Chapter 4 Town of Putnam Valley

4. TOWN OF PUTNAM VALLEY – OREGON CORNERS

4.1 Problem Statement

The Town seeks to implement pedestrian amenities and create a unique sense of 'place' for the Oregon Corners Business District loosely defined as that portion of Oscawana Lake Road from Enloe Street to Hollowbrook Road and Peekskill Hollow Road from Oscawana Lake Road as far east as the eastern entrance to the Mahopac National Bank parking lot (due East of the police station) and including the intersection of these two roads. Generally speaking the area boasts great natural attributes and a fine concentration of retail stores and abundant parking but lacks planning and coordination for transportation, land use and urban design.

4.2 Study Area

The intersection of Oscawana Lake Road and Peekskill Hollow Road is known as Oregon Corners. The study area includes Oscawana Lake Road south of Oregon Corners approximately 200 feet, and north approximately 500 feet to Enloe Street. Consideration was also given to the area approximately 300 feet east on Peekskill Hollow Road, and approximately 300 feet to the west. The intersection is a commercial hub with several businesses including a deli, hardware store, automotive repair, restaurant and nearby shopping center.

Oregon Corners has the potential to become a vibrant town center and community focal point. There are a number of key active businesses currently located there including both retail establishments, service providers and professional offices and there is sufficient room and parking capacity to accommodate more. Few people currently walk through the area linking their shopping trips from store to store. There is, however, a significant 'place-making' opportunities present here including the implementation of streetscape beautification and pedestrian safety improvements along the streets and inside the shopping plaza, and opportunities for the creation of new publicly accessible open spaces such as pocket parks and picnic areas that capitalize on the presence of picturesque streams and other natural and historical features.

4.3 Existing Conditions

Land Use

There are undeveloped parcels and vacant buildings along the west side of Oscawana Lake Road north of Peekskill Hollow Road. At the time of this study, the parcel on the northwest corner of this intersection was being developed as a bank with parking and a drive-thru teller by the Putnam County National Bank.

On the northeast corner of the intersection, ad hoc parking stalls have been striped perpendicular to the roadway and property line between the edge of the road and the building that houses the deli and restaurant. There are faded painted crosswalks on the roadway pavement at the intersection of Oscawana Lake Road and Peekskill Hollow Road. Generally speaking both of the subject roads lack curbs, paved sidewalks and streetscape and/or pedestrian amenities of any kind which severely compromises pedestrian comfort and safety.

Currently, the deli located at the northeast corner of the intersection has the highest level of activity around this intersection. It was noted that most customers visiting the deli come by car and park their vehicles in the parking spaces provided for customers. Parking is not sufficient to accommodate the demand for all customers during the morning rush hour and some vehicles were seen double-parking along Peekskill Hollow Road and Old Oregon Road. Further, cars backing out of the perpendicular parking in front of the deli on Peekskill Hollow Road presents constitute a traffic problem and pose a threat to pedestrian safety. There is an auto body shop at the southeast corner of the intersection. Activity level at this location seemed relatively moderate during the field visit. A two-story building with a restaurant at street level (Putnam Valley Restaurant) is located at the southwest corner of the intersection. A two-story building exists at the northwest corner of the intersection with a salon and spa at the ground level.

Roadway Geometry

This is a four-legged signalized intersection. All four approach roads have one travel lane in each direction. Travel lanes are 12 feet wide with the exception of Hollowbrook Road where travel lanes are 10 feet wide each with no shoulder or sidewalk to separate the east bound travel lane from the side of the restaurant building from which emerges a doorway to a staircase that leads up to a second floor apartment. The tenants currently exit the building into the roadway.

Parking

There is no on-street parking at Oregon Corners, but there is bountiful privately owned off-street parking at a number of locations including:

- Adjacent to the northwestern corner on the parcel slated to be redeveloped as a bank. This parking area can be accessed from both Hollowbrook Road and Oscawana Lake Road
- The deli located directly on the northeast corner has perpendicular parking in front of the building that appears to protrude into the roadway right-of-way along the north side of Peekskill Hollow Road (7-8 spaces) and along the East side of Oscawana Lake Road (8-9 spaces)
- Behind the post office on the south side of Peekskill Hollow Road
- Perpendicular parking in front of and along the side of the hardware store on the west side of Oscawana Lake Road
- An abundance of parking serving the stores of the shopping plaza behind the northeast corner, east of the creek and north of Peekskill Hollow road

Pedestrian Facilities

This a signalized intersection with a two-phase pre-timed 45 second cycle. There are pedestrian crosswalks across all four legs of the intersection. Crosswalks are 6’ wide but the painted markings were faded. There are no pedestrian signal heads (walk/don’t walk) at any of the intersection corners. As stated above, there are no sidewalks at this intersection. Existing pedestrian volumes are low. During the four (4) hour traffic counts conducted on January 18, 2009, it was noted that only 5-6 pedestrians crossed at this intersection. There are no curbs and discontinuous sidewalks. Large concrete swales carry surface-flow storm-

water run-off along the edges of the roadway to large drainage inlets located at the low points in the intersection from which it drains directly to the creek. The area is not currently pedestrian friendly.

4.4 Analysis

Traffic Volumes

Twenty-four hour automatic traffic recorder counts were collected for a one-week period from October 14 to October 21, 2008 along the northbound, southbound, and westbound approaches to the Oscawana Lake/Old Oregon Road at Peekskill Hollow/Hollowbrook Road intersection. These counts were used to determine the weekday AM (7 to 9) and PM (4 to 6) peak traffic periods, as well as the weekend peak period (10AM to 1PM). Manual turning movement counts during the identified peak periods were conducted at the intersection on Thursday, December 18, 2008. From these counts, it was found that, during the AM peak hour (7 to 8), the highest traffic volumes were on the southbound approach of Oscawana Lake Road - 416 vehicles per hour (vph) with 142 vehicles turning left onto Peekskill Hollow Road. During the same time period, the westbound left turn from Peekskill Hollow Road to Old Oregon Road was 116 vph. During the PM peak hour (5 to 6), the highest approach volumes were on northbound Old Oregon Road (601 vph), and the westbound left-turn volume was 179 vph.

Intersection Operation – Highway Capacity Analysis

Signalized intersection capacity analyses were conducted for the Oscawana Lake/Old Oregon Road at Peekskill Hollow/Hollowbrook Road intersection using the latest version of Highway Capacity Software (HCS2000). Existing 2008 and future 2013, 2018, and 2023 weekday AM and PM analyses were conducted to determine desired geometric and operational changes now, in the short-term with the construction of the planned bank on the northwest corner, and in the long term with the planned addition of westbound and southbound left-turn lanes and the widening of the Old Oregon Road bridge. It should be noted that trip generation for the planned bank at the intersection was developed using rates published in the 7th edition of the Institute of Transportation Engineer's *Trip Generation* manual.

HCS2000 evaluates intersection operations in terms of levels of service that are based on vehicular delays and that range from excellent LOS A to failing LOS F. The results of signalized intersection analyses at Oscawana Lake/Old Oregon Road and Peekskill Hollow/Hollowbrook Road indicate that there are existing capacity deficiencies at the intersection. Although the overall intersection operates at acceptable LOS C, the westbound one-lane Peekskill Hollow Road approach operates at poor LOS E with over 55 seconds per vehicle (sec/veh) of delay during the weekday PM peak hour. Ninety-five-percentile queues on the southbound and westbound approaches are around 400 feet during the AM and PM peak hours, respectively.

Future condition analyses indicate that the addition of an exclusive westbound left-turn lane at the intersection would improve conditions for the short term. By adding this turn lane and retiming the traffic signal slightly (including reducing its existing 65-second cycle length by 5 to 10 seconds), the intersection would operate at overall LOS C up until at least 2018. Although all intersection movements would operate with acceptable levels of delay, the

northbound and southbound 95th-percentile queues could be rather extensive – 350 northbound and 450 southbound during one or more peak hour.

In the long term, with the planned construction of the westbound left-turn lane, as well as that of the southbound left-turn lane and exclusive left-turn, through, and right-turn lanes on the widened northbound bridge approach, the intersection would operate well during both peak hours – at overall good LOS B. All intersections movements would also operate at acceptable levels, and all 95th-percentile queues would be less than 225 feet.

4.5 Recommendations

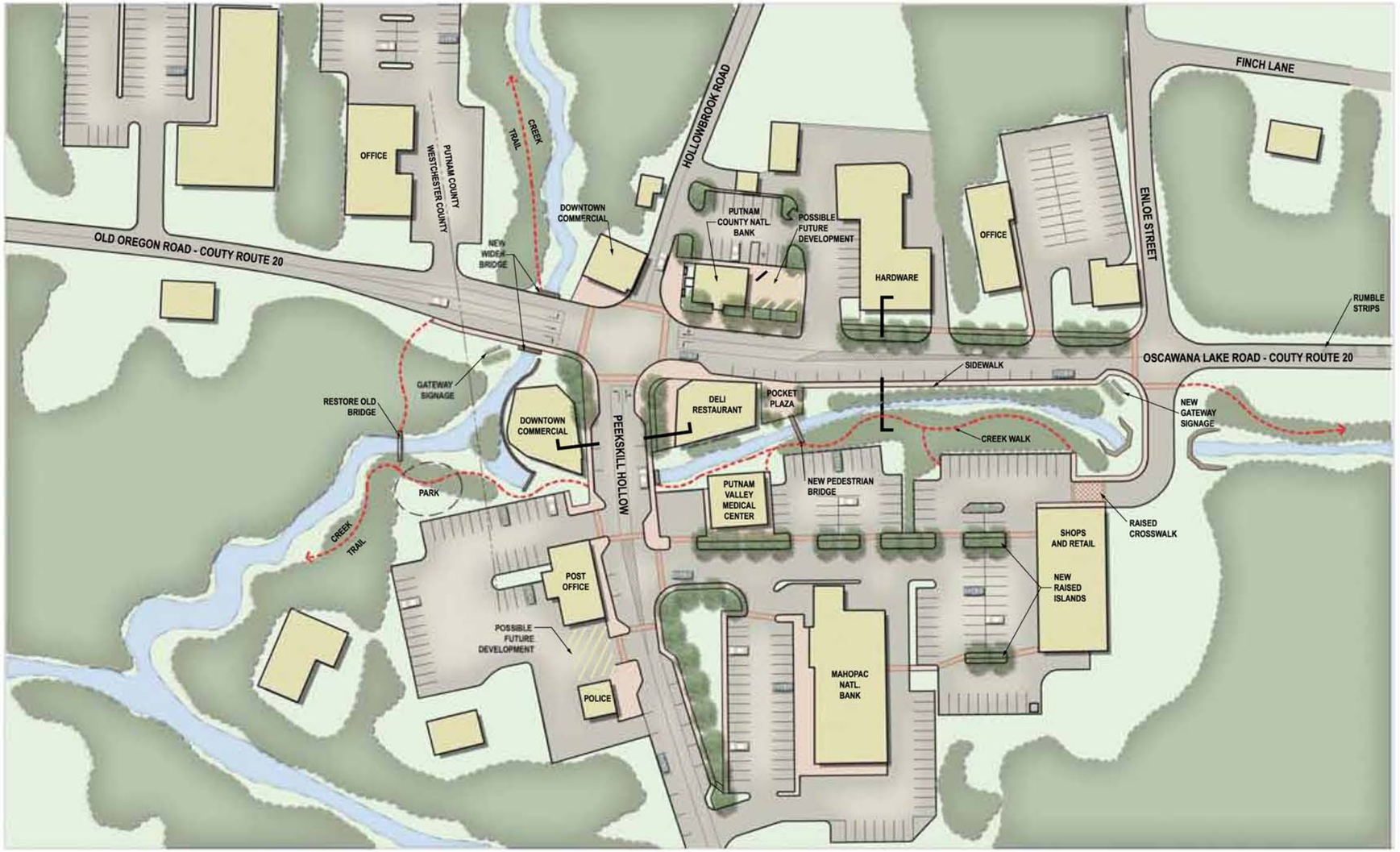
The recommendations below can be referenced by referring to Figure 4.1.

4.5.1 Traffic and Pedestrian Access

It is recommended that the intersection of Oscawana Lake road and Peekskill Hollow Road and the lengths of those two roads extending back as far as the study limits described above be reconstructed with curbs and sidewalks in place of the aforementioned concrete gutters. Sidewalks should be a decorative tinted concrete with ADA compliant pedestrian curb ramps at the corners. Crosswalk edges should be striped with retroflective thermoplastic in lieu of 'paint' and the roadway surface on the interior of those crosswalks should be reconstructed with a decorative finish such as "Imprint" or "BrickPrint." Crosswalks should be installed to enhance and emphasize pedestrian access. Pedestrian signal heads should be installed indicating the walk/don't walk phase.

The natural beauty of the wooded area between the creek and the shopping plaza parking area poses a great opportunity to create a connection between the retail stores located along Oscawana Lake Road and the retail stores located in the plaza. This bucolic area along the creek could be cleared of the fallen brush, have a compacted gravel path installed and trees could be pruned to offer a scenic scenic stroll along the banks of the creek. This could be the beginning of what could be called the Oregon Corners *Creek Walk*. The addition of benches, picnic tables and interesting thematically designed interpretive signage along the *Creek Walk* would also enhance the area and help make it a popular destination for people coming to Oregon Corners to work, shop and run errands. During the time of this study, one of the adjacent property owners began clearing this area. The path would provide an attractive pedestrian amenity. It would bring people right along the small waterfall in this part of the creek, which most of the stakeholders involved in this study did not know existed. A small foot bridge placed over the creek behind the medical office would connect the abundant parking in the shopping plaza with a small proposed pocket park behind the Deli on Oscawana Lake Road thus alleviating the need for the dangerous and inconveniently placed perpendicular parking in front of the Deli.

In the future, this Creek Walk concept could be continued on the south side of Peekskill Hollow Road, which is now privately owned, although a remnant street sign between the Auto Repair Shop and the Post Office suggest the possibility of a public easement. If additional creekfront property were to be acquired for public access, the Creek Walk could be extended beyond where the two creeks converge, to the old steel bridge that is just over the border into Westchester.



LEGEND

- BRICKPRINT CROSSWALKS
- TINTED AND SCORED SIDEWALKS
- WOODLANDS PATHS

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Putnam County Main Street Partnership Planning Study

Figure 4.1: Oregon Corners Main Street Visioning

Along the east side of Oscawana Lake Road just north of the Deli and the site of the proposed pocket park, there is an old 'boardwalk-style' footpath that has fallen into disrepair. We recommend that this path be upgraded to an ADA compliant sidewalk, which would extend the sidewalk that the County plans to install. Due to the sloping bank of the creek, the decaying railroad ties that once held up the footpath would need to be replaced with a more substantial retaining wall. Perched above the creek, a proper sidewalk would provide pedestrian access from Oregon Corners to the northern entrance to the strip mall.

This sidewalk extension should include decorative crosswalks at the entrance to the strip mall and across Oscawana Lake Road at Enloe Street. It should also include a raised crosswalk at the crossing of the parking area entrance, where vehicles turn around a 90-degree curve as they enter. Together with the aforementioned pedestrian bridge behind the medical office, the proposed sidewalk and Creek Walk footpath would create a loop around the creek from Peekskill Hollow Road to the Enloe Street entrance to the strip mall. This connection could eventually be extended further north to the library, which is only 200 feet north of Enloe Street, by continuing the compacted gravel path along the creek north of Enloe Street.

The Oscawana Lake Road right-of-way is wide enough to fit a sidewalk on the west side of the road as planned, as well as a row of on-street parallel parking on the east side (see Figure 4.2 - Illustrative cross-section). In addition to the benefits of additional parking, this would benefit pedestrians by providing a buffer between the sidewalk and moving traffic, as well as slowing the speed of northbound traffic by visually narrowing the roadway.

4.5.2 Public Space and Placemaking Opportunities

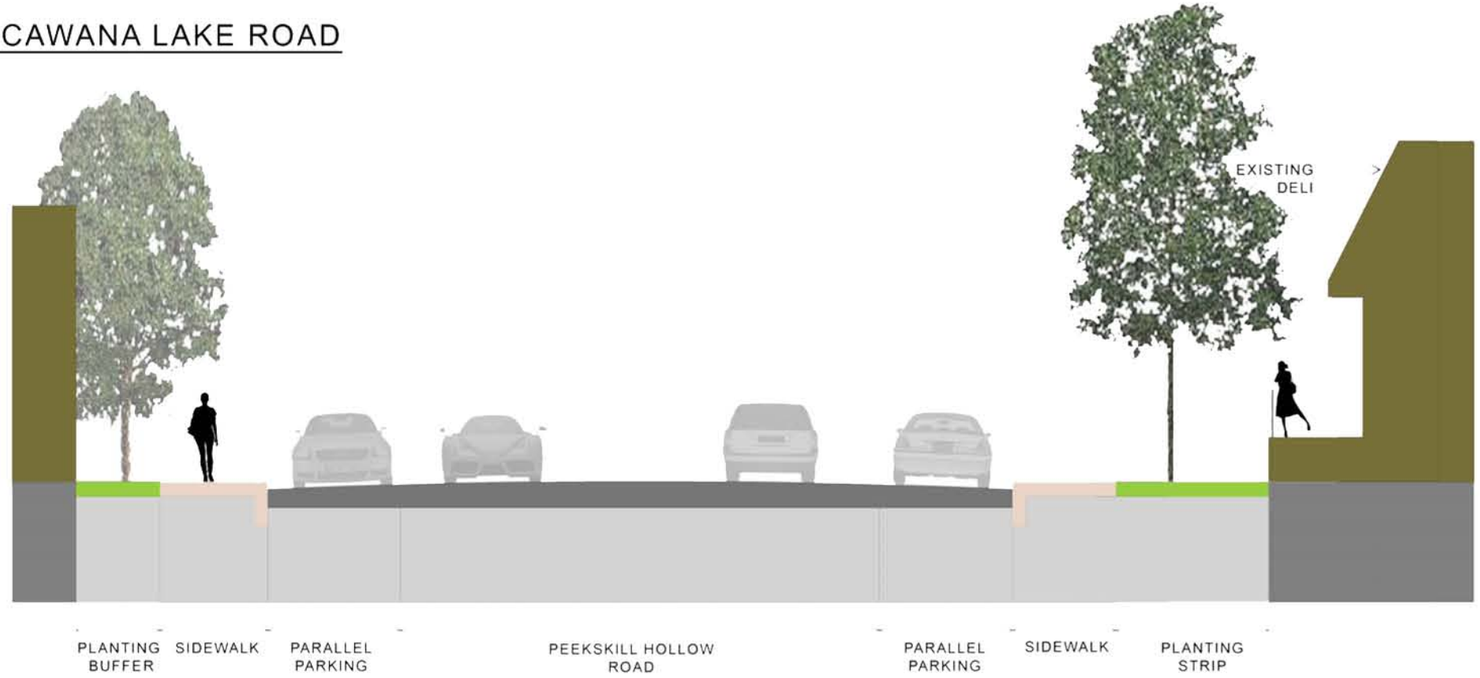
The development and implementation of a consistent decorative streetscape treatment consisting of street trees, decoratively tinted sidewalks, pedestrian-scaled ornamental street lamps, planters, hanging flower baskets and street furnishings would have a great impact on the area. The presence of pedestrian amenities at and immediately leading into the intersection would distinguish Oregon Corners from the more distant and rural sections of these two roads leading into the area. Once implemented, and people begin to park their cars and get around on foot more and linger and pass some of their leisure time here, the increased pedestrian presence will further calm traffic.

Gateway signage on either side of the intersection would help formalize Oregon Corners as a recognized 'Putnam County Main Street' and the heart of the community of Putnam Valley. At the entrance to the shopping plaza opposite Enloe Street, the sign listing the retail establishments should be upgraded to a Village Gateway Sign, with the names of the businesses in the plaza listed more prominently on individual decorative placards below. At the southern entrance to Oregon Corners, the civic signage could be upgraded to a gateway sign marking the entrance into Putnam County as well as Putnam Valley/Oregon Corners.

A key element of the Oregon Corners project is the location of a pocket park. The area behind the deli, which is used as extra parking and to store dumpsters, is an ideal location for such a public space. Decorative pavers with seating and landscaping would create a respite and meeting place for members of the community. The connection from the heart of Oregon Corners to the small waterfall in the creek, where a mill once stood, would provide a balance between access to retail establishments and the natural beauty of this area. A historic marker could be placed along at this location, providing a connection to the areas past.

TYPICAL SECTION AT OSCAWANA LAKE ROAD

SCALE 1/4" = 1'-0"



TYPICAL SECTION AT PEEKSKILL HOLLOW ROAD

SCALE 1/4" = 1'-0"

Putnam County Main Street Partnership Planning Study

Figure 4.2: Oregon Corners - Pedestrian Amenity Plan

On the south side of Peekskill Hollow Road, the quiet and scenic junction of the two creeks would be an ideal place for a small passive park and/or picnic area.

4.6 Phasing and Cost Estimate

The recommendations have been separated into three projects that could be implemented separately. The General Improvements are intended to be considered in conjunction with the improvements being implemented by Putnam County. The Creek Walk and Oscawana Road Improvements can be implemented in two phases. The Pocket Park Improvements are a cost-effective way of making significant improvements that could be realized in the short term. The Oscawana Road Improvements would require detailed design and construction. Once the County's plan is in finalized, design for the Oscawana Road Improvements could begin in order to match what will be implemented.

WORK OR ITEM DESCRIPTION	Unit Price	Unit	Area or Quantity	Approximate Cost
General Improvements				
Removals and Excavation	$ 15,000.00	LS	1	$ 15,000
Imprint crosswalk	$ 25.00	SF	4,850	$ 121,250
Striping	$ 4.00	LF	470	$ 1,880
Curb Ramps w/ Warning Strip	$ 800.00	EA	19	$ 15,200
Benches	$ 1,800.00	EA	8	$ 14,400
Asphalt Pavement	$ 6.00	SF	3,100	$ 18,600
Concrete Curb	$ 70.00	LF	1,130	$ 79,100
5" Concrete Sidewalk w/ Integral Color	$ 15.00	SF	8,000	$ 120,000
Bike Racks	$ 1,000.00	EA	2	$ 2,000
Trash Receptacles	$ 1,200.00	EA	4	$ 4,800
Amenity Strip (Incl. Topsoil and Planting)	$ 9.00	SF	2,500	$ 22,500
Street Trees (Incl. Parking Lot Trees)	$ 1,000.00	EA	40	$ 40,000
Woodland Trails	$ 15.00	SY	450	$ 6,750
Restore Bridge	$ 75,000.00	LS	1	$ 75,000
Maintenance and Protection of Traffic	$ 5,000.00	LS	1	$ 5,000
Gateway Signage	$ 7,700.00	LS	2	$ 15,400
Pole Mounted Lighting	$ 15,000.00	EA	21	$ 315,000
			Subtotal	$ 856,880

Creek Walk and Oscawana Road Improvements				
Pocket Park Improvements				
Removals and Excavation	$ 12,000.00	LS	1	$ 12,000
Pedestrian Bridge	$ 20,000.00	LS	1	$ 20,000
Pocket Park Specialty Paving	$ 20.00	SF	1,000	$ 20,000
Landscaping (Incl. Planting, Topsoil, Mulch)	$ 10,000.00	LS	1	$ 10,000
Bollard Lights	$ 3,500.00	EA	2	$ 7,000
Planters	$ 800.00	EA	2	$ 1,600
Benches	$ 1,800.00	EA	2	$ 3,600
Woodland Trails	$ 15.00	SY	225	$ 3,375
Trash Receptacles	$ 1,200.00	EA	1	$ 1,200
Bike Racks	$ 1,000.00	EA	1	$ 1,000
			Pocket Park - Subtotal	$ 79,775
Oscawana Road Improvements				
5" Concrete Sidewalk w/ Integral Color	$ 15.00	SF	1,300	$ 19,500
Parallel Parking Lane - Asphalt Expansion	$ 6.00	SF	3,450	$ 20,700
Striping	$ 4.00	LF	130	$ 520
Concrete Curb	$ 70.00	LF	290	$ 20,300
Maintenance and Protection of Traffic	$ 5,000.00	LS	1	$ 5,000
Pedestrian Railing	$ 60.00	LF	230	$ 13,800
Modular Retaining Wall	$ 170.00	SF	690	$ 117,300
Pole Mounted Lighting	$ 15,000.00	EA	6	$ 90,000
Riparian Planting	$ 20,000.00	LS	1	$ 20,000
			Oscawana Road Improvements - Subtotal	$ 454,670
Subtotal				$ 534,445
Contigency (20%)				$ 106,889
Construction Inspection (10%)				$ 53,445
Design (10%)				$ 53,445
Mobilization (5%)				$ 26,722
			Creek Walk and Oscawana Road Improvements - Total	$ 774,945
Subtotal				$ 1,391,325
Contigency (20%)				$ 278,265
Construction Inspection (10%)				$ 139,133
Design (10%)				$ 139,133
Mobilization (5%)				$ 69,566
			Total	**$ 2,017,421**