progressively completing the sidewalk along different sections of Fort Hill Road. There may be efficiencies to also include Mt. Joy Avenue between Central Park Avenue and Fort Hill Road within the studies and analysis of Fort Hill Road.

Another critical recommendation is the installation of a "smart" traffic light at the intersection of Fort Hill Road and Ardsley Road to facilitate smooth traffic flow and improve pedestrian safety. The ECC supports this request contingent upon the light being able to sense traffic beyond the line of sight so that the light can react in real-time to actual traffic conditions — not merely based on expected traffic patterns by time of day — to proactively prevent congestion building up all the way to Central Avenue and also significantly in the three other directions. The consultant in the town's presentation to the community on May 14, 2020 stated this was possible. Additionally, the simulation presented during that meeting was not for a "smart" traffic light. The consultant stated that cars will frequently be able to bypass any car that is waiting in the middle of the intersection in order to turn left. There is significant concern from residents that there is not sufficient room for this to happen, the ECC requests an updated simulation during the evening commute which includes a smart traffic light and the impact of a green left-turn arrow for cars moving westward on Ardsley and wanting to turn left onto Fort Hill Road.

The team also advocates for the addition of a stop sign on the eastbound side of Underhill Road at the intersection of Fort Hill Road, speed tables or humps to deter speeding between Jackson Avenue and Ardsley Road, and lowering the speed limit to 25 mph, especially in the close vicinity of the proposed new "smart" traffic light, to reduce the risk of fatalities from anyone running through the red light.

Additionally, the Team proposes placing mirrors at blind corners where side streets intersect with Fort Hill Road and enhancing the visibility of traffic signs.

The report highlights further investigations and studies required, such as optimizing the traffic light timing at Central Avenue and Underhill Road (which would require action by NYS), and the consideration of making Fort Hill Road one-way to accommodate a full sidewalk, subject to community support.

Old Army Road Report Highlights

The report addresses concerns regarding Old Army Road, particularly the section between Central Park Avenue and Ardsley Road. Despite a posted speed limit of 25 MPH, vehicles frequently exceed this limit, with instances of vehicles crossing into the opposing lane to overtake slower traffic. The condition of the sidewalk is also substandard, posing a risk to pedestrians, especially children walking to Seely Place Elementary School. The committee's requests are divided into two phases: Phase 1 focuses on speed control along Old Army Road, while Phase 2 involves constructing an ADA-compliant sidewalk.

For Phase 1, the report recommends addressing the issue of excessive speeding with increased police presence and the installation of speed tables or raised crosswalks at several specific locations along Old Army Road. These measures aim to slow down traffic and enhance pedestrian safety. Additionally, the report highlights the importance of improving intersections where Old Army meets Henry Street, Mt. Joy Avenue, Glenwood Road, Edgemont Circle, and Thomas Lane with various traffic-calming measures such as raised crosswalks, speed tables, and pedestrian islands.

The report also suggests additional requests, including updating the flashing speed limit sign on Old Army south of Henry Street to respond to speeding, marking corners of walking paths to prevent cars from cutting across, addressing obstacles on sidewalks, creating safe spaces for pedestrians on blind curves, and enforcing restrictions on commercial trucks using Old Army Road. Overall, the focus is on enhancing safety for pedestrians and addressing the issue of speeding along Old Army Road.

For Phase 2, the construction of an ADA-compliant sidewalk on Old Army Road, there may be efficiencies to also include Mt. Joy Avenue between Central Park Avenue and Old Army Road within the studies and analysis of Old Army Road.

The Old Army Road Team also identified that a walking path connecting the cul-de-sac on Edgemont Circle to Robin Hill Road would enable a significant number of students to walk safely to and from both Seely Place Elementary School and Edgemont Jr./Sr. High School. The team encourages the Town to investigate the feasibility of obtaining an easement from the relevant homeowners — only if the homeowners are willing. Prior to potentially purchasing an easement, the Team requests that the town tests this concept by renting the land until the end of the 2023 school year so that it can study the benefit to the community.

Our Public Engagement Process

After a series of highly visible traffic accidents occurring within the Edgemont community during the fall of 2022, the ECC launched a traffic and safety initiative to gain a better understanding of the concerns, observations, and thoughts of the residents of the Edgemont community in relation to traffic and safety. The ECC reconstituted its Traffic, Sidewalks, and Safety Committee and appointed Lucas Cioffi as chair.

In November 2022 the ECC conducted a community-wide survey which identified safety hazards and opportunities for improvement within Edgemont. In that first phase, we received over 200 survey responses. The ECC then conducted 9 online, interactive

public engagement forums covering each neighborhood in Edgemont. These sessions reviewed the survey results and identified safety both short-term and long-term improvements which would be acceptable and supported by the community.

The ECC determined that most of the high-impact safety opportunities and hazards were concentrated along these major roadways in Edgemont which traverse multiple neighborhoods: Fort Hill Road, Old Army Road, and Ardsley Road. It then conducted additional surveying between March 2023 and June 2023 and held a separate online interactive forum on each of these corridors.

The final phase took place in the summer of 2023. Community members who participated in the public engagement forums were invited to join one of three teams to review the results of the Fort Hill Road, Old Army Road and Ardsley Road surveys and draft a report analyzing the results of the survey and make initial recommendations to the ECC on the priority and preferred solutions of the various hazards and opportunities. Those three reports are attached to this letter unedited.

After review and analysis, the ECC will release a report outlining the requests for the safety hazards and opportunities for improvement that were identified in the November 2022 survey that were not reviewed by the Fort Hill Road, Old Army Road, or Ardsley Road teams at a later date.

The ECC Board of Directors discussed these reports at its September 11th meeting and authorized this formal request to the Town Board at its October 2nd meeting.

Disclaimer

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 nearby 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. The Edgemont Community Council requests that the legality and effectiveness of all requests involving modification to roads that have not already been previously studied, be reviewed by the Greenburgh Police Department, the Commission of Public Works, Town Attorney, and any other appropriate professional staff before action is taken.

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[1]	Daytime ADT[2]	Daytime Count/hr[3]	Daytime Count/min[4]
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 <u>Westchester County</u>:

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. <u>Recommendation for Town #3</u>.

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 <u>Recommendation for Town #1</u>.

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. <u>Recommendation for County #1</u>. 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**al**K**) 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 Scarsdsle 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. <u>Recommendation for County #2.</u>

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 been 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

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Composite Breakdown of Ardsley Road[1]

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 Neighborhood		#12 Ardsley Road between Central Ave and Scarsdale Village: Cars are often speeding excessively. [Permanent or portable sign that display your speed]	#12 Ardsley Road between Central Ave and Scarsdale Village: Cars are often speeding excessively. [Add a bike lane to narrow the wide lanes which contribute to the excessive speeds]	#16 All along Ardsley Road: Excessive noise from cars with modified mufflers [Modify the noise ordinance so that it also applies to motor vehicles and enforce it]	#2 All of Ardsley Road on the Greenville Side: 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]	#6 Ardsley Road near Scarsdale Village: 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 folliage) and add more signage]	#13 Ardsley Road between Hadden Road (near Central Ave) and Old Army Road: The sidewalk is narrow. [Make the sidewalk wider by reducing the width of Ardsley Road without encroaching on neighboring properties]	#13 Ardsley Road between Hadden Road (near Central Ave) and Old Army Road: 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 Neighor-hood		#14 Intersection of Ardsley Road and 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.]	#3: Intersection of Ardsley Road & Seely Place: 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]	#3: Intersection of Ardsley Road & Seely Place: 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]	#3: Intersection of Ardsley Road & Seely Place: 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]	#3: Intersection of Ardsley Road & Seely Place: 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]	#3: Intersection of Ardsley Road & Seely Place: 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]
ALL	% Votes	100%	100%	100%	100%	100%	100%
	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%
Old Edgemont	% Votes	40.5%	38.7%	37.7%	37.2%	37.5%	39.9%
	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%
Cotswold	% Votes	19.6%	21.3%	23.2%	20.5%	22.4%	21.0%
	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%
Southern Greenville	% Votes	14.9%	16.0%	15.2%	16.7%	16.4%	13.0%
	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%
Longview	% Votes	8.8%	10.0%	9.3%	9.0%	9.9%	8.7%
	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%
Fort Hill	% Votes	4.7%	6.0%	6.0%	5.8%	5.9%	6.5%
	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%
Other	% Votes	5.4%	3.3%	4.0%	5.1%	2.6%	5.1%
	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%
Northern Greenville	% Votes	3.4%	2.7%	3.3%	3.2%	2.6%	2.9%
	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%
Central Park Avenue	% Votes	2.7%	2.0%	1.3%	2.6%	2.6%	2.9%
	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]
ALL	% Votes	100%	100%	100%	100%	100%	100%	100%
	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%
Old Edgemont	% Votes	34.8%	35.7%	33.3%	34.6%	35.6%	40.4%	39.7%
	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%
Cotswold	% Votes	21.9%	24.5%	14.3%	17.9%	17.1%	21.7%	21.3%
	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%
Southern Greenville	% Votes	15.5%	14.0%	16.7%	18.6%	19.2%	13.7%	14.2%
	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%
Longview	% Votes	10.3%	10.5%	14.3%	10.3%	9.6%	8.1%	10.6%
	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%
Fort Hill	% Votes	7.1%	6.3%	11.9%	7.1%	7.5%	5.6%	5.0%
	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%
Other	% Votes	5.2%	4.2%	4.8%	5.8%	5.5%	5.0%	3.5%
	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%
Northern Greenville	% Votes	2.6%	2.8%	2.4%	3.2%	2.7%	3.1%	2.8%
	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%
Central Park Avenue	% Votes	2.6%	2.1%	2.4%	2.6%	2.7%	2.5%	2.8%
	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 Neighborhood		#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%

Fort Hill Road Traffic Safety Team Report to Edgemont Community Council

In order to assist the Edgemont Community Council (the "ECC") in their work to make the streets of Edgemont safe for pedestrians and traffic, the Fort Hill Road Traffic Safety Team ("Fort Hill Team"} was formed. The Fort Hill Team reviewed the results of the ECC survey, including the raw data and comments, met via Zoom to discuss their findings, and have agreed on several recommendations for the ECC to bring forward to the Town of Greenburgh. Our conclusions and recommendations are as follows:

- The highest priority identified in the survey and in our discussions is the installation of a sidewalk on Fort Hill Road to ensure pedestrian safety, particularly for students walking to school. Our schools are the hub of the community and safe pedestrian access to them is critical. This can be broken down in stages as follows:

  o The stretch between Old Lane and Underhill Road which is heavily used by students attending the Junior/Senior High School. In addition to a sidewalk, which is a longer term project, several short term fixes are recommended. They include adding a crosswalk from the west side of Fort Hill to the east side and clearing out the footpath on the east side of Fort Hill. The next highest priority would be to install a sidewalk between Longview and Old Lane.

  o Then the completion of the sidewalk from Ardsley Road to Longview.

  o And finally the completion of the sidewalk from Jackson Avenue to Ardsley Road.

- Of equal importance is the installation of a smart traffic light at the intersection of Fort Hill Road and Ardsley Road. The light should be timed to ensure smooth traffic flow both on Ardsley Road and Fort Hill Road. In addition, a crosswalk should be added across Fort Hill and Ardsley to enhance pedestrian safety, as well as a flashing light signal for when a pedestrian is crossing.

- The installation of a Stop sign on Underhill Road eastbound at the intersection with Fort Hill will enhance not only pedestrian safety but will reduce the potential of accidents and near misses at that corner.

- In order to deter speeding on Fort Hill Road, the addition of speed tables or speed humps should be considered on the straight-aways on the road between Jackson Avenue and Ardsley Road. In addition, consideration should be given to lowering the speed limit to 25 mph.

- The installation of mirrors at blind corners where side streets empty into Fort Hill are recommended. Alternatively, enforcement of restrictions on fences, vegetation, etc. might also

be effective. The targeted corners are Sunrise Lane (left), Theresa Lane (right), Skytop Road (left) High Point Road (left) Penny Lane (north, right), Cherry Lane (left), Fort Hill Lane (right) Clarendon Road (left).

- Add reflective tape to the Stop sign at the northbound intersection of Fort Hill Road and Mt. Joy Avenue.

Several other items that were discussed require further investigation and/or study. The light at the corner of Central Avenue and Underhill Road continues to back up traffic during school drop off and pick up, even after the installation of a left turn arrow. The issue is whether it is possible to change the timing of the light during those hours to allow for a longer green heading east /west on Underhill Road.

Another robust discussion was had around the idea of making Fort Hill Road one way in order to accommodate a full sidewalk for its entire length. While there was limited support for that option in the original survey, we are suggesting that the ECC send another survey to the community asking if that is the only way to get a sidewalk, would it be supported.

We are glad to have had the opportunity to work with the ECC on this important effort to keep Edgemont residents safe. Please feel free to contact the Fort Hill Team with any questions or clarifications, and do let us know if we can continue to be helpful in the process of working with the Town to improve our community.

Respectfully submitted,

Jenna Beglin, Tom Blank , Petra Boykoff, Stephen Coulthard, Jack Hou, Thomas Leung, Jessica Leto, Michael Leto, Kate McDonough, Abishek Patel and Craig Rosenthal

Old Army Road Analysis Team Recommendations

Our team focused on Old Army Road between Central Park Avenue and just past the intersection where it crosses Ardsley Road. The posted speed limit is 25 MPH.

Vehicles often travel 40+ MPH. Vehicles have even been observed crossing the double yellow line at high rates of speed and driving in the opposing lane of traffic to get around vehicles that are traveling the speed limit on multiple occasions.

The sidewalk along this entire section of Old Army Road is substandard. It is not ADA-compliant in width in most areas. Of particular concern, in the sections where children most often walk to Seely Place Elementary School the sidewalk is not any higher than the road and looks more like a shoulder of the road rather than a proper sidewalk.

Accidents happen along Old Army Road:

The significant speed of vehicles makes pedestrian travel dangerous. Our committee's recommendations are to address Old Army Road in two phases:

- Phase 1: speed control along Old Army Road
- Phase 2: build an ADA-compliant sidewalk

Residents want an ADA-compliant sidewalk (or at least a standard 4-foot sidewalk) on Old Army from Ardsley Road to Central Ave. The committee recommends an engineering survey to assess the feasibility of this sidewalk, including location of sidewalk in relation to property lines, drainage, and other environmental considerations. Residents do not want increased traffic volume on Old Army and want steps to slow down speed of traffic flow on Old Army.

To address speed, we recommend an increased police presence.

We also recommend speed tables or raised crosswalks at the following locations:

- raised crosswalk at Henry Street or a 12-foot long speed hump for cars at 15-20 MPH between Henry Street and Roxbury Road
- raised crosswalk at Mt. Joy Avenue or a nearby 22-foot speed table for cars at 25 to 30 MPH on the flat stretch of Old Army just north of the intersection with Mt. Joy
- raised crosswalk at the service road to the Edgemont High School track or a 22-foot speed table for cars at 25 to 30 MPH
- raised crosswalk or speed hump at Edgemont Circle

If the ECC is unsure of how the community will react to four raised crosswalks, it can hold off on requesting the crosswalk at the intersection of Old Army Road and Edgemont Circle.   The

existing slope of the hill on Old Army at this location may make a raised crosswalk or speed hump more difficult to traverse when the roads are snowy. A lower speed hump may also be more appropriate at this intersection.

There are several dangerous intersections listed below. We have added our recommendations for cost-effective improvements that will make a significant difference to each one.

Intersection	Importance	Danger	Recommendations
Henry Street Intersection	Very high foot traffic for parents and kids walking to and from Seely Place Elementary	Cars roll through this stop sign even when a crossing guard is present.	Add a raised crosswalk across Old Army and an ADA-compliant ramp onto the Henry St sidewalk.
Mt Joy Avenue Intersection	This is an important crossing for students walking to the high school and the commuters who are walking to the train.	Nothing slows cars down as they pass this intersection.	Add a raised crosswalk across Old Army or **both** a speed table on Old Army and a crosswalk
Glenwood Road Intersection	Significant foot traffic by students moving to/from high school	The extreme width of this road for children to cross, the limited visibility down Glenwood, and the speed of the cars on Glenwood.	Add a pedestrian triangle/island (including space for plantings/vegetation) to make it possible to cross Glenwood Road in two segments.
Edgemont Circle Intersection	Edgemont circle is close to the high school so children should be able to walk to the high school safely.	Nothing slows cars down as they pass this intersection.	Add a raised crosswalk across Old Army.
Thomas Lane Intersection	A standard intersection with a residential road; commuters to the Hartsdale train station from Ardsley and Edgemont pass through this intersection.	Cars are speeding on Old Army Road, often 40+ MPH.	Add a speed table or raised crosswalk at the intersection of the service road to the Edgemont High School track.

One concern we have is whether drivers will speed more for short bursts if speed tables, speed humps, or raised crosswalks are installed, however we believe the addition of these speed mitigation devices will be significant improvements.

Additional recommendations
1. Update the flashing speed limit sign for traffic moving along Old Army from Ardsley Road towards Henry Street to be a responsive sign which indicates that cars should slow down if they are more than 5 MPH above the speed limit. This would be the same type of responsive sign which is already installed at the Mt. Joy Avenue intersection.

2. Add a 2-4 foot high concrete post to mark the corner of the walking path so that cars do not cut across the at-grade walking path as they are making the turn from Old Army northbound onto Roxbury Road.
3. Remove the two unused telephone poles that are in the middle of the sidewalk between Old Army Road and White Oak Lane. Reposition one ConEd pole which was recently and unfortunately replaced right in the center of the sidewalk. This replacement happened after a truck crashed into the previous pole, snapped it, and knocked it across the sidewalk around 3pm when children use that exact sidewalk to walk home from school.
4. Create space for pedestrians to walk along the side of the road on the blind curve just south of Old Army Road / Ardsley Road intersection. Currently pedestrians can get caught stranded by fast-approaching cars or trucks vehicles.
5. Commercial trucks ignore the posted restrictions preventing them from using Old Army Road as a cut through. Start police enforcement of this existing, posted restriction.
6. Coordinate with Westchester County DOT to relook at the timing of the lights at the intersection of Old Army Road and Central Park Ave to prevent the significant backup during school dropoff and pickup.
7. Add an ADA-compliant ramp onto the sidewalk at the intersection of Henry St to replace or complement the existing stairs.

August 3, 2023

Lucas Cioffi
Logan Clark
Mike Sigal
Rebecca Tabb
Dev Tandon

Ardsley Road Survey Results

#1 Intersection of Ardsley & Old Army:

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.

#2 All of Ardsley Road on the Greenville Side: 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
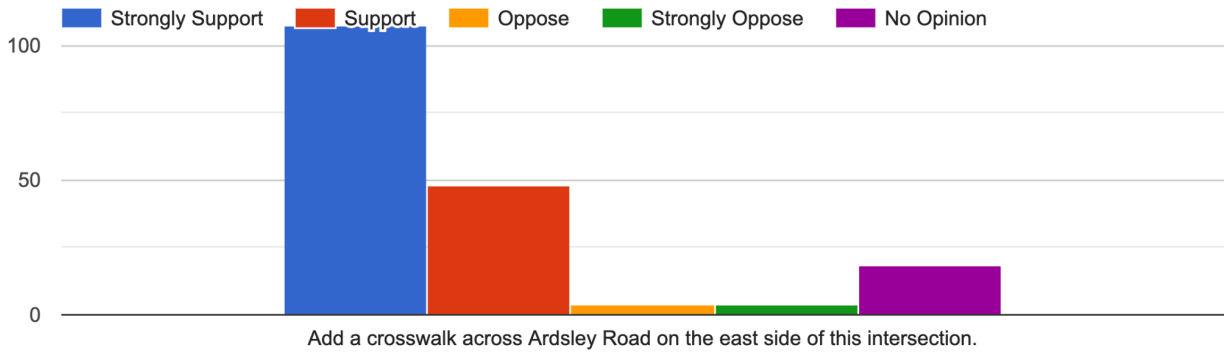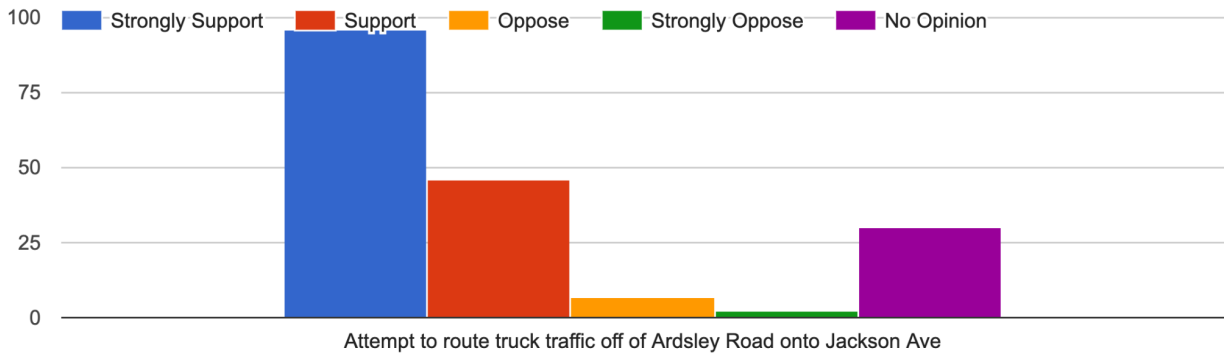
#3: Intersection of Ardsley Road & Seely Place: Far too often, cars blow by the crossing guard at the intersection of Ardsley and Seely Place Road.
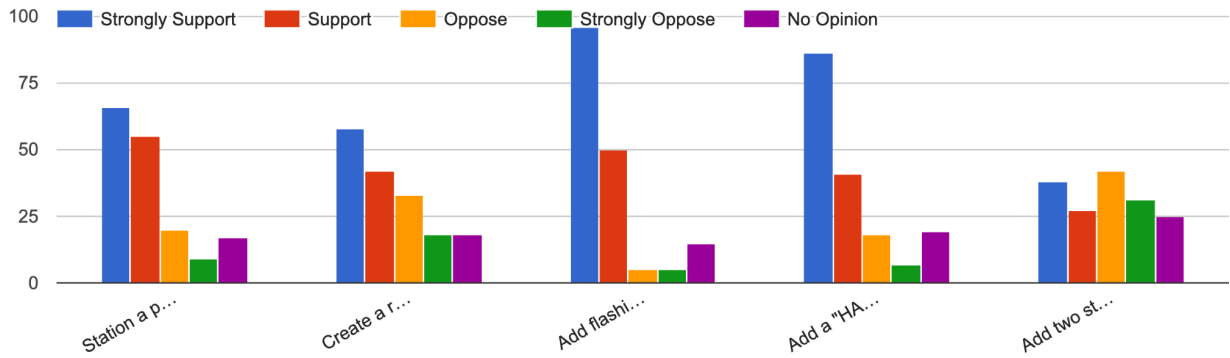
#4: Intersection of Ardsley Road & Seely Place:

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.
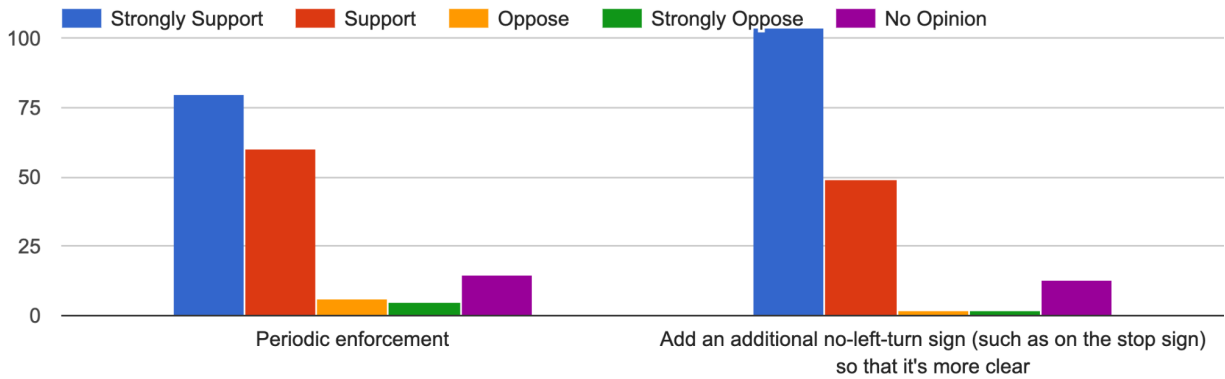
#5: Intersection of Ardsley & Edgemont Rd: Dangerous crosswalk especially when crossing from the south to the north; hard for drivers to see pedestrians
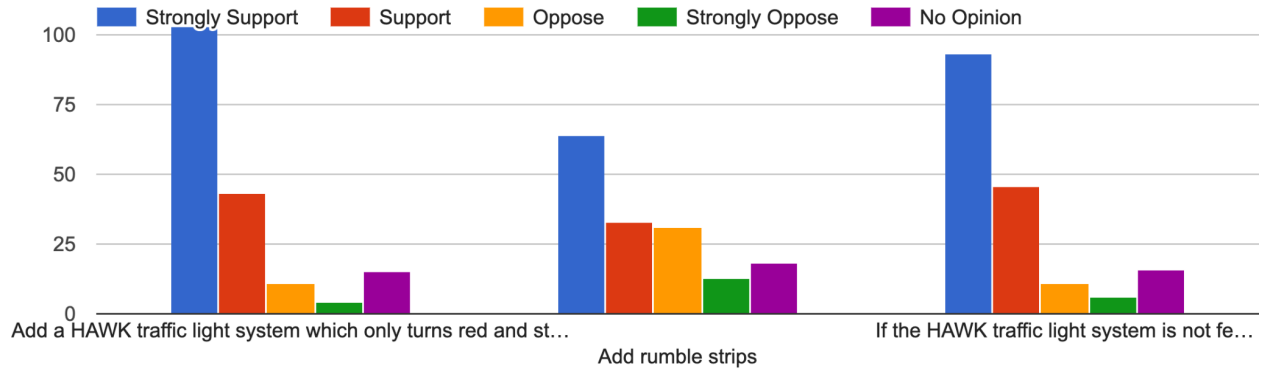
#6 Ardsley Road near Scarsdale Village: Trucks still get stuck going down the steep hill on Ardsley Road right before they enter Scarsdale Village
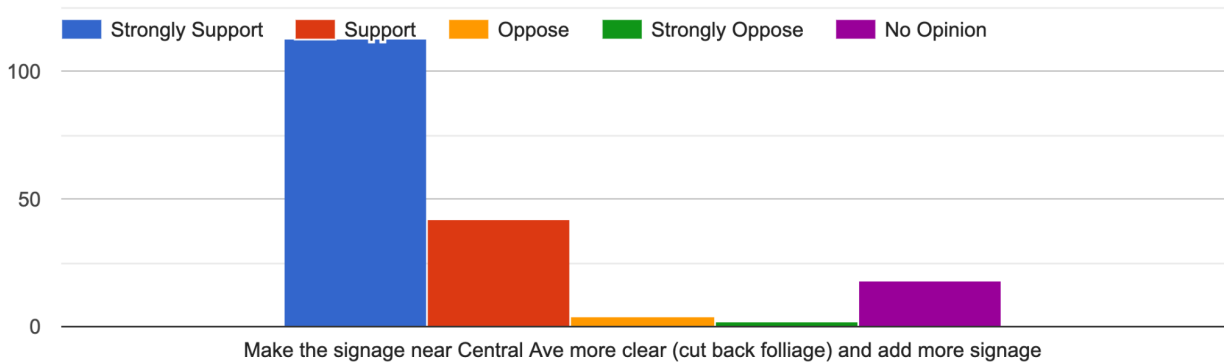
#7 Intersection of Ardsley & Lynwood Rd: This is a dangerous crosswalk

Add flashing yellow lights, just like the Edgemont/Ardsley
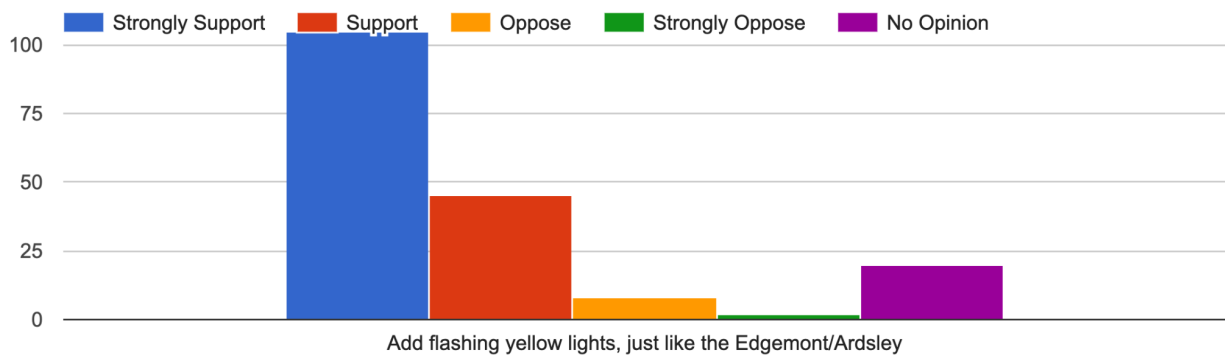
#8 Intersection of Fort Hill Road and Ardsley Rd: There is a missing crosswalk across Ardsley Road to connect the sidewalks that go along Fort Hill Road

Add a crosswalk to connect both sidewalks
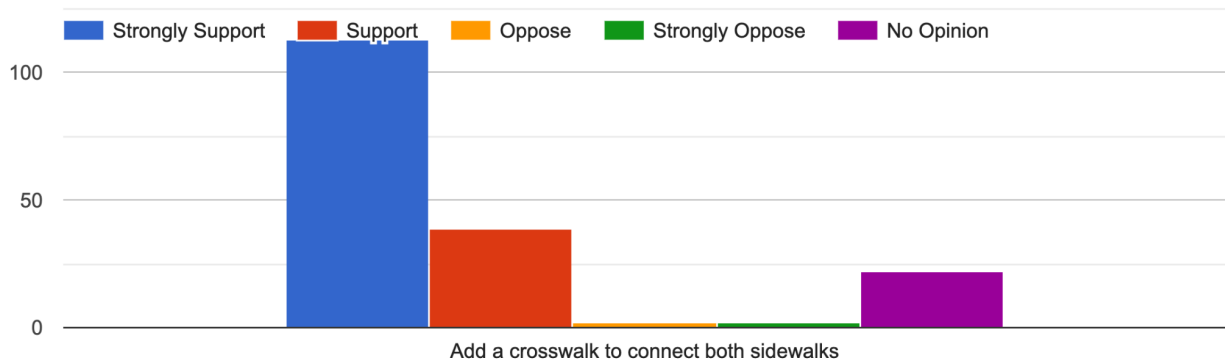
#9 Ardsley Road between Lynwood Rd and Edgemont Rd:
Cars have had accidents where they drive across the sidewalk and crash into the fence on the other side of the sidewalk. People can slip and fall into the traffic during icy conditions.

Legend: Strongly Support | Support | Oppose | Strongly Oppose | No Opinion

Add a physical barrier separating the road from the sidewalk; and add a handrail.
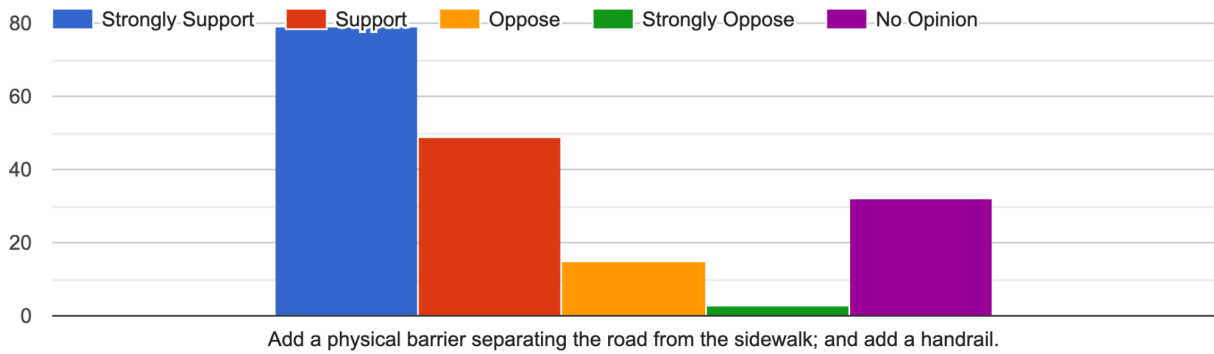
#10 Intersection of Ardsley Road & Fort Hill Road: Speed at this intersection and people not paying attention to the stop signs extremely frequently; many accidents at this intersection

Legend: Strongly Support | Support | Oppose | Strongly Oppose | No Opinion

Add speed bumps near this intersection in all four directions
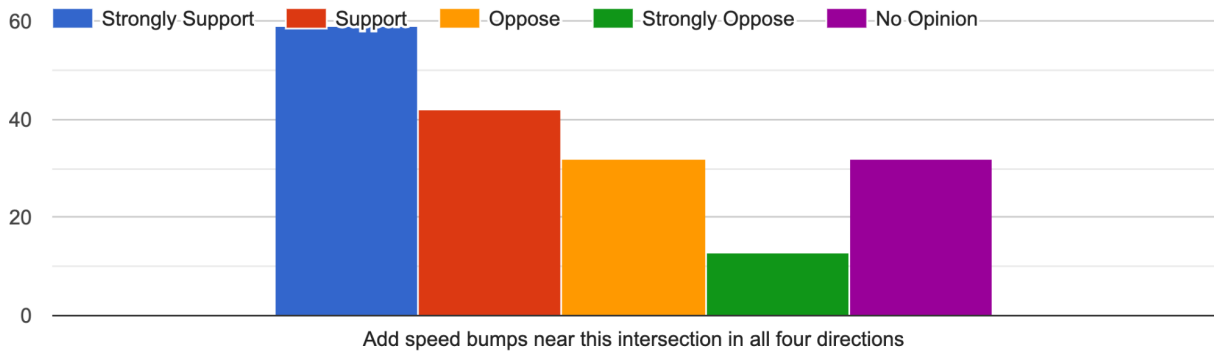
#11 Greenville Church area on Ardsley Road: Need a crosswalk. Extremely dangerous crossing for kids going to/from school. Cars are honking at kids as they cross; it is unacceptable.

Legend: Strongly Support | Support | Oppose | Strongly Oppose | No Opinion

Add a crosswalk across Ardsley Road in this area.

Add a raised crosswalk across Ardsley Road in this area.

Add a traffic light on Ardsley Road at the intersection of the Church parking lot
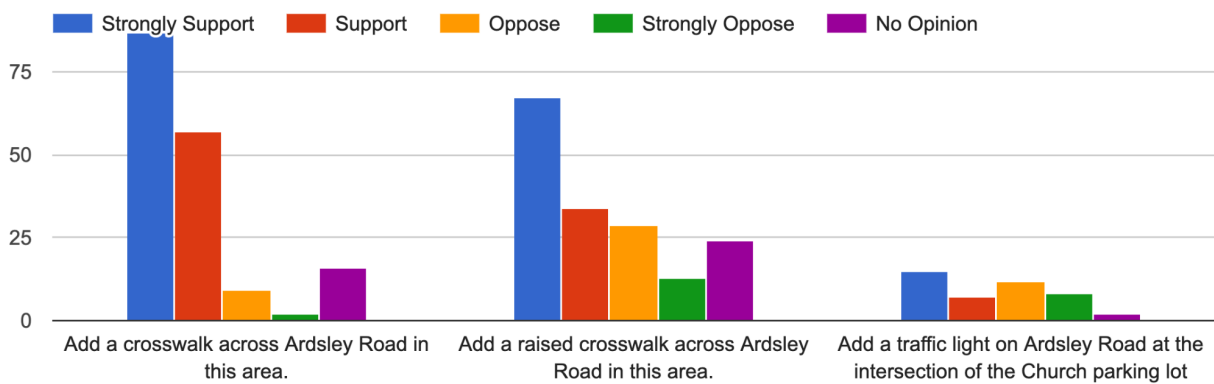
#12 Ardsley Road between Central Ave and Scarsdale Village: Cars are often speeding excessively.
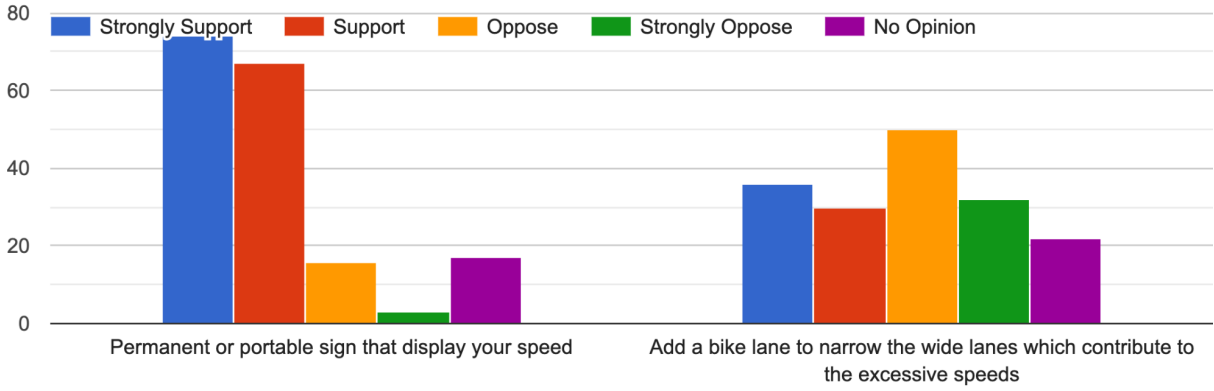
#13 Ardsley Road between Hadden Road (near Central Ave) and Old Army Road: The sidewalk is narrow.

#14 Intersection of Ardsley Road and 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.

#15 Ardsley Road and Old Army 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

#16 All along Ardsley Road: Excessive noise from cars with modified mufflers

Legend: Strongly Support (blue), Support (red), Oppose (orange), Strongly Oppose (green), No Opinion (purple)

Modify the noise ordinance so that it also applies to motor vehicles and enforce it
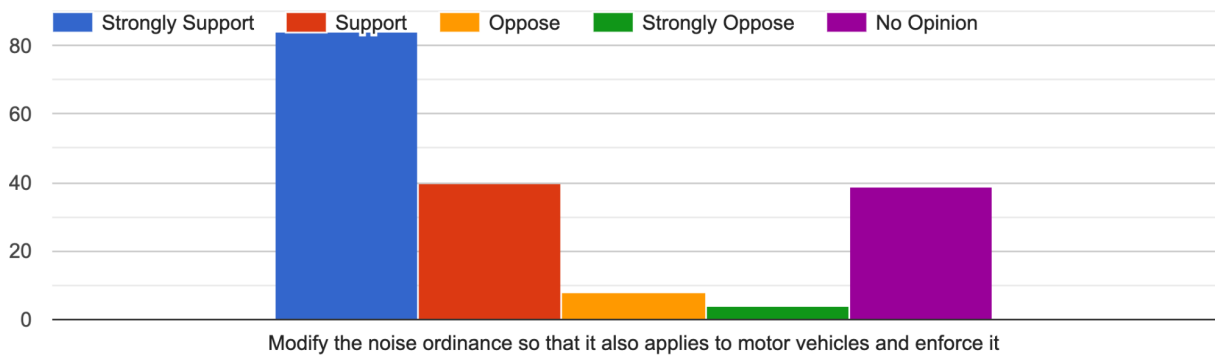
#17 Ardsley Road between Fort Hill and Sprain Valley Road: Excessive potholes

Legend: Strongly Support (blue), Support (red), Oppose (orange), Strongly Oppose (green), No Opinion (purple)

Repave
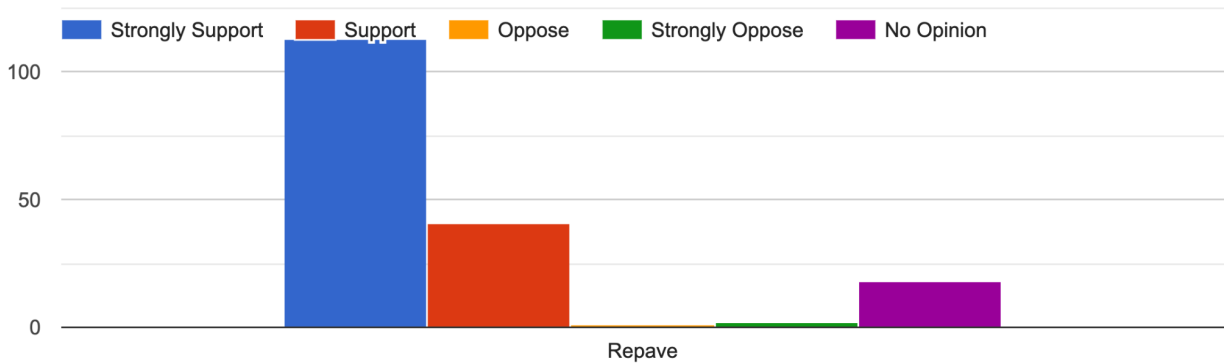
Your Neighborhood

188 responses

- Central Park Avenue
- Cotswold
- Fort Hill
- Greenridge
- Longview
- Northern Greenville
- Old Edgemont
- Southern Greenville
- I live in Edgemont but I don't know my neighborhood
- Other

Pie chart values: 38.8%, 16%, 20.7%, 9%

I am a...
116 responses

- ● Parent of a current Edgemont student
- ● Parent of a former Edgemont student
- ● Resident of the Edgemont Community
- ● Current Edgemont student
- ● Parent of future Edgemont students

9.5%
17.2%
72.4%
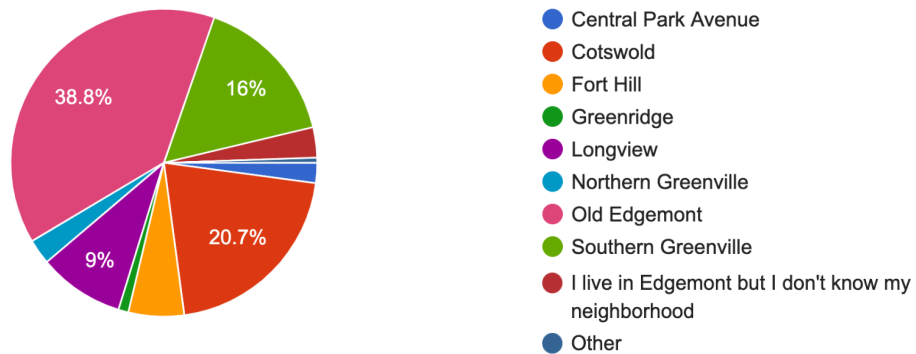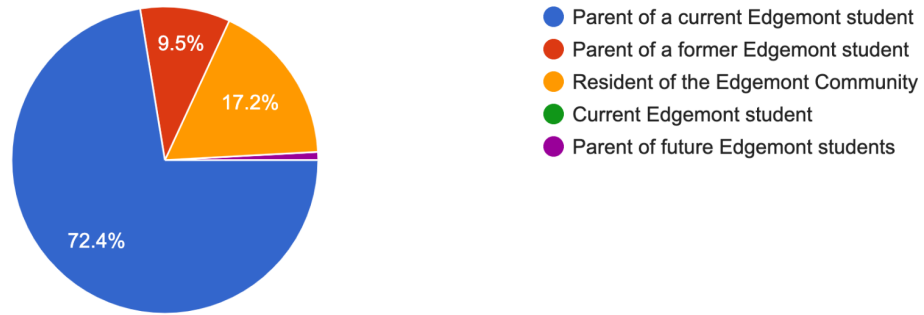
Fort Hill Road Survey Results

#1 Fort Hill Road from Longview Rd to Underhill Rd Cars are speeding, often drag racing.

■ Strongly Support ■ Support ■ Oppose ■ Strongly Oppose ■ No Opinion

Categories: Sidewalk needed on Fort Hill Rd; Do a 6-month test where traffic Fort Hill Rd is one way going north; Do a 6-month test where traffic Fort Hill Rd is one way going south; More police patrols, particularly at night; Add a "Your speed is X" digital sign; Add 2 speed humps (not noisy like speed bumps); Change Fort Hill Road speed limit to 25MPH

#2 Fort Hill Road from Jackson Ave to Longview Rd   Cars are speeding, often drag racing.

■ Strongly Support ■ Support ■ Oppose ■ Strongly Oppose ■ No Opinion

Categories: Police patrols, particularly at night; Add 2 speed humps (not noisy like speed bumps); Change Fort Hill Road speed limit to 25MPH; Allow traffic on Jackson Ave t…
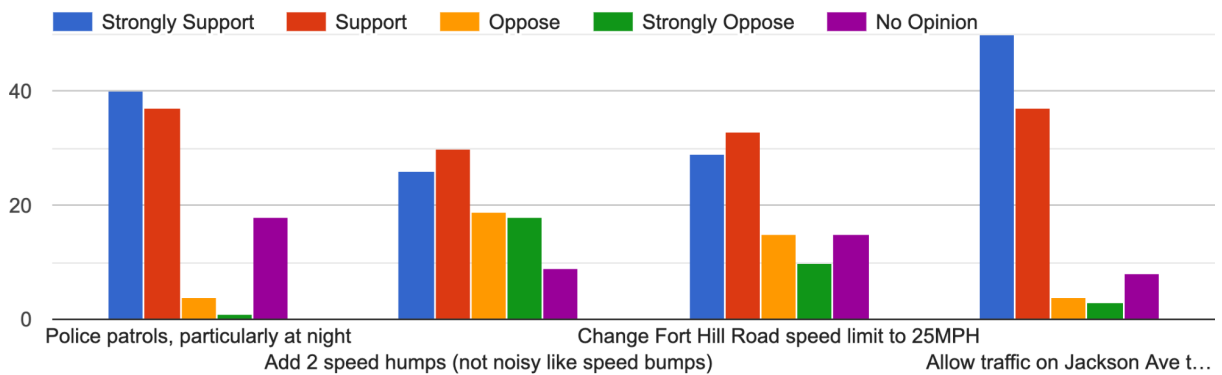
#3 Intersection at Old Lane and Fort Hill Road Pedestrians report near misses with cars. No visibility, no sidewalk, unsafe both for driving and pedestrians walking and crossing Fort Hill.
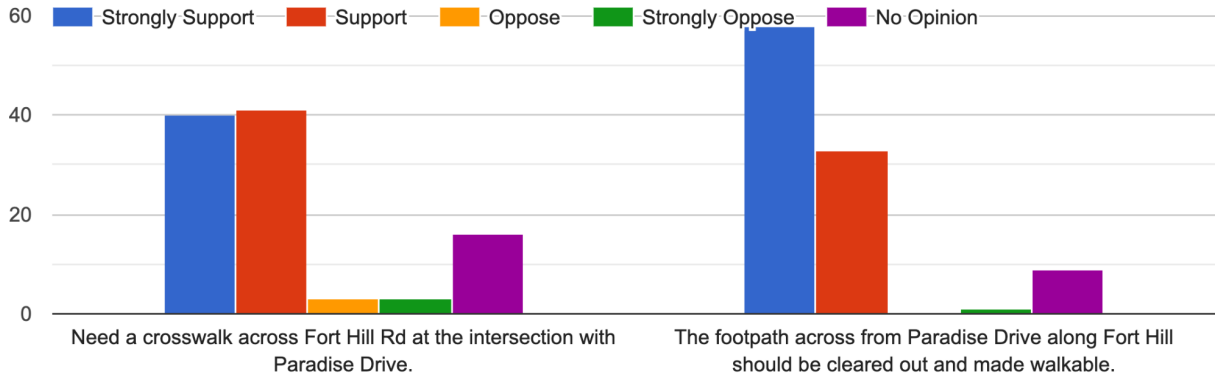
#4 Fort Hill Road between Old Lane and Paradise Drive There is no footpath, and if anyone wants to walk from either Old Lane and Paradise, they have to walk on the grass.
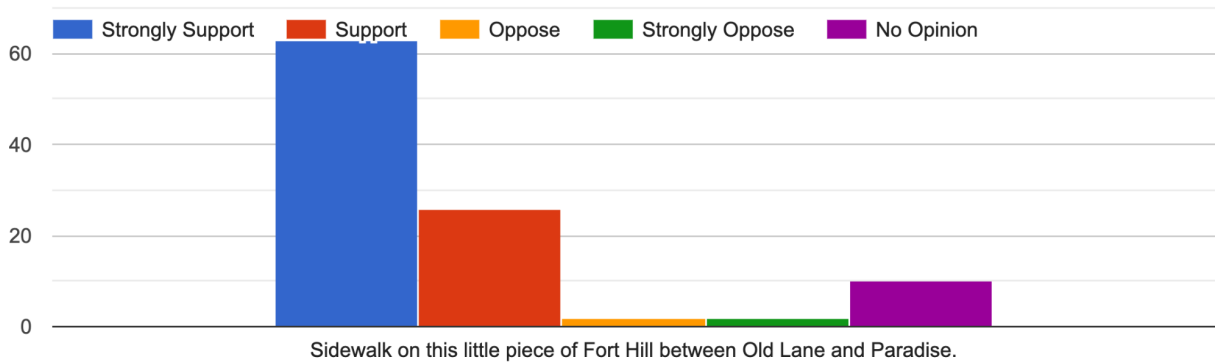
#5 Intersection at Underhill Rd / Central Ave
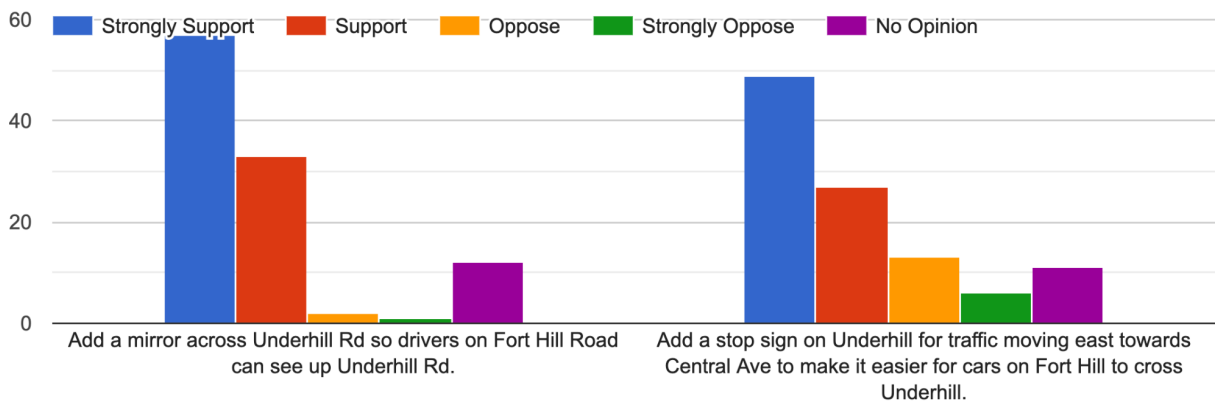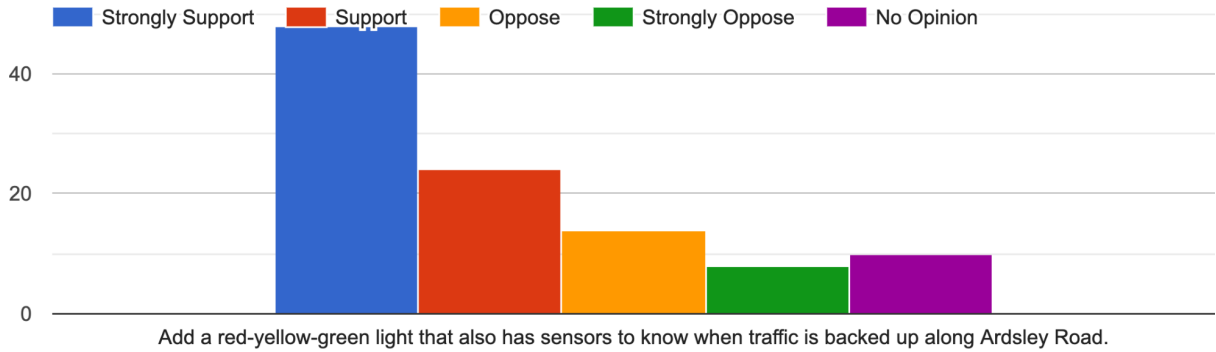
#6 Intersection at Fort Hill, Longview, & Mt Joy

Stop signs are in strange locations - no one knows when to stop. There is a lot of traffic leaving Greenville elementary needing to go down Mt. Joy and left/right on Fort Hill adds to complexity.

Legend: Strongly Support (blue), Support (red), Oppose (orange), Strongly Oppose (green), No Opinion (purple)

- More police presence and issuing tickets
- Add reflective tape around the stop sign which is visible for north-travelling driver…
- Change the intersection of Mt. Joy so th…
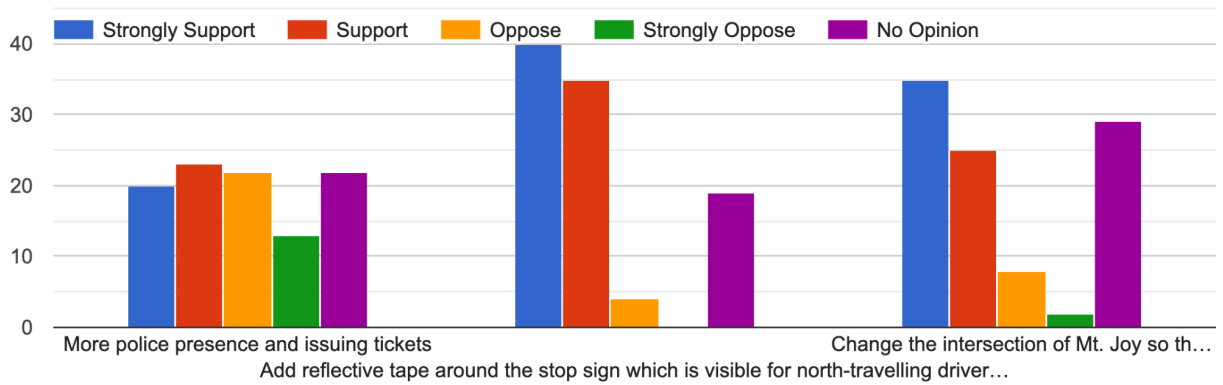
#7 Forth Hill Rd between Ardsley Rd & Underhill Rd Unsafe to walk along Fort Hill to get to/from Central Park Ave and EHS

Legend: Strongly Support (blue), Support (red), Oppose (orange), Strongly Oppose (green), No Opinion (purple)

Add a regular sidewalk / improve sidewalk from Ardsley Rd to Underhill Rd.
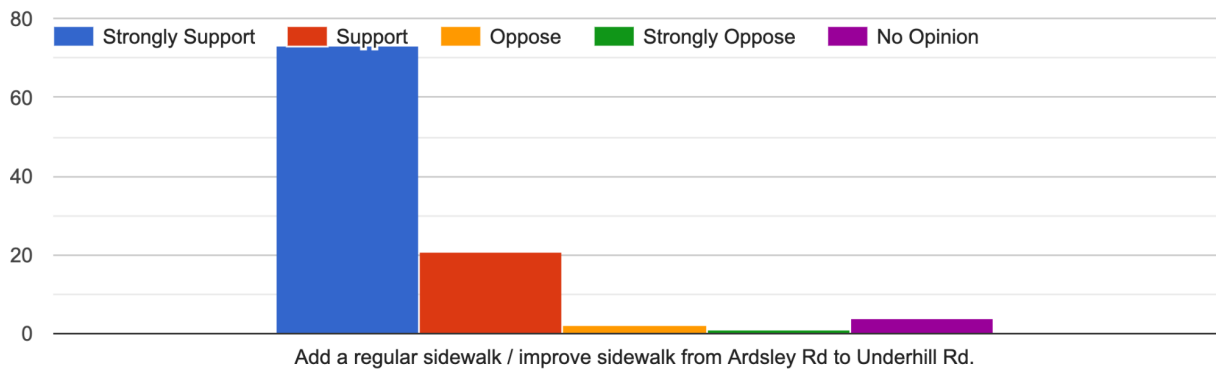
#8 Intersection at Ardsley Rd & Fort Hill Rd Traffic builds up along Ardsley Rd between Fort Hill and Central Ave; people run the stop sign.

Legend: ■ Strongly Support ■ Support ■ Oppose ■ Strongly Oppose ■ No Opinion

Add a red-yellow-green light that also has sensors to know when traffic is backed up along Ardsley Road.

#9 Intersection of Ardsley Rd & Fort Hill Not safe to walk across Ardsley Road.

Legend: ■ Strongly Support ■ Support ■ Oppose ■ Strongly Oppose ■ No Opinion

Put crosswalk at Ardsley and Fort Hill Roads
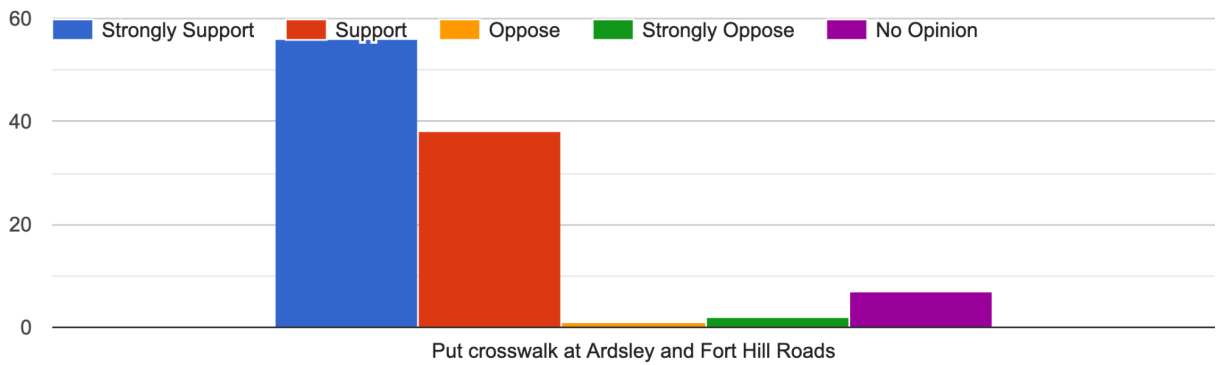
#10 Intersection at Fort Hill, Underhill, and Central Ave Traffic backs up, cars block the box and go around people waiting.

Contact NY State about timing of traffic lights during school hours so that there is less traffic backing up on Fort Hill
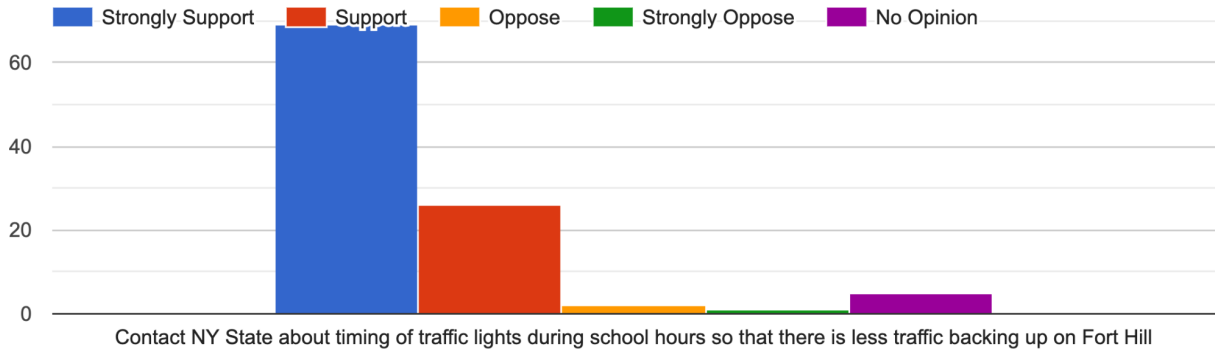
#11 Intersection of Underhill Rd and Fort Hill Rd Dangerous to cross to the bus stop when walking down Underhill

Add a crosswalk across Fort Hill at the intersection of Underhill
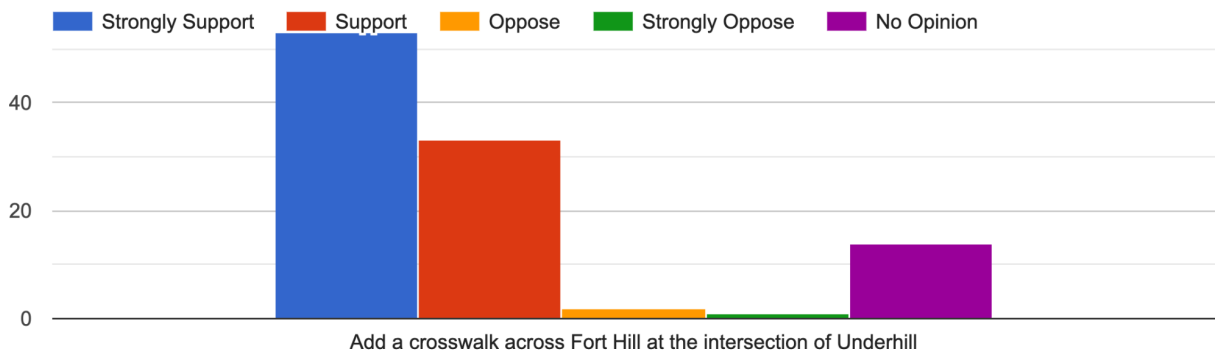
#12 Fort Hill Rd between High Point and Ardsley Road Drag racing up to 60 miles per hour

Legend: Strongly Support (blue), Support (red), Oppose (orange), Strongly Oppose (green), No Opinion (purple)

- Add 2 speed humps (not noisy like speed bumps)
- Change the town code so that cars are subject to the existing noise ordinance
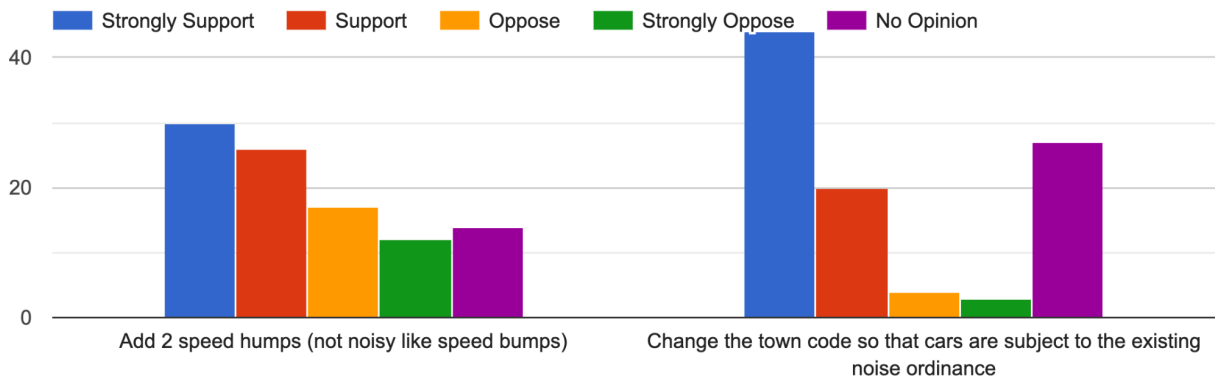
#13 Fort Hill Rd between Jackson Ave and Ardsley Road 18-wheelers traveling here when they shouldn't be

Legend: Strongly Support (blue), Support (red), Oppose (orange), Strongly Oppose (green), No Opinion (purple)

- Better signage so they know they are not permitted
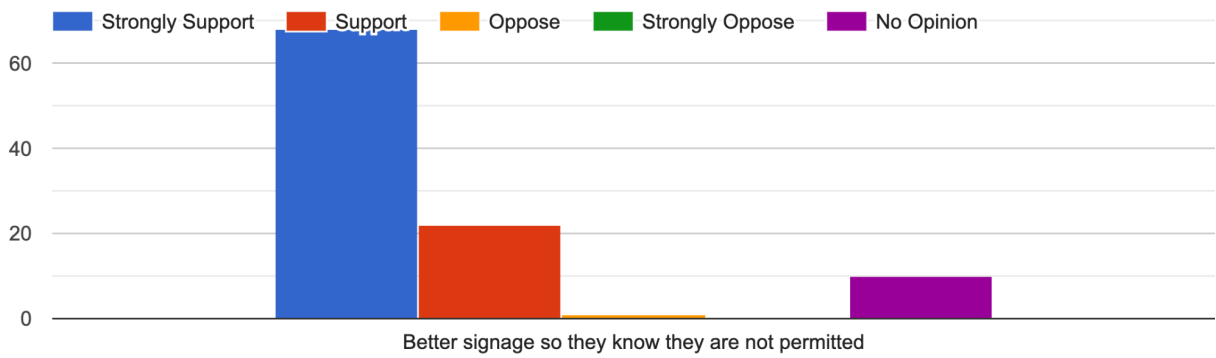
#14 Intersection of Jackson Ave and Fort Hill Rd TLC drivers making the left turn on Fort Hill when they shouldn't be.

Add enforcement on Saturday mornings for no-left turn sign from Jackson Ave onto Fort Hill Rd
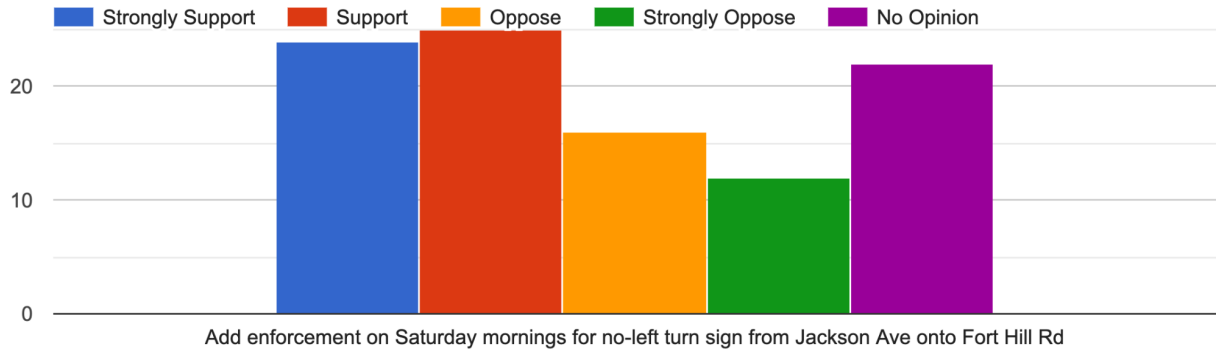
#15 All along Fort Hill Rd Motorcycles driving with unlicensed plates

Add periodic enforcement
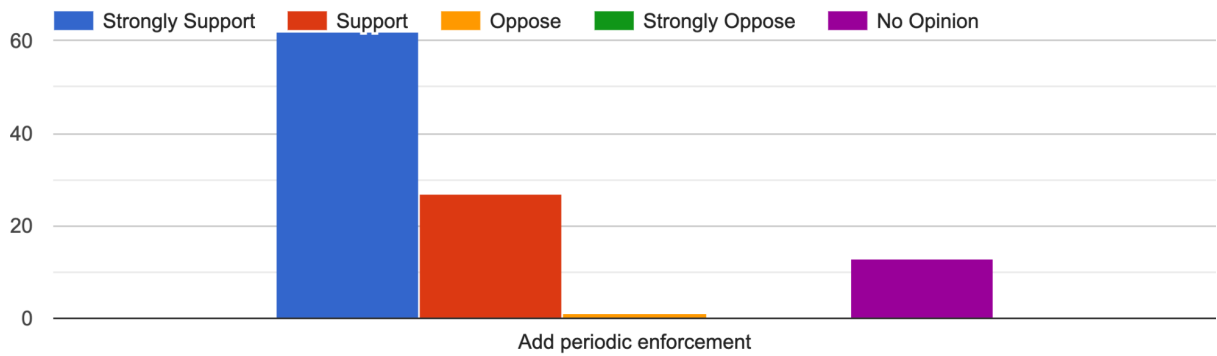
#16 Fort Hill Rd from High Point to Sunrise Sidewalks on Fort Hill missing from High Point to Sunrise.

Finish sidewalks from High Point to Sunrise.
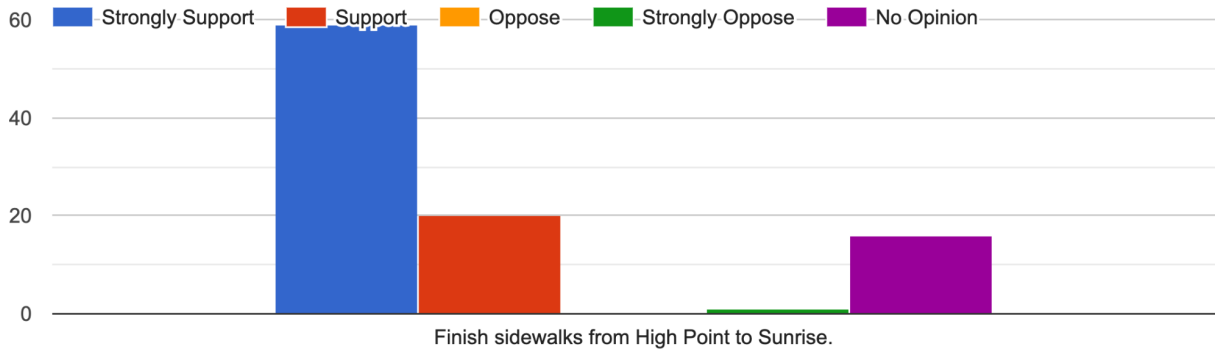
Your Neighborhood
111 responses

- Central Park Avenue
- Cotswold
- Fort Hill
- Greenridge
- Longview
- Northern Greenville
- Old Edgemont
- Southern Greenville
- I live in Edgemont but I don't know my neighborhood
- Other

I am a...
110 responses

- Parent of a current Edgemont student
- Parent of a former Edgemont student
- Resident of the Edgemont Community
- Current Edgemont student
- Interested
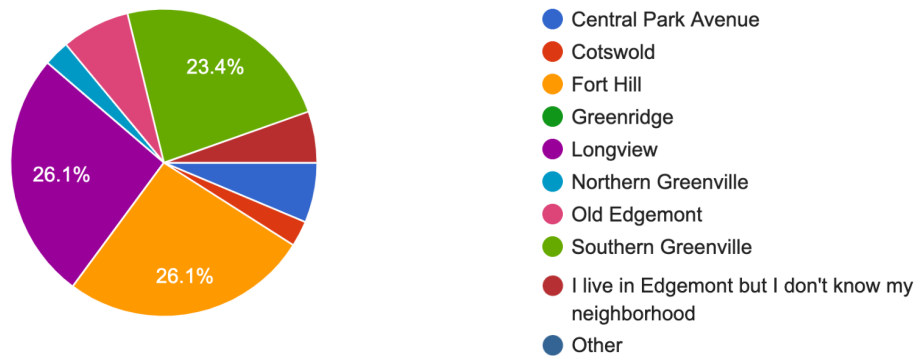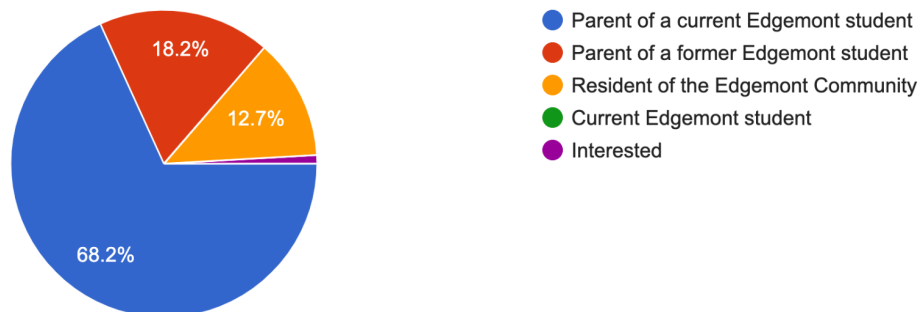
Old Army Road Survey Results

#1 Intersection of Mt. Joy and Old Army This is a dangerous intersection.
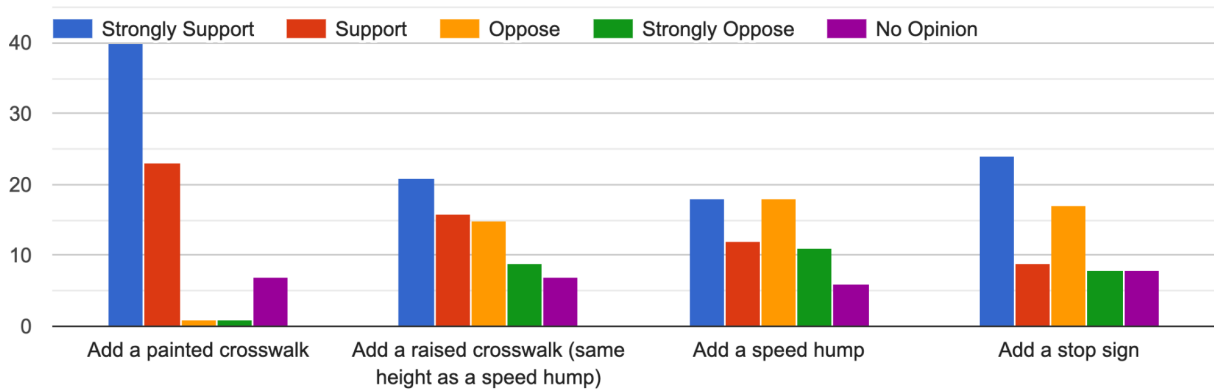
#2 Intersection of Henry Street and Old Army

Cars often ignore the stop sign at this intersection even when the crossing guard is watching. It is a primary intersection for students walking to/from the elementary school.
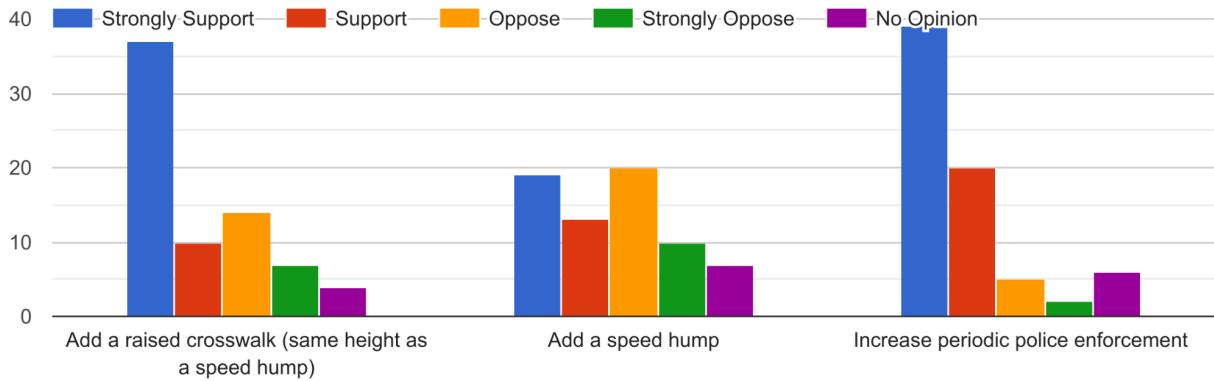
#3 Intersection of Glenwood and Old Army Too wide of an intersection for kids to cross safely.
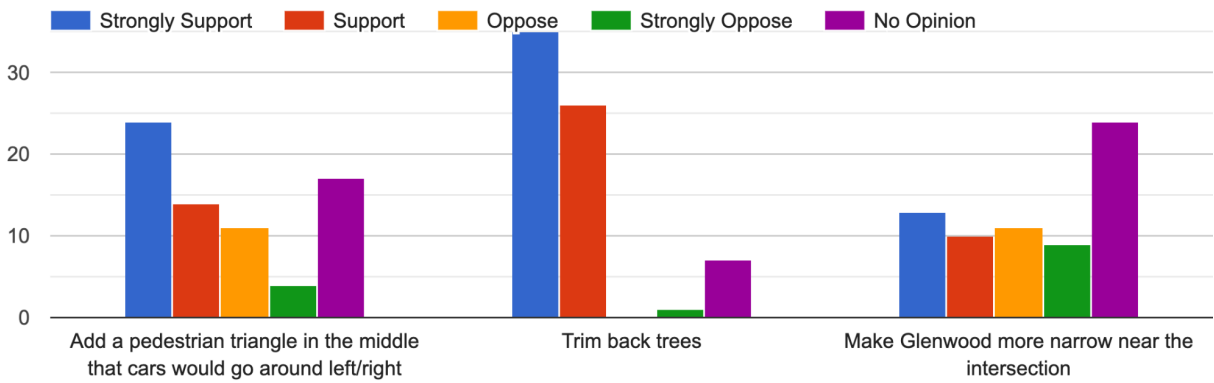
#4 Old Army Rd between Central Ave and Ardsley Road The current asphalt pathway is not safe enough.
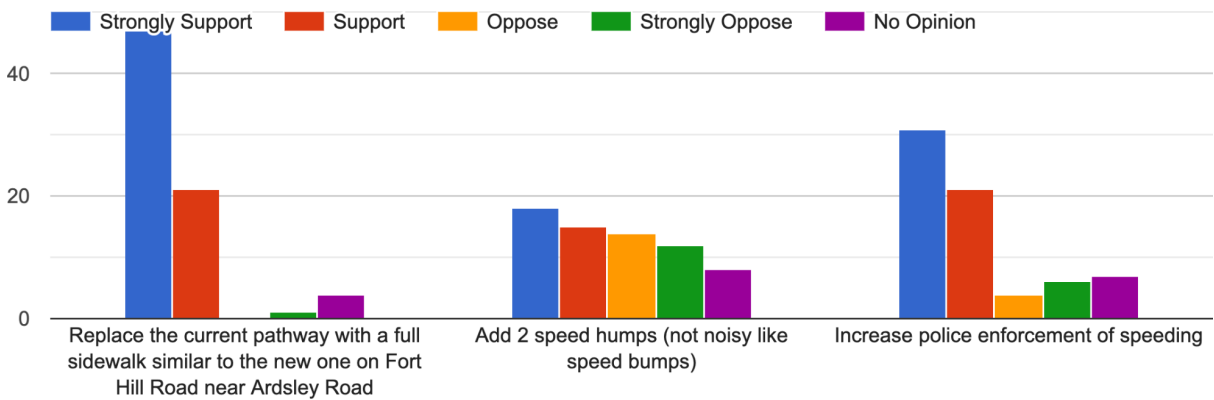
#5 Old Army Rd south of Ardsley Road down to Scarsdale Road (Cotswold Neighborhood)
Lack of sidewalk; nowhere to walk; cars do not hold their lanes going around the curves, especially on Old Army Road near Ardsley Road.
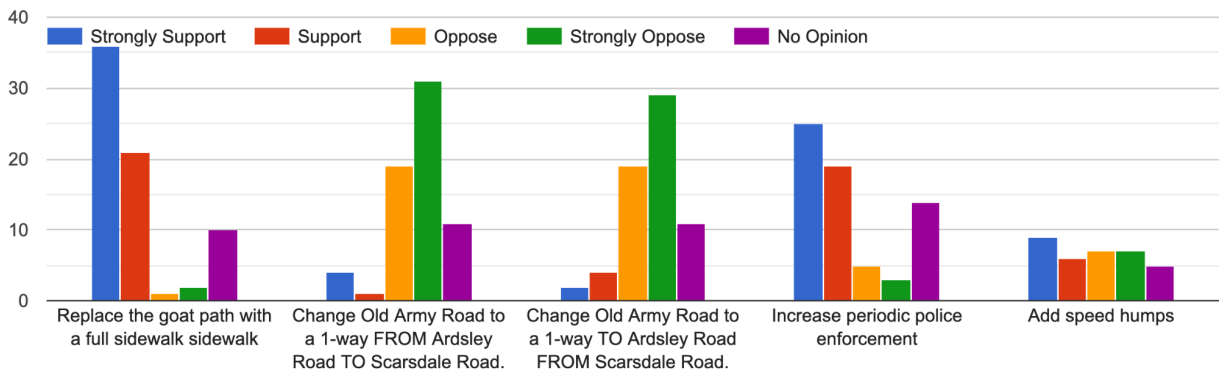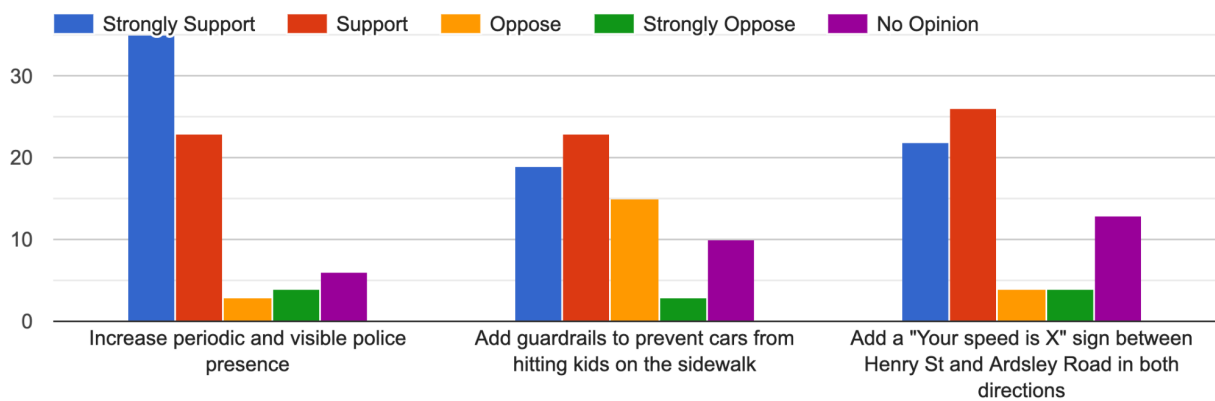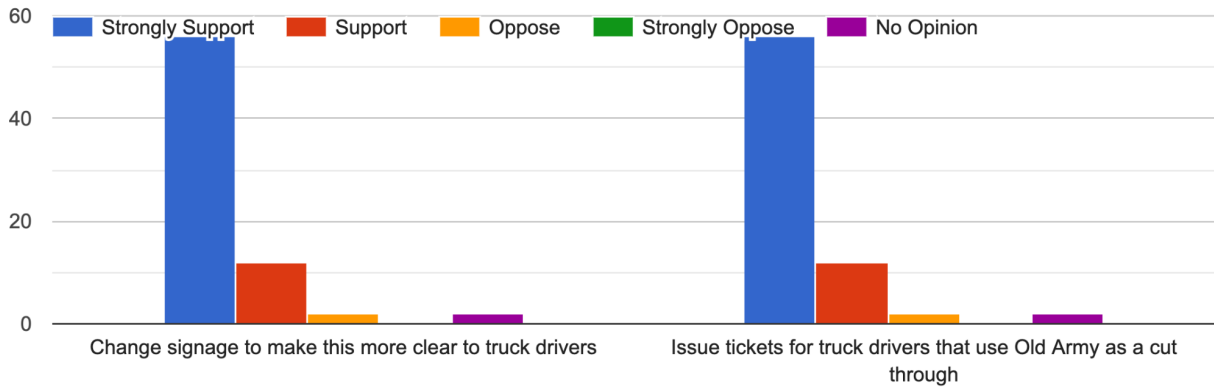
#6 Sidewalk on Old Army near Roxbury Road

Kids walking up Roxbury towards Old Army have a blind turn when turning left; there's a danger from cars moving north on Old Army accelerating from the stop sign on Old Army.
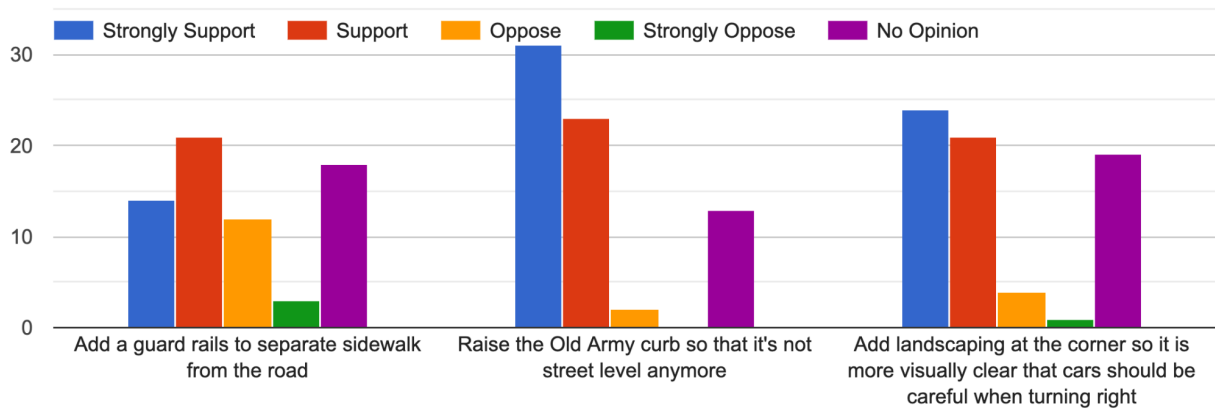

#7 Old Army Road Cars speeding

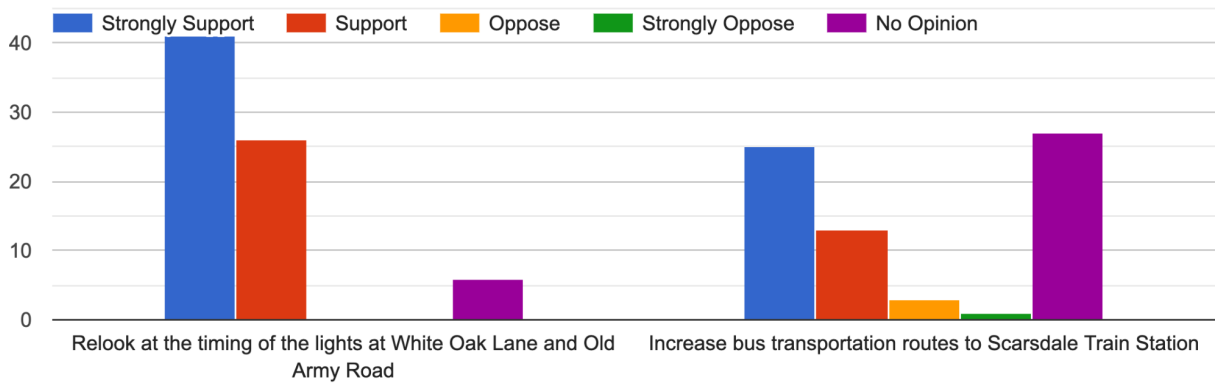#8 Old Army Road Commercial trucks are not permitted to use Old Army Road as a cut through but they do.

#9 Intersection at Old Army / White Oak Lane
Preventing a left turn backs traffic up leaving White Oak Lane; slowing traffic down makes people more anxious and that causes dangerous driving conditions.
Letting people turn left on Old Army from White Oak Lane can prevent people from having to turn left on the crosswalk across Edgemont Road where many students are walking.
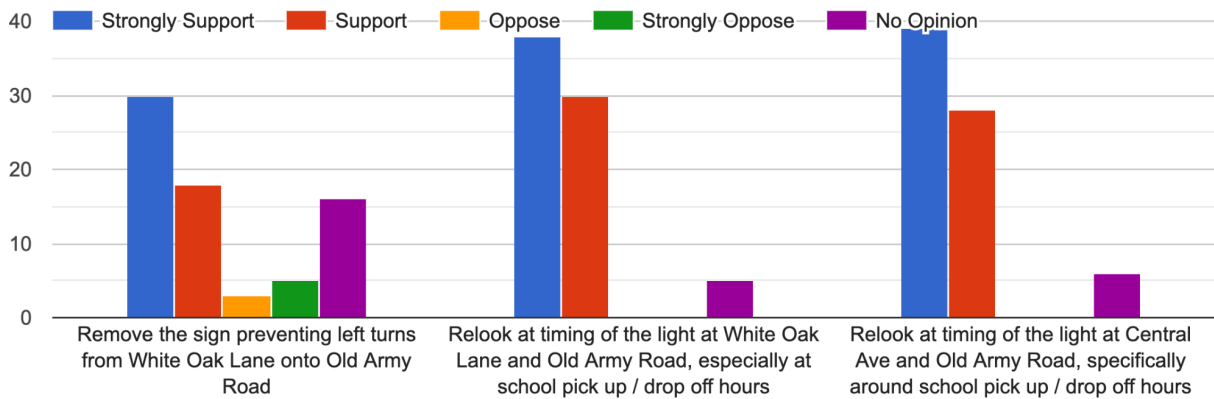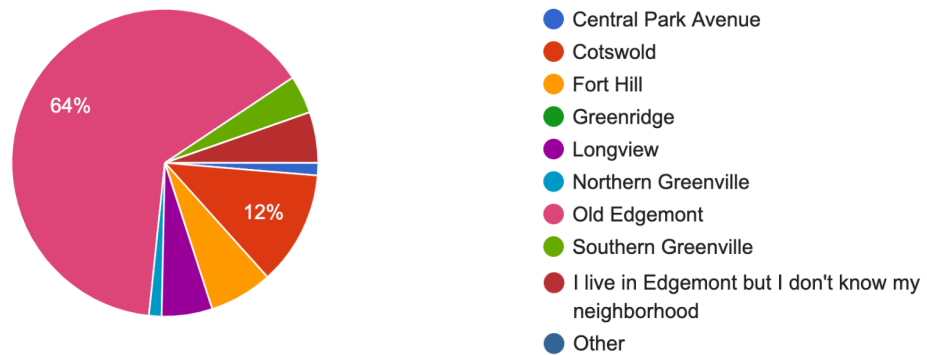
#10 Old Army between White Oak Lane and Central Ave Morning backup of traffic moving from Central Ave to the high school.

Your Neighborhood
75 responses

- Central Park Avenue
- Cotswold
- Fort Hill
- Greenridge
- Longview
- Northern Greenville
- Old Edgemont
- Southern Greenville
- I live in Edgemont but I don't know my neighborhood
- Other

I am a...
75 responses

- Parent of a current Edgemont student
- Parent of a former Edgemont student
- Resident of the Edgemont Community
- Current Edgemont student
- Parent of a future Edgemont student