



04 Transportation, Mobility and Parking

Transportation, Mobility and Parking

04

Existing Conditions

Goals and Objectives

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Downtown Pearl River © AKRF

Introduction

The transportation component of the Comprehensive Plan provides an overview of the Town of Orangetown’s existing transportation network. This information provides the context for the development of goals and recommendations for potential transportation improvements for transportation, mobility, and parking in the Town of Orangetown, to address the needs and challenges that the Town faces both currently and in the future.

Existing Conditions

This section describes the inventory and assessment of existing transportation systems in the Town of Orangetown, including pedestrian and bicycle infrastructure, roadways, and public transportation.

Roadway Network

The Orangetown roadway network consists of major highways, arterials, collector roads and local roads, seen in **Figure 4-1**.

Major Highways

Major highways, defined as high-capacity limited access interstate roadways, within Orangetown include Interstate 87, Interstate 287, and the Palisades Interstate Parkway.

Interstate 87/287

I-87/287, also known as the New York State Thruway, connects Orangetown with Westchester County and New York City to the east and south, the remainder of Rockland County, Orange County, and upstate New York to the west and north, and New Jersey and Connecticut via other interstate highways. Interstate highways are primarily used to connect vehicles and trucks to regional destinations. Within Orangetown I-87/287 generally traverses east-west, but the Thruway primarily traverses north-south. I-87/287 has a speed limit of 55 miles per hour (mph) and is under the jurisdiction of New York State Department of Transportation (NYSDOT). According to NYSDOT, I-87/287 carries approximately 156,000 vehicles per day (2019 average annual daily traffic (AADT)) within the Town of Orangetown.

Palisades Interstate Parkway

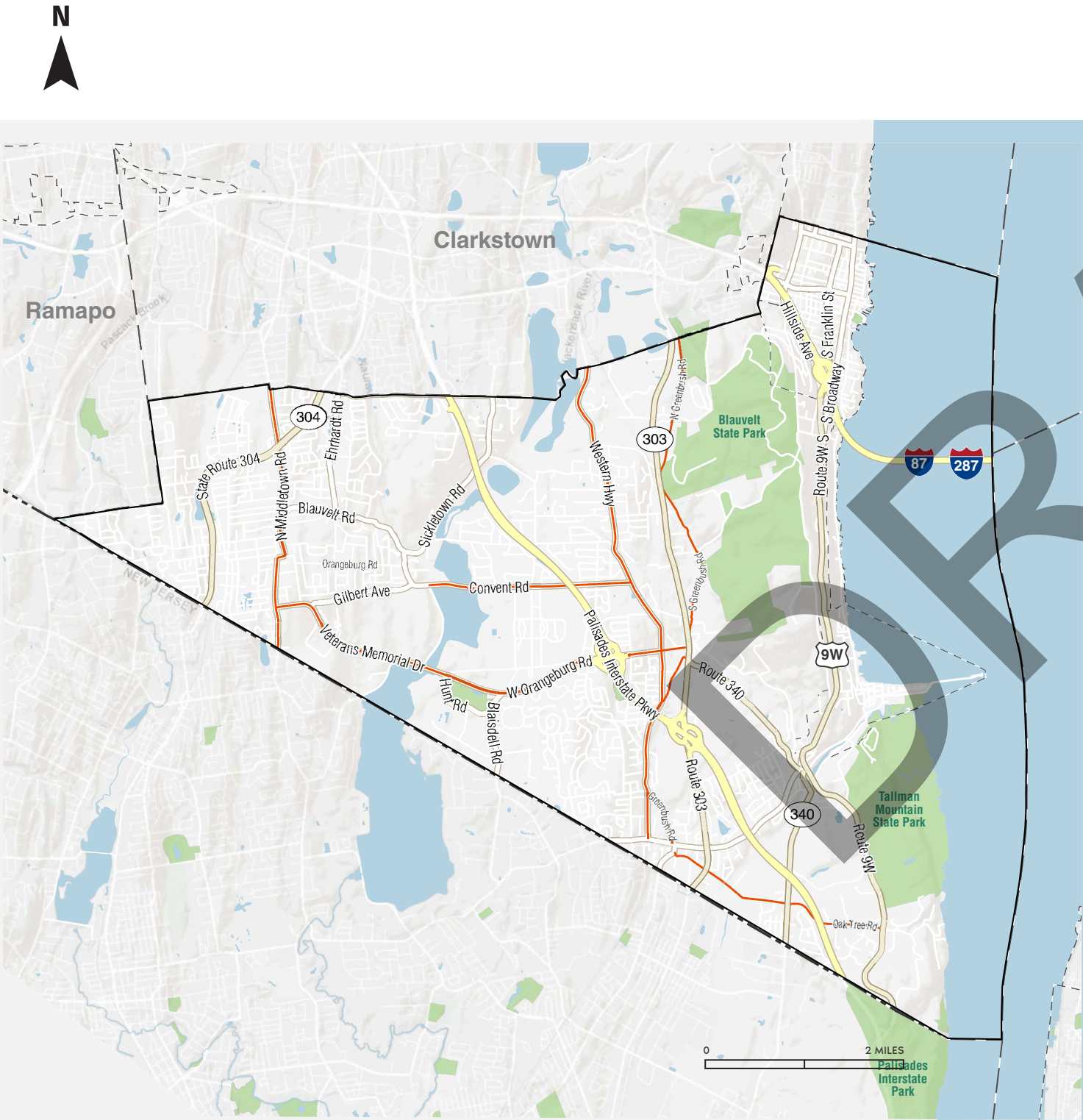
The Palisades Interstate Parkway (PIP) connects Orangetown with New Jersey to the south and the remainder of Rockland County and Orange County to the north, primarily traversing north-south. Connections to other major roadways in Orangetown include I-87/287, Route 303, and Orangeburg Road. As a designated State Scenic Byway in the states of New York and New Jersey, the PIP is a historic roadway providing scenic views. The PIP has a speed limit of 50 mph and is under the jurisdiction of NYSDOT. According to NYSDOT, the PIP carries approximately 49,000 vehicles per day (2019 AADT) within the Town of Orangetown.

Palisades Interstate Parkway Signage © AKRF



Figure 4-1
Orangetown Roadway Network

- Orangetown
- Major Highways
- Arterial Roadways
- Collector Roads



Arterial Roadways

Arterial roadways, defined as high-capacity roadways that connect local and collector roads with major highways, within Orangetown include US Route 9W, NY State Route 303, NY State Route 304, and NY State Route 340.

US Route 9W

US Route 9W connects Orangetown with New Jersey to the south and the Albany to the north, primarily traversing north-south. Connections to other major roadways in Orangetown include I-87/287, Palisades Interstate Parkway, NY State Route 340, and Old Mountain Road. South of Sparkill, Route 9W also serves as NY State Bike Route 9. Route 9W has a speed limit of 40 mph and is under the jurisdiction of NYSDOT. According to NYSDOT, Route 9W carries approximately 9,300 vehicles per day south of Sparkill and 16,000 vehicles per day north of Sparkill (2019 AADT) within the Town of Orangetown.



US Route 9W © AKRF

NY State Route 303

NY State Route 303 connects Orangetown with New Jersey to the south and Clarkstown to the north, primarily traversing north-south. Connections to other major roadways in the vicinity of Orangetown include I-87/287, Palisades Interstate Parkway, NY State Route 340, and NY State Route 59. Route 303 has a speed limit of 40 mph and is under the jurisdiction of NYSDOT. According to NYSDOT, Route 303 carries approximately 19,000 vehicles per day south of the Palisades Interstate Parkway and 22,000 vehicles per day north of Orangeburg (2019 AADT) within the Town of Orangetown.

NY State Route 303 © AKRF



**NY State
Route 304**

NY State Route 304 connects Orangetown with New Jersey to the south and Clarkstown to the north, primarily traversing north-south. Connections to other major roadways in the vicinity of Orangetown include I-87/287, Palisades Interstate Parkway, Middletown Road, and NY State Route 59. Route 304 has a speed limit of 55 mph and is under the jurisdiction of NYSDOT. According to NYSDOT, Route 304 carries approximately 18,000 vehicles per day south of Middletown Road and 24,000 vehicles per day north of Middletown Road (2019 AADT) within the Town of Orangetown.

**NY State
Route 340**

NY State Route 340 traverses north-south within the Town of Orangetown, connecting Orangetown with New Jersey to the south and Route 303 to the north. Connections to other major roadways in the vicinity of Orangetown include US Route 9W and Oak Tree Road. Route 340 has a speed limit of 45 mph and is under the jurisdiction of NYSDOT. According to NYSDOT, Route 340 carries approximately 3,900 vehicles per day (2019 AADT) within the Town of Orangetown.



NY State Route 340 at the junction with Route 303, Orangeburg © Airtuna08 at English Wikipedia

Collector Roads

Collector roads, defined as low and moderate capacity roadways that connect local roadways with arterial roadways, within Orangetown include Convent Road, Greenbush Road, Oak Tree Road, Orangeburg Road, Western Highway, and Middletown Road.

Convent Road

Convent Road traverses east-west within the Town of Orangetown, connecting Blauvelt and Orangeburg with Pearl River. Connections to other major roadways include Western Highway and Sickletown Road. Destinations served by Convent Road include Rockland Psychiatric Center, Broadacres Golf Club, and Blue Hill Golf Course. Convent Road has a

speed limit of 30 mph and is under the jurisdiction of Rockland County. According to NYSDOT, Convent Road carries approximately 3,000 vehicles per day (2019 AADT) within the Town of Orangetown.

Greenbush Road

Greenbush Road, also known as North Greenbush Road and South Greenbush Road, traverses north-south within the Town of Orangetown, connecting Clarkstown to the north and Orangeburg to the south. Connections to other major roadways include NY State Route 303, Orangeburg Road, and NY State Route 59. Destinations served by Greenbush Road include Orangeburg Commons, warehousing in Orangeburg, and Palisades Center in Clarkstown. Greenbush Road has a speed limit of 30 mph and is under the jurisdiction of Rockland County. According to NYSDOT, Greenbush Road carries approximately 900 vehicles per day (2019 AADT) within the Town of Orangetown.

Oak Tree Road

Oak Tree Road traverses east-west within the Town of Orangetown, connecting Palisades and Tappan. Connections to other major roadways include US Route 9W, NY State Route 340, and NY State Route 303. Destinations served by Oak Tree Road include the Esplanade at Palisades independent senior living and commercial and industrial land uses in Tappan. Oak Tree Road has a speed limit of 30 mph and is under the jurisdiction of the Town of Orangetown. According to NYSDOT, Oak Tree Road carries approximately 8,000 vehicles per day (2019 AADT) within the Town of Orangetown.

**Orangeburg
Road**

Orangeburg Road, also known as West Orangeburg Road and Veterans Memorial Drive, traverses east-west within the Town of Orangetown, connecting Orangeburg and Pearl River. Connections to other major roadways include NY State Route 303 and the Palisades Interstate. Destinations served by Orangeburg Road include Dominican College, Tappan Zee High School, Rockland Psychiatric Center, Broadacres Golf Club, Veteran’s Memorial Park, Blue Hill Golf Course, Hilton Pearl River, and Blue Hill Plaza. Orangeburg Road has a speed limit of 30 and 45 mph and is under the jurisdiction of Rockland County. According to NYSDOT, Orangeburg Road carries approximately 21,000 vehicles per day east of Blue Hill Road and 17,000 vehicles per day west of Blue Hill Road (2019 AADT) within the Town of Orangetown.

Blue Hill Plaza from Veterans Memorial Drive © AKRF



Western Highway

Western Highway, also known as Western Highway North, Western Highway South, and Rockland County Route 15, traverses north-south within the Town of Orangetown, connecting Clarkstown to the north and Tappan to the south. Connections to other major roadways include Orangeburg Road, Convent Road, and Old Tappan Road, and West Nyack Road. Destinations served by Western Highway include Dominican College, Tappan Zee High School, St. Dominic’s School, and the Dominican Sisters of Blauvelt Convent. Western Highway has speed limits of 30 and 55 mph and is under the jurisdiction of Rockland County. According to NYSDOT, Western Highway carries approximately 7,000 vehicles per day (2019 AADT) within the Town of Orangetown.

Middletown Road

Middletown Road, also known as North Middletown Road and South Middletown Road, traverses north-south within the Town of Orangetown, connecting Nanuet, Clarkstown to the north and Montvale, New Jersey to the south. Connections to other major roadways include Gilbert Avenue, NY State Route 304, and NY State Route 59. Destinations served by Middletown Road include Pearl River Shopping Center and Pfizer Pearl River. Middletown Road has a speed limit of 30 mph and is under the jurisdictions of Rockland County and the Town of Orangetown. According to NYSDOT, Middletown Road carries approximately 17,000 vehicles per day south of the NY State Route 304 interchange and 12,000 vehicles per day north of the NY State Route 304 interchange (2019 AADT) within the Town of Orangetown.

Bicycle Infrastructure

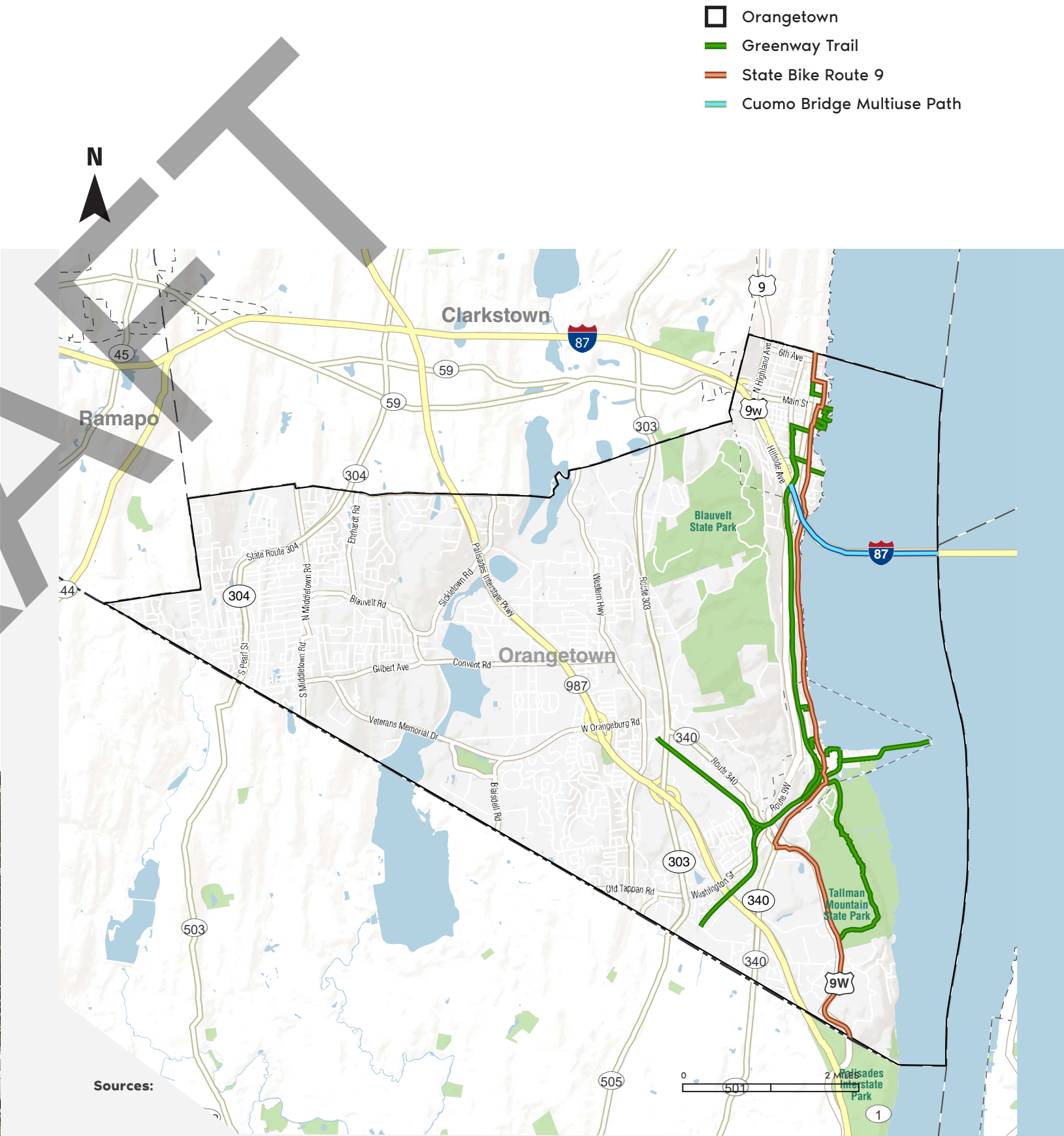
Bicycle infrastructure including on-road bike routes and multiuse paths run throughout Orangetown, primarily along the Hudson River, as seen in Figure 4-2.^{1,2}

1 <https://rocklandgov.com/files/2316/2672/1961/list-of-designated-greenway-trails-march-2021.pdf>
2 <https://rocklandgov.com/departments/planning/land-use/rockland-riverfront-communities-council/trail-maps/>

Joseph B Clarke Rail Trail, Sparkill © AKRF



**Figure 4-2
Orangetown Bicycle Infrastructure Map**



NY State Bike Route 9

NY State Bike Route 9 is a well-traveled, signed, on-road bicycle route that traverses north-south along US Route 9W from the New Jersey Border to Sparkill; and Ferdon Avenue, Piermont Avenue, and River Road north of Sparkill. Popular with bicyclists from Orangetown and the New York and New Jersey area, Bike Route 9 starts at the George Washington Bridge, traveling north generally along US Route 9W, crossing into Putnam County at the Bear Mountain Bridge, and continuing north to the US-Canadian border. Bike Route 9 also connects with several other NY State Bike Routes north of Dutchess County.

Bike Route 9 passes through Sparkill, Piermont, Grand View, South Nyack, and Nyack.

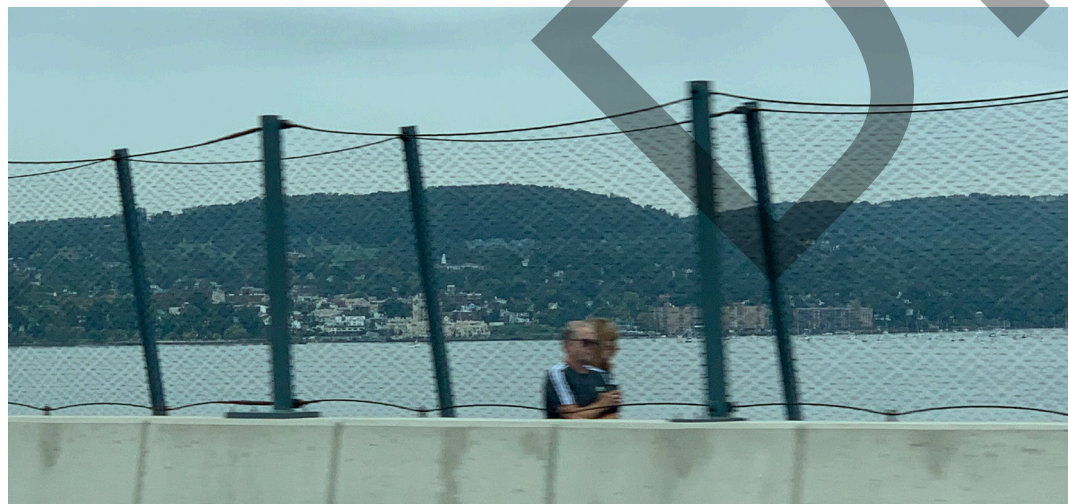
Multiuse paths support recreation and transportation for activities including walking, biking, running, and wheelchair use.

The Hudson Valley Greenway is a regional trail system comprising of several multiuse paths throughout the State along both sides of the Hudson River. The Hudson Valley Greenway multiuse paths in Orangetown include the Hader Grandview Park Trail in Grand View; Joseph B. Clarke Rail Trail in Blauvelt, Orangeburg, Sparkill, and Tappan; Raymond G. Esposito Trail also known as the Old Erie Path in Nyack, Grand View, Piermont, and Sparkill; Tallman Mountain State Park Multiuse Path; and Piermont Trails.

The Mario Cuomo Bridge Path, opened in 2020, crosses the Hudson River and connects Rockland County and Westchester County at Nyack and Tarrytown, respectively.



Joseph B Clarke Rail Trail, Sparkill © AKRF



View of South Nyack from the Mario Cuomo Bridge Path © AKRF



Sidewalk, Downtown Pearl River and Park© AKRF

Pedestrian Infrastructure

In addition to multiuse paths listed above that serve pedestrians, sidewalks are present in downtown and dense residential areas in Nyack, South Nyack, Piermont, Orangeburg, Pearl River, Sparkill, and Tappan.

Throughout Orangetown, sidewalks primarily serve immediate pedestrian destinations and do not provide connectivity between villages and hamlets.

Planned Transportation Improvements

In addition to the existing infrastructure, there are planned transportation improvements by the Town, County, and State that improve roadway conditions in the Town of Orangetown.

West Washington Avenue Bridge Over Pascack Brook Replacement³

Rockland County is planning to replace the West Washington Avenue Bridge, which carries Rockland County Route 30 over Pascack Brook in Pearl River. The bridge replacement would improve the curvature, alignment, and grade of the roadway, and improve roadway flooding conditions. The construction of the bridge is anticipated to begin in 2023 and will be completed by fall 2024.

³ <https://rocklandgov.com/departments/highway/highway-drainage-projects-and-constructions/w-washington-bridge/>

NY State Route 304 repaving – East of Railroad Avenue to West Nyack Road⁴

NYSDOT is planning to repave NY State Route 304 from Pearl River to Nanuet, which includes paving of the NY State Route 304 ramps at Crooked Hill Road, Middletown Road, and Route 59. The repaving work will be completed by summer 2022.

US Route 9W at Oak Tree Road Traffic Signal Replacement⁵

NYSDOT is planning to replace the existing traffic signal at the intersection of US Route 9W and Oak Tree Road in Palisades. The project is currently under development, with construction anticipated to begin in 2027 and completed by 2028.

US Route 9W and NY State Route 340 Repaving⁶

NYSDOT is planning to repave US Route 9W from the New Jersey state line to the Sparkill Viaduct, from Palisades to Sparkill, and NY State Route 340 from the New Jersey state line to Orangeburg. The project is currently under development, with construction anticipated to begin in 2023 and completed by 2024.



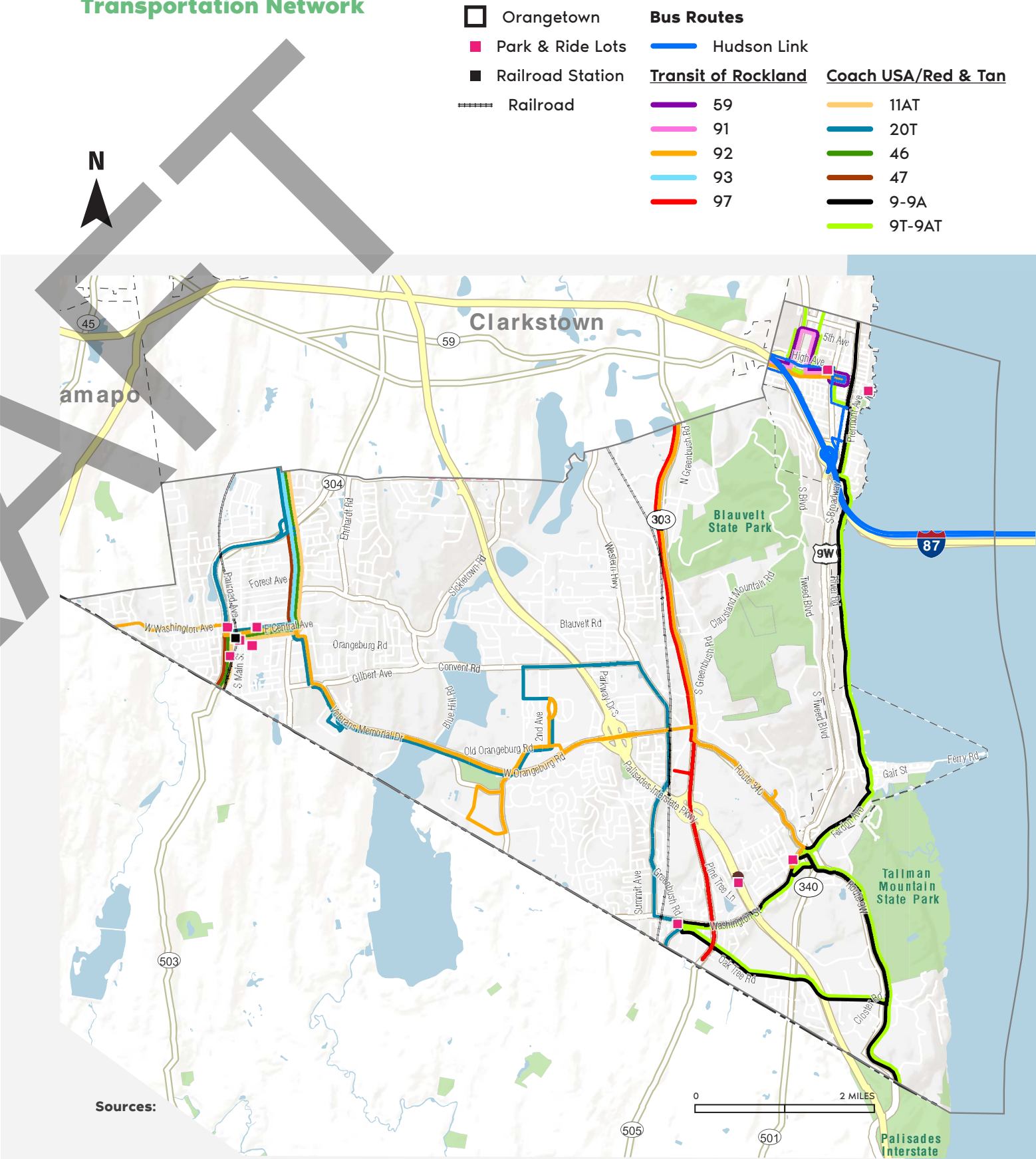
NY State Route 340, Sparkill © Airtuna08 at English Wikipedia

Palisades Interstate Parkway Bridge Rehabilitation⁷

NYSDOT is planning to rehabilitate stone bridges along the Palisades Interstate Parkway within the Towns of Clarkstown, Orangetown, and Stony Point. The project is currently under development, with construction anticipated to begin in 2023 and completed by 2024.

4 https://www.dot.ny.gov/portal/pls/portal/MEXIS_APP.DYN_PROJECT_DETAILS.show?p_arg_names=p_pin&p_arg_values=815517
5 https://www.dot.ny.gov/portal/pls/portal/MEXIS_APP.DYN_PROJECT_DETAILS.show?p_arg_names=p_pin&p_arg_values=823951
6 https://www.dot.ny.gov/portal/pls/portal/MEXIS_APP.DYN_PROJECT_DETAILS.show?p_arg_names=p_pin&p_arg_values=823956
7 <https://www.dot.ny.gov/pipbridges>

**Figure 4-3
Orangetown Public
Transportation Network**



Sources:

Public Transportation Service

Orangetown is served by Metro-North Railroad commuter rail service, Coach USA operating as Rockland Coaches bus service, Transport of Rockland (TOR) bus service, and the Lower Hudson Transit Link bus service, as shown in Figure 4-3.

Metro-North Railroad Service

Metro-North commuter rail service is available in Orangetown at the Pearl River station along the Pascack Valley Line. Like all West of Hudson Metro-North Service in Rockland County, commuter rail service originates from Hoboken Terminal in New Jersey as New Jersey Transit. Commuter rail service in Rockland County, north of the New Jersey border, is operated under contract with Metro-North Railroad.

Metro-North connects Orangetown at Pearl River to Hoboken, New Jersey, with connecting service to New York City at Secaucus Junction.

Peak hour service provides up to four trains per hour during the morning and evening peak hours. Off-peak service provides one train per hour or per two hours.



NY Transit Stop, Pearl River © AKRF

Bus Service

Coach USA operating as Rockland Coaches, also known as the Red & Tan, provides regular interstate service between Rockland County, Bergen County, and New York City. Commuter bus routes serving Orangetown include routes 9, 9A, 9T, 9TA, 9W, 11T, 11AT, 20, 20T, 49, and 49J.

Lower Hudson Transit Link, also known as Hudson Link, provides intracounty and intercounty commuter bus service between Westchester County and Rockland County across the Governor Mario M. Cuomo Bridge. Hudson Link buses serving Orangetown at Nyack include routes H05 and H07.

Park & Ride

Transport of Rockland, also known as TOR, provides intracounty service within Rockland County along major corridors, connecting to Red & Tan buses, Hudson Link buses, Metro-North, and New Jersey Transit. TOR intracounty bus routes serving Orangetown include routes 59, 91, 92, 93, and 97.

Park & Ride lots allow commuters to park in the vicinity of commuter stations to take public transportation or carpool. In the New York Metropolitan area, park and ride lots primarily allow commuters to park at commuter rail and bus stations for service to New York City. Available Park & Ride lots in Orangetown include: ⁸

- **Kings Highway and the Palisades Interstate Parkway** – no transit service, carpool only
- **Nyack, Spear Street** – Red & Tan 9, 9AT, 9T buses
- **Nyack, Catherine Street** – Red & Tan 9, 9AT, 9T buses; Hudson Link H05 and H07 buses; TOR 59, 91, 92 buses
- **Pearl River Station** – Metro-North commuter rail; Red & Tan 11T, 11AT, 20, 20T, 49, 49J buses; TOR 92 bus

Parking

In addition to Park & Ride lots available in Nyack and Pearl River, on-street and off-street parking is available in downtown areas and at shopping centers, with parking lots and garages available primarily in downtown areas.

Within the Town of Orangetown, overnight on-street parking is restricted on all public roadways between November 15 through April 15 every year with the exception of select roadways. Additionally, on-street parking is restricted year-round on select streets in Pearl River, Sparkill, and Tappan.

"Municipal Parking" Sign, Pearl River © AKRF





Tappan Historic District © AKRF

Goals and Objectives

The goal and objectives related to transportation for Orangetown were developed based on an inventory of the existing transportation systems and public feedback. Residents largely supported active transportation and providing infrastructure for bicyclists and pedestrians where space and demand are present, but also expressed concerns regarding traffic operations/enforcement and truck traffic in the Town.

The goals and objectives included the 2022 Comprehensive Plan encourage the addition of active transportation infrastructure where possible, applying Complete Street and traffic calming measures to improve roadway safety for all road users, and ensuring that residential and commercial growth considers the addition and routing of truck traffic throughout the Town.

Active Transportation

Active transportation infrastructure, including on-road bike routes and multiuse paths, is well-utilized by Orangetown residents and tourists for recreation and transportation. To better serve the growing demand for active transportation within the Town, strategies to add new infrastructure while improving existing infrastructure are proposed.

Community support is present for adding bicycle lanes along roadways where sufficient roadway width is available; however, most roads in Orangetown do not have the roadway width for bike lanes.

The existing NY State Bike Route 9 traverses US Route 9W for a significant portion, which is a narrow roadway with one lane in each direction and sharp curves and grades. Adding a bicycle lane along US Route 9W is not feasible for a majority of the roadway. Expanding the existing trail system would encourage bicyclists to utilize multiuse paths and as a result reduce conflicts between vehicles and bicycles along on-road bike routes.

Potential locations to enhance or extend the existing trail system include:

- Raymond G. Esposito Trail connection to Joseph B. Clarke Rail Trail
- Extend Joseph B. Clarke Rail Trail along old rail lines toward New Jersey

Furthermore, Rockland County is conducting a feasibility study for a shared-use path (equivalent to a multiuse path) in Rockland County along the Hudson River using American Rescue Plan Act funding. The path would traverse the Town and could provide an opportunity to extend existing trails further south to New Jersey.

Traffic Management

Traffic management includes strategies to improve traffic control measures, roadway access, operations, and enforcement. Most traffic signals within the Town are under the jurisdiction of NYSDOT and there are 31 traffic signals owned and operated by the Town. To improve the existing traffic signals by adding improved sensors and “smart signals,” collaboration between the Town and NYSDOT is recommended. Furthermore, the Town has undertaken a Town-wide signal improvement project which includes upgrading and replacing existing traffic signals at the following locations:

- Townline Road (CR 42) & Blauvelt Road/Ehrhardt Road
- North Middletown Road (CR 33) & Crooked Hill Road/Veterans Parkway
- Gilbert Avenue (CR 20) & Old Middletown Road
- Veterans Memorial Drive (CR 20) & Gilbert Avenue

Traffic Management

- Veterans Memorial Drive (CR 20) & Blue Hill Plaza/Michael Roberts Court
- Veterans Memorial Drive (CR 20) & Blue Hill Plaza/Kevin Riley Street
- Veterans Memorial Drive (CR 20) & Blue Hill Road South
- Veterans Memorial Drive (CR 20) & Blue Hill Road
- Veterans Memorial Drive (CR 20) & Lester Drive/Edgewood Drive
- Gilbert Avenue (CR 20) & South Middletown Road

The traffic signal upgrades include installing enhanced 360-degree video detection at the intersections.

Development within the Town of Orangetown is largely concentrated along New York State Roadways, including NY State Route 303. Limiting and consolidating driveways along major roadways for future development would lessen traffic impacts or improve traffic conditions.

Additionally, strategies such as Complete Streets and traffic calming are recommended to be undertaken in all roadway projects to apply the Orangetown Complete Streets Policy, adopted in July 2019 by the Town of Orangetown.

Parking

Based on public feedback, it was noted that parking can be limited in some downtown areas, including South Nyack. Efforts to expand the availability of public parking in these areas are recommended, including adding on-street parking where sufficient roadway width is available and conversion of large parking lots into bilevel garages.

Public Transportation

Existing public transportation service is limited in the Town of Orangetown, with only one commuter rail station with infrequent off-peak service and limited, unreliable bus service. To better serve residents who commute to work outside of Orangetown to areas such as New York City, New Jersey, and Westchester County, research into expanding public transportation service including ridership demand should be conducted.

The Town is constructing a commuter parking lot in Sparkill located 650 Route 340, which will service multiple bus lines within Orangetown. Furthermore, to better service existing and future public transportation, Park & Ride lots should be added and expanded near major commuter stations, including Pearl River and Nyack.

Proposed Implementation Strategies

Based on the existing transportation systems inventory and public feedback during the public engagement process, implementation strategies were developed to address resident concerns. This section identifies several strategies to improve transportation in the Town of Orangetown.

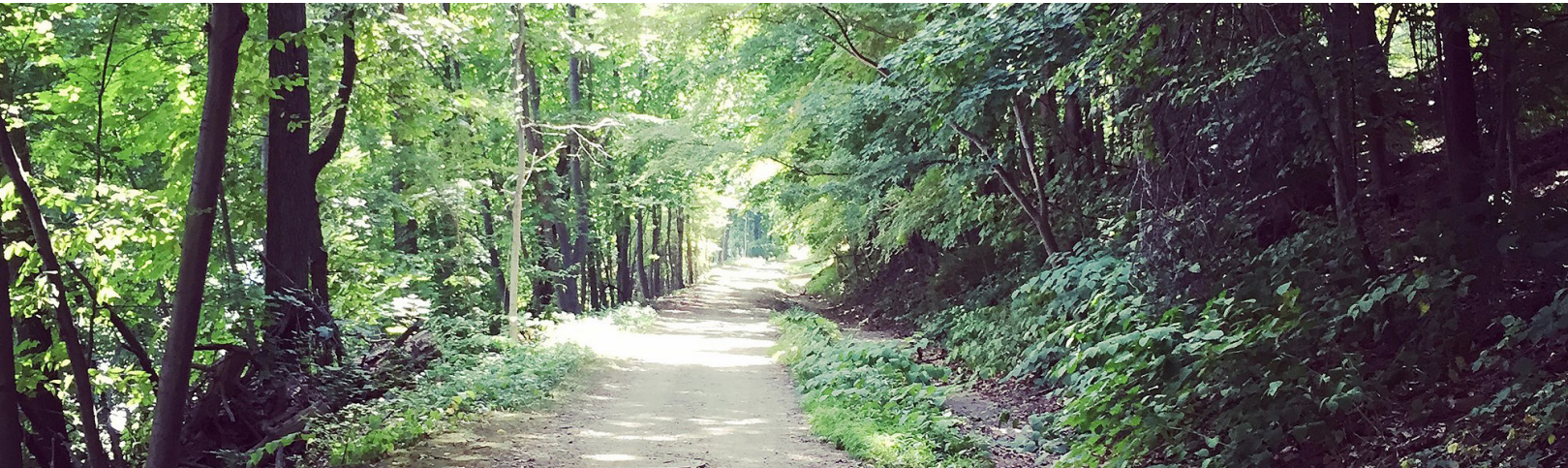
- Add sidewalks and protected on-street bicycle lanes where sufficient roadway space is available, especially where new developments are proposed

Sidewalks provide safe and accessible options for pedestrians and bicyclists to travel within the Town, and improve pedestrian, bicycle, and vehicular safety on roadways. Sidewalks should be at least five feet wide and compliant with the Americans with Disabilities Act (ADA). Bicycle lanes should be protected, where possible, with additional striping, signage, and physical separation from the roadway to reduce conflicts between bicycles and vehicles. Sidewalks and bicycle lanes should be implemented on roadways with sufficient width to utilize roadway shoulders, medians, and excess lane width without removing traffic lanes. New developments in downtown areas with pedestrian activity should include considerations for sidewalks along the site frontage.

- Expand active transportation infrastructure network by connecting existing trails and converting abandoned rail lines into multiuse paths

US Route 9W © AKRF





Raymond G. Esposito Trail South Nyack © Jondude11, CC BY-SA 4.0, via Wikimedia Commons

- Connect existing multiuse path network from Orangetown south to New Jersey

The Town's existing multi-use paths serve the heavy demand for active transportation and recreation. They also encourage tourism from surrounding areas. Connections with existing trails would provide a cohesive trail network within the Town of Orangetown. For example, paving the Raymond G. Esposito Trail, providing a connection to the Joseph B. Clarke Rail Trail, and extending the Joseph B. Clarke Rail Trail along old rail lines toward New Jersey to provide a cohesive interstate multiuse path network with adjacent municipalities.

- Apply Orangetown Complete Streets Policy to all roadway projects in addition to planning separate Complete Street projects

Complete Streets are designed and operated to prioritize safety, comfort, and access to destinations for all people who use the street. The Orangetown Complete Streets Policy was adopted in July 2019 by the Town to encourage the use of Complete Street policies to provide safe and accessible access for all road users, including pedestrians, bicyclists, motorists, and transit riders. Complete Street strategies include but are not limited to sidewalks, crosswalks, bicycle lanes, trails, and traffic calming and road diets. Roadway projects undertaken by the Town should comply with the Orangetown Complete Streets Policy and apply Complete Street strategies. Complete Street projects should also be undertaken from the Town to implement Complete Street strategies in residential and downtown areas. Complete Streets support economic development by helping to create a walkable, vibrant Town with livable neighborhoods.

- Introduce traffic calming in residential areas, including channelizing roadways, adding curb extensions, providing bicycle lanes and sidewalks, and adding traffic circles and roundabouts
- Collaborate with NYSDOT on upgrading existing traffic signals

Most traffic signals in the Town are owned maintained by NYSDOT and utilize outdated technology. Traffic signals can be upgraded by adding new “smart signal” sensor technology, including microwave, radar, and video vehicle detection. To upgrade the Town's traffic signals along State roadways, the Town should collaborate with NYSDOT on prioritizing signal upgrades. Traffic signal upgrades can improve traffic operating conditions and travel speeds throughout the Town.



Downtown Pearl River © AKRF

- Limit and consolidate driveways along major roadways, including NY State Routes 303, 304, and 340

Consolidating driveways reduces friction along roadways, potentially leading to improvements in traffic operations and roadway safety. This strategy involves partnering with landowners and private businesses to combine existing driveways on multiple parcels to create one shared driveway. To implement this strategy, the Zoning Code should be updated to restrict driveway access along the major roadways and to require connections where feasible.

- Develop a truck route map to direct trucks to major roadways instead of cutting through downtown areas, and restrict truck traffic on select local roadways except for local delivery

Increasing truck traffic throughout the Town has led to trucks using local residential roadways as cut-through routes. A Town-wide truck map would route trucks to utilize major roadways and highways instead of local residential roadways. Signage along local residential roadways discourages trucks to utilize these roads for through traffic.

- Enforce and improve signage for roadway and bridge weight limits

Select roadways and bridges throughout the Town have weight limits due to limitations on the structure and load carrying capacity. Improved enforcement and signage would lessen the load on these roadways and potentially lowers maintenance costs.

- Increase parking supply in areas with high parking demand, including South Nyack and Pearl River

Consistent with the Complete Streets policy, add on-street parking to roadways in downtown areas where sufficient width is available. Adding on-street parking to wide roadways can also act as traffic calming by reducing excessive roadway width. Convert existing large parking lots to bilevel garages where demand is present.

Highway Underpass © AKRF



Complete Streets Diagram. Source: NACTO Urban Street Design Guide

- Collaborate with public transportation providers, including Metro-North Railroad, Rockland Coaches, TOR, and Hudson Link to study and expand existing public transportation service

Existing public transportation service, including both commuter rail and bus, is limited in the Town. Studying ridership and demand would help the Town and public transportation providers to better understand demand for frequency, routes, and other aspects to better serve the Town. Improvements to intracounty and intercounty bus service may include redrawing bus routes, increasing peak and/or off-peak service, and upgrades to bus stop infrastructure. Improvements to commuter rail service may include increasing peak and/or off-peak service, upgrades to station infrastructure, and enhanced connections to commuter rail stations in other parts of Rockland County, Westchester County, and/or New Jersey.

- Add and expand Park & Ride lots near major commuter stations

Providing additional parking capacity at commuter stations will encourage commuters to take public transportation. Potential locations for future Park & Ride lots include the Pearl River Metro-North station and Nyack Hudson Link bus stops. Park & Ride lots at Pearl River and Nyack can be utilized on weekends for downtown visitors.