

6. Route 9 Secondary Street System

Recommendation: *Develop a more walkable street network with a Village-like mix of uses east of Route 9.*

Route 9 is currently a vehicle-dominated commercial strip and does not provide a safe or comfortable walking environment. During the public input process, many residents noted that people cross Route 9 often, but it is unsafe and lacks pedestrian amenities. Multiple signals and driveways increase traffic congestion while limiting access between businesses and creating numerous conflict points for pedestrians. Residents supported the secondary street concept and mixed-use development east of Route 9. To improve the walkability and traffic conditions along and east of Route 9, the following improvements are recommended:



Figure 10 - Poor walking environment on Route 9

- Create a secondary street system including a north-south street east of Route 9 to connect New Hackensack Road to Myers Corners Road, east-west connections to East Main Street and Old Route 9, and a northern connection from New Hackensack Road to North Mesier Avenue (not shown on map). These would be tree-lined, slow-speed streets with sidewalks. They would displace traffic on Route 9 and improve access to residential and commercial buildings east of Route 9.



Figure 11 - Multiple driveways are common along Route 9

- Remove one to two traffic signals, four or more left turn lanes, and ten driveways on Route 9 to reduce conflict points from turning vehicles, improve traffic flow, and improve walkability along Route 9. Establish a planted median and street trees along Route 9 within the Village limits (between Wappinger Lake and Myers Corners Road) to calm traffic and beautify the corridor, and alert drivers that they are entering the Village.

- Establish internal connections between businesses to reduce the need for individual driveways, reduce traffic on Route 9, and create additional frontage for new businesses.
- Promote walkable, mixed-use development east of Route 9, including infill commercial (shown in red on map), new attached housing (shown in brown on map), and housing over commercial. Work with developers to help fund the secondary street system, and incorporate underground utility upgrades into the development of the area.



Figure 12 - Demand for internal connections between Route 9 businesses

Route 9 Secondary Street System



Secondary Street System:

- North-south street connects New Hackensack Road to Myers Corners Road
- East-west connections including to East Main Street and Old Route 9
- Northern connection from New Hackensack Road to N. Mesier Avenue (not shown)
- Tree-lined, slow-speed streets with sidewalks
- Secondary system displaces traffic on Route 9 and improves access to residential and commercial buildings east of Route 9

Route 9 Improvements:

- Remove 1-2 traffic signals, 4 or more left turn lanes, and 10 driveways
- Reduces conflict points from turning vehicles
- Improves traffic flow
- Improves walkability along Route 9
- Planted median and street trees within Village limits calms traffic

Internal Connections Between Businesses:

- Reduces need for individual driveways
- Reduces traffic on Route 9
- Creates additional frontage for new businesses

Walkable, Mixed-Use Development:

- Opportunities for infill commercial (shown in red)
- Potential housing sites (shown in brown)
- Developers could help fund secondary street system
- Underground utility upgrades could be incorporated

7. East Main Gateway

Recommendation: *Create an attractive, pedestrian-friendly entrance to the Village Center from Route 9 to connect the eastern portion of the Village to the Village Center.*

There is currently a strong disconnect between the Route 9 corridor and the historic Village Center. During the public input process, residents expressed interest in distinctive and historical signage, street trees, and other elements to create a more 'Village-like' feel and to slow traffic at the East Main Street/Route 9 intersection. The following improvements are recommended to bring people into the Village Center from Route 9 and future mixed-use development to the east:

- Create a four-way intersection at Route 9 and East Main Street by providing a new connection on the eastern leg from Imperial Boulevard to East Main Street. Move the existing commercial parking access on the northeast corner further from the intersection to reduce conflicts with turning vehicles.
- Make the intersection more pedestrian-friendly by:
 - Striping high-visibility crosswalks on all four legs of intersection,
 - Narrowing the travel lanes to allow for a planted median and pedestrian refuge islands,
 - Adding street trees to provide shade and protection from traffic, and
 - Removing the right turn slip lane at the north-west corner and extending the curb to shorten the crossing and reduce conflicts between vehicles and pedestrians.



Figure 13 - The building footprints and street network demonstrate the disconnect between the portions of the east and west portions of the Village



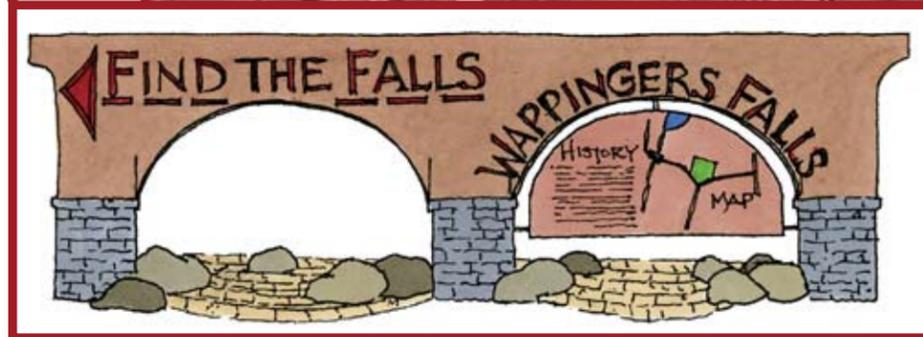
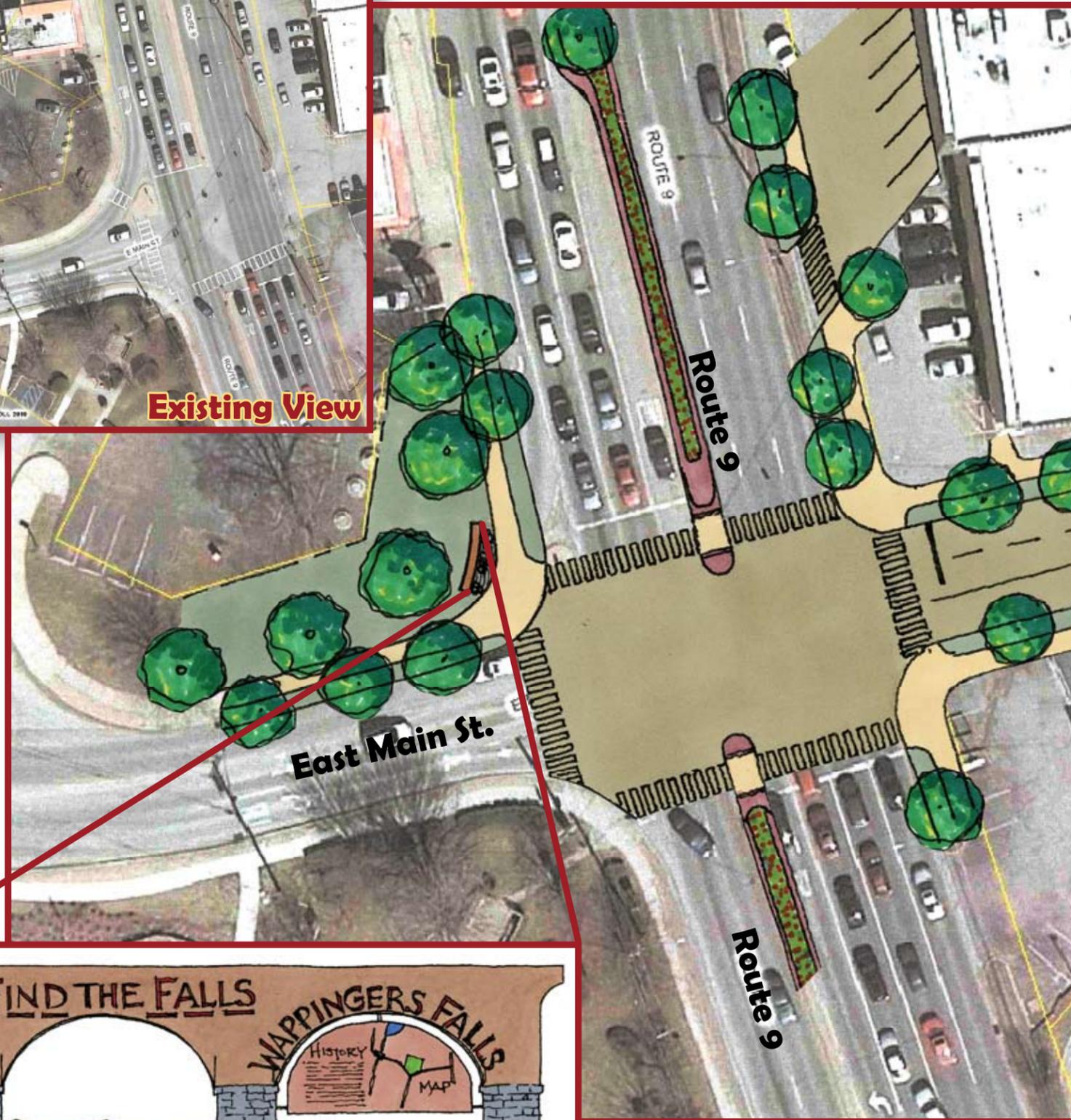
Figure 14 - Existing Route 9/East Main Street intersection

- Design and install an iconic bridge sign on the north-west corner of the intersection to announce the entrance to the Village Center from Route 9 (see sample design concept). The sign could include Village history and a map to attract visitors to the Village Center and the Falls. Smaller directional signs with similar imagery could be used along East Main Street to delineate a walking/driving route to the Falls.



Figure 15 - Existing aerial of East Main Street and Route 9

East Main Street Entrance



Route 9 Improvements:

- New four-way intersection with East Main Street connects to Imperial Boulevard
- Commercial parking access on northeast corner moved further from intersection to reduce conflicts with turning vehicles

Iconic Bridge Sign:

- Announces entrance to Village Center from Route 9
- Attracts visitors to Village Center and the Falls
- Includes Village history and map
- Smaller signs with similar imagery could be used along East Main Street to the Falls

Pedestrian Improvements:

- High-visibility crosswalks on all 4 legs of intersection
- Narrower lanes allow for planted median with pedestrian refuge islands
- Additional street trees provide shade and buffer from traffic
- Removal of right turn slip lane and extended curb at northwest corner shortens crossing and reduces conflicts

8. Village Center Gateway

Recommendation: Provide a strong visual gateway to the Village Center at South Avenue while improving pedestrian safety and providing the opportunity for new residential and commercial activity.

The intersection of East Main Street and South Avenue (Route 9D) lies at the heart of the Village but feels empty. It is a wide intersection with open space on two of the three corners. A visitor arriving at the intersection would not know where the Village business center is, and Mesier Park feels isolated from the activity in the commercial center. At the first two public meetings, residents expressed concern about high speeds and truck traffic at the intersection, and supported measures to slow speeds and improve pedestrian safety. They also agreed that outdoor dining areas are needed in the Village. As such, the following improvements are recommended:



Figure 17 - Existing approach to the East Main Street/South Avenue intersection from the east

- Improve pedestrian safety and calm traffic by narrowing the intersection along the northern edge to protect the sidewalk. This would allow for additional landscaping and street trees, and would shorten the north-south crossings by up to twenty feet. The intersection could be crowned in the center with decorative paving. Add on-street parking on one side of East Main Street to further calm traffic and provide parking for nearby businesses.

Consider one of the following options for the Zion Park property:



Figure 16 - Existing East Main Street/South Avenue intersection (looking east)

- Mixed-use buildings with ground floor commercial storefronts to expand and strengthen the business district and housing on upper floors to add pedestrians and close-in customers for local businesses. This could include a tower or other architectural feature on the south-west corner of East Main Street and South Avenue to act as a focal point and gateway to the Village Center; outdoor dining

on East Main Street to activate the park area and increase pedestrian activity; a landscaped shared parking lot for the residential units, commercial uses, and church; and single-family housing on Andrews Place to blend with the existing residential area and screen the shared parking lot. This option would provide economic benefits to Zion Church, which owns the property, and the Village, by making the land taxable. This option is shown on the Map.

- Retain the existing park and parking area under the control of Zion Church.
- Purchase the property or its development rights from Zion Church to allow the park to be maintained under Village control, and consider sharing the parking with commercial uses.

The Zion Park property is currently zoned Central Business, which allows for commercial development. Zion Church leaders expressed interest in exploring potential development on the property at a meeting with the Village. However, at the public hearing, some residents expressed concern about loss of green space and impacts to the historic character of Andrews Place. Any decision regarding Zion Park would have to be made in consultation with Zion Church, Andrews Place residents, and other stakeholders.



Figure 18 - Aerial of East Main Street/South Avenue intersection

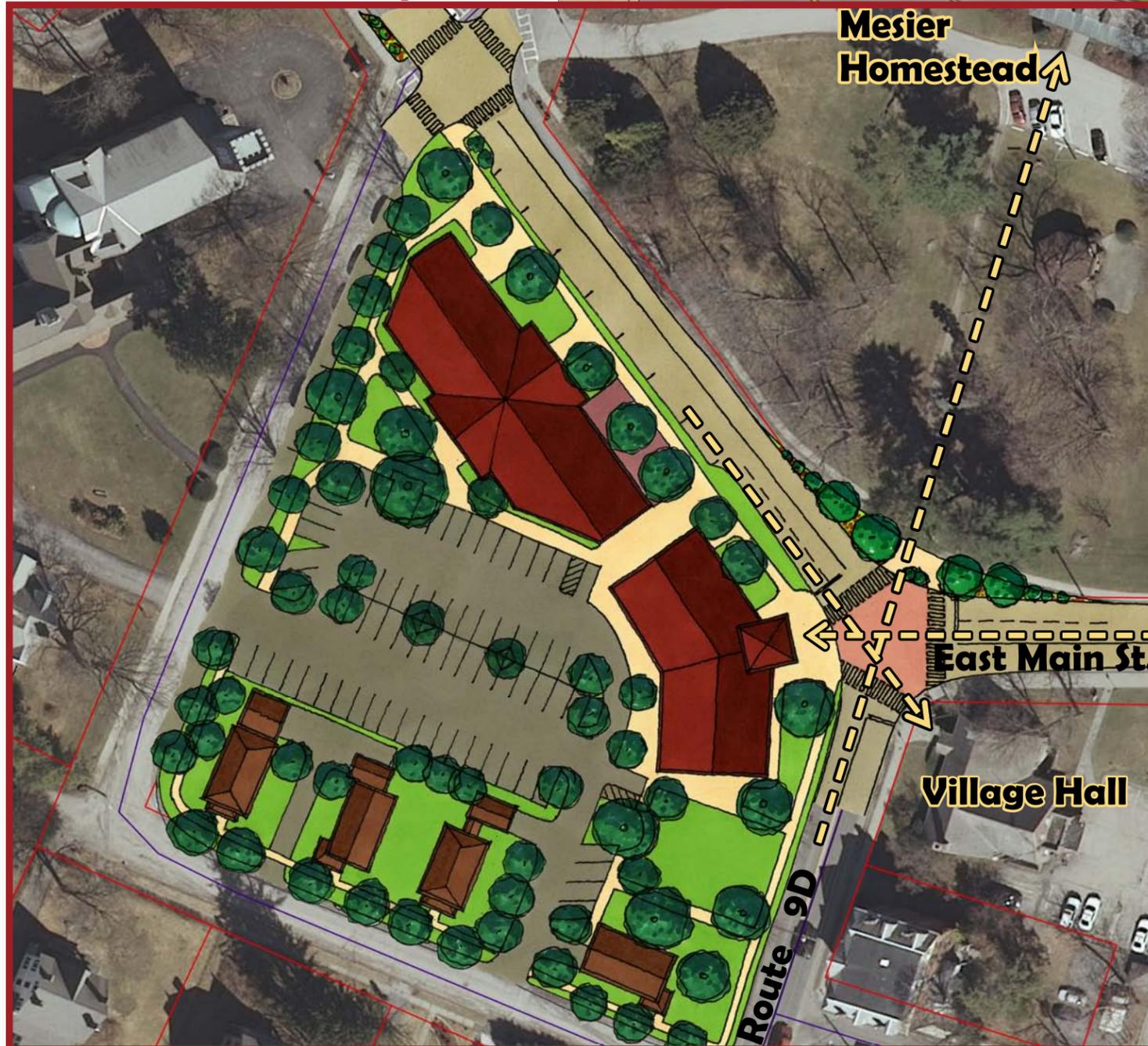
Village Center Gateway



Existing View



Narrower Intersection and Potential Gateway Building



Mesier Homestead

East Main St.

Village Hall

Route 9D

Pedestrian Safety and Traffic Calming

- Narrow intersection along northern edge to protect sidewalk and to add landscaping and street trees
- Shorten north-south crossings by up to 20 feet
- Crown intersection with decorative paving
- Add on-street parking on East Main Street

Visual Gateway to Village Center

- Consider mixed-use buildings with corner tower to act as a focal point for East Main Street gateway
- Connect business center to Mesier Park and activate park area with outdoor dining/pedestrian attractions
- Save major trees and landscape paved parking lot
- Offers economic benefits to Village and church

New Commercial and Residential Opportunities

- New ground floor commercial storefronts to expand and strengthen business district
- Housing on upper floors to add pedestrians and close-in customers to Village Center
- Single-family housing on Andrews Place to blend with residential area and screen shared parking lot to rear