

VILLAGE OF WARWICK AND NYSDOT

WORK SESSION
NOV 17, 2022
1pm
77 Main Street
Warwick, NY

AGENDA

- Introductions
- Intro to Village of Warwick
- Overview of NYSDOT project PIN 8002.24
- Traffic safety concerns on State Roads
- Best practices, options, and Q&A / discussion for traffic calming (permanent and temporary)
- Opportunities and next steps (projects and funding)

About the Village

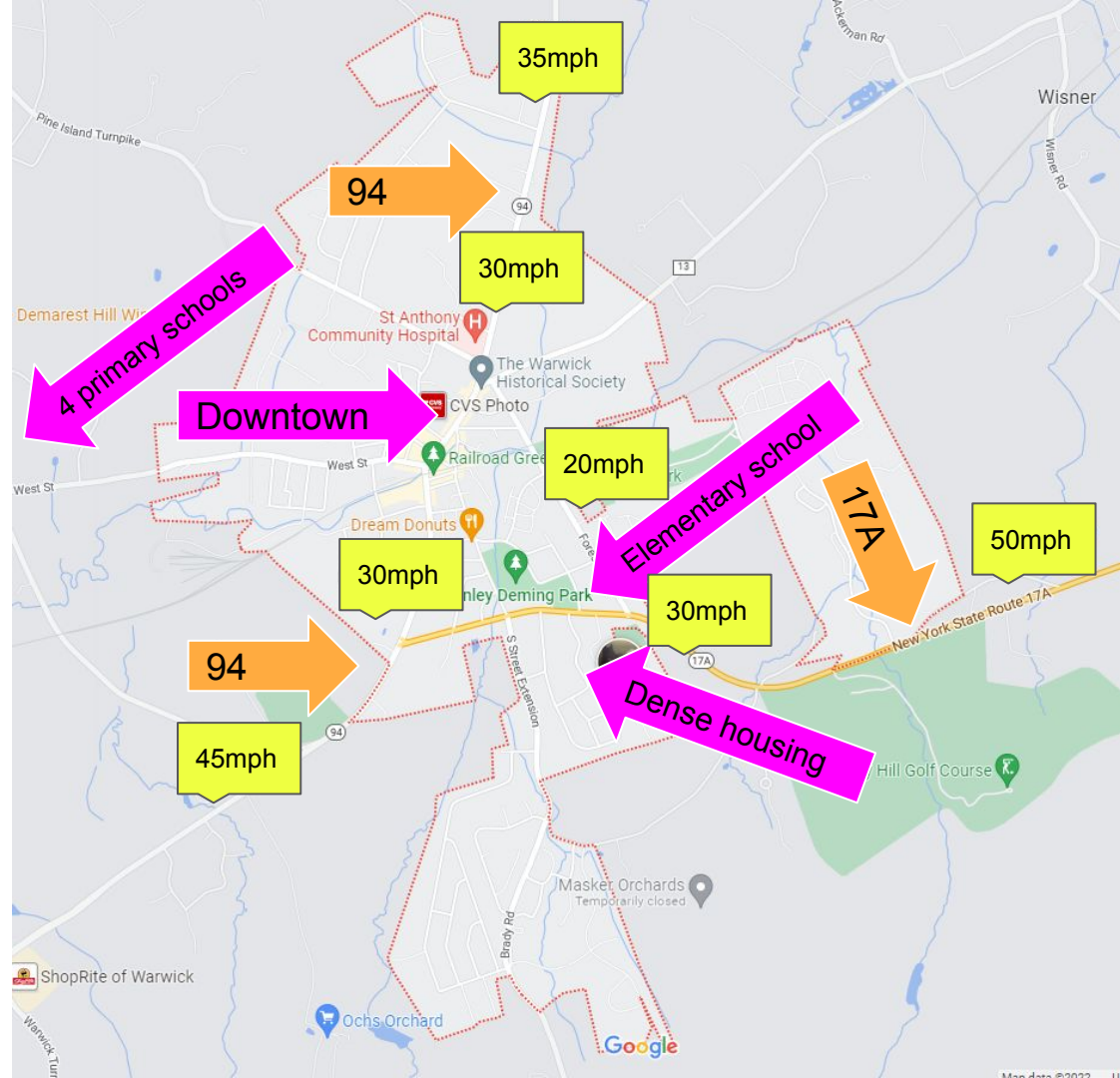
- Incorporated in 1867, rich historical feel
- ~7,000 people
- 2.2 square miles
- Densely populated
- Large senior population
- Growing children and families population
- Multiple schools in walking distance; > 70% of neighborhoods must cross State roads to access schools

How we are addressing pedestrian safety and traffic

- Informed patrolling and enforcement: Leveraging data on the days of the week and times of highest speeding risk and quantity
- Painting on roadways
- Multiple public transportation and Dial-a-Bus options

State Roads

- Two State roads cut through the Village in high pedestrian traffic areas
- 94 is Main St and cuts through downtown, past a hospital, through residential areas, and areas of high pedestrian traffic
- 17A: almost immediately enters a 20 mph school zone, dense housing and park entry area



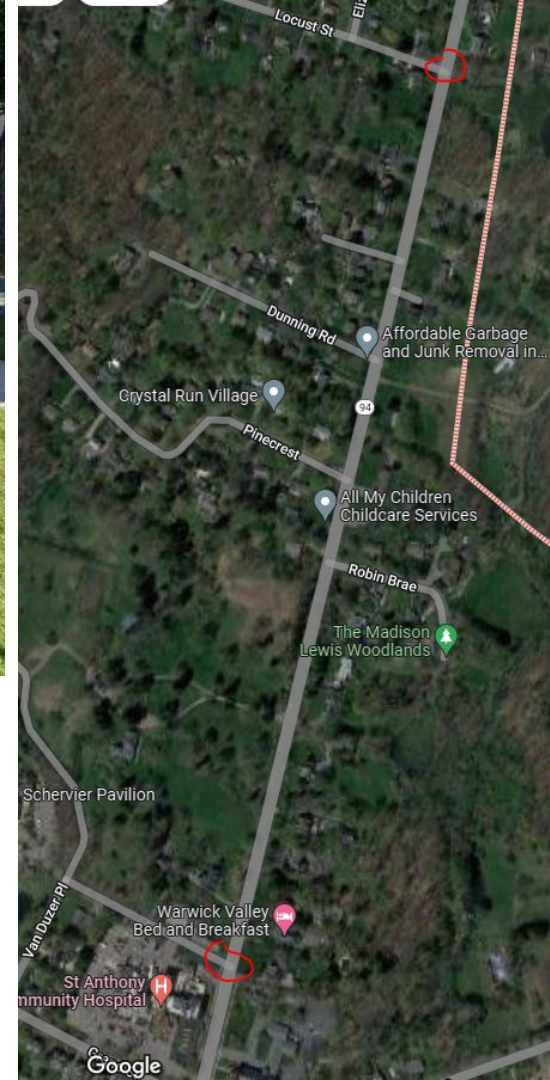
Rte 94 and NYSDOT project PIN 8002.24

- About the project (NYSDOT)
- Thoughts re: 94
 - Three distinct areas of Rt 94 in the Village
 - Rt 94 is called Maple Ave in the north of the Village, it is a residential area, and is one of the main entry points into the Village
 - Rt 94 is called Main Street in the downtown area, with the majority of pedestrian traffic
 - Rt 94 is called Colonial Ave in the south of the Village and is primarily residential, and is another main entry point into the Village.
 - Slide 1:
 - Maple Ave sidewalks up towards Locust - what State support might be possible?
 - Repainting the passing lines on Maple Avenue which is a 35 mph speed limit.
 - Slide 2: Colonial Ave as an Access Highway for Special Dimension Vehicles and implications on the design of the Colonial Ave/Route 94 intersection
 - Slide 3: Speed limit should be lowered in downtown high pedestrian traffic area
 - Slide 4: Intersection at 17A, left turn light needed



SIDEWALKS END AT VAN DUZER
ROAD SHOULD BE NO PASS

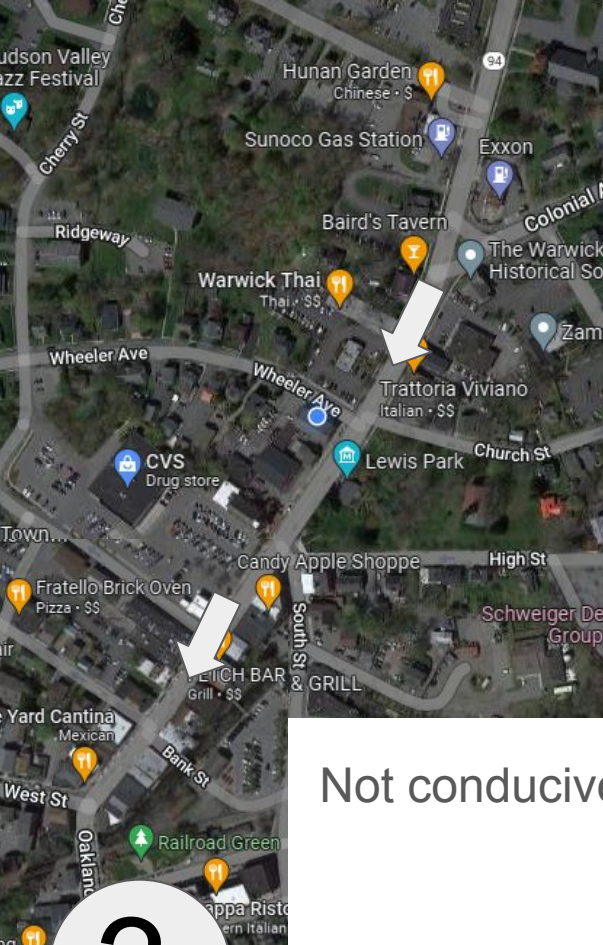
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Colonial Ave intersection



2



Not conducive to 30mph

3

Left turn light at 17A and 94



17A

- Slide 1: Town of Warwick in November 2021 requested consideration be given to reducing the speed limit on Route 17A from the Village line to the Village of Greenwood Lake
- Slide 2: Speed limit in densely populated area with close homes is 30mph (possible to lower to 25mph?)
- Slide 2: Gateway into Warwick - no physical disruption to lower speed
- Slides 3+: 35%+ of Village residents must cross 17A to access the downtown and there is no pedestrian infrastructure (sidewalks, crosswalks) connecting residents.
- Slide 3: Ask: Safe pathway to school from Hawthorn Ave
- Slide 4 and 5: Ask: Sidewalks and speed reduction on Galloway
- Slide 6: Ask: Pedestrian focused intersection on Galloway & South St Ext with crosswalks, and tie-ins for future sidewalks on South St + South St Ext

Dangerous intersections - necessitate lower speed

1



2



Immediate unimpeded
(physical or visual) entry
into a school zone

Easy swing onto
Forester does not
reduce speed onto the
20mph road

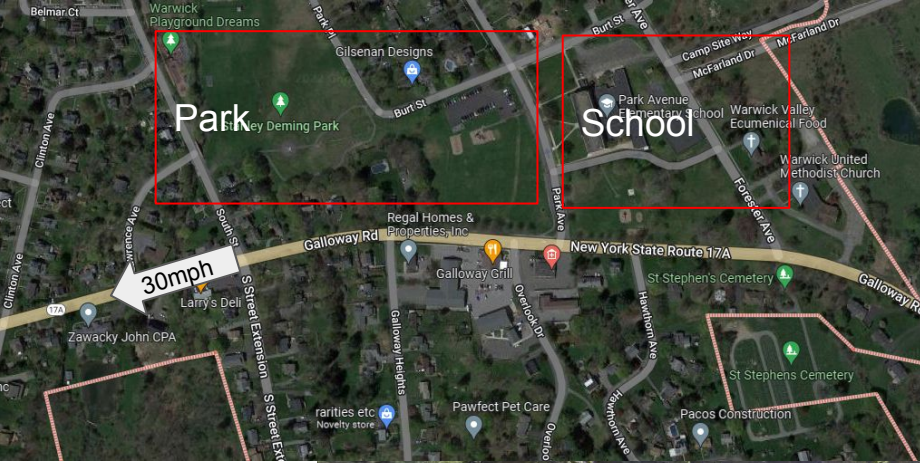
Hawthorn to cross Galloway, safe passage to school not possible. No sidewalks or crosswalk

3



Sidewalk ends, 30mph





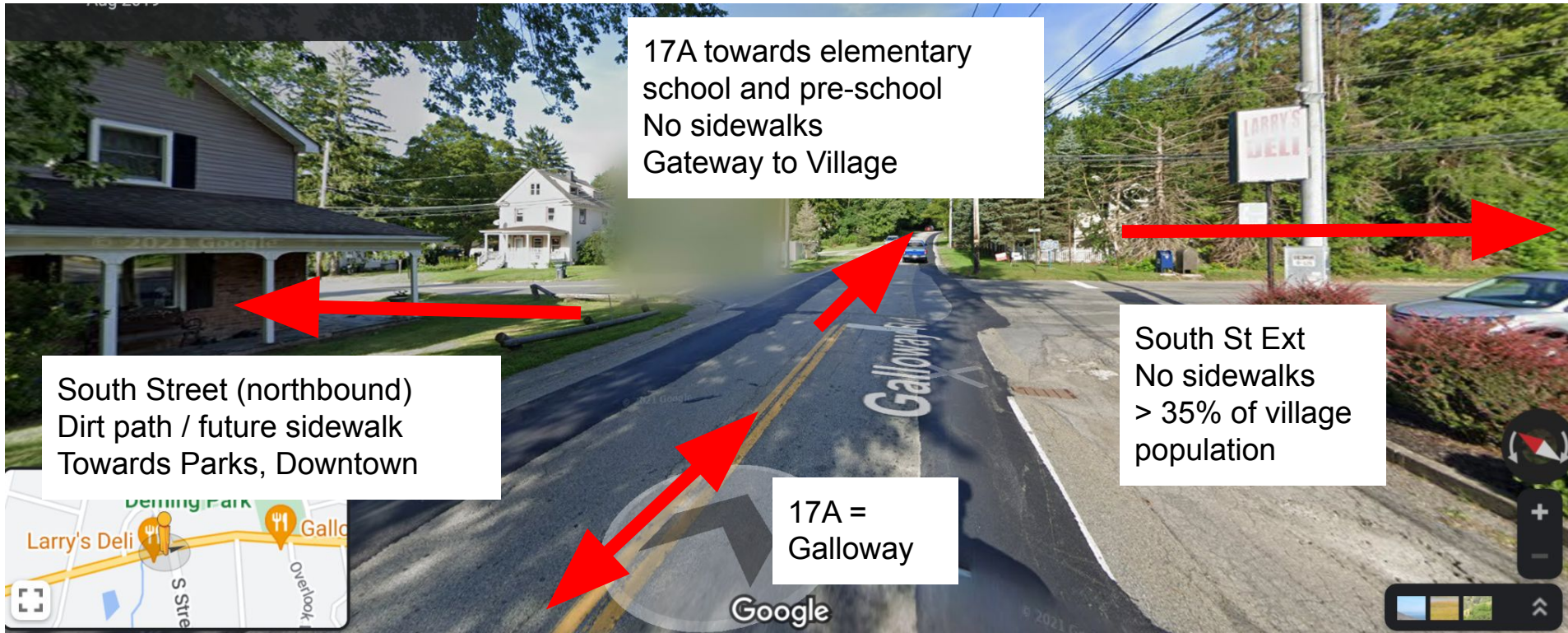
Homes close to road.
No sidewalk, 30mph

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Rt 17 (Galloway) Intersection at South Street

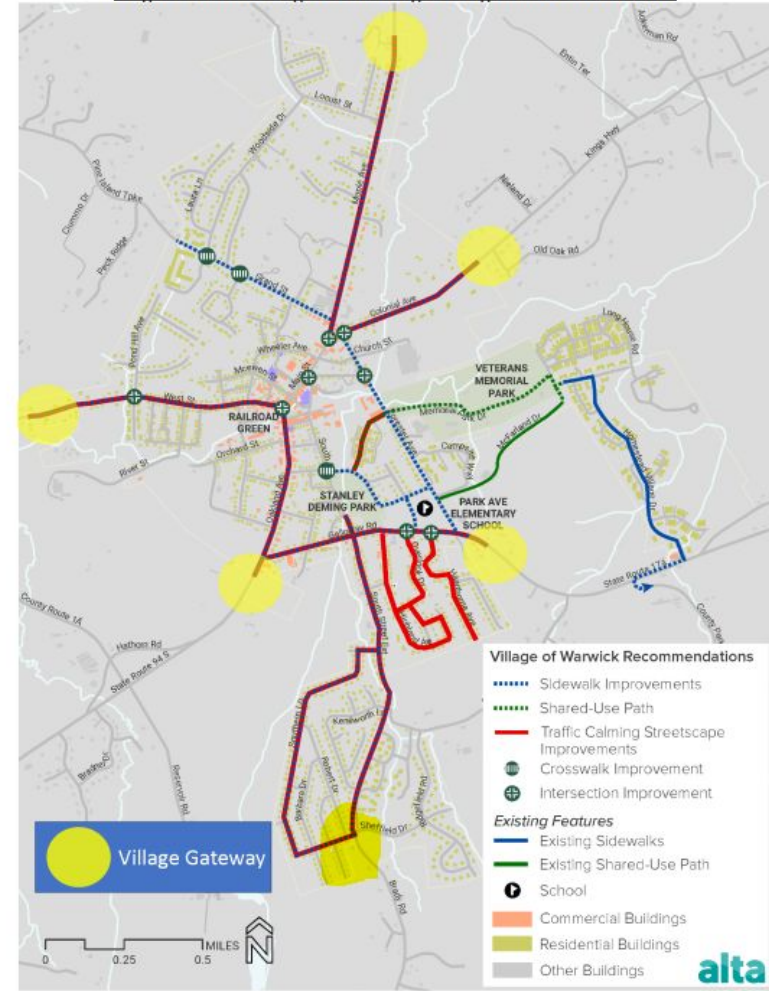
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Additional speeding and pedestrian safety concerns

- Speeding / traffic calming needs on all gateway roads
- Widespread need for sidewalks, but barriers to implementation

CONNECTIVITY MAP:
Diagram Summarizing Alta Planning & Design's Recommendations



DISCUSSION QUESTIONS FOR NYSDOT

- What are the top most effective short term traffic calming methods?
- What are the top most effective long term traffic calming methods?
- Are cameras allowed to enforce infractions?
- What is the proper signage for best visibility and intervals between signage?
- What sort of police enforcement campaigns are recommended?
- How effective is the use of radar in reducing speeding?
- What are the effects of good lighting on speeding?
- What towns and villages demonstrate good examples?
- What solutions might you suggest to address our sidewalk related needs and barriers to implementation?
- Does the DOT lend radar equipment for State Roads?
- What technical support is available to support us in addressing speeding and pedestrian safety concerns on non-State roads?
- Given the needs we discussed, what funding might be available that the Village should be pursuing?