

6. TRANSPORTATION

This chapter provides an overview of the existing condition of local transportation infrastructure and operations. The preliminary recommendations aim to increase safety, mobility and accessibility for all modes and user groups. Please refer to Chapter 2 for regional transportation topics.

6.1 EXISTING CONDITIONS

6.1.1 Travel Patterns

Commutation Patterns

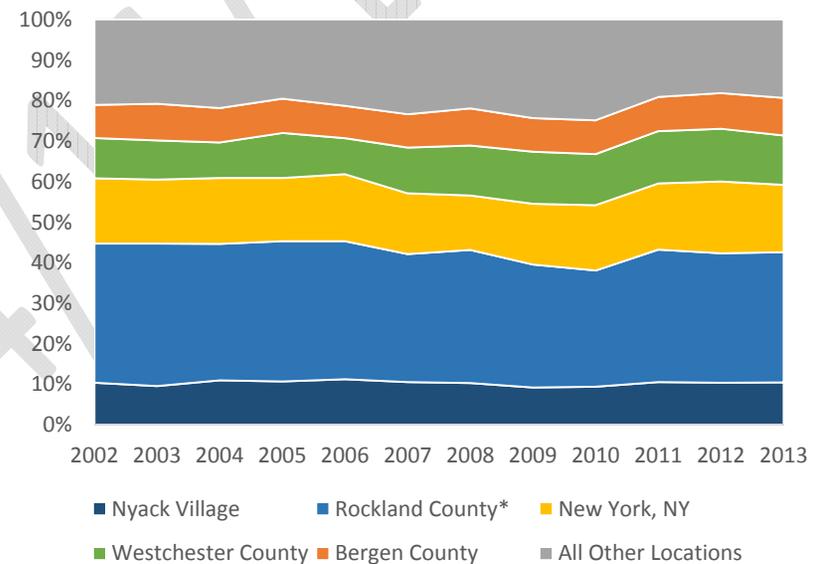
Nyack has an estimated working population of 2,760 people. As of 2013, 289 (10.5%) employed residents work within Nyack and 878 (32%) commute to other destinations in Rockland County. The top three work destinations outside of the county are Manhattan (17%); Westchester County (12%); and Bergen County, New Jersey (9%).

The following chart shows trends in work destination by county since 2002. The portion of Village residents who work in Nyack has held constant, ranging from 9% to 11%. There has been a general decrease in the percentage employed in other locations within Rockland County. Outside the county, the percentage of residents working in Manhattan has increased from 15% to 18%, except for a temporary dip in 2008. The percentage of Nyack residents working in Westchester County has also increased from 9% to 12%. Neighboring Bergen County has consistently employed 8% to 9% of employed Village residents.

Approximately 4,120 people are employed within Nyack. Jobs are concentrated in downtown and at Nyack Hospital, which is the Village's largest employer. The majority of workers in the Village live in Rockland County, with 6% from Nyack and 55%

from other locations in the county. Neighboring Orange and Bergen Counties account for 7% and 6% of workers, respectively. A total of 8% of workers commute from Westchester County, while 9% commute from New York City and Long Island.

Chart 6.1: Work Destination by County



*Destinations in Rockland County outside of Nyack.
Source: LODES, American Community Survey

Other Traffic Generators

Census journey-to-work data do not account for trips made outside of work or trips made by non-employed populations. The following section outlines other traffic generators within Nyack.

Schools: Nyack is part of the Nyack Union school district, which includes the Nyacks (Nyack, South Nyack, Upper Nyack and

6. TRANSPORTATION

Central Nyack), Upper Grandview, and Valley Cottage. Nyack students must travel outside the Village boundaries to attend any of the schools in the district. The district provides bus transportation for students that live farther than 1 mile from kindergarten through 6th grade and 1.5 miles from 6th grade through 12th grade. Parts of Nyack fall within the 1.5-mile walk zone of Nyack Middle School and Nyack High School, located in South Nyack and Upper Nyack, respectively.

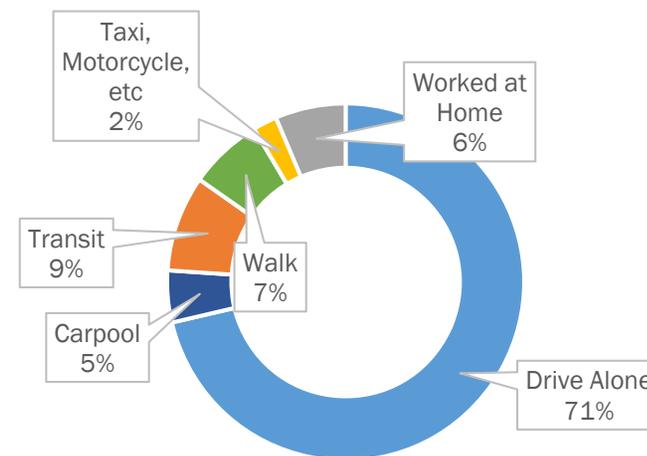
Senior Citizens: Nyack is home to several senior living communities, such as Depew Manor located downtown and Tappan Zee Manor in the Clarkstown portion of the Village border. Much of this population is reliant on assisted mobility in the form of paratransit services and community shuttles to access commercial areas and health care services.

Recreation: Nyack's retail and cultural assets make it a popular local and regional destination along the Hudson River. The Village is also situated along Route 9W, a popular bicycle corridor that attracts thousands of cyclists each year. The epicenter of local activity is the intersection of Main Street and Broadway, the Village's two main commercial corridors.

Mode Share

The following chart shows the primary mode used to travel to work, according to the Census Bureau's American Community Survey (ACS). Vehicle trips account for three-quarters of trips made to work by Nyack residents. Nine percent travel by public transportation and 7% walk, while 6% of employed residents work from home. The ACS estimates that zero percent of residents commute by bicycle.

Chart 6.2: Nyack Mode Share



Source: American Community Survey

The large percentage of single-occupancy vehicle trips can be attributed to a majority of trip destinations located in places that are not pedestrian-accessible. Nyack offers a range of small-business and specialty retail and services, but residents must travel outside of the Village for large grocery stores that are located in auto-centric areas.

Vehicle ownership: Approximately 9.3% of working households in Nyack do not own a vehicle, which is similar to Westchester's estimated 8.8% of households, but higher than Rockland County's average of 6%.

6. TRANSPORTATION

6.1.2 Vehicular Circulation

Roadway System

Figure 6.1 shows the functional classification of roadways, as determined by the New York State Department of Transportation (NYSDOT) and the Village Code. The purpose of this categorization is to describe a roadway's relative capacity, mobility and land access. Figure 6.1 also provides the location of signalized intersections and NYSDOT annual average daily traffic (AADT) from 2013.

Interstate: The Village is located between Exits 10 and 11 of the New York State Thruway I-287, the region's main east-west corridor connecting Rockland and Westchester Counties. Exit 10 does not have an eastbound exit, effectively making Exit 11 the last off ramp before the Tappan Zee Bridge. As a result, eastbound traffic to the Nyacks and Piermont may have to travel through parts of the Village.

I-287 is under the jurisdiction of the New York State Thruway Authority (NYSTA).

Arterials: U.S. Route 9W is a north-south U.S. highway that runs along the Hudson River. It serves as the western counterpart of Route 9, which runs parallel on the eastern side of the Hudson River. In the Nyacks, Route 9W is located further inland, serving as the western boundary of the street grid that defines the village setting. In the Village of Nyack, Route 9W is Highland Avenue, a two-lane roadway with additional width for shoulders or parking. Route 9W is maintained by NYSDOT within Rockland County.

NY Route 59 is a four-lane east-west highway that runs parallel to I-287 to the New Jersey state border at Suffern. Its Westchester County counterpart is Route 119, which spans

from Tarrytown to White Plains. While only half a mile of Route 59 is located within the Village borders, this highway serves as an important regional gateway to the Nyacks and provides access to major activity centers in Rockland County. Route 59 is maintained by NYSDOT.

The intersection of Highland Avenue and Route 59/Main Street is the highest-volume intersection in the Village, with an average of approximately 25,000 vehicles entering daily.

Collectors: Route 59 terminates at Highland Avenue, after which the roadway turns into *Main Street*, which is Village-controlled. Main Street consists of two travel lanes with sporadic width for on-street parking and left-turn lanes. Main Street is one of the Village's two mixed-use corridors, characterized by an abundance of stores, restaurants and bars. It serves as the Village's primary east-west roadway.

Broadway is a two-lane north-south street that spans the length of the Nyacks. In the Village, Broadway is a narrow corridor rich in commercial and institutional uses that operates with slower speeds and traffic conflicts typical of urban settings. On-street parking is available on both sides. The intersection of Main Street and Broadway is considered to be the center of Downtown Nyack.

Midland Avenue is a two-lane residential street that begins at the southern Village line and terminating at Hook Mountain. Midland Avenue is relatively wide and is lined with on-street parking.

Mountain Avenue is a collector street that runs along the border of the Village and provides access to land parcels located in Clarkstown, north of Route 59.



Figure 6.1: Functional Classification of Roadways and Annual Average Daily Traffic

6. TRANSPORTATION

Local Roads

Local roads are streets that have not been designated as arterials and collectors by the State. Their primary function is to provide access to adjacent properties. All of these streets are owned and maintained by the Village, with the exception of a few private streets that are located within housing subdivisions. Several local roads serve as local collectors that supplement designated arterial and collector roads.

Franklin Street provides a north-south alternative to Broadway in the Village and serves as an important bus route south of Main Street.

High Street is an east-west residential street whose western terminus is the westbound on- and off-ramp for Exit 11 of I-287. It provides a nearby alternative to Main Street.

Waldon Avenue and *Upper Depew Avenue* are local collector streets that provide access to the Waldron Terrace neighborhood.

The Village Code designates sections of *Depew Avenue* and *Burd Street* as “Main Arterials of Travel”, which gives through traffic along these street right-of-way over local street streets.

6.1.3 Traffic Safety

Crash data were obtained from NYSDOT for the most recent three-year period, May 2012 to April 2015. A total of 1,054 crashes occurred within the Village boundary.¹ The following table provides a summary of total crashes by severity:

Table 6.1: Total Crashes by Severity, May 2012-April 2015

Severity	Crashes
Fatality	0
Injury	131
Property Damage (PDO)	267
Non-Reportable	656
TOTAL	1,054

Source: NYSDOT

Figure 6.2 shows the location of motor vehicle crashes that occurred on public streets. Table 6-2 lists the intersections with the greatest crash magnitude.

Table 6.2: High-Crash Intersections (May 23012-April 2015)

Intersection	Injury	PDO	Total
Route 59/Mountainview Ave	11	50	61
Route 59/Highland Ave	10	46	56
Main St/Broadway	3	32	35
New Street/Broadway	1	30	31
Main St/Midland Ave	7	20	27
Depew Ave/S. Highland Ave	5	19	24
High Ave/N. Highland Ave	5	19	24
Main St/Cedar St	7	15	22
Burd St/Broadway	3	19	22
High Ave/Polhemus St	3	17	20

¹ Excluding crashes that occurred on I-287 and on private property

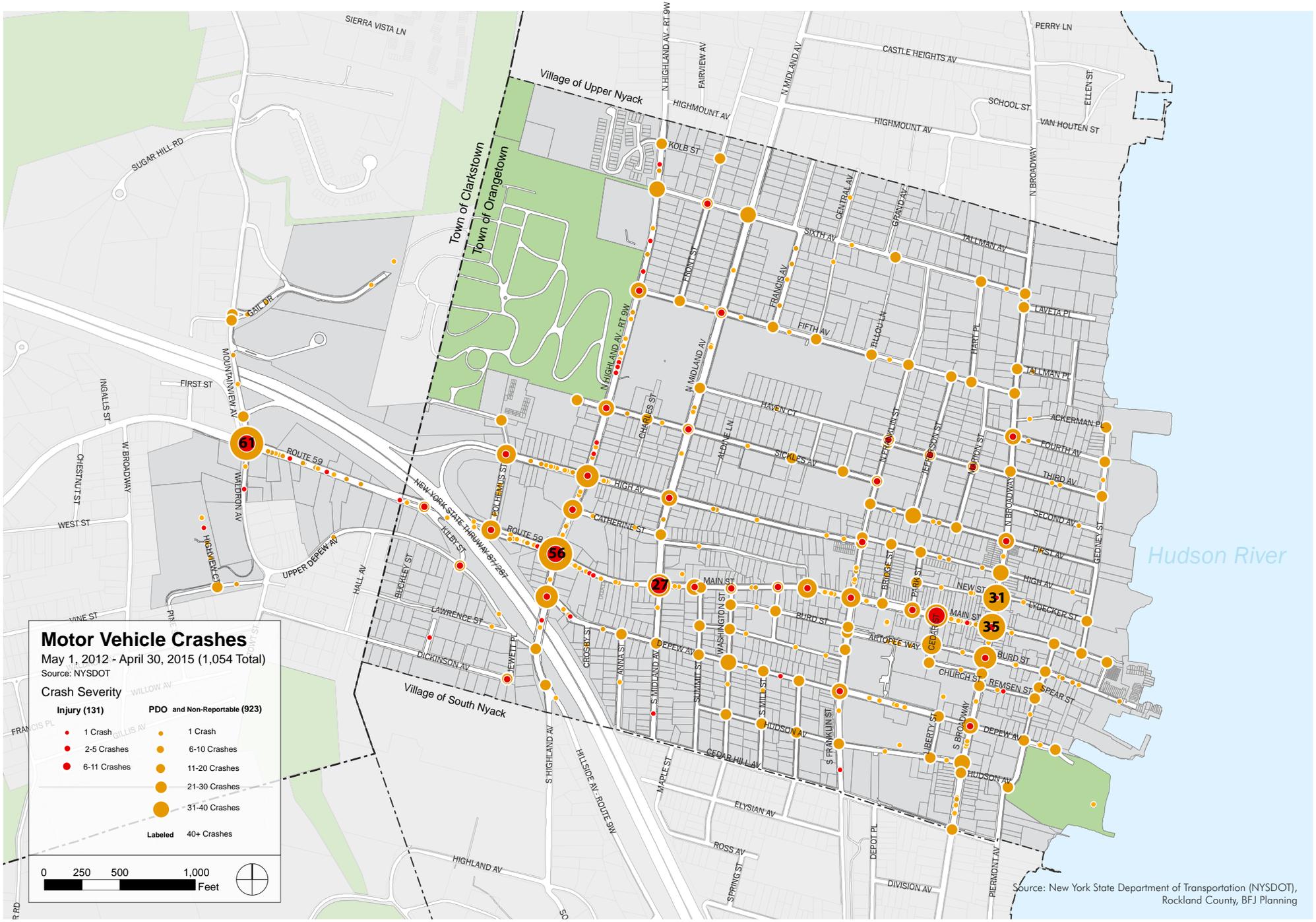


Figure 6.2: Motor Vehicle Crashes

6. TRANSPORTATION

The greatest number of crashes occurred along arterial and collector streets that carry the largest share of traffic volumes.

Figure 6.3 shows the location of pedestrian and bicycle crashes, all of which were reported with injuries. Pedestrian crashes are concentrated in the vicinity of Broadway and Main Street. Four of the six bicycle crashes during the three-year period occurred on Highland Avenue, which is along the Route 9W bicycle route.

6.1.4 Public Transit

Nyack’s public transit network consists of a range of local and intercity bus services. Figure 6.4 shows the bus routes that provide service to the village. Nyack is not near commuter rail stations in Rockland County; however Metro-North’s Hudson Line, accessible from Tarrytown, serves as an important link to Manhattan.

Local Service

Transit of Rockland (TOR) is the primary local bus service provider in Rockland County. TOR operates three routes in Nyack, which terminate at the Artopee Way bus stop. These routes provide access to municipalities in Orangetown, Clarkstown, western Haverstraw and southern Ramapo as well as nearby retail centers, such as the Hub Shopping Center and Palisades Center Mall. Table 6-3 lists the bus routes with service hours and average rush-hour headways. Route 59 provides consistent service throughout the week. Route 91 does not stop in Nyack on Sundays and Route 92 runs only during the weekday rush hour.

²<http://www.newnybridge.com/documents/meetings/2013/20131025-network-analysis.pdf>

Table 6.2: TOR Bus Routes in Nyack

Bus Route	Destination	Service Span	Rush Hour Frequency
59	Nyack to Suffern via Chestnut Ridge/Spring Valley	6 AM – 1 AM	20 minutes
91	Nyack to Spring Valley via Haverstraw and New City	7 AM – 7 PM	1 hour
92	Nyack to Spring Valley via I-287 Corridor	5:30 AM – 8:30 AM, 3:30 PM – 6:30 PM	1 hour

Source: *Transit of Rockland*

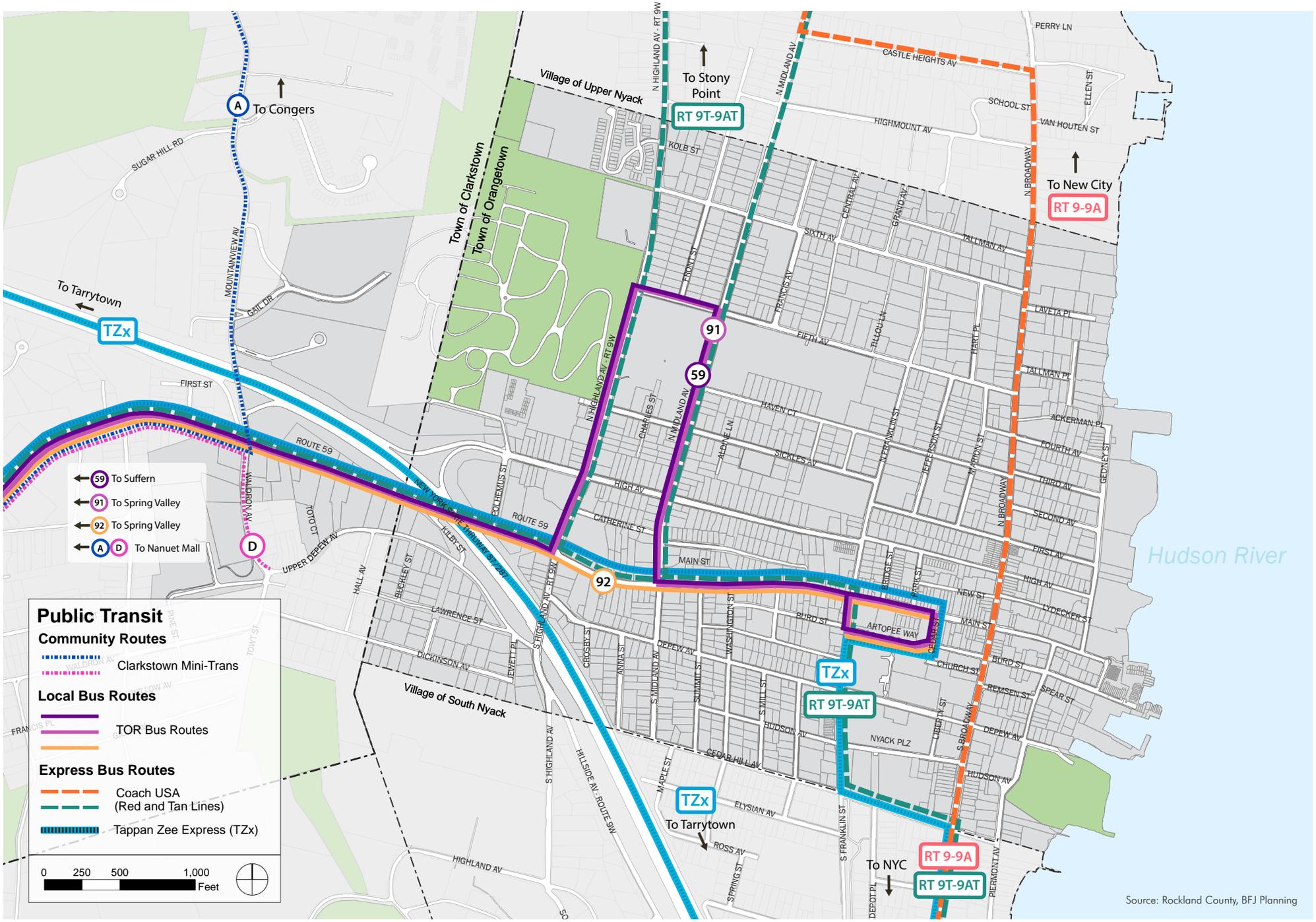
TOR Routes average daily load factor of 19%, which means an average of 81% of seats are vacant during trips. TOR Route 59, the route with the highest ridership, has an average daily load factor of 23%.²

Commuter Services

TOR operates a commuter service called Tappan Zee Express (TZx) between Suffern and White Plains along the I-287 corridor. TZx provides direct link between Nyack and Metro-North’s Hudson Line, at Tarrytown Station, as well as downtown White Plains. However, trip times are long because the bus operates in mixed traffic. As a result, ridership is low. The average daily load factor on the TZx Routes that stop in Nyack ranges from 11% to 31%.



Figure 6.3: Bicycle and Pedestrian Crashes



Source: Rockland County, BfJ Planning

Figure 6.4: Public Transit

6. TRANSPORTATION

Coach USA's Rockland Coaches (Red & Tan) provides motorcoach service to the George Washington Bridge Bus Terminal and Port Authority Bus Terminal in Manhattan. The services run along the Route 9A and 9W corridors and stop at several municipalities between Nyack and Fort Lee before crossing the George Washington Bridge. Weekday service generally runs between 6 a.m. and 11 p.m. at 30-minute headways during peak hours. Weekend service runs hourly.

Community Shuttles

Clarkstown Mini-Trans provides service to Upper Depew Heights and the areas along Mountain Avenue. The Mini-Trans network is designed as hub-and-spoke system, with Nanuet Center serving as the hub. Weekday service runs between 7 a.m. and 7 p.m. at intervals of 1 hour and 10 minutes. Saturday service runs between 9 a.m. and 6 p.m. at a similar headway. Service does not run on Sundays.

Paratransit Services

Rockland County's TRIPS service provides door-to-door transportation for senior citizens and people with disabilities who are unable to use fixed-route services. The fleet consists of 28 buses with a capacity of 14 people. *Regular TRIPS* is a shared-ride service that operates Monday-Friday from 7 a.m. to 7 p.m., with reduced service on Saturday. *ADA TRIPS* is a single-trip service limited to origins and destinations within three-quarters of a mile from fixed-route transit. In 2014, TRIPS completed 62,000 rides.³ Paratransit fares are priced at \$3 per ride in 2016. Tickets are discounted when purchased in bulk.

³<http://www.lohud.com/story/news/transit/2015/06/09/rockland-rolls-new-trips-buses/28748503/>

6.1.5 Bicycle Circulation

Figure 6.5 shows current signed routes in Nyack. These routes do not have pavement markings, such as shared-lane "sharrows" or lanes.

The primary bicycle route that runs through Nyack enters the village from Piermont. At Main Street, the route shifts to Gedney Street and later to North Broadway to Upper Nyack. This signed route is an alternative to 9W, which is designated as a bicycle route by the State. In Nyack, Highland Avenue is four lanes and does not have shoulders. "Share the road" signage is present.

The Esposito Trail, a rail-to-trail conversion, terminates at Nyack's southern border. The Village is actively working to extend the trail along Franklin Street to Artopee Way, and has reached an agreement with the developer of the Pavion property to extend the trail one block north of the Village border.

Nyack's proximity to Rockland Lake, Hook Mountain and Bear Mountain, makes its roads popular routes for long-range and regional cyclists going to regional recreational attractions.



Cyclist on South Broadway

BFJ Planning



Figure 6.5: Existing Bicycle Routes

6. TRANSPORTATION

6.1.6 Pedestrian Circulation

Nyack is dense and walkable compared with other Rockland County communities. Most streets have sidewalks, though their condition varies. The number of intersections is highest in the downtown and lowest west of Midland Avenue. Areas located in Clarkstown have fewer intersections and crossing opportunities. Nyack's steep slopes pose a challenge to connectivity between residential neighborhoods and downtown.

6.1.7 Parking

Nyack's on-street spaces and off-street lots is overseen by the Village Administrator. Metered spaces are concentrated in the downtown and hospital areas. The village owns four municipal lots, two of which are located in the "Superblock." Figure 6.6 shows the location of these lots.

Metered parking is in effect from 11 a.m. to 6 p.m., and from 11 p.m. to 6 a.m., at a rate of 75 cents per hour. Payment is collected by single-space or multi-space meters. Parking is free during the morning and evening peak periods. Alternate side of the street parking is in effect from 3 a.m. to 6 a.m.

The Village offers parking permits for its municipal lots. The permits range from \$20 to \$60 a month depending on the lot. Permits are priced the same for residents and non-residents.

6.2 ISSUES AND OPPORTUNITIES

6.2.1 Vehicular Circulation

Downtown Nyack: Downtown is relatively insulated from high-volume State and federal roadways. However, the area's narrow streets provide reduced vehicular capacity that must compete with an abundance of pedestrian and bicycle activity. Residents and stakeholders have expressed concern regarding congestion along Main Street and Broadway, especially at the intersections of Main Street/Broadway and Main Street/Franklin Street.

While a congested downtown is a symptom of economic success, actions should be taken to reduce conflicts among motorists, pedestrian, bicycles, transit and commercial deliveries. Circulation improvements should focus on improving safety and quality-of-life and less on improving travel speeds.

Gateways: Nyack's western gateway is located at the Exit 11 interchange, which begins at the intersection of Route 59 and Waldron Avenue/Mountainview Avenue. Nyack's gateway signage is located at the Thruway overpass at Kirby Street. The stretch leading to and from the traffic signal at Route 59 and Highland Avenue is the most congested area in Nyack. Congestion is also common around the Exit 11 ramps at High Avenue.

Traffic signals along Route 59 and Main Street are poorly coordinated, causing motorists to seek alternative routes. Workshop and online survey participants identified popular cut-throughs via residential streets to avoid the traffic signal at Route 59 and Highland Avenue.



Figure 6.6: Municipal Parking

6. TRANSPORTATION

6.2.2 Safety

Complete Streets: Complete Streets are roads that have been designed for the safe and convenient passage of all user groups, regardless of ability. Nyack should adopt a Complete Streets policy to support its pledge to encourage alternative transportation modes. This would ensure that future developments and infrastructure is designed to accommodate pedestrian, bicycle and transit users as well as drivers.

Intersection Controls: Traffic signals and four-way stops are not widespread within the Village. As a result, vehicles can travel long stretches without having to stop, which can encourage high-speed driving.

Pedestrian Crossings: Most intersections have not been designed to prioritize pedestrians. Only three of the Village's 10 signalized intersections have pedestrian signal heads. A significant number of intersections lack painted crosswalks and ADA-compliant curbs.



Intersection with non-compliant curb and poorly marked crosswalk

BFJ Planning

Traffic Calming: Workshop and online survey participants identified Highland Avenue, Midland Avenue, North Broadway and Gedney Street as high-speed corridors that are in need of traffic calming. Simple interventions such as narrowing lane width, installing vertical speed control elements or extending curbs will lower driver speeds and increase driver awareness.

Traffic calming strategies should be used to discourage the use of residential streets, such as Kirby Street and High Avenue, as short-cuts to bypass congested arterials.

6.2.3 Public Transportation

Residents have access to many bus routes, but these services operate under various constraints that make personal vehicle travel a preferred alternative. Transit ridership in Rockland County is extremely low compared with other counties in the region. TZx has the highest subsidy per rider cost of all bus services within Rockland County, at \$5.15 per rider, due to low ridership. There exists little transit infrastructure to support buses, such as bus-only lanes and comfortable bus shelters.

The service span and headways of TOR and Clarkstown Mini-Bus do not provide riders with the flexibility or reliability needed to encourage ridership. Current routes do not provide north-south service between South and Upper Nyack.

The push to convert current TZx service into Bus Rapid Transit (BRT) over the New NY Bridge presents a great opportunity for Nyack to establish itself as an important transit hub along the Route 59 corridor.

6. TRANSPORTATION

6.3.4 Bicycle Circulation

Future bicycle planning should take in consideration the three types of bicyclists who ride in Nyack and have different needs and preferences based on trip purpose. *Local bicyclists* consist of residents that take short-distance trips within the Village. *Regional bicyclists* stop or travel through Nyack as part of medium-distance trips between municipalities for various purposes. *Long-range bicyclists* are typically athletic-driven recreational cyclists who stop or travel through Nyack as part of long-distance trips.

Nyack's quaint residential streets make it a great place for local bicycling. However, the steep topography makes westbound travel difficult. Regional and long-distance riders tend to ride through Nyack in north-south trajectories to avoid climbing hills.

Residents have expressed concern regarding the groups of Long-range bicyclists traveling along Broadway during the warmer months. The number of regional and long-range bicyclists is expected to increase with the opening of the shared-use path on the New NY Bridge. Nyack's bicycle network design should encourage long-range bicyclists who are passing through the Village to ride on other roads, to alleviate congestion on Broadway. Diversion strategies could include use of pavement markings and wayfinding signage.

Figure 6.7 shows a network of "Bicycle Desire Lines" that demonstrate the best routes for Local, regional and long-range bicyclists in Nyack. In the future, the Village may consider developing a network of bicycle routes – including signage, shared lanes and dedicated bike lanes where feasible – that would build upon the observations represented in the map of Bicycle Desire Lines. The objective of this map is to identify a strategy to reduce conflicts created by long-range bicyclists

within Nyack's downtown. A bicycle route map for Nyack should direct long-range bicyclists who are bypassing the Village along Highland Avenue/Route 9 and Midland Avenue. Long-range bicyclists could still travel into the downtown along Franklin Street, especially to visit local coffee shops and restaurants, but the goal is to identify the fastest, safest route through the Village for those who do not plan to stop. Regional bicyclists may be more likely to travel into Nyack in order to patronize the Village's shops and restaurants; therefore, there should be additional local routes to bring this group through the Village. Local riders are welcome to travel along any local road, but the Bicycle Desire Lines avoid the Village's steepest streets, which would be least friendly to casual riders.

The Bicycle Desire Lines map also shows the potential for a central bicycle parking location on Artopee Way; however, there should also be smaller bike corrals distributed around the Village, particularly in the downtown area and near the waterfront. Distributed bicycle parking areas should coincide with the location of attractions within the Village, including Memorial Park, popular dining locations and cultural institutions.

6.2.5 Pedestrian Circulation

Downtown: Sidewalks in Downtown are typically narrow and crowded with street furniture, planters, signage, meters, utilities and mailboxes. In the warmer months, many businesses set up sidewalk cafes. During busy times, pedestrians must walk in single file.

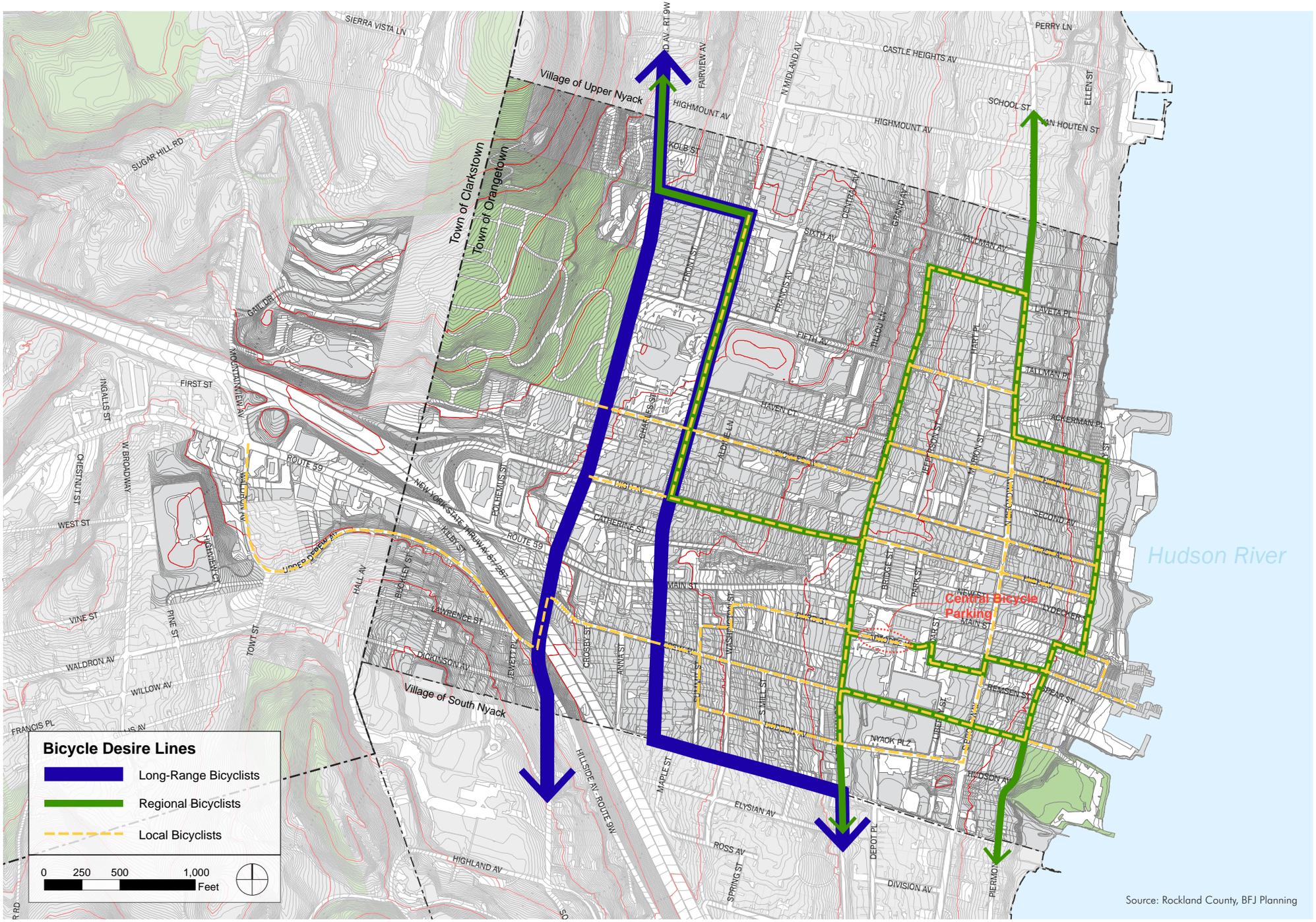


Figure 6.7: Bicycle Desire Lines

6. TRANSPORTATION

Main Street's streetscape was recently improved between Franklin Street and Broadway with iconic brick crosswalks and curb extensions featuring benches and green infrastructure. However, the Village has found aspects of this design difficult to maintain. Village consultants are in the process of developing a streetscape plan along Broadway, as part of a Transportation Alternatives Program (TAP) grant. Construction is expected to begin in late 2016.

Neighborhood Streets: Residents and community groups have expressed concern over the condition of sidewalks and crossings, as well as lighting, in the neighborhoods along Depew Avenue, Waldron Terrace and the Waterfront.

Safe Routes to School: Nyack Middle School and Nyack High School's proximity to the village boundary means that many students live within the 1.5-mile student walk zone. Sidewalks and crosswalks are in poor condition along Route 9W, which serves as a key walking route to both schools.

Connections to the Nyacks: Nyack is well connected to South and Upper Nyack by several north-south roadways. East-west connections to Central and West Nyack are confined to Route 59. The sidewalks along this auto-oriented corridor are incomplete and crossings are not marked. The Thruway underpass is a dark and unwelcoming barrier between Nyack and Central Nyack, and does not present an attractive gateway into the Village. Comprehensive pedestrian infrastructure along Route 59 is key to encouraging use of alternative transportation modes to access Nyack.

6.2.6 Parking

There is a general perception among residents and business owners that there is not enough parking available in the downtown. Residents have expressed a preference to park in front of businesses, but the current supply of on-street parking along Main Street and Broadway is unable to satisfy this demand.

Online survey respondents expressed a need for additional parking on Main Street east of Franklin Street and along South Broadway, which is located within short walking distance of municipal lots. Parking regulations and pricing should be adjusted to further encourage drivers to park in these lots. Improved wayfinding signage is important to direct drivers to lots and provide walking directions (potentially included estimated walking times) from lots to places of interest. This will require a more effective parking management strategy.

Upgrading municipal lots with improved landscaping, lighting and signage will make them a more attractive place to park. The potential redevelopment of the Superblock presents an opportunity to replace surface parking lots with an upgraded parking structure. Every effort should be made to "hide" the structure by surrounding it with other land uses.

6.2.7 Ferry Potential

TO BE COMPLETED.

6. TRANSPORTATION

6.3 RECOMMENDATIONS

6.3.1 Vehicular Circulation

- Reduce congestion along Main Street by upgrading signals with video detection actuation.
- Increase traffic enforcement in the downtown along Broadway and Main Street to improve circulation and help guide visitors.
- Create additional loading zones and incentives for businesses to accept deliveries outside of peak hours.
- Install wayfinding signage at Route 59 and High Avenue gateways to direct visitors to the downtown via Main Street.

6.3.2 Safety

- Install pedestrian signal heads at all signalized intersections.
- Reduce speeds by implementing traffic calming on streets identified as high-crash or high-speed corridors.
- Adopt a Complete Streets Policy.
- Address the condition of sidewalks in the downtown and residential areas, particularly along Upper Depew and in the Waldron Terrace neighborhood, including pavement conditions, streetscaping and lighting.

6.3.3 Public Transportation

- Advocate for regional transit improvements and support Bus Rapid Transit (BRT) within Nyack.
- Explore the feasibility of a shuttle to connect the Nyacks with the Village's downtown.
- Improve bus stop amenities at all marked stops.

6.3.4 Bicycle Circulation

- Create a bicycle route network that accommodates local, regional and long-range cyclists.
- Introduce an improved wayfinding system that direct travelers to appropriate streets and destinations.
- Increase bicycle parking opportunities in the Village core to encourage local bicycle use.
- Introduce temporary bicycle corrals or valets along the Broadway corridor to accommodate large influxes of bicyclists during summer weekends and special events.
- Extend the Esposito trail into Downtown via Franklin Street.

6.3.5 Pedestrian Circulation

- Create a pedestrian master plan that provides an implementation strategy for the construction and renovation of sidewalks and pathways, crosswalks and ADA-compliant curb ramps.

6. TRANSPORTATION

- Develop a “Safe Routes to School” program to focus on improving pedestrian infrastructure within student walk zones.
- Improve walkability along the Route 59 corridor to strengthen pedestrian connections to the Waldron Terrace neighborhood as well as Central and West Nyack.
- Permit restaurants to use parklets, temporary sidewalk extensions installed in parking lanes, during the warmer months to better accommodate outdoor dining and preserve walking space along Downtown streets.



Parklet in San Francisco, CA sponsored by neighborhood restaurant
San Francisco Planning Department

6.3.6 Parking

- Monitor the parking demand by conducting routine occupancy counts to inform parking management strategies.
- Review parking regulations to accommodate parking near houses of worship to help accommodate parking during Saturday and Sunday workshop hours and other events.
- Explore better landscaping and lighting for existing surface lots in the downtown. As new development occurs in the Superblock, encourage the use of high-quality structured parking incorporated with other land uses.
- Improve landscape, lighting and signage in municipal lots, including the use of green infrastructure to improve stormwater management and reduce the heat island effect.
- Reserve spaces for electric vehicle charging stations and car-share vehicles in municipal lots.
- Incorporate parking into wayfinding signage.