



To: Peter Fairweather, Fairweather Consulting  
From: Bill Sprengnether, Alta  
Kara McKnight, Alta  
Date: 08/20/2021  
Re: Comprehensive Plan Recommendations

---

## Public Comments & Site Visit Recommendations

### Polling Questions from Public Meeting #1 (PPT)

1. 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% - Stronger emphasis on pedestrian infrastructure
  - 17% - Balance is right
  - 17% - More emphasis on vehicular infrastructure
2. Is there enough off-street parking for residents?
  - 53% - No
  - 47% - Yes
3. How often do you feel visitors are inconvenienced by a difficult parking situation to the point that they are discouraged from returning?
  - 0% - Always
  - 27% - Often
  - 33% - Sometimes
4. The development of Wawayanda Creek as a linear park has been discussed and even designed in concept, please rank this as a future priority.
  - 57% - High priority
  - 43% - Low priority
5. Do you feel a loop trail around the Village is a priority or is even feasible?
  - 38% - High priority / Feasible
  - 50% - Medium priority / Possibly feasible
  - 13% - Low priority / Not feasible
6. Of the three options listed above for improving the pedestrian connectivity within the village please pick the option that you feel is the best for Warwick?
  - 67% - Adding sidewalk and curb improvement projects to the taxes of adjacent property – spreading out payment over a long period of time.
  - 33% - Public funding of sidewalk (requires public investment or grant funding)

## Summary of Questions / Comments

The overall feedback from participants was that improved pedestrian infrastructure is a priority. People commented frequently on the lack of sidewalks on South Street Extension, Galloway and at the Intersection of Hamilton and Galloway. These improvements would go a long way to improving walk to school options for the elementary school.

In regards to parking, it was suggested that local residents know where to find parking and therefore never have a difficult time finding downtown parking. Conversely, visitors don't know where to park, which may be more of a signage and communications problem.

## Recommendations

**Sidewalk improvements:** Generally, sidewalk improvements involve the reconstruction of a dilapidated surface that can make the sidewalk difficult for users to navigate. Sidewalk improvements may also include the construction of a sidewalk along a road where there is a high need for pedestrian access. Typically, these locations serve as connections to schools, downtown business districts, and residential neighborhoods.

From a policy standpoint, sidewalk improvement recommendations involve a change in sidewalk construction regulations. Ideally, this would shift the responsibility of constructing and maintaining a sidewalk from home owners to the Town/Village authority. In order to do so, a program may be developed to fund the construction and maintenance through a property tax assessment, which will spread the cost out over many years at low interest rate.

**Streetscape improvements:** This type of improvement will be implemented as a traffic calming measure that will create a safer environment for all user types within the Village. The traffic calming measures will include visual cues, such as signage, crosswalks, speedhumps, and curb extensions to reduce vehicular speed when drivers enter certain corridors, such as main streets and school zones.

[Table 1] Pedestrian Improvements

Corridor	Improvement Description	Length
Maple Avenue	Sidewalk improvements are recommended along Maple Avenue to connect residents to downtown Warwick.  Streetscape improvements, such as pedestrian signage and curb extensions, are recommended along Maple Avenue to mitigate traffic speed.	5250 feet
Colonial Avenue	Sidewalk and streetscape improvements are recommended from Forester Street to the Village boundary to mitigate traffic speed and create a safe connection for residents traveling to the Village.	2910 ft.
Grand Street	Sidewalk improvements are recommended from Maple Avenue to the Village boundary near Laura Lane. A crosswalk installation is recommended at Fairview Avenue and Woodside Drive.	

Corridor	Improvement Description	Length
West Street	School. Sidewalk and streetscape improvements are recommended to connect downtown Warwick to Warwick High School and Middle School. With coordination with the Village, this route may be eligible for designation as a Safe Routes to School (SR2S) corridor	3200 ft.
Oakland Avenue	Sidewalk improvements are recommended along Oakland Avenue from Main Street to the Village boundary.  Streetscape improvements are recommended along Colonial Avenue to mitigate traffic speed.	2800 ft.
Galloway Road	Sidewalk improvements, including crosswalk installations are recommended from Oakland Avenue to the Village boundary just east of Hawthorne Avenue. After new sidewalk improvements are made, this route may be eligible for designation as a Safe Routes to School (SR2S) corridor.	3720 ft.
Forester Avenue	Sidewalk improvements are recommended along this route to connect Galloway Road to Colonial Avenue, thus creating a safe route to Veterans Memorial Park and Park Avenue Elementary School. After new sidewalk improvements are made, this route may be eligible for designation as a Safe Routes to School (SR2S) corridor.	3900 ft.
Park Avenue / Park Place / Park Way / Burt Street	Sidewalk improvements and installations are recommended on Park Avenue to connect South Street to Galloway Road, thus creating a safe corridor adjacent to Park Avenue Elementary School.	2490 ft.
Southern Lane / Carol Drive	Sidewalk installations are recommended along Southern Lane and Carol Drive to create a safer pedestrian connection to downtown Warwick from the adjacent neighborhoods.	1720 ft.
Park Lane	Recommendations for Park Lane include the installation of a shared-use path or a bike boulevard along this section.  Streetscape improvements, such as a bike boulevard, are recommended along Park Lane in front of Park Lane Apartments to mitigate traffic speed and create an environment that is conducive to pedestrian traffic. The improved route would provide a safe connection between Stanley Deming Park and Veterans Memorial Park.	1180 ft.

Corridor	Improvement Description	Length
Memorial Park Drive	A shared-use path is recommended along the entire length of Memorial Park Drive to create a safe route for pedestrians using the park.	2950 ft.

**Intersection improvements:** This type of improvement will be implemented as a traffic calming measure that will create a safer environment for all user types within the Village. The traffic calming measures will include visual cues, such as signage, crosswalks, speedhumps, and curb extensions to reduce vehicular speed when drivers enter certain corridors, such as main streets and school zones.

[Table 2] Intersection Improvements

Corridor	Improvement Description
Maple Avenue & Colonial Avenue	This intersection is one of the main junctions within the Village of Warwick. It poses a unique challenge in that it is currently designed with a center island and it is directly adjacent to another intersection (Colonial & Forester Avenues). Additionally, crosswalks should be reoriented at this intersection.
Colonial Avenue & Forester Avenue	An intersection improvement is recommended at this location due to the difficulty of making a left turn onto Colonial Avenue from Forester Avenue.
High Street & Forester Avenue	An intersection improvement at this location
West Street & Oakland Avenue & Main Street	This three-road intersection poses a unique challenge considering it is situated directly adjacent to a small bridge and an active railroad line on Oakland Avenue.
Galloway Road & Overlook Road	Galloway Road traffic does not have to stop for cars exiting Overlook Drive, however, they are enforced to yield to pedestrian traffic at the mid-block crossing and bus stops. Installing additionally signage and a facility such as a RRFB <sup>1</sup> would increase safety for pedestrians crossing at this location and it would help this route become eligible for designation as a Safe Routes to School (SR2S) corridor.
Galloway Road & Hawthorne Avenue	An improvement at this intersection, such as the installation of sidewalks and crosswalks, could help this route become eligible for designation as a Safe Routes to School (SR2S) corridor.

<sup>1</sup> A rectangular rapid flash beacon (RRFB) is a crosswalk enhancement that is used to improve safety at an uncontrolled, marked crosswalk.

## Parking Recommendations

There are multiple municipal parking lots and on-road parking options within the Village of Warwick that residents deem sufficient most of the time.

A survey found that 53% of residents think there is sufficient parking in the Village’s central business district except for peak periods of demand<sup>2</sup>. About 35% of respondents stated that they don’t think there is enough parking in general and 7% said there is enough all the time. Some commenters stated concerns regarding metered parking and how they believe it poses an issue regarding ticketing, especially for those residing in the Village, the lack of handicap parking, and the influx of people parking on the weekends versus the weekdays.

In the previous planning documents a parking garage installation was recommended to combat the perceived lack of parking. While a parking garage may resolve those issues, the cost could potentially outweigh the benefits. For instance, the cost of one parking space in a surface lot is approximately \$10K - \$15K. A parking space in a parking structure, such as a parking garage, may cost two to three times that amount for one parking space.

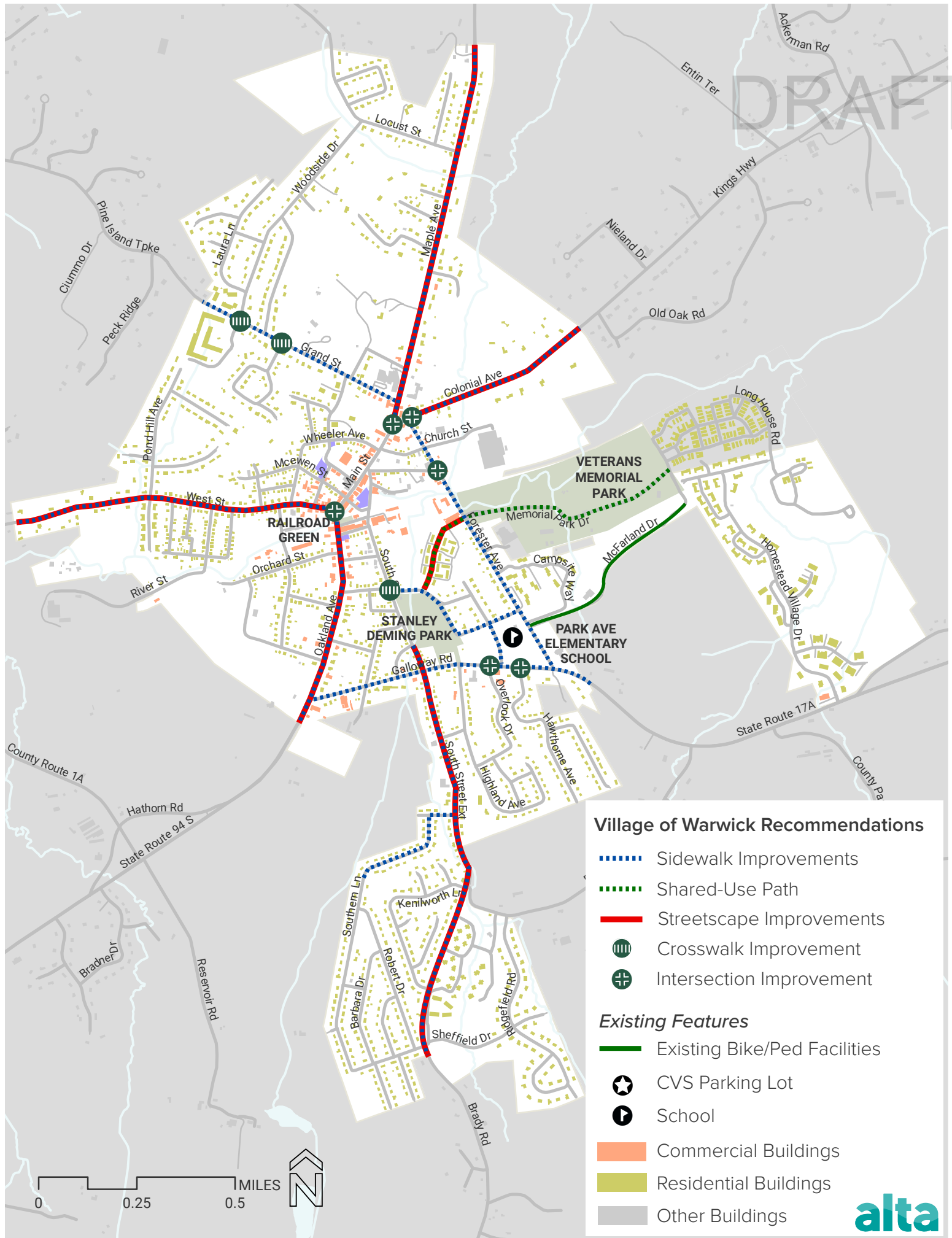
Alternatively, small surface parking lots could address the need for flexible parking spaces that are only needed at high-peak times, such as weekends and events. Shared parking facilities, such as the lot at CVS on Main Street, can also have a positive impact on parking within the Village. Essentially, a shared parking lot involves an agreement between the Village or Town and the business that owns the lot. During non-peak or closed hours, these lots that would typically be virtually empty become municipal lots.

Additionally, the Village could provide “off-site” parking for large community events, such as the Warwick Apple Fest, and on weekends when the parking demand is higher than usual. The “off-site” lot would be coupled with a shuttle service that operates for an extended amount of time and runs on a schedule. There could be a fee associated with parking in the lot or using the shuttle service to offset the operating cost for the Village.

---

<sup>2</sup> Peak periods of demand include events such as the Warwick Apple Fest that can see an influx of thousands of visitors in one day.

DRAFT



**Village of Warwick Recommendations**

- ⋯⋯⋯ Sidewalk Improvements
- ⋯⋯⋯ Shared-Use Path
- Streetscape Improvements
- Crosswalk Improvement
- Intersection Improvement

**Existing Features**

- Existing Bike/Ped Facilities
- CVS Parking Lot
- School
- Commercial Buildings
- Residential Buildings
- Other Buildings



0 0.25 0.5 MILES

