

# Weedsport, New York Creating a Livable Weedsport Through Complete Streets



FINAL REPORT  
June 18, 2014



make  
COMMUNITIES

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## What is a Complete Street Policy?

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A Complete Streets policy formalizes a community's intent to plan, design, and maintain streets so they are safe for all users of all ages and abilities. These policies will direct transportation planners and engineers to consistently design and construct the right-of-way to accommodate all anticipated users, including pedestrians, bicyclists, public transportation users, motorists, and freight vehicles.

Complete streets can be achieved through a variety of policies including ordinances and resolutions; rewrites of design manuals; inclusion in comprehensive plans and zoning regulations<sup>1</sup>.

## Making the Case for Complete Streets

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Walking and bicycling have both been frequently overlooked as village, town city, state, and federal governments focus their effort and funds on building infrastructure heavy transportation systems for motorized means. Yet there are a growing percentage of people that want to change the common notion of transportation and mobility. They want livable communities where they can commute to work, socialize and recreate by foot and bicycle.



Recent socio-economic and cultural trends highlight the desire for walkable and bikeable communities. The 15-Year Report on Walking and Biking determined that, as of 2009, 12 percent of all trips are now made by bicycle or foot, a 25 percent increase from 2001, even though there are often not adequate facilities for safe walking or bicycling. Bicyclists and pedestrians make up 14 percent of traffic fatalities, although federal funding for biking and walking projects is approximately 2 percent of the federal transportation budget<sup>2</sup>.

While new national initiatives, such as Complete Streets and Safe Routes to School, are examples of programs that support pedestrian facility development, problems persist. In 2010, 4,280 pedestrians and 618 bicyclists were killed and roughly 59,000 pedestrians and 52,000 bicyclists were injured<sup>3</sup>. Though these

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<sup>1</sup> Complete Streets Policy Analysis 2011. Sourced at:

<http://www.smartgrowthamerica.org/documents/cs/resources/cs-policyanalysis.pdf>

<sup>2</sup> Pedestrian and Bicycle Information Center. (2010). National Bicycling and Walking Study: 15 Year Status Report. Washington D.C.: Federal Highway Administration.

<sup>3</sup> National Highway Traffic Safety Administration. (2012). *Traffic Safety Facts 2010 Data: Pedestrians*. (DOT-HS-811-625). Washington D.C.: NHTSA's National Center for Statistics and Analysis.

totals have decreased somewhat in recent years, pedestrian and bicyclist safety is an ongoing problem that should continue to be comprehensively addressed at all levels of government.

Creating a walkable and bikeable community starts with the built environment: having destinations close to each other; siting schools, parks, and public spaces appropriately; allowing mixed-use developments; having sufficient densities to support transit; creating commercial districts that people can access by bicycle, foot and wheelchair; etc. Most walking trips are less than .5 mi (0.8 km), so having a compact environment is essential. Similarly, while half of all household trips are three miles or less, fewer than 2 percent of those trips are made by bicycle<sup>4</sup>. The connection between land-use planning and transportation planning is critical to safely and effectively accommodate trips by foot and bicycle.

Developing pedestrian and bicycle infrastructure has economic benefits. Studies have found that bicycle infrastructure improvements can have a positive overall impact on business, and that people who walk or bike to a commercial area spend more money per month than those who accessed the area by automobile<sup>5</sup>. The removal of any on-street parking is often thought to negatively impact business, but reports show adding facilities such as bicycle racks and bicycle lanes can actually increase economic activity, and also help create a buffer from moving traffic that aides both pedestrian and bicyclist activity (Clifton, Morrissey & Ritter, 2012). Finally, improving bicycle and pedestrian infrastructure can lead to positively impacting real estate values. Homes near bicycle paths have been found to support higher sales prices, and areas that facilitate walkability and attract pedestrians sustain higher rents, revenues and resale values<sup>6</sup>.

The health benefits of walking and bicycling have been well-documented by public health and medical professionals. As the focus of healthcare transitions from treatment to the prevention of disease, walking and biking (often referred to as Active Transportation) are being promoted as an accessible and easy way to improve both our current and future well-being.

As a result, urban planners, engineers, and public health professionals are increasingly working together to create pedestrian- and bicycle-friendly environments that promote these activities for both leisure and transportation purposes. Researchers who study the effect of the built environment on walking and biking have discovered that numerous variables affect such decisions. The proximity of destinations, the presence and quality of sidewalks or bicycle lanes,

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<sup>4</sup> U.S. Department of Transportation, Federal Highway Administration. (2009). 2009 National Household Travel Survey. Retrieved from <http://nhts.ornl.gov>.

<sup>5</sup> Flusche, Darren. (2012). *Bicycling Means Business: The Economic Benefits of Bicycle Infrastructure*. League of American Bicyclists; Alliance for Biking & Walking.

<sup>6</sup> Lindsey, Greg; Man, Joyce; Payton, Seth; Dickson, Kelly. (2004). "Property Values, Recreation Values, and Urban Greenways." *Journal of Park and Recreation Administration* V22(3), pp.69-90.

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perceptions of safety and security, the steepness of grades, the presence of other people, separation from traffic, and aesthetics are all factors that can encourage or discourage people from walking or biking. Policies and roadway features can also help promote active transportation, such as the use of wayfinding signage and pedestrian and bicyclist-oriented crossing signals. Through the implementation of complete streets, communities can help people live longer, healthier and prosperous lives.

However, community context is also very important. Whereas large cities around the globe, from New York to London to Montreal, for example, gain high profile media attention about their efforts to make their streets more livable and inviting, smaller communities in urban, suburban and rural settings are also making great strides. Complete Streets are not a one-size-fits all scenario, but are about providing the access and opportunity appropriate to local context, and about leveraging changes to the built environment to make communities more vibrant and appealing. Often these changes build confidence in a community and spur additional private investment, sparking a virtuous cycle of neighborhood change.

### Case Study (Hamburg, NY)



Starting in 2002, the Village of Hamburg, NY utilized a Complete Streets approach to restore value and vitality to their village's traditional Main Street. This approach has had many benefits that have transformed their streets into vibrant, people-friendly places where property values have surged and population returned.

The New York State Department of Transportation was planning a \$13 million complete reconstruction of the village's commercial thoroughfare, a roughly two-

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mile segment of Route 62 (Main Street) and Buffalo Street. Residents formed the “Imagine Hamburg” committee and worked with the state to establish a walkable, bikeable corridor. The village started an education campaign, including several design workshops where village residents could raise concerns, make suggestions, communicate their values and collaborate with planners on a vision and design. This effort alleviated the initial skepticism and allowed all parties to overcome suspicion and build a strong consensus on how to proceed.

Construction began in 2005 and was finished by 2009. Four roundabouts replaced traditional intersections and the corridor went on a “road diet” which removed excess travel lanes allowing for the addition of enhanced bicycle and pedestrian amenities. Since completion - shoppers, strollers, joggers and cyclists have returned while congestion has eased. For the first two years following completion, car accidents on the new road dropped by 66% and injuries by 60%<sup>7</sup>. This has led to the resurgence of private investment and property values.

Village leaders understood that it was not enough to re-design their streets, private development had to be supported and enhanced. The village created building design guidelines that were incorporated into the local zoning code to strengthen their desire to encourage the traditional development that represented the historic character of the community. These design guidelines included zero-setback rules to ensure buildings are pedestrian oriented and are built up to the sidewalk with good first floor fenestration and signage standards. They also included upper-floor residential by requiring two-to-three story buildings to increase the number of people living along their main street. The guidelines created an environment of predictability and synergistic development, maximizing the return on public roadway investments, which were essential to attracting private investment.

Since 2005, business owners spent a total of \$7 million on 33 building projects. The number of building permits rose from 15 in 2005 to 96 in 2010 and property values along Route 62 more than doubled over the same period. In 2012, the village’s Main Street was placed on the National Register of Historic Places, which brought tax incentives that may lead to still more development<sup>8</sup>.

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<sup>7</sup> Better! Cities & Towns, The Inspiring Story of Hamburg, NY. Sourced at: <http://bettercities.net/news-opinion/blogs/robert-steuteville/20401/inspiring-story-hamburg-ny>

<sup>8</sup> New York Times. Widen Main Street? Community had other ideas, and thrived. August, 2013. Sourced at: <http://www.nytimes.com/2013/08/17/nyregion/widen-main-st-community-had-other-ideas-and-thrived.html?pagewanted=1&r=0>

## Course Overview

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The Complete Streets workshop in Weedsport, NY was held on May 3rd, 2014. Justin Booth and Anthony Armstrong, Principals at Make Communities; facilitated the discussion.

The agenda contained several main elements; an introduction and visioning exercise, a presentation on the key elements of Complete Streets for Weedsport, policy recommendations for sustainability and a



group exercise to identify actions to address the current challenges inhibiting the community's ability to walk and bicycle safely.

Each Element of the course presented was designed to assist the participants in developing a community that supports all modes of travel safely. During the visioning session participants discussed various issues and defined how they would like to see their vision take shape. The presentation educated participants on why complete streets are important, creative engineering strategies to implement them and policy ideas for long-term sustainability. Provided was an overview on each along with a menu of options that may be considered in developing Complete Streets. Participants then walked the community observing issues in the built environment that inhibits access for bicyclists and pedestrians. Once returning the group worked collaboratively to discuss solutions to their local challenges observed during the walking tour and their intimate knowledge of the local community. These solutions were related back to the visioning session and a discussion commenced on next steps.

Overall, the workshop was intended to help the local community develop an environment to support healthy, environmentally sustainable and community friendly transportation choices while establishing a strong basis to apply for future resources creating positive momentum for the identified vision to achieve complete streets.

## Community Vision & Goals

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To start the workshop, participants were asked to introduce themselves and briefly present their individual vision in implementing Complete Streets for Weedsport. Each participant's comments were recorded and related to at the end. The purpose of this was to allow everyone the opportunity to air his or her concerns and issues in a constructive manner. The comments from this exercise were referred to throughout the course as an aide to identify appropriate recommendations for moving the discussion forward as a way to reach the identified vision.

The following are key principles based upon the participant's vision statements:

### Traffic:

- N Seneca St [NYS 34], slowing down traffic
- Traffic on 34 a major problem
- More traffic control

### Pedestrians:

- Would like sidewalks on east side of 34 redone, too close to street (esp. walking north)
- Add elements to make street pedestrian friendly
- Improve access for walking by being able to get to any point in the village with a sidewalk and safe crossings at intersections
- Work with state department of transportation to add sidewalks

### Bicycles:

- Add safe and separated bicycle accommodations to improve access for biking

### Health & Safety:

- Identify ways to get the community active by building interest in wellness programs and education on obesity issues
- Creating healthy places to live/ work/ play
- Encourage kids to play outside more
- Provides helmets for children riding bicycles



### Off-Street Alternatives

- The canal trail and aqueduct park are assets that can be better utilized
- Develop, connect, maintain and encourage the use of trails

### Access and Mobility

- Make connections through community clearer (wayfinding) and safer
- Connect bike route to Cato (Cato-Brutus Trail)
- Provide better markings and signage for crossing Route 31
- Bikers traveling across the state don't realize trails are there, or how to connect
- Be more cohesive in thinking about streets and their impact

### Welcoming Environment:

- Encourage people to come and visit, appreciate natural and historic resources
- Revitalize historic structures
- Branding Weedsport with a unique theme/ identity
- Remove clutter by placing wires underground
- Develop and adopt design guidelines for downtown

Based upon the following key principles, Weedsport's goals for implementing complete streets include:

- Improving downtown area/ quality of life
- Making healthier communities
- Enhancing safety
- Improving local economy
- Connecting people and places

### **Summary of Existing Plans**

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This Complete Streets Assessment should be viewed through the lens of the body of recent planning work done within Weedsport. Two plans in particular, the 2014 town and village comprehensive plan and the 2008 village strategic plan acknowledge a common set of assets, opportunities and threats.

Weedsport has historic and natural assets, as well as proximity to transportation corridors and tourism generators. However, the appearance and vibrancy of the town is not as strong as it has been or as it could be. Infrastructure is largely auto-oriented and dated, and many buildings sit vacant or underutilized.

In order to fulfill the vision established for the community, a serious and concerted effort to improve the village's quality of life must be undertaken. A Complete Streets approach can be a powerful mechanism to advance these goals, and the newly formed Downtown Revitalization Committee provides a core group of committed residents and stakeholders to advance these well considered plans.



### **Comprehensive Plan (2014)**

The Town of Brutus & Village of Weedsport Comprehensive Plan establishes a joint vision of a thriving local business community, that maintains the rural and family-oriented character of the community, and protects and leverages the abundant agricultural and natural resources as viable tourist attractions.

#### **Brutus and Weedsport Vision**

*“In the coming years, we will carefully manage new growth and development while respecting private property rights in order to: Protect clean water and air, natural and cultural resources, the safety and well-being of the community, and the integrity of our schools to attract new families; Preserve the strong sense of community in both the Town and the Village, the vibrant agricultural and farming community, historic buildings, and active outdoor recreation areas; Enhance the identity of the community as a place to live, work and play, our role as a gateway to the Finger Lakes, local festivals and holiday events to attract more visitors, tourism along the Erie Canal; and to Provide support for young professionals and recent graduates, excellent municipal services, economic development for small businesses and agricultural tourism, and diverse housing opportunities for a range of household incomes to facilitate growth while maintaining the rural and agricultural identity of the community.”*

The goals that follow from this vision all have a direct link to a strong Complete Streets network:

#### **1. Maintain a family-friendly Town and Village with a strong sense of community.**

A strong, vibrant and active village will provide a safe and welcoming place for families with children and an aging population as well. Walkable environments,

particularly in close proximity to schools as is the case in Weedsport, provide a welcome environment for young families as well as those reaching retirement years.

**2. Proactively support agriculture**

Fostering a strong and vibrant village also means that commerce will be centered in the traditional heart of the community and will not sprawl into existing agricultural lands. An accessible and moderately dense core has been a pattern for successful agricultural communities across New York for nearly two hundred years.

**3. Attract visitors and tourists**

The core elements of tourism attraction are present in Weedsport: history, proximity and accessibility, recreation; but an improved and welcoming downtown supported by an enhanced street network can capitalize on these assets and transform and help build additional amenities in the center of town, creating a destination for those seeking a base for agricultural and historical tourism.

Specific elements of the Comprehensive Plan related to Complete Streets, focus on both building a strong sense of community and attracting visitors and tourists. These goals appear distinct, they are ultimately about creating a desirable and high quality place that attracts and welcomes people of all types. These related objectives include:

<b>Maintain a family-friendly Town and Village with a strong sense of community</b>	
Create a safe and inviting pedestrian environment in the Village Center	<ul style="list-style-type: none"> <li>- Improve sidewalks throughout the Town and Village, and pedestrian facilities in the Village Center</li> <li>- Install new sidewalks and appropriate crossings to key pedestrian generators such as hotels, restaurants and recreation facilities</li> </ul>
Provide safe routes for students to walk to school	<ul style="list-style-type: none"> <li>- Meet with local parents and students to develop a Safe Routes to School Program and to encourage parents and students to take advantage of safe routes to school</li> <li>- Improve existing and construct new sidewalks and pedestrian crossings as needed in the residential neighborhoods within</li> </ul>

	a one mile radius of the schools
Improve the circulation through the Seneca Street and Brutus Streets intersection	<ul style="list-style-type: none"> <li>- Work with State and local officials and agencies to improve traffic flow and operations through the intersection at peak periods</li> <li>- Reduce truck traffic, noise, and traffic speed on State Route 34</li> </ul>
Increase the safety for drivers and pedestrians on local roadways	<ul style="list-style-type: none"> <li>- Work with local, County and State Police to enforce traffic rules and speeds, especially at peak travel hours; and promote education and traffic safety throughout the Town and Villages</li> <li>- Work with local, County and State transportation officials to identify existing and potential safety issues and develop targeted mitigation measures</li> <li>- Conduct an inventory of public sidewalks and curbing which needs to be replaced or upgraded</li> <li>- Create and maintain a Public Infrastructure database identifying types; locations; status and repairs needed; and estimated costs for repairs for items such as sidewalks, curbing, utility lines, pavement, etc. Update it regularly as infrastructure improvements are made.</li> <li>- Upgrade or repair public sidewalks and curbing which have been identified in the Public Infrastructure database</li> </ul>

<b>Attract Visitors and Tourists</b>	
Maintain and develop new opportunities along the community's trail network.	<ul style="list-style-type: none"> <li>- Create a Joint Parks and Recreation Department to: oversee future recreational development plans in the community; and to lead, organize and supervise community</li> </ul>

	<p>recreation events at public recreation spaces including at the school.</p> <ul style="list-style-type: none"> <li>- Create and maintain a database of the maintenance costs associated with each of the existing Town and Village public parks and trails.</li> <li>- Prioritize the existing Town and Village public parks and trails for maintenance projects.</li> <li>- Secure more funding to maintain existing trails in the Town and Village.</li> <li>- Expand the number of trail routes and trail uses in the community with side-by-side right of ways to accommodate pedestrians, bicycles, horses, snowmobiles, etc.</li> <li>- Provide public parking facilities for the community trail network for year-round access to the trails. Also install wayfinding signage to direct users to the appropriate parking areas for the trails (based on use i.e. snowmobiling vs. hiking).</li> <li>- Construct a paved trail linking the Village Center to Aqueduct Park; and improve the connection and accessibility from Aqueduct Park to the Old Erie Canal Trail north of the Village by adding signage, lighting, paving off-street trail sections, and additional amenities where appropriate.</li> </ul>
<p>Capitalize on the history and recreational opportunities along the Erie Canal.</p>	<ul style="list-style-type: none"> <li>- Provide canoeing and kayaking opportunities along the Erie Canal and construct a public canoe/kayak launch facility on the Seneca River in the Town.</li> <li>- Work with the Village of Port Byron, the Town of Mentz and applicable State agencies to re-water the portion of the Erie</li> </ul>

	<p>Canal, which passes through the Town of Brutus from Aqueduct Park to the Rudolph J. Schasel Park in Port Byron.</p> <ul style="list-style-type: none"> <li>- Encourage the development of recreational equipment sales, service and rental businesses in the community (e.g. a bicycle or canoe shop).</li> </ul>
<p>Create a Downtown Revitalization Committee to promote the Village Center, develop and manage a Main Street Program, and develop Design Guidelines and Streetscape Design Standards for the Village Center.</p>	<ul style="list-style-type: none"> <li>- Form the Village of Weedsport Downtown Revitalization Committee.</li> <li>- Adopt building Design Guidelines and Signage Regulations for private and public signs to create a harmonious look throughout the Village Center.</li> <li>- Adopt Streetscape Design Standards, which identifies specific improvements, and changes, which should be made to the Village streets and right-of-ways...complementing the Design Guidelines.</li> <li>- Design and install new "Welcome to..." signs for the community to be located on Weedsport-Sennett Road and on State Route 34 north of the Village which complements the other four existing "mural" style gateway signs.</li> <li>- Design and install directory and way-finding signs for visitors and tourists.</li> </ul> <p>Apply for and administer Main Street grant funding to help property owners with renovation and façade improvement projects.</p>
<p>Update zoning regulations for the Village Center to encourage downtown revitalization of commercial and residential areas, and to enforce Design Guidelines and Streetscape Design Standards developed by the Downtown Revitalization Committee.</p>	<ul style="list-style-type: none"> <li>- Adopt Site Plan Review regulations and procedures into the Zoning Code for the Village Center.</li> </ul>

<p>Improve public spaces in the Village Center to compliment the Streetscape Design Standards developed by the Downtown Revitalization Committee.</p>	<ul style="list-style-type: none"> <li>- Add landscaping to the municipal parking lot in the Village Center, including creating a green space to provide an aesthetically pleasing buffer between East Brutus Street and the municipal parking lot.</li> <li>- Redesign Whittler's green to make it more comfortable and inviting for people.</li> <li>- Clearly mark, identify, and provide signs for existing public parking spaces to encourage the use of available parking in the Village Center.</li> </ul>
<p>Upgrade or relocate utility infrastructure to compliment the Streetscape Design Standards developed by the Downtown Revitalization Committee.</p>	<ul style="list-style-type: none"> <li>- Add light fixtures that fit with the historic character of the Village Center.</li> <li>- Bury utility lines in the Village Center.</li> </ul>
<p>Work with State and local officials and agencies to implement the Streetscape Design Standards developed by the Downtown Revitalization Committee.</p>	<ul style="list-style-type: none"> <li>- Install a bike lane on State Route 31.</li> <li>- Construct "bump outs" at street crossings to reduce crossing distance and improve pedestrian safety.</li> <li>- Move sidewalks back from the curb and install green strips and large trees along streets and front yards in the Village Center where feasible to create a more inviting pedestrian environment.</li> <li>- Incorporate the backside of commercial buildings along Route 31 in any streetscape plan for the Village Center.</li> </ul>

### **Strategic Plan (2008)**

The 2014 Comprehensive Plan builds on and integrates previous planning efforts including the 2008 Village of Weedsport Downtown Strategic Plan. This effort focused on a much tighter geography defined largely by the village's commercial core.

The Strategic Plan defines Weedsport's sense of place through " its historic architecture and the rich history of the Village and the relationship to the Erie Canal". Building upon and enhancing this character becomes the critical element

for future efforts within the village, including recommended facade and streetscape enhancements programs.

The plan lists a series of issues and recommendations including those related to the building stock, including commercial buildings vacancy and the need to restore building facades to their historic configurations. It



also makes recommendations about improving public space, and the public right of way, including enhancements to Whittler's Green Park and the municipal parking lot specifically. It also recommends, however, general streetscape enhancements including the installation of trees, green strips, appropriate and aesthetically pleasing lighting in addition to amenities such as murals and street furniture to make the public realm more interesting and inviting. This also includes a new approach to signage, both public wayfinding and private advertising and identification. Creating and enhancing the 'sense of place', means taking all available opportunities, no matter how seemingly small, to build a friendly and welcoming environment.

Auto traffic is also a concern raised, particularly at the Village's main intersection of Four Corners. But traffic calming is also seen as appropriate throughout the village, as the two main state routes through the village provide potential customers, but also present a challenge of a heavy volume of through traffic, particularly when operating at high speed.

Acknowledgments of market limitations and capacity limitations are also raised. A major recommendation, which carried through to the Comprehensive Plan, involved the creation of a downtown committee to oversee the implementation of the plan and coordinate improvements to downtown.

## Walking Audit

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The walking audit through Weedsport was to focus the participants on specific issues within their community's built environment that affect people's opportunities to walk and bicycle for daily routines. During the walking tour specific issues were identified and observations made which, provide ideas for physical improvements that support the village's vision for their community through low-cost, easy to implement solutions. Based upon the discussion with participants during the walking audit, observations were made detailing assets, challenges and ideas.



### Seneca Street (Route 34)

#### Assets:

- “Sense of Place” by Old Erie
- Benches are present in front of purple monkey
- Outdoor dining at Old Erie Restaurant

#### Challenges:

- People don't know how to park legally
- Empty tree wells (too small)
- Planting strip poorly maintained and too small
- Snow piles up, especially at corners
- Driveways have poor sight lines
- No sidewalk on west side of street north of village center, asphalt blends into road, no curbs
- No crosswalk at grocery store
- Broken /missing curbs on east side of street, maintenance/ responsibility issues with state
- Truck traffic an issue on this street
- High business turnover

- Lots of traffic but little of it stops to use services in town

Ideas:

- Add dedicated bike lanes (reduce travel lanes to 10ft) – see page 35-36
- Install bike racks
- Parking on one side of street
- More street life, outdoor dining – see page 39
- Divert trucks to 31
- Slow traffic speed – see page 31-34
- Add bump outs, mid-block crossings – see page 32 & 26
- Plant street trees – see page 28



**Post-Office**

Assets:

- High visibility crosswalk is in place accompanied with pedestrian crossing signage

Challenges:

- Pedestrian crossing is not defined at sidewalks
- Crosswalk ends in a driveway at one end and a curb at the other providing no ADA accessibility
- Pedestrian crossing is not present along all legs of the intersections

Ideas:

- Put curb where current hash marks are to reduce crossing distance adding green infrastructure – see page 32 & 30
- Add bump outs along both sides of street establishing clear pedestrian crossing along all legs of intersection – see page 32 and 24-25
- Add seating, benches and trees - see page 29 & 28



**Erie Dr. – Rte. 31**

Assets: Erie Canal Trailway designation

Challenges:

- High vehicle speeds
- Lacking walkable destinations
- Sidewalk is an island between road and parking lot

Ideas:

- Install bike lanes – see page 35
- Calm traffic – see page 31
- Change zoning for more village-like developments – see page 49
- Capitalize on historic canal route
- Plant large trees to visually shrink the distance between sidewalks – see page 28



### **E. Brutus (At school)**

#### Assets:

- Sidewalks connect to school

#### Challenges:

- Vacant Housing next to library
- Sharp metal on storm drain next to library
- Poor lighting around the school, a problem particularly for evening events (i.e., football games)
- No connection from crosswalk to sidewalk on south side/ large drop off
- Crosswalk needs to be repainted
- Obstructed views
- Sweeping turns/ wide turning radius increases vehicle speeds

#### Ideas:

- Reduce turning radius at intersection – see page 24-25 & 32-34
- Establish center median to reduce crossing distance – see page 25
- Add solar powered beacons on speed limit signs – see page 27
- Plant more street trees on E. Brutus – see page 28



### **E. Brutus (At Willow Street)**

#### Assets:

- Beautiful older homes
- Good buffer zones

#### Challenges:

- Sidewalks narrow
- Crosswalks need painting
- Signs are obstructed
- Cars park across sidewalk
- Undefined areas for parking along street
- Drainage issues

#### Ideas:

- Add bump out at intersection – see page 32
- Install high-visibility ladder bar crosswalk – see page 4
- Install curbs – see page 28-29
- Plant trees – see page 28



### **E. Brutus (At South Street)**

#### Assets:

- Sidewalks exist

#### Challenges:

- No crosswalk
- No stop line
- Buffer needed between parking lot and sidewalk
- Uneven curb areas
- Heaved sidewalk, maintenance is needed
- Asphalt buffer, not separated by curb
- Signs not visible/ clear
- Very wide intersection
- Large turning radius

#### Ideas:

- Add box planters along edge to temporarily reduce crossing distance – see page 39
- Test design ideas to reduce crossing distance by using cones and partner with fire department – see page 32
- Narrow street widths/ realign street for 90 degree angle – see page 36-37
- Widen sidewalk
- Long term solution may be a roundabout at intersection – see page 34



### **Four Corners**

#### Assets:

- Historic buildings
- Pedestrian push buttons
- Ladder bar crosswalk

#### Challenges:

- No ADA accessibility, truncated domes are missing from curb ramps
- Short crossing times
- Large pole obscures visibility
- Pavement and sidewalks in poor shape
- Curbs are deteriorated

#### Ideas:

- Add ADA accessible ramps – see page 23
- Shift trucks to 31
- Redefine street wall –see page 29
- Add bicycle lane – see page 35 & 36
- Provide diagonal parking – see page 38
- Charge for parking, use resources to support install and maintenance of new infrastructure
- Potential for double roundabout – see page 34



### **34/31 Northern Intersections**

#### Assets:

- Gateway into village

#### Challenges:

- Confusing traffic pattern
- Heavy truck traffic
- Lacking character/ Sense of Place
- No pedestrian accessibility
- No sidewalks

#### Ideas:

- Add pedestrian signals – see page 27
- Install sidewalks – see page 28
- Roundabout – see page 34

## **Definition of Strategies**

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This section is intended to define the outlined opportunities provided within the report establishing the framework to achieve the vision outlined by the community. Best practices in design treatments to create complete streets are reviewed. Through this process, an illustrated list of standard and innovative practices will create a menu of improvement actions to enhance the targeted area.

Provided are concept sheets on a variety of topics and is organized from the broadest topic element to the most detailed. The following pages provide a succinct description and discussion of the topic, a drawing or photo and the source of the information. These concepts will serve as the starting point for re-imagining the street network. Full implementation will require design in accordance with the New York State Highway Design Manual.

The New York State Department of Transportation (NYS DOT) adopts and approves specific standards for roadway facility design which are set forth in NYS DOT documents such as the New York State Highway Design Manual and the Manual for Uniform Traffic Control Devices (MUTCD). For the latest versions of these documents it is important to consult the appropriate web sites as information is regularly updated. In addition, designers may also consider various external advisory and informational resources including (but not limited to):

- Federal standards, policies and guidelines
- Recommended practice from major agencies and organizations such as the Federal Highway Administration (FHWA), American Association of State Highway and Transportation Officials (AASHTO), National Association of City Traffic Officials (NACTO) and the Institute of Traffic Engineers (ITE)
- Published research; experiences and practices of other state and local agencies; international experience

### **1.0 Americans with Disabilities Act (ADA)**

Description: The Americans with Disabilities Act, enacted in 1990, prohibits discrimination against persons with disabilities by public entities in the course of their providing "services, programs and activities" to the public. Numerous ADA-related regulatory requirements must be addressed by NYSDOT to ensure ADA compliance.

From a broad perspective, ADA regulations include a requirement for a self-evaluation of compliance with

applicable detailed regulations. The purpose of Section 1 of the ADA Management Plan and Transition Plan is to



Source: Pedestrian and Bicycle Information Center (2008)

identify the regulations affecting NYSDOT, to describe how they are being addressed in relation to NYSDOT services, programs and activities to ensure compliance with the ADA, and to find areas where improvements can and should be made, i.e., the required self-evaluation.

Based on both the federal and State laws and regulations, all newly-constructed facilities must allow full accessibility. When existing facilities are being reconstructed or modified, the contract must also include work to make these facilities accessible. State and local governments, regardless of whether they receive federal funds, are required to comply with the Federal ADA Accessibility Guidelines (ADAAG), Title 24, Uniform Federal Accessibility Standards, or Local Code, whichever provides the greatest access. Private-funded improvements are required to comply with the Federal ADA Accessibility Guidelines (ADAAG) and Title 24, whichever code offers the greatest access of protections to individuals with disabilities.

Source: NYS DOT ADA Management Plan, Retrieved from: <https://www.nysdot.gov/programs/adamanagement>

## 2.0 Crossings: Crosswalk Markings

Crosswalk markings show pedestrians where to safely cross the road or street, and they are often supplemented with signage to warn drivers of the possibility that pedestrians may be crossing at a specific location.

It is important to ensure that crosswalk markings are visible to motorists, particularly at night. Crosswalks should not be slippery, create tripping hazards, or be difficult to traverse by those with diminished mobility or visual capabilities.

Inlay tape is often installed on new or repaved streets. It is highly reflective, long-lasting, and slip-resistant, and does not require a high level of maintenance. Both inlay tape and thermoplastic are more cost-effective in the long run than paint. Inlay tape is recommended for new and resurfaced pavement, while thermoplastic may be a better option on rougher pavement surfaces. Both inlay tape and thermoplastic are more visible and less slippery than paint when wet.

Crosswalk markings are usually seen in the standard parallel lines, ladder crosswalk or zebra crosswalk marking style. The value of both ladder and high visibility markings in terms of absolute crash reduction is positive; the number of vehicle-pedestrian incidents at nine test intersections within New York City fell from 36 to 21, a decrease of 42 percent over the one year study period.



Source: MUTCD 2003 and MUTCD New York Supplement 2008, Section 3B.17 Crosswalk Markings  
 PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System (2004); FHWA-SA-04-003 Retrieved on November 4, 2008 from: [http://www.walkinginfo.org/pedsafe/casestudy.cfm?CS\\_NUM=37](http://www.walkinginfo.org/pedsafe/casestudy.cfm?CS_NUM=37)  
 City of Toronto (2006) Were All Pedestrians Program: *Evaluation of Stamped DuraTherm™ Crosswalks*

## 2.1 Crossings: Overcoming Movement Barriers

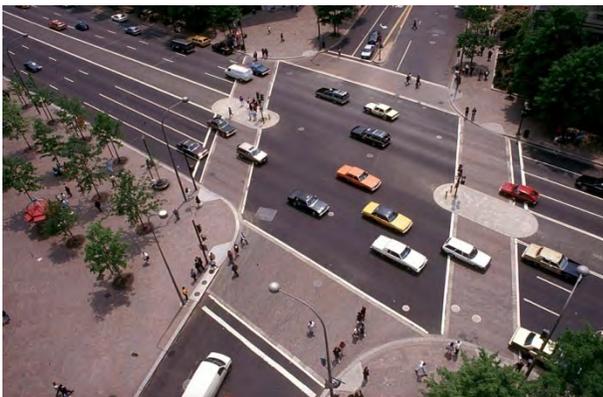
A movement barrier is anything that restricts an individual's ability to physically move along or within the sidewalk and crosswalk environment. The greatest movement barriers for pedestrians at pedestrian crossings are:

- Long crossing distances,
- Short signal timing
- Medians and islands without ramps or cut-throughs
- Curbs without curb ramps
- Curb ramps without level landings
- Lack of information during pedestrian signal phase
- Lack of crosswalks or prohibited pedestrian crossings
- Motorists making right turns during a red light
- Non-signalized slip lanes or roundabouts that permit a continuous flow of vehicular traffic
- Pedestrian actuated signal devices that are difficult to operate or in hard to reach locations



Source: Federal Highway Administration. (2001) Chapter 8: Pedestrian Crossings. Designing Sidewalks and Trails for Access: Best Practices Design Guide (Part II)

## 2.2 Crossings: Medians and Refuges



Refuge islands allow pedestrians to cross fewer traffic lanes at a time and to judge conflicts separately. They also aid and protect pedestrians crossing a roadway.

Depending on the signal timing, pedestrian refuge islands or medians should be considered where the pedestrian crossing distance exceeds 18.3 m or 5 lanes of vehicular traffic. Raised medians or islands in street crossing paths shall be either cut through level with the street or have curb ramps and a level area at least 1.8 m long between curb ramps. Widths of cut through paths should be consistent with "Width" above. Since a cut through path is adjacent to traffic without a barrier, it must have a detectable warning surface such as "truncated domes".

## Creating a Livable Weedsport Through Complete Streets

Truncated domes are the Federally legislated standard design requirement for detectable warnings, which enable people with visual disabilities to determine the boundary between the sidewalk and street.



The use of right on red may create higher speeds and conflicts between vehicles and pedestrians and bicyclists. This problem is not entirely offset by the use of “pork chop” channelizing islands.

Source: New York State Department of Transportation (2006) Chapter 18 – Pedestrian Facility Design, Table 18.7.6, *Highway Design Manual* New York State Highway Design manual (2006), Ch. 18 Pedestrian Facility Design, section 18.7.6 Pedestrian Refuge Islands and Medians Oregon Department of Transportation (1995) Section II. 5: Street Crossings. Oregon Bicycle and Pedestrian Plan. Salem, OR.

### 2.3 Crossings: Mid-Block Crosswalks

Mid-block pedestrian crossings are generally unexpected by the motorist and should be discouraged unless, in the opinion of the engineer, there is strong justification in favor of such installation. Particular attention should be given to roadways with two or more traffic lanes in one direction as a pedestrian may be hidden from view by a vehicle yielding the right-of-way to a pedestrian.

According to *Alternative Treatments for At-Grade Pedestrian Crossings* (ITE, 2001), mid-block locations may be warranted if:

- Protected intersections crossings are more than 180 meters apart, 100 meters in high pedestrian volume locations.
- Adequate sight distance is available.
- The combination of traffic and pedestrian volumes justifies the installation.

The installation of marked crosswalks may not address all pedestrian safety concerns at a given location. More substantial engineering and road treatments may need to be considered, as well as enforcement and education programs and possibly new legislation to provide safer and easier crossings for pedestrians at problem locations.



Source: Pedestrian and Bicycle Information Center



Source: Pedestrian and Bicycle Information Center

Source: Institute for Transportation Engineers (2001) *Alternative Treatments for At-Grade Pedestrian Crossings*

Main Streets: Flexibility in Design and Operation (January 2005)

### 3.0 Signals: Signal Warrants



A traffic signal may be warranted where the pedestrian volume crossing the major street at an intersection or mid-block location during an average day is:

- 100 or more for each of any four hours; or
- 190 or more during any one hour.

The pedestrian volume crossing the major street may be reduced as much as 50% of the values given above when the predominant pedestrian crossing speed is below **1.2 m/s** (4 ft/s).

In addition to a minimum pedestrian volume of that stated above, there shall be fewer than 60 gaps per hour in the traffic stream of adequate length for pedestrians to cross during the same period when the pedestrian volume criterion is satisfied. Where there is a divided street having a median of sufficient width for the pedestrian(s) to wait, the requirement applies separately to each direction of vehicular traffic.

Where coordinated traffic signals on each side of the study location provide for platooned traffic which result in fewer than 60 gaps per hour of adequate length for the pedestrians to cross the street, a traffic signal may not be warranted.

This warrant applies only to those locations where the distance to the nearest traffic signal along the major street is greater than **90 m** (295 ft) and where a new traffic signal at the study location would not unduly restrict platooned flow of traffic. Curbside parking at non-intersection locations should be prohibited for **30 m** (98 ft) in advance of and **6 m** (20 ft) beyond the crosswalk.

A signal installed under this warrant should be of the traffic-actuated type with push buttons for pedestrians crossing the main street. If such a signal is installed within a signal system, it should be coordinated if the signal system is coordinated.

Signals installed according to this warrant shall be equipped with pedestrian indications conforming to requirements set forth in Chapter 4E of the MUTCD.

Source: MUTCD 2003 and MUTCD New York Supplement 2008, Section 4C.05. Warrant 4, Pedestrian Volumes.

## 4.0 Sidewalks: Maintenance

Sidewalk surfaces that have settled or heaved over time can be a significant barrier for pedestrians. Surfaces that are smooth and rollable when newly installed may not stay that way, particularly where masonry units are installed without an adequate subbase. Knowledgeable design, wise material selection, good construction practices, and regular maintenance procedures can help ensure that differences in level between adjacent units do not exceed the limits of usability. Surface provisions for an accessible route limit allowable vertical differences in level between abutting surfaces to no more than 6 mm (1/4 in); if beveled at 1:2, a 13 mm (1/2 in) difference in elevation is permitted.



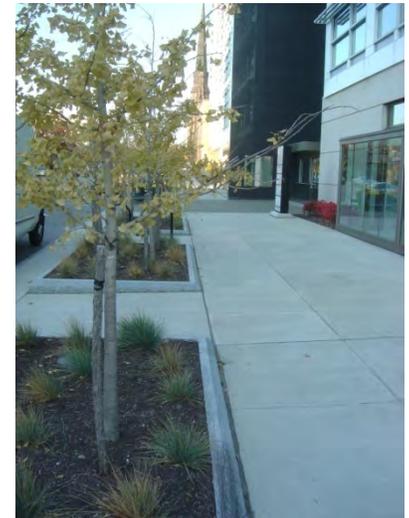
Source: Architectural and Transportation Barriers Compliance Board, (1999) Chapter 3: Pedestrian Accessibility. Accessible Public Rights-of-Way Design Guide.

## 4.1 Sidewalks: Trees: Site Selection

New trees should be included in every public streetscape improvement or new development.

Tree lawns are suitable planting sites in the area between the sidewalk and the curb (snow storage area) and must meet the following requirements:

- No tree to be planted when there is less than 3' between the sidewalk and curb
- 35' spacing from an intersection or stop sign
- 6' spacing between a driveway and drip line of overhanging tree
- 5' spacing from underground service or utility box
- 15' spacing from a street light, utility pole or fire hydrant
- 40' spacing between large trees, 20' for medium trees, 20' for small trees



Tree pits are suitable planting sites in concrete cut out areas which must meet the minimum requirements for sites in tree lawns as well as:

- No vaults or utility services are directly under site where concrete is to be cut
- 5' clearance for pedestrian walkway next to pit
- Not to be located under any overhanging structures
- Size of cut out must have 28 square feet of surface area, such as 6'x6', 5'x6' or 4'x7', unless structural soil is used, then surface area may decrease to 20 square feet, 4' x 5'
- No tree grates are to be placed after planting

Planter boxes are suitable planting sites when tree lawns and tree pits are not possible. Planter boxes must meet the minimum requirements for tree lawns as well as:

- Planter box should be placed 18 inches from curb line
- No less than 16 square feet of surface area (4'x4') for small trees and shrub-like trees
- No less than 9 feet of surface area (3'x3') for small shrubs
- 5' of clearance for pedestrian walkway next to planter box
- Not to be located under any overhanging structures
- Must be irrigated regularly to ensure survival of plant

Source: City of Buffalo Department of Public Works, Parks and Streets; Bureau of Forestry (2004) Arboricultural Standards Manual

## 4.2 Sidewalks: Zone System

Where paved sidewalks exist, a *sidewalk corridor* lies in a public right-of-way between the street and a property line adjacent to the street. The *curb zone* is designed for drainage, and to isolate pedestrians from the street; it is typically about 15 cm (6 in) wide, and 15 cm (6 in) high. The *furnishings zone* buffers pedestrians from the street, and is the proper place for utility poles, signs, litter baskets, etc. (these are called *street furniture*). The furnishings zone is also the place to plant trees or shrubs, and for this reason it is sometimes called the *planter strip*. Other things being equal, the wider the furnishings zone, the better, since a wide buffer makes walking safer and more pleasant.

The furnishings zone provides width for any slopes that must exist for access through the sidewalk corridor; for example, a *driveway apron*, the part of the driveway that slopes to the street level, or a *curb ramp* for disabled pedestrian access. In addition, it can also serve as snow storage.

The space adjacent to the property line that is not part of the normal walking surface is called the *frontage zone*. Its width will vary, depending on its use. The lower diagram shows a sidewalk café in the frontage zone. If there is a barrier on the property line, such as a fence or the side of a building, the frontage zone should be at least wide enough so that a pedestrian on the edge of the sidewalk will not touch the barrier. This extra room is called *shy distance*.

The *through pedestrian zone* is the clear space to walk commonly referred to as a sidewalk.. The *through pedestrian zone* should ideally be at least 1.8 m (6 ft) wide and free of both permanent and temporary obstructions. Walking surfaces in the through pedestrian zone should be firm and stable, resistant to slipping when wet, and allow for use by people using canes, wheelchairs, etc. Except where absolutely required by the topography, there should be no significant *slope* (in line with the direction of travel) or *cross-slope* (at right angles to the direction of travel) in the through pedestrian zone.



Source: Architectural and Transportation Barriers Compliance Board, (1999) Chapter 3: Pedestrian Accessibility. Accessible Public Rights-of-Way Design Guide. Portland Office of Transportation (1998) Pedestrian Plan. Portland, OR

## 5.0 Green Infrastructure: Stormwater Planters

Stormwater Planters are specialized planters installed in the sidewalk area or median and are designed to manage stormwater runoff by providing storage and infiltration while conveying any overflow to the appropriate system. These types of treatments are applicable on all street types. If designed well, these types of planters can benefit street tree and plant health as long as the appropriate species are chosen that can tolerate periodic flooding and salt. This treatment can do a lot to beautify a street but will require a maintenance entity to clean and occasionally unclog the swale and drains.



Considerations for placement include:

- Stormwater Planters should be located so that they maintain a minimum clear walking zone width (see section 4.2) and do not create pinch points or tripping hazards.
- Stormwater Planters should be considered in curb extensions (see section 6.2) and medians (see section 2.2) and the furnishing zone (see section 4.2).
- Planter placement should consider the placement of underground utilities.
- Planter design must consider passenger and wheel-chair accessibility at transit stops and on street parking locations.

Design:

- Stormwater planters are generally rectangular with four concrete “curbed” sides and inlets that allow runoff to flow into the planter. The planter is lined with permeable fabric, gravel and soil and filled with plants and/or trees. Soil in the planter is lower in elevation than the sidewalk to provide storage space for runoff.
- Planter dimensions vary depending upon site conditions. Standard width for planting strips is 4’ from face of parallel curb; required minimum width is 3’.



Source: Philadelphia Complete Streets Design Handbook (2012) , NYC Street Design Guidelines (2010)

## 6.0 Traffic Calming



In the publication *Traffic Calming: State of the Practice* (ITE/FHWA, August 1999), traffic calming is described as “the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.” Traffic calming is differentiated from route modification, traffic control devices, and streetscaping. Traffic control devices, notably STOP signs and speed limit signs, are regulatory measures that require enforcement. By contrast, traffic calming measures are intended to be self-enforcing.

Most traffic calming programs, which are also termed neighborhood traffic management programs, traffic mitigations, among other names, are instituted by local agencies rather than regions or states. Traffic calming measures are also included in many general circulation plans, pedestrian and bicycle plans, streetscape plans, and safe routes to school plans.

Source: Institute of Transportation Engineers (1999) *Traffic Calming: State of the Practice*  
New York State Department of Transportation (1999) Chapter 25 – Traffic Calming, Table 25.2.3, *Highway Design Manual*

### 6.1 Traffic Calming: Chicanes and Chokers

Chicanes are curb extensions that alternate from one side of the street to the other, forming S-shaped curves. Chicanes can also be created by alternating on-street parking, either diagonal or parallel, between one side of the street and the other. Each parking bay can be created either by restriping the roadway or by installing raised, landscaped islands at the ends of each parking bay.

When properly designed, chicanes slow traffic speeds through horizontal deflection and are still relatively easy for large vehicles, like fire trucks, to maneuver when traffic volumes are low to moderate. Chicanes should be designed carefully to ensure that drivers not deviate out of the appropriate lane.



Chokers are curb extensions that extend from both sides of the street directly across from each other, narrowing the curb-to-curb width of the roadway at that point. As with chicanes, chokers should not be designed to force bicyclists to merge with vehicular traffic.

Additional design recommendations include:

- Install sidewalks that continue in a straight path rather than following the path of the chicane or choker
- Design chokers to include curb extensions with landscaping when designed at mid-block crossings

Source: Federal Highway Administration (September 2001). *Designing Sidewalks and Trails for Access Part II: Best Practices Design Guide*. Washington, D.C.



## 6.2 Traffic Calming: Curb Extensions



Curb extensions, also known as bulb-outs or neck downs, are achieved at an intersection or mid-block by extending the curb corners to the center of the roadway. Curb extensions reduce the crossing distance for pedestrians and may slow motorists, though minimally, at the intersection.

Intersection curb extensions should only be used on low-speed streets with parking lanes. In addition, curb extensions should be designed to assure curbs do not abruptly jut out to the edge of the travel lane. For this reason, intersection curb extensions should generally be at least 6 m long and as wide as the parking lane minus an appropriate curb offset for

bicycle access. Designs should also reflect the turning radii of snow plows and other vehicles.

Careful consideration for bicyclists is required. Shoulder striping should be installed to warn motorists and bicyclists of the narrowing at the intersection of a roadway and assist them in maintaining proper spacing.

Source: New York State Department of Transportation (2006) Chapter 18 – Pedestrian Facility Design, Table 18.7.5, *Highway Design Manual*

Federal Highway Administration (September 2001). *Designing Sidewalks and Trails for Access Part II: Best Practices Design Guide*. Washington, D.C.

### 6.3 Traffic Calming: Gateway Monuments (Entry Treatments)



Entry treatments may be used to designate a transition into a residential neighborhood or other specific areas such as business and retail districts. They may provide for traffic calming as well as a symbolic gateway.

Entry treatments may include:

- Signage
- Landscaped medians
- Textured pavement surfaces such as brick
- Archways or other large, decorative gateways with narrow driveways to slow motorists upon entry

### 6.4 Traffic Calming: Raised Intersections

Raised intersections are flat elevated areas that cover an entire intersection, often with textured materials on the flat section. Ramps are installed on all approaches. The intersections are usually raised to the level of the sidewalk, or slightly below to provide a "lip" that is detectable by the visually impaired.

The appropriate locations for a raised intersection treatment would include intersections with substantial pedestrian activity and areas where other traffic calming measures would be unacceptable because they take away scarce parking spaces, such as in an active commercial retail neighborhood. With the whole intersection raised with a different surface, the intersection is recognized by motorists as being different than other roadway segments, or as "pedestrian territory".



Source: [www.livablestreets.com/.../raised-intersection](http://www.livablestreets.com/.../raised-intersection)

Design recommendations include:

- Installation of detectable warnings, such as truncated domes, to identify the transition between street and sidewalk, especially for the visually impaired.
- Use a smooth surface such as colored asphalt instead of brick, to enhance access for people with mobility impairments

The advantages of raised intersections as a calming tool are:

- They can improve safety for both pedestrians and vehicles

- If designed well, they can have positive aesthetic value
- By calming the intersection, they can calm two streets at once.

The disadvantages of raised intersections are:

- They tend to be expensive, varying by materials used, and impact to drainage
- They are less effective in reducing speeds than other measures such as speed humps, speed tables and raised crosswalks
- People with back and neck problems can experience additional pain or discomfort by the jarring effect when traveling over the raised intersection

Source: Federal Highway Administration (September 2001). *Designing Sidewalks and Trails for Access Part II: Best practices Design Guide*. Washington, D.C.  
 Institute of Transportation Engineers (1999) *Traffic Calming: State of The Practice* Washington D.C. Retrieved from <http://www.ite.org/traffic/tcsop/Chapter3c.pdf>

## 6.5 Traffic Calming: Modern Roundabouts

Modern roundabouts can serve to reduce traffic speeds and simplify pedestrian crossings. Even so, they are not always considered to be traffic calming intersection treatments. The use of modern roundabouts can also occur at freeway-to-street interchanges and at other sites with limited space available for queuing. In some cases, roundabouts can also be used to increase the capacity of an intersection and/or roadway.

The modern roundabout is defined by two basic principles that distinguish it from a traffic circle:

- Roundabouts follow the "yield-at-entry" rule in which approaching vehicles wait for a gap in the circulating flow before entering the circle,
- Roundabouts involve low speeds for entering and circulating traffic, as governed by small diameters and deflected entrances.



Source: [safety.fhwa.dot.gov/.../rndabtatt5.htm](http://safety.fhwa.dot.gov/.../rndabtatt5.htm)

Roundabouts also reduce the number of potential conflicts between motorized vehicles and pedestrians. While a pedestrian crossing a leg of a typical signalized intersection may encounter six potential conflicts (from thru/turning vehicles), the pedestrian will only encounter two potential conflicts from vehicles at a modern roundabout. While roundabouts provide advantages, they must be designed to safely accommodate pedestrians, especially sight-impaired pedestrians. Furthermore, safety issues increase for pedestrians as roundabouts become more complex and increase the number of travel lanes. High-volume, multi-lane roundabouts can be more dangerous than a traditional signalized intersection for pedestrians and bicyclists without proper engineering, education and enforcement.

Source: Federal Highway Administration (2000) *Roundabouts: An Informational Guide*. Washington, D.C. FHWA-RD-00-67  
New York State Department of Transportation (2004) *A Citizen's Guide to Roundabouts* PUB 4 (3/04)

## 7.0 On-Street Bicycle Lanes

Parked vehicles can pose as serious a hazard to bicyclists as moving vehicles, both by being hit by an opening door, and by the parking maneuver itself. On streets with parked vehicles, experienced bicyclists will ride 0.9 m -1.2 m (3 or 4 ft) away from parked vehicles even if it means riding in a travel lane. Several techniques are available to help maximize separation between bicyclist and parked vehicle:



- Minimize the parking lane width. This technique may be used in conjunction with widening the bike lane. Some research suggests that the narrower the parking lane, the closer vehicles park to the curb. The traditional 2.4 m (8 ft) wide parking lane can be reduced to 2.1 m (7 ft), and in some cases, to 1.9 m (6.5 ft), to achieve this result.
- Space markings. Marked parking spaces with cross hatches indicating the parking lane limits may help guide drivers closer to the curb.
- Stencils. Bike route stencils help educate drivers on narrow roadways with on-street parking to expect bicyclists in the travel lane.
- Angled parking should be avoided in areas of high bike traffic. If angled parking is used on a street, one approach that is being tried in some locations is to require vehicles to use reverse angle parking so that drivers back into spaces. This allows for greater visibility of bicyclists both entering and leaving the space.

Source: Institute of Transportation Engineers (2002) *Innovative Bicycle Treatments: An Informational Report*. Washington, D.C.

## 7.1 Shared Lane Marking “Sharrows”

The rightmost lane on signed/shared bikeways is often too narrow to be safely shared side-by-side by cyclists and passing motorists. On these routes, cyclists wishing to stay out of the way of drivers often ride too close to parked cars and risk being struck by a suddenly opened car door (being “doored”).

To avoid this, experienced cyclists ride further to the left and position themselves closer to the center of narrow lanes. This is permitted by the New York State vehicle code, but it often irritates motorists who are not aware that this is permitted.

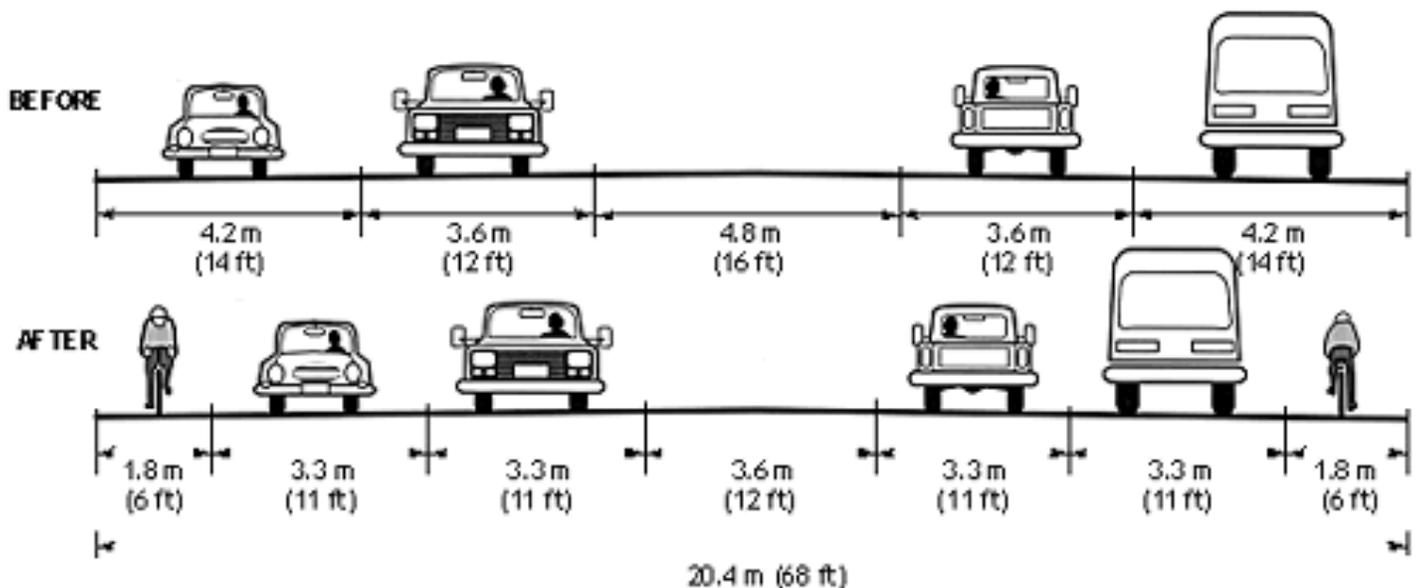
A "shared lane marking" is a potential solution. The marking



does not connote a separated bicycle lane, but instead directs the bicyclist to travel outside the car door zone and encourage safe coexistence.

Source: National Association of City Transportation Officials (NACTO): Urban Bikeway Design Guidelines, Shared Lane Markings Retrieved at: <http://nacto.org/cities-for-cycling/design-guide/bikeway-signing-marking/shared-lane-markings/>

## 8.0 Roadway Design: Reduce Travel lane Width



To accommodate bicyclists on busy roadways in urban areas, bike lanes generally serve bicyclists and motorists best. Many roadways in urban areas were originally built without bike lanes. These roadways often act as deterrents to bicycle travel and may cause conflicts between bicyclists and motorists.

The following motor vehicle travel lane and bicycle lane widths may be used when street width is limited. All reduced lane widths are within AASHTO minimums. The need for full-width travel lanes decreases with speed. This is significant because narrowing lanes helps make room for bicycle lanes. Additionally, creating dedicated left-turn lanes with the “left-over” space makes vehicular traffic more predictable.

There are some rules of thumb for lane reductions:

- Up to 25 MPH (40km/h): Travel lanes may be reduced to 10 or 10.5 ft (3 or 3.2 m).
- 30 to 40 MPH (50 to 65km/h): 11ft (3.3) travel lanes and 12ft (3.6m) center turn lanes may be acceptable.
- 45 MPH (70km/h) or greater: Try to maintain a 12 ft (3.6m) outside travel lane and a 14ft (4.2m) center turn lane if there are high truck volumes.

Source: New York Bicycling Coalition (2002) *Improving Bicycling and Pedestrian Safety: A Problem Solving Manual for Advocates and Transportation Professionals in New York State*

New York State Department of Transportation (1999) Chapter 25 – Traffic Calming, Table 25-1, *Highway Design Manual*

## 8.1 Roadway Design: Removing Travel Lanes “Road Diet”

Nationwide, transportation planners and engineers are looking at removing travel lanes. Removing travel lanes broadens transportation choices and encourages mobility and access for transit users, pedestrians, and bicyclists. Removing travel lanes also improves the livability and quality of life for residents and shoppers.

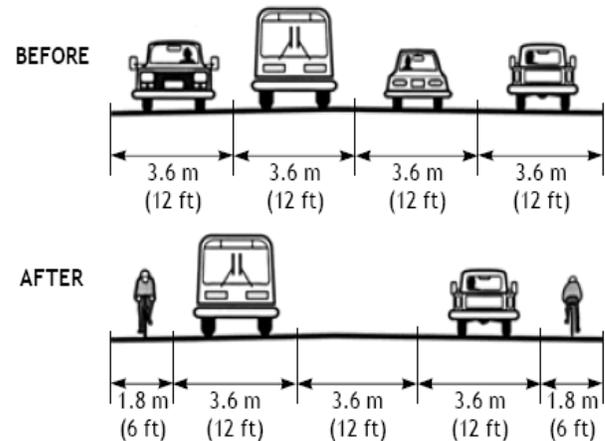
Removing travel lanes and creating a shared center turn lane can also help improve the roadway efficiency by shifting left turn movements from main through movements, which may also reduce crashes.

The best candidates for removing travel lanes should fit some of the following criteria:

- Moderate traffic volumes (8-15,000 ADT)
- Transit corridors
- Popular or essential bicycle routes / links
- Commercial reinvestment areas
- Economic enterprise zones
- Historic streets
- Scenic roads
- Entertainment districts
- Main streets

These criteria are just a general guide, as streets with much higher ADT’s have been successfully converted. In Santa Monica, officials feel most comfortable working with streets less than 20,000 ADT, although they have converted streets with ADT’s up to 25,000 vehicles. In California alone, more than twenty cities have made successful street conversions. This includes Santa Barbara, Palo Alto, Sacramento, and Sunnyvale, among others.

Source: Walkable Communities (1999), “Road Diets: Fixing the Big Roads.”

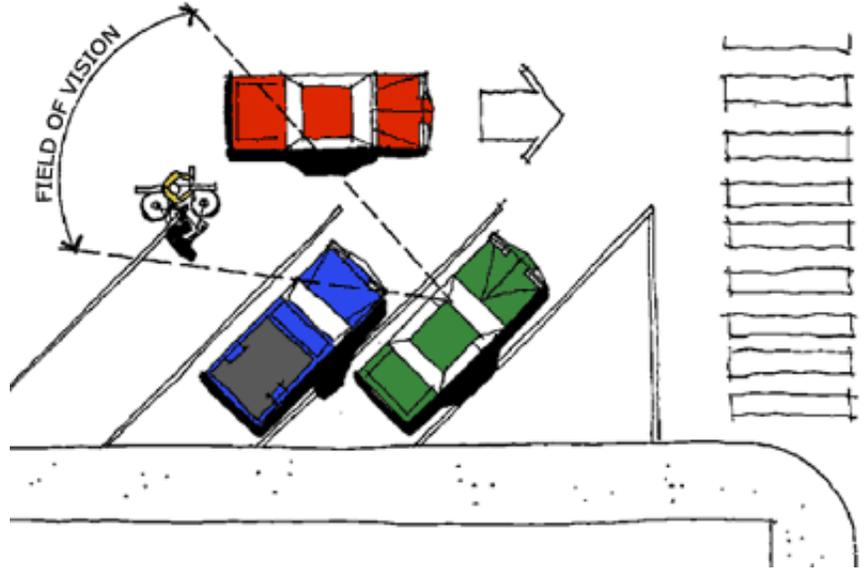


Source: [www.tfrc.gov/.../pubs/05085/pptchapt15.htm](http://www.tfrc.gov/.../pubs/05085/pptchapt15.htm)

## 9.0 Back-In/Head-Out Angle Parking

In recent years the use of back-in/head-out angle parking has increased steadily. There are several reasons for this development. Kulash and Lockwood (2003) state that:

"Back-in/head-out diagonal parking is superior to conventional head-in/back-out diagonal parking. Both types of diagonal parking have common dimensions, but the back-in/head-out is superior for safety reasons due to better visibility when leaving. This is particularly important on busy streets or where drivers find their views blocked by large vehicles, tinted windows, etc., in adjacent vehicles in the case of head-in/back-out angled parking. In other words, drivers do not back blindly into an active traffic lane. The back-in maneuver is simpler



than a parallel parking maneuver. Furthermore, with back-in/head-out parking, the open doors of the vehicle block pedestrian access to the travel lane and guide pedestrians to the sidewalk, which is a safety benefit, particularly for children. Further, back-in/head-out parking puts most cargo loading (into trunks, tailgates) on the curb, rather than in the street."

Source: [http://www.northamptonma.gov/tpc/BackIn\\_Angle\\_Parking\\_Test/](http://www.northamptonma.gov/tpc/BackIn_Angle_Parking_Test/)

Benefits of back-in/head-out angle parking include:

- Improved visibility and increased field of vision. When leaving the parking space, motorists are able to see oncoming traffic.
- Decreased number of collisions. Motorists no longer have to back out blindly from their parking space. When used on steep streets, back-in/head-out angle parking automatically curbs a driver's wheels, which reduces the threat of runaway vehicles.
- Improved safety –
  - For children, car doors open in a manner that directs children to the back of the vehicle ushering them towards the sidewalk rather than the street.
  - For cyclists, as vehicles exit their parking stall, they are able to see cyclists in the roadway.
- Improved loading and unloading. Trunks adjacent to the sidewalk and open car doors offer protection from the street, allowing loading and unloading to occur outside of the traveled roadway.
- Improved handicapped parking. Handicapped parking spaces can be placed adjacent to curb ramps.
- Increased space. Back-in/head-out parking does not require as much space to maneuver as traditional angle parking, which may result in an increased number of parking spaces or

## Creating a Livable Weedsport Through Complete Streets

additional room for sidewalks, bike lanes, etc.

- Traffic calming. For roadways with large pavement width, back-in/head-out angled parking can narrow the travel lane to support the reduction in vehicle speeds.

Source: Back-In/ Head-Out Angle Parking, Nelson\Nygaard Consulting Associates (2005)

### 10.0 Pavement to Plazas

Pavement to Plaza programs, popularized in New York City have been echoed in many communities and offer a low-cost solution to reclaim underutilized asphalt as public space. This type of complete streets strategies start by using temporary, inexpensive materials to re-assign excessive motor vehicle space for the use of pedestrians and/ or bicyclists. Since this type of treatment does not require a large outlay of capital, public spaces can be developed fairly quickly. Typically the municipality funds the design and construction ensuring that the proper requirements are met, partners from the local businesses or advocacy community are usually asked to operate, maintain and manage these new public spaces.



Source: Make Communities

By taking this experimental “pilot project” approach using temporary materials, the municipality, businesses and citizens are able to test the performance of these new public spaces without wasting scarce public resources. When successful, the spaces can transition into a more permanent design and construction phase as additional resources become available and community support is strong.

Source: Tactical Urbanism 2: Short-Term Action/ Long-Term Change (2012)

## Next Steps

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Based upon feedback generated from the workshop participants, the following actions were identified to begin the process of implementing complete streets in Weedsport. These activities are grouped into five categories that align with the vision that participants expressed and also align with elements of ongoing planning efforts, including:

- **creating a unique, attractive place**
- **improving infrastructure**
- **enhancing the trail system**
- **calming traffic, especially on main roads**
- **making better buildings**

The Village of Weedsport Downtown Revitalization Committee is well positioned to take a leading role in many of these actions, however, fulfilling the vision outlined in the Complete Streets Walking Workshop and in the existing planning library, such as the Village of Weedsport Downtown Strategic Plan, will take collaboration and coordination of many parties. These parties include village and town government as well as county and state government. It will continue to rely on community members, business leaders and individual property owners to commit to collectively revitalizing the village.

With a charge, however, of developing an economic development strategy for downtown, promoting downtown locally and regionally, preserving and enhancing the beauty of downtown and promoting opportunities, the Village of Weedsport Downtown Revitalization Committee can employ Complete Streets and a major strategy to fulfill these goals.

The Main Street application currently in development by the committee is an ideal catalyst to examine a holistic approach to improvements both within and outside of the public right of way. This list of methods and action items discussed at the Complete Streets Walking Workshop is not all encompassing. It does not address all of the recommendations of the comprehensive plan, and it supplemented by the strategy chapter in this document. However, this portion of the report provides a framework for creating a vibrant downtown area through the lens of creating high quality complete streets for all users based on where the community is in its thinking at the moment. These actions can leverage small and large changes to make a safer and more enjoyable experience for all:

### **Creating a unique, attractive place**

#### Street sweeping

Street sweeping is a minor investment that makes a large difference in the perceptions of those using the streets and sidewalks. Cleaning debris from the roadside on a consistent basis helps both the appearance of cleanliness and order, and, if

the local government is doing its end of the job, also helps encourage building owners to keep their sidewalks clean.

#### Tactical urbanism

Tactical urbanism is a fancy term for trying something new and different to bring vibrancy and excitement to village streets. Whether it is a structured event, a farmers' market, sidewalk sale, lamp post decorating contest, a temporary playground or park in a vacant lot or parking area, or any other number of ideas, tactical urbanism gets people to notice and think about their surroundings differently.

#### Pop-up infrastructure

Pop-ups can be seen as an element of tactical urbanism, but taking temporary interventions to the streets allows for testing new traffic patterns, including center turning lanes, bike lanes, bump outs, or narrower lanes.

#### Street furniture

Bike racks, benches, flower pots, when coupled with appropriate design guidelines, these amenities can also contribute much to a sense of place. These amenities make a sidewalk more interesting and also make people feel like they belong. People feel invited to slow down, rest and spend more time on the street. People on the street increases vibrancy, attracting even more people to come and spend more time. More people and more time generally means more stores and shops visited.

### **Improving infrastructure**

Tree planting (see also page 28 of this report; 2008 Village of Weedsport Downtown Strategic Plan, page 15, Appendix 7)

Crosswalks (see also page 24- 25 of this report)

Sidewalks (see also page 28 - 29 of this report)

Bike lanes, signage and marking (see also pages 35 of this report)

Intersections (see also pages 23, 25, 30, 32, 33, 34 of this report)

Lighting and light posts (see also pages 29 of this report)

Road redesigns (see also pages 36 - 38 of this report)

### **Enhancing the trail systems**

School trails, Regional trails, Erie Canalway

The region has an abundance of trails and trail opportunities, yet the connections between trails, amenities and wayfinding for these trails is incomplete. Though not technically streets, these trails can complement on street pedestrian and bicycle networks and can provide tourism potential in addition to enhancing recreational and transportation networks.

Physical improvements, making connections

Not all trails contain paved segments, which makes use in wet weather unreliable. Some conflicting uses on the unpaved portions of trails, such as horse traffic particularly when trails

are wet and soft, creates modal conflicts. In addition to creating trails in missing segments, improving trail surfaces and accommodating different types of use can create additional benefits to the community.

#### Way finding

For both locals and tourists, wayfinding and trail identification is a crucial component of attracting regular use of the system. Proper signage that also directs users to existing amenities within the downtown area can boost business activity within Weedsport and create additional business opportunities.

### **Calming traffic, especially on main roads**

#### Enforcement

Though speed limits throughout downtown are posted at relatively low levels, a part-time police presence means that enforcement is uneven. Though the long-term answer to reducing speeds likely rests in redesigning the design speed on the streets, short- and medium-term enforcement activities will be crucial.

#### Passive Traffic Control

In the absence of a continual police presence, several measures can be taken to slow traffic prior to road redesign and reconstruction. Pedestrian beacons are one solution, which come with a moderate cost. Other lower-cost solutions include center-line pedestrian signage in crosswalks, or painted bulb outs at intersections.

#### Signal timing

Also without heavy capital investment, signal timing and duration can be changed to modify motorist behavior and make streets more welcoming for pedestrians. The light at Four Corners, for instance, could have an extended cycle time to allow for pedestrians to cross the street with a walk signal.

### **Making better buildings**

#### Capital incentives

Programs such as the NYS Main Street program are one option for incentivizing investment in buildings in the core area, particularly if real estate values and vibrancy has been lagging. This is of particular importance to Complete Streets given the character that adjacent buildings contribute to the pedestrian environment. Other examples of capital incentives may come from the county level or through other target Consolidated Funding Applications through New York State.

#### Code compliance & problem property coordination

Problem properties take a variety of appearances and have a variety of causes. The solutions to improving problem properties are no less varied, but enforcing zoning and building codes is

often the first step that municipalities can take to explore the issues surrounding properties that are lagging and bringing them to a resolution. Coordination amongst multiple government agencies as well as public participation has proven an effective means of revitalizing problem properties in other communities.

#### Zoning and building code review

Zoning and building codes are often out-of-date and in conflict with a community's vision for itself. Reviewing and rewriting municipal codes, or sections of the code, can help municipalities make sometimes small adjustments to new development that will have lasting positive impacts on the character of the community. (See also 2008 Weedsport Downtown Strategic Plan, Appendix 3)

### **Immediate Actions**

- The Downtown Revitalization Committee should include streetscape enhancement projects in its application to the NYS Main Streets program, including benches, trash receptacles and bike racks as well as tree planting within the initial target area centered on Four Corners. Tree pits will need to be enlarged to ensure adequate room for tree growth, and the tree selections should follow the guidance of the recommended Tree Species list in the Downtown Strategic Plan
- Form a subcommittee of the Revitalization Committee to continue to advance Complete Streets in the village
- Work closely with the beautification committee on short-term improvements to downtown aesthetics
- Continue to work with the Cayuga County Department of Health to support programs to encourage more walking and biking
- Continue to work with the Cayuga County Department of Planning and Economic Development on implementing complete streets within the context of the library of already completed plans for the Village
- The Downtown Revitalization Committee should develop design guidelines and streetscape standards focused on the main streets and commercial areas of the village
- Pass ordinance within the Village for Complete Streets (See model policy page 49) and implement streetscape guidelines
- Write to and engage the New York State Department of Transportation (NYSDOT) to identify maintenance schedule and potential short term improvements, including restriping, bike lanes and new crosswalks for Routes 31 and 34
- Convene a meeting of Village, Town, County and State transportation officials to delineate responsibility for existing infrastructure (such as sidewalks on N Seneca St), and to coordinate future investment in the village

- Develop a local intergovernmental agreement on street sweeping and maintenance throughout the village
- Review sidewalk snow removal options and formulate long-term plan
- Conduct a design charrette on long term infrastructure changes to Four Corners intersection, but also considering traffic-calming mechanisms at other intersections along Brutus and N Seneca
- Plan and execute events downtown to pilot new lane configurations and draw attention to revitalization efforts
- Identify better signage opportunities for bicycle routes and trails through and adjacent to the village, include share the road signs for bicycles and fix roadway shoulder prioritize connections

### **Mid-Term Actions**

- Engage NYSDOT to request a feasibility study for a traffic circle at the intersection of Routes 31 and 34
- Research and prepare grant applications for project implementation
- Work with planning board to implement a code review to include complete streets language
- Explore creation of a zoning overlay district for the downtown core and the canal port character area that incorporates the design and development guidelines contained in the Village Comprehensive Plan and Town Comprehensive Plan
- Identify economies of scale for larger sidewalk replacement projects
- Annually prioritize pedestrian and bicycle access improvements and link to appropriate municipal budgets
- In keeping with the town plan enhance the trail network “adding signage, lighting, paving off-street trail sections, and additional amenities”
- Establish a task force on vacant property, review local policies and procedures looking for efficiencies within the system where possible and changes to laws and regulations where necessary.

### **Long-Term Actions**

- Reconstruct intersection of Route 31 & 34 as a gateway into the village from the north, and implement a traffic circle if feasibility is determined
- Reconstruct Four Corners intersection
- Implement prioritized opportunities identified for establishing pedestrian and bicycle connections
- Also in keeping with the Town Plan create a “joint Public Parks and Recreation Department” to oversee recreational development in the community, including side-by-side right of ways to accommodate various modes of travel and facilitate construction of a “paved trail linking the Village Center to Aqueduct Park; and improving the connection and accessibility from Aqueduct Park to the Old Erie Canal Trail north of the Village”. These trails should connect easily to a bike and pedestrian network within the village.
- Secure grant funding and implement long term vision

## **Funding**

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There are many mechanisms for a municipality to generate resources for public infrastructure maintenance and construction. Provided below is a sampling of current fund development strategies.

### **Municipal Best Practices**

#### **Voter Approved Transportation Spending**

There are a number of communities across the country that have approved short-term local tax initiatives to fund bicycle, pedestrian and other transportation projects. One of the best examples of this comes from the City of Tucson and the surrounding Pima County. During a one-time vote in May of 2006, voters approved a sales tax to fund the implementation of the 20-year transportation plan.

#### **Transportation Utility Fee**

Some municipalities have used transportation utility fees to fund improvements that aid active transportation. A transportation utility fee, also known as a transportation maintenance fee, street maintenance fee, or street utility fee, is a monthly user fee paid by city residents, businesses, government agencies, schools, etc. based on their use of the transportation system. Fees are usually included on the city's utility bill. Revenue from this fee can only be used to maintain transportation infrastructure. Residential fees typically range from approximately \$1 to \$12 per month. Other land uses often pay much higher fees based on their predicted traffic generation. Compared to a tax, a fee faces fewer legal hurdles and public opposition.

#### **Metered Parking Revenue:**

Charging market prices for curb parking and returning the meter revenue for public improvements has helped pave the way for a renaissance of a number of communities around the US. The meter revenue has paid to improve the streetscape and to convert alleys into pleasant walkways with shops and restaurants. The additional public spending makes the area safer, cleaner, and more attractive for both customers and businesses. These public improvements have increased private investment, property values, and sales tax revenues.

#### **Sidewalk Tax District:**

This community-based initiative is similar to the metered parking revenue in that it looks to generate funds within the community where the money will eventually be spent. In this case, each building owner would pay an extra \$100 in taxes for the next 10 years to levy additional funds from the city. These funds could be used for matching grants or the like and they also demonstrate to the city a strong investment on the part of the local businesses.

#### **Private Advertising in the Public Right-of-Way**

Another method is to use funds from private advertising in the public right-of-

way for active living infrastructure. Possible advertising locations include transit shelters and vehicles, existing bicycle parking infrastructure, street furniture, and utility poles.

### **Development Impact Fee or Development Excise Tax**

Some municipalities utilize a development impact fee—a one-time fee collected from a new development to pay for its fair share of future capital improvements necessitated by growth. The impact fee can be used only for capital improvements, not maintenance or operating costs. Usually, a specific portion of this fee is earmarked for transportation infrastructure improvements.

Similar to a development impact fee, a development excise tax is a one-time tax collected on new development to fund new infrastructure. The excise tax can be rolled into the municipality's general funds. Unlike a development impact fee, however, an excise tax does not have to be specifically earmarked to benefit new growth. Taxes can be calculated as a percentage of construction cost, a flat fee per acre, or a flat fee by building type.

### **Federal Programs**

Specific application for these programs should be reviewed within the region through the county planning office or other specific public agency identified.

- **Congestion Mitigation and Air Quality (CMAQ):**  
CMAQ is a federal reimbursement program for surface transportation and other related projects that contribute to air-quality improvements and reduced congestion. Program funds may be used to construct bicycle and pedestrian facilities intended to reduce automobile travel and/or emissions in areas that have failed to meet air-quality standards for ozone, carbon monoxide and small particulate.
- **Highway Safety Improvement Programs (HSIP):**  
The overall purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.
- **Transportation and Community System Preservation (TCSP):**  
The Transportation, Community, and System Preservation (TCSP) Program is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve such relationships. States, metropolitan planning organizations, local governments, and tribal governments are eligible for discretionary grants to carry out eligible projects to integrate transportation, community, and system preservation plans and practices that:
  - Improve the efficiency of the transportation system of the United States.

- Reduce environmental impacts of transportation.
  - Reduce the need for costly future public infrastructure investments.
  - Ensure efficient access to jobs, services, and centers of trade.
  - Examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals.
- **Hazard Elimination Program:**  
At least ten percent of each state's Surface Transportation Program (STP) must be set aside for Hazard Elimination programs. This program's purpose is to identify and improve locations that have a documented history of numerous crashes. Funds may be used for safety improvement projects on any public road, any public surface transportation facility, or any publicly owned bicycle or pedestrian pathway or trail.
  - **Transportation Alternatives Program:**  
The Transportation Alternatives Program (TAP) is a legislative program that was authorized in 2012 by federal transportation legislation, the Moving Ahead for Progress in the 21st Century Act (MAP-21). With certain exceptions, projects that met eligibility criteria for the Safe Routes to School Program, Transportation Enhancements, and/or the Bicycle & Pedestrian Facilities Program will be eligible TAP projects.
  - **Tiger Grants:**  
TIGER grants are awarded to transportation projects that have a significant national or regional impact. Projects are chosen for their ability to contribute to the long-term economic competitiveness of the nation, improve the condition of existing transportation facilities and systems, increase energy efficiency and reducing greenhouse gas emissions, improve the safety of U.S. transportation facilities and enhance the quality of living and working environments of communities through increased transportation choices and connections. The Department also gives priority to projects that are expected to create and preserve jobs quickly and stimulate increases in economic activity.

### **State Programs**

Specific application for these programs should be reviewed with the county planning office or specific public agency identified.

- **New York State Energy Research and Development Authority (NYSERDA)**, a public benefit corporation offering objective information and analysis, innovative programs, technical expertise and funding to help New Yorkers increase energy efficiency, save money, use renewable energy, and reduce their reliance on fossil fuels.  
(<http://www.nyserda.ny.gov>)

- **New York Main Street Program**, the Office of Community Renewal administers the New York Main Street program. New York Main Street provides financial resources and technical assistance to communities to strengthen the economic vitality of the State's traditional Main Streets and neighborhoods. The New York Main Street grant program provides funds from the New York State Housing Trust Fund Corporation (HTFC) to units of local government, business improvement districts, and other not-for-profit organizations that are committed to revitalizing historic downtowns, mixed-use neighborhood commercial districts, and village centers. (<http://www.nyshcr.org/AboutUs/Offices/CommunityRenewal/>)
- **The Neighborhood Stabilization Program (NSP)**, administered through the Housing Finance Agency (HFA), provides financing for municipalities and developers to acquire and redevelop foreclosed, abandoned, and vacant properties. Once renovated or newly constructed, units are sold or rented to low-, moderate-, and middle-income households, with mandated long-term affordability. NSP also funds local land banking initiatives focused on foreclosed residential properties, and select demolition programs of blighted properties in targeted neighborhoods. The program, funded with Federal and State funds, targets communities most severely affected by the foreclosure and subprime crisis. (<http://www.nyshcr.org/AboutUs/Offices/CommunityRenewal/>)
- **The Rural Area Revitalization Project (RARP)** program provides financial/technical resources to New York communities for the restoration and improvement of housing, commercial areas and public/community facilities in rural communities. This program will provide grants to not-for-profit community based organizations and charitable organizations that have a direct interest in improving the health, safety and economic viability of a rural area or other aspects of the area environment that are related to community preservation or renewal activities. (<http://www.nyshcr.org/AboutUs/Offices/CommunityRenewal/>)
- **New York State Consolidated Funding Application (CFA)** is part of Governor Cuomo's plan to improve the state's economic development model; the CFA created a streamlined and grant application process. Utilize the CFA as a single entry point for access to economic development funding in New York State. Applicants have access to multiple state agency funding opportunities. (<https://apps.cio.ny.gov/apps/cfa/>)

### **Private Funding**

#### **National Endowment for the Arts (NEA) Our Town grant program:**

The National Endowment for the Arts provides a limited number of grants, ranging from \$25,000 to \$150,000, for creative placemaking projects that contribute toward the livability of communities and help transform them into lively, beautiful, and sustainable places with the arts at their core. Our Town

invests in creative and innovative projects in which communities, together with their arts and design organizations and artists, seek to:

- Improve their quality of life.
- Encourage creative activity.
- Create community identity and a sense of place.
- Revitalize local economies.

### **Preservation League of New York State:**

The Preservation League of New York State offers grants to support projects that preserve New York State's cultural and historic resources. The grants support professional services of architects, engineers, and other design professionals working with non-profit groups and municipalities.

### **Zoning Code Amendments**

Zoning codes have a big influence on how pedestrian friendly or bike-friendly a community is and can encourage private investment. Not only do zoning codes create rules about the size, location, and use of buildings within a zoning district, but they also govern the surrounding public spaces. For example, zoning codes set standards for the width of sidewalks and streets, the location and frequency of crosswalks, the placement of pedestrian medians, the installment of bicycle lanes, or the inclusion of traffic-calming devices such as speed bumps. Zoning codes can also create mixed-use districts where structures can be used for both commercial and residential purposes, allowing more commerce to happen where people live and reducing the need for motor vehicles.

## **Model Complete Streets Policy**

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The National Complete Streets Coalition promotes a comprehensive policy that addresses ten main elements for communities to adopt. These elements include an identified vision, specific direction and commitment, interpret clearly the community's desire, and establish flexibility in planning and implementation to ensure real results through good process. Provided is a description of each section and sample language for consideration.

A strong **vision** can inspire a community to follow through on its policy. Every community has its own set of challenges and desires, which has encouraged them to develop Complete Streets as an effective policy to combat them. At its core, complete streets identifies that all users upon the roadways should be safely accommodated into the planning, design, construction and operation of the transportation system.

- *Whereas; Downtown Weedsport will be a welcoming and thriving mixed-use business district that is well connected and integral to the village's community life. Its carefully designed and well-maintained buildings and outdoor spaces will be filled with a complimentary mix of businesses and*

*gathering places that encourage regular patronage by residents and frequent stops by visitors. Its small town character and unique details will contribute to the community's identity and support walking, window-shopping and friendly interaction.*

Clarity in the **intent** of the policy makes it easy for those who are tasked with its implementation and follow through. All involved understands this new goal and can determine what changes in the current process need to occur.

- *Whereas; The Village of Weedsport shall plan for, design, construct, operate and maintain appropriate facilities for all transportation users in all new construction, retrofit and reconstruction projects.*

Complete Street policies come with an understanding that **all users and modes** shall be accommodated upon the roadway. This recognizes that our streets are for more than moving vehicles through them. Streets should also be places for those who travel by foot and bicycle for they too are deserving of safe facilities to travel upon.

- *Whereas; streets that integrate multiple transportation choices for pedestrians and bicyclists, with special consideration for children, the elderly and people with disabilities, contribute to the public life of a community, sustainable economic development and efficient movement of people and goods.*

The complete street policy should apply to all street **projects and phases**. Whether it is new construction, reconstruction, maintenance or operations all transportation improvements should be viewed as an opportunity to create safer, more accessible streets for all users.

- *Whereas; the Village of Weedsport shall, to the maximum extent practical, scope, plan, design, construct, operate and maintain all streets to provide a comprehensive and integrated network of facilities for all users of all abilities.*

There are some **exceptions** that should be in place to ensure the policy is not too onerous. However, a process to handle exceptions is needed and should not weaken the overall policy. The Federal Highway Administrations guidance on accommodating bicycle and pedestrian travel identifies when accommodations may not be necessary on corridors where specific users are prohibited, such as interstate freeways or pedestrian malls; the cost of accommodation is excessively disproportioned to the need or probable use; there is a documented absence of current or future need.

- *Whereas; Any exception to applying this Complete Streets Policy to a specific roadway project must be approved by the village board with documentation of the reason for the exception. Exceptions may be made when the project*

*involves a roadway on which non-motorized use is prohibited by law. In this case, an effort shall be made to accommodate pedestrians and bicyclists elsewhere.*

Streets must be organized in an integrated **network**. Residents have many potential destinations in their daily travel. A complete street provides an interconnected network that meets this demand.

- *Whereas; This policy will create a comprehensive, integrated, connected transportation network for the Village of Weedsport that balances access, mobility, health and safety needs for all residents. Planning, funding, designing, constructing, managing and maintaining a complete multi-modal network, ensures this.*

Implementing a complete street network can become difficult with multiple agencies having **jurisdiction** over the planning, design and construction of different roads. In the Village of Weedsport, the state and county also have jurisdiction over some of the roadways. Additionally, new developments may be built in the village and new roadways established by private developers.

- *Whereas; It is the intent of this policy to foster partnerships with the state, county, school district, citizens, businesses, interest groups and neighborhoods to implement complete streets.*

Communities should **design** their streets using the best and latest design standards available.

- *Whereas; The Village of Weedsport shall adapt, develop and adopt departmental policies, design criteria, standards and guidelines based upon recognized best practices in street design, construction and operations including but not limited to the latest editions of American Association of State Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets; AASHTO Guide for Planning, Designing, and Operating Pedestrian Facilities; AASHTO Guide for the Development of Bicycle Facilities; Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach; National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide; U.S. Access Board Public Right-of-Way Accessibility Guidelines; Highway Capacity Manual and Highway Safety Manual.*

All communities are different and it is important that each maintain their character and sense of place when designing complete streets. A **Context sensitive** approach does this by adapting roads to fit the character of the surrounding neighborhood.

- *Whereas; the implementation of this policy shall reflect the context and character of the surrounding built and natural environments while*

*enhancing the appearance of such. In doing so, the village shall consider methods of providing development flexibility within safe design parameters such as context-sensitive design solutions and shall attempt to employ all solutions consistent with and sensitive to the context of the project.*

**Performance Measures** help communities measure their success. The evaluation of complete streets projects can help identify this success by determining improvements in safety, economic development and changes in mode share. These can include the total number of bike lanes added, increase in building permits issued to the increase in activity levels of residents because they are now walking or biking more often.

- *Whereas; Complete Streets should be continuously evaluated for success and opportunities for improvement sought. This policy encourages the regular evaluation and reporting of implementing complete streets through the following performance measures:*
  - *Increase in the share of bicycles, pedestrians and transit users;*
  - *Crash data;*
  - *Use of new projects by mode;*
  - *Compliments and complaints;*
  - *Linear feet of pedestrian accommodations built;*
  - *Number of ADA accommodations built;*
  - *Miles of bike lanes/trails built or striped;*
  - *Number of transit accessibility accommodations built;*
  - *Number of street trees planted;*
  - *Number of building permits issued along new complete street;*
  - *Number of exemptions from this policy.*

Once a policy is passed, the work is not done. There are a number of steps that a community can take to ensure the **implementation** of complete streets. There are five key steps to follow in order to be successful, these include:

1. Restructure or revise related procedures, plans, regulations and other processes to accommodate all users.
  2. Develop new design policies and guides or revise existing ones to reflect current best practices in transportation design.
  3. Ensure that staff responsible for implementing the policy, as well as community leaders and the general public has opportunities to attend workshops or other training opportunities so that everyone understands how to implement the policy effectively.
  4. Identify ways to evaluate and measure the performance of your new complete streets by collecting data and sharing with the general public how well the streets are serving them.
- *Whereas; The Village of Weedsport shall implement the following steps to ensure successful implementation of complete streets:*

- *Advisory Board: the village will establish an interdepartmental advisory board to oversee the implementation of this policy. The committee will include members of the village (board members, planning board, school board, highway department), county (planning department and highway department), the NYS Department of Transportation, the police department as well as representatives from bicycling, pedestrian, disabled, youth and elderly communities or any other organizations as deemed relevant. This committee will meet quarterly and provide a written report to the village trustees evaluating progress and advising on implementation.*
- *Inventory: The village will maintain a comprehensive inventory of the pedestrian and bicycle infrastructure and will prioritize projects to eliminate gaps in the sidewalk and bikeway networks.*
- *Capital Improvement and Maintenance Project Prioritization: The village will reevaluate capital improvement and maintenance project prioritization annually to encourage implementation of pedestrian and bicycle improvements.*
- *Revisions to Existing Plans and Policies: The village will incorporate complete street principles into the comprehensive plan, zoning code and other plans and manual, rules, regulations and programs.*
- *Other Plans: The village will prepare, implement and maintain a Bicycle and Pedestrian Transportation Plan, a Safe Routes to School Plan, an Americans with Disabilities Act Transition Plan, and a Street Tree and Landscape Plan.*
- *Storm Water Management: The village will prepare and implement a plan to transition to sustainable storm water management techniques along our streets.*
- *Staff Training: The village will train all pertinent staff on the content of the complete streets principles and best practices for implementing the policy.*
- *Coordination: The village will utilize inter-departmental project coordination to promote the most responsible and efficient use of fiscal resources for activities that occur within the public right of way.*
- *Street Manual: The village will create and adopt a Complete Streets Design Manual to support implementation of this policy.*
- *Funding: The village will actively seek sources of appropriate funding to implement complete streets.*