

THE VILLAGE OF HAVERSTRAW

NYMTC COMMUNITY
PLANNING WORKSHOP

SEPTEMBER 2026



COMMUNITY
PLANNING WORKSHOP

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EXECUTIVE SUMMARY

OVERVIEW

The Village of Haverstraw participated in the New York Metropolitan Transportation Council's (NYMTC) Community Planning Workshop Program. This report outlines the activities and recommendations resulting from this year-long CPWP technical assistance effort with concept-level recommendations to identify community-informed improvements to connectivity, mobility, and economic development in the Village of Haverstraw, NY. The initiative is part of NYMTC's Community Planning Workshop Program, aligned with its long-range regional transportation plan, Moving Forward.

PROBLEM STATEMENT

The Village of Haverstraw faces distinct challenges stemming from its unique geography, characterized by elevation changes, historic infrastructure, and natural and waterfront areas, as well as its industrial land use. These natural and built features fragment the community, limiting connectivity both within neighborhoods and between the Village and the broader New York region. This fragmentation affects mobility for residents and visitors, creating isolated pockets and raising concerns about equitable access to amenities and future economic development.

Historic road design further complicates transportation and development efforts. Narrow streets restrict parking, impede traffic flow, and present barriers to implementing bicycle infrastructure and streetscape improvements. These limitations hinder the Village's ability to modernize its transportation network and enhance public spaces.

Based on the identified transportation conditions and community perspectives drawn from various public engagement activities, the project team and Haverstraw officials selected **two project areas of focus**:

- ♦ The Downtown Commercial Corridor
- ♦ The Hudson River Waterfront

Transportation Conditions

- ♦ Between 2020 and 2023, crash data revealed 898 traffic incidents, with notable hotspots along Route 9W and Main Street (NYSDOT ALIS, 2020–2023).
- ♦ Public transit is primarily provided by Transport of Rockland (TOR) County buses and ferry services operated by NY Waterway. TOR operates three year-round bus routes (TOF #91, #95, #97) and a seasonal Ferry Connection bus service.
- ♦ Route 9W, a major thoroughfare, experiences significant traffic congestion and safety concerns, further complicating access in and out of the Village.

Economic Development Concerns

- ♦ Many residents travel outside the Village for entertainment and leisure, highlighting a need to strengthen local offerings and attract external visitors.
- ♦ There is growing concern that new development may threaten existing businesses and alter the Village's cultural identity.
- ♦ Public safety remains a key issue, particularly in areas with high traffic and limited pedestrian infrastructure.

PROJECT GOALS AND OBJECTIVES

Grounded in extensive public engagement and data analysis, the project aims to identify opportunities for feasible improvements that enhance mobility, support equitable access and the ongoing Village goals of revitalization and long-term economic growth. To achieve this, the project will present actionable recommendations that support the Village's broader vision:

Enhance Connectivity and Accessibility

- ♦ Identify improvements that encourage safe movement between neighborhoods and between the Village and the surrounding areas.
- ♦ Propose potential streetscape and placemaking strategies along key paths to draw residents and visitors to the downtown commercial district.

Support Downtown Revitalization

- ♦ Recommend strategies that promote economic growth, preserve community character, and ensure benefits for existing residents and small businesses.

KEY FINDINGS

Research completed for the Community Profile and various public engagement methods informed the project team about current conditions in the Village of Haverstraw and community needs. Project findings can be categorized into the following themes: transportation, accessibility, downtown and waterfront use, economic development, and housing. Additionally, a walking path analysis further refined the project area of focus and identified key locations for placemaking and wayfinding improvements.

Public Engagement Methods

The project team conducted a series of in-person and virtual activities, including site visits, stakeholder interviews, targeted outreach, canvassing in the downtown district, tabling at community events, a community survey, and a public workshop. All engagement was conducted in English and Spanish, the Village's two most widely spoken languages.

Transportation & Accessibility

Among residents, a strong pedestrian-oriented culture exists that supports walkability and fosters community interaction. Some challenges in walkability include sidewalk ADA compliance and wayfinding. The community survey also revealed a need for additional bike infrastructure. Residents expressed interest in increased frequency of public transit options, including the NY Waterway's ferry, shuttles to the ferry landing, and Transport of Rockland (TOR) buses. The extended summer weekend ferry pilot service has been well-received by residents and has community support for maintaining and potentially expanding this transit option to improve regional connectivity. To augment transit options, many residents rely on rideshare services, but they often face pricing issues.

Downtown & Waterfront Use

Downtown Haverstraw and the waterfront are frequently visited and popular for recreation. Downtown Haverstraw is mostly traveled to by car, but parking and narrow roads can present challenges. Accessibility and infrastructure improvements for the waterfront, including lighting, paths, and other amenities, are needed. The waterfront benefits from access to the NY Water-

way ferry and is viewed by the community as a positive economic driver, but frequency and connectivity need improvement.

Economic Development

The Village of Haverstraw is a diverse and close-knit community, home to many first-generation entrepreneurs who contribute to its unique local economy and cultural identity. Some challenges in economic development include limited job opportunities, limited career services, a lack of formal engagement channels for business owners and Village officials, business turnover, and a lack of signage for community assets. Residents have mixed perceptions of business turnover, with some residents wanting more diverse offerings downtown.

Housing & Community

Community organizations active in Haverstraw play a vital role in shaping public life through cultural programming and creative placemaking initiatives. Some residents emphasized the need for more engaging and interactive outreach, particularly for youth. The community has an appreciation for diversity, village history, local restaurants, and cultural events. However, there are some concerns about coalition building, resource sharing, gentrification, and maintaining community character.

To address some of these concerns, residents requested additional amenities, such as community centers. New mixed-use developments are underway, expanding housing and commercial options while enhancing public spaces. These projects also present an opportunity to enhance livability and economic vitality while preserving the Village's character. Additional amenities that residents demonstrated interest in include outdoor dining and dog parks.

Other housing and community concerns that residents emphasized include crime, panhandling, lack of police foot patrols, high rent, and lack of affordable housing. To address these concerns, residents would like to see policies on rent control, homeownership opportunities, and support for unhoused individuals.

Walking Path Analysis

To further refine areas where placemaking, complete streets improvements, and activations should occur, the project team conducted a spatial Walking Path analysis. The analysis aimed to identify the most suitable route connecting the Downtown Area to the Ferry Landing in Haverstraw by evaluating walkability, bikeability, and safety. Based on the analysis, the following path along the Village waterfront was identified as a high-scoring route that has potential for future site-based improvements to enhance connectivity and safety for pedestrians and cyclists:

“Path Two” (Main Street — West Street — Dr. Girling Drive — Ferry Landing): Starting at Main Street and West Street, it goes directly south along West Street until reaching Dr. Girling Drive. It then turns east, crosses the ferry parking lot, and continues toward the waterfront to reach the ferry landing.

PROPOSED ACTIONS AND RECOMMENDATIONS

The recommendations identified by the project team follow the principles of [Complete Streets](#) and [placemaking](#) strategies, whereby infrastructure improvements are context-dependent and consider the safety of all road users. Taking into account public input, impact, and project feasibility, the Village of Haverstraw should aim to:

1. Improve and activate shared-use paths across the Village

- ♦ Establish Path Two as the official walking route
- ♦ Ensure ADA-compliance of sidewalks and wayfinding signage
- ♦ Improve sidewalk conditions, lighting, and crosswalks
- ♦ Activate paths with art, interpretive signage, open streets, and StoryWalks

2. Enhance key walking paths between the Downtown and the Ferry

- ♦ Add a safe pedestrian path along Dr. Girling Dr. in the ferry parking lot
- ♦ Replace harsh fencing; remove sidewalk obstructions along West Street
- ♦ Extend sidewalk behind Waterfront parking for pedestrian safety
- ♦ Improve fence aesthetics (e.g., mural or design) along Elks Drive
- ♦ Repair fencing; fix sidewalks; remove obstacles along 1st Street
- ♦ Add sidewalks, curb extensions, and crosswalks at the Emeline Park entrance
- ♦ Add safety features along Main & West Street

3. Expand Transportation Options

- ♦ Develop multimodal transit hubs (bike/scooter rentals, EV charging)
- ♦ Pursue potential for increased bus service frequency and improved stop infrastructure
Pursue feasibility studies for NY Waterway ferry service expansion (frequency, destinations)
- ♦ Promote Mixed-Income Transit-Oriented Development (MITOD)

4. Promote Sustainable Economic Growth

- ♦ Support cultural preservation through programming and placemaking
- ♦ Adopt Community-Based Economic Development (CBED) strategies
- ♦ Implement business resilience tools (façade improvements, tenant protections, local hiring)

CONCLUSION AND NEXT STEPS

To advance the Village of Haverstraw's goals for improved connectivity, sustainable economic development, and equitable access, the following steps are recommended:

- ♦ Conduct feasibility studies to assess the expansion of ferry service and multimodal transit options.
- ♦ Collaborate with regional partners and agencies to align infrastructure improvements with broader transportation and development initiatives.
- ♦ Monitor and pursue funding opportunities to support priority projects, including pedestrian enhancements, transit upgrades, and economic development.
- ♦ Continue engaging the community to refine recommendations, ensure inclusive planning, and build local ownership of proposed improvements.

FUNDING OPPORTUNITIES

To support implementation, the Village should explore a range of funding sources, including:

- ♦ [Transportation Alternatives Program \(TAP\)](#)
- ♦ [FTA Ferry Grant Program](#)
- ♦ [Low-Income Housing Tax Credits \(LIHTC\)](#)
- ♦ [Green infrastructure and climate resilience grants](#)
- ♦ [Business Improvement Districts \(BIDs\)](#)
- ♦ [NYSERDA](#) Grant Programs

These steps will help the Village move toward a more connected, vibrant, and resilient future.

ACKNOWLEDGEMENTS

This report was prepared by the Public Outreach and Engagement Team at the Voorhees Transportation Center at Rutgers University (Rutgers-POET) for the Village of Haverstraw through the Community Planning Workshop Program. Funding for the program is provided by the New York Metropolitan Transportation Council (NYMTC). This report is intended solely for information sharing and to support community feedback. It does not reflect the official positions of NYMTC's member organizations or any other agencies with jurisdiction in the project area. NYMTC coordinated with relevant Member organizations during the formulation of this report

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The team would like to thank Michael Kohut, Mayor of the Village of Haverstraw, and William Brady, Village Planner, whose assistance and insight were critical to developing this project. Additionally, the team would like to thank all the people of Haverstraw who participated in creating this plan and provided invaluable feedback. Thank you for your contributions!

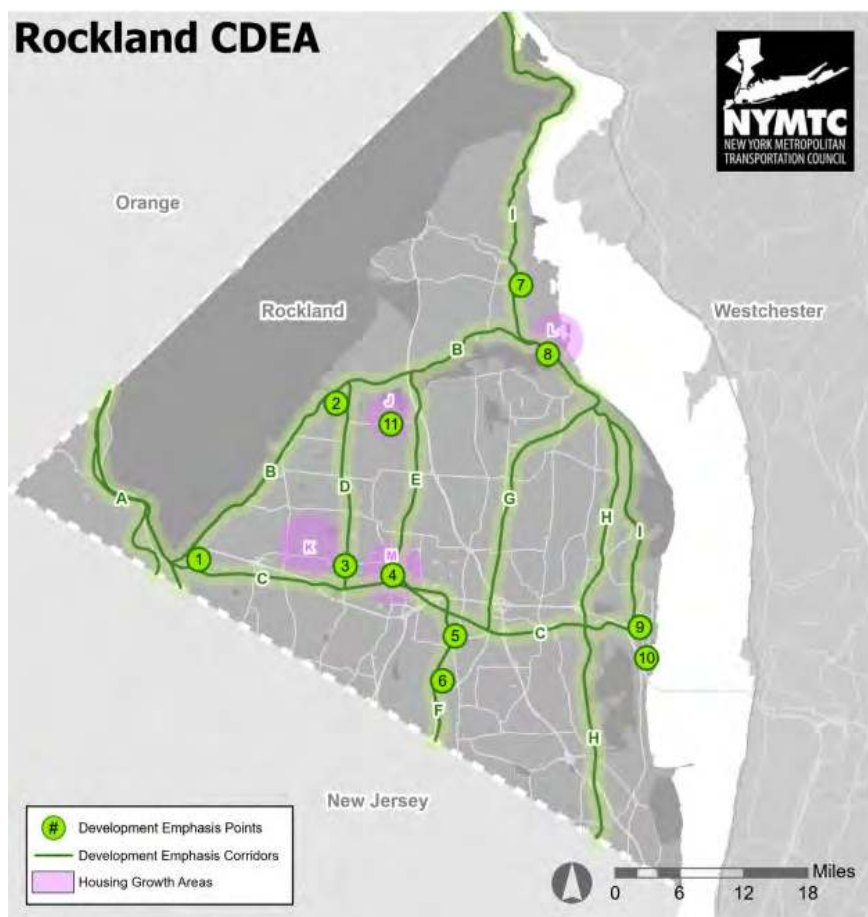
This report has been prepared as part of the New York Metropolitan Transportation Council (NYMTC) Community Planning Workshop Program, which is federally funded by the Unified Planning Work Program (UPWP) by the Federal Transit Administration of the U.S. Department of Transportation. The document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. NYMTC is solely responsible for its contents. Recommendations are planning concepts for further discussion and do not represent commitments by NYMTC members or operators. All recommendations are concept-level, non-binding, not programmed, subject to further study, design, approvals, funding, and public review.

ABOUT THE COMMUNITY PLANNING WORKSHOP PROGRAM

The Community Planning Workshop Program (CPWP) provides technical assistance to municipalities in line with the Moving Forward regional transportation plan. Moving Forward identifies a variety of coordinated development emphasis areas (CDEAs) across the NYMTC region. CDEAs are locations where NYMTC anticipates an increase in population and seeks to promote transportation improvements and land use development that accommodate this forecasted future growth within a sustainable framework. Workshop topics and locations are selected using data on identified CDEAs, congested roadway corridors, and bottleneck locations as reported by NYMTC's 2021 Congestion Management Process (CMP) Status Report and Moving Forward. Workshop topics can cover a range of issues, including expanding non-motorized transportation, transit-oriented development, parking management, safety audits, reduced traffic congestion, and improved access to public transit. The Village of Haverstraw is a designated CDEA. See Appendix A, for more information on the CPWP process and NYMTC.

PROBLEM STATEMENT: IMPROVING VILLAGE CONNECTIVITY

Given its unique geography, the Village of Haverstraw faces challenges with connectivity both within its neighborhoods and between the Village and the rest of New York. Industrial use and natural features fragment the Village in a way that hinders mobility for residents and visitors. This, in turn, raises concerns about equitable access to amenities and calls into question the economic sustainability of the Village.



Development Emphasis Points

- 1 - Suffern
- 2 - Harriman Meadows Development
- 3 - Monsey/Kaser
- 4 - Spring Valley/Pascack Ridge
- 5 - Nanuet
- 6 - Pearl River
- 7 - Stony Point /Waterfront Development
- 8 - Haverstraw
- 9 - Nyack/Nyack College
- 10 - South Nyack
- 11 - Miller's Pond Development

Development Emphasis Corridors

- A - Port Jervis/Main Bergen Rail Line: Sloatsburg to Hoboken, NJ
 B - Route 202: NJ to Haverstraw
 C - Route 59: Suffern to Nyack
 D - Route 306: Route 59 to Route 202
 E - Route 45: Route 59 to Route 202
 F - Spring Valley to Hoboken, NJ
 G - Route 304: Route 59 to Route 9W
 H - Route 303: NJ to Route 9W
 I - Route 9W: Route 59 to Bear Mtn Bridge

Housing Growth Areas

- J - Miller's Pond Development
 K - Monsey
 L - Haverstraw
 M - Spring Valley

Figure I. Map of Coordinated Development Emphasis Areas in Rockland County (NYMTC).



Figure 2: Village entrance from Route 9W, New Main Street, and the West Shore Railroad crossing (Google Maps).

To address these issues, the Village participated in the NYMTC Community Planning Workshop Program. With extensive public engagement and data analysis, the project aims to identify opportunities for feasible improvements that enhance mobility, support equitable access, and support ongoing Village goals of revitalization and long-term economic growth. While the scope extends beyond transit options, the strategies explored are deeply rooted in transportation. Ultimately, revitalization and sustainable economic development are envisioned as outcomes emerging from the placemaking and transportation improvements studied in this report.

GOALS FOR PROPOSED IMPROVEMENTS

Rutgers-POET and NYMTC met with the Village of Haverstraw in April 2024 for the official project kick-off meeting. Upon agreeing on a scope of work, the Village of Haverstraw identified the following project goals and themes of focus:

- ♦ Enhancing Connectivity and Accessibility
 - Identifying improvements that encourage safe movement between neighborhoods and between the Village and the surrounding areas.
 - Identifying streetscape and placemaking strategies along key paths to draw residents and visitors to the downtown commercial district.
- ♦ Supporting Downtown Revitalization
 - Identifying strategies that promote economic growth, preserve community character, and ensure benefits for existing residents and small businesses.

COMMUNITY PROFILE: THE VILLAGE OF HAVERSTRAW

Encircled by the Village of West Haverstraw to the west, the Hudson River to the east, the Town of Haverstraw to the north, and the Town of Clarkstown to the south, sits the Village of Haverstraw in Rockland County, New York. This small (5.04 square mile) Village was incorporated in 1854, following a rich history of previous inhabitants, industries, and settlers. Coined the Brick-making capital of the world, the Village's historic brick industry helped build neighboring areas like New York City, 35 miles south. With 3.2 miles of shoreline, its place in the Hudson River Valley helped fuel its impact as a main route of travel for people and commerce.¹ Today, Haverstraw maintains a vibrant history of community-led growth and development and is home to resident-owned businesses, a picturesque waterfront, and a considerable arts scene.

The Village of Haverstraw is home to people of all ages, genders, races, and national origins. As of 2022, the population reached 12,459, with an estimated population growth of 3.5%. The average household size is between three and four people, and 62.2% of residents rent. According to ESRI Business Analyst, Median household income is \$80,484, and Median home value is \$393,304. The Village has a diversity index of 81.8 out of a scale of 100, with more than half of its population (about 60%) speaking a language other than English at home, the majority Spanish.²

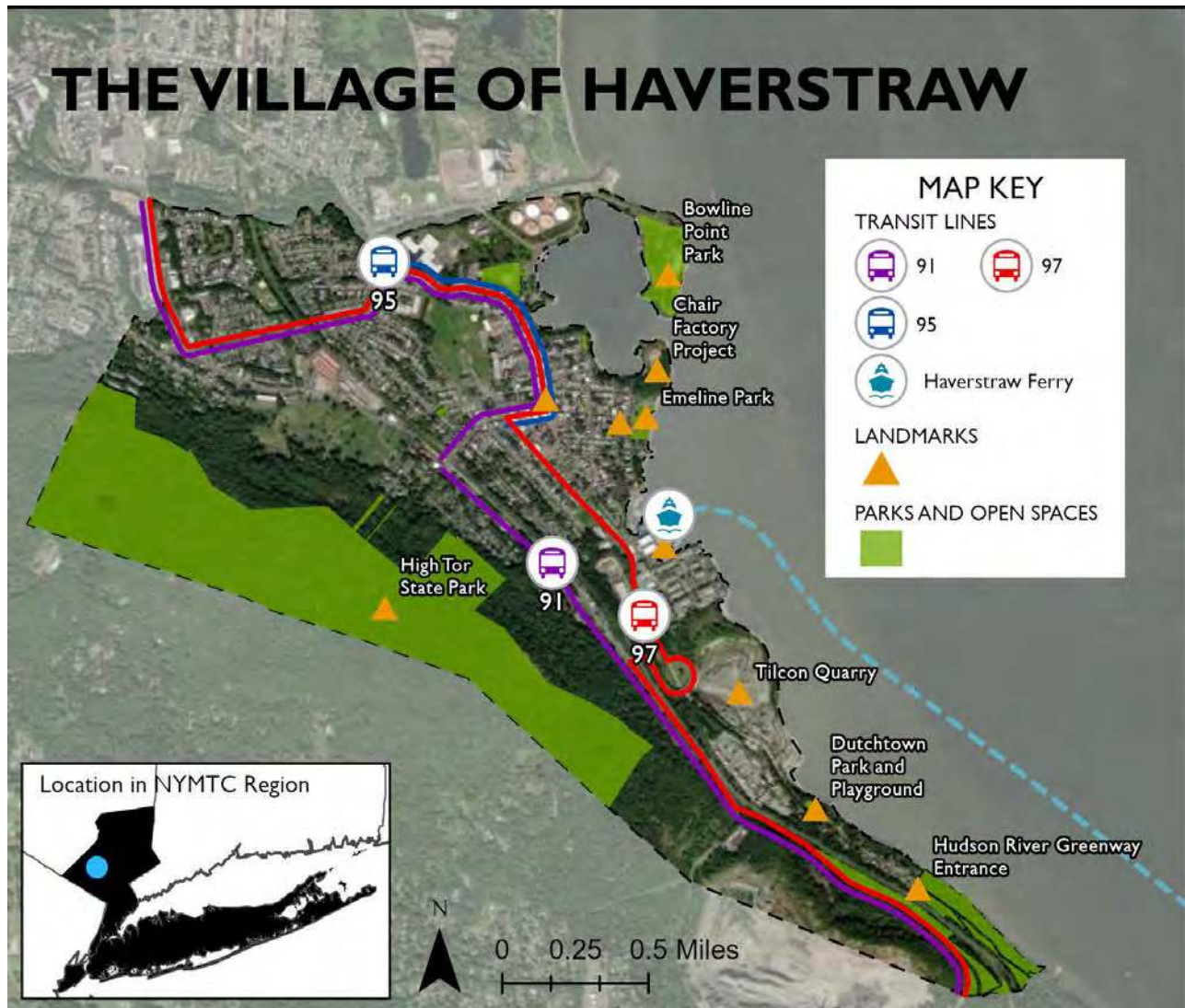


Figure 3. Map of the Village of Haverstraw, NY, highlighting key features referenced in the study.

BUILT ENVIRONMENT OF HAVERSTRAW

Land-Use

The Village of Haverstraw is diverse in its land use, with a significant portion of the southern area devoted to heavy industrial land use. The western section is designated as open space and a majority of the downtown is residential and commercial. The relatively small village has distinct neighborhoods or areas, each with special identities and feels. Haverstraw's Comprehensive Plan outlines each of the 40 areas along with intentions for growth and future improvements. On a generalized scale, these areas can be divided into five neighborhoods: 1) High Tor and Northern Neighborhoods, 2) Bowline and Central Neighborhoods, 3) Route 9W Corridor and Western Neighborhoods, 4) Village Core, and 5) South Waterfront and Quarry. **For the purpose of this study, the project team will focus on areas in the downtown business district and waterfront (the Village Core).**

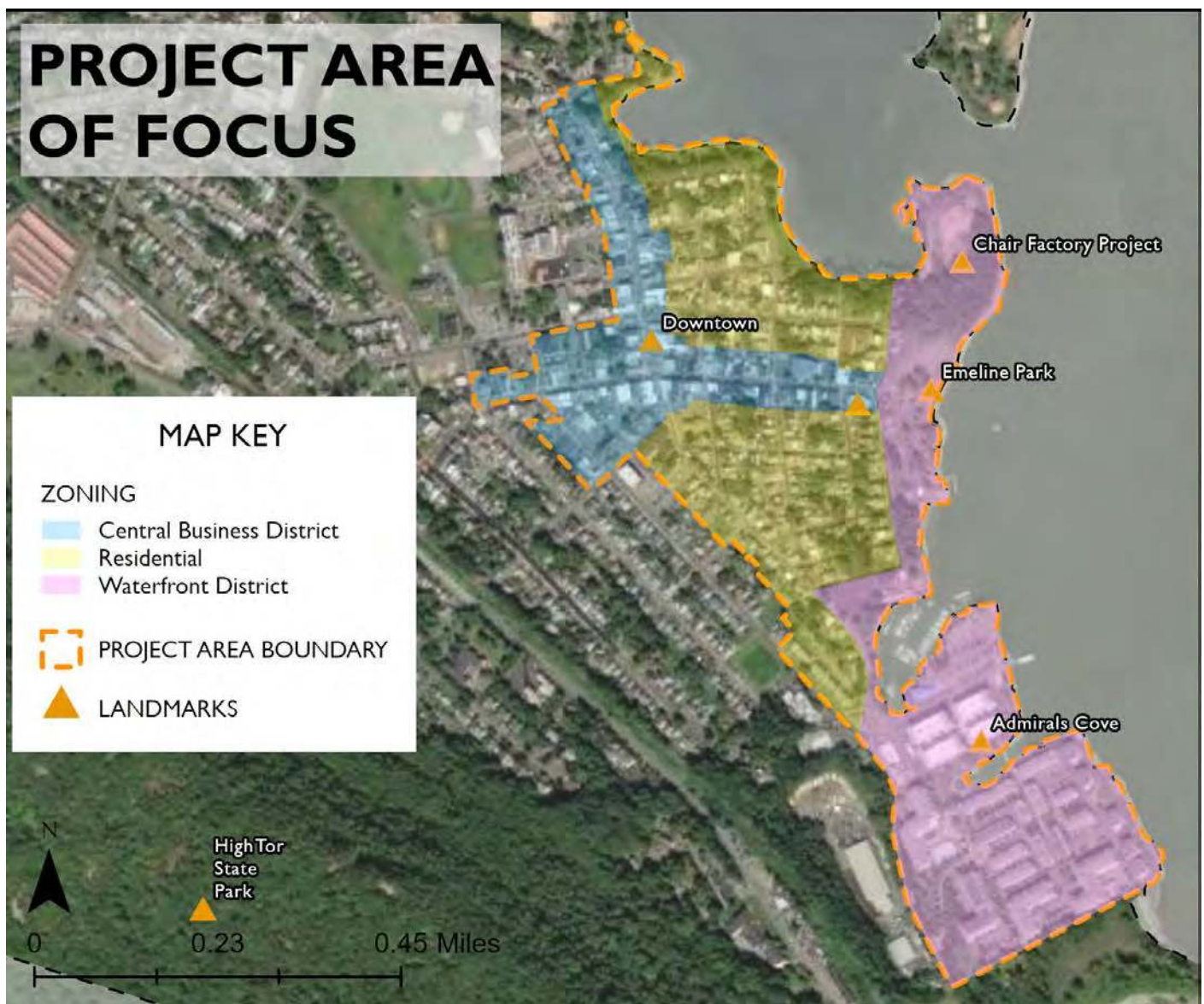


Figure 4. Map of project areas and districts of focus in the Village of Haverstraw.

Downtown

The downtown commercial district is located in the central-eastern portion of the Village Core and sits at a higher elevation than the waterfront to the east. Main Street, New Main Street, and Broadway are the key corridors of this district. Characterized by their strong historic commercial identity, these streets feature a mix of Victorian-era architecture, as well as Classical and Greek revival dating back to the 1800s.³ The downtown is currently zoned CBD. Its permitted uses are primarily retail, office, and community-based services and institutions.

Waterfront

The waterfront lining the east of the Village is fragmented but generally extends from Bowline Park to the north to Tilcon Quarry to the south. This area is primarily zoned WD for waterfront development. This zoning district allows for water-dependent and waterfront-associated uses such as marinas, commuter ferry service, recreational facilities, and multi-family housing by special permit.⁴ Newer housing developments have sprung up along the Hudson River coast and are conveniently located by the Haverstraw-Ossining Ferry. Residents of these developments, like Admiral's Cove and Harbors at Haverstraw, are able to walk or bike to the Ferry landing.

Highlighted Residential Areas

Housing located around the business district and west of First Street can be considered Haverstraw's downtown residential area and is primarily zoned R-2 and R-3. This area includes a mix of single-family, two-family, and multi-family attached and detached homes. Residents of this area are able to access businesses, restaurants, and services via car, on foot, and by bike.

Community Assets

The Village of Haverstraw is home to a mix of community assets, ranging from significant natural resources to unique cultural and historic landmarks. Key natural areas include the Hudson River Estuary, High Tor State Park, Bowline Pond, and the Minisceongo Creek. The Village also hosts a variety of open spaces for active and passive recreation, like Emeline Park, Bowline Point Park, Manny Lopez Ball Field, Dutchtown Park, the African American & Rose Nelson Memorial Park, and the Hudson River Greenway. The Village also houses a substantial number of buildings and sites of historic importance. Three of which are listed on the State and National Registers of Historic Places, including the King's Daughters Public Library, the United States Post Office, and the Lynch DeNoyelles Homestead located at 143 Hudson Ave. In addition, the Village features about 11 historic markers and more than 40 buildings in Haverstraw have been assessed as eligible for New York State Historic Status by the NYS Historic Preservation Office. Many of these can be seen in Haverstraw's Downtown District, the Hudson Avenue Corridor District, and the Haverstraw Riverfront District.⁵

There are currently 339 total businesses and services registered in the Village of Haverstraw. The largest share falls under the services category (44.2%), including legal, health, or automotive, among others. Retail businesses also make up a significant portion (25.1%), with food and dining establishments being the most popular, reflected in the diverse culinary offerings found in areas like the commercial business district. Apart from businesses, Haverstraw is also home to several key cultural institutions that enrich community life. These include the Haverstraw Brick Museum, Haverstraw King's Daughters Public Library, the Haverstraw Community Center, Riverwide Arts, Haverstraw African American Connection, and the Elks Club.

TRANSPORTATION IN THE VILLAGE

The Transportation Network of Haverstraw

Residents, visitors, and employees alike find different ways to get around the Village of Haverstraw. While most individuals rely on personal vehicles, the Village is also served by several public transportation options. Locally, Haverstraw is served by Rockland County's Transport of Rockland (TOR) routes #91, #95, #97 and the seasonal TOR Weekend Ferry Connection bus service.

Although passenger rail service from Haverstraw ended in 1959, nearby options for trains are available from Rockland County. The closest train stations are in Nanuet and Spring Valley, both on the Pascack Valley Line and Suffern on the Main/Bergen/Port Jervis line, approximately 30 minutes away by car. These lines require a transfer at Secaucus for access to Penn Station on Manhattan's west side. The New York State Department of Transportation and Metro-North also provide a direct connection to the Hudson Line via the Haverstraw-Ossining Ferry, which transports Metro-North passengers between Haverstraw and the Ossining station in Westchester County, from where passengers can get a direct 'one-seat' service to Grand Central Terminal on Manhattan's east side.

The ferry, run by NY Waterway, is a popular choice for commuters traveling to New York City, with ferry trips to Ossining averaging about 15 minutes and rail trips from Ossining into New York City averaging about an hour. Additionally, the West Shore Railroad line, a freight-only rail line operated by CSX, runs through Haverstraw and connects the New York City area with Northeastern New Jersey and Albany.

Beyond public transit, Haverstraw supports active transportation through several notable cycling paths. One key route is a north-south shared bike sharrow along Conklin Avenue and Maple Avenue. The Village's only formal, dedicated bike path currently runs for 0.5 miles along Riverside Avenue, connecting the Hudson River Greenway to Dutchtown, Haverstraw. The greenway itself extends to Nyack Beach State Park, providing space for pedestrians, runners, and cyclists to enjoy scenic, natural surroundings by the riverfront. Additional greenway connections have been proposed to further link green spaces and destinations throughout the Village. New York State Route 9W also passes through Haverstraw. In addition to being the Village's primary driving route, it is a well-traveled regional bike corridor that connects Haverstraw to New York City, Bear Mountain State Park, and the U.S. Military Academy at West Point.

Trip Patterns

According to Replica HQ data from March 2024, the Village of Haverstraw experienced approximately 12,810 total daily trips on an average weekday during Spring 2023. Driving and carpooling accounted for the largest modes of travel at 34% and 38%. The third largest mode of travel is walking, with approximately 20% (2,626) of the trips taken being by walking. Public Transit accounts for 3% of the trips. This suggests that, apart from driving, most residents primarily walk within the Village.¹ Haverstraw's mobility is heavily influenced by two major U.S. Routes that play a crucial role in the Village's transportation network, routes 9W and 202. Route 9W bisects the Village north to south and spans about 3 miles; it is the main corridor in and out of the village, accommodating about 4,600 trips on average daily. Route 202, which intersects with 9W

¹ Replica HQ is a mobility insights platform that models travel patterns using anonymized location data, land use information, and machine learning. The figures assessed are interpreted as suggestive measures of trip patterns and behaviors as opposed to definitive metrics. For more information on data and methodologies see **Appendix B**.

at Westside Avenue from the west for about 0.4 miles, is a major connector to the Palisades Interstate Parkway and to the New York State Thruway (I-87 and I-287) in Suffern. These roadways collectively contribute to local and regional travel, serving commuters, connecting communities, and enhancing Rockland County's transportation infrastructure.

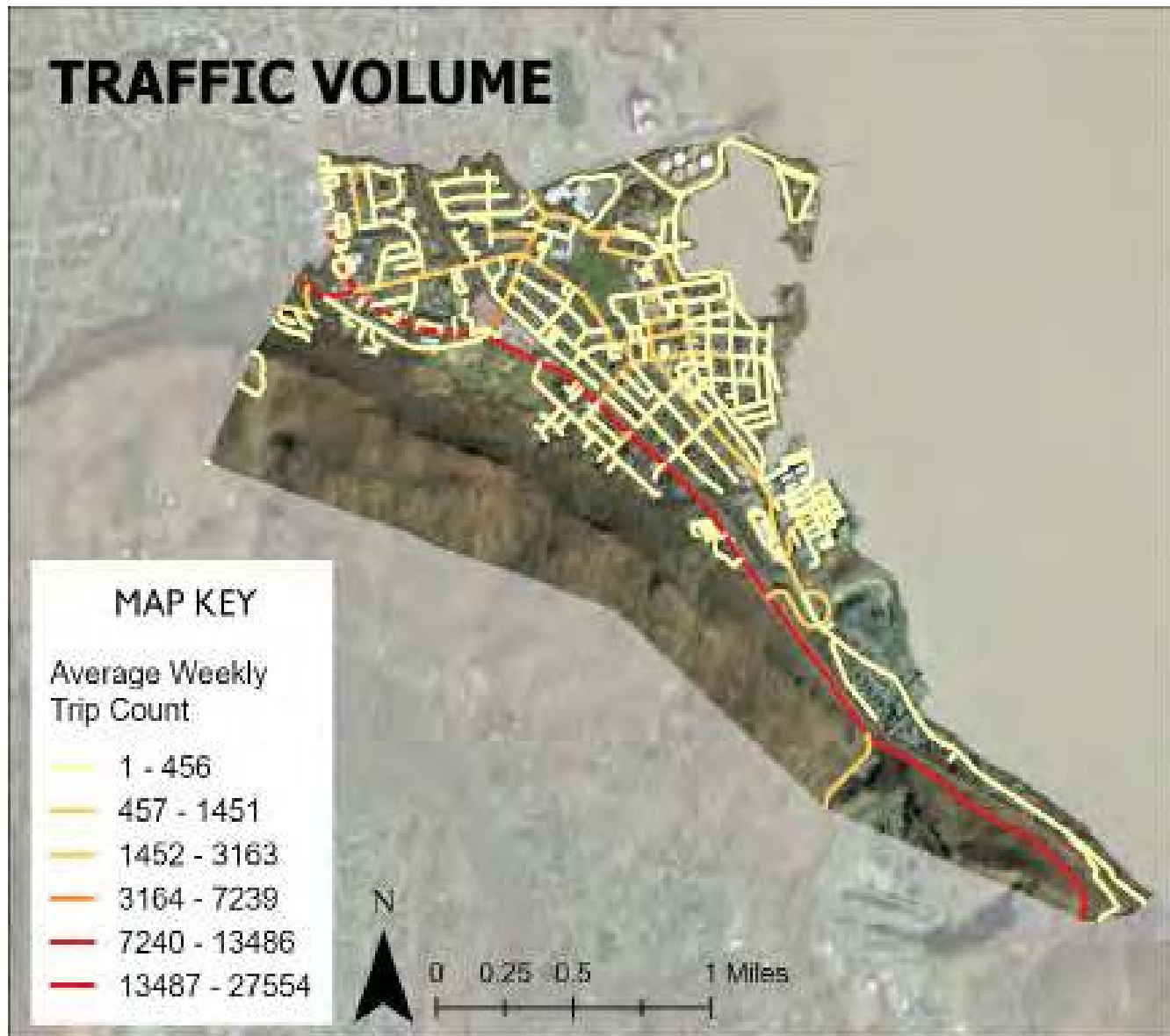


Figure 5: Map of traffic volume in Haverstraw showing average weekly trip count for a weekday in Spring 2023. Data source: Replica HQ.

Current Safety Conditions: Data Review

Crash data from the New York State Department of Transportation (NYSDOT) for the Village of Haverstraw shows that there were 898 crashes in the Village between August 2020 to August 2023. The majority of crashes occurred at intersections along Route 9W and Main Street. The intersections along Route 9W include: Gurnee Ave, Westside Ave, New Main Street, and Short Clove Road. Crash hot spots along New Main Street and Main Street include: Maple Ave, West Street, and 4th Street. About 8% of known crashes resulted in an injury, and less than one percent resulted in a fatality.

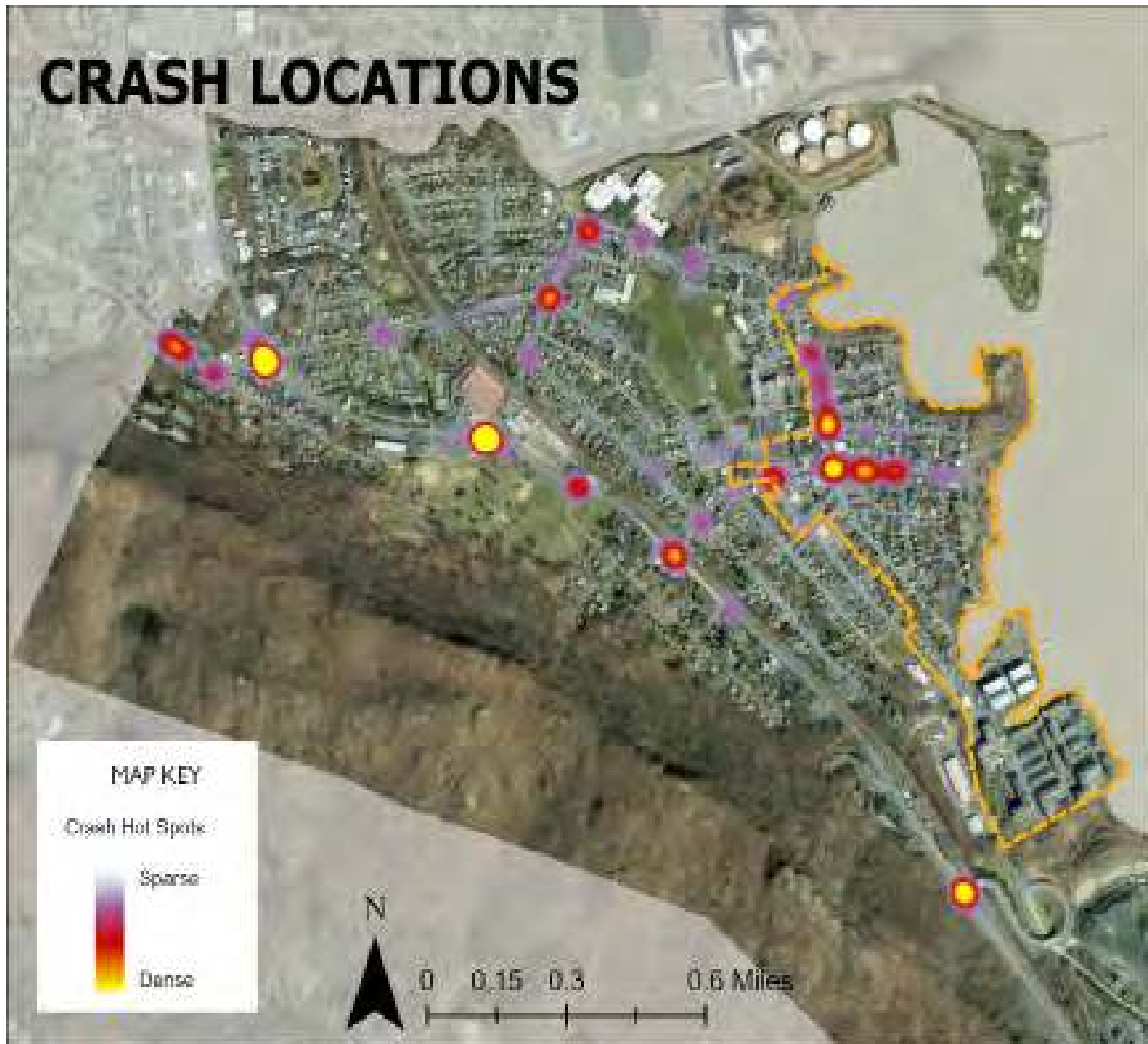


Figure 6: Map of crash hotspots in Haverstraw from August 2020 to August 2023. Data source: NYSDOT.

PLANNING PROCESS AND ACTIVITIES

DEFINING THE PROJECT AREA

The project team conducted preliminary site visits to the Village of Haverstraw on February 27, 2024, and March 21, 2024. The team met with Mayor Michael Kohut to assess key Village locations to better understand specific challenges and opportunities related to improving connections and mobility in the Village. To reiterate the project's primary goals and themes:

- ♦ Enhancing Connectivity and Accessibility
 - Identifying improvements that encourage safe movement between neighborhoods and between the Village and the surrounding areas.
 - Identifying streetscape and placemaking strategies along key paths to draw residents and visitors to the downtown commercial district.
- ♦ Support Downtown Revitalization
 - Identifying strategies that promote economic growth, preserve community character, and ensure benefits for existing residents and small businesses.

Based on the project goals and insights gained from both preliminary stakeholder engagement activities and existing conditions research, the project team, alongside Haverstraw officials, narrowed down two general project areas of focus.

- ♦ The Downtown Commercial Corridor
- ♦ The Hudson River Waterfront

These selections were informed by literature reviews of previous plans like the Village of Haverstraw's Comprehensive Plan- Haverstraw Forward 2021, as well as stakeholder interviews of key Village organizations and businesses, including Haverstraw Riverwide Arts, Vilma's Bakery, and the Haverstraw Brick Museum. Findings showed that Haverstraw is a small village with a single downtown corridor and a waterfront, which together serve as its primary economic and mobility hubs. Given the scale and nature of this technical assistance, the project team found it appropriate for local leadership to guide the project areas of focus, prioritizing what they know to be their community's most pressing needs.

WALKING PATH ANALYSIS

To support the project's overarching goal of enhancing Village connectivity and contributing to downtown revitalization, the project team conducted a targeted analysis to identify optimal walking paths linking key areas: the downtown district and the waterfront communities. This analysis was carried out through a walk-audit and spatial analysis via ArcGIS Pro.

The analysis compares the amenities and challenges of two existing walking routes between the project areas of focus. The optimal path based on the analysis will then be used to focus on walkability, bikeability, and safety site-based improvements. For this concept-level screen, factors were equally weighted; future feasibility work should apply safety- and accessibility-weighted criteria.

The paths selected were informed by the mapping of the Village's assets, such as parks, community services, and spaces, and stakeholder input. The project team then used datasets on neighborhood boundaries, land use, crash data, landmarks, network volume, and sidewalk

network to score each path and determine the optimal route that connects the project areas of focus. Each path was scored based on the presence of nearby amenities and attributes located within a one-minute walking distance of the path. Positive attributes included proximity to landmark lots, downtown or waterfront districts, access to green spaces and greenways, and the presence of complete sidewalk infrastructure. Negative attributes include high crash rates, high traffic volumes, missing sidewalks, and the presence of vacant lots. Each attribute, positive or negative, was treated as equal in value during the evaluation process.

Path One starts at Main Street and West Street and goes directly south along West Street until it reaches Dr. Girling Drive. It then turns east, crosses the ferry parking lot, and continues toward the waterfront to reach the ferry landing. Path Two begins at the intersection of Main Street and West Street, heading east toward the waterfront until it reaches 1st Street. From there, it turns south to Elks Drive, continues east back onto West Street, and heads south again until it reaches the Haverstraw Ferry parking lot. The path then crosses east toward Dr. Girling Drive, leading to the ferry station.

Based on the analysis, Path Two is the ideal route for potential activation and streetscape improvements to promote connectivity between the downtown area, the waterfront, and the ferry. This analysis, along with additional sites of concern identified through public engagement, will help inform the selection of site-specific recommendations in later parts of the report. For more details on the Path Analysis, see Appendix C.

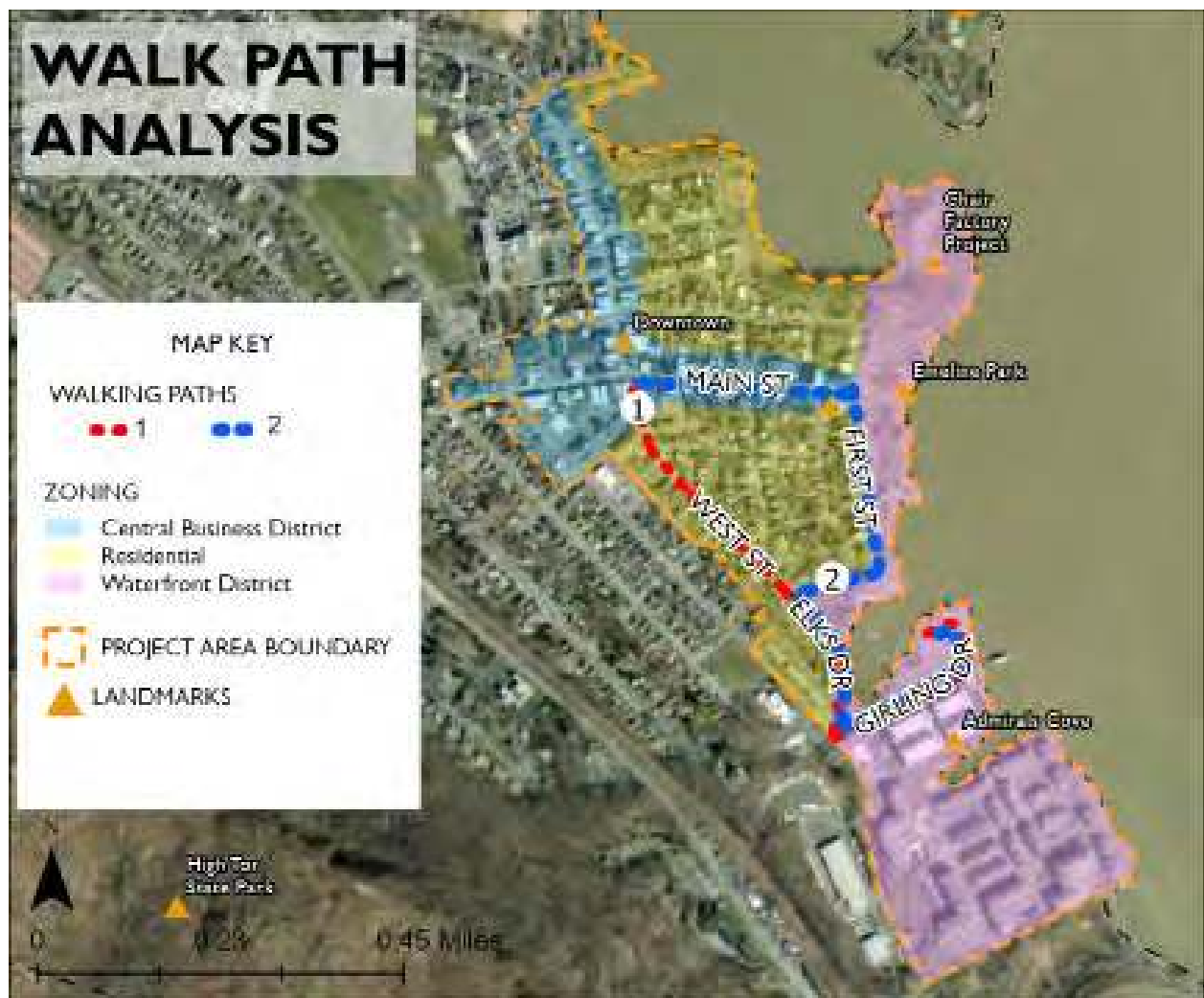


Figure 7: Walk Path Analysis Map

BUILDING CONNECTIONS: THE VILLAGE OF HAVERSTRAW

Once the sites were identified, the project team began developing public-facing materials and activities to engage the community and better understand their needs and challenges related to connectivity and long-term development. These efforts included a project website, community survey, canvassing, tabling events, stakeholder interviews, and multiple public presentations.

The process began with creating a project identity. The initiative was titled Building Connections: The Village of Haverstraw to highlight the Village's focus on both physical and social connectivity. All planned activities and created materials were made available in Spanish to ensure broader accessibility.

Promotion and Outreach

Outreach to the Village for the project began in September 2024. The project team tabled at the 10th Annual Haverstraw Food Crawl to gather preliminary insights on local conditions and community perceptions. Participants were invited to place post-it notes on boards in response to two prompts: What would you change about Haverstraw? and What do you love about Haverstraw?

The team also used the opportunity to promote upcoming public engagement activities related to the project. At the tabling event, residents and visitors expressed a wide range of comments focused on themes such as housing, transportation, place-making, and employment opportunities.

This initial outreach opportunity helped narrow down the project focus and informed the project team on how to approach the Story Map design, project messaging, promotional materials, and strategies for outreach. Additionally, the Village Mayor helped connect the team with key stakeholders to discuss current conditions, community goals, and potential areas for collaboration. Through desktop research, the project team identified additional local businesses, institutions, non-profits, and Facebook groups to build a contact list and further engage with the community via phone and email. Spanish language assistance was provided throughout the outreach process.



Figure 8: One-pagers given to the community members in English and Spanish.

About the Village of Haverstraw Story Map

In October 2024, the project team published the “[Building Connections: The Village of Haverstraw](#)” StoryMap, also available in Spanish as “Creando conexiones: El pueblo de Haverstraw.” ArcGIS StoryMaps™, an Esri product, combines maps, visuals, and narratives in an interactive format to share information. This StoryMap functioned as a project website, providing Haverstraw community members with background and context on the project and its focus areas before additional public engagement activities, such as the community survey and public workshop. To create the maps and visuals, the project team used a mix of data sources, including Replica HQ traffic data, New York State Department of Transportation crash data, the American Community Survey, open-source datasets, and resources provided by the Village. In addition to project goals and timelines, the StoryMap includes information on the community demographic profile, community assets, existing transportation and land use, and opportunities to get involved.

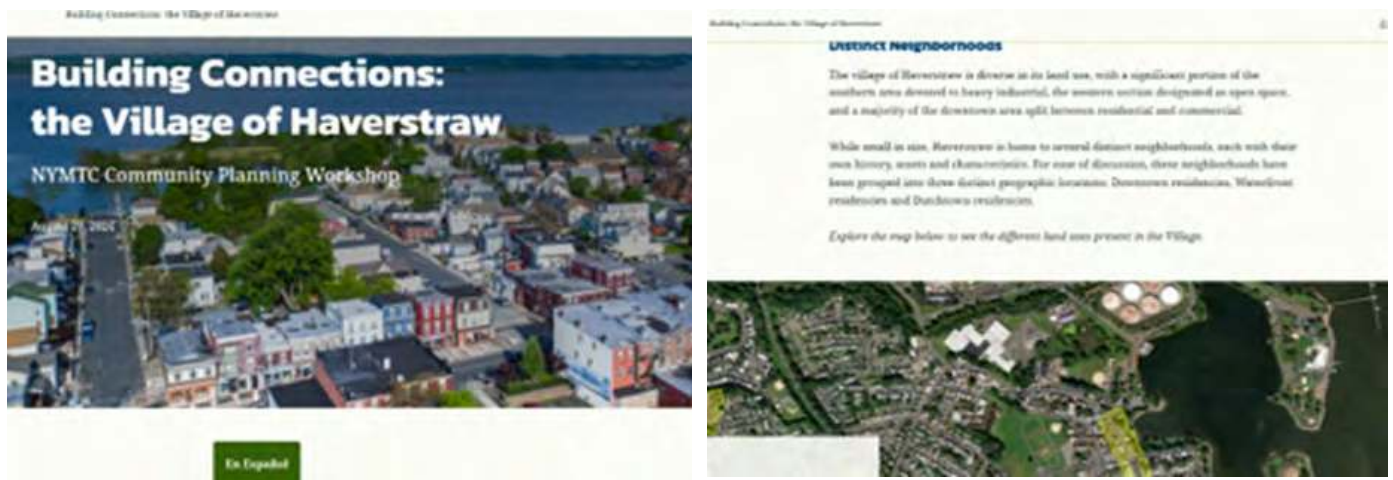


Figure 9: Screenshots of Building connections: The Village of Haverstraw StoryMap made by POET-VTC.

Community Survey

Based on the initial understanding of the project and community concerns, the project team designed and launched a digital community survey through Qualtrics XM on December 3, 2024. The survey was available on the project website and was shared with constituents and via the Village contact list generated earlier in the project. The survey remained open for approximately two months and closed on February 1, 2025, receiving 102 responses. While most responses were in English, some were submitted in Spanish and translated into English for analysis. The survey aimed to gather input from residents, visitors, employers and employees regarding their experiences with mobility, safety, connectivity, and overall perceptions of the Village. The survey included four sections specifically designed to capture feedback on connectivity within Downtown, to the Waterfront and Ferry, and to areas beyond the Village. The survey was also available in printed copies that were distributed during canvassing.

Community Canvassing

A second in-person community outreach activity was conducted in December 2024. The project

team canvassed the Village's downtown commercial area to engage employees and small-business owners in informal discussions on mobility, safety, infrastructure, and general transportation perceptions. Participants were also asked to provide their opinion of the Village's connectivity to and from the downtown to the waterfront area.³ A total of 48 businesses were contacted along New Main Street, Main Street, and Broadway. The discussions varied from residents to commuters. Long-time businesses mentioned facing challenges with transit, parking, low community engagement, and a lack of transportation information. These conversations occurred organically, and the project team provided printed project flyers and surveys with pre-paid return envelopes to local businesses to keep them informed and involved in the project.

Workshop Format and Agenda

Following the distribution of the StoryMap and community survey, NYMTC and Rutgers-PO-ET partnered with a group of stakeholders to host a combined public workshop with partner project stations. The stakeholders included MPACT and Westhab Developers, BFJ Planning, and Orange and Rockland County Utilities- Haverstraw Utility Thermal Energy Network (UTEN) Pilot. Each of these stakeholders is leading a project or transportation-related study within the Village of Haverstraw. The goal of a combined workshop was to maximize community turnout and encourage collaboration across initiatives. Each stakeholder group took turns to present on their respective project and then facilitated an open-house style tabling activity, allowing residents to move between stations and engage directly with project teams.



Figure 10: Combined Community Planning Workshop, April 10, 2025.

The combined public meeting took place on April 10, 2025, at 5:30 p.m. at the Village Community Center. About 50 people attended the public meeting. Rutgers-POET presented on their project findings so far, including community survey results, and facilitated an interactive tabling activity at their station. The goal of the tabling activity was to engage residents and collect feedback on proposed connectivity, accessibility, mobility, safety, and placemaking improvements across three key intersections: West Street and Main Street, First Street and Main Street, and West Street and Elks Drive.

The selection of the three key intersections and their recommendations was based on findings from existing conditions research and the community feedback up to that point. Community members were asked to add suggestions, opinions, and vote on potential improvements on two

³ This survey was developed to gather community perceptions regarding safety, mobility, and the activation of the downtown and waterfront areas. Several questions addressed the ferry, as it is a key feature of the waterfront and serves as a connector to and from the Village. The information collected is anecdotal and intended for informational purposes only; it does not imply that changes to ferry service will be made. The MTA and other landowners in the project area were not involved in the development of this survey. While the survey does not represent official agency positions or guarantee service changes, the insights gathered provide valuable context for understanding community needs and priorities.

activity boards, the activity boards included renderings of the three key intersections reimagined. About 25 people visited the station and took part in the activity to varying degrees. Their participation often sparked further discussion, and as a fun incentive, participants who engaged with the activity were invited to spin a wheel to win a prize, like candy, stickers, and small goodies like magnets and bags.

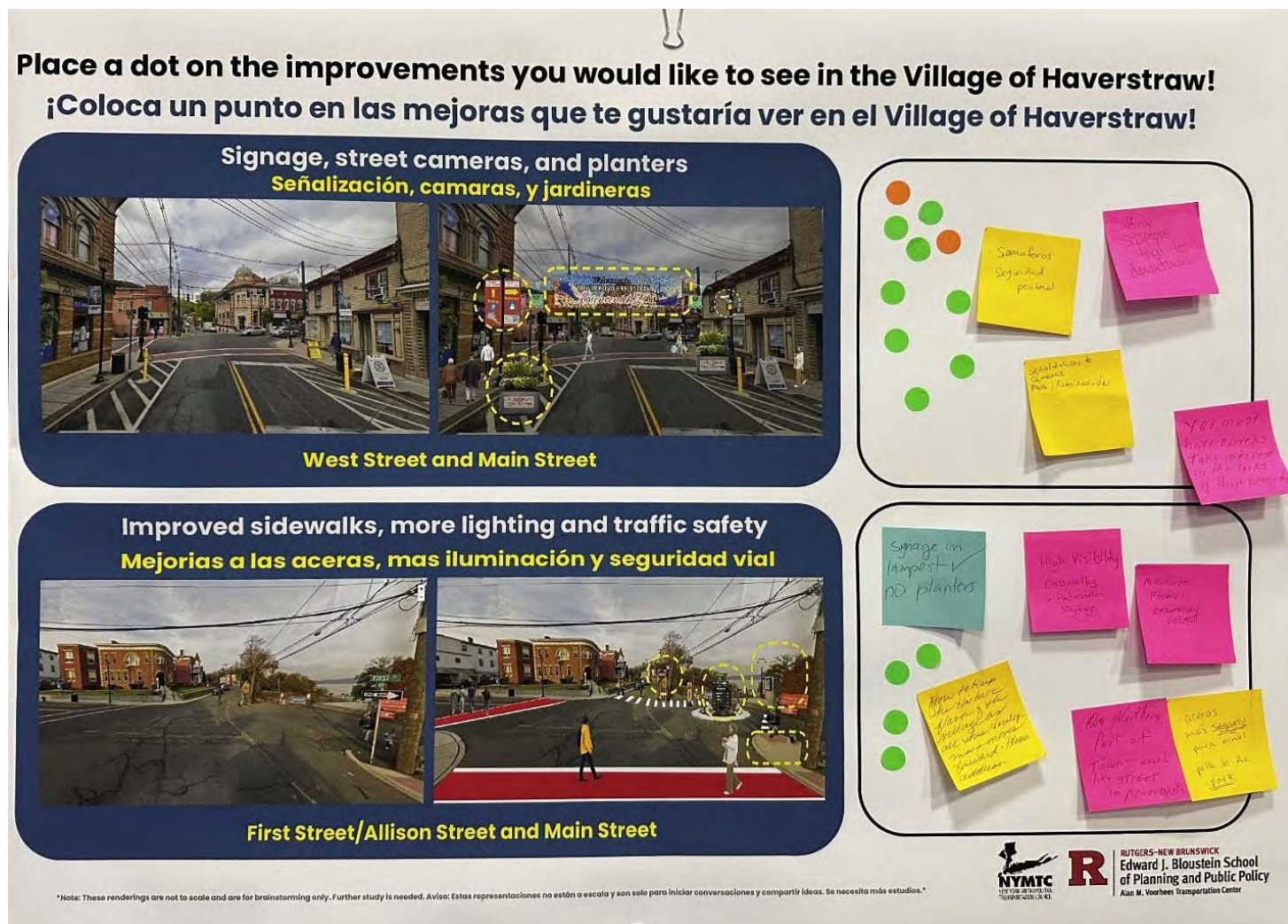


Figure II: First activity board for West Street & Main Street (Signage, street cameras, and planters) and First Street & Main Street (Improved sidewalks, more lighting, and traffic safety).

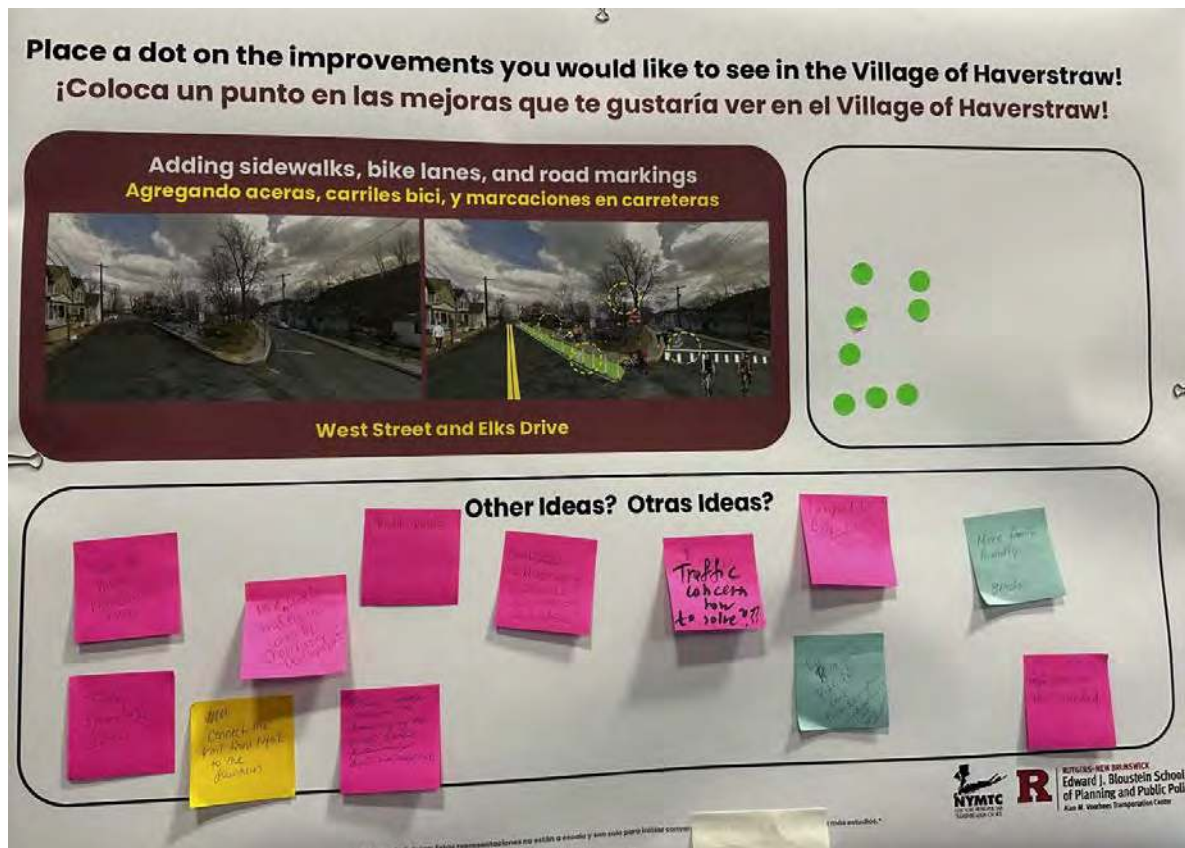


Figure 12: Second improvement board for West Street & Elks Drive (Adding Sidewalks, Bike lanes, and road markings).

Village of Haverstraw Combined Stakeholder Workshop Agenda – April 10, 2025

4:30 – 5:30 PM	Set up: - Set up venue space with project maps, tables, and chairs - Set up the table with materials for the interactive session
5:30 – 5:35 PM	Welcome and Opening Remarks - Speaker: Mayor Kohut - Overview of the event purpose
5:35 – 6:15 PM	Ongoing projects and progress updates - MPact and Westhab (10 minutes) - NYMTC Transportation (10 minutes) - BFJ Planning Traffic and Parking study (10 minutes) - O&R UTEN (10 minutes)
6:15 – 6:55 PM	Interactive session - NYMTC-Rutgers-POET facilitated station activity - Other project teams facilitated their respective stations
6:55 – 7:00 PM	Closing Remarks Summary of key takeaways

Figure 13: Agenda and program breakdown for the Community Workshop facilitators.

Other Engagement Activities

In addition to facilitating the Community Planning Workshop, the project team shared key findings with stakeholders throughout Rockland County. At the request of the Rockland County Department of Health, the team presented at the New York State Creating Healthy Schools and Communities Regional Meeting on April 24 and May 1. Attendees included stakeholders from schools participating in the program across Rockland, Orange, Kingston, and Western Suffolk counties. The team provided an overview of the Building Connections project to date, including highlights from the Community Planning Workshop. Stakeholders expressed strong support for the project's findings and overall goals.

SUMMARY OF PUBLIC FEEDBACK – SURVEY AND WORKSHOP PARTICIPATION

The following section summarizes participant feedback collected through public engagement activities, including outreach at the food crawl, conversations with stakeholders, the community survey, canvassing with local businesses, and the community planning workshop. All feedback collected in Spanish was translated and incorporated into the synthesis.⁴ For more details on all the public input received see Appendices D-F.

Community Survey Results

As previously mentioned, the survey included four sections specifically designed to capture perceptions on connectivity within Downtown, to the Waterfront and Ferry, and to areas beyond the Village. Community members were asked questions about how they get around, what activities they do in the area, how safe they feel doing it, and how well-connected the project areas of focus are (Downtown, Waterfront, and Ferry). See Appendix D for survey questions and Appendix E for survey analysis. It should be noted that the survey input was self-selected and not statistically representative. White survey respondents were overrepresented (58%, 36) compared to the actual population, which is only 30% White (ACS-5-year estimate 2022). Hispanic/Latino, Black, Native American, and Asian groups were underrepresented in the survey responses compared to their actual populations in the Village of Haverstraw. The key takeaways from the survey results were as follows:

General Comments

- Overall, there was a clear call for transportation improvements to support easier travel within and beyond the Village.
- Driving and walking were identified as the most common modes of travel within and into the Village of Haverstraw.
- The majority of respondents enjoy and frequent the existing dining, retail, and open spaces in the Village and cited cultural and social recreation as the main activities they do in the Village. However, respondents expressed the need for easier access to open spaces such as the waterfront, Bowline, and Emeline Park.
- Respondents also expressed a desire for more frequent bus service. They emphasized the

⁴ While the results of these various activities informed one another and contributed to the overall direction of the project, it is important to acknowledge that the data collected is anecdotal and based on a small, self-selected sample of the population. Therefore, it should not be considered a comprehensive or statistically representative reflection of the entire Village. Nonetheless, the insights gathered are valuable and appropriate for the scope of this shorter, non-comprehensive technical assistance strategic plan, serving as suggestive input to guide early-stage planning and community engagement efforts.

need for greater promotion and education around the ferry, as many were unaware of this transit option. Additional feedback included calls for improved wayfinding, expanded parking, and the introduction of new transportation modes beyond the existing ones. Suggestions included a passenger train that stops in the Village, local shuttles, and micro-mobility options such as bikes and scooters.

- Limited transportation options, safety concerns, traffic congestion (especially along Route 9W), and built infrastructure barriers like highways and freight rail were noted as challenges to mobility. Although most respondents reported feeling safe traveling within and to the Village.

Downtown / Commercial Business District Area:

- Travel to downtown: 80% of respondents travel to the downtown area by car/personal vehicles. Walking is also popular, covering 11% and other modes include bus, carpooling, and taxi.
- Activities: Respondents indicated that most of them visit downtown regularly for shopping, dining, or other activities, suggesting a strong level of engagement.
- Perceived accessibility: Regarding accessibility in the downtown area, there were mixed opinions; some found the area accessible, while others encountered challenges related to parking, transportation, infrastructure, or traffic conditions.
- Perceived safety: Most respondents expressed feeling safe, yet some responses varied. These responses indicate concerns about certain times of day or a lack of enforcement presence, specifically for police foot patrol.
- Parking options: Many respondents perceive parking as insufficient. Reporting problems with double-parking causing traffic, suggesting that parking availability could be a concern for visitors, and may warrant further analysis or potential improvements.

Waterfront Area

- Travel to waterfront: 62% of respondents travel to the waterfront area by car/personal vehicles. Walking is also popular, covering 27% and other modes include bus, carpooling, bike, and ferry.
- Activities: Most respondents indicated that they visit the area for recreation, leisure, and other activities.
- Perceived accessibility: There was a mix of opinions from the respondents; some found it easy and convenient to reach the waterfront, while others may have experienced transportation, infrastructure, parking, or safety concerns. Respondents pointed to the need for infrastructure improvements like better lighting, walking paths, sidewalks, amenities like kayaking or art installations, and maintenance in the Village's parks.
- Perceived safety: Most respondents expressed feeling safe in the area. Some respondents indicated having concerns about times of day and enforcement availability.

The Ferry

- Usage: 80% of respondents reported using the ferry. 20% have never used the Ferry.
- Travel to ferry: The majority of respondents either drive their car or walk to the Ferry; a few take a taxi, train, or bus to catch the ferry.
- Economic Impact: When asked whether they believe the ferry service impacts the local

economy, most respondents agreed that it has a positive effect, reflected in an average agreeability score of 4.5 out of 5.

- ♦ Perceived accessibility: Overall, respondents find the ferry accessible. Additionally, respondents noted that they would like increased frequency and more service as well as multimodal connections.
- ♦ Parking options at the ferry area: Most respondents feel there are sufficient parking facilities near the ferry. However, some variation in responses may suggest potential concerns during peak times.

Community Planning Workshop Feedback

The community survey results helped inform the tabling activity that took place during the community planning workshop on April 10, 2025. This activity provided an additional opportunity to gather even more valuable public input on preliminary recommendations for: West Street and Main Street, First Street and Main Street, and West Street and Elks Drive. The site-specific discussions are summarized below:

- ♦ West Street & Main Street: This rendering suggested improving and implementing signage, street cameras, and planters. Although most of the participants agreed with these suggestions, some emphasized the importance of improving traffic lights, street lighting, and pedestrian safety. Some particularly noted closer attention to the looks of the property from the owners. Others mentioned continuing the sculpture trail to the downtown area.
- ♦ First Street & Main Street: This rendering suggested improving sidewalks, more lighting, and traffic safety. Some participants demonstrated an interest in implementing signage on the lamp post and not implementing planters on the streets. They also mentioned relocating municipal parking to a strategic place as part of these improvements. Others were curious about how to maintain the Village's historical essence as these developments move forward. Some suggestions pointed towards improved paths, sidewalks, and crosswalks. Creating paths to the Village's Park and making sidewalks safer for kids when heading to these parks. Improving visibility on crosswalks and implementing better pedestrian signage. One participant expressed interest in improving streets in the northern part of the town.
- ♦ Additional comments: Most of the public's input is similar to responses from previous outreach activities. There is a high demand for bus frequency; residents mentioned the lack of buses in the area, suggesting a difficulty in traveling within and out of the Village. There were concerns regarding noise and traffic, specifically in the Chair Factory Development area. Some stated the importance of controlling music and loud noises in the neighborhoods of the area. Specific interest was shown in improving street lighting, road markings, and security in the area. Additionally, some mentioned the idea of a trolley as a multi-modal option to connect to the ferry. Make the Village more family-friendly and add benches, as mentioned as a suggestion to improve the connectivity within the Village.

PROPOSED ACTIONS AND NEXT STEPS

The recommendations identified by the project team follow the principles of [Complete Streets](#) and [placemaking](#) strategies, whereby infrastructure improvements are context-dependent and consider the safety of all road users. Taking into account public input, impact, and project feasibility, subject to engineering review, ADA requirements, MUTCD compliance, drainage, turning movements, emergency access, and maintenance the Village of Haverstraw should aim to:

I. IMPROVE AND ACTIVATE SHARED-USE PATHS ACROSS THE VILLAGE

With walking being the second most common form of travel in the Village and accessible walking paths being a crucial first-mile/last-mile connector, it is encouraged that the Village pursues path improvements by implementing enhancements that address traffic, parking, and public safety concerns while incorporating placemaking strategies rooted in local culture and identity. Successful implementation of paths will require working with landowners, navigating public agency jurisdictions and regulations, and working with stakeholder organizations. The project team recommends that the Village conduct a full inventory of sidewalks to document their conditions, gaps, and barriers, and to assess the overall condition of sidewalks village-wide. In addition, specific sidewalk audits and studies should be conducted to assess the feasibility of the following recommendations pertaining to the walking path analysis. As path designs are finalized and management plans are developed, the Village should consider the following as core components of walking paths as effective connectors

A) Evaluate Path Two as a preferred candidate route, subject to Village review, property-owner coordination, ADA assessment, and maintenance planning.

The project team recommends Path Two from the Walking Path Analysis as a strong candidate for the official route.

Paths should incorporate wayfinding signage that is ADA-compliant and language-accessible with consistent colors, icons, and potential sculptural elements to clearly guide residents or visitors, especially at forks or intersections. Wayfinding signage is typically installed within the public right-of-way and falls under the Village's jurisdiction and maintenance. The Village may also explore partnerships with local businesses and property owners along the route to support implementation. Multiple paths connecting the Village could feature trailhead markers or color-coded paths, allowing pedestrians to choose their preferred route.

B) Prioritize design for the safety and comfort of pedestrians and cyclists

- ◆ Ensure paths are visually appealing, accessible, and separated from parking areas.
- ◆ Use pedestrian scale lighting, where applicable, to ensure that individuals feel safe while walking.
- ◆ Replace or enhance the fences that line the waterfront to improve street-level views and to elevate the aesthetics of the pedestrian experience.
- ◆ Address sidewalk obstructions like signs or posts that are blocking walking paths, especially along First and West Street, and relocate obstructions where possible.
- ◆ Add visible crosswalks at all intersections to ensure pedestrian safety, prioritize high-traffic areas such as parks, schools, downtown, and the waterfront. If a path is made official, use distinct colors or designs at key crossings as part of the wayfinding system.
- ◆ To support a safe and continuous sidewalk network, the Village should focus on fixing poor sidewalk conditions and building new sidewalks where there are gaps.



Figure 14: Missing and obstructed sidewalk conditions along First Street.

C) Activate walking paths with entertainment and interactive elements

The Village should expand its current StoryWalk program with the King's Daughters Public Library across other areas of the Village, including the official pathway between the Downtown and the ferry. Designated 'photo spots' could be established to encourage visitors to pause and capture moments, using iconic signs or playful cutout stands. These stops can also include accessible interpretive signage that highlights local history and landmarks, such as information about the historic homes along 1st Street. To further infuse creativity, the Village could incorporate quirky local art along the route, for example, a "follow the gnomes" concept, or a themed "river path" highlighting aquatic or cultural themes to guide pedestrians.



Figure 15: Left to right- The Boston Freedom Trail (Hoffy Tours), historic interpretative signage (Snug Harbor CCBG), and a photo stop (Yolo Travel Experiences).

Integrated and intuitive wayfinding systems, much like Boston's Freedom Trail, are artistic and educational features that serve both wayfinding and placemaking functions, where a simple red brick line connects key sites across the city. Similarly, the Village can explore the use of simple visual cues to lead pedestrians through the area while celebrating local identity.



Figure 16: Division Street in Somerville, New Jersey (Walkable Princeton).

Consider the “pedestrianization” of parts of Main Street. Making streets permanently for pedestrians only has been shown to be a great way to activate a commercial business district and attract foot traffic to support businesses. A successful example like Division Street in Somer-

ville, New Jersey, has been a huge hit and has become a notable space for community gathering since its permanent pedestrianization following consultation in 2014. The Village can gauge public reception with temporary or seasonal open streets as pilots before committing to anything permanent.

2. ENHANCE KEY WALKING PATHS BETWEEN DOWNTOWN AND THE FERRY



Figure 17: Map of Walking Path Recommendations.

A) Ferry Landing Parking Lot: A clear, well-designed pathway between the roadway and the newly constructed railing (along Dr. Girling Dr.) could be helpful for keeping pedestrians safely away from vehicle traffic in the parking lot. Currently, parking spots are located directly next to the bridge railing, forcing pedestrians to walk behind parked vehicles. The Village is encouraged to work with lot owners Ginsburg Development Companies and additional partners as needed to address the bike and pedestrian safety concerns in this lot.



Figure 18: Rendering of potential walking path improvements on the Ferry parking lot (Site 1 on Figure 17). Illustrative concept only; not an engineered design.

B) West Street (looking out into the harbor): Pedestrians can start to see the harbor through the trees and chain link fence, and while the view is beautiful, the fence feels cold and harsh and detracts from the overall appearance. If possible, the Village should consider replacing the fence with a more attractive barrier, and perhaps one that still allows for uninterrupted views of the harbor. The majority of the sidewalks have some sign or post obstructing the walking path. This could limit mobility for users and could also encourage people to walk on the roadway. The Village should look into the feasibility of moving obstacles where possible.

C) Waterfront Parking Lot on West Street: Extend the sidewalk to run behind the current available parking spots to allow cars to move freely and for pedestrians to remain safe as they travel along the path and enjoy views of the Hudson River.



*Figure 19: Potential walking path improvements on West Street (Site 3 on Figure 16).
Illustrative concept only; not an engineered design.*

D) Elks Drive Parking Lot: Aesthetic improvements to this fence can help make the walk down Elks Drive more pleasant. This could include a mural on the concrete side of the building, or designs on the green chain link fence

E) 1st Street: The white fence lining the east side of the waterfront view, near the intersection of Van Houten is in disrepair- if possible, the Village should work with the property owner to improve the fence, and potentially offer a similar fence to the one used along the rest of 1st street to improve aesthetics and experience. Additionally, the Village should look into improving sidewalk conditions on this path and moving obstacles that obstruct the sidewalk where possible, to improve mobility for users and encourage people to stay off the roadway. For example, the poor sidewalk conditions near 1st Street and South Street.

F) Entrance to Emeline Park (1st Street and Main St): This intersection requires additional sidewalk infrastructure to ensure that pedestrians stay safe. Curb extensions may be a great option for reducing the crossing distance and providing a clearer path for drivers. The Village should work with the Chair Factory Development to establish a new pedestrian pathway that is safe and accessible, perhaps offering a more direct entrance to the park area by adding a staircase or ramp. Crosswalks should also be added.



Figure 20: Potential intersection improvements at Emeline Park Entrance (Site 6 on Figure 16). Illustrative concept only; not an engineered design.

G) Main Street and West Street: This intersection serves as a key gateway into the downtown and experiences high traffic volumes. While it could use additional traffic safety and place-making improvements, such as curb extensions, pedestrian lighting, street markings, and wayfinding on West Street, as they do not address ongoing congestion, particularly for small business access along Main Street’s narrow roads. The project team recommends that the Village coordinate with BFJ Planning, which is conducting a Traffic and Parking Study in the Village to explore feasible congestion relief strategies for this area.

3. EXPAND TRANSPORTATION OPTIONS AND PROMOTE MULTIMODAL TRAVEL

This goal aims to accommodate community growth, ease traffic congestion, and improves connections for both residents and visitors, linking people to opportunities within and beyond the Village while supporting its unique character and fostering sustainable local economic growth. Successful expansion of transportation options will require collaborating with regional transit providers, coordinating with public agencies, abiding by jurisdiction and regulations, and additional stakeholder input to ensure solutions reflect local needs and priorities. The project team recommends that the Village conduct additional mobility assessments and public engagement to evaluate the feasibility of these strategies and support the development of an inclusive, reliable, and accessible multimodal network in coordination with NYMTC’s members.

As redevelopment occurs along the waterfront, the Village should evaluate opportunities for a neighborhood shuttle or microtransit service connecting the Chair Factory development to downtown Haverstraw and the ferry landing. A circulator route utilizing Main Street and Maple Avenue could provide direct access to existing TOR bus service, enhance multimodal connectivity, reduce reliance on personal vehicles, and support transit-oriented development objectives

A) Explore a Long-Term Ferry Service Strategy for Haverstraw–Ossining

Ferry service expansion is a theme that came up several times over the course of this project, in particular during public engagement activities. There is clearly an interest in long-term ferry expansion as a means of connecting Haverstraw more permanently to the Metro-North Hudson line out of Ossining. However, further assessment and coordination is required before considering this possible expansion. Service expansion would require separate feasibility analysis, operator coordination, funding identification, and action by the responsible agencies. NYMTC is well-positioned to play a central role in coordinating the necessary partners and steps to evaluate feasibility of this expansion. Appendix H provides a recommended Action Plan for NYMTC and includes the following key steps:

- ♦ **Establish a regional coordination framework through a Cross-Hudson Ferry Coordination Working Group:** To ensure the long-term viability, reliability, and usefulness of the Haverstraw–Ossining Ferry, NYMTC could consider convening a Haverstraw–Ossining Ferry Working Group to bring together all stakeholders of the ferry system, including MTA Metro-North Railroad, NYSDOT, NY Waterway, Rockland County, Westchester County, the Village of Haverstraw, the Village of Ossining, and relevant tourism and economic-development partners. The working group could jointly evaluate service needs, resources, and funding strategies. It would also serve as the primary forum for long-term service planning, resource identification, and policy alignment on ferry service.
- ♦ **Program a Regional Ferry Service Study in the UPWP:** NYMTC should initiate a regional ferry service study that examines ferry markets and service needs along the Hudson River corridor (including Haverstraw–Ossining) and other relevant corridors (e.g., Long Beach, selected New Jersey connections).
- ♦ **Prioritize Long-Term Funding Security for Ferry Service:** Expanding midday, evening, and weekend ferry service has strong local support, but requires reliable funding. The report identifies a potential funding framework for further evaluation by the responsible agencies that reflects Metro-North’s need for sustainable, non-volatile sources. Key funding approaches include CMAQ, FTA Section 5307 formula funds, NYSDOT STBG flex, and FTA Passenger Ferry Grants (5307(h)). Finding a balanced approach positions the service to benefit from federal and state funding streams aligned with the region’s climate and mobility goals.
- ♦ **Advance a Coordinated Economic and Tourism Strategy:** As part of the Regional Framework described above, Cross-Hudson Ferry Coordination Working Group should also propose a Hudson River Economic Corridor marketing strategy, coordinated between the stakeholders and Metro-North’s marketing division. Given that the ferry is a regional economic asset, not only a commuter tool, expanded service—particularly regular weekend operations—would create new opportunities for increased visitor activity in the entire region, including historic Haverstraw Village and Ossining, as well as the Garner Arts Center in West Haverstraw, Rockland Lake State Park, Palisades Center Mall and Nyack.

B) Increase Bus Frequency

Currently, buses account for 63% of the public transit trips made in Haverstraw. Not only are buses the most feasible public transit in Haverstraw, but they also play a vital role in addressing climate change and offer potential for Transit Oriented Development (TOD).

Continuing to investing in efficient and reliable local bus service can help reduce congestion along major corridors in the Village and connect people to transit options that allow them to travel beyond the region. According to [NACTO’s Move That Bus!](#), there are strategies municipalities can use to provide better, more frequent, and more reliable transit service: 1) Shift existing

schedules and resources to increase frequency throughout the day and extend service hours; 2) Redesign bus networks to improve access to jobs and destinations within neighborhoods; and 3) Invest in expanded service, either by purchasing additional service from their transit agency or through Transit Referendums that generate funding through local or regional taxes or fees to support operations, maintenance, and capital improvements.

Another key point from NACTO's report is the importance of providing safe and convenient connections to bus stops. These should be supported by complete streets improvements, such as those mentioned in previous recommendations. Commuters should have safe and accessible connections, and funding should be allocated toward improving sidewalks, installing shelters and seating, and ensuring clear signage and access to route and schedule information.

Further studies should be conducted to assess feasibility and identify priority routes and stops to maximize efficiency. The Village should continue to work with the Rockland County Department of Public Transportation, NYMTC, and NYSDOT to explore opportunities for these improvements and align them with broader mobility goals.

C) Establish Multimodal Transit Hubs

As concluded through the research conducted and public feedback received in the project, Haverstraw does not currently meet the demand for transit options. However, its geography, travel patterns, and infrastructure present opportunities for innovative multimodal transit solutions. According to data from ReplicaHQ, with walking accounting for nearly 20% of the Village's trips, the Village is well-positioned to expand its strengths in active transportation by enhancing first- and last-mile connections through walking paths, the greenway, and waterfront access (2025, [ReplicaHQ](#)).

The Village of Haverstraw is especially suited to develop multimodal transit hubs with a focus on micromobility. These hubs are locations designed to enable smooth transfers between different modes of travel and can include features such as bike parking, charging stations for e-bicycles and e-scooters, bike and scooter rentals, bus shelters, and paratransit access. Ideal locations would be high-traffic areas with limited public transit access, such as the Ferry/Waterfront, the Village Core/Downtown, schools and community centers, libraries, and retail and employment centers.

For example, the waterfront lot at the corner of West Street and Maple Avenue, exiting the Ferry parking, makes an ideal location for a proper bus shelter, secure bike parking, bike rentals, and a repair station. The existing ferry parking lot could potentially incorporate electric vehicle (EV) charging stations and a designated pick-up area for paratransit and ride-hailing services. Implementation of these features would require negotiation with the parking lot owners, Ginsburg Development Corporation. The momentum from Rockland County's plans to expand the waterfront greenway, along with the Village's efforts to increase EV charging and the growing demand for additional bus and ferry service, provides a strong foundation for these multimodal improvements.

A new, climate-controlled passenger terminal has been recently been constructed and is operational at the Haverstraw Ferry Landing. This serves as a multimodal facility, with the TOR Weekend Ferry Connection bus service providing on-site connections. The facility also has a designated passenger drop-off/pick up area. The new facility has a climate-controlled indoor waiting area where customers can purchase ferry tickets and obtain travel information from the NY Waterway ticket agent. There is also a spacious, covered outdoor passenger seating area with information boards and QR codes for the ferry ticket app, Metro-North Train Time app and other information.

To advance these efforts, the Village should continue collaborating with the County on building out the Rockland Riverway Trail and strategically identifying greenway entry points that connect people to other modes of transport. Additional potential partners could include Rockland County Schools, New York State Department of Transportation, the Rockland County Departments of Health, Planning and Public Transportation, Orange and Rockland Utilities, MTA, Metro-North, and NY Waterway. The Village should also pursue funding for micromobility and work with local providers, partners, or consultants to establish rental services. A successful example of local partnership and micromobility access expansion can be seen in nearby Nyack, NY, where the Nyack Library launched Rockland County's first-ever Bike Borrow Program through the New York State Department of Transportation's Statewide Mobility Services Program.

D) Diversify development and housing near transit

The Village should evaluate Mixed-Income Transit-Oriented Development (MITOD) supportive zoning and incentives near the ferry landing. This strategy could help capture future ridership growth, reduce vehicle miles traveled, and promote more inclusive access to the waterfront. Through conversations with community members, it became clear that to some, Admiral's Cove and Harbors at Haverstraw feel physically and socially detached from the rest of the Village, with ongoing concerns about inhibited public access to its waterfront. Thoughtfully planned MITOD in this area could help offset this sense of disconnect by encouraging mixed-use development and creating a more integrated and accessible neighborhood, especially if the quarry site is ever relocated or sold, and appropriate environmental remediation is undertaken. This can be done by designating an overlay zone in that area. The hypothetical area or district could also be paired with a transportation development incentive.

Support for MITOD includes identifying opportunities for strategic land acquisition or joint ventures that prioritize current residents and small businesses. MITOD can reduce income segregation, expand affordable housing options, and deliver the broader benefits of TOD: increased transit use, reduced traffic congestion, lower parking demand, and walkable, mixed-use neighborhoods. The Village has already undertaken projects of this nature, such as the Chair Factory Project by Pennrose/MPACT, where 70% of the total residential units (450) are workforce or income-restricted housing, and is encouraged to explore similar ventures.

In tandem with MITOD, the Village could also incorporate the [Low-Income Housing Tax Credit](#) (LIHTC) model with the development opportunities they pursue. This integrated approach would not only support equitable housing access but also enhance the financial feasibility of new projects, promote socioeconomic diversity, and strengthen the long-term sustainability of transit investments.

4. IMPLEMENT STRATEGIES THAT PROMOTE SUSTAINABLE COMMUNITY-DRIVEN ECONOMIC GROWTH

Beyond streetscape and design improvements, there is a need to create spaces of belonging, both in a physical and social sense, as a means of building connections in the Village of Haverstraw. The Village can build on its existing strengths, such as its diversity and cultural history, to reinforce social cohesion and support its existing residents before significant growth occurs. This includes implementing strategies that protect current residents, empower small businesses, and build coalitions that promote unity.

Cultural Preservation and Placemaking

While residents expressed appreciation for existing cultural initiatives, they emphasized the importance of continued programming and strategies to enhance the vitality of Downtown Haverstraw as a safe, welcoming, and culturally diverse destination. It is recommended that the Village strategize the creation and support of physical and social places of belonging. This refers to actual spaces or groups that are inclusive and where people can feel accepted and connected to their community. By collaborating with strong historical and cultural partners such as Haverstraw Riverwide Arts, the Brick Museum, and Haverstraw African American Connection, the Village can pursue opportunities to preserve its rich history while uplifting its current Latino enclave.

Historically, cultural districts or ethnic enclaves have formed through immigration, municipal designation, community organizing, and the presence of unique industries, shops, restaurants, events, and festivals. Well-known examples include Little Italy and Chinatown in New York City. These enclaves have been shown to foster economic growth by encouraging entrepreneurship, creating jobs, and fostering accessible labor and social networks. Leveraging the existing community's specialized labor market, particularly in dining, arts, and entertainment, can give Haverstraw a competitive edge and attract visitors. This can build on successful initiatives like the Haverstraw Food Crawl and be expanded with complementary cultural programming such as bilingual historic walking tours, Latin music festivals, and interactive bilingual digital directories to enhance wayfinding. It is essential that these efforts be rooted in cultural strategy, drawing on the insights and wisdom of historically marginalized communities.

A compelling example of a recently formalized ethnic enclave is Brooklyn's [Little Caribbean](#) in East Flatbush. Although Caribbean immigrants have settled in the area since the 1970s, it wasn't until 2017 that a community organization led the effort to officially name the neighborhood, honoring the Caribbean diaspora's legacy in New York City. This formalization has resulted in defined boundaries, robust programming, storytelling, historic documentation, and guided tours. Since its inception, the initiative has hosted numerous successful events, attracting global attention and tourism.

Haverstraw could pursue a similar path that is tailored to its unique identity and informed by its community. While business diversity is important, there is room to embrace and elevate what already drives local commerce. Leveraging the Village's reputation for exceptional food, as seen in the success of the Food Crawl and popular establishments like Vilma's Bakery and Lucas Candy Shop, would be a strategic advantage.

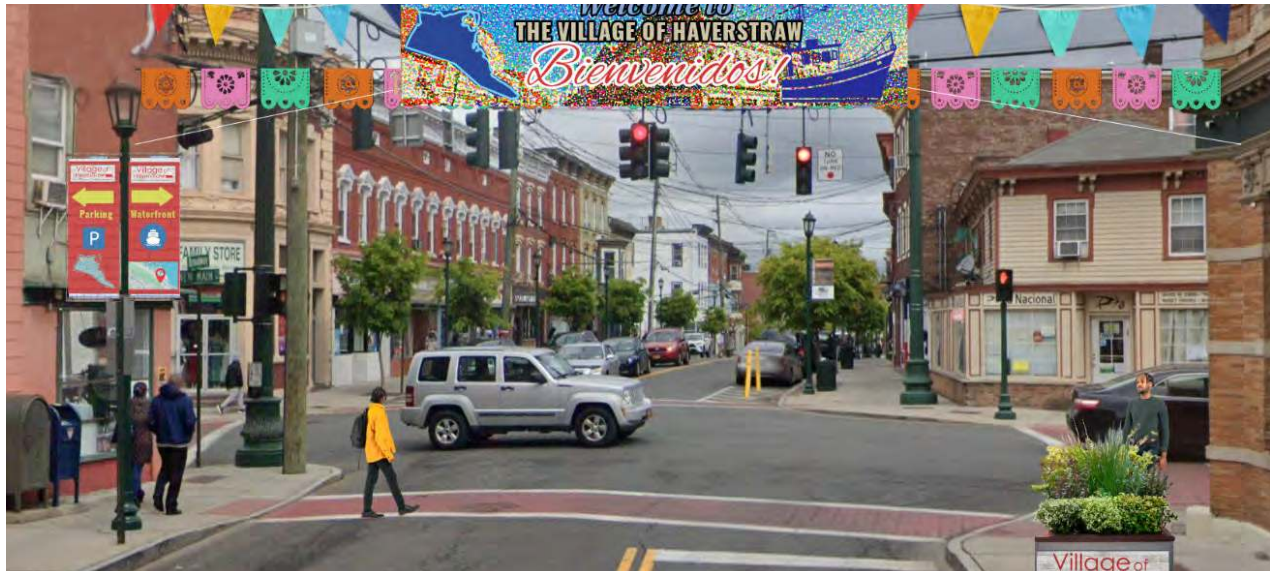


Figure 20. Rendering of West Street and Main Street intersection reenvisioned. Illustrative concept only; not an engineered design.

Local Business Resilience

To support local business resilience and retention, it is recommended that Haverstraw adopt a Community-based economic development (CBED) approach to its planned growth. CBED centers communities as the drivers of the development and growth of their own spaces, while acknowledging that sustainable economic development goes beyond attracting outside investment or creating jobs, but also focuses on strengthening communities to prosper economically and socially. Specific strategies around [business resilience and improvements](#) can include commercial preservation and property improvement, tax credits and incentives, commercial tenant protections, local hiring and entrepreneurial support, community ownership, and place-based management. Community partners are encouraged to explore these strategies further to ensure that growth and revitalization efforts align with the interests of their existing constituents.

Business Resilience Strategies

GOAL/STRATEGY	EXAMPLES
Commercial Preservation and Property Improvement	♦ Façade Improvement ♦ Heritage Tourism
Local Hiring and Entrepreneurial Support	♦ Local hiring ordinances and purchasing programs
Tax Credits and Incentives	♦ Tax increment financing- tax district ♦ Business Improvement District
Zoning and Form-Based Codes	♦ Neighborhood-serving zones ♦ Affordable workspace policies
Commercial Tenant Protections	♦ Commercial rent control ♦ Anti-displacement codes of conduct
Commercial Property and Community Ownership	♦ Cooperatives ♦ Community land trusts ♦ Community Benefits Agreements

Figure 21. Table of Business Resilience Strategies adapted from the Small Business Anti-Displacement Toolkit (Small Business Anti-Displacement Network).

Case Examples of These Strategies In Action:

- ♦ Springfield, MA's Responsible Employer Program ordinance requires that public construction projects over \$500,000 must prioritize hiring women, people of color, veterans, and city residents
- ♦ Palm Beach, FL, utilizes a "town-serving zone" for the central commercial district. This zone restricts stores to 2,000 square feet and provides incentives for businesses that serve local residents.
- ♦ Detroit has a Community Benefit Ordinance that requires new developments to work with representatives of the impact area to develop a community benefits agreement
- ♦ Chicago has a Connected Communities Ordinance, one of the largest reforms to the Chicago zoning code in decades, focused on promoting development that will help residents live more conveniently, affordably, and sustainably while spurring economic development across the city.

FUNDING OPPORTUNITIES

BICYCLE AND PEDESTRIAN SAFETY

The Transportation Alternatives Program (TAP) provides funding for programs and projects for local municipalities to correct and beautify a corridor traveled on by pedestrians and bicyclists. This includes:

- ♦ on/off-road pedestrian and bicycle facilities
- ♦ infrastructure projects for improving non-driver access to public transportation and enhanced mobility.
- ♦ community improvement activities and environmental mitigation
- ♦ recreational trail program projects
- ♦ safe routes to school projects
- ♦ projects for planning, designing, or constructing boulevards and,
- ♦ other roadways primarily in the right-of-way of former Interstate System routes or other divided highways.

To apply for TAP, the local government typically have to demonstrate the following in their application:

- ♦ Projects must have an eligible Sponsor.
- ♦ Sponsors must provide a minimum of 20 percent local match and first-instance project costs.
- ♦ Projects must fit into one of the selected program eligibility categories and meet the specific program requirements detailed in NYSDOT's Application Process.
- ♦ Project costs must meet the Minimum/Maximum Award criteria.
- ♦ Completed Applications must be submitted through Grants Gateway by the deadline.
- ♦ Sponsors must attend the Informational Workshop.
- ♦ The project must relate to surface transportation and cannot be exclusively recreational.

The Village should monitor the NYSDOT TAP-CMAQ webpage for the most current solicitation schedule, eligibility requirements, application materials, and key dates for upcoming solicitations. Besides TAP, the Village can seek federal aid from various formulas and discretionary federal fund sources. The Federal Highway Administration put together a comprehensive listing of federal aid programs for improving pedestrian and bicycle facilities, included in Appendix D. The listing identifies criteria, timing, and eligibility that project sponsors must consider when applying for funding. They have also compiled an upcoming schedule with [Key Notices of](#) and their deadlines. Lastly, they have organized a [checklist](#) to help local communities prepare themselves for soliciting funds through the federal process, which the Village of Haverstraw should use when developing their project.

ADDITIONAL AVENUES OF FUNDING

Federal and State Transportation Grants (ex. [FTA Ferry Grant Program](#))

These grants can support infrastructure improvements, enhance mobility, and ensure the sustainability of transit services like ferries, which are critical for regional connectivity and workforce access.

[Low-Income Housing Tax Credits \(LIHTC\)](#)

Pairing LIHTC with TOD encourages affordable housing near transit hubs, promoting equitable access to jobs and services while supporting ridership and local commerce.

[Green infrastructure and climate resilience grants](#)

These grants support sustainable development practices that reduce environmental impact and improve community resilience, key factors in long-term economic stability and attractiveness to investors.

Tourism-related Funding or [Business Improvement Districts \(BIDs\)](#)

Targeted funding for tourism and BIDs can revitalize commercial areas, attract visitors, and support small businesses, contributing to a vibrant local economy.

[Programs under NYSERDA](#)

NYSERDA offers a range of funding and support programs that align with both economic development and clean transportation goals, making them valuable tools for communities seeking to grow sustainably:

- ♦ **Clean Mobility Program:** Provides up to \$32 million in funding for shared electric transportation solutions such as microtransit, e-bike programs, and EV rideshare services. These projects reduce emissions, improve connectivity, and support underserved communities, while creating jobs and stimulating local economies.
- ♦ **New York Clean Transportation Prizes:** Offers competitive grants for innovative clean mobility solutions, particularly in disadvantaged communities. These initiatives promote equity, reduce pollution, and encourage local entrepreneurship and workforce development.
- ♦ **Economic Development Support for Clean Energy Manufacturing:** NYSERDA actively partners with local governments and developers to attract clean energy manufacturers

to New York. This includes site selection support, infrastructure planning, and access to a skilled workforce, key drivers of regional economic growth.

- ♦ Just Transition Site Reuse Planning Program: Helps communities plan for the reuse of fossil fuel sites, supporting long-term economic resilience and preparing for clean energy transitions.
- ♦ Clean Energy Communities Program: Assists municipalities in implementing high-impact actions that save energy, reduce costs, and lower emissions, while positioning them for future investment and development opportunities.

These steps will help the Village move toward a more connected, vibrant, and resilient future.

Endnotes

- 1 Village of Haverstraw Local Waterfront Revitalization Program (2003)
- 2 ACS (2018-2022) via ESRI Business Analyst
- 3 LWRP
- 4 Village of Haverstraw Comprehensive Plan Volume II
- 5 Village of Haverstraw Comprehensive Plan Volume II

APPENDICES

APPENDIX A: ABOUT NYMTC AND THE CPWP PROCESS

ABOUT NYMTC

The New York Metropolitan Transportation Council (NYMTC) is the Metropolitan Planning Organization (MPO) for New York City, Long Island, and the Lower Hudson Valley region. NYMTC's planning area includes 2,440 square miles and a 2020 population of 13.17 million, approximately 65% of New York State's population and 4% of the nation's population. As an MPO, NYMTC provides a collaborative planning forum to address transportation-related issues, develop regional plans, and make decisions using federal transportation funds for its jurisdiction. As a follow-up to their recent long-range regional transportation plan, Moving Forward, NYMTC has partnered with the Public Outreach and Engagement Team (Rutgers-POET) at the Alan M. Voorhees Transportation Center (VTC) at Rutgers University to plan and execute Community Planning Workshop in municipalities throughout the NYMTC region. These workshop will serve as informative catalysts and aid in advising future infrastructure projects in the participating municipalities.

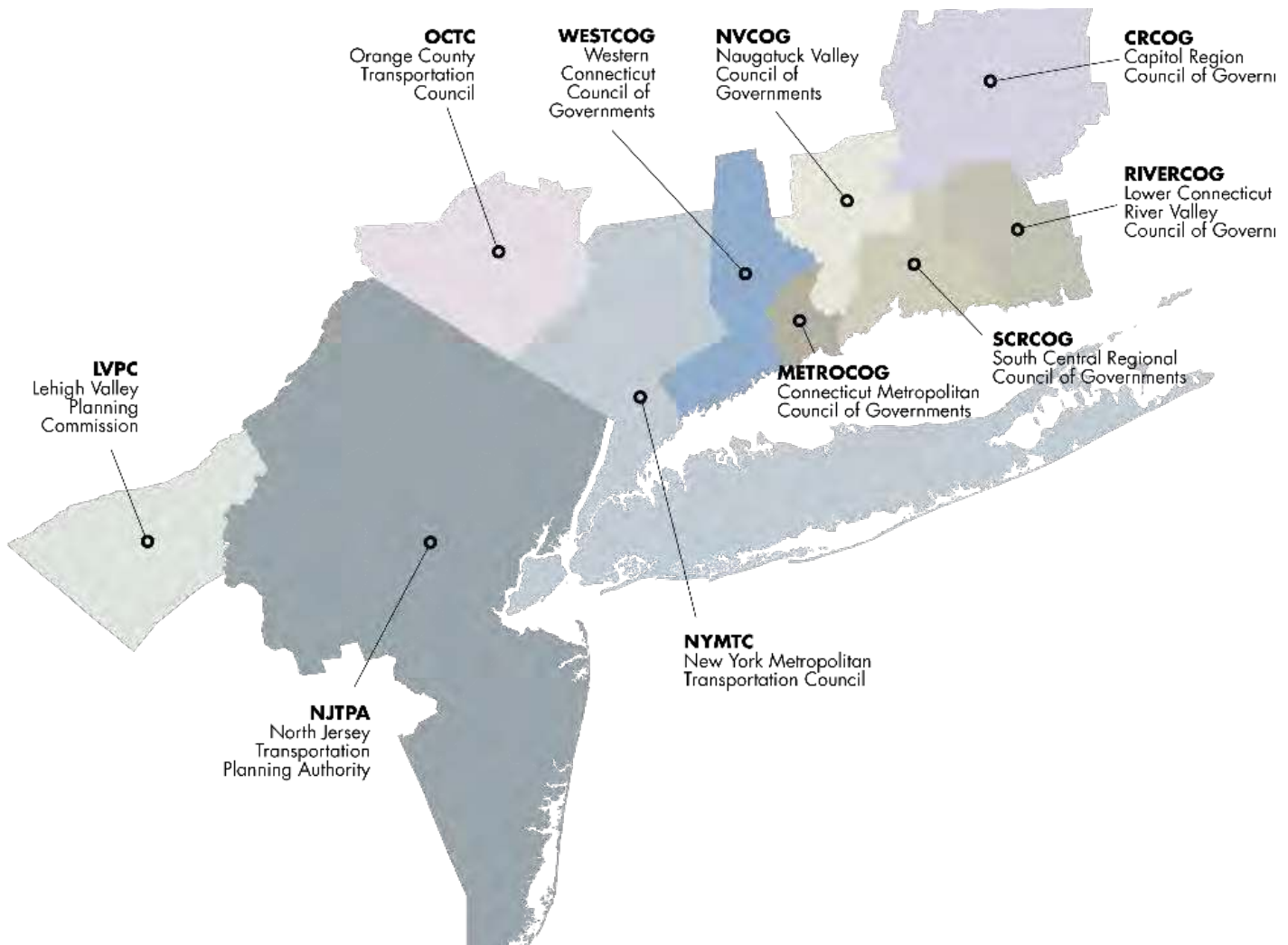


Figure 1. Map of the NYMTC Region and Neighboring Metropolitan Planning Organizations (NYMTC).

About Moving Forward

Moving Forward is the long-range regional transportation plan for fiscal years 2022-2050 for the NYMTC planning area; it is one of the four planning products NYMTC is federally required to produce as part of the metropolitan transportation planning process to secure federal funding for the region. The Plan currently fulfills federal planning requirements and maintains NYMTC's eligibility for federal funding for transportation planning and improvement projects. Moving Forward is a blueprint to help support sustainable growth and guide transportation investment in the region; it includes forecasts for future conditions and needs, potential transportation improvements, and outlines a shared strategic vision for transportation and development within the NYMTC planning area. As outlined in the plan, NYMTC can work with local governments for a continuing program of community planning activities that:

- ♦ Encourage development in centers and downtowns to reinforce walkable, aesthetically pleasing, and transit-accessible environments.
- ♦ Include local transportation issues in comprehensive/master planning and community visioning processes.
- ♦ Make walking safer and more convenient through safety and streetscape improvements.
- ♦ Support downtown development/redevelopment.
- ♦ Encourage walkability, Complete Streets, and remote parking in targeted centers.
- ♦ Complete and distribute the Metropolitan Transportation Authority (MTA) First Mile/Last Mile Station Access Toolkit.
- ♦ Provide planning assistance.
- ♦ Facilitate discussions with the public, enabling participants to develop, evaluate, and implement improvements for their communities.

About the Community Planning Workshop Program

The Community Planning Workshop Program (CPWP) provides technical assistance to municipalities in line with the Moving Forward regional transportation plan. Moving Forward identifies a variety of CDEAs across the NYMTC region. CDEAs are locations where NYMTC anticipates an increase in population and seeks to promote transportation improvements and land use development that accommodate this forecasted future growth within a sustainable framework. Workshop topics and locations are selected using data on identified CDEAs, congested roadway corridors, and bottleneck locations as reported by NYMTC's 2021 Congestion Management Process (CMP) Status Report and Moving Forward. Workshop topics can cover a range of issues, including expanding non-motorized transportation, transit-oriented development, parking management, safety audits, reduced traffic congestion, and improved access to public transit.

The Village of Haverstraw is a designated CDEA.

Program Process/Methodology

The Community Planning Workshop Program (CPWP) provides targeted technical assistance on transportation planning topics over a short-term period of approximately 6-12 months. The assistance ranges from public engagement activities and data analysis to a pillar Community Workshop and a final report. CPWP is community-led, centering its activities and deliverables around amplifying community input, especially elevating voices that have historically been underrepresented in planning conversations.

The goal of the program is to showcase community input and prepare transportation planning reports that make project sponsors competitive for funding.

While the focus is on transportation, related areas such as community development, climate resilience, and housing often emerge during the process. These topics are acknowledged in the final report as being affected by transportation but are considered outside the scope of CPWP and recommended for exploration in more comprehensive planning efforts.

All recommendations in the report are preliminary and intended to guide further exploration. They are based on the sample of community members engaged during the process and are not definitive actions for municipalities. The report does not present conclusive data but rather offers suggestions and initial analysis of public input.

Phase 1: Project Initiation and Scope Setting

The program is open to all localities within the NYMTC region. Each project typically begins with initial conversations between the CPWP project team and local officials to identify community needs and areas of interest. Followed by project scoping, which involves collaboration between CPWP staff, local officials, and key stakeholders to define the scope and goals of the assistance. Due to the short-term nature and limited capacity of the program, local representatives are selected as points of contact and are responsible for supporting the project throughout its duration, reporting findings back to their municipality, and providing local context and assisting with outreach efforts, this keeps the project centered in community.

Phase 2: Background Research and Existing Conditions

Each project begins with background research to understand the existing conditions of the locality. This may include: site visits, literature reviews, demographic and traffic data analysis, conversations with local officials and stakeholders, case studies and best practices research.

Documents reviewed often include the Village Master Plan, news articles, and other relevant planning materials. Findings from this phase are compiled into the Community Profile, which informs the design of public engagement activities.

Phase 3: Community Engagement

Public engagement is tailored to each community and aims to ensure inclusive participation. For example, if background research identifies high crash incidences in a specific road, the community survey will include questions on traffic safety. Activities may include: community surveys, stakeholder interviews, recurring check-ins with village officials, targeted outreach, and tabling and canvassing.

Accessibility, including language and digital access, is prioritized in all engagement efforts. Materials produced to support outreach may include: a project website (e.g., via ArcGIS StoryMaps), flyers and one-pagers, and social media content.

Phase 3A: Community Planning Workshop (CPW)

The Community Planning Workshop (CPW) is the central event of the program. To prepare for the CPW, the project team develops presentation materials, designs workshop activities, creates promotional content, facilitates the workshop, and compiles feedback into the final report. The CPW presents identified challenges and potential solutions to the community, inviting local expert feedback, suggestions, and requests.

Phase 4: Final Report and Recommendations

The final report includes: a summary of background research and public engagement findings, preliminary recommendations for transportation-related improvements, additional targeted

technical analyses as needed, and potential funding avenues for future implementation. After an initial report version is shared with the client municipality, MPO members, and key stakeholders, edits are made as needed to reflect their feedback, and conversations are held to secure buy-in. After coming to a consensus with all parties, the final report is published on the project website, municipal sites, and NYMTC's Community Workshop page.

All recommendations are non-binding and require further action and study by stakeholders. They reflect community input gathered during the engagement process and are intended to guide future planning efforts.

APPENDIX B: DATA AND PUBLIC INPUT METHODOLOGIES

Data Sources and Disclaimers

Replica HQ- Replica HQ is a mobility insights platform that models travel patterns using anonymized location data, land use information, and machine learning. Widely adopted by state and local governments, transit agencies, and urban planners, Replica HQ is recognized for its rigorously validated, multimodal data and transparent modeling framework. While the data models real-world movement, it may not capture all nuances of actual travel behavior. For the purpose of this technical assistance program, this data offers a timely and comprehensive alternative for understanding travel patterns within the project scope and timeline. The figures assessed are interpreted as suggestive measures of trip patterns and behaviors as opposed to definitive metrics.

ESRI ArcGIS Business Analyst- ArcGIS Business Analyst is Esri's location-based market and community intelligence software that combines demographic, business, lifestyle, spending, and census data with map-based analytics for smart decision-making. ArcGIS Business Analyst contains ready-to-use infographic templates and reports, from national to block group data for the entire United States. For this program, demographic, consumer spending and ArcGIS Tapestry templates are used to analyze existing socioeconomic conditions of a locality. Data sources Business Analyst uses includes: **Esri, US Census Bureau, and American Community Survey (ACS), Consumer Expenditure Surveys, and Bureau of Labor Statistic.**

NYSDOT Clear Data- The CLEAR Crash Data Viewer is a secure application developed by the New York State Department of Transportation (NYSDOT), designed for authorized users to access, visualize, and analyze crash data across New York State. It features interactive dashboards, detailed reports, and robust search tools that allow users to explore crash data through both tabular formats and map-based displays. For CPWP, annual crash data is exported and analyzed to identify crash hotspots where improvements should be made in a given community and to perform any other additional analysis as needed.

NYSDOT Traffic Counts- The Traffic Data Viewer (TDV) is an interactive mapping tool developed by NYSDOT that allows users to access and download traffic data for offline use. It provides key metrics such as Annual Average Daily Traffic (AADT), vehicle volume, classification, speed data, and truck-specific statistics. Maintained by the Traffic Monitoring Section, TDV is regularly updated and was most recently refreshed in 2024 to improve usability and data access. It also includes historical short count site locations for reference. This traffic count data is also used to cross reference traffic network conditions in addition to Replica HQ or ArcGIS Business Analyst numbers.

Public Input Analysis Methodology

Data Ethics

Data collected through public engagement activities is based on voluntary participation. The project team plans outreach strategies to reach diverse groups in a community, with particular attention to engaging minority and historically underrepresented populations.

While engagement efforts may not always yield a statistically representative sample, the team makes every effort to ensure inclusivity by:

- ♦ Conducting background research to understand local demographics,

- ♦ Adapting activities to suit community needs,
- ♦ Translating materials where necessary,
- ♦ Modifying engagement strategies based on feedback and participation levels.

All data collected is anonymized to protect individual privacy. The insights derived from public engagement are used to shape the project and inform preliminary recommendations.

Methodology

Input collected from public engagement activities includes both quantitative and qualitative data, gathered through Qualtrics surveys, interviews, in-person written responses, and other recorded methods.

Quantitative Data Analysis

Quantitative responses on close-ended questions such as multiple choice and rank based questions are visualized using Qualtrics' built-in graphical tools. These visualizations provided immediate insights into response distributions and trends across closed-ended questions and are rather simple to quantify.

Qualitative Data Analysis

A thematic coding approach is used to analyze qualitative input collected through various public engagement activities. This includes responses to open-ended survey questions (via Qualtrics), written feedback from in-person activities such as poster boards, and transcribed conversations from stakeholder interviews conducted virtually or during canvassing efforts. Thematic coding allows the project team to identify recurring ideas, concerns, and priorities expressed by community members.

Data Preparation

Qualitative responses are downloaded from Qualtrics and isolated from the dataset, to be "cleaned up" and formatted for analysis. This can involve translating qualitative responses into English or correcting grammatical errors. If a response is ineligible or too vague to interpret it is excluded from the analysis.

Thematic Coding Process

Macro categories and subcategories were developed based on recurring themes in the data.

For responses containing multiple ideas or themes, each component was separated and coded individually.

Excel was used to track and count the frequency of each theme per question. This allowed for quantification of qualitative insights.

Theme Identification

Themes were identified manually, with optional support from AI tools such as Copilot to assist in recognizing patterns and suggesting thematic groupings. One response can have multiple themes so themes can be counted for relevance but should not be confused with number of

respondents.

Ex. Question: What are some areas of concern in your neighborhood?

- ♦ Response: “The dog park is out of control, dogs run out and they can potentially cause a car crash in the town’s busiest street, it’s a hazard!”
- ♦ Themes identified: Traffic safety, public space management, etc.

Synthesis of Findings

Thematic counts were used to generate summary statements.

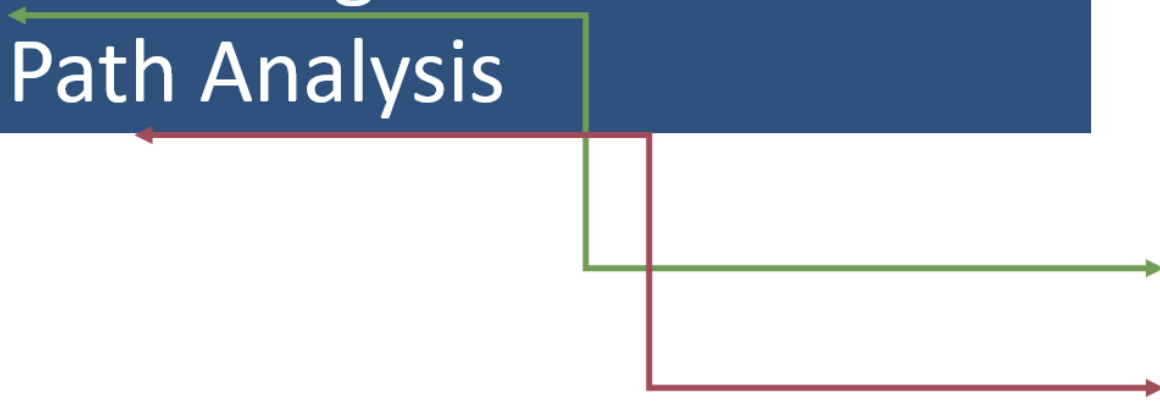
For example, if traffic safety was a theme that appeared 25 times out of 100 responses and public space management appeared 5 times, one could say:

“25% of responses highlighted traffic safety as an area of concern in their neighborhood. Public Space management is also mentioned as a theme of concern”

Themes are contextualized within each question to ensure relevance and accuracy.

Survey findings are directional and should be interpreted alongside additional outreach, especially to underrepresented groups.

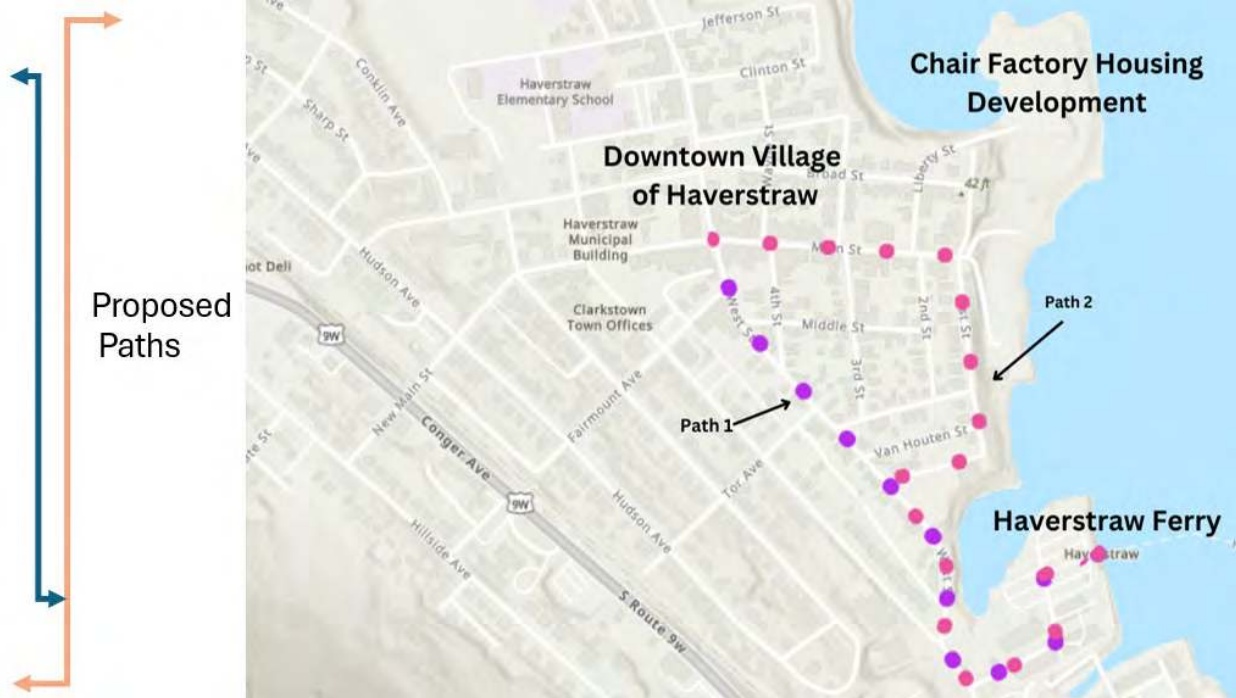
The Village of Haverstraw Path Analysis



Goal of Analysis



- The purpose of this analysis is to **compare the amenities** and **challenges** of two alternative routes from **the Village's downtown to the Ferry station**
- This information can be used to determine the optimal route between both locations
- Once an **optimal path is determined**, the village may **focus on developing and improving the walkability, bikeability and safety of that path**



Assumptions

- Amenities or positive attributes are associated with a path if it is located within a **minute** walking distance from the path
- Negative attributes include:
 - High rates of crashes
 - High traffic volume
 - Missing sidewalks
 - Vacant Lots
- Positive attributes include:
 - Proximity to landmark lots
 - Proximity to districts (downtown and waterfront)
 - Access to greenspace, greenways etc.
 - Complete sidewalk infrastructure
- ****Each attribute is equal in value**

Methodology

- To represent a minute walk, the path buffers are 50 feet around specified path.
- Utilized 'summarize within' ArcGIS analysis tool to determine overlapped amenities/challenges



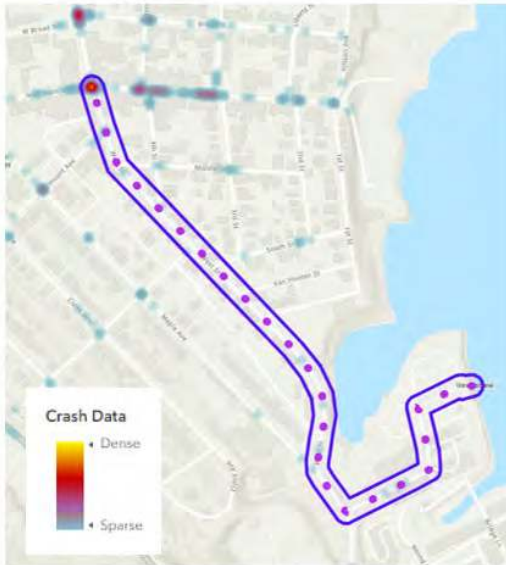
Attribute: Crash Incidence

- Data used: NYSDOT CLEAR Crash Data Viewer (Aug. 2020-2023)
- Key question: **How many crashes have occurred along each pathway? (organized by level of severity)**
- Attribute is indicating the safety of the paths

Features	Path 1	Path 2
Caused Injury	2	3
Caused Property Damage	34	85

- Path 1: 36 crashes in total along this buffer
- Path 2: 88 crashes in total along this buffer
- Filtered by severity

Path 1



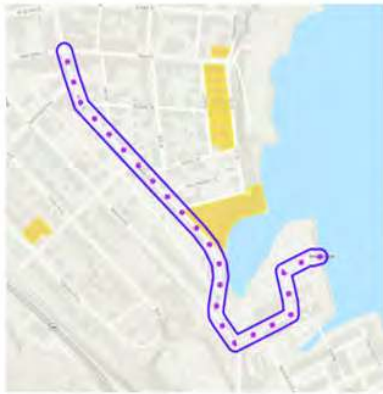
Path 2



Attribute: Landmark Lots

- Data used: Land-use (2012)
- Key question: **Do the paths allow access/ viewing of landmark lots?**
- Landmark lots can provide aesthetic enjoyment for people as they walk along a path
 - Landmarks included: King's Daughters Public Library, United States Post Office, Homestead (143 Hudson Ave), Haverstraw Elks Lodge, Historic Houses on First Street
- Landmark lots within the 50 foot buffer indicate a "more attractive" walk

Path 1



Path 2



Features	Path 1	Path 2
Landmark Lots (total overlapped area in square miles)	1	12

Attribute: Network Volume

- Data used: Replica-- Average Daily Traffic on a Typical Thursday 2023
- Key question: **How busy are the roads along each path?**
- High network volumes on roads can increase feelings of anxiety and increase vulnerability to traffic collisions
- However, in some cases the absence of traffic can decrease feelings of safety as there are less "eyes on the street"
- In the case of this analysis, assume that the higher the network volume, the more 'anxiety-producing' the path

Path 1



Path 2



Network Volume (Summary of Total Trip Count)



Features	Path 1	Path 2
Network Volume (summary trip count)	11,947.58	13,770.69



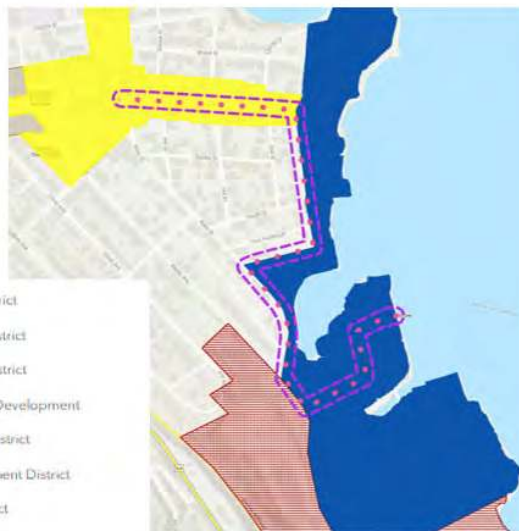
Attribute: Access to Future Development Districts

- Data used: Land-use (2012)
- Key question: **Are the paths located close to opportunities for Village-implemented development? How much is that overlap (in square feet)?**
- The Village of Haverstraw has indicated two districts as potential areas for development: the waterfront and the downtown
- Establishing a defined walking path in close proximity to these designated areas can ensure that future development benefits the appearance of and experience of that path.
- For example, future development along the waterfront can create a beautiful view for pedestrians as they walk along the path

Path 1



Path 2



Districts

- The total buffer area in square feet that overlaps specified district parcel

	Path 1	Path 2
Central Business District (total overlapped area in square feet)	24,169.14	114,828.36
Waterfront Development (total overlapped area in square feet)	148,673.85	215,229.81



Attribute: Sidewalk Infrastructure

- Data used: Project team created layer from in-person site visit indicating:
 - no sidewalk
 - sidewalk on one side
 - sidewalks on both sides
- Key question: **What sidewalk infrastructure is already in place along either path?**
- The assumption is that sidewalks on both sides indicates a safer pedestrian pathway.
- The data begins outside of the Ferry parking lot as the area is still in development

Attribute Sidewalk Infrastructure

- It is important to note that the existence of sidewalks on both sides **does not** indicate complete ADA compliance, or appropriate condition of the infrastructure.

	Path 1	Path 2
Total area overlapped with sidewalk on both sides (feet)	2,044.58	2,413.47
Total area overlapped with sidewalk on one side (feet)	195.30	768.10
Total area overlapped with no sidewalk (feet)	N/A	110.27



Path 1



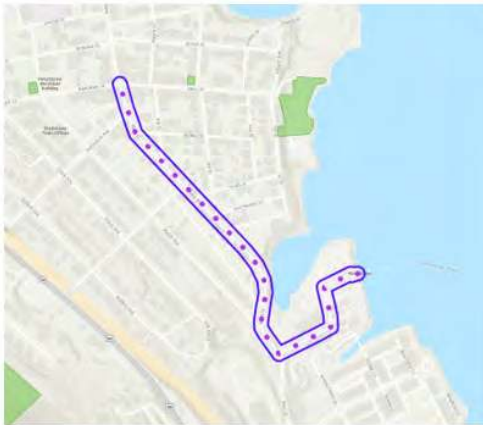
Path 2



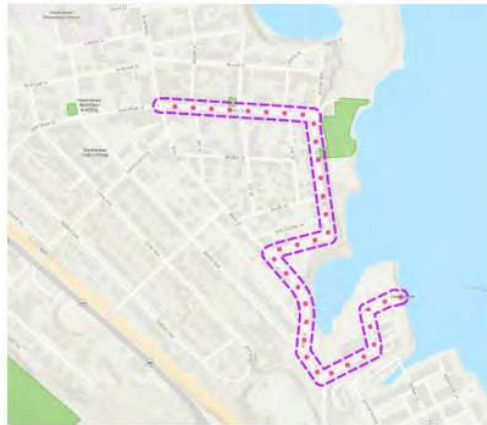
Attribute: Access to Open Space and Green Space

- Data used: Land-use
- Key question: **Are the paths located close to green space and parks?**
- Open spaces and green spaces like parks can provide recreational opportunities to individuals as they travel between the ferry and downtown, while also (presumably) improving the aesthetics of the path
- This requires the assumption that open space and green space access is always a positive attribute, which may not always be accurate. In some cases, and during certain times of the day, parks can increase feelings of fear.

Path 1



Path 2

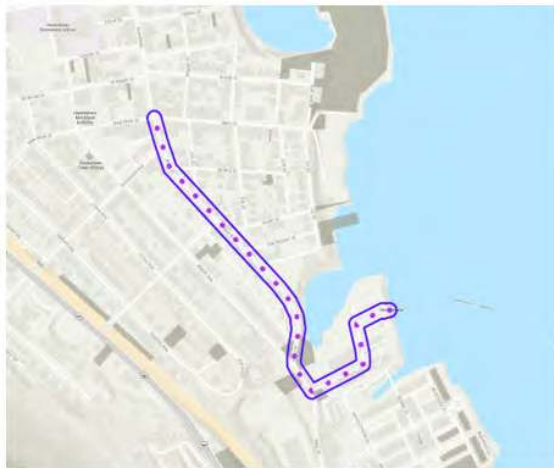


Attribute: Access to Vacant Parcels

- Data used: Land-use
- Key question: **Are the paths located close to vacant parcels?**
- While vacant parcels may indicate an opportunity for development, they also increase feelings of unease and fear for pedestrians.
- For the purpose of this analysis, vacant parcels indicate increased vulnerability for the pedestrians

	Path 1	Path 2
Number of vacant parcels overlapping with buffer	4	6

Path 1



Path 2



Path 1 vs. Path 2

	Features	Path 1- 0.01 square miles (278,784 square feet)	Path 2- 0.02 square miles (557,568 square feet)
Historic Crash Incidence	Injury caused	2	3
	Property Damage	34	85
	Landmark Lots (total overlapped area in square miles)	3.6%	37%
	Network Volume (summary trip count)	11,947.58	13,770.69
Districts	Central Business District (total overlapped area in square feet)	8.6%	20%
	Waterfront Development (total overlapped area in square feet)	53%	38%
Sidewalk Network	Total area overlapped with sidewalk on both sides (feet)	2,044.58	2,413.47
	Total area overlapped with sidewalk on one side (feet)	195.30	768.10
	Total area overlapped with no sidewalk (feet)	N/A	110.27
	Number of public/open space parcels overlapping with buffer	0	1
	Number of vacant parcels overlapping with buffer	4	6
		5	6

Goal of Analysis

- The purpose of this analysis is to **compare the amenities and challenges** of two alternative routes from **the Village's downtown to the Ferry station**
- This information can be used to determine the optimal route between both locations
- Once an **optimal path is determined**, the village may **focus on developing and improving the walkability, bikeability and safety of that path**
- Way things are weighed can changed based on community needs



The Village of Haverstraw is participating in NYMTC's Community Planning Workshop Program to find transportation solutions that make getting around the village easier and help the community grow. We want to hear from you!

Please complete this 5-10 minute survey as thoroughly as possible. Your responses provide valuable insights and help us make informed improvements. Thank you for sharing your input!

If you need assistance completing your survey please email: jl735@ejb.rutgers.edu.

Do you live in the Village of Haverstraw?

If yes, please specify the neighborhood or nearby cross streets where you live:

If no, please specify the town, city, or village you are traveling from:

☐ Yes

☐ No

What do you do in the Village of Haverstraw?

Select all the following that apply:

☐ I work in the village

☐ I go to school in the village

☐ I own a business in the Village

☐ Outdoor recreation (ex. hiking, fishing)

☐ Cultural and social recreation (ex. events, festivals)

☐ Sports and exercise (ex. cycle, hiking, running)

☐ Other

Building Connections



View from Main Street facing west at the Village of Haverstraw Food Crawl Festival 2024.

Please fill out the following based on the Village of Haverstraw.

Places you visit most often:

Places you wish were easier to get to:



0% Survey Completion 100%



Connections to Downtown



View of the downtown business corridor on Main St.

How do you typically travel to downtown?

Please rate each statement from 1 to 5, where 1 star means "strongly disagree" and 5 means "strongly agree."

I visit downtown often: 1 2 3 4 5

This downtown area is easy to access: 1 2 3 4 5

I feel safe accessing downtown: 1 2 3 4 5

There are enough parking options downtown: 1 2 3 4 5

Please explain the reasons for the rankings you provided.

What makes it easy or difficult to access? What makes it feel safe or unsafe? What changes would make you more likely to visit downtown Haverstraw?



Connections to Waterfront



View of the Hudson River from Emeline Park at the Village waterfront.

How do you typically travel to the waterfront?

Please rate each statement from 1 to 5, where 1 star means "strongly disagree" and 5 means "strongly agree."

I visit the waterfront often

☐ ☐ ☐ ☐ ☐

This waterfront is easy to access

☐ ☐ ☐ ☐ ☐

I feel safe visiting this waterfront

☐ ☐ ☐ ☐ ☐

Please explain your reasons for the rankings you provided.

What makes it easy or difficult to access? What makes it feel safe or unsafe? What changes would make you more likely to visit the Haverstraw Waterfront?

Have you ever used the ferry?

☐ Yes

☐ No

Connections Beyond the Village



Aerial view of the Village of Haverstraw facing east.

How do you typically travel out of town?

Please rate each statement from 1 to 5, where 1 star means "strongly disagree" and 5 means "strongly agree."

I travel outside of Haverstraw often.

Traveling to and from the Village is easy.

I feel safe traveling to and from Haverstraw.

Please explain your reasons for the rankings you provided.

What makes it easy or difficult to travel out of town? What makes it feel safe or unsafe? What changes would improve traveling into and out of Haverstraw?

Select all that apply for the following.

I travel outside the Village for:

☐ Pharmacies

☐ Work or school

☐ Groceries

☐ Medical

☐ Restaurants

☐ Entertainment

☐ Other

The Village of Haverstraw Survey Analysis

Dec 3 to Feb 1 --->102 responses

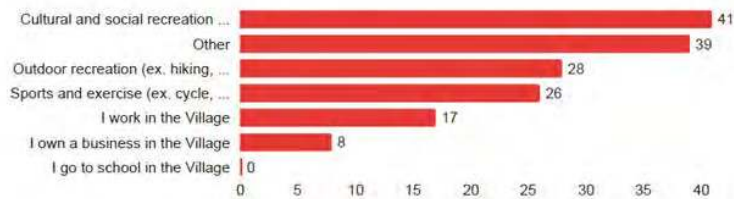
Q1 - Do you live in the Village of Haverstraw? If yes, please specify the neighborhood or nearby cross streets where you live. If no, please specify the town, city, or village you are traveling from. - Selected Choice

83 Responses

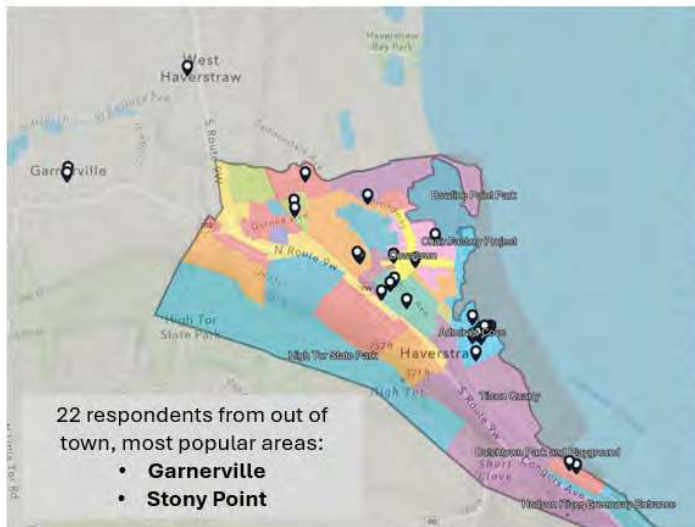


Q2 - What do you do in the Village of Haverstraw? Select all the following that apply: - Selected Choice

83 Responses



Where respondents live?



Zoning Districts	Count	Specific Neighborhoods	Count
Waterfront Development District	12	The Harbors	9
Central Business District	4		
Second Residence District	3		
First Residence District	3	Dutchtown	2
First Residence Townhouse	2		
First Residence Conversion	2		
Third Residence District	1		
Highway Business District	1		
Total	28		

Q3

- Places you visit most

Themes	Count
Dining	29
Retail	14
Open Space	11
Outdoor Recreation	9
Civic	7
Transportation	5
Cultural and Social Recreation	4
Community Space	4
Other	4
Residential	3
None	2
Education	1
-	0
Grand Total	93

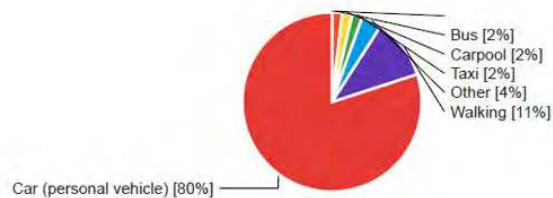
Places most mentioned	Count
Vilma's Bakery	7
Union Restaurant	7
Village Hall	5

- Places you wish it were easier to get to

Themes	Count
Open Space	11
Transportation	9
New York City	6
Retail	5
Outdoor Recreation	4
Other	4
Residential	3
Highway Business District	2
None	2
Westchester	2
Parking	1
Dining	1
Healthcare	1
Civic	1
Ossining	1
Grand Total	53

Q4 - How do you typically travel to downtown? - Selected Choice

55 Responses



Q5 - Please rate each statement from 1 to 5, where 1 star means "strongly disagr...

Field	Mean	Median	Standard Deviation
I visit downtown often	3.44	4.00	1.44
The downtown area is easy to access	3.28	3.00	1.27
I feel safe accessing downtown	3.29	4.00	1.44
There are enough parking options downtown	2.49	2.00	1.28

Explanation for Rating	Count
Parking challenges	18
Safety concerns	14
Infrastructure improvements	7
Need for amenities	7
Transportation options	6
Traffic challenges	5
Walkability	4
Positive experience	3
Accessibility concerns	3
Community Perceptions	2
Downtown easy to access	1
Maintenance	1
Affordable housing	1
None	1
Grand Total	73

Q7 - How do you typically travel to the waterfront? - Selected Cho

55



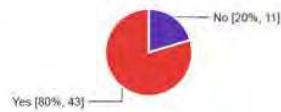
Q8- Rate from 1 to 5 where 1 = strongly disagree with the statement and 5 = strongly agree with the statement

Field	Mean	Median
I visit the waterfront often	3.48	4.00
The waterfront is easy to access	3.30	3.00
I feel safe visiting the waterfront	3.64	4.00

Explanation for Rating	Count
Infrastructure improvements	7
Safety concerns	7
Accessibility concerns	7
Parking challenges	6
Residency	6
Transportation options	4
Walkability	4
Positive experience	4
Community Perceptions2	3
Amenities needed	3
Maintenance	3
Traffic concerns	2
None	1
Public events	1
Accessible	1
Grand Total	59

Q10 - Have you ever used the ferry?

54 Responses



Q12 - How do you typically travel to the ferry? - Selected Choice

42 Responses

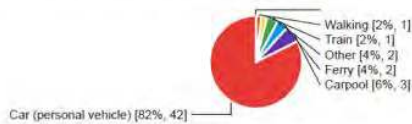


Q13 - Please rate each statement from 1 to 5, where 1 star means "strongly disagr..."

Field	Mean	Median	Standard Deviation	Responses
I use the ferry often	2.83	3.00	1.40	42
Accessing the ferry is easy	4.12	5.00	1.13	41
I am interested in using the ferry service throughout the year	4.44	5.00	0.94	41
There are enough parking options at the ferry terminal	3.87	4.00	0.99	39
The ferry service positively impacts the local economy by bringing more visitors to the area	4.49	5.00	1.15	41

Q15 - How do you typically travel out of town? - Selected Choice

51 Responses



Q16 - Please rate each statement from 1 to 5, where 1 star means "strongly disagr..."

Field	Mean	Median	Standard Deviation	Responses
I travel outside of Haverstraw often	4.69	5.00	0.64	51
Traveling to and from the Village is easy	3.37	3.00	1.31	51
I feel safe traveling to and from Haverstraw	3.86	4.00	1.27	51

Q17 - Select all that apply for the following. I travel outside the Village for: - Selected Choice

48 Responses



Explanation for Rating	Count
Increase frequency and service	16
More multi-modal connectivity	7
Positive experience	3
Public Safety & Security	3
Easy to access	3
Improve advertising	2
Wayfinding	2
Concerned with expenses	2
Accessibility concerns	2
Amenities and Experience	2
Community Perception	1
Better maintenance	1
Village not viable for tourism	1
Bike Infrastructure	1
Grand Total	46

Explanation for Rating	Count
Traffic and Road Congestion	7
Need more public transit options	4
Infrastructure Projects	3
Personal Vehicle Dependence	3
Public Safety	2
Road Safety	2
Restore West Shore Railroad	2
Increase frequency and service of ferry	1
Travel outside for amenities	1
Traffic is not bad	1
Community Perception	1
In support of ferry	1
Accessibility concerns	1
Grand Total	29

Questions: 6,9,11, and 14 are all open ended questions to "explain their reason for rating" the explanations were analyzed for common themes in responses and shown in the tables above.

APPENDIX F: PUBLIC ENGAGEMENT MEMO

Building Connections: The Village of Haverstraw

Public Engagement Memo

Date: March 3, 2025

Background

Haverstraw is a diverse village with distinct hubs, including Admirals Cove, the ferry landing, the commercial district, and Dutchtown. Given its unique demographic and economic landscape, NYMTC-VTC proposes a tailored approach that identifies connection routes between the two significant districts- the downtown central business district and the waterfront/ ferry. With extensive public engagement and a data analysis portion of the project, the project team will narrow down ideal routes for improvement and feasible improvements in these routes that connect these two districts together and support ongoing Village goals and development.

Project Focus Areas

Following discussions with the Village of Haverstraw, three key priorities were identified:

- ♦ Strengthening downtown growth while preserving community character.
- ♦ Ensuring inclusive and sustainable economic progress.
- ♦ Enhancing connectivity and accessibility.

Public Engagement Overview

With support from Village officials, VTC conducted a mix of outreach activities to engage residents, businesses, and other stakeholders to inform and develop the Community Planning Workshop and its final report. All outreach activities were conducted in English and Spanish.

1. **Project Website:** Public-facing site with existing conditions, research, and updates on the project and engagement opportunities.
2. **Stakeholder Contact List:** Identified businesses, organizations, and institutions for outreach via email and phone.
3. **Tabling Event:** Engaged the community at the 10th Annual Haverstraw Food Crawl on September 15, 2024, gathering insights on existing conditions and perceptions.
4. **Stakeholder Interviews:** Connected with key stakeholders to understand community conditions, perceptions, and goals while exploring collaboration opportunities.
5. **Community Survey:** Conducted a digital and print survey on safety and accessibility perceptions for travel between downtown, the waterfront, and beyond. Open from Dec 3 to Feb 1, 2025, it received 102 responses.
6. **Downtown Canvassing:** Distributed printed materials, surveys, and project flyers with QR codes. Engaged employees and business owners in informal discussions on mobility, safety, and Village perceptions.

Public Engagement Takeaways by Activity

Tabling Event

Renting, Housing, Unhoused Populations

- ♦ Rent prices are too high, particularly in Fairmont, making the cost of living difficult
- ♦ There is a need for rent control and lower rental prices
- ♦ Absentee landlords are not maintaining properties
- ♦ More support is needed for unhoused individuals
- ♦ More homeownership opportunities should be encouraged

Transportation, Parking Needs

- ♦ Year-round ferry service and shuttles are desired
- ♦ More bus stops and improved frequency are needed
- ♦ Traffic concerns on West Street due to ferry-related speeding
- ♦ More public parking is necessary
- ♦ Speed bumps at the ferry area could help with traffic control

Activities and Events / Placemaking

- ♦ Preservation of historic buildings is important
- ♦ Cleaner streets, especially on Main Street and Broadway, are needed
- ♦ Better communication about local events is requested
- ♦ A dog park and a community center are desired
- ♦ More youth programming, including after-hours activities, is needed
- ♦ Concerns about loud music

Restaurants / Dining

- ♦ Desire for more mom-and-pop restaurants
- ♦ More outdoor dining options
- ♦ Interest in specific chain restaurants like Chick-fil-A

Employment Opportunities

- ♦ More job opportunities and career services are needed
- ♦ Greater attention to community needs instead of statues
- ♦ A local employment center is desired

Community / Culture

- ♦ Strong appreciation for the people, diversity, and sense of community
- ♦ Inclusion and cultural richness are valued

History

- ♦ The town's history, architecture, and family heritage are highly appreciated

Food / Restaurants / Shops

- ♦ Local food, bakeries, and restaurants are loved
- ♦ Support for small businesses and new establishments

River / Views / Aesthetics

- ♦ Appreciation for the Hudson River, parks, and scenic views

Music / Activities

- ♦ Enjoyment of music and local events

Other Concerns & Requests

- ♦ Desire for more ESL services and activities for youth to prevent negative influences
- ♦ Need for community meetings outside of regular work hours
- ♦ Issues with ticks on trails
- ♦ Some concerns over violence

Stakeholder Interviews and Downtown Canvassing

Parking

- ♦ Difficult for people and business owners, not enough space
- ♦ Confusion about where to park
- ♦ Need for improved parking options and education (ex. where to park map)

Roads

- ♦ Concerns over narrow roads
- ♦ Heavy traffic due to Route 9W
- ♦ Big trucks cause traffic moving along main roads downtown- not enough room for turns

Ferry

- ♦ Some people are not aware of the ferry system and suggested more wayfinding and resources on how to access it

Bus

- ♦ Would like more options (other than Rockland County TOR)
- ♦ Inconsistent bus schedules, would like increased frequency

Rideshare

- ♦ The lack of bus transit makes people use Lyft or Uber- they report experiencing pricing issues

Bike and Pedestrian

- ♦ Lack of bike infrastructure (paths, parking, etc.)
- ♦ Sidewalk improvements are needed for ADA compliance

Community Perceptions

- ♦ Feelings of lack of unity/ coalition, initiatives die out, lack of sharing resources in a centralized space for residents
- ♦ Requesting more pointed, interactive, and engaging engagement
- ♦ Need to explore better ways to engage the youth
- ♦ Events like the Annual Food Crawl are successful and positive for the community
- ♦ Diversity is an advantage that should be leveraged
- ♦ There is an ongoing stigma associated with the area, and it is sometimes described in negative terms

Housing

- ♦ Rent is too expensive- need for more affordable options
- ♦ Should prioritize and cater to existing residents first
- ♦ Concerns about unhoused individuals downtown
- ♦ Concerns about gentrification

Safety

- ♦ Concerns around panhandling downtown
- ♦ Negative perceptions about Haverstraw over crime
- ♦ Police force follows a suburban model, leading to less engagement on foot.

Economic Development

- ♦ Many new businesses opening and closing
- ♦ The downtown commercial area would benefit from wayfinding and signage of community assets
- ♦ Need to formalize engagement with business owners- create a direct channel of communication with Village officials

Community Survey

The respondents were:

- ♦ The majority (63%, 52) of respondents were residents of the Village of Haverstraw, and 37% (31) were from other parts of Rockland County.
 - The majority of respondents who specified their location were from the Waterfront. Development District, specifically the Harbors.
 - Non-residents reported being from Garnerville, Stony Point, and West Haverstraw, among other towns.
- ♦ The majority (49%, 41) of respondents reported Cultural and Social recreation as the main activities they do in the Village
 - Other major activities included outdoor passive recreation- 34% (28) and sports and exercise – 31% (26)
 - Respondents that selected “Other” mainly mentioned Dining and Shopping as something they do in the Village (19%, 16)
- ♦ The majority (41%, 21) of respondents were between 50 and 64. Respondents of ages 18-29 were underrepresented (8%, 4), compared to the actual population.
- ♦ The majority of respondents identified as Female (55%, 28); 43% of respondents identified as Male (22).
- ♦ White survey respondents were overrepresented (58%, 36) compared to the actual population, which is 30% White (ACS-5-year estimate 2022).
- ♦ The following groups were underrepresented compared to their actual populations in the Village of Haverstraw: 23% (14) of respondents identified as Hispanic/Latino, 6% as Other, 6% as Black, 5% as Native American, and 0.01% as Asian.
- ♦ 14% (7) of respondents identified as having a disability.

Places you visit most often:

- ♦ Majority of respondents visit dining, retail, and open spaces most often
 - Vilma's Bakery, Union Restaurant, Village Hall, Ferry, the Library, Lucas Candies, Mariella's Restaurant, and Bowline Park were the places most named

Places you wish it were easier to get to :

- ♦ Majority of respondents wished it were easier to get to open spaces like the waterfront, Bowline, and Emeline Park
- ♦ Majority of respondents also wished it were easier to get to transportation like the ferry, train, or micro-mobility options like biking

Downtown / Commercial Business District

- ♦ 80% of respondents travel to the downtown area by car/personal vehicles. 11% travel to downtown by foot, other modes included 2% Bus, 2% Carpooling, 2% Taxi, and 4% other.
- ♦ The median response for visiting downtown often was 4 (Agree), indicating that most respondents visit downtown regularly for shopping, dining, or other activities. This suggests a strong level of engagement with the downtown area.
- ♦ The median response for ease of access to downtown was 3 (Neutral), suggesting that opinions were mixed. While some respondents found downtown accessibility convenient, others may have encountered challenges related to parking, transportation, infrastructure, or traffic conditions.
- ♦ The median response for feeling safe when visiting downtown was 4 (Agree), demonstrating that most respondents generally feel secure in the area. However, response variations may indicate specific concerns about certain times of day or lack of enforcement presence.
- ♦ The median response for the availability of parking options downtown was 2 (Disagree), highlighting that many respondents perceive parking as insufficient. This suggests that parking availability could be a significant concern for visitors and may warrant further analysis or potential improvements.
- ♦ When asked to explain ratings, most respondents pointed to parking challenges, insufficient parking, information about parking, and double-parking causing traffic. There were many reports about safety concerns regarding crime and the need for increased enforcement, specifically citing the need for a police foot patrol. Many respondents reported feelings of unsafety downtown. Respondents also find the streets too narrow and would like more amenities like the Brick Museum and more diversity in dining and shopping selections.

The Waterfront

- ♦ 62% of respondents travel to the waterfront area by car/personal vehicles. 27% travel to the waterfront by foot, and other modes include 2% by bus, 4% by carpooling, 2% by bike, 2% by ferry, and 2% by other modes.
- ♦ The median response for visiting the waterfront often was 4 (Agree), indicating that most respondents frequently visit the area for recreation, leisure, or other activities. This suggests that the waterfront is a popular destination for the community.
- ♦ The median response for ease of access to the waterfront was 3 (Neutral), suggesting that opinions on accessibility are divided. While some respondents may find it convenient to reach the waterfront, others may experience transportation, infrastructure, parking, or safety concerns.

- The median response for feeling safe when visiting the waterfront was 4 (Agree), showing that most respondents generally feel secure in the area. However, some variations in responses may indicate concerns about times of day and enforcement availability.
- When asked to explain ratings, most respondents pointed to the need for infrastructure improvements like better lighting, walking paths, sidewalks, and amenities like kayaking or art installations. Respondents also highlighted the need for increased enforcement presence, connectivity in the waterfront, and maintenance of the waterfront parks, such as Emeline Park.

The Ferry

- 80% of respondents have reported using the Ferry, 20% have never used the Ferry.
- Respondents who don't use the Ferry noted that improvement in frequency, timing, amenities like entertainment, and an increase in destination options would encourage them to use it.
- The majority of respondents either drive their car or walk to the Ferry, and few respondents take a taxi, train, or bus to catch the Ferry.
- The median response for using the ferry often was 3 (Neutral), indicating that usage varies among respondents. While some individuals regularly take the ferry, others may use it less frequently or not at all.
- The median response for ease of access to the ferry was 5 (Strongly Agree), demonstrating that most respondents find the ferry terminal easy to access. However, there was an overrepresentation of respondents living on the waterfront, which can explain this high score.
- The median response for interest in year-round ferry service was 5 (Strongly Agree), indicating strong demand for ferry operations beyond seasonal schedules. This suggests that expanding service could attract consistent ridership throughout the year.
- The median response for the availability of parking options at the ferry terminal was 4 (Agree), showing that most respondents feel there are sufficient parking facilities. However, some variation in responses may suggest potential concerns during peak times.
- The median response for whether the ferry service positively impacts the local economy by bringing more visitors to the area was 5 (Strongly Agree). This indicates that respondents widely perceive the ferry as a significant contributor to local businesses and tourism.
- When asked to explain ratings, most respondents pointed to the need for an increase in the frequency of ferry service and more multi-modal connectivity options, such as shuttle buses to connect to the ferry or bike rentals.

Outside of Haverstraw

- 82% of respondents travel outside of the village by car, other modes include walking (2%), Train (2%), Ferry (4%), Carpool (6%), and other (4%).
- Reasons why people travel outside of the village had a fair distribution among the following categories: Restaurants (18%), Entertainment (17%), Medical (16%), Pharmacies (16%), Groceries (15%), Work and school (14%), and other (5%).
- The median response for traveling outside of Haverstraw was 5 (Strongly Agree), indicating that most respondents frequently leave the area for work, leisure, or other activities. This suggests a high level of mobility among residents and visitors.
- The median response for the ease of traveling to and from the village was 3 (Neutral),

suggesting mixed opinions. While some respondents may find travel convenient, others may experience transportation options, traffic, or infrastructure challenges.

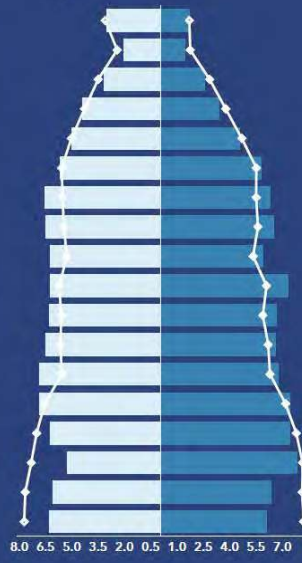
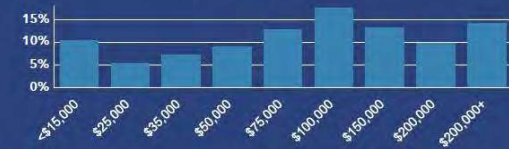
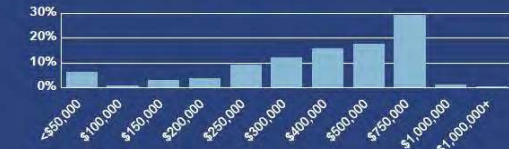
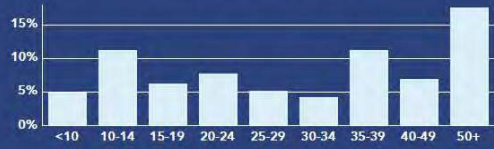
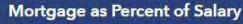
- ♦ The median response for feeling safe when traveling to and from Haverstraw was 4 (Agree), showing that most respondents generally feel secure during their travels. However, some response variations may indicate concerns about specific routes, times of day, or transportation modes.
- ♦ When asked to explain ratings, most respondents pointed to concerns over traffic and congestion in route 9W and the need for more transportation options like trains, frequent buses, and year-round ferry service.

APPENDIX G: ARCGIS BUSINESS ANALYST SUMMARY

COMMUNITY SUMMARY

Haverstraw Village, NY

Geography: Place



Dots show comparison to

Rockland County



☒ Own ☐ Rent



☒ <1939 ☐ 1940-49 ☐ 1950-59
☐ 1960-69 ☐ 1970-79 ☐ 1980-89
☐ 1990-99 ☐ 2000-09 ☐ 2010-19
☐ ≥ 2020



- ☐ < 9th Grade
- ☐ HS Diploma
- ☐ Some College
- ☐ Bach Degree
- ☐ No Diploma
- ☐ GED
- ☐ Assoc Degree
- ☐ Grad Degree



☒ < 5 ☐ 5-9 ☐ 10-14
☐ 15-19 ☐ 20-24 ☐ 25-29
☐ 30-34 ☐ 35-39 ☐ 40-44
☐ 45-59 ☐ 60-89 ☐ 90+

Source: This infographic contains data provided by Esri (2024), ACS (2018-2022).

APPENDIX H: LONG-TERM FERRY SERVICE STRATEGY FOR HAVERSTRAW–OSSINING

To ensure the long-term viability, reliability, and usefulness of the Haverstraw–Ossining Ferry, NYMTC recommends establishing a regional coordination framework to jointly evaluate service needs, resources, and funding strategies. This framework should bring together all stakeholders of the ferry system, including MTA Metro-North Railroad, NYSDOT, NY Waterway, Rockland County, Westchester County, the Village of Haverstraw, the Village of Ossining, and relevant tourism and economic-development partners. These entities all have an interest in the ferry's role as a cross-Hudson connector and its influence on regional economic activity, transportation choice, and congestion relief.

1. Establish a Cross-Hudson Ferry Coordination Working Group NYMTC

recommends the creation of a Haverstraw–Ossining Ferry Working Group, convened through the MPO, to serve as the primary forum for long-term service planning, resource identification, and policy alignment. This group should:

- Meet semi-annually and prior to major service decisions (e.g., summer seasonal service commitments).
- Include representatives from NYMTC, Metro-North Railroad, NYSDOT, and NY Waterway, Rockland County, Westchester County, the Village of Haverstraw, and the Village of Ossining.
- Review service performance, funding requirements, capital needs, and intermodal access improvements.
- Ensure advance notice of seasonal or pilot service changes to support municipal budgeting, shuttle operations, and marketing coordination.

This provides a structured way to resolve recurring issues highlighted by stakeholders, including resource uncertainty, contract timing, and public communication challenges.

2. Prioritize Long-Term Funding Security

Expanding midday, evening, and weekend ferry service has strong local support, but requires reliable funding. The report identifies a potential funding framework for further evaluation by the responsible agencies that reflects the need for sustainable, non-volatile sources.

Key approaches include:

- Pursuing CMAQ as a three-year demonstration for expanded service (midday and weekend), tied to measurable congestion and emissions benefits on the I-287 corridor.
- Leveraging FTA Section 5307 formula funds—used by MTA as the designated recipient—to support preventive maintenance, vessel upgrades, and terminal improvements.
- Using NYSDOT STBG flex as the baseline operating support mechanism, with predictable multi-year programming through the TIP/STIP.
- Evaluating FTA Passenger Ferry Grants (5307(h)) for modernization of docks, passenger facilities, and resilience upgrades.
- Exploring a State tourism partnership that recognizes the ferry's role in economic development and waterfront activation.

This balanced approach positions the service to benefit from federal and state funding streams aligned with the region's climate and mobility goals.

3. Advance a Coordinated Economic and Tourism Strategy

The ferry is a regional economic asset, not only a commuter tool. Expanded service—particularly regular weekend operations—creates new opportunities for:

- ♦ Increased visitor activity in historic Haverstraw Village and Ossining, and with the provision of Transport of Rockland (TOR) Ferry Connection bus service, also in the Garner Arts Center in West Haverstraw, Rockland Lake State Park, Palisades Center Mall and Nyack;
- ♦ Cross-municipal events coordinated by stakeholders;
- ♦ Supports local businesses and waterfront redevelopment projects;
- ♦ Provides additional travel options for Westchester residents seeking access to Rockland cultural and recreational amenities (and vice versa).

NYMTC recommends inserting the ferry into a broader Hudson River Economic Corridor marketing strategy, coordinated between the stakeholders and Metro-North's marketing division.

4. Strengthen Future Connectivity with Rockland's Local Bus Network

Reliable multimodal access is essential for ferry viability. Rockland County expressed a desire for:

- ♦ Earlier commitment from Metro-North on seasonal service to allow adequate planning of connecting shuttles;
- ♦ Potential financial support for TOR Ferry Connection bus operations;

NYMTC recommends including bus-ferry coordination as a central topic in the new Working Group, with a focus on:

- ♦ Funding options for connecting bus services (CMAQ demonstration eligibility, STBG Flex, MTA subsidy);
- ♦ Integrated marketing/wayfinding;
- ♦ ADA access enhancements and passenger amenity upgrades at the Haverstraw Landing.

5. Program a Regional Ferry Service Study in the UPWP

- ♦ Initiate a regional ferry service study that:
- ♦ Examines ferry markets and service needs along the Hudson River corridor (including Haverstraw–Ossining) and other relevant corridors (e.g., Long Beach, selected New Jersey connections).
- ♦ Evaluates potential service scenarios, ridership, operating and capital costs, and equity/accessibility impacts.
- ♦ Incorporates structured input from affected communities, local governments, and operating agencies.

Recommended Action by NYMTC

NYMTC should support the region by:

Formally establishing the Haverstraw–Ossining Ferry Working Group as an MPO-hosted cross-jurisdictional coordination body.

Programming a Ferry Service Feasibility and Funding Analysis as a candidate for the next UPWP cycle, with a scope that includes ridership forecasting, emissions benefits, operational costing,

future TOD growth, and evaluation of a CMAQ demonstration scenario.

Including operational and capital ferry projects as eligible items for discussion during TIP development cycles, consistent with federal eligibility rules.

Initiate a regional ferry service study in the UPWP that explores ways to improve transit using the region's waterways.

