



Route 59 Area Transportation & Land Use Study

How the study began

- In 2017, Rockland County was already working with NYS DOT on Route 59 projects.
- Route 59 Corridor had seen tremendous growth take place over the past several decades.
- Rockland had recently partnered with NYS DOT on the Routes 59 and 45 Pedestrian Safety Study.
- Working with NYS DOT on projects being planned for the Lower Hudson Transit Link (Hudson Link bus service).
- County was leading the new Monsey Park & Ride construction project in the Route 59 Corridor.



The new Monsey Park & Ride

How the study began

- NYS DOT's Integrated Corridor Management (ICM) program for Route 59 - in advance of new Hudson Link bus service (launched October 2018).

- ICM program - technology, infrastructure and safety improvements for the Route 59 corridor.

- NYS DOT - also planning \$13.5 million in related capital improvements on Route 59:

- New sidewalk installations
- New and improved crosswalks
- Traffic signal upgrades
- Pedestrian signal improvements
- New ADA ramps and bus shelters



How the study began

- Summer of 2017 - began conversations with NYS DOT about a comprehensive mobility study for Route 59:
 - Severe traffic congestion
 - Transit travel time impacts
 - Changing development patterns
 - Growing pedestrian safety needs
- Formal request to NYS DOT was followed by a meeting with County Executive Day
- Next logical step: Partner with NYMTC
- NYMTC's coordination was key from the regional perspective to gather all of the project partners and provide project management
- ✓ NYMTC's successful track record on other comprehensive corridor studies was invaluable

How the study began

- Next, worked through NYMTC to program UPWP funds
- Began scope of work in January 2018
- The Route 59 Area Transportation and Land Use Study kicked off - Summer 2018 (Local Officials Meeting)
- Project Goal: Identify and evaluate transportation and land use development issues and future scenarios in and around Route 59 in the Village of Spring Valley, Village of Airmont and Town of Ramapo.





Welcome



Overview

- ◎ Route 59 is a critical arterial roadway in Rockland County
 - > One of nineteen critically congested corridors identified in NYMTC's Congestion Management Process.
 - > Designated as a Sustainable Development Corridor in NYMTC's Regional Transportation Plan, entitled Plan 2045
- ◎ Route 59 and its surrounding includes a mix of land uses
- ◎ Combination of issues:
 - > Travel demand;
 - > Traffic congestion;
 - > Pedestrian and safety concerns;
 - > Existing development and future sustainability

Project Purpose

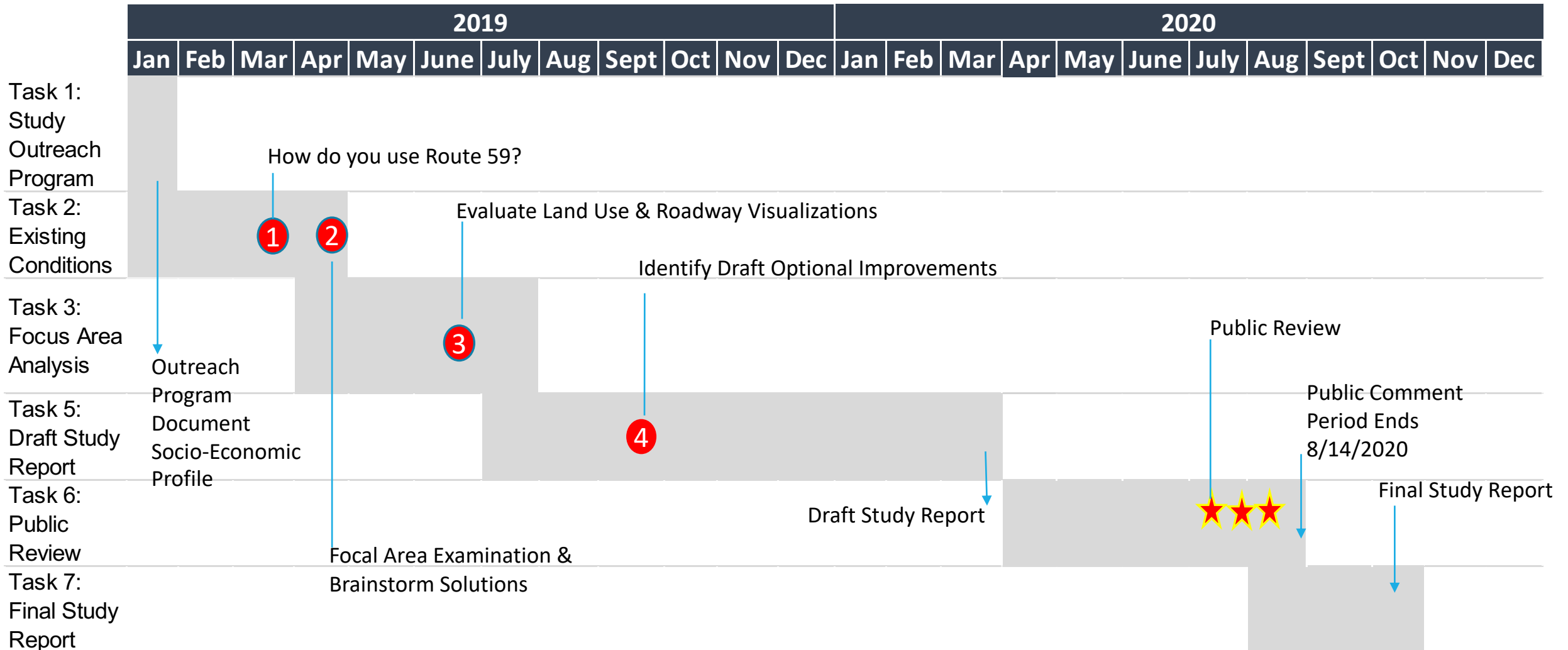
- ① Identify and analyze transportation and development issues
- ① Provide future improvement recommendations

Study Area

- 4.5-mile stretch from Airmont Road to Pascack Road serving the communities of the Village of Airmont, Town of Ramapo and the Village of Spring Valley



Project Approach & Schedule



What the study did

- Study Outreach Program:
 - Project Steering Committee and Study Advisory Committee
 - Popup – Rockland County YouthFest
 - Popup – Supermarket (Food Fair & Shoprite)
 - Popup – Monsey Passover Fair
 - Rockland Chiefs Association meetings
 - Popup – Haitian Flag Day
 - Radio Interview
- Public Workshops:
 - Workshop #1 – March 2019
 - Workshop #2 – April 2019
 - Workshop # 3 – June 2019
 - Workshop # 4 – September 2019
 - Virtual workshops – July 2020
- Final Report – October 2020



What we heard



- Route 59 is heavily congested
- Pedestrian safety and access control are concerns
 - Prefer continuous, wider sidewalks
 - Additional crossings and mid-block crossings
 - Decrease driveways
- Redevelopment should be balanced with new community amenities and open space
- Specific transportation improvements needed at key intersections should be considered
- Widening of Route 59 needs to be considered



Final Report

**ROUTE 59 AREA
TRANSPORTATION
& LAND USE STUDY**

Final Study Report



OCTOBER 2020

<https://www.nymtc.org/Utility-Menu/Archive/Route-59-Area-Transportation-Land-Use-Study>



Transportation & Land Use Recommendations

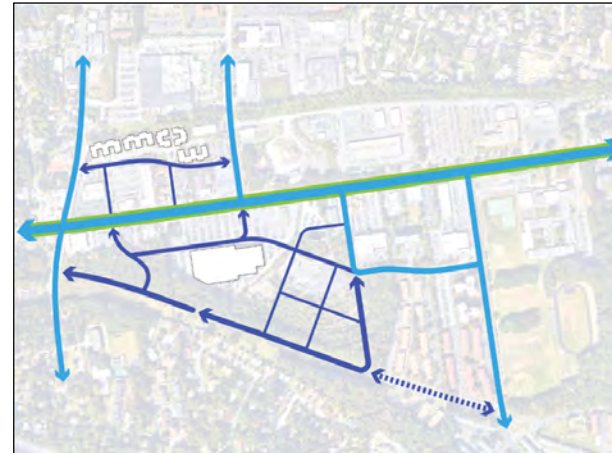
Recommendation Categories/Timeframes

Categories

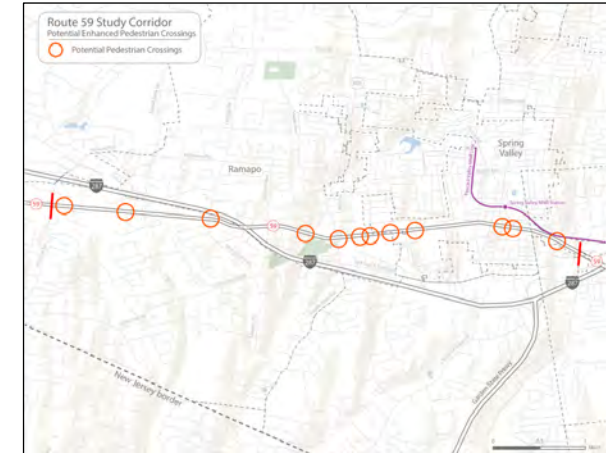
- Community Design/Process
- Bicycle/Pedestrian Features
- Roadway Features
- Transit

Implementation Timeframes

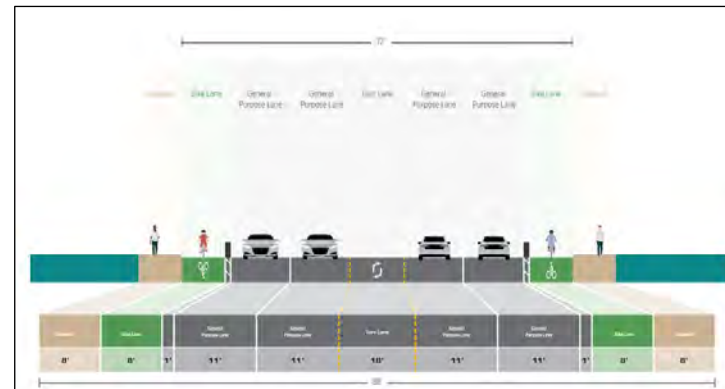
- Short-Term (0 to 5 years)
 - Low-Cost
 - Medium-Cost
 - High-Cost
- Long-Term (More than 10 years)



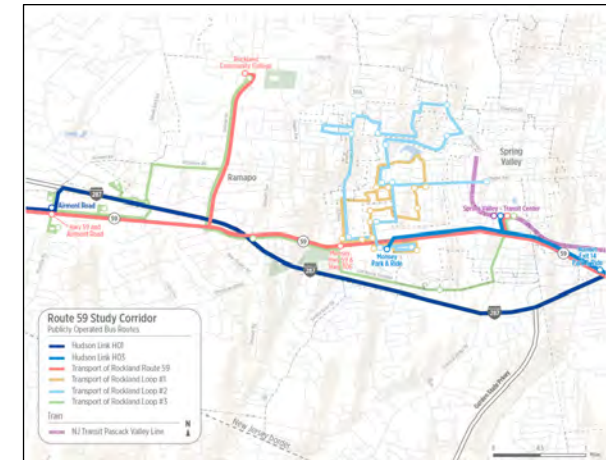
Community Design/Process



Bicycle/Pedestrian Features



Roadway Features



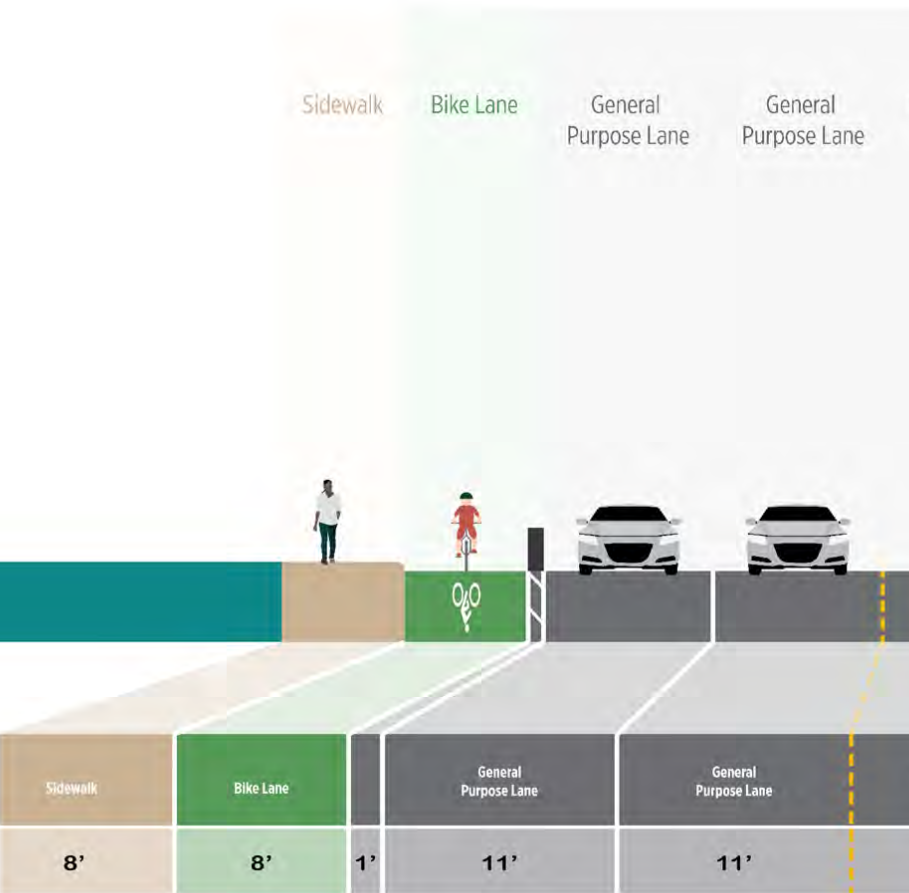
Transit



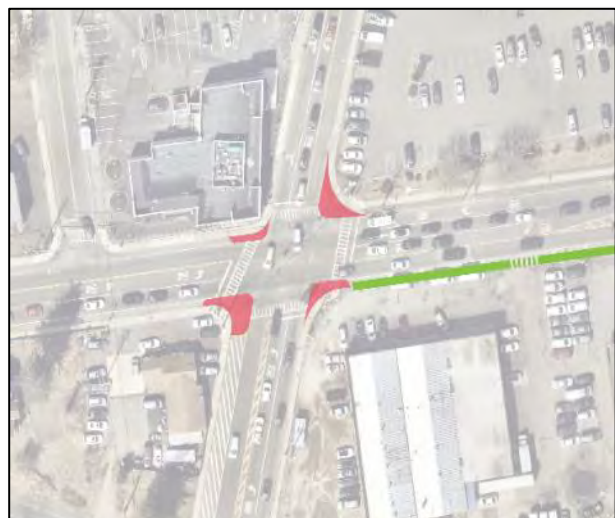
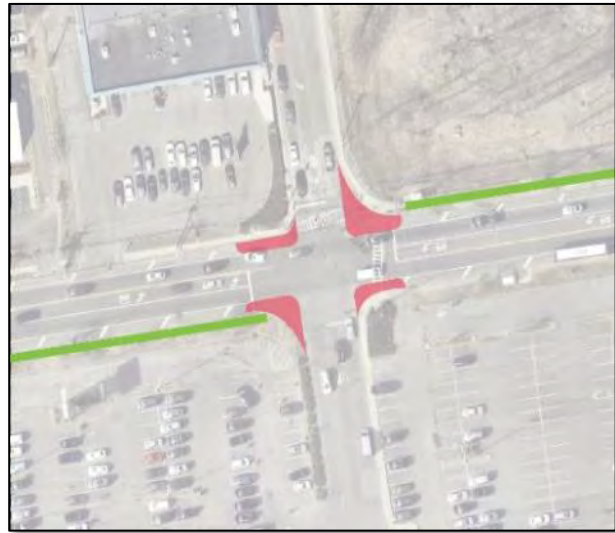
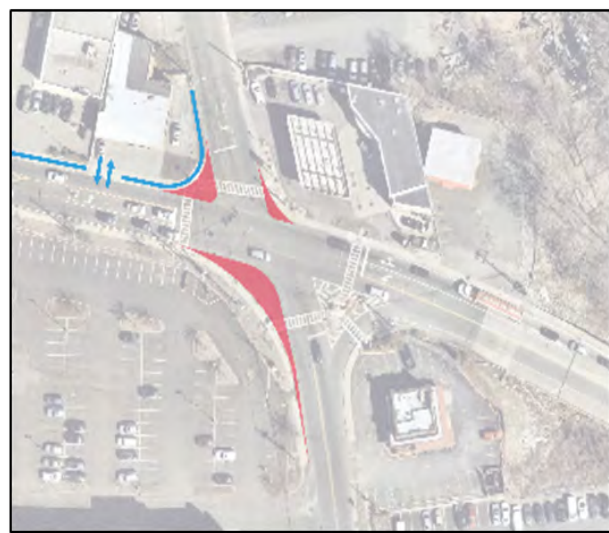
1. Continue to use the comprehensive planning and local zoning process to identify appropriate levels of development along Route 59 and evaluate where mixed-use zoning would be appropriate. **(3.41)**
2. Consider implementation of design standards or guidelines to place buildings closer to the front lot line and locate parking in the rear. **(3.28)**
3. Revise the zoning codes to include design standards for frontage along Route 59 and intersecting local and county streets. **(2.76)**
4. Evaluate parking requirements or implementation of a parking district for new development to accommodate shared parking. **(2.59)**
5. Reconfigure private properties to include a grid of pedestrian friendly local streets. **(2.52)**



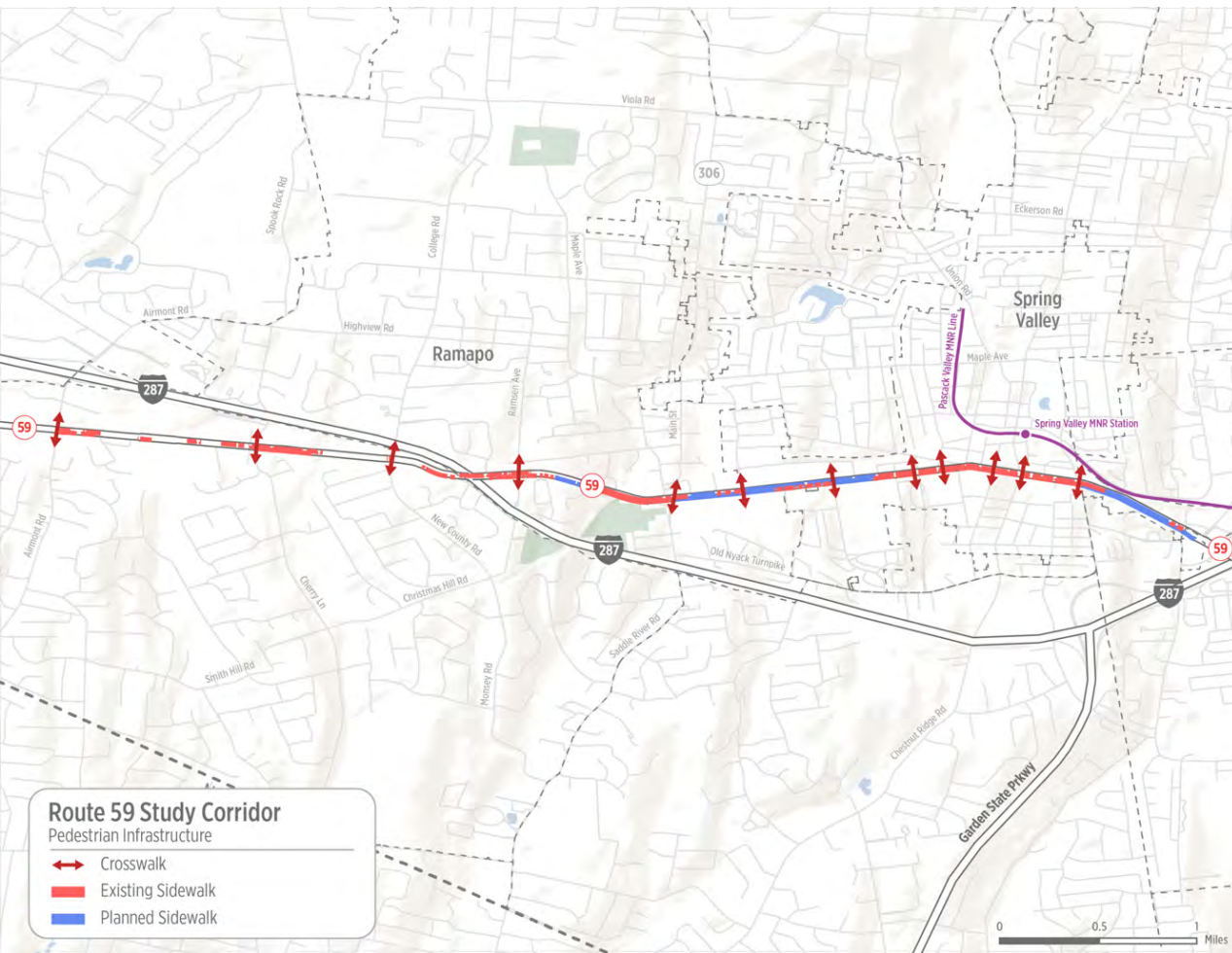
1. Evaluate the possibility of small mixed-use zoning nodes closer to residential populations that could provide access to convenience goods to minimize shopping trips to Route 59. **(3.55)**
2. Include open space and public amenities with any new development. **(3.38)**
3. Ensure that the town and the villages have conducted State Environmental Quality Review (SEQR) training for land use boards. **(2.55)**
4. Continue to use the New York General Municipal Law (GML) 239 process to guide planning. **(2.34)**
5. Coordinate on a consistent definition of significant impact requiring mitigation. **(2.14)**



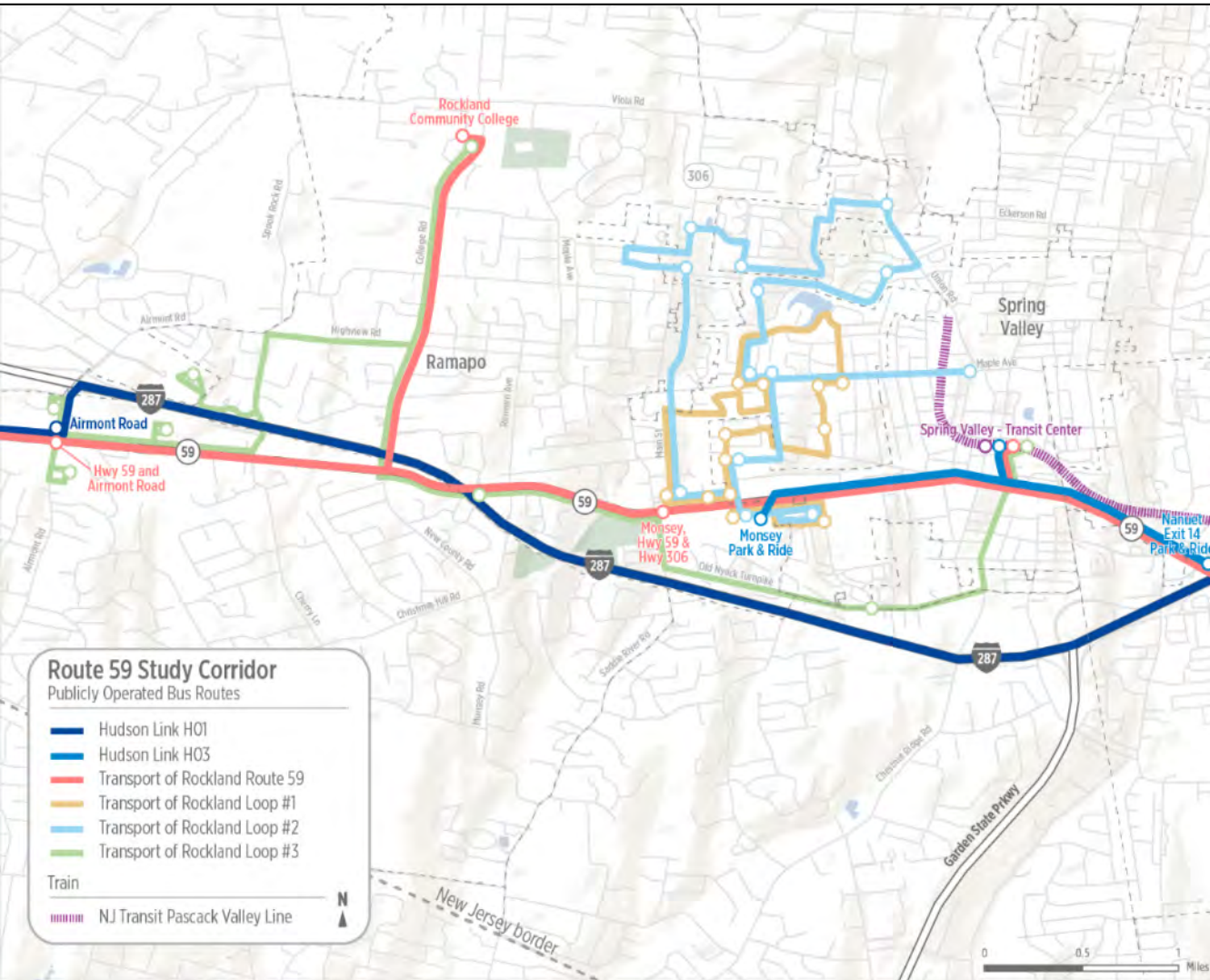
1. Complete the sidewalk network throughout the study corridor. **(5.43)**
2. Evaluate implementation of enhanced pedestrian crossings with high-visibility markings/signage to alert drivers. **(4.27)**
3. Evaluate the implementation of traffic signals with Leading Pedestrian Intervals where there are high volumes of vehicles turning. **(3.67)**
4. Evaluate the implementation of low cost solutions and permanent solutions to indicate walking paths. **(3.20)**
5. Consider implementation of protected bike lanes along Route 59. **(2.20)**
6. Identify locations where signage could be added to indicate to pedestrians where the nearest crosswalk is located. **(2.17)**



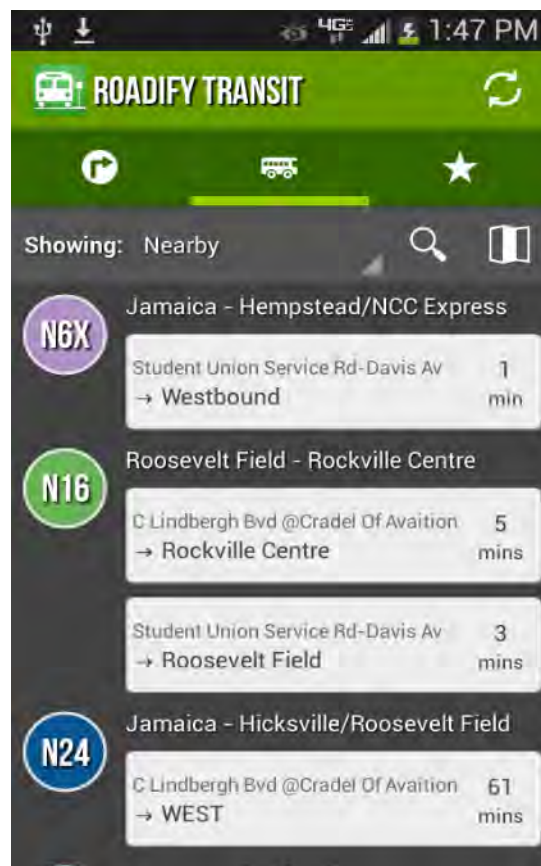
1. Consolidate driveways/curb-cuts where there are multiple entries/exits. **(3.70)**
2. Evaluate the addition of curb-extensions at crosswalks. **(3.5)**
3. Consider widening existing sidewalks to 10 feet near key destinations. **(2.58)**
4. Review the geometry of the curb-cuts along the corridor. **(2.13)**
5. Consider converting the sidewalk into a multiuse path where space is available. **(2.08)**



1. Evaluate the implementation of mid-block crossings and barriers to facilitate and prohibit pedestrian movements. **(2.52)**
2. Evaluate the addition of permanent curb-extensions at crosswalks. **(1.76)**
3. Provide wayfinding to connect village centers to Route 59. **(1.69)**



1. Evaluate the coordination of schedules between bus and train. **(2.72)**
2. Evaluate opportunities to increase ridership on NYSDOT's Hudson Link that links to rail and other bus services. **(2.55)**
3. Continue to evaluate modifications to Transport of Rockland (TOR) routes to adapt to changing population patterns and ridership demand. **(2.45)**
4. Conduct an Alternatives Analysis for the potential future uses, including a multi-modal path, for the MTA Metro-North Railroad Piermont Branch. **(2.28)**

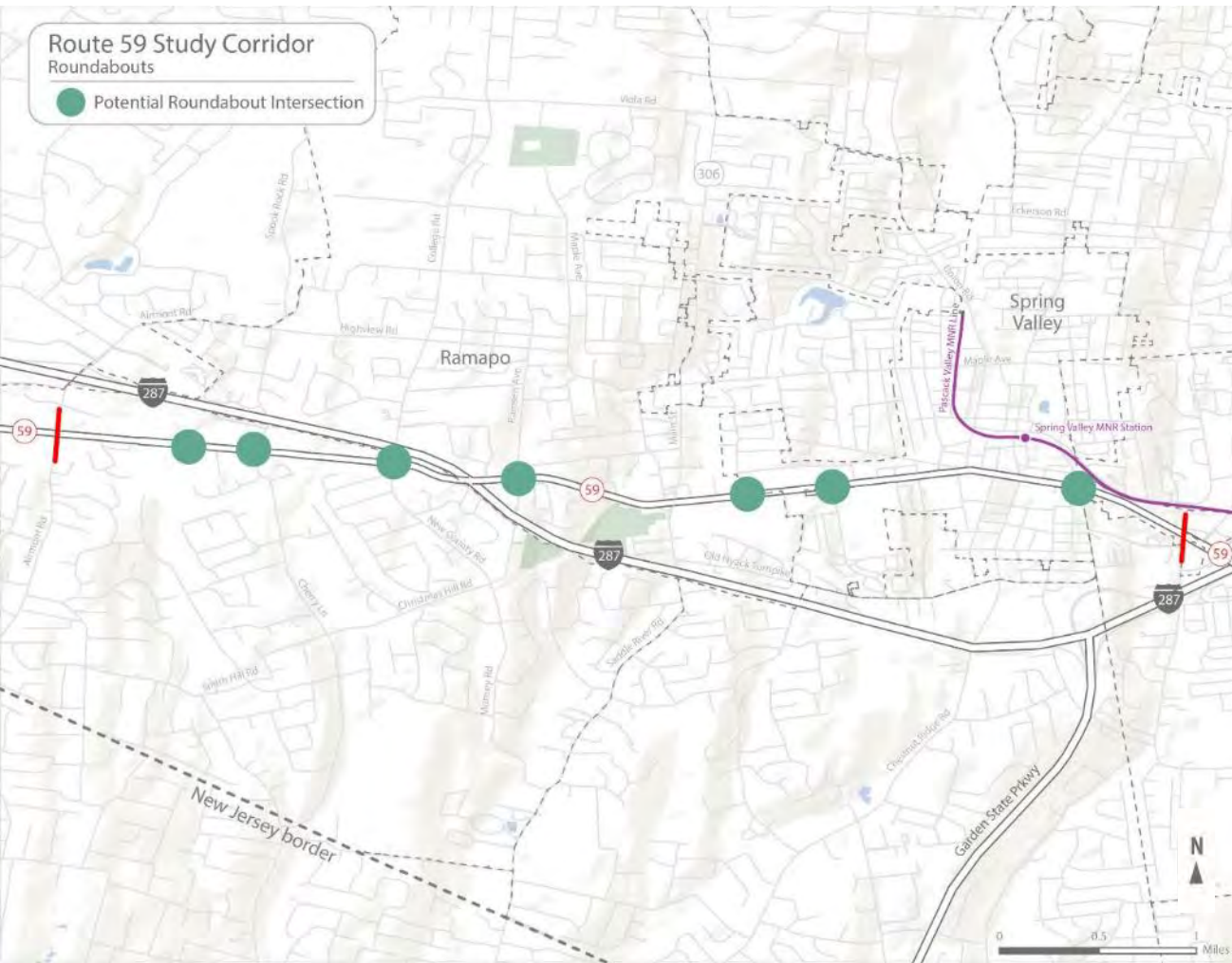


Source: NICE (Nassau Inter-County Express)

1. Improve the bus stops and add pull outs. **(3.16)**
2. Implement real time arrival information. **(2.71)**
3. Consider the concept of a TMA –Transportation Management Association – to coordinate and provide shared transportation options to optimize the existing resources (e.g. shared parking, shared rides to transit stations). **(2.10)**
4. Evaluate coordination/integration of fare collection systems regionally to increase convenience for riders. **(1.97)**



1. Evaluate optimization of signal timing or implementation of adaptive signal controls. **(2.20)**
2. Coordinate emergency vehicle signal preemption with bus prioritization. **(1.84)**
3. Evaluate the use and design of the center turning lane and/or dedicated left-turn lane within each segment of Route 59 to see if there are options to improve movements or add physical separations to restrict movements. **(1.72)**



1. Conduct study of the feasibility of Exit 14x. **(2.71)**
2. Consider feasibility of left-turn lanes at key intersections. **(2.71)**
3. Study the feasibility of installing roundabouts at intersections with equal turning volumes in all directions. **(2.64)**
4. Widen Route 59 the length of the study area from Airmont Road to Pascack Road. **(1.79)**



COVID-19 Questions

Thinking beyond the public health emergency and out into the future, tell us what could make your preferred mode of travel easier to use.

- Property owners of businesses on Route 59 could/should have been notified of this study and asked for input
- Evaluate use of the railroad from Suffern to Nyack
- Promotion of mixed use developments should be a priority. Land use connection is key.
- What about delivery trucks and freight delivery? Seems like a lot of traffic in this corridor is grocery delivery, UPS, FedEx etc. What about urban consolidated delivery centers?
- Because of the density of population, esp in some segments of 59, I believe physical devices of all kinds - traffic control, ped control MUST be weighted heavily. Can't rely on people learning so quickly
- Evaluate the use and design of the center turning lane and or dedicated left turn lane within each segment of Route59 to see if there are options to improve movements or add physical separations to restrict movements

Covid-19 Travel

Before the Public health emergency, what were the modes you used for the majority of your trips to work or shopping?	Walk	Bus	Drive	Commuter Train	Taxi/ Rideshare	Bike/Scooter
	7	2	28	1	1	2
	17%	5%	68%	2%	2%	5%
Compared to your life before the public health emergency, do you think you will travel more or less over the next 12-18 months?	Less	Same	More	I don't know		
	22	5	1	0		
	79%	18%	4%	0%		
In the context of the public health emergency, what modes would you use?	Walk	Bus	Drive	Commuter Train	Taxi/ Rideshare	Bike/Scooter
	5	2	23	0	0	3
	15%	6%	70%	0%	0%	9%
During the time of the public health emergency, how were your food shopping trips changed?	Less than once per week	Once a week	Arranged for delivery			
	4	18	6			
	14%	64%	21%			

What are some of the ways that your travel may be different over the next 12-18 months?

- ⦿ Less public transportation, more private vehicle trips / walking
- ⦿ Less travel commute to work and less moving around for social distancing
- ⦿ Will drive to stores at off peak hours
- ⦿ Less opportunities for leisure activities in the city. Travel bans in other countries means fewer chances for international vacations, and less trips on the train to EWR.
- ⦿ If I travel out of state will I have to quarantine when I get home

Which recommendation best adapts Route 59 in response to changes in travel brought on by the public health emergency?

Include open space and public amenities with any new development	Evaluate the possibility of small mixed-use zoning nodes	Consider implementation of bike lanes	Consider widening existing sidewalks	Conduct an alternatives analysis
13	6	2	1	5
48%	22%	7%	4%	19%



Next Steps

Next Steps

- ⦿ Continued interface with municipalities
- ⦿ Development of short-list of actions to fund
- ⦿ Federal/State funding of individual actions
- ⦿ Preliminary Design & Environmental Studies



Q&A



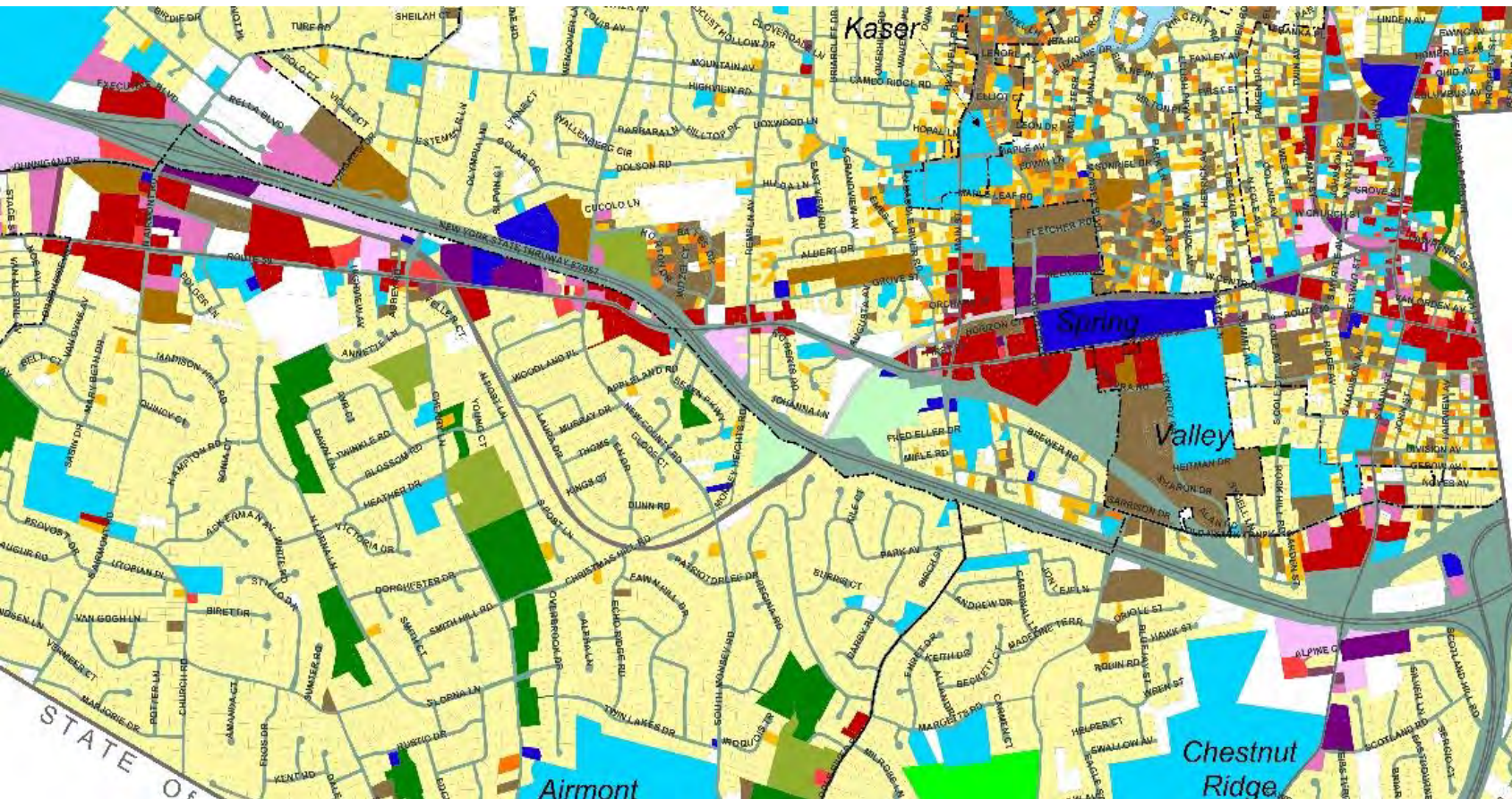
Recommendations



Short Term/Early Actions



- ❑ Revise zoning to include design standards for frontage along Route 59 and intersecting local/county streets
- ❑ Consider evaluating parking requirements for new development and to accommodate shared parking
- ❑ Continue to use the comprehensive planning and local zoning process to identify appropriate levels of development along Route 59 (evaluate where mixed-use zoning would be appropriate)

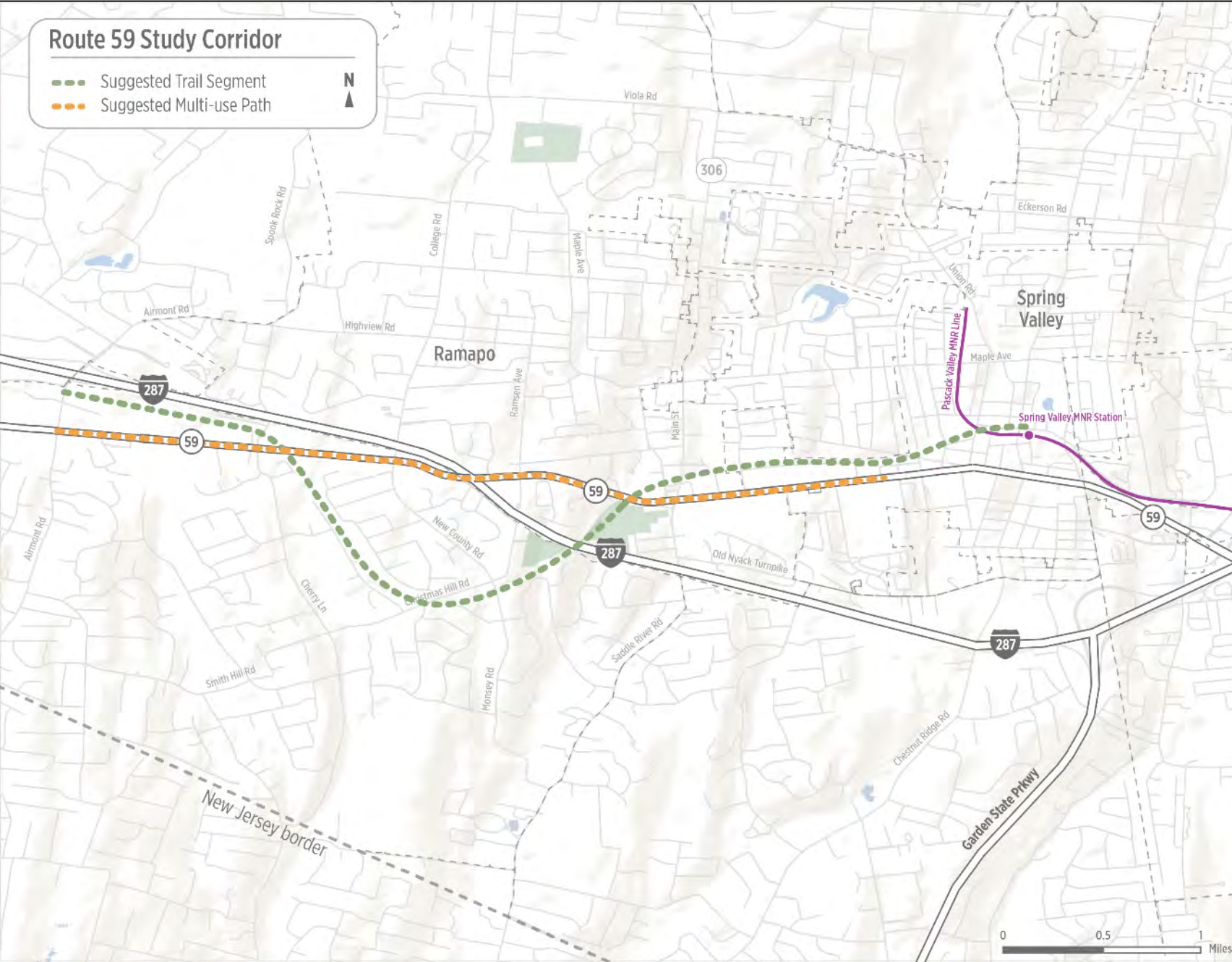


Land Use Patterns

- Evaluate the possibility of small mixed-use zoning nodes closer to residential populations that could provide access to convenience goods to minimize shopping trips to Route 59
- Ensure that Town and Villages have conducted SEQR training for planning boards
- Continue to use the New York General Municipal Law (GML) 239 process to guide design
- Coordinate on a consistent definition of significant impact requiring mitigation

Route 59 Study Corridor


- Suggested Trail Segment
- Suggested Multi-use Path

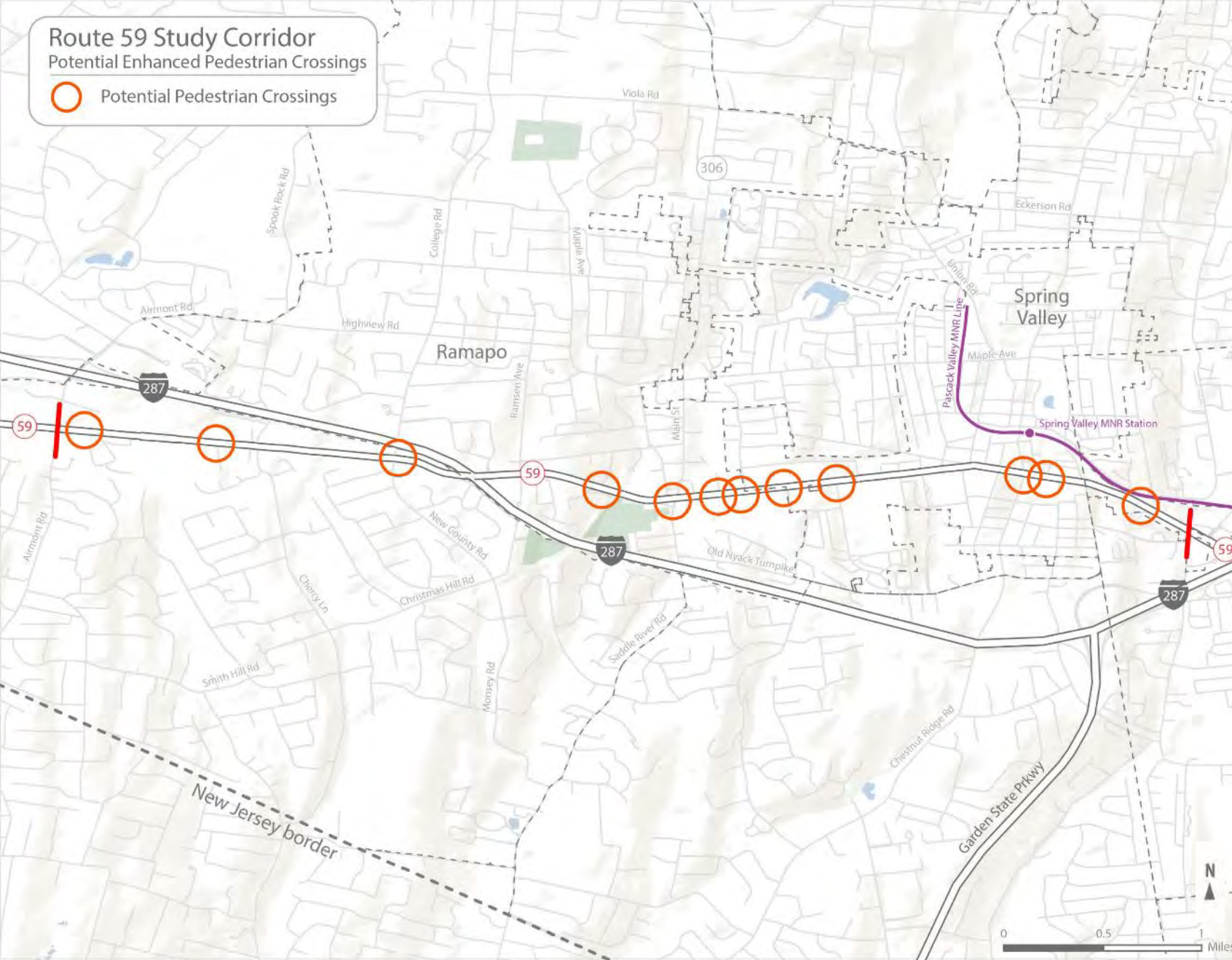


□ Conduct an Alternatives Analysis for the potential uses of the Metro-North Railroad Piermont Branch

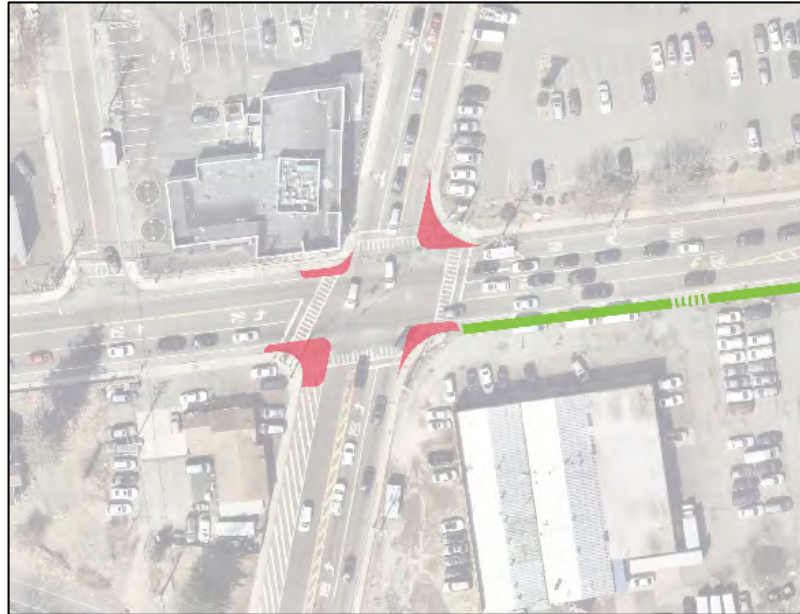
➤ Alternatives identified would have to reserve the option of being revertible to rail

Route 59 Study Corridor Potential Enhanced Pedestrian Crossings

 Potential Pedestrian Crossings

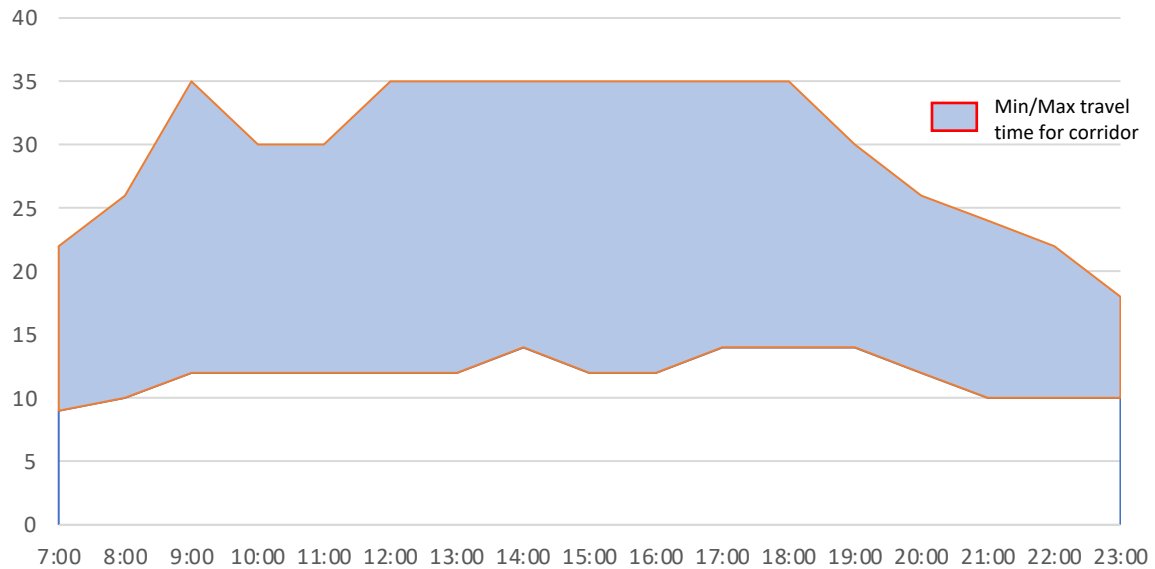


- Complete the sidewalk network
- Evaluate the implementation of permanent solutions to indicate walking paths (e.g. pavement treatments)
- Evaluate the implementation of traffic signals with Leading Pedestrian Intervals where there are high volumes of vehicles turning
- Identify locations where signage could be added to indicate to pedestrians where the nearest crosswalk is located
- Evaluate implementation of enhanced pedestrian crossings with high-visibility markings/signage to alert drivers

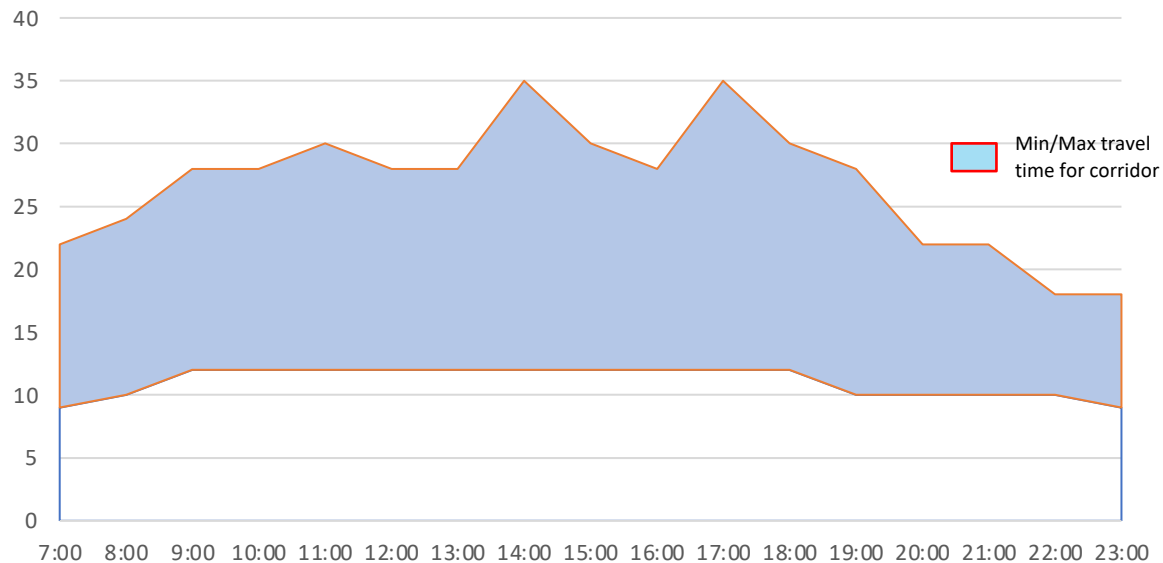


- Evaluate the implementation of low cost solutions to indicate walking paths (e.g. paint)
- Evaluate the addition of curb-extensions – low cost (e.g. paint and bollards)
- Consolidate driveways/curb-cuts where there are multiple entries/exits
- Review the geometry of the curb-cuts along the corridor

Westbound*



Eastbound *



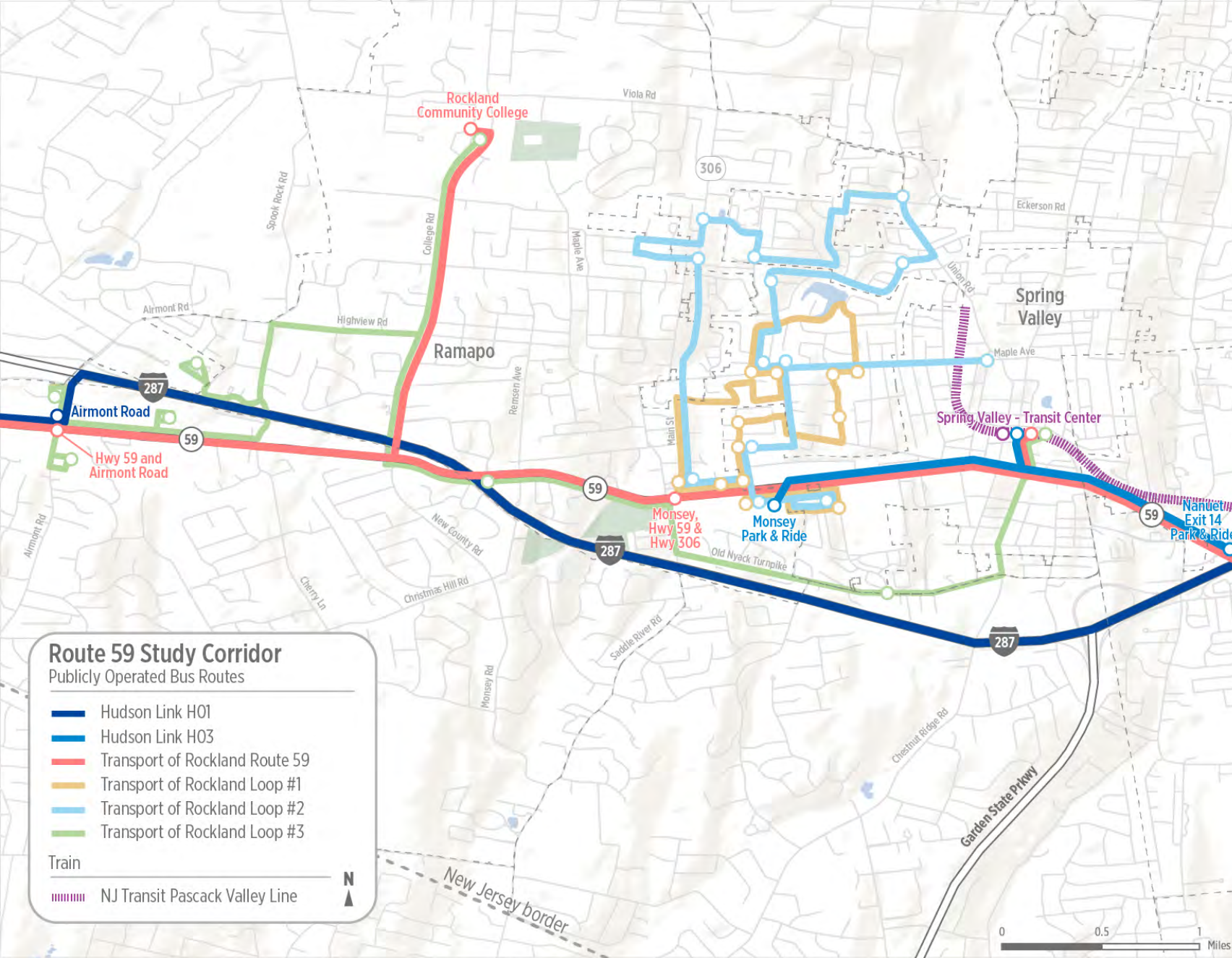
- Coordinate emergency vehicle signal preemption with bus prioritization
- Evaluate optimization of signal timing or implementation of adaptive signal controls

*** Predicted travel time range from Google Maps for Tuesday, October 8th 2019 for the study area**



- Recommend that NYS Thruway Authority study the feasibility of Exit 14x

Source: New NY Bridge Mass Transit Task Force Final Transit Recommendations February 2014



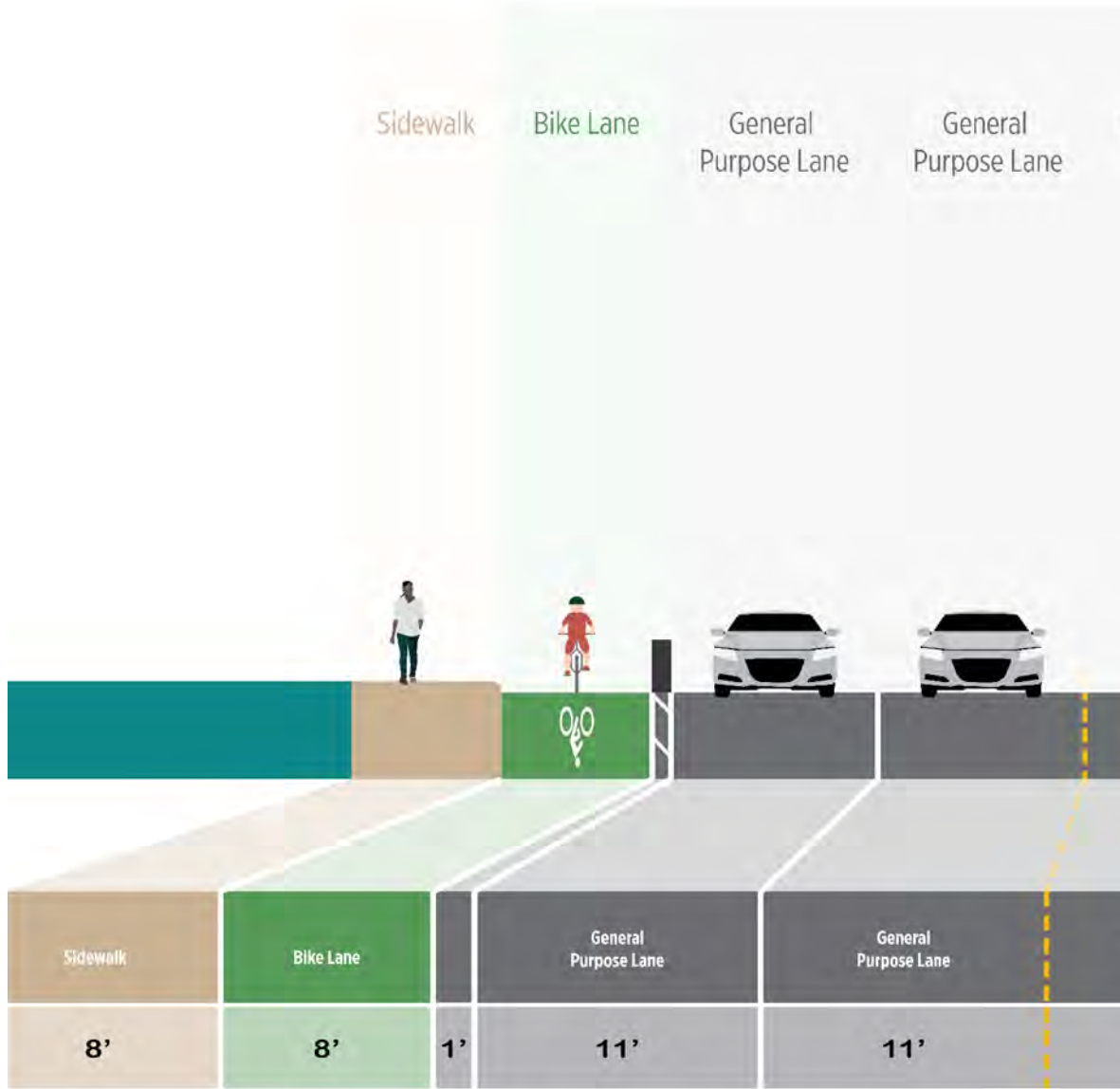
- Evaluate opportunities to increase ridership on NYS DOT's Hudson Link that links to rail
- Implement the coordination of schedules between bus and train
- Continue to evaluate modifications to Transport of Rockland (TOR) routes to adapt to changing populations patterns and ridership demand



Medium Term/Low Cost



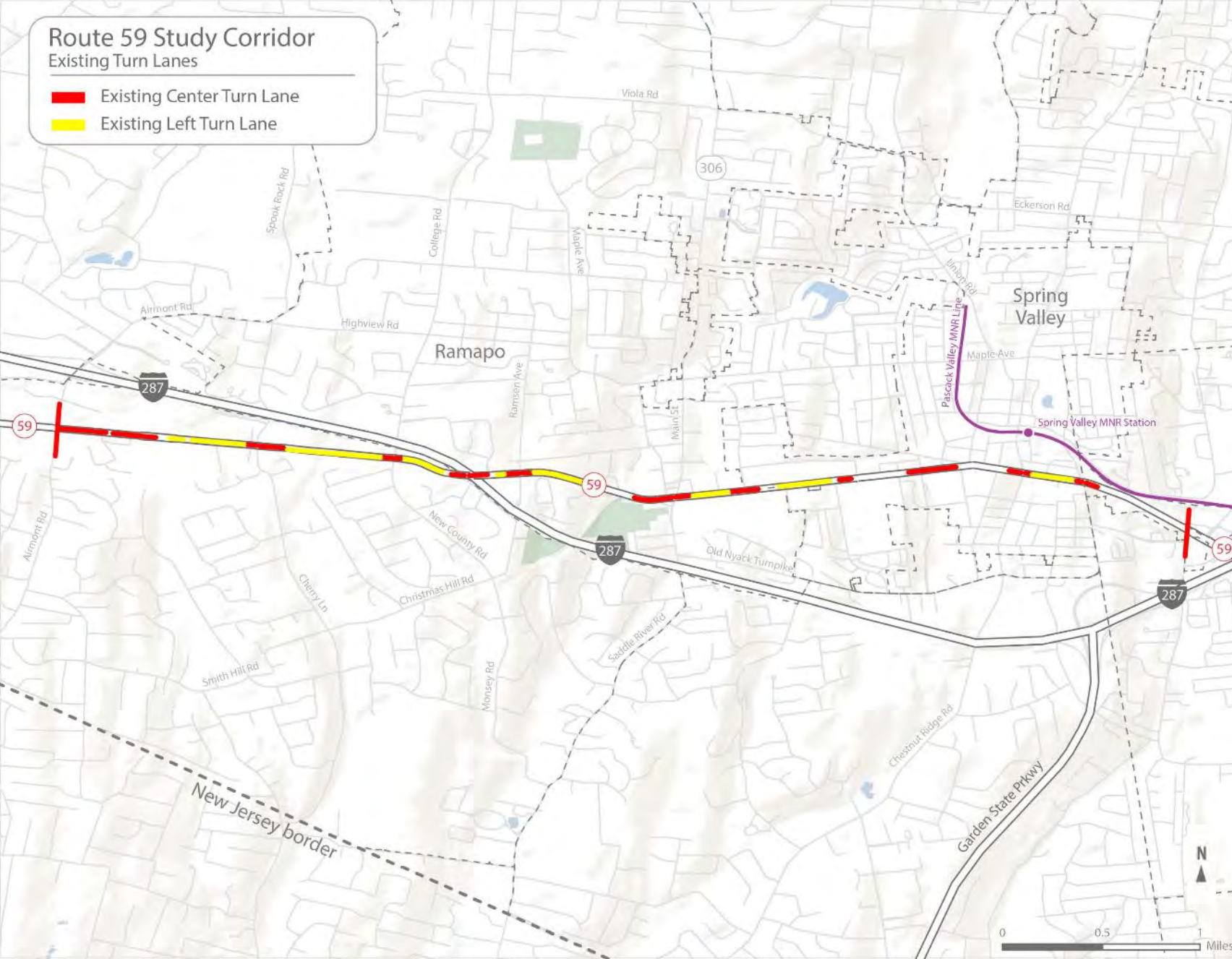
- Consider implementation of design standards or guidelines to place buildings closer to the front lot line and locate parking in the rear
- Provide wayfinding to connect village centers to Route 59



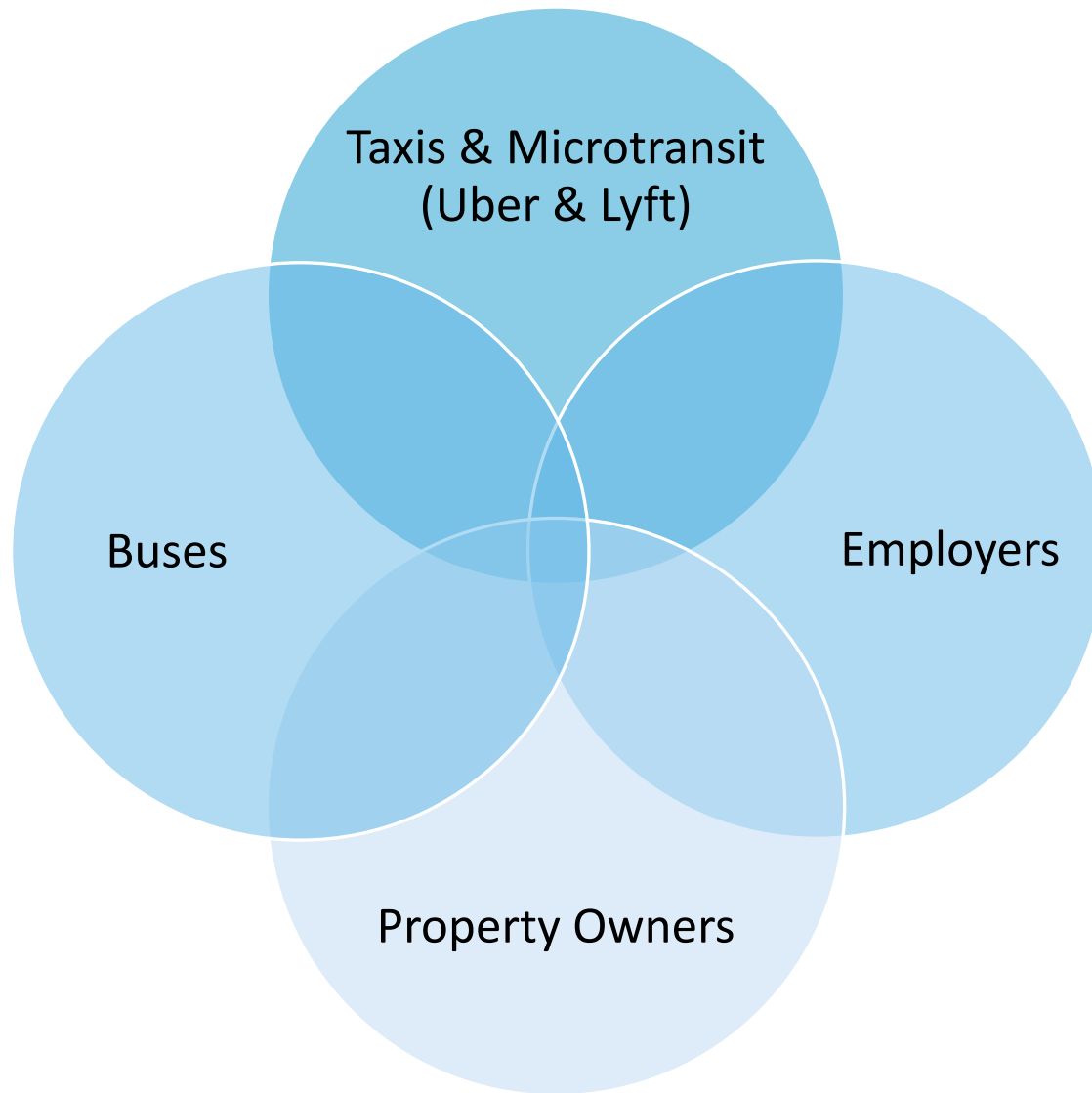
- ❑ Consider implementation of shared bike lane (Sharrows) or conventional bike lane along Route 59

Route 59 Study Corridor Existing Turn Lanes

- Existing Center Turn Lane
- Existing Left Turn Lane



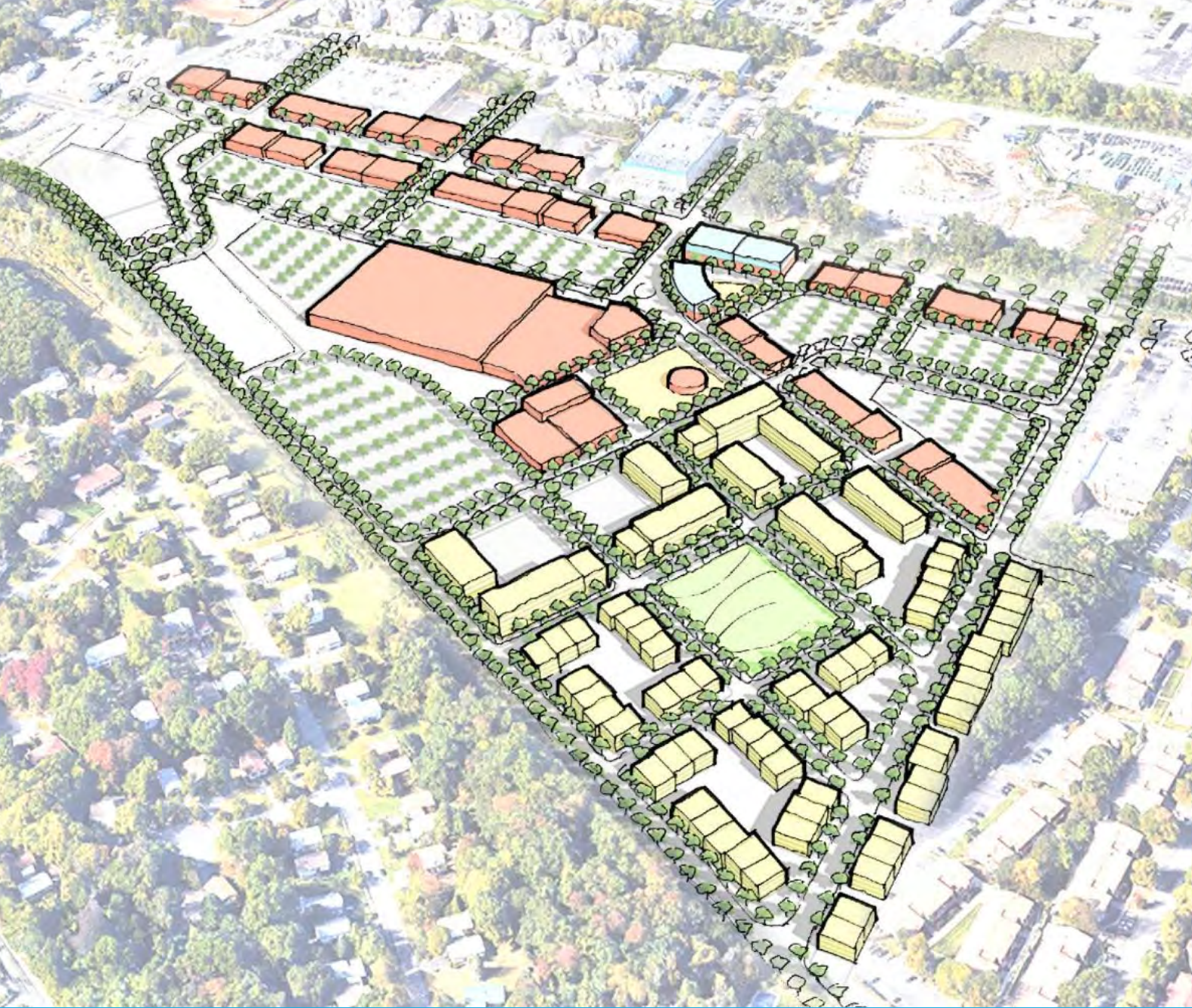
- Evaluate the use and design of the center turning lane and/or dedicated left turn lane within each segment of Route 59 to see if there are options to improve movements or add physical separations to restrict movements



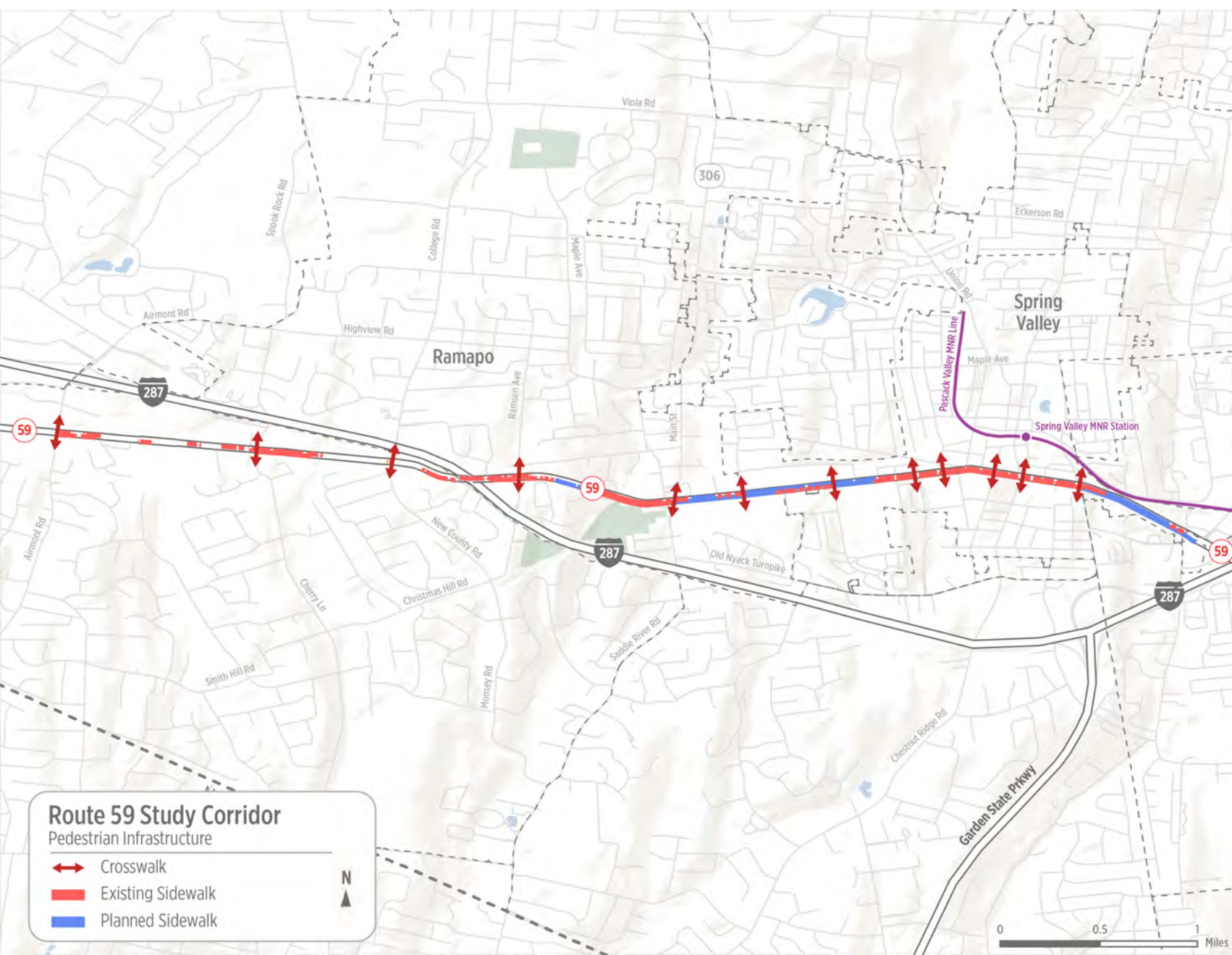
- ❑ Consider the concept of a TMA – Transportation Management Association – to coordinate and provide shared transportation options to optimize the existing resources (e.g. shared parking, shared rides to transit stations)



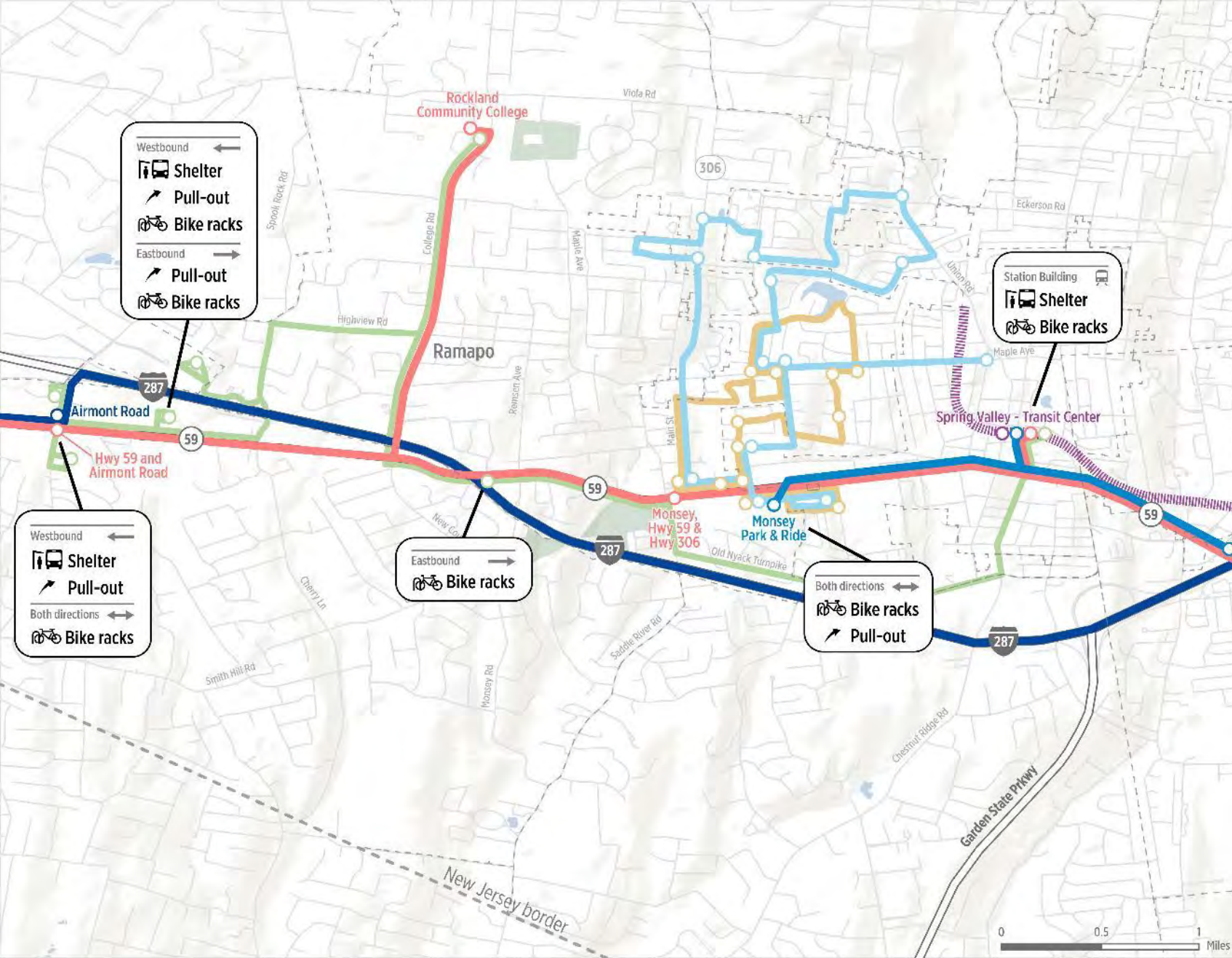
Medium Term/Medium Cost



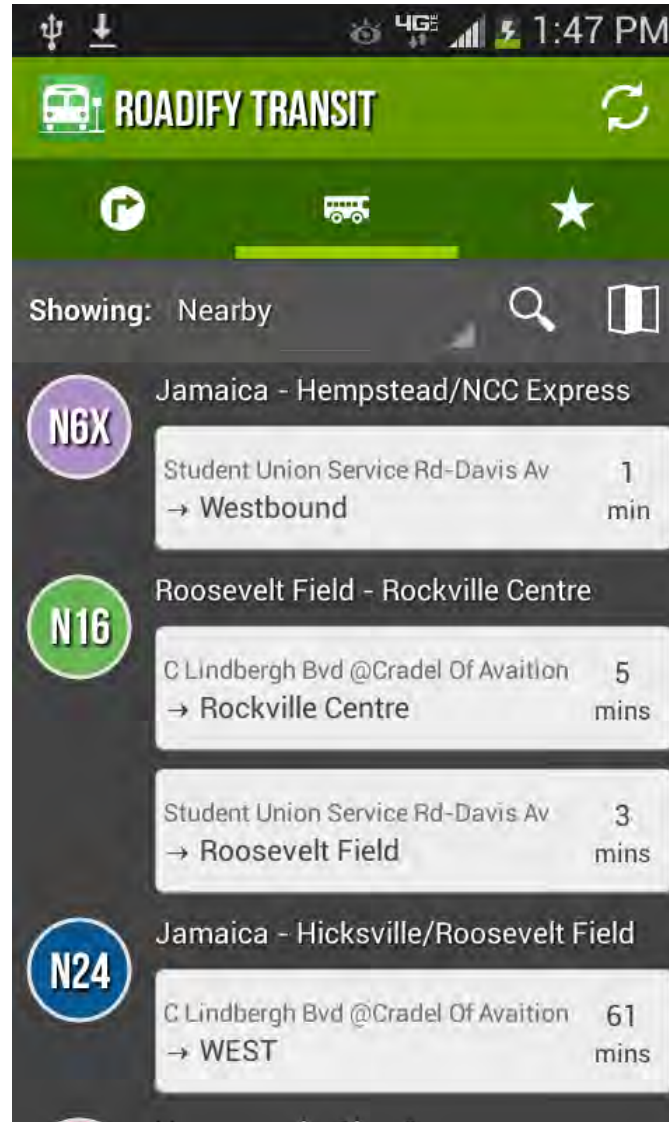
- ❑ Include open space and public amenities with any new development



- ❑ Consider widening existing sidewalks to 10 feet near key destinations
- ❑ Consider converting the sidewalk into a multiuse path where space is available
- ❑ Evaluate the implementation of mid-block crossings and barriers to facilitate and prohibit pedestrian movements
- ❑ Evaluate the addition of curb-extensions - permanent



☐ Improve the bus stops and add pull outs



Source: NICE (Nassau Inter-County Express)

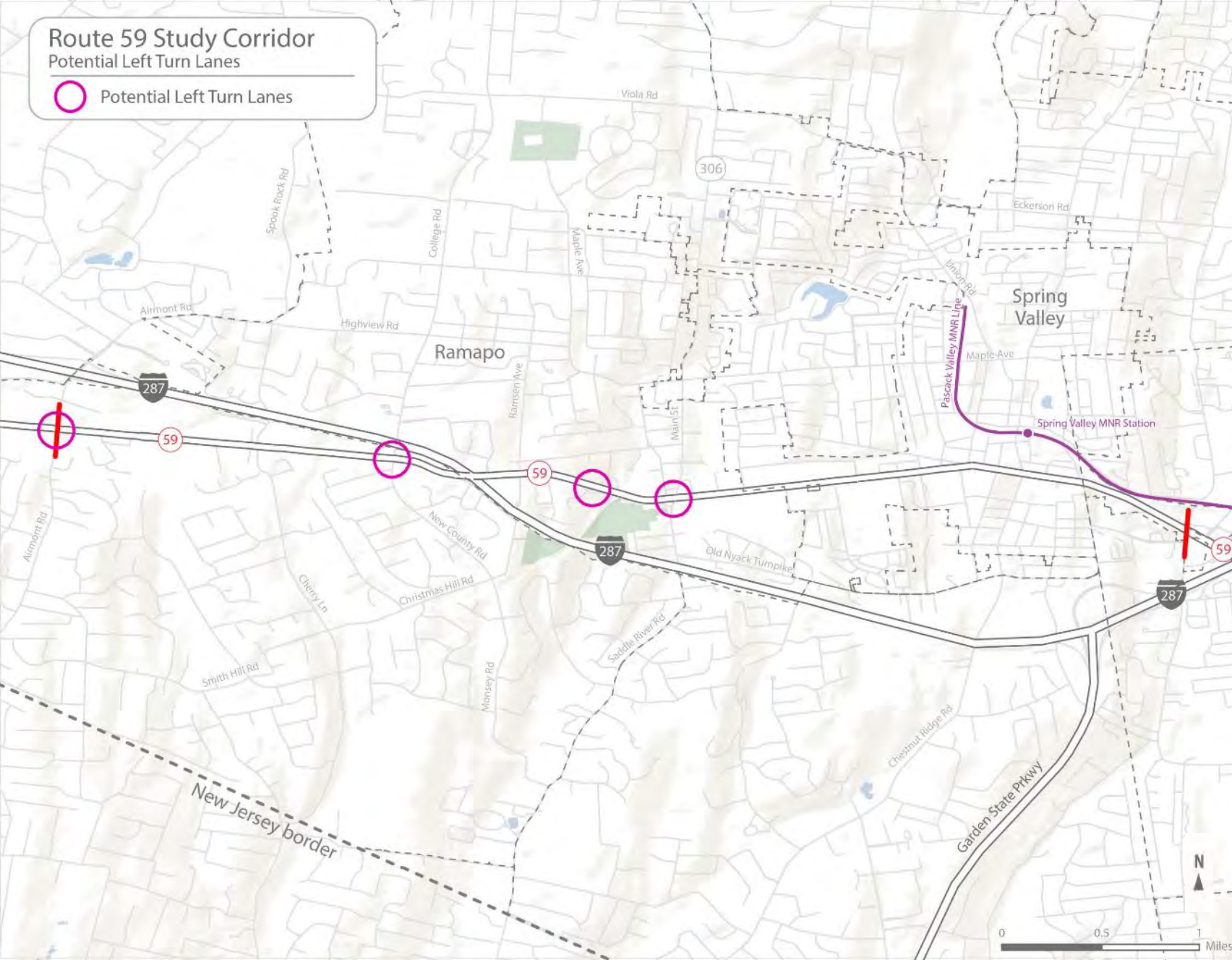
- Improve the bus stops and add pull outs
- Implement real time arrival information
- Evaluate coordination/integration of fare collection systems regionally to make it more convenient for riders



Medium Term/High Cost

Route 59 Study Corridor Potential Left Turn Lanes

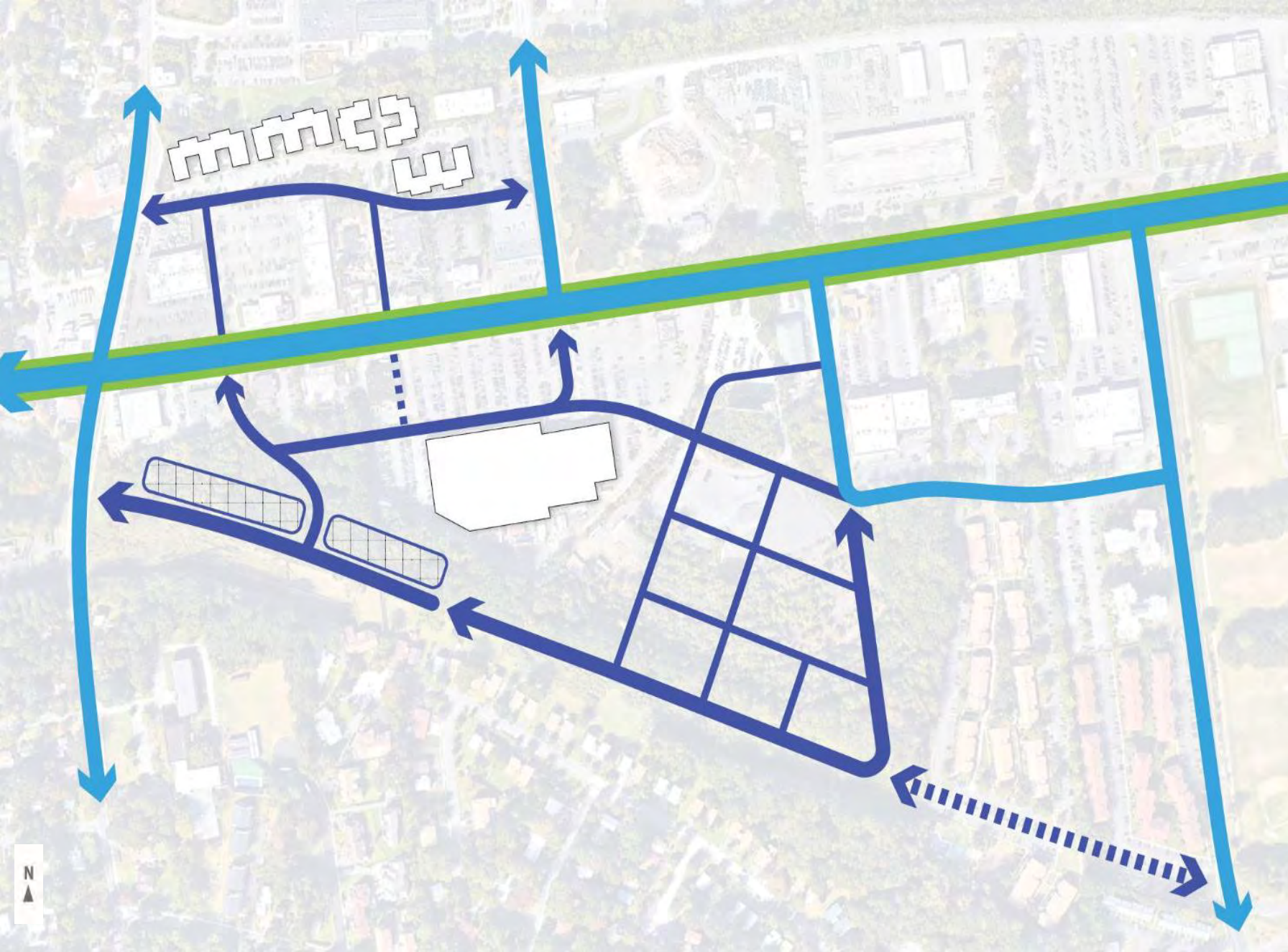
 Potential Left Turn Lanes



Consider feasibility of left-turn lanes at key intersections



Long Term/High Cost

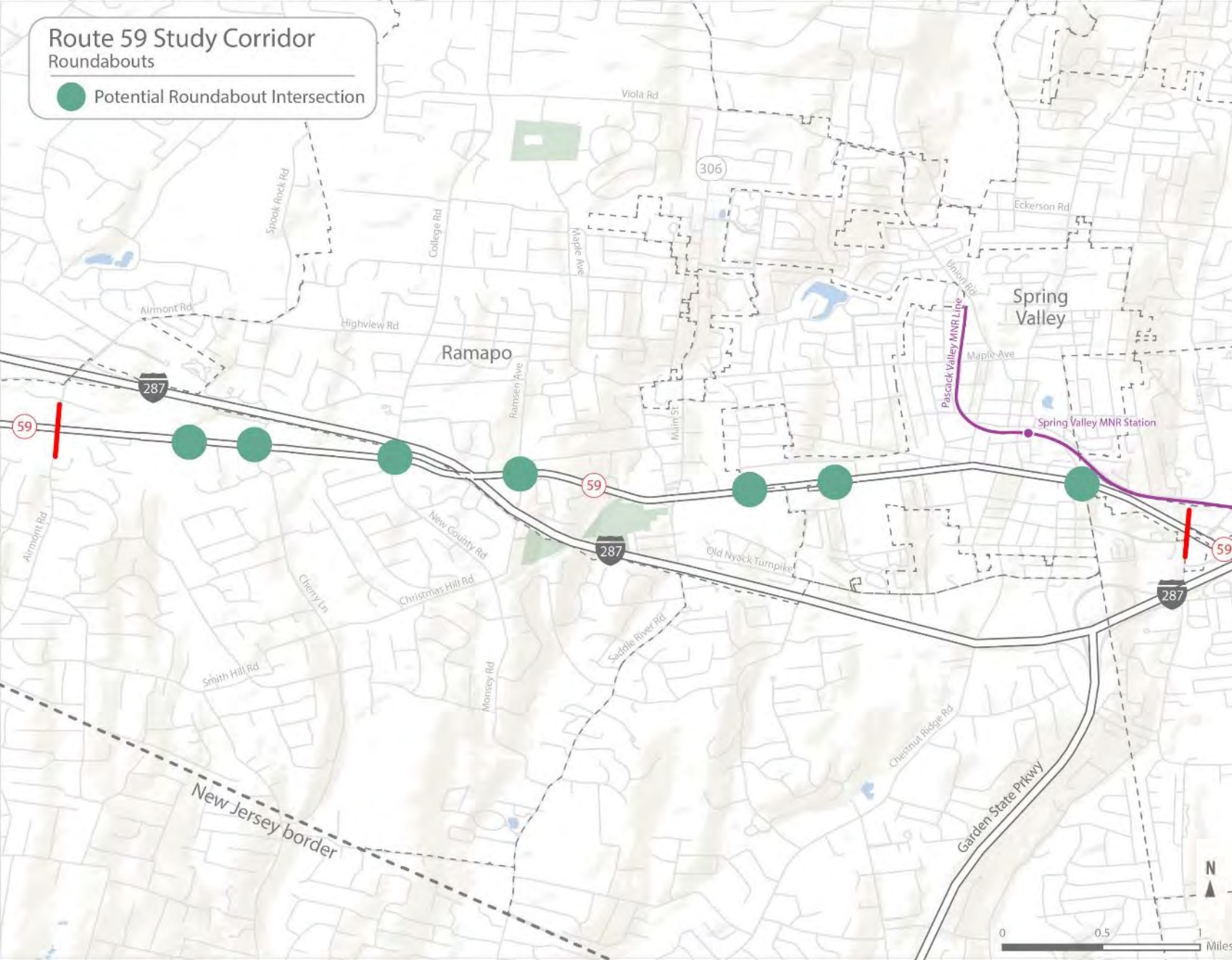


- ❑ Reconfigure private properties to include a grid of pedestrian friendly local streets

** Concept plan for illustrative purposes. May differentiate from final development plan.

Route 59 Study Corridor Roundabouts

Potential Roundabout Intersection



□ Study the feasibility of installing roundabouts at intersections with same level of turning movements in all directions:

- Airmont
 - Wal-Mart & Route 59
 - Spook Rock Road
- Monsey
 - Remsen Avenue
 - College Road
 - Robert Pitt Drive
- Spring Valley
 - Central Avenue
 - Kennedy Drive



☐ Route 59 Widening Option:
Airmont Road to Pascack Road
4.5 Miles

- Estimated Total Project Cost:
\$200 – 250 M
- Considerable ROW Impacts
and Require Environmental
Impact Statement (EIS)