



Route 59 Area Transportation & Land Use Study Final Results



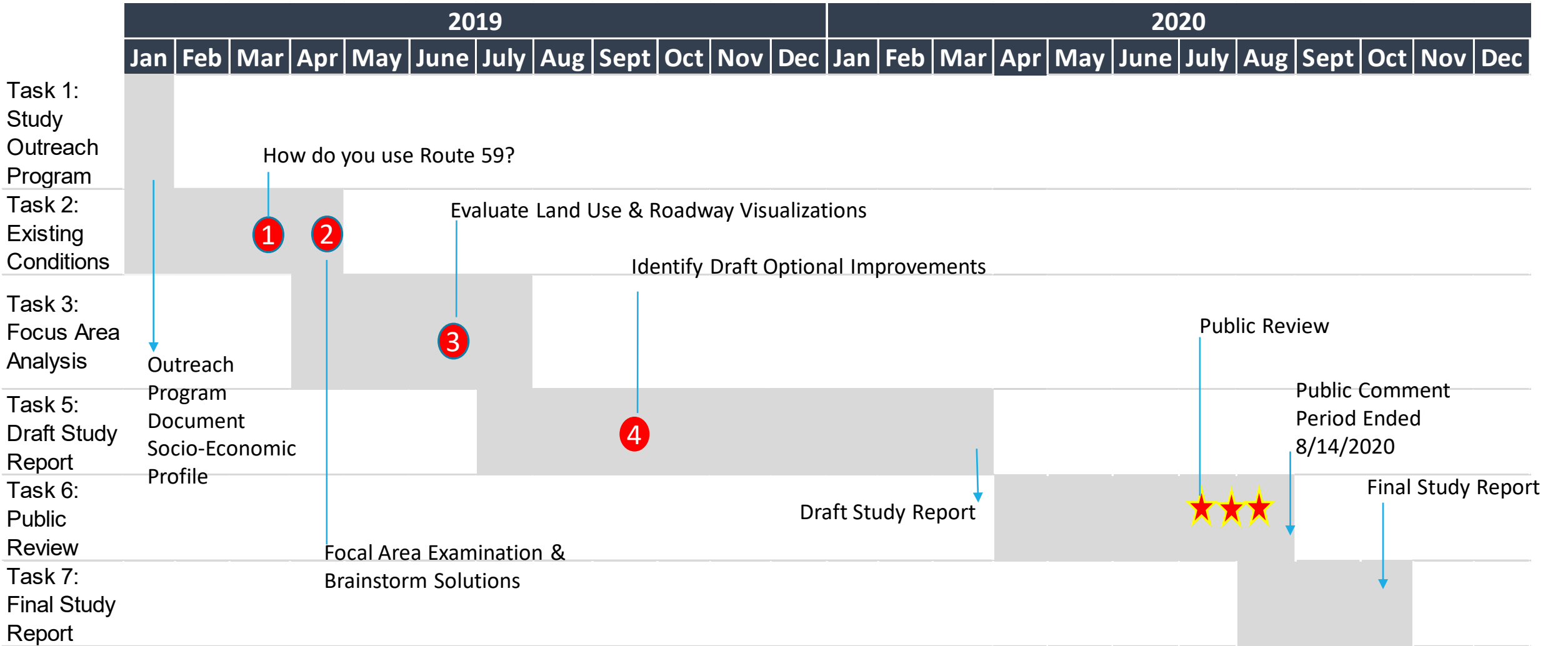
Welcome



Today's agenda

- ⦿ Present the final recommendations of the study
- ⦿ Review public feedback on recommendations

Project Approach & Schedule



What the study did

- Popup – Rockland County YouthFest
- Public Workshop #1
- Popup – Supermarket (Food Fair & Shoprite)
- Popup – Monsey Passover Fair
- Rockland Chiefs Association meetings
- Public Workshop #2
- Popup – Haitian Flag Day
- Public Workshop #3
- Public Workshop #4
- Release Draft Report
- Virtual workshops
- Release Final Report



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 Recommendations



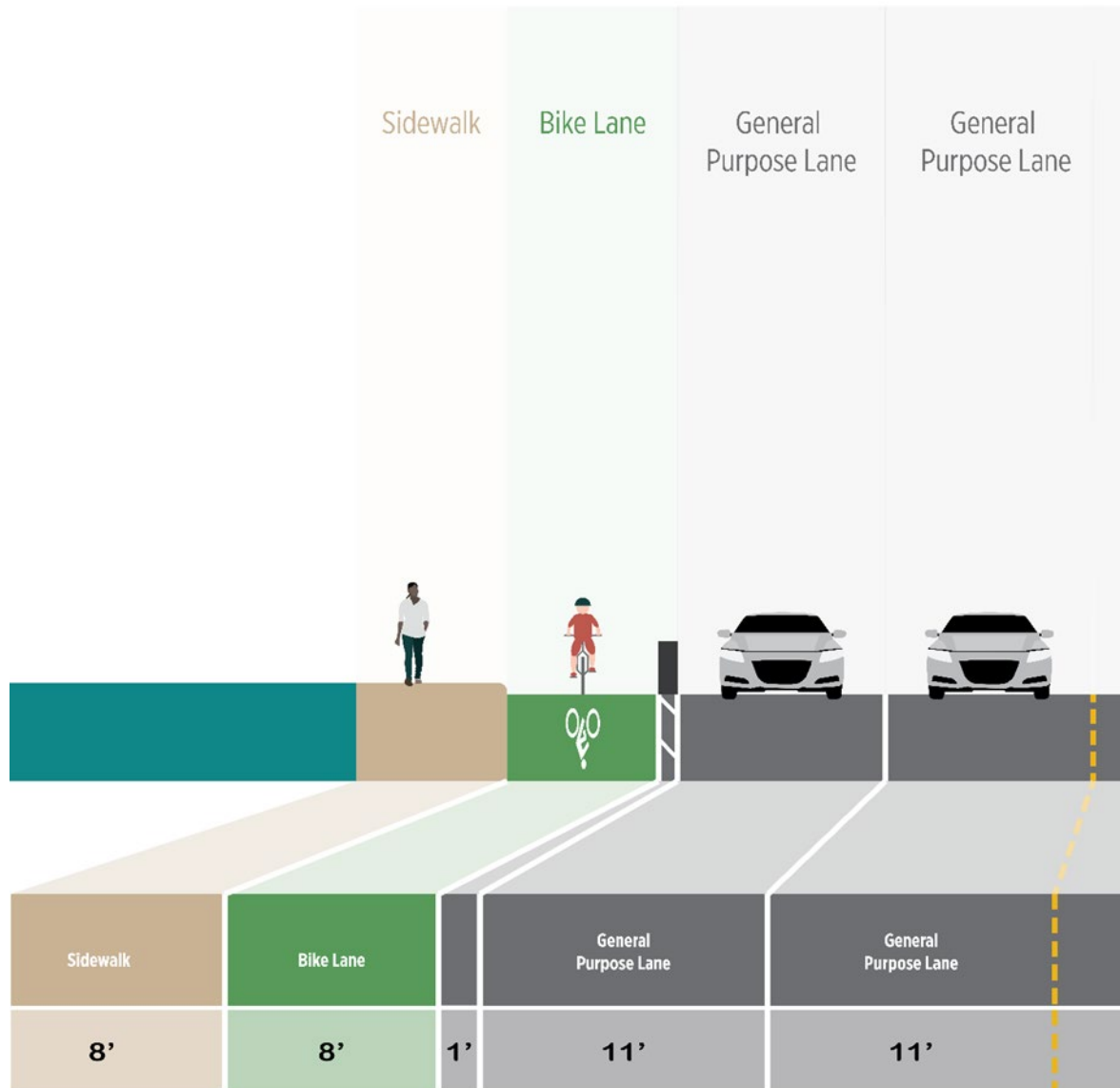
- ☐ Revise the zoning codes to include design standards for frontage along Route 59 and intersecting local and county streets. **ST**
- ☐ Evaluate parking requirements or implementation of a parking district for new development to accommodate shared parking. **ST**
- ☐ Continue to use the comprehensive planning and local zoning process to identify appropriate levels of development along Route 59 and evaluate where mixed-use zoning would be appropriate. **ST**
- ☐ Consider implementation of design standards or guidelines to place buildings closer to the front lot line and locate parking in the rear. **MT**
- ☐ Reconfigure private properties to include a grid of pedestrian friendly local streets. **LT**

ST = Short Term; **MT** = Mid-Term; **LT** = Long-Term



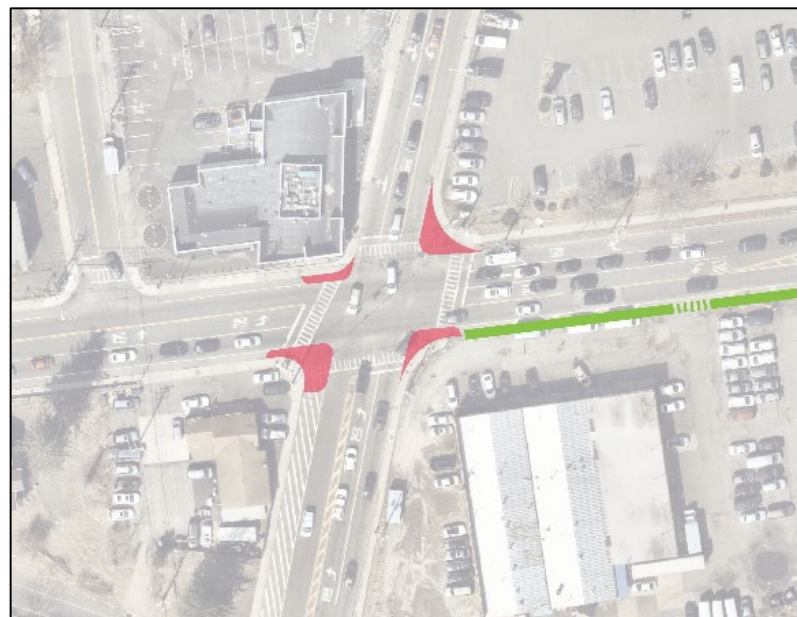
- ☐ Evaluate the possibility of small mixed-use zoning nodes closer to residential populations that could provide access to convenience goods to minimize shopping trips to Route 59. **ST**
- ☐ Ensure that the town and the villages have conducted State Environmental Quality Review (SEQR) training for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

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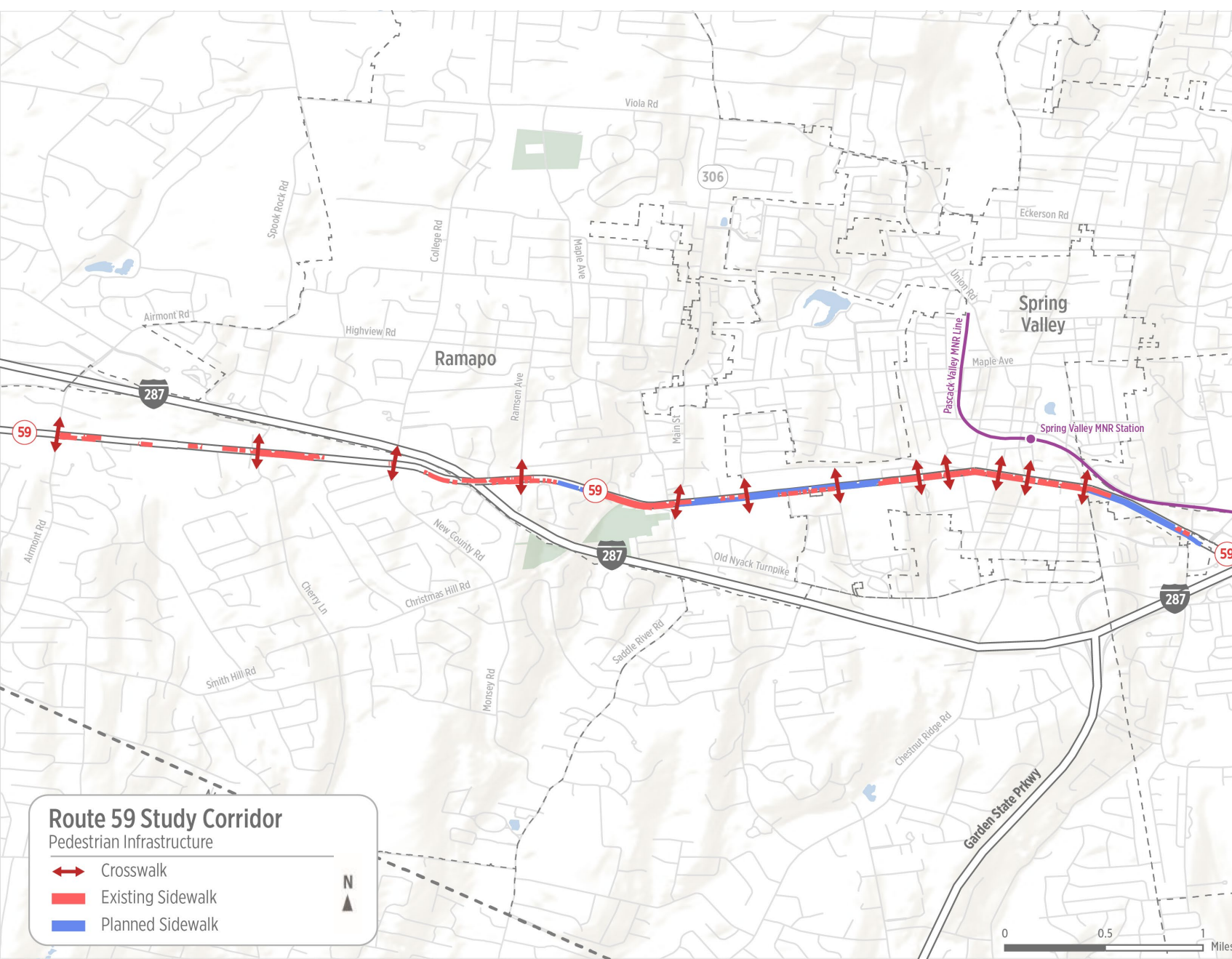
- ☐ Complete the sidewalk network throughout the study corridor. **ST**
- ☐ Evaluate the implementation of low cost solutions and permanent solutions to indicate walking paths. **ST**
- ☐ Evaluate the implementation of traffic signals with Leading Pedestrian Intervals where there are high volumes of vehicles turning. **ST**
- ☐ Identify locations where signage could be added to indicate to pedestrians where the nearest crosswalk is located. **ST**
- ☐ Evaluate implementation of enhanced pedestrian crossings with high-visibility markings/signage to alert drivers. **ST**
- ☐ Consider implementation of protected bike lanes along Route 59. **MT**

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- ☐ Evaluate the addition of curb-extensions at crosswalks. **ST**
- ☐ Consolidate driveways/curb-cuts where there are multiple entries/exits. **ST**
- ☐ Review the geometry of the curb-cuts along the corridor. **ST**
- ☐ Consider widening existing sidewalks to 10 feet near key destinations. **MT**
- ☐ Consider converting the sidewalk into a multiuse path where space is available. **MT**

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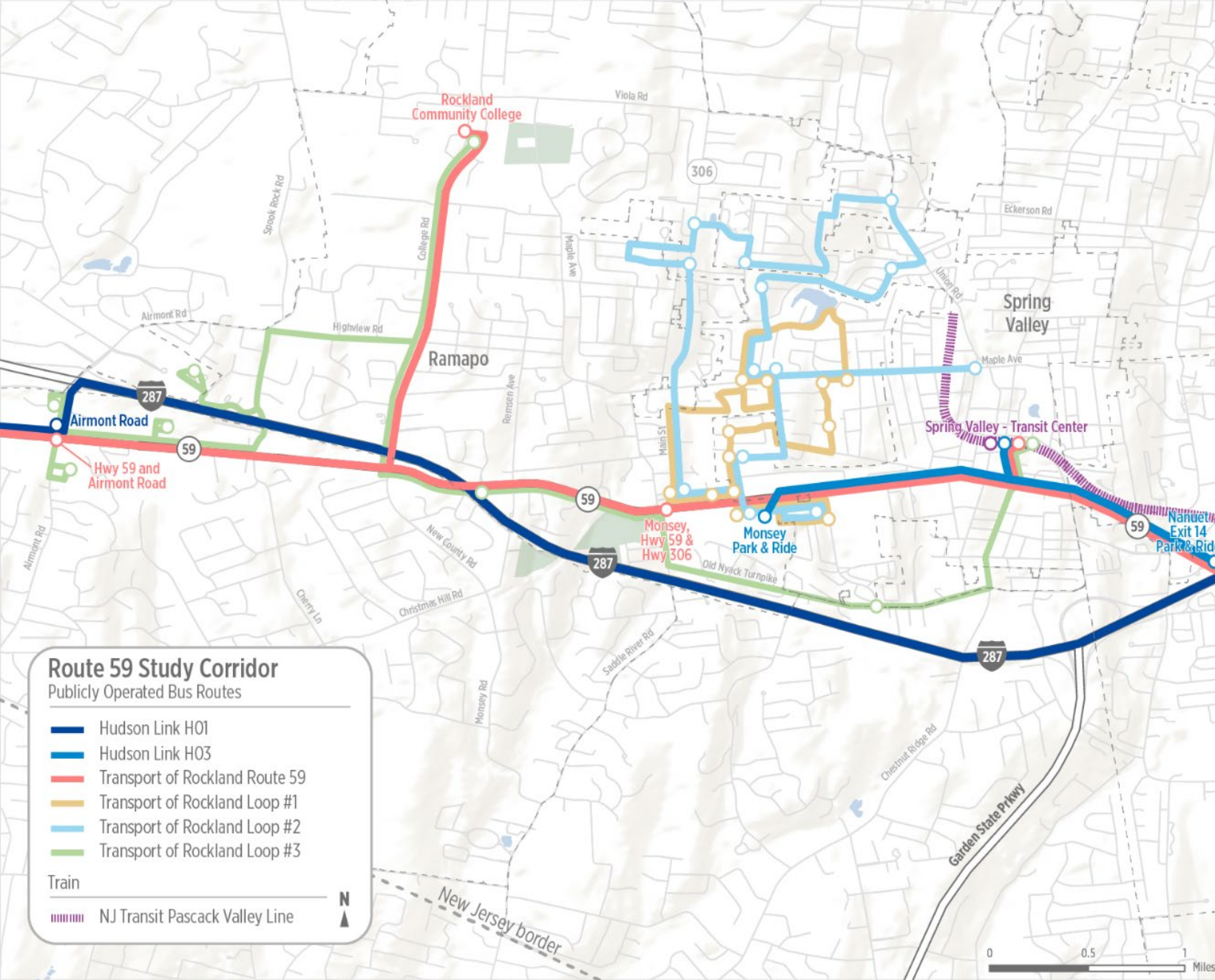


❑ Provide wayfinding to connect village centers to Route 59. **MT**

❑ Evaluate the implementation of mid-block crossings and barriers to facilitate and prohibit pedestrian movements. **MT**

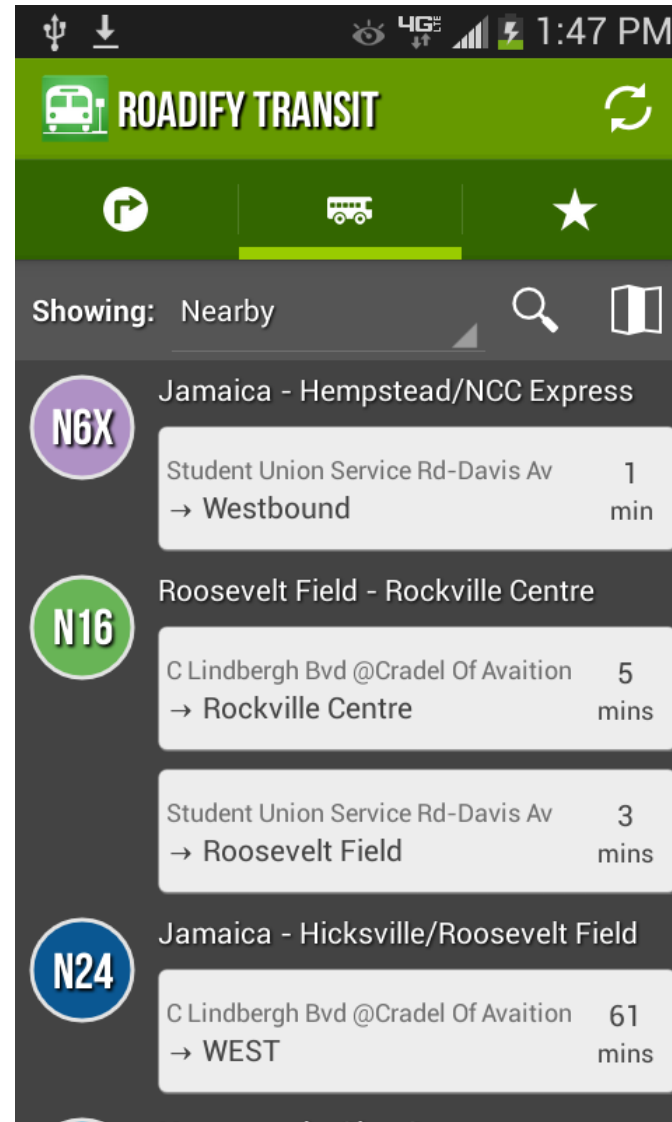
❑ Evaluate the addition of permanent curb-extensions at crosswalks. **MT**

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

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Source: NICE (Nassau Inter-County Express)

- ☐ Improve the bus stops and add pull outs. **MT**
- ☐ Implement real time arrival information. **MT**
- ☐ 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). **MT**
- ☐ Evaluate coordination/integration of fare collection systems regionally to increase convenience for riders. **LT**

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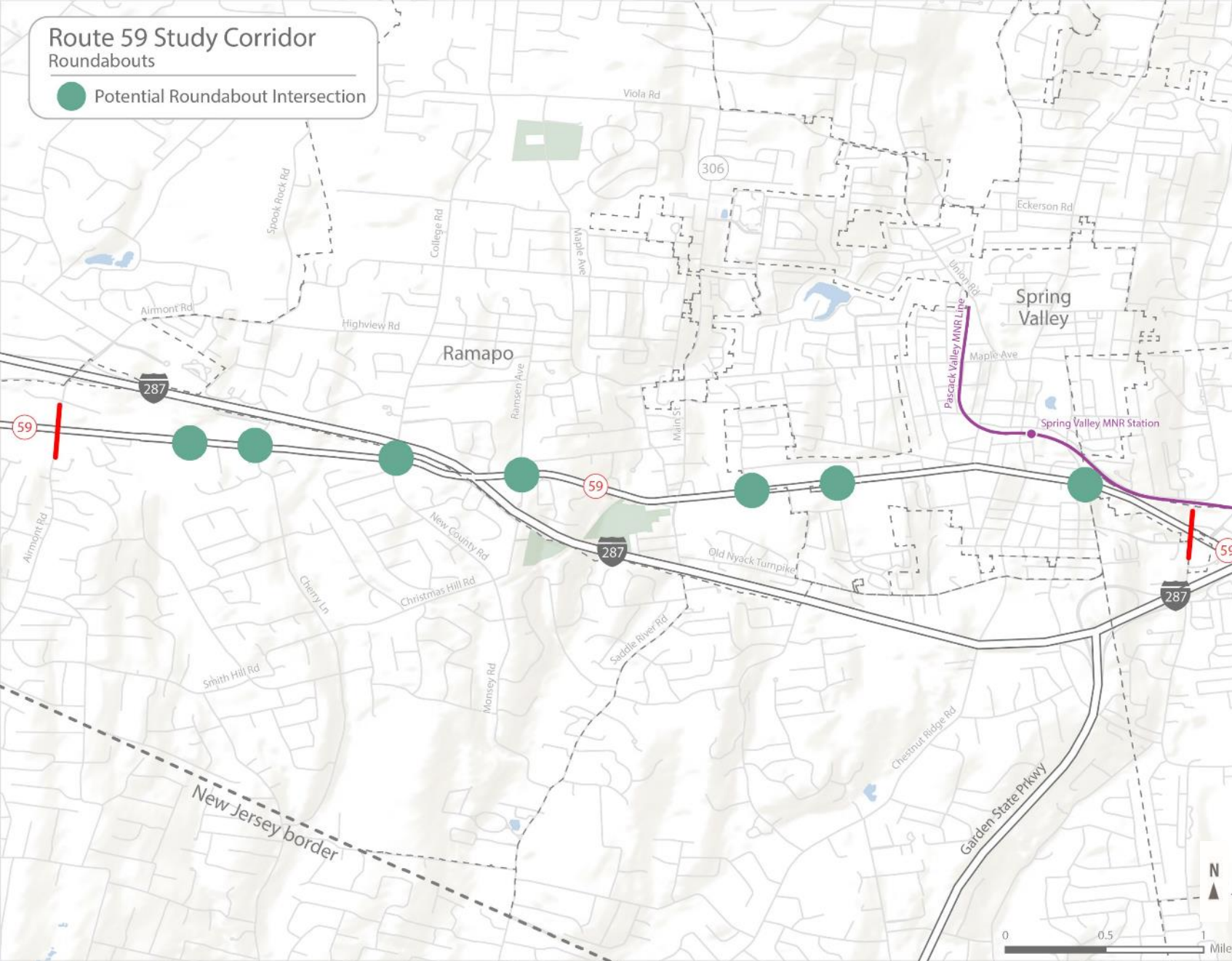
- ☐ Coordinate emergency vehicle signal preemption with bus prioritization. **ST**
- ☐ Evaluate optimization of signal timing or implementation of adaptive signal controls. **ST**
- ☐ Evaluate the use and design of the center turning lane and/or dedicated left-turn lane within each segment of Route 59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

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Route 59 Study Corridor Roundabouts



Potential Roundabout Intersection



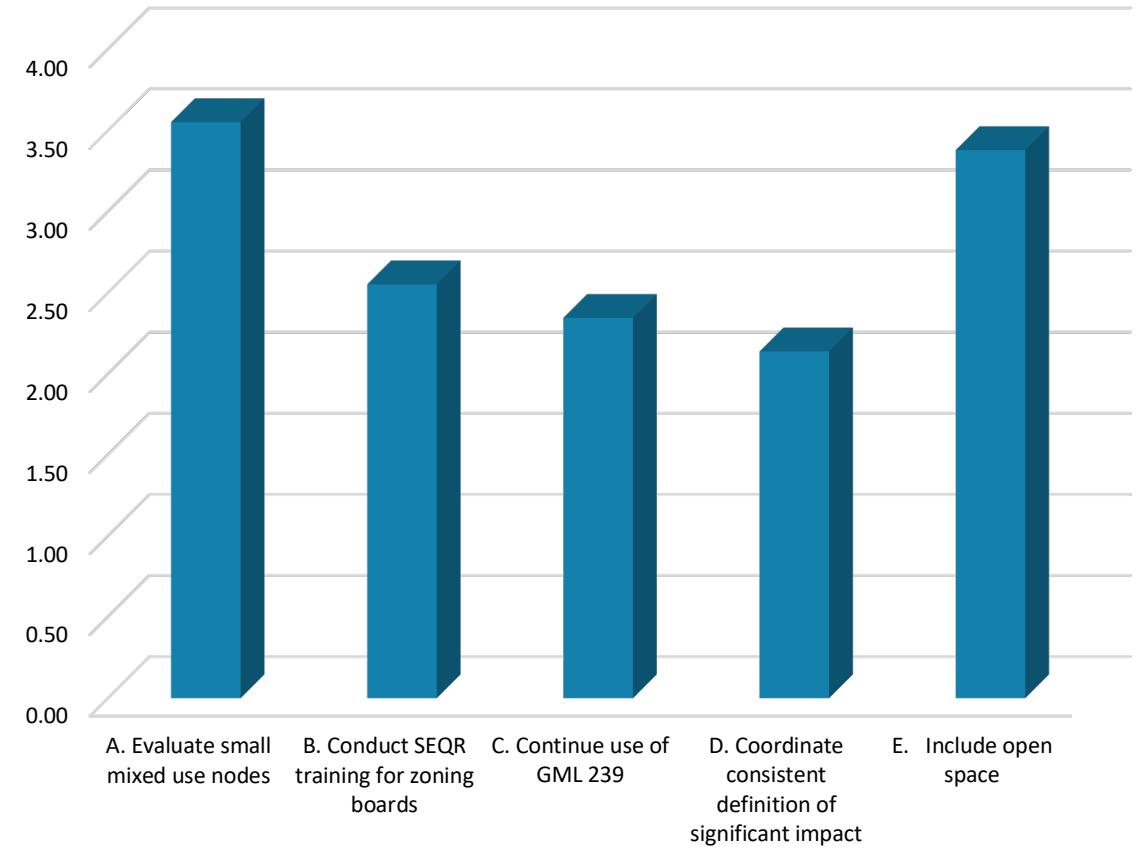
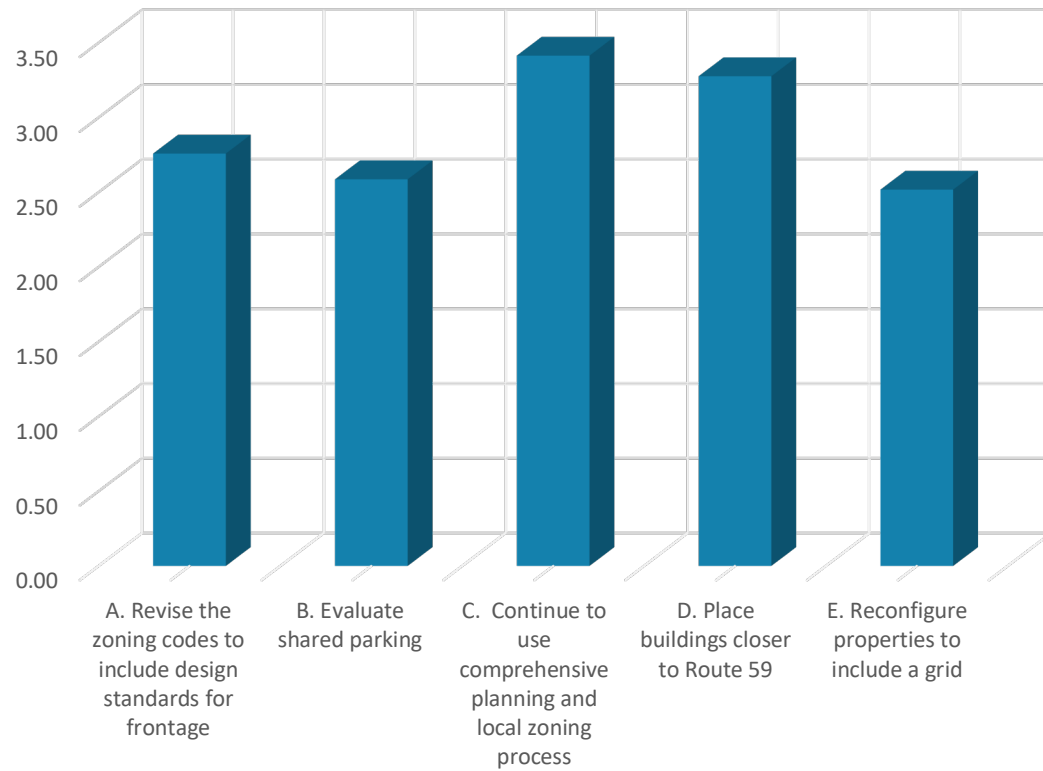
- ☐ Conduct study of the feasibility of Exit 14x. **ST**
- ☐ Consider feasibility of left-turn lanes at key intersections. **MT**
- ☐ Study the feasibility of installing roundabouts at intersections with equal turning volumes in all directions. **LT**
- ☐ Widen Route 59 the length of the study area from Airmont Road to Pascack Road. **LT**

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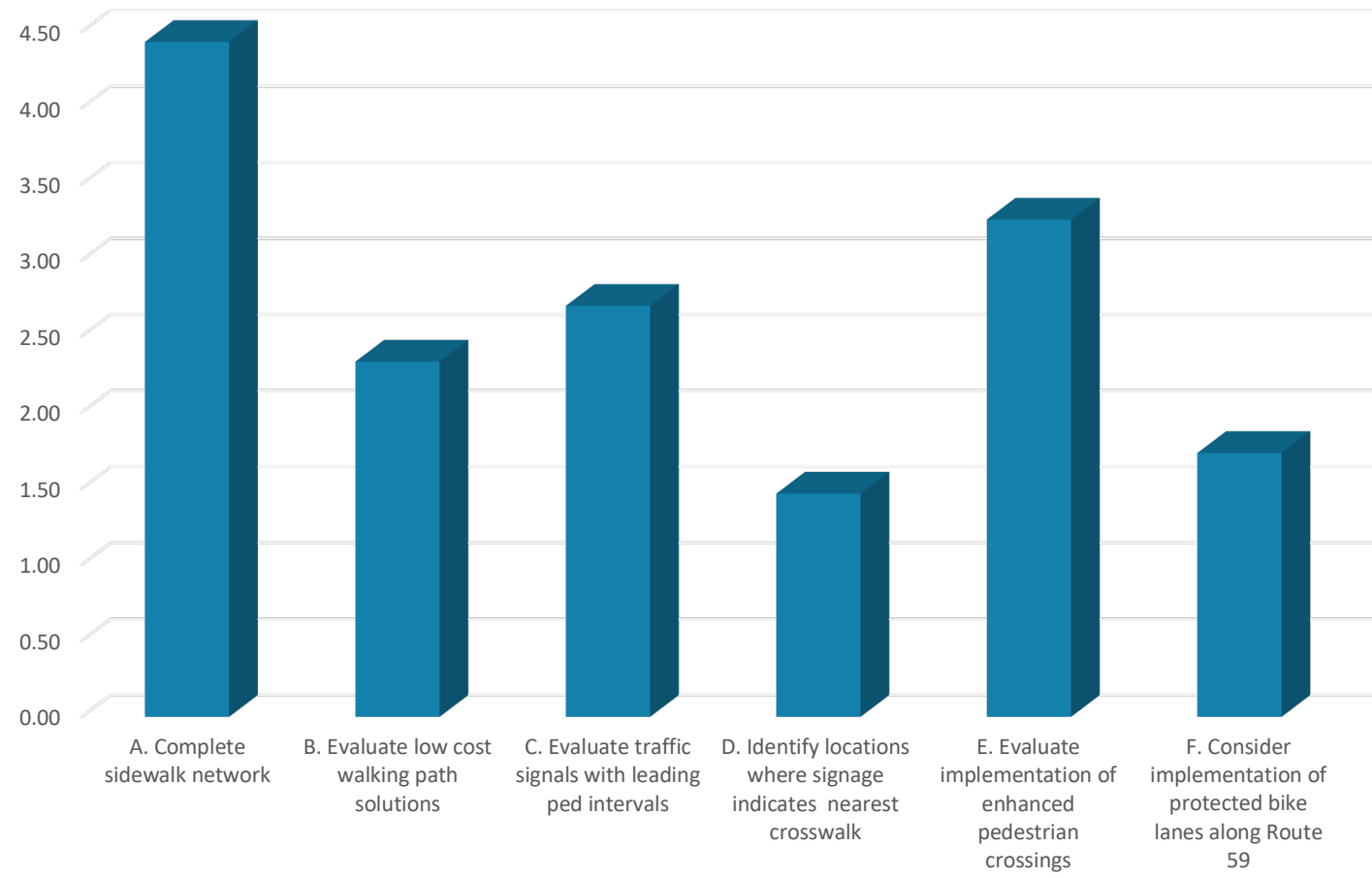


Virtual Workshop Feedback

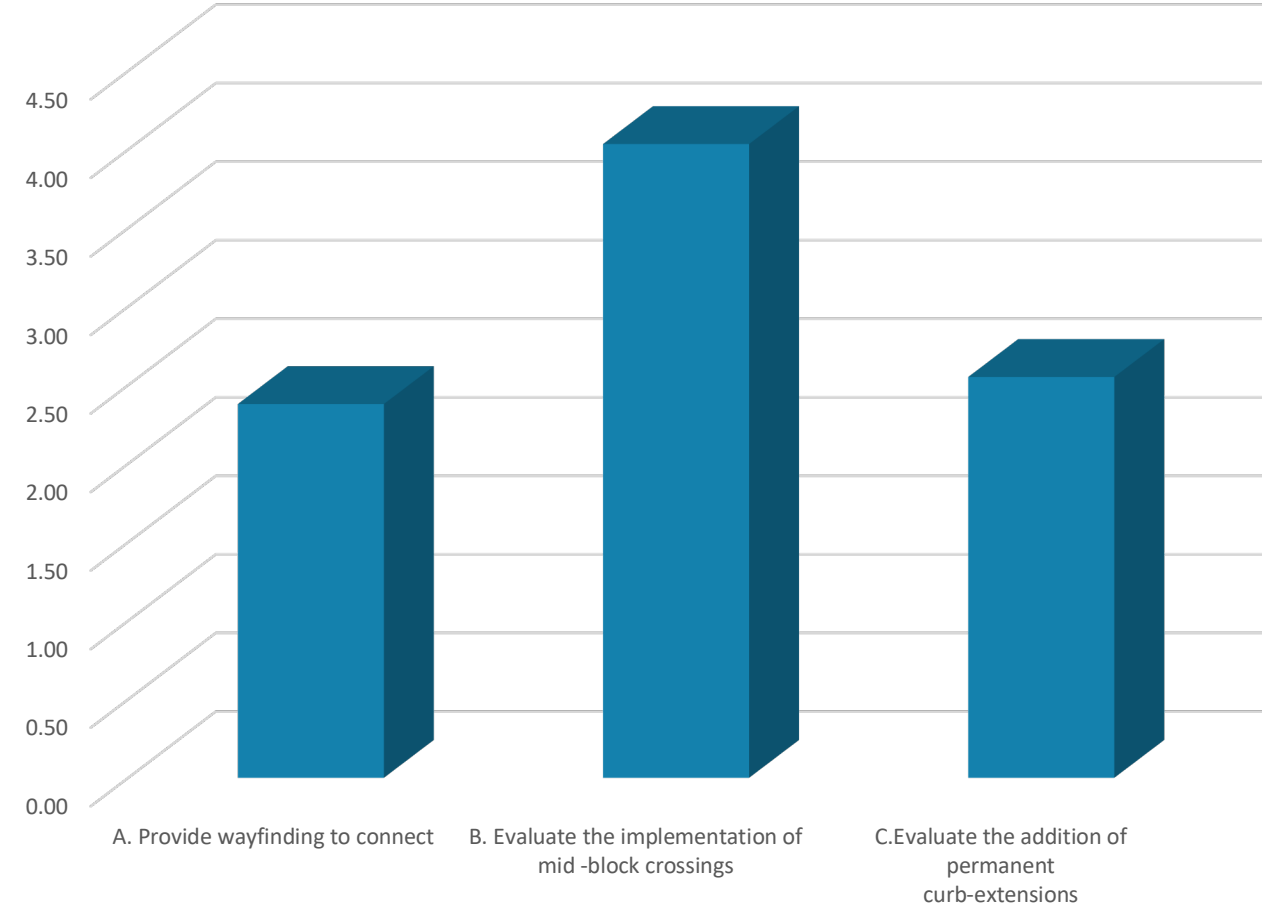
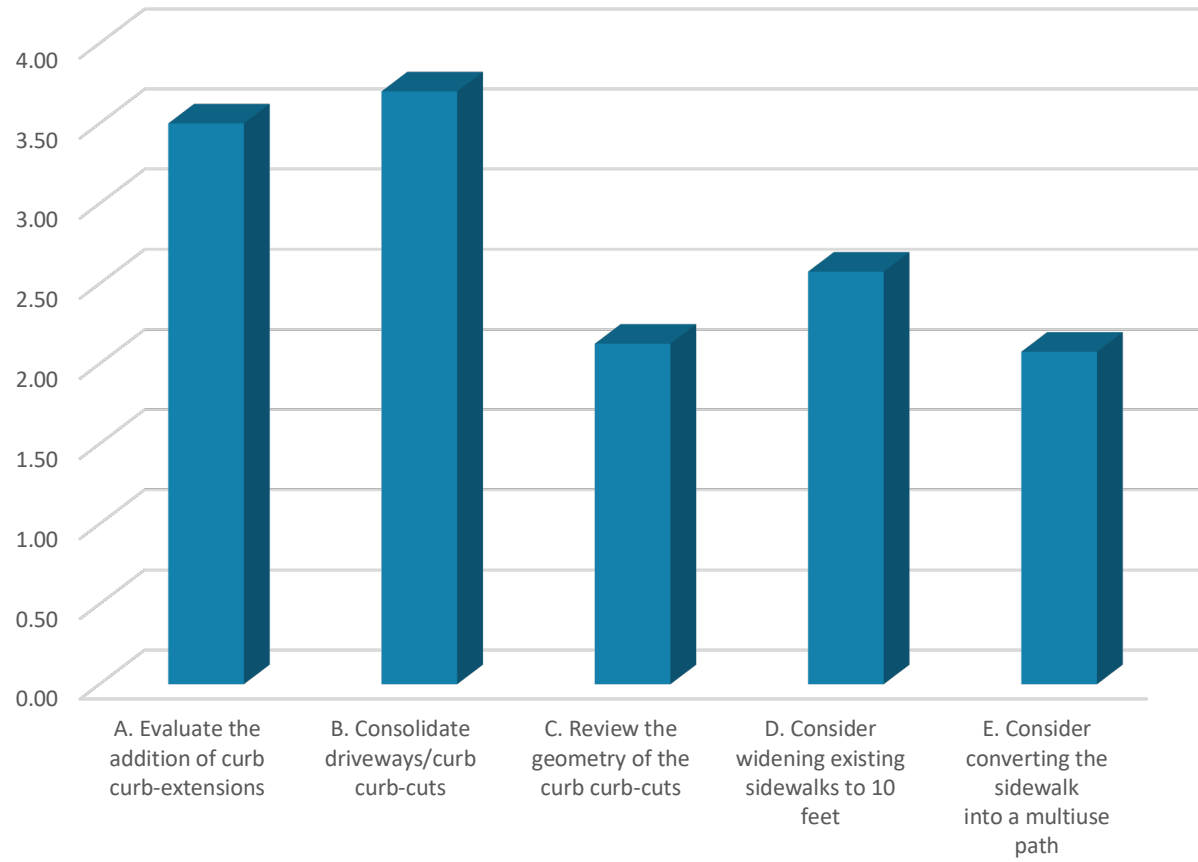
Community Design/Process



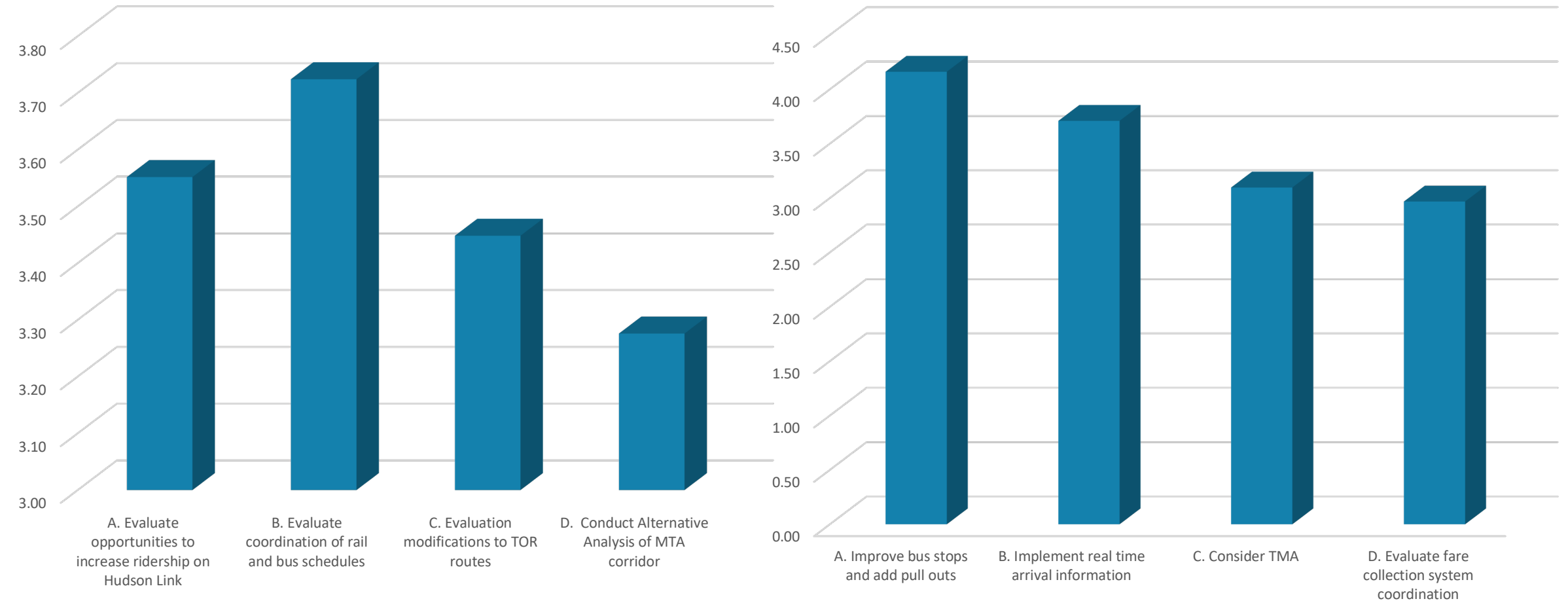
Bicycle/Pedestrian



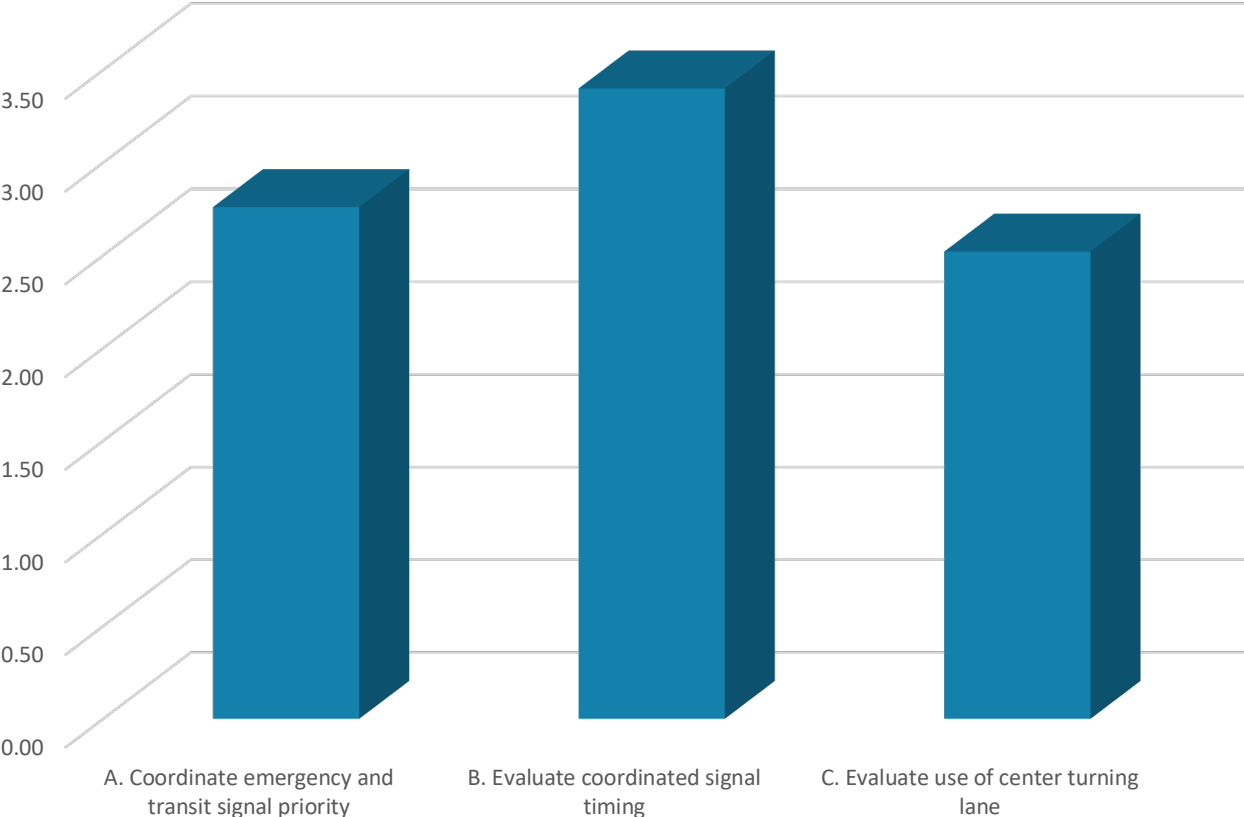
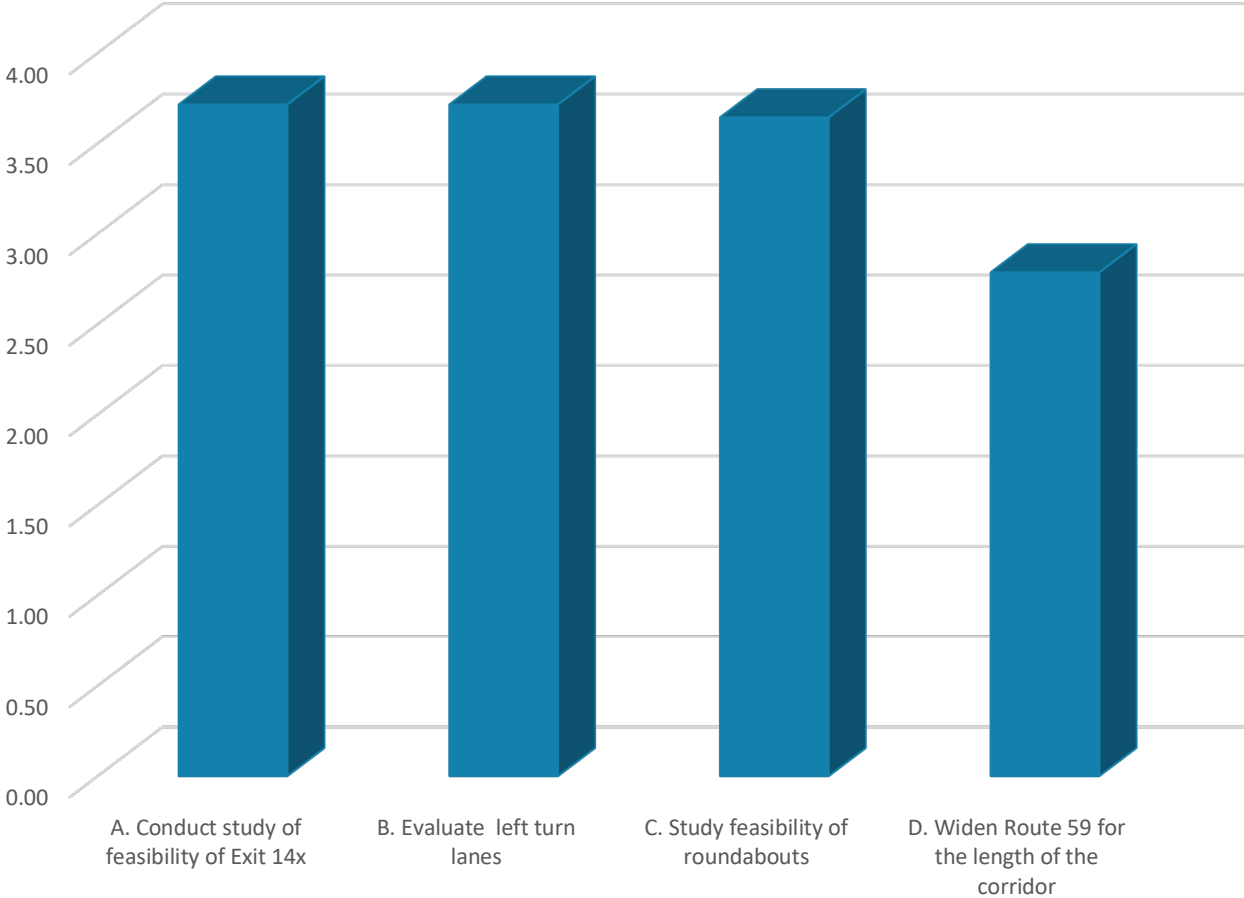
Pedestrian/Roadway



Transit



Roadway





Thank you!

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www.Route59Study.org