



To: Peter Fairweather | Fairweather Consulting

From: Bill Sprengnether | Alta

Kara McKnight | Alta

Date: 11/18/2021

Re: **Warwick Existing Parking Demand and Intersection and Streetscape Improvements**

Comprehensive Plan Recommendations Summary

Over the last 20-25 years, since at least the publication of the Central Place Strategy published in 1999, many of the recommendations and themes discussed within this document have been proposed as action items for the Village. Much of the topics related to active transportation, parking, pedestrian safety and open space remain part of the public discussion and discourse.

Especially in tight, spatially constrained village centers like Warwick, NY, there is a conflict between the needs and demands of vehicular circulation and parking with those of pedestrian circulation and safety. However, the recommendations in this section are all consistent with the goal of improving the quality of life for residents and maintaining a pleasant experience for visitors.

For several decades, there has been a focus in the community on improved access to parking for both visitors and residents. In order to make specific recommendations to improve parking, it is recommended that a complete and comprehensive parking study is conducted.

Pedestrian and bicycle circulation within the village is challenged by road corridors that are designed to move passenger vehicles quickly. These corridors were not designed or built to accommodate or prioritize pedestrian traffic, bicycle traffic and heavy vehicular loads. For instance, crosswalks are unmarked, curbs, and curb ramps are rare, and in many parts of the Village, sidewalks are non-existent. The recommendations contained within this document emphasize safety to improve walking and cycling for all residents and visitors. By creating a village that focuses on pedestrian safety, the quality of life will be improved as more people have greater opportunities to recreate and travel without a vehicle. The proposed locations and an overview of the different types of recommendations for pedestrian and bicycle improvements that will positively impact the quality of life in Warwick are discussed in the streetscape improvement section.

Along with recommendations to improve the active transportation experience in the Village of Warwick, recommendations for parks and open spaces are also made. The current and projected trends in the use of public outdoor spaces indicates that flexible, unprogrammed outdoor recreation space, along with trails for a variety of uses, are the priority.

All of these recommendations are geared toward improving the quality of life within the Village, maintaining it as a desirable place to live, and an attractive destination, and safe place to walk.

Parking

Parking Discussion and Background

The perceived need for parking in the Village of Warwick (the Village) has been a high priority since the Comprehensive Plan was updated in 2004. The Comprehensive Plan lists recommendations to create a Business Development Plan that addresses the need for parking, as well as the design of future improvements. These recommendations include specifically addressing the need for additional parking within the Central Business District, redirecting on-road and strip mall parking to side streets or parking areas behind commercial buildings, and replacing large, conglomerated parking lots with smaller, interconnected lots.

Other recommendations noted in the Comprehensive Plan include the removal of parking meters with the addition of timed parking along specific roads, such as Church Street, High Street, and Wheeler Avenue. To account for the additional parking demand seen in the Village, the Comprehensive Plan recommended the construction of a small parking structure, such as a parking garage, with retail at the ground-level.

Today, parking is still perceived as a limited commodity by residents and visitors, but the public survey and input from the stakeholders and steering committee indicate that parking is only limited for some residential neighborhoods and during some highly attended events. It is suggested that the limitation on parking is less about the total number of parking spaces but rather, knowledge of the location.

Existing Parking Facilities

On-Street Parking

Virtually all streets within the Village of Warwick allow parking in some capacity, which includes metered parking, timed parking, and free parking. The majority of metered parking can be found along Main Street and Oakland Avenue where many storefronts are situated. Additionally, the north side of West Street has approximately 11 designated parking spaces, as well as the adjacent road, Spring Street.

Free and timed parking can be found along High Street, Park Lane, and Grand Street. The parking spaces along High Street and Park Lane are free and generally utilized by residents along the corridors while Grand Street parking spaces are timed at a maximum of three hours and likely serve visitors at St. Anthony Community Hospital.

Off-Street Parking

The Village of Warwick has numerous off-road parking lots where residents and visitors can park for specific amounts of time. In total, there are six parking lots, two of which require permits for an allotted amount of time, and four that can be used for 3 to 12 hour durations.

Chase Bank Parking Lot

Chase Bank allows the Village to use over 75 parking spaces within their parking lot on South Street. Permits are required to park between the hours of 8am to 6pm, Monday through Saturday and can be purchased for \$200 per year. Alternatively, residents can purchase a "Tenant Permit" that allows them to utilize the parking lot 24-hours a day, seven days a week for an additional \$200 per year (totaling at \$400/year). The lot is free to use on Sundays.

First Street Parking Lot

This lot is located at the intersection of Oakland Avenue and First Street and allows for both free parking and permit parking. Residents who are interested in using the lot overnight must purchase a permit that costs \$250 a year. A non-permit holder can pay via a parking meter and stay for up to three hours between the hours of 8am to 6pm, Monday through Saturday. The parking lot is free to use on Sunday, however the three hour time frame must be adhered to.

South Street Parking Lot

The South Street parking lot is located directly across the street from the Chase Bank lot. There is a three hour time limit in this lot with no parking fee. Parking is prohibited during the Warwick Valley Farmers Market operation that occurs in this lot every Sunday (6am-3pm) from May through November.

CVS Parking Lot

The Village has an agreement with CVS stating that residents and visitors can use the large lot associated with the pharmacy as long as the spaces closest to the store front remain available for CVS customers. The lot consists of two unpaid sections; the front lot near Main Street and the back section near Spring Street. The front lot has about 78 parking spaces and can be used for up to four hours. The back lot has approximately 38 spaces where cars can be parked for a maximum of 12 hours.

Spring Street Lot

This parking area is adjacent to the CVS lot and has over 40 parking spaces where cars can stay for a maximum of 12 hours. No fee is required to park in this lot.

Wheeler Lot

This 10-space parking area is located on Wheeler Avenue and Spring Street and can be accessed from the adjacent CVS lot. There is no fee to park a car at this location for a maximum of 12 hours.

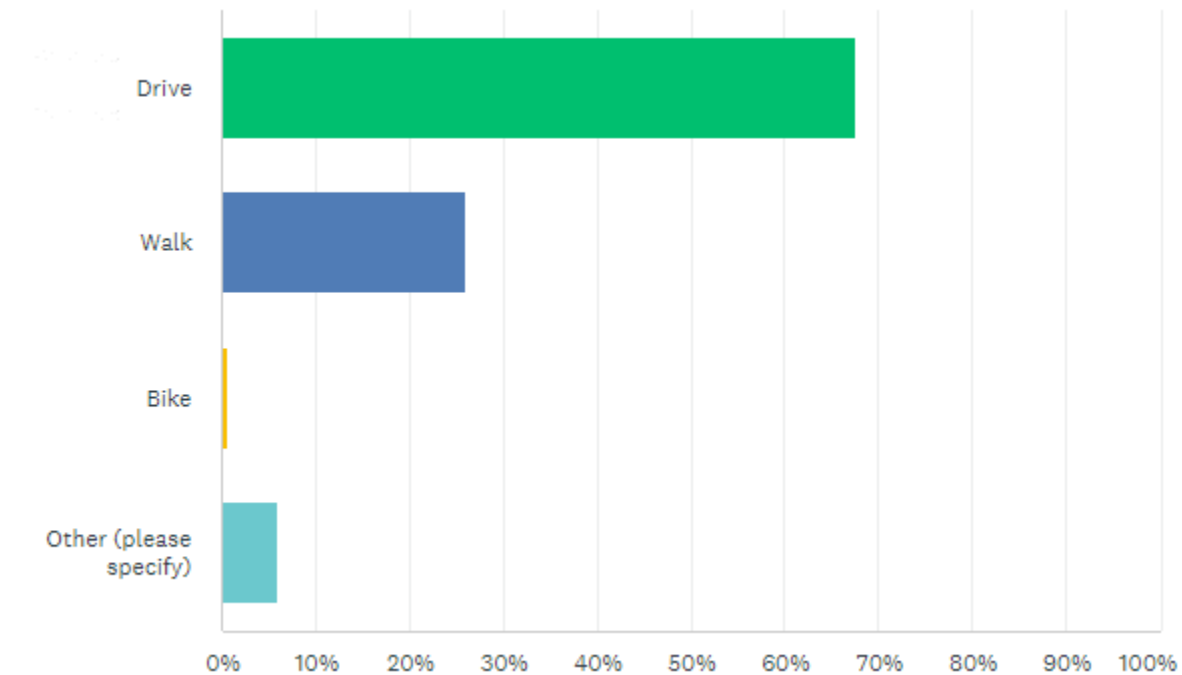
Warwick County Park - Park & Ride

While the Park & Ride lot is just beyond the Village boundary, it can serve as an overflow parking area during major events, such as the Warwick Applefest. This lot has over 220 free parking spaces and is a short distance from the Village Main Street.

Parking Related Survey Results

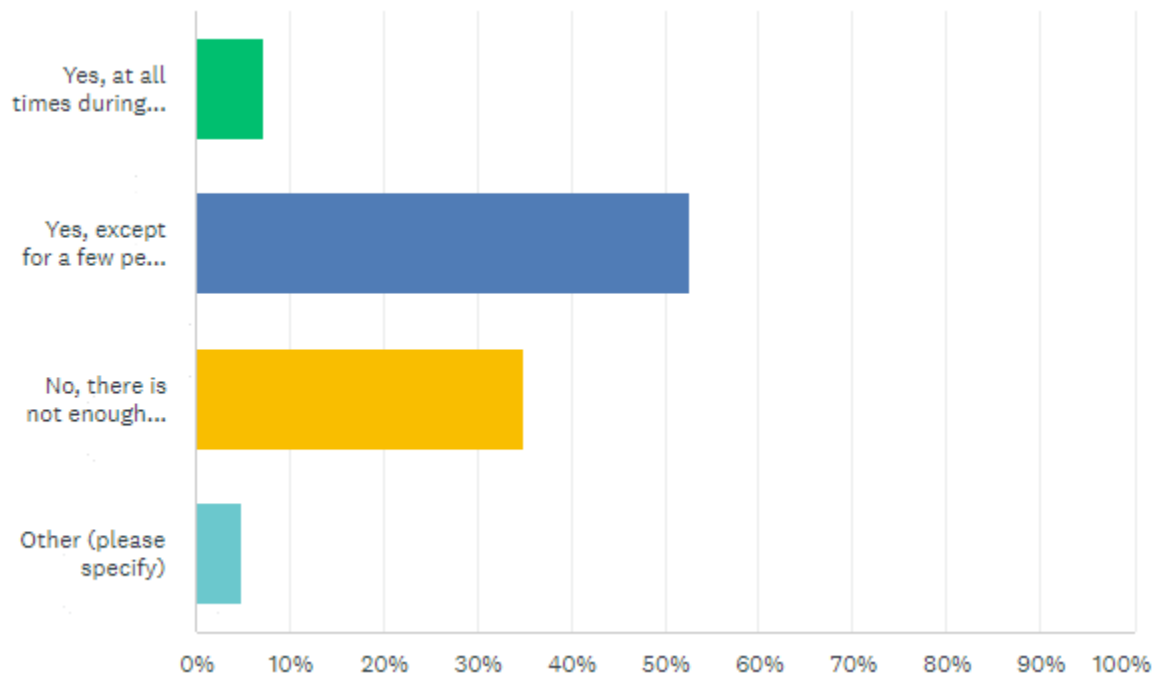
A survey was conducted and sent out to the public regarding pedestrian access, recreational space, and parking demand. With respect to traveling within the Village, 68% of respondents stated that they drove to their destinations, 25% stated that they usually walked, and less than 1% used a bike. The perceived walkability within the Village and its surrounding areas showed that about 60% of respondents felt that the area was moderately walkable (3 and 4 on a Likert scale of 1 to 5) and 21% of people stated that it was highly walkable. Of the remaining respondents, 6% stated that they perceived the walkability to be very low in the study area.

How do you usually travel to destinations in the Village?



When it came to parking availability in the Village, the respondents were more divided on their perceptions of the parking supply. Only 7% of respondents said that they think there is adequate parking at all times during the week. Just over 52% stated that there was sufficient parking except for peak periods of demand and 35% of respondents said that there is not enough parking at any time.

Is there sufficient parking in the Village's Central Business District?



Parking Recommendations

The recent public input and survey responses reflect that there is a perceived lack of parking for residents within the Village, especially when there is a peak influx of visitors. Many of the respondents who noted that there was inadequate parking stated their reasons, which included the need for more parking permits for downtown workers and fewer parking time constraints for those who park for long durations of time. Event parking was an important factor in the desire for more parking and it is recognized parking lots outside of the Village with a shuttle could potentially mitigate the parking existing constraints.

Comprehensive Parking Study:

First and foremost, it is recommended that before the Village moves forward with any major parking improvement project or investment, a complete study of the existing parking situation and the anticipated trends is conducted in order to make the best decision regarding this expense. This should include an analysis of existing parking demand during several peak times, an inventory of available parking, and an estimate of potential future demand.

Wayfinding:

It has been noted that there are often empty parking spaces located in free public lots. This may be because visitors and even residents of Warwick are often unaware of these parking facilities. Improving the wayfinding within the Village to better orient people to parking facilities, as well as

other major destinations would be a significant benefit to improving the parking situation. As an example, the CVS lot is available for free public parking, but it is only marked by these undersized, faded, low contrast signs.



Free municipal parking lot at CVS

Parking Garage:

In previous planning studies, parking garages have been a recommended solution. This comprehensive plan update suggests that any recommendation for a parking garage is made cautiously. Recent trends and the future expectation is for decreased use of parking garages as more active transportation and shared mobility become viable options. A complete dedicated detailed parking study is recommended for the Village to get a full understanding of the needs and demands for parking before any concrete recommendations can be made.

Parking Shuttle for Visitors/Events:

In lieu of a large, permanent parking structure, a shared shuttle system could be implemented for busy weekends or events. This system could utilize an existing parking facility, or facilities, such as the Park and Ride at the Warwick County Park. A simple shuttle system could provide rides to the Village center or other event spaces. The Village may choose to impose a fee to use the shuttle by charging to park in the designated parking lot or they (the Village) can provide the service free of charge. Alternatively, they can charge an event permit fee or require the event holder to provide a shuttle if it is a private event not held by the Village.

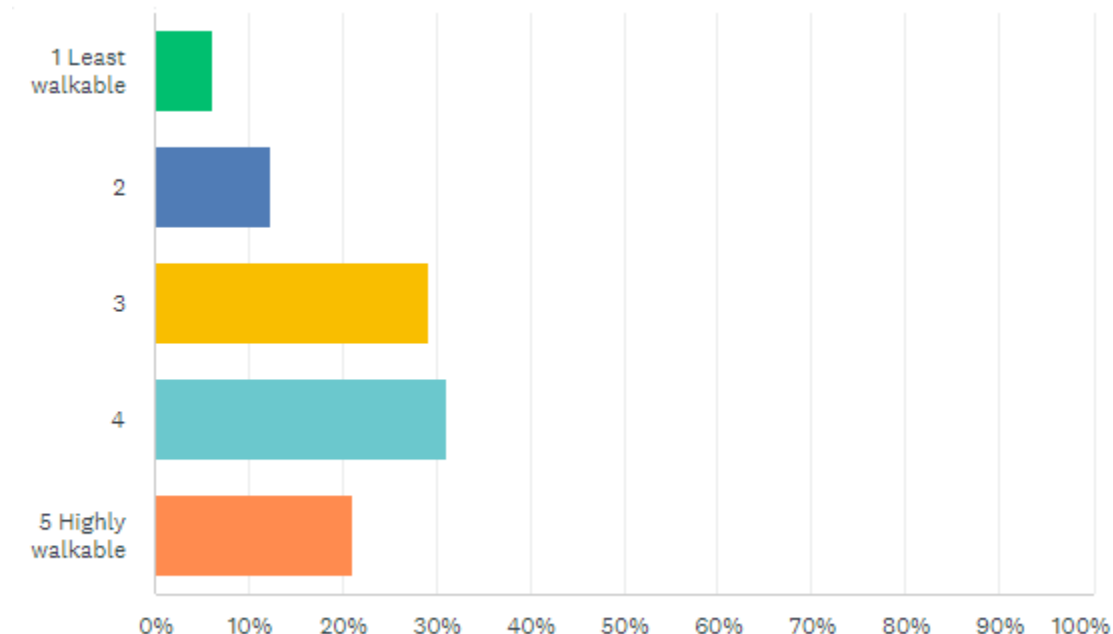
Small surface lots:

Based on public input/surveys, it appears that parking for residents is not adequate when there are large numbers of visitors for events or busy weekends. There are currently two designated parking lots where residents can pay an annual fee to park without restricted dates and times. These lots are located at the Chase Bank Lot and First Street lot. Additional residential permit lots scattered throughout the residential neighborhoods could relieve some of this parking pressure, ensuring more parking for residents.

Analysis of Pedestrian and Bicycle Circulation

Upon review of the streetscape and the traffic and pedestrian circulation pattern in the Village of Warwick, it is apparent that the greatest need is for pedestrian safety improvements on many of the streets leading to Main Street, rather than on Main Street itself or within the downtown core. Because of the constrained nature of the Main Street corridor, use of shared roadways is recommended to accommodate cyclists.

How walkable or pedestrian friendly is the Village to you?



Aside from the commercial business core of Warwick, one of the most impactful ways to improve pedestrian safety and circulation is to connect sidewalks where they currently do not exist. Historically, it is difficult to build these community assets after a parcel is developed because the Village, like many municipalities in New York State, requires that sidewalks are built and maintained by the adjacent property owner. It is prohibitively expensive, inefficient, and would result in a patch-work quilt style sidewalk infrastructure if left to existing homeowners to build. One idea, supported by 67% of respondents to a public poll, suggests that the best solution could be for the Village to build sidewalks in road corridors where they are needed and

attach the cost to the property tax, paid out over a long period of time (20-30 years). This would prevent any one person from paying for the improvement up front, and it would attach the cost of the improvement to the property, not the property owner.

Throughout Warwick, there are a number of streets and intersections that should be improved to enhance pedestrian and bicycle safety, overall, positively impacting the quality of life in the Village. The following sections outline common strategies and suggest priority locations for typical improvements.

Streetscape Improvements Strategies

The Village of Warwick has two prominent roadway typologies. One type is within the center of the Village and the other type is out towards the fringes. Near the border of the Village boundary, where residential dwellings and commercial enterprises are less dense, the roads are generally wider with narrow shoulders, there are no sidewalks or curbs present and appear as a rural typology, generally resulting in higher rates of speed. As a driver approaches the Village center there is a clear visual change from the rural road characteristics. The streets become narrower, curbs and sidewalks are introduced, and the density of buildings, utilities, and other street furnishing increases. This encourages drivers to naturally slow down given the change in their surrounding environment.

A number of streetscape and traffic calming improvements would be appropriate within the Village of Warwick to increase safety for vehicular traffic and cyclists.

As per the Small Town and Rural Design Guide, there are three major ways to facilitate streetscape improvements that incorporate traffic calming elements and bicycle and pedestrian use:

1. Mixed traffic facilities
2. Visually separated facilities
3. Physically separated facilities

Mixed Traffic Facilities

A mixed traffic facility is appropriate for roads with low volumes of traffic operating at low speeds, such as many of the Village roads in Warwick. They are corridors that are shared by vehicles, cyclists, and pedestrians and due to the low intensity of motor vehicle traffic they allow all users to navigate the space comfortably and safely without the addition of robust separation. The three primary road treatment designs for mixed facilities include bicycle boulevards, yield roadways, and advisory shoulders. The recommended treatment for a mixed traffic facility in the Village would be a **bicycle boulevard**. A bicycle boulevard is defined as a low-stress shared roadway that is designed to offer priority to cyclists that are operating in a corridor with vehicular traffic. Typically, this treatment consists of features such as a shared roadway where cyclists and vehicles share the same space and operate at similar speeds, separated sidewalks where roadway speed increases, traffic control at minor intersections, horizontal and vertical deflections to serve as traffic calming devices, and adequate signage to guide users along the corridor.



Image source: Small Town and Rural Design Guide

Visually Separated Facilities

A visually separated facility is best suited for roads with low volumes of traffic operating at speeds between 25-35 mph. These types of facilities use pavement markings and buffer stripping to designate spaces and increase the distance between motorists and non-motorized users. The most beneficial visually separated treatment recommended for the Village of Warwick would be **bike lanes**. While there is not sufficient space along the corridors close to the Village center due to on-street parking, those outside the Village center generally have adequate road width to incorporate bike lanes. Bike lanes are typically 5 ft. wide (minimum 4 ft.), which makes them applicable on wider roads, such as Oakland Avenue, that operate at higher speeds. They can increase the total capacity of streets carrying mixed-traffic, increase cyclist comfort, and visually remind drivers that cyclists may be present on the street. This visually separated treatment typically consists of a bike lane that is separated from the road by a solid white line (dashed at intersections), bike lane markings that identify the lane as being exclusively bicycle-oriented, and adequate signage to guide cyclists and prohibit on-street parking that can hinder the lane. Bike lanes are always designed to operate in the same direction as vehicular traffic, unless it is designated as a contra-flow bike lane along a one-way street, and may be painted green to increase visibility.

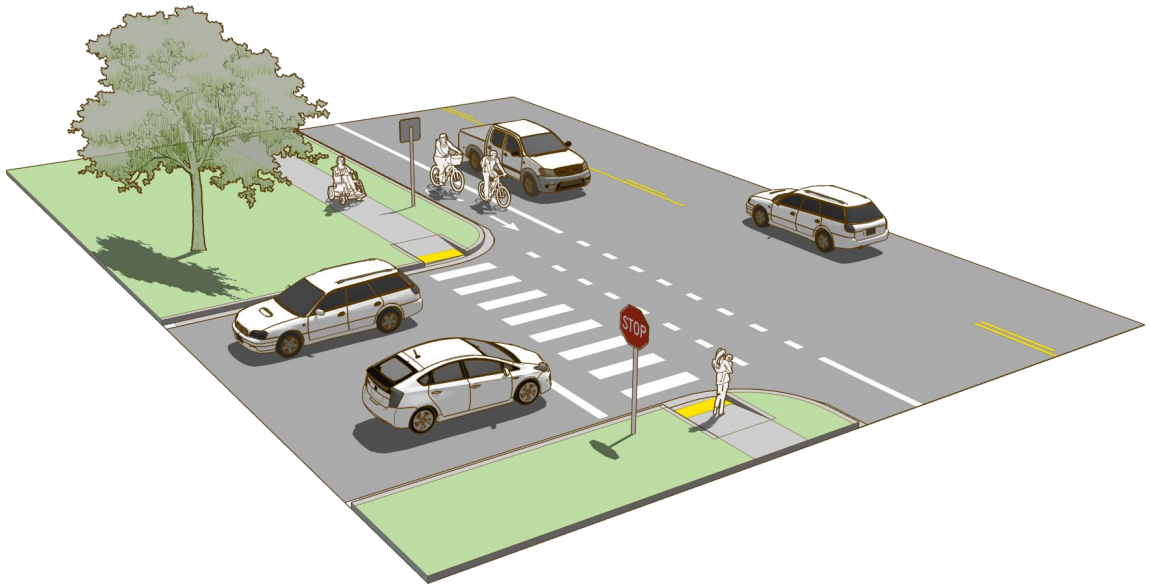


Image source: Small Town and Rural Design Guide

Physically Separated Facilities

Physically separated facilities use vertical barriers, such as raised curbs, or provide an unpaved separation, such as a grass maintenance strip, between the road and the sidewalk or sidepath. This type of facility is recommended along roads with higher volumes of traffic and posted speed limits. The best physically separated treatment for the Village of Warwick would be a **sidepath** along roads such as Maple Avenue and West Street where there is adequate space and right-of-way (ROW). A sidepath would allow both cyclists and pedestrians to travel safely and comfortably along these roads. This treatment generally consists of a 10 ft. sidepath (can vary in width if there are pinch points), intersection treatments that prioritize bicyclists and pedestrians, and a 5 ft. grass separation from the roadway or a curb. **Sidewalks** may be installed along roads that lack sufficient space for sidepath, considering the minimum width is 5 ft. It is beneficial to separate a sidewalk from the road by including a grass separation or a vertical curb if space is insufficient. Sidewalks are not permissible to cyclists in many municipalities, so it is recommended to designate the adjacent road as a shared road to create permitted space for them. Creating a shared roadway involves installing signage and road markings, or sharrows, and reducing posted speed limits.

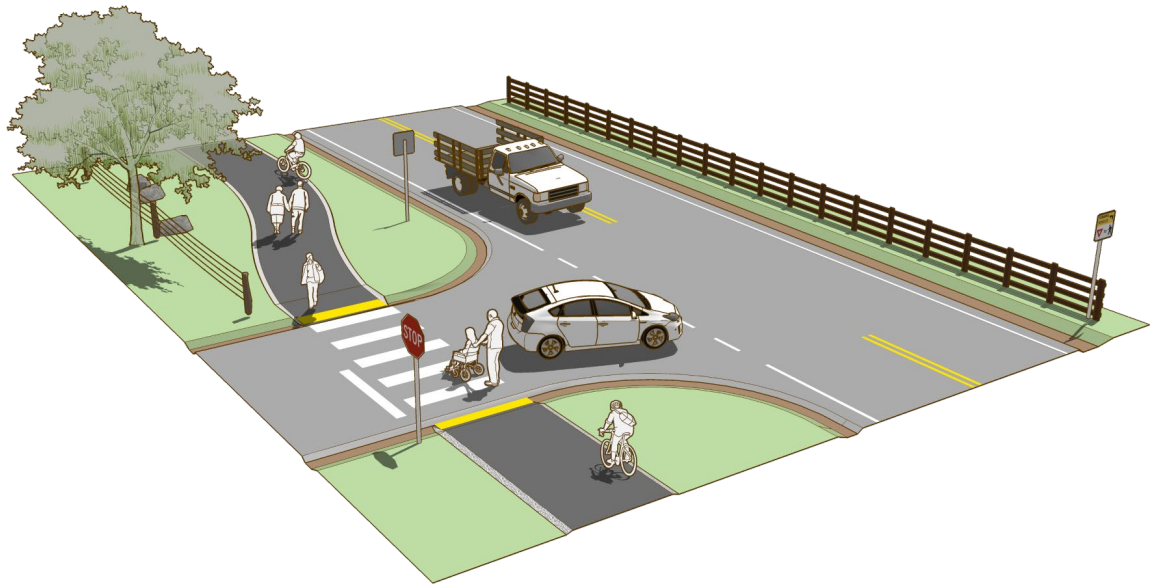


Image source: Small Town and Rural Design Guide

Additional Traffic Calming Elements

In addition to the streetscape improvements listed above, there are additional traffic calming elements that can be included when designing a safer road for multiple users.

Midblock Crosswalks

Midblock crosswalks are pedestrian crossings that are located at unsignalized sections of a road. Generally, they are designed at locations where there is a significant pedestrian desire line. These crossings typically lead to bus stops that are not located at an existing intersection, building entrances, plazas, and schools.

Pedestrian Safety Islands / Raised Medians

A raised median is an elevated island that is parallel to traffic lanes and runs down the middle of a street. Medians provide a pedestrian refuge when crossing wide roads and split up lengthy curb-to-curb distances, which can be especially useful to people who cannot move quickly.

Narrowing Traffic Lanes

Traffic lanes can be narrowed to a certain width to inhibit speeding within a corridor. A corridor can be narrowed by simply adding fog lines (white lines along the shoulder of the road) as opposed to physically altering the existing pavement width.

Speed Humps / Speed Tables

These elements reduce speed by introducing minimal variation in the level of the street, thereby requiring drivers to drive slowly. A speed hump is a rounded mound that generally spans 10-12 feet across a road and is spaced intermittently along a roadway. A speed table is slightly longer than a speed hump and spans the entire roadway.

Bulbs / Curb Bump Outs

Curb bump outs or bulbs extend the sidewalk into parking lanes along roadways to create a shorter crosswalk distance for pedestrians. Additionally, they can create extra space for street furniture and trees or stormwater management infrastructure.

Recommended Corridor Improvement Locations

The following corridors are considered main thoroughfares that allow drivers to easily access the Village from the surrounding area. At the end of the corridors near the boundary of the Village, there is a noticeable transition zone where the interface between the Village and the rural landscape meets. This is reflected in the street typology as the treatment changes from rural to urban. The rural road treatment consists of wide roads, with travel lanes ranging from 10-13 ft. with additional shoulder space, no sidewalks or curbs, no on-street parking, and faster speed limits.

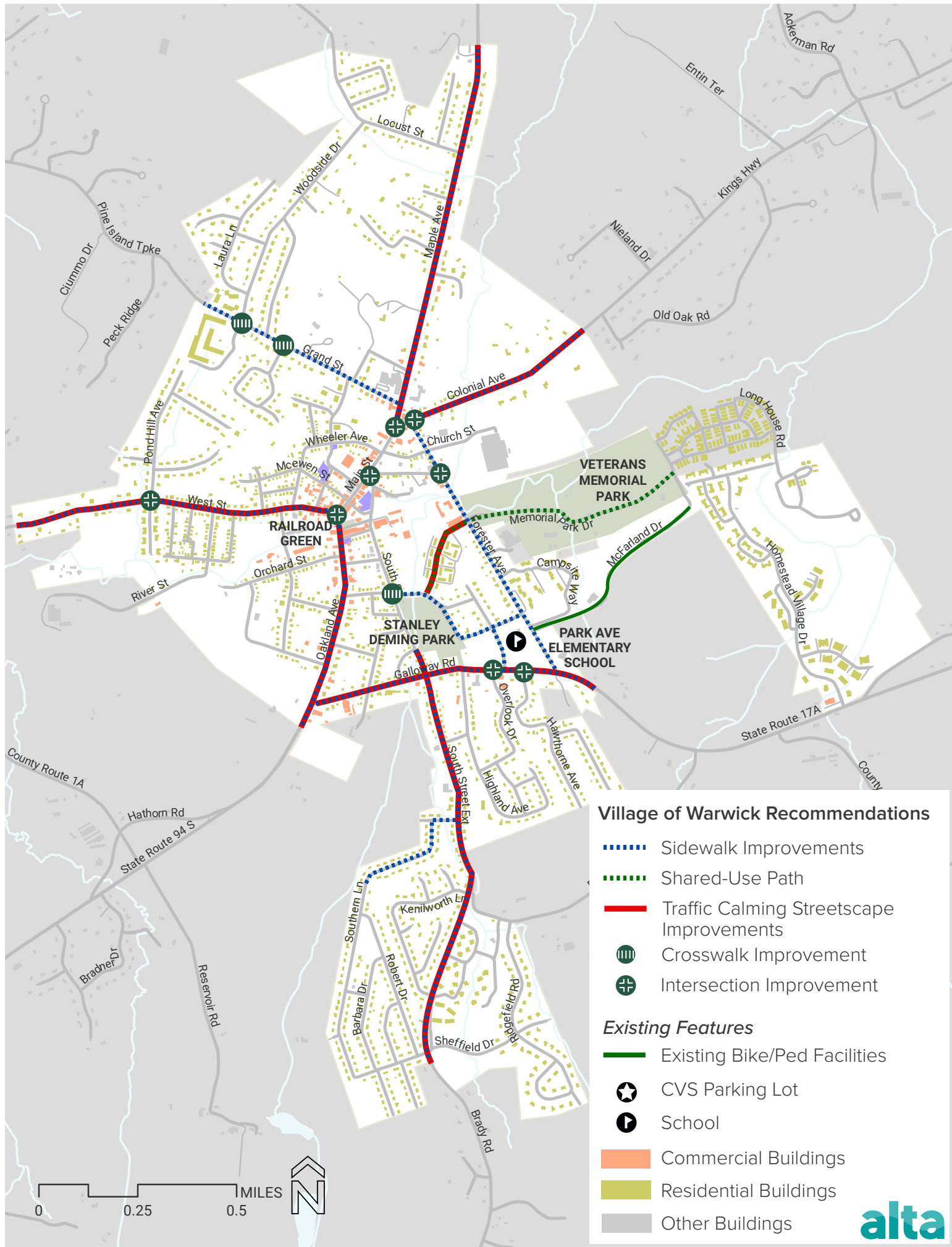
The following table (Table 1) correlates to the recommendations map and outlines each corridor and intersection where improvements are recommended.

Table 1

| Corridor Improvements | |
|---------------------------------|---|
| Roads | Recommendations |
| Maple Avenue | <ul style="list-style-type: none"> • Traffic calming streetscape improvements • Sidewalk / Sidepath Improvements* |
| Colonial Avenue | <ul style="list-style-type: none"> • Traffic calming streetscape improvements • Sidewalk improvements |
| Forester Avenue | <ul style="list-style-type: none"> • Sidewalk improvements |
| Oakland Lane | <ul style="list-style-type: none"> • Traffic calming streetscape improvements • Sidewalk improvements |
| West Street | <ul style="list-style-type: none"> • Traffic calming streetscape improvements • Sidewalk improvements |
| Grand Street | <ul style="list-style-type: none"> • Sidewalk improvements |
| Memorial Park Drive | <ul style="list-style-type: none"> • Shared-use path |
| McFarland Drive | <ul style="list-style-type: none"> • Shared-use path |
| Park Lane | <ul style="list-style-type: none"> • Traffic calming streetscape improvements • Shared-use path |
| Park Way/Park Place/Burt Street | <ul style="list-style-type: none"> • Sidewalk improvements |
| Galloway Road | <ul style="list-style-type: none"> • Traffic calming streetscape improvements • Sidewalk improvements |
| South Street Extension | <ul style="list-style-type: none"> • Does the pencil meant to add a red line (traffic calming streetscape improvements) |
| Southern Lane | <ul style="list-style-type: none"> • Sidewalk improvements |

| Intersection Improvements | |
|-----------------------------------|---------------------------------|
| Colonial Avenue + Forester Avenue | Main Street + Colonial Avenue |
| Main Street + South Street | Forester Avenue + High Street |
| West Street + Pond Hill Avenue | West Street + Oakland Avenue |
| Overlook Drive + Galloway Road | Hawthorn Avenue + Galloway Road |

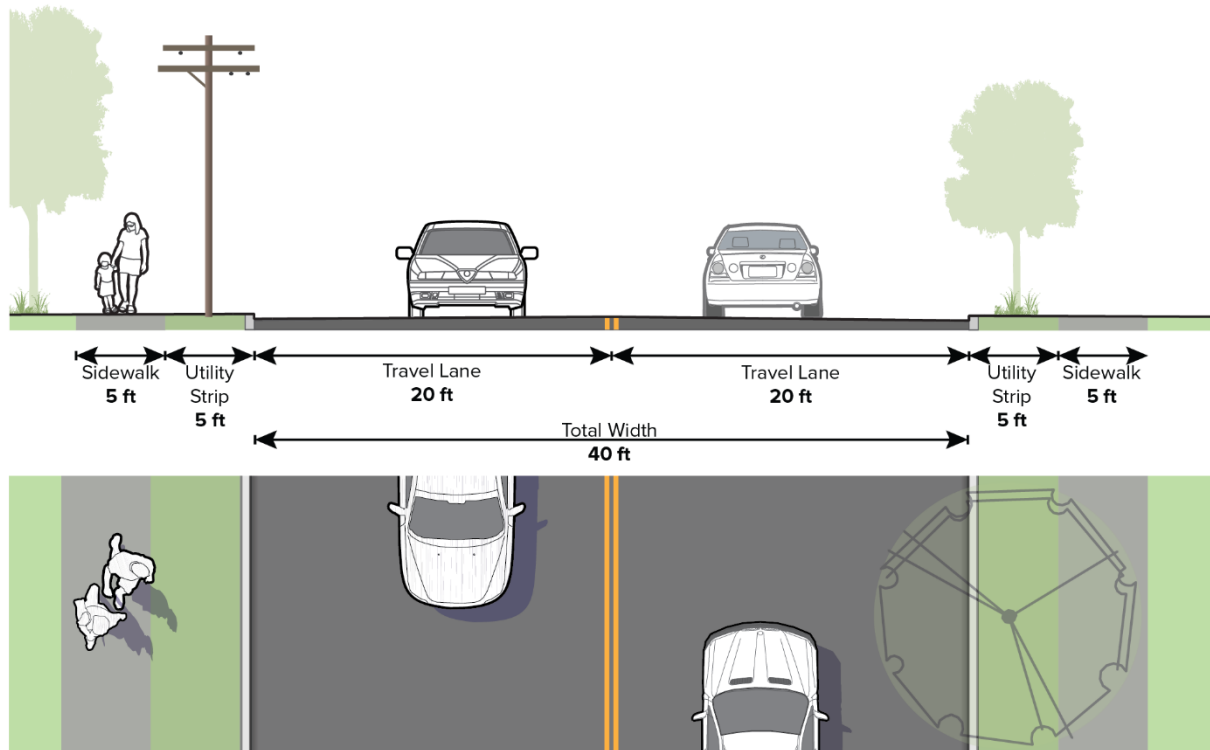
* Requires detailed design before considering a sidewalk or sidepath



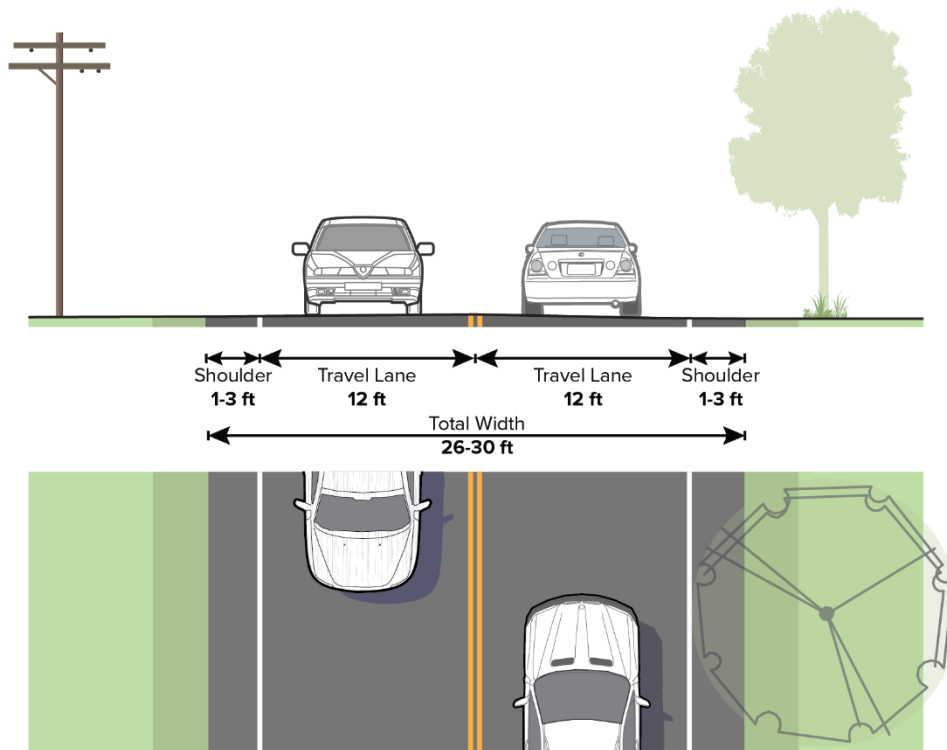
Cross-Sections and Map

Typical Cross-Sections

Oakland Avenue is one of the many roads that lead to the Village center. This particular roadway offers a buffered sidewalk for pedestrians from the Village to the Warwick Cemetery entrance. Additionally, Oakland Avenue has on-street parking heading north, beginning at 2nd Street. The road width remains the same when parking is no longer present on-road, thus creating high-speed driving conditions upon leaving the Village.

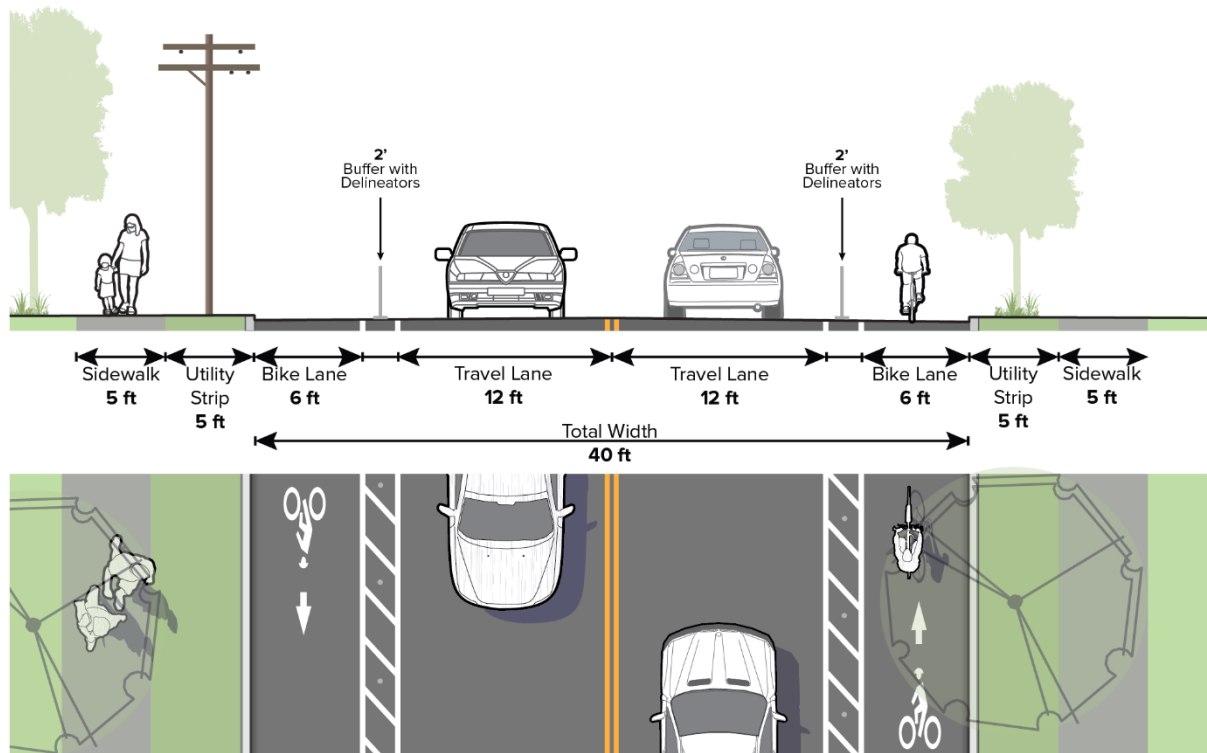


Maple Avenue is another Village entrance road similar to Oakland Avenue, however sidewalk amenities end abruptly at Van Duzer Place. The road width is much smaller along Maple Avenue and the lane widths are narrower than those along Oakland Avenue.

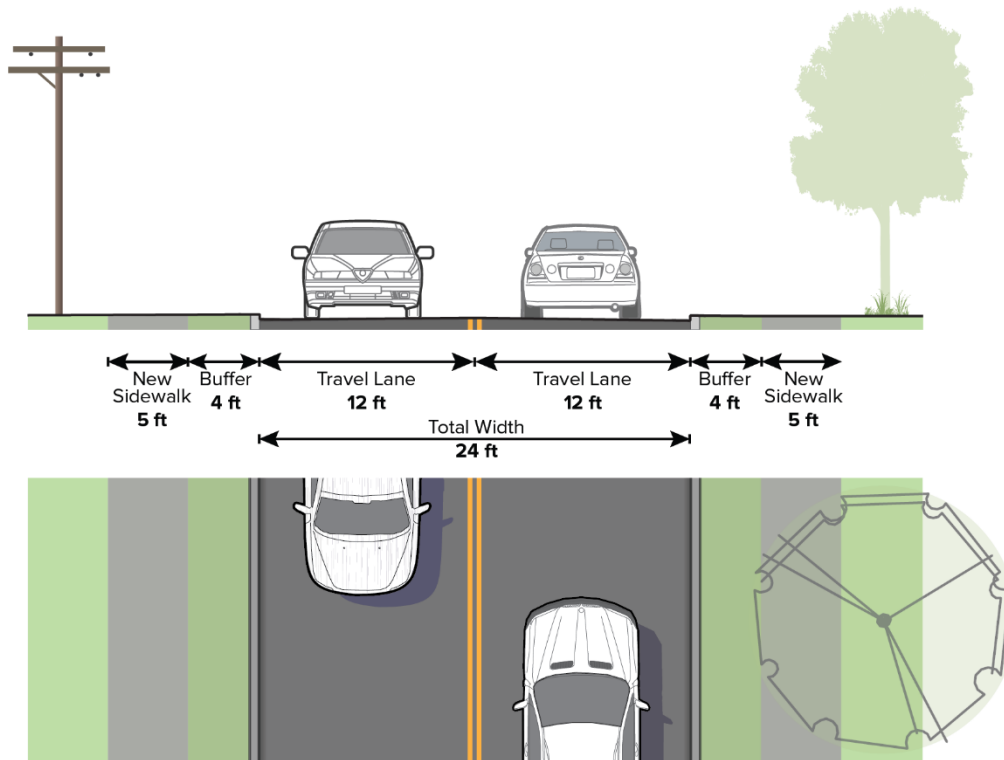


Recommended Cross-Sections

Considering the wide width of Oakland Avenue, buffered bike lanes are recommended along the corridor where there is no on-street parking. Upon entering the downtown core, the separated bike lanes should transition into a shared roadway to accommodate the existing on-street parking.



Given the adequate right-of-way along Maple Avenue, it is recommended to install new sidewalks or a sidepath for a safer pedestrian connection from surrounding neighborhoods to the Village's downtown core. Bike lanes are not recommended for this corridor due to the lack of road width and a shared roadway is not feasible given the 45 MPH speed limit.



Intersection Improvements Strategies

An intuitive and safe intersection is designed to address mobility and safety concerns for all modes of transportation while maintaining its functionality to assign right-of-way to conflicting movements. There are a number of best practices that can be used to create bicycle and pedestrian-friendly intersections. The design features include:

- Crosswalks
- Curb extensions
- Timed countdown signals
- Proper signage at intersection

Crosswalks

Crosswalks are designated locations where pedestrians can cross a road. They are generally located at intersections and can be signalized or unsignalized. For increased safety and efficacy crosswalks should be designed with hi-visual markings, such as zebra and continental prints, have adequate lighting, and have accessible curb ramps on either end if necessary. When installed at a four-way intersection, there should be a crosswalk at each leg of the crossing to reduce the need for a 3-stage crossing.

Curb Extension

Curb extensions are features that visually and physically narrow a roadway to create a shorter crossing distance for pedestrians. Curb extensions have multiple applications and can be implemented on downtown, neighborhood, and residential streets.

Timed Countdown Signal

A countdown signal is a timer that digitally displays the amount of time remaining for a pedestrian to safely cross a street. Timers may start at the beginning of the pedestrian walk phase or they can begin at the onset of the “DON’T WALK” phase. Crosswalk timers are generally understood by most people and they help pedestrians judge whether or not there is sufficient time to cross a road. Timers can be especially useful to mobility-challenged individuals, elderly pedestrians, and adults with small children.

Proper Signage at Intersection

Signage directed towards both drivers and pedestrians can be immensely helpful at intersections where “right-on-red” is permissible or where there are left turning lanes. Signage encouraging vehicles to yield to pedestrians is recommended at busy intersections where there is increased pedestrian traffic.

Recommended Intersection Improvement Locations

There are a number of intersections within the Village of Warwick that could benefit from the improvements discussed above:

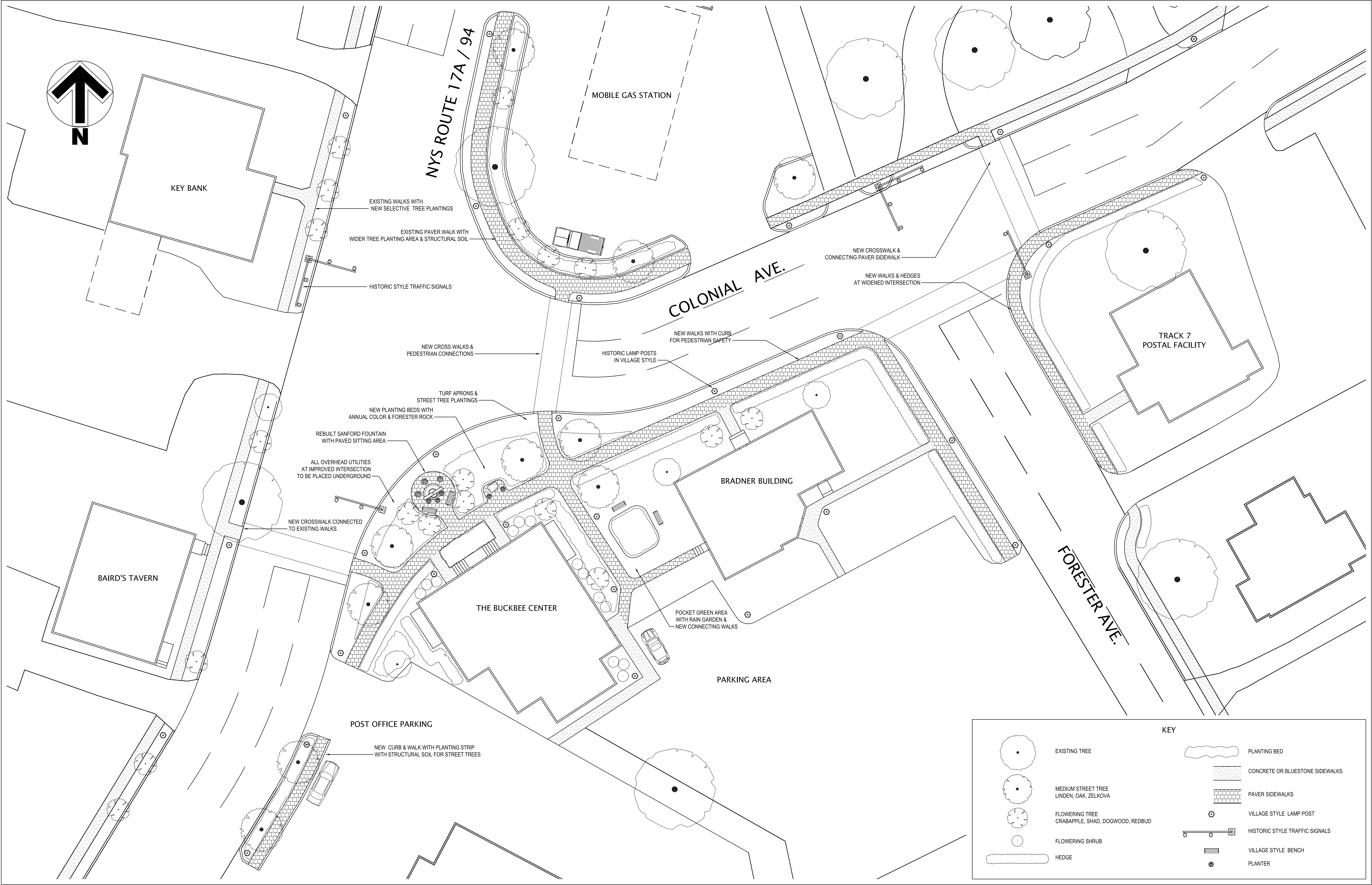
1. Colonial Avenue + Forester Avenue*
This non-signalized intersection is directly adjacent to the signalized Main Street and Colonial Avenue intersection, which leads to vehicular traffic backups.
2. Main Street + Colonial Avenue*
This signalized intersection is in the center of the downtown district and is designed with a small island in the center with the traffic light situated in the northern quadrant. It connects Colonial Avenue, Main Street, and Maple Avenue. It is adjacent to the non-signalized intersection at Colonial and Forester Avenue.
3. Main Street + South Street
This non-signalized intersection is the location where High Street, South Street, and Main Street meet. There are two crosswalks at this location; one crosswalk crosses Main Street and the other crosses South Street, west of where High Street approaches.
4. Forester Avenue + High Street
This non-signalized intersection is at the eastern end of High Street. There are no crosswalks or stop signs at this location due to High Street being a one-way street.
5. West Street + Pond Hill Avenue
This non-signalized intersection is located outside of the downtown area and has no crosswalks present. Vehicles traveling along West Street do not have to stop.
6. West Street + Oakland Avenue
This signalized intersection is one of the more complex locations in the Village of Warwick considering it connects West Street, Oakland Avenue, and Main Street. Main Street and Oakland Avenue are also sections of Route 94, which is a major thoroughfare through the Village. Approximately 100 feet north of the signal, there is another traffic light at the intersection where a set of railroad tracks crosses Oakland Avenue.
7. Overlook Drive + Galloway Road
This non-signalized intersection is directly adjacent to a bus stop along Galloway Road / NYS Route 17A. It is equipped with one crosswalk, that may be considered a mid-block crossing, and one stop sign on Overlook Drive. The intersection is a site for a proposed Safe Routes to School program considering its proximity to Park Avenue Elementary School.

8. Hawthorn Avenue + Galloway Road

This non-signalized intersection is nearly identical to the intersection at Overlook Drive and Galloway Road, however, it lacks a crosswalk and a bus station. This intersection is a site for a proposed Safe Routes to School program considering its proximity to Park Avenue Elementary School.

*In 2013, the Village hired a landscape architect to design a realignment of Colonial Avenue that would enhance the intersection at Main Street and Colonial Avenue, as well as the intersection at Forester Street and Colonial Avenue. The intersection, known as Forester Square, redesign includes features such as new crosswalks, turf aprons, and extended curbs as well as updated overhead signals, new sidewalks, and multiple street plantings. The most significant change is the removal of the porkchop island at the center of Colonial Avenue and Main Street.

The figures on the following pages illustrate the Forester Square intersection improvements.



FORESTER SQUARE INTERSECTION
VILLAGE OF WARWICK, NEW YORK
CONCEPTUAL PLAN

RESTAINO DESIGN LANDSCAPE ARCHITECTURE, PC
GRAHAMSVILLE, NY 12740
845-985-0202 bzt@restainodesign.com
AUGUST 8, 2013



0 10 20 50
SCALE IN FEET

FORESTER SQUARE INTERSECTION

VILLAGE OF WARWICK, NEW YORK

CONCEPTUAL PLAN

RESTAINO DESIGN LANDSCAPE ARCHITECTURE, PC
GRAHAMSVILLE, NY 12740
845-985-0202 bzz@restainodesign.com
AUGUST 7, 2013



ARTIST'S RENDERING - NOT TO SCALE

FORESTER SQUARE INTERSECTION

VILLAGE OF WARWICK, NEW YORK

CONCEPTUAL ILLUSTRATION

SOUTHEASTERN VIEW

RESTAINO DESIGN LANDSCAPE ARCHITECTURE, PC
 GRAHAMSVILLE, NY 12740
 845-985-0202 bzz@restainodesign.com
 AUGUST 12, 2013



ARTIST'S RENDERING - NOT TO SCALE

FORESTER SQUARE INTERSECTION
VILLAGE OF WARWICK, NEW YORK
CONCEPTUAL ILLUSTRATION

SOUTHWESTERN VIEW

RESTAINO DESIGN LANDSCAPE ARCHITECTURE, PC
GRAHAMSVILLE, NY 12740
845-985-0202 bzr@restainodesign.com

AUGUST 12, 2013

Parks and Recreation Infrastructure

Existing Park Infrastructure

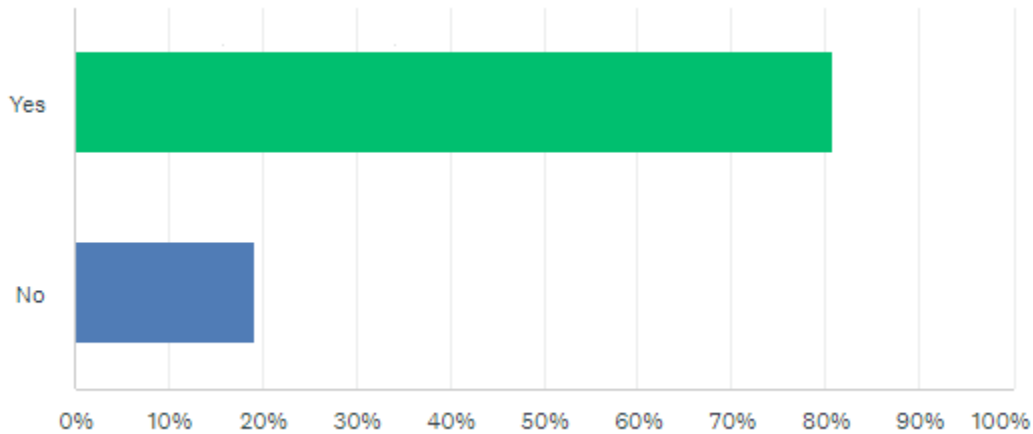
The Village of Warwick has approximately 58 acres of parkland that spans across five parks. These include Lewis Park, Park Avenue Park, Stanley Deming Park, Veterans Memorial Park, and Madison Lewis Woodlands. Each park has a unique set of amenities and facilities. Table 2 shows the size and amenities for each park location.

Table 2

| Park | Acerage | Amenities |
|-------------------------|---------|--|
| Lewis Park | 2.1 | <ul style="list-style-type: none"> Historical Society location |
| Park Avenue Park | 4.1 | <ul style="list-style-type: none"> Playground |
| Stanley Deming Park | 8.4 | <ul style="list-style-type: none"> ADA-accessible playground Summer concert series venue Basketball court Volleyball court Handball court |
| Veterans Memorial Park | 29.2 | <ul style="list-style-type: none"> Skate park Baseball fields Pavilion Recreational fields |
| Madison Lewis Woodlands | 14 | <ul style="list-style-type: none"> Woodland preserve Native plant and wildlife sanctuary Improvement projects are limited to trails, benches, interpretive signs, and unpaved parking for no more than 5 cars |

Importantly, there are Town and County managed parks near the Village of Warwick that offer a number of shared resources with residents of the Village. When asked in a public survey, if the Village currently has adequate recreational open space. Over 80% of the residents said, “yes.”

Does the Village currently provide adequate open/recreational space for residents and visitors?



In regards to recreational space for residents and visitors, 80% of the respondents stated that they think there is adequate space and 20% said they think there should be more space.

In general, the consensus in the community is that more programmed parkland is not needed within the community. Between the village, town and county parks there are adequate resources for recreational team sports. Moreover, as the region's population ages and more kids recreate in the digital realm, the trend in recreation is away from team sports and toward passive or small group recreation activities. Walking and biking trails, golf, disc golf, tennis, pickleball, family outdoor gatherings, and skateboarding are increasing in popularity.

For these reasons, it is recommended that the Village concentrate its efforts on improving flexible outdoor recreation spaces, active transportation corridors, and trails

Recommendations for future park investments:

1. Integrate new bicycle and pedestrian facilities throughout the existing park infrastructure with the active transportation network outside of the parks.
2. Transform the Wawayanda Creek into a linear park and active transportation route, as proposed.
3. Link Stanley Deming Park and Veterans Memorial Park with a safe, active transportation route.
4. Create a path within the wide right of way of Park Lane, transforming it into a pedestrian friendly slow street, bicycle boulevard or green street.
5. Study the feasibility of creating a “green belt trail” to connect important parks, public institutions and commercial areas with an active transportation network

Quality of Life Enhancements

Quality of life improvements in Warwick have traditionally focused on creating an inviting, safe and comfortable place for residents to live and visitors to enjoy. In 2021 much of the focus on physical improvements that positively impact the quality of life include solutions that promote active transportation, a reduced dependence on private automobiles, and opportunities to interact with other community members. The strategies outlined in the previous section are all intended to build on the existing high quality of life in Warwick and create an even more comfortable, unique village in the coming decades.

According to feedback from the steering committee and the public survey, prioritizing pedestrian safe development and focusing on strategies that reduce vehicular speeds and provide accessible and easily discovered parking facilities are priorities. For instance, when asked the polling question, *“Within the public right of way there is a balance of priorities between pedestrians and vehicular infrastructure. By offering greater space and security to pedestrian use, space for vehicular parking or travel may be sacrificed. Please provide your opinion of how Warwick should address this balance in the future.”* 65% of the public responded that there should be a stronger emphasis on pedestrian infrastructure, while only 17% felt that more emphasis should be placed on vehicular infrastructure.

Priorities to improve Warwick’s Quality of life

- Develop policies and practices to promote bicycle and pedestrian infrastructure by integrating existing and proposed facilities, trails, parks and sidewalks into a comprehensive Active Transportation Plan.
- Prioritize active transportation network strategies such as sidewalks, slow streets, bicycle boulevards to improve the village street typology, road safety and appeal of Warwick.
- Reduce vehicular traffic speeds on roads and intersections entering the village by implementing additional visual cues and design features that distinguish village roads from rural highways.
- Complete a comprehensive detailed parking study projecting demand into the future based on known data, demographics and transportation trends.
- Develop new parking facilities or strategies after understanding the complete picture of parking and parking demand.
- Provide improved wayfinding to existing parking facilities.
- Enhance opportunities for flexible outdoor space.
- Focus future parks and recreation on passive use areas and linear corridors.