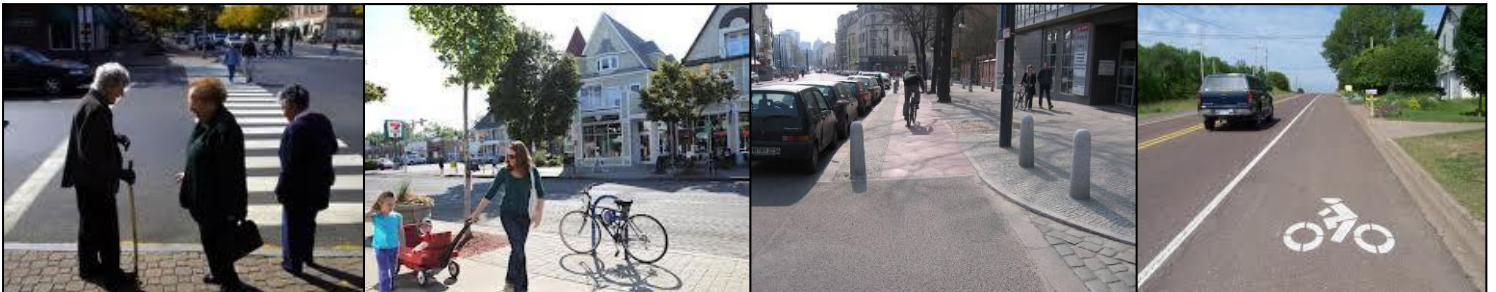




Village of Schoharie
Schoharie County, New York

**HEALTHY INITIATIVES & COMPLETE STREETS
POLICY GUIDELINES**

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I. PURPOSE, VISION & APPLICABILITY

PURPOSE

The Village of Schoharie recognizes the importance of creating an environment that promotes healthier lifestyles, and provides optimal transportation accessibility and choices for its residents and visitors. The Village believes that the public right-of-way is more than just a conveyor of vehicles, and that it instead serves a vital role in shaping the community's landscape and livability. The present network of roads, in many cases, provides for the needs of motor vehicles to the exclusion of alternative modes of transportation, including cycling and walking.

The Village therefore seeks to create a welcoming built environment and a system of roads, trails and pathways that will accommodate the needs of all users. Future land use and transportation planning policies will integrate safety improvements to reduce speed and congestion, minimize environmental impacts, encourage economic growth, and build Complete Streets that are safe, convenient and comfortable for all ages and abilities using any mode of transportation (motor vehicle, public transportation, foot, bicycle, etc)..making the Village a more walkable, livable, and healthy place to live, work, and play. This document was developed to provide guidance for its residents, decision makers, planners and designers to ensure that Complete Streets design features are incorporated into transportation projects.

The general goal of a transportation system is to facilitate the efficient movement of people, goods and services. The community is dependent upon a well-maintained transportation system, which includes roads, bridges, walkways, trails, and public transportation facilities for quality of life. A well-planned and designed surface transportation system should be accommodating to all modes of traffic, be safe for use, visually appealing and pedestrian friendly. In August 2011 Governor Andrew M. Cuomo signed the state's Complete Streets

What are Complete Streets?

Complete Streets are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users of all ages and abilities.

Complete Streets consider the convenient access and mobility on the road network by all including motorists, pedestrians, bicyclists and public transportation users by incorporating complete streets design features.

Complete Streets typical design features accommodate and facilitate convenient access and mobility of all users, and may include, but need not be limited to: sidewalks, paved shoulders suitable for bicyclists, lane striping, bicycle lanes, share the road signage, crosswalks, crossing medians, road diets, pedestrian control signalization, pull outs, curb cuts, raised crosswalks and ramps, and traffic calming measures.

(S5411.A/A8366) bill into law. Complete Streets are more than just having sidewalks and bike lanes... it's having an environment with equal access for everyone.¹

By adopting a Complete Streets Policy, the Village can guide transportation planners and engineers to design local, county and state roads within the Village to enable safe access for all users, regardless of age, ability, or mode of transportation. Complete Streets make it easy to cross the street, walk and bike throughout the community. New roads should provide connections between communities and subdivisions. According to the National Complete Street Coalition:

Complete Streets are streets for everyone and support active living. They are designed and operated to enable safe access for all users. Motorists, pedestrians, bicyclists, and public transportation users of all ages and abilities are able to safely move along and across a complete street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work, by providing safe street crossing locations and marked crosswalks, shortening crossing distances, and slowing down traffic speeds. They allow buses to run on time and make it safe for people to walk to and from transit stop shelters. A Complete Street in a rural area will look quite different from a complete street in a highly urban area, but both are designed to balance safety and convenience for everyone using the road.

Even small projects can be an opportunity to make meaningful, easy-to-implement, low-cost improvements. For example, in repaving projects, an edge stripe can be shifted to create more room for pedestrians or cyclists, or a new crosswalk can be added. During routine work on traffic lights, the timing can be changed to better accommodate pedestrians walking at a slower speed. Reclaiming the right of way for other uses and reducing the number of lanes, and/or reducing the travel lane width, can potentially increase parking spaces for businesses by providing angled parking in areas. A strong Complete Streets Policy integrates Complete Streets planning into all types of projects, including new construction, reconstruction, rehabilitation, repair, and maintenance.² When implementing Complete Streets design elements, the Village should:

- Keep it simple, and focus first on easy-to-implement and low-cost solutions.
- Match the treatment to the type of problem and the specific road classification.
- Identify and program longer-term improvement needs.

Design Elements

Complete Streets are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users of all ages and abilities. Complete Streets consider the convenient access and mobility on the road network by all users including motorists, pedestrians, bicyclists and public transportation users by. All design elements of Complete Streets are not practical for all streets and there

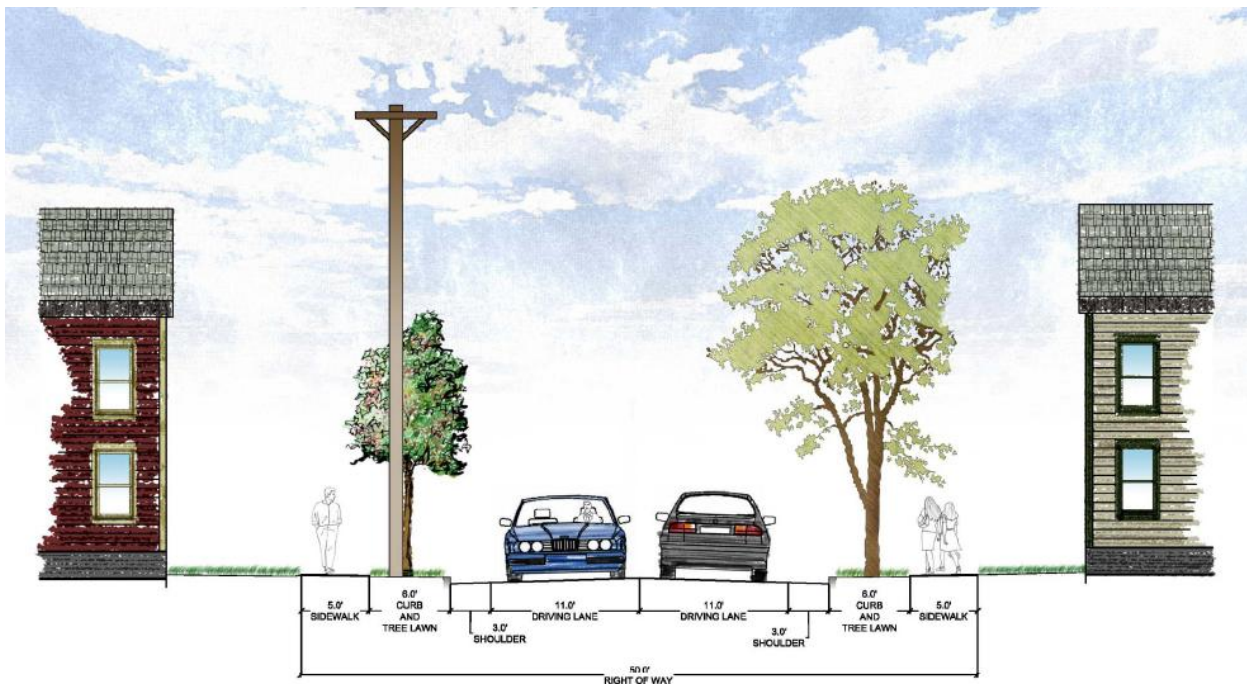
¹ Summary of New York States Complete Street Law. National Complete Streets Coalition, www.completestreets.org/tag/new-york/

² Elements of a Comprehensive Complete Streets Policy. National Complete Streets Coalition, www.completestreets.org

is great variety in the nature of streets within the Village’s road network. The selection of appropriate design elements will largely be a function of a streets functional classification, traffic volume, and accident history.

Typical Complete Streets design features accommodate and facilitate convenient access and mobility of all users, and may include, but need not be limited to:

- Wide sidewalks
- Paved shoulders suitable for pedestrians and bicyclists
- Bold lane striping
- Bicycle lanes
- Share the road signage
- Frequent crossing opportunities, especially for school routes
- Alternative pavement materials/textured/stamped crosswalks
- Crossing medians
- Raised crosswalks
- Sidewalk curb extensions/curb bulb outs
- Pedestrian control signalization
- Pedestrian-scale lighting or other lighting techniques that increase safety for all users
- Street trees and shrubs
- Shorter blocks
- Other traffic calming measures
- Street Furniture, (benches, bicycle racks, kiosks, trash receptacles)



Example street cross section with typical Complete Street design features. Copyright Synthesis LLP.

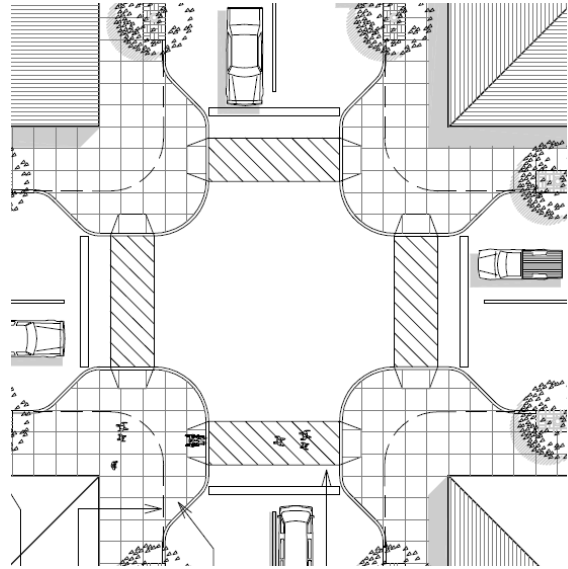
VISION FOR COMPLETE STREETS

The Village of Schoharie shall continue to enhance its transportation network to meet the needs of all motorists, pedestrians, bicyclists, children, persons with disabilities, movers of commercial goods, users of public transportation, and seniors. The planning, construction, reconstruction, retrofit, maintenance, alteration, or repair of streets, bridges, or other portions of the transportation network undertaken by the Village in the public right-of-way shall seek to incorporate these needs. The Village shall view all transportation improvements as opportunities to improve safety and accessibility for all roadway users.

Needs and Benefits

Safety

Speeding and traffic violations as well as confusing signage, lack of sidewalks or disrepair of existing sidewalks, and lack of pedestrian crosswalks on portions of Route 30 are key safety concerns in the Village of Schoharie. A major contributing factor to many of these safety concerns is roadway design, road layouts, and site lines that may favor the efficient movement of motor vehicles to the detriment of non-motorized modes of transportation. Adequate provisions for safe non-motorized travel should be considered a priority. Physical design changes and traffic calming measures can go a long way to control traffic speeding violations. Transforming streets with paint and bold striping can encourage safer vehicle speeds by visually narrowing the travel lanes, while still moving traffic.³



Example Curb Bulb-out to shorten pedestrian crossing distance and slow traffic at major intersections. Copyright Laberge Group, 2012.

Economic Activity

A major benefit of Complete Streets is the increase in the patronization of local businesses. Establishments located along popular pedestrian routes generally experience an increase in customer traffic. The Village of Schoharie is a “walkable community” with a traditional Main Street; however, the Village faces many economic challenges. According to the Village of Schoharie’s *Long-term Community Recovery (LTCR) Strategy Statement of Need*:

“It is estimated that between 75 and 85 percent of all homes and essentially 100 percent of local business locations in the Village of Schoharie experienced major damage from Hurricane Irene and Tropical Storm Lee, as well as nearly every public building (town, village and county offices, police and fire facilities) with the exception of the central school. The economic activity within the Village has been reduced by greater than two-

³ Cobleskill’s Path to Active Living, March 2011.

thirds since the flood and businesses are still facing significant loss of inventory assets, extensive repairs, and loss of a customer base due to population dispersal. The economic future of Main Street is threatened by the condition, vacancy and potential demolition of several notable historic buildings. Residential areas face the loss of many affordable, attractive homes in an established, walkable community with urban infrastructure; loss of these would further erode both property values and the property tax base and significantly damage prospects to secure investors for needed, new housing and commercial development. The Village could be a model of smart growth in Upstate New York – it has up-to-date water and sewer facilities, sidewalks, cultural facilities, affordable and safe neighborhoods, and a centralized business district.

There is a critical need for the Village to implement actions for economic recovery, including landscape and streetscape design changes that support healthy living. An economic benefit of Complete Streets is the potentially increase parking spaces for businesses. Reclaiming the right of way for other uses, reducing the number of lanes, and/or reducing the travel lane width, can by providing angled parking in areas where the road is wide enough. Other design features that enhance access and attractiveness of local businesses include high-visibility textured/stamped crosswalks, wider sidewalks, improved street lighting and signage, and sidewalk bulb-outs, bike lanes, bike racks, benches, street trees and landscaping.

Senior Mobility

The Village of Schoharie has an aging population. According to the 2010 Census, nearly 28% of the population is 60 years of age or older. A common complaint among senior citizens is the inconvenience or inability to get to shops and services without a car. Even those who reside within a reasonable walking distance of their destination may encounter a hostile and unsafe environment. In a Complete Streets community, a number of techniques are deployed to increase the safety and convenience for senior pedestrians. These include re-timing of traffic signals to account for slower walking speeds, introducing sidewalk ramps and seating options, constructing sidewalk bulb-outs and median refuges to shorten crossing distances, and improving signage, street markings and lighting.



Safer Routes to School

Complete Streets offer a safer environment for school children through such techniques as traffic calming to reduce traffic speeds in and around school zones and improving sidewalks and street crossings. The Schoharie Central School is located within the Village on NYS Route 30. The School District had 896 students enrolled



in the 2010-2011 school year, and according to the 2010 Census, 15.5% of the population in the Village is between the ages of 5 and 19. The decline in walking and bicycling to school has had an adverse effect on traffic congestion and air quality around schools nationwide, and there is a growing body of evidence showing that children who lead sedentary lifestyles are at risk for a variety of health problems such as obesity, diabetes, and cardiovascular disease. Safety issues are a big concern for parents, who consistently cite traffic danger as a reason why their children are unable to bicycle or walk to school. Improving children's safety while walking and bicycling to and from school is the mission of the Federal Safe Routes to School (SRTS) Program, and should be considered a local priority.⁴

Implementing Complete Streets design elements can provide families with transportation choices, and improve the health of our children and community as a whole. In October 2012, the Schoharie Central School District in partnership with the Village applied for a grant to the NYS Safe Routes to Schools program for pedestrian improvements on NYS Route 30. The funding request was for \$356,881 for improving areas of the Village that “lack sidewalks entirely, are on a very busy highway, and pose the most danger to students, classes, sports teams, senior citizens, county office workers and residents that walk these routes on a daily basis.”⁵ The proposed improvements will ensure that the Village of Schoharie remains a “walkable community” by maintaining and enhancing critical pedestrian connections. The project includes:



Area 1: Improvements to the existing pedestrian crosswalk in front of the school on NYS Route 30. This area serves as the primary route for K through 12 students to cross NYS Route 30 and has limited sight distance and high traffic volume, creating an unsafe situation. The improvements include additional signs, and flashing beacons at the crossing and along each approach to the crossing.

Area 2: Installation of approximately 277 linear feet of concrete curbed sidewalk and 2 drainage structures along the western highway boundary in front of the Gulf station along NYS Route 30.

Area 3: Installation of approximately 1,100 linear feet of at-grade concrete sidewalk, installation of a new crosswalk near the intersection of Fort Road and NYS Route 30, relocation of approximately 850 linear feet of existing guard-rail, and installation of approximately 850 linear feet of pressure treated fencing.

⁴ US Dept. of Transportation, Federal Highway Administration, Safe Routes to School (SRTS) Program. <http://safety.fhwa.dot.gov/saferoutes/>

⁵ Village of Schoharie/Schoharie Central Schools Pedestrian Improvements Project, 2012 NYS SRTS Program Application, October 2, 2012 Lamont Engineers.

Sustainability & Environment

Improved roadway designs are a significant factor in reducing carbon emissions and achieving environmental goals. Providing residents with an efficient transportation network that supports alternative modes of transportation reduces the number of motorized trips and miles traveled.



Green infrastructure example for managing runoff with small stormwater swale.

Incorporation of alternative environmentally-friendly paving materials, drainage structures and street lighting is an important component of Complete Streets. Increased use of porous pavements greatly reduces the amount of stormwater runoff and associated pollution and sedimentation. The use of LED streetlight fixtures as an alternative to the traditional metal halide and high pressure sodium fixtures greatly reduces the amount of energy consumed and a longer service life. In addition, incorporating innovative green infrastructure techniques for water quality protection and stormwater management is cost-effective, sustainable, and environmentally friendly planning and design solution to creating walkable, attractive communities. According to the Village of Schoharie’s *Long-term Community Recovery (LTCR) Strategy, Statement of Need*, “the Village could be a model of smart growth in Upstate New York – it has up-to-date water and sewer facilities, sidewalks, cultural facilities, affordable and safe neighborhoods, and a centralized business district.

As previously stated, the growing epidemic of obesity has communities nationwide searching for ways to improve the built environment and promote healthier living. The lack or inadequacy of sidewalks and bicycle paths are often cited as contributing factors to this nationwide problem. Complete Streets provide opportunities for increased physical activity by incorporating active design elements that promote walking, jogging and cycling.

Opportunities for Healthy Living

As previously stated, the growing epidemic of obesity has communities nationwide searching for ways to improve the built environment and promote healthier living. The lack or inadequacy of sidewalks and bicycle paths are often cited as contributing factors to this nationwide problem. Complete Streets provide opportunities for increased physical activity by incorporating active design elements that promote walking, jogging and cycling.



APPLICABILITY

Establishing an accessible, safe, and well-connected transportation network means incorporating design elements and guidelines that address the needs of all users while remaining flexible and relevant. The majority of the Village’s transportation network is comprised of local roads. According to the 2011 NYS DOT Highway Mileage Report, the Village has 7.3 total centerline miles of roads, which includes: 4.2 miles of Village-owned roads, 2.1 miles of State-owned roads, and 1 mile of County-owned roads.

The *Healthy Initiatives & Complete Streets Policy Guidelines* should be considered for all new public streets constructed by or for the Village and for all streets constructed by private entities that will be dedicated to the Village as public streets, as is typical of new residential subdivisions. In the latter case, the design elements of the policy will be reviewed and enforced in conjunction with any permit applications for building permits, subdivision applications, site plan review or variances.

While roads can theoretically be retrofitted in accordance with a Complete Streets policy at any time, there are certain circumstances which present a logical opportunity to evaluate and potentially redesign an existing street. These include roads undergoing full-depth pavement repair/replacement and roads undergoing horizontal realignment. All road projects of this magnitude will be reviewed for the feasibility of incorporating Complete Streets design elements.

Exceptions

Making a policy work in the real world requires developing a process to handle exceptions. The National Complete Streets Coalition believes the following exceptions are appropriate with limited potential to weaken the Complete Streets policy. They follow the Federal Highway Administration’s guidance on accommodating bicycle and pedestrian travel and identified best practices frequently used in existing Complete Streets policies.⁶ Exceptions to designing Complete Streets can be made where:

- It has been set forth in publically available document(s) that use of the road by bicyclists and pedestrians is prohibited by law.
- The cost would be disproportionate to the need as determined by factors including: land use context, current and projected traffic volumes, demonstrated lack of need, or that the use of the design features would have an adverse impact on public safety.
- There is a documented absence of current and future need for Complete Streets design elements.



The primary objective of Complete Streets is to provide safe accommodation for all users of the transportation network. Engineers and project managers are talented and creative problem-solvers and should be able to address project-level barriers in ways that still achieve an environment supportive of all users. Additional exceptions begin to weaken this goal and may create loopholes too large to achieve the Complete Streets vision.

In addition to defining exceptions through policy language, the Village Board must establish a clear process for granting exceptions. The National Complete Streets Coalition recommends that the board of elected officials, a publicly accountable committee, or a senior-level department head be charged with

⁶ Complete Streets Local Policy Workbook, August 2012, National Complete Streets Coalition, www.completestreets.org.

approving exceptions, as appropriate for the Village. Doing so will ensure that as the policy moves into implementation, its intent is carried out and exceptions are not abused.

Coordination with Other Jurisdictions

While the Village seeks a consistent and comprehensive application of these Guidelines, a portion of the road network is under the jurisdiction of other entities such as the County or the State. Whereas the Village cannot mandate that any other entity adopt a similar policy, the Village will endeavor to coordinate with these other entities to promote continuity across jurisdictional boundaries to achieve the Healthy Initiatives and Complete Streets vision.

II. LOCAL PLANNING & POLICY REVIEW

Communities known for their high quality of life are walkable, bikeable and vibrant and the integration of land use and transportation is critical to the livability of a community and region. Ensuring Complete Streets are consistently provided within the community contributes to this high quality of life. Complete Streets may include elements such as defined pedestrian and bicycle spaces, street trees and benches, pedestrian scaled lighting, and transit stop shelters. These elements allow people to safely walk to the grocery store library, take the bus to school, or bike to the park. Such elements increase the capacity of the street network and positively impact the physical health and safety of the community. Integrating Complete Streets practices into local planning and policy decisions will help encourage safe and active transportation, decrease pollution, and reduce the incidence of childhood obesity, social isolation, diabetes, and heart disease. By including Complete Streets language in the Comprehensive Plan, the Village is promoting street design and land use policies that allow people to get around safely on foot, bicycle, or public transportation.

The following is a summary of the goals, objectives, recommendations and policies of the various plans and studies that have completed by and for the Village of Schoharie, which are consistent with and/or support Complete Streets concepts and Healthy Initiatives:

VILLAGE OF SCHOHARIE COMPREHENSIVE PLAN

The following goals, objectives and recommendations are included in the 1997 Town and Village of Schoharie Comprehensive Plan and generally support and promote Complete Streets concepts and Healthy Initiatives:

Economic Development and Downtown Revitalization

Initiate Downtown Revitalization Projects for Schoharie and Central Bridge.

- The historic atmosphere of the Village should be the theme for Main Street revitalization. Physical improvements along these lines include more street trees, benches, cleaner upper stories of buildings, an improvement of building rears, and improved sign design.



Safety and traffic

Provide for a safe pedestrian environment in the Village.

- Heavy traffic, the difficulty in crossing Route 30 in the Village of Schoharie, and pedestrian safety are major concerns. In order to enhance safe pedestrian crossings over Route 30, work with NYS DOT planners. Establish new mechanisms to enhance pedestrian crossings and safety such as speed limit reduction, crosswalk lights and signals, and/or better identification of crosswalks.
- Continue the Village program of improving and extending sidewalks.
- Require sidewalk construction in front of new structures along Main Street.



Plan for traffic control on State, Town and Village highways.

- Locate commercial “nodes” along Routes 7 and 30 and apply access management tools there.
- Work with appropriate highway departments to improve safety and traffic flow on major intersections in Central Bridge along Route 7 and Route 30A — especially to commercial truck and tourist traffic.
- Connecting roads to improve traffic flow should be planned for. Develop an “Official Map” that is adopted by the Town and Village to accomplish this.
- Town road and highway law should be reviewed and altered to reflect rural road standards. Road size impacts both the visual character and safety of an area. Avoid building oversized roads when they are not needed. Although narrower road widths are appropriate in certain situations, ensure that roads and/or new bridges are wide enough to accommodate large farm machinery or emergency vehicles.



Recreation

Provide for future recreational needs, especially activities for young people, and enhance existing park land.

- A Town-Village recreation committee should be set up to study specific recreational needs, fund raise, and implement recreational improvements and programs at existing public facilities. These facilities include Fox Creek Park, LaSalle Park, the Central Bridge Park, and Schoharie Central School. Programs should be targeted to school-aged children and families.

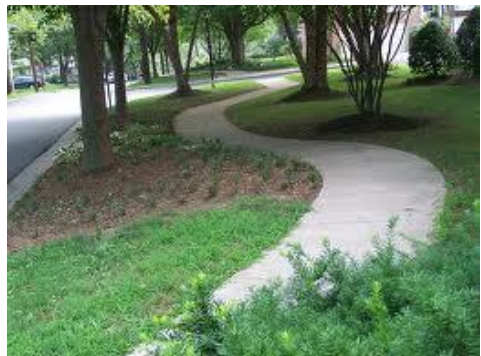


- Work with the Civic Association in Central Bridge to encourage positive use of their park and to develop off-road parking where necessary.
- The survey showed that residents desired additional recreational facilities such as a recreational center with areas for rollerblading, or street hockey, a youth or community center for dances, ping pong, and basketball, a theater, gym, and an indoor ice arena. A committee such as the proposed Town/ Village Recreation Committee could study these options.
- The Town and Village should work together and make a concerted effort to secure grant funds for specific recreational programs, especially for summer programs.



Provide for enhanced access to Schoharie Creek and other natural areas via bike/hike trails.

- The Schoharie Creek is an untapped waterfront resource. It has been recognized as an important resource to the region in the New York State Open Space Plan. Public access should be arranged for at several specific locations throughout the Town and Village. For recreation and economic development, access to the water is vital to the interests of Schoharie as well as being consistent with recommendations from the New York State Open Space Plan. The Town and Village should identify land ownership along the creek, locate appropriate areas for waterfront access, and work towards acquiring or gaining permanent easement access to them.
- Consider implementing a Town/Village trail commission to educate land owners and secure trail easements. Trails to scenic locations should be developed, for example, to Terrace Mountain, to link with the Long Path on Cotton Hill, or to the Old Stone Fort.
- A multi-use trail linking these sites would be an important recreational, cultural, economic and historical asset to the Town. Funding for a multi-use trail may be available from federal ISTEAs funds.



Promote recreational use of the area's natural resources.

- Establish a bike path along Route 30 to Middleburgh, or create designated bike routes (with signs, mileage, etc.) along historical routes

and roads with vistas.

- All Town and Village recreation opportunities should be listed in a brochure.

TOWN & VILLAGE OF SCHOHARIE DESIGN STANDARDS

The Town and Village of Schoharie Comprehensive Plan contains Recommended Design Standards in Appendix A that include elements such as maximum setbacks for commercial and residential buildings, encouragement of mixed use buildings, facing buildings on the street, rear parking, pedestrian scaled lighting, limitation of curb cuts, shared access points, wide sidewalks, narrow streets, street trees and landscaping. All of these design elements are intended to create an environment that supports active modes of transportation and recreation, slow vehicles to speeds that are safe for all, and scale development to the to the human foot, making better use of the street as public space.

The Design Standard Appendix was reformatted to reinforce the Town and Village of Schoharie Land Use Law to provide examples of valued architectural treatments and site plan details in advance of development proposals and that the illustrations will help encourage higher quality development that is consistent with Schoharie's cultural and architectural legacy, reinforce economic successes, facilitate sensitive development and maintain the Town and Village's rural and scenic character. The Design Standards will help applicants understand what is intended by the stated criteria for site design, building design, and other building standards. The intent is to clarify what is expected so that the approval process will be streamlined for both the Planning Board and applicant.

SCHOHARIE MAIN STREET & GATEWAYS PLAN

The following recommendations are included in the 1998 Schoharie Main Street and Gateways Study, completed by the University at Albany Urban and Regional Planning Program Studio, and generally support and promote Complete Streets concepts and Healthy Initiatives:

Improve the pedestrian Realm: The Main Street area can be made more pedestrian friendly through several simple yet thoughtful steps and design procedures:

Short Term Recommendations

- Placement of benches along the Main Street approximately one every three storefronts, with possibly two benches in areas of food establishments.
- The core area would benefit greatly from better care and maintenance of its walkways. Cracks in the sidewalks should be kept free of grass and weeds.
- Install sidewalks along both sides of Stewarts' (Main and Johnson) to better define the pedestrian area and improve safety.
- Insert a row of brick along the curb line. The brick will add to the historic nature of the downtown and enhance the walking environment.

- Make the County Office Plaza more comfortable area for strolling, sitting, or just passing through on foot. The plaza is poorly designed and should be reconfigured to better contribute to the Main Street environment and celebrate the public space it has to offer.
- Seek DOT and TEA II funding to expand the sidewalk system to the fort. Also look into TEA II funding and other sources to adapt the abandoned rail bed leading to Middleburgh as a bike trail. Improved linkage to natural and historic resources will make the town more attractive to tourists as well as residents.
- Sidewalks should be provided in all areas where there is significant pedestrian traffic. Where possible, the sidewalk should be separated from the road with a planting strip containing street trees.

Traffic Concerns: Good design and concern for other forms of travel (i.e. walking, bicycling) will contribute to the distinctiveness of the village center. Some initial steps to improve this environment include:

- Bring route 30 under control through better enforcement of the current speed limits both approaching and through the village center.
- Paint the existing crosswalks to better delineate crossing areas while adding to pedestrian safety and comfort.
- Utilize "Stop for Pedestrian in Crosswalk" signs (figure 5). They would be an integral part of educating local drivers, enhancing safety, increasing comfort for walkers, reducing traffic speeds, and bringing attention to the village core as a destination where people want to be and walk.

Traffic Calming: There is a large amount of through traffic along Route 30 in Schoharie that aids in the local economy; however, this traffic often travels at high speeds and threatens the safety of pedestrians on or crossing Main Street. The traffic need not be diverted away, in contrast it should be seen as a resource that only needs to be harnessed or controlled more forcefully. Steps to be taken will clearly define the Main Street area, make it safe for pedestrians, and add to the historic identity of the district.

- Construct brick and/or raised walkways at the crosswalks along Main Street. Most important are the crossing points in front of the County Office buildings and at Johnson Street. The brick will add to the attractiveness of the downtown, giving it definition, while helping to slow through traffic.
- Install curb bulbs to ease crossing of Route 30 and help focus drivers on the existence of pedestrians in the area.

BUSINESS AND COMMUNITY DEVELOPMENT TEAM PLAN OF ACTION

The Schoharie Recovery, Inc. Business and Community Development Team developed the Plan of Action in 2011 which includes a number of recommended actions for Main Street Revitalization and the overall economic recovery of the Village. The document focuses on the following critical elements:

- Structural Repair and Remediation

- Business Retention
- Community Branding and Marketing
- Strategic Business Recruitment
- Restored Supply and Expanded Range of Housing
- Integrated Tourism Development
- Additional Public Places and Linkages

Particular actions included in the Plan that are consistent with and/or support Complete Streets concepts and Healthy Initiatives are:

- Work with NYSDOT to provide angled parking on Main Street (Route 30). Adding angled parking will serve to narrow the street and bring traffic speeds under control. Parking and travel lane striping in the downtown area also must consider and safely accommodate bicycle traffic along Main Street.
- Create and publicized walking tours with annotated history of the various historic sites and tourist destinations throughout the Village.
- Develop a formal village park accessible to residential areas for passive use and community gatherings. The park would include a traditional bandstand gazebo, playground for preschoolers, benches and (at most), an ice rink and parking area. Pedestrian connections to any new village park (discussed above) would also be necessary.
- Develop a youth center to address the lack of after-school activities for high school kids. On-site facilities would have study space, areas for group activities and both indoor and outdoor recreation facilities.
- Develop a senior center to provide a gathering place, meals, and activities for senior residents of the village and surrounding areas, regardless of income.
- Develop an early childhood laboratory/playschool to enhance educational and recreational opportunities for children between 2 and 5.
- Develop sidewalk, trail connections and bicycle accommodations. While the village is well supplied with sidewalks, there are gaps – most significantly a lack of sidewalks connecting the Fox Creek Park and Little League fields with the sidewalk system in the village. A crosswalk to Fort Rd. is also warranted to accommodate pedestrian traffic between the downtown and Old Stone Fort complex.

RECOMMENDED UPDATES TO THE COMPREHENSIVE PLAN AND LAND USE LAW

The Laberge Group reviewed the Village of Schoharie Comprehensive Plan and Land Use Law for consistency with Complete Streets concepts and the following technical recommendations represent our professional planning opinion on how these laws could be updated to enable safe and efficient access for all users. The proposed changes to these regulations will help the Village promote a number of community benefits including enhanced quality of life, improved community health, reduced dependence on automobiles, and less reliance on fossil fuels.



Comprehensive Plan Model Language

The following model language to support/promote Complete Streets has been extracted from a report developed by the National Policy and Legal Analysis Network to Prevent Childhood Obesity (NPLAN).⁷ The model language can be incorporated into the Village of Schoharie Comprehensive Plan when the Village commences a Comprehensive Plan update in the future. The Village is encouraged to tailor the sample policy and action items to local needs, concerns, and conditions to strengthen the Comprehensive Plan.

Sample Transportation Vision Statement

Transportation Vision Statement: *The community envisions a transportation system that encourages healthy, active living, promotes transportation options and independent mobility, increases community safety and access to healthy food, reduces environmental impact, mitigates climate change, and supports greater social interaction and community identity by providing safe and convenient travel along and across streets through a comprehensive, integrated transportation network for pedestrians, bicyclists, public transportation riders and drivers, [insert other significant local users if desired, e.g. drivers of agricultural vehicles, emergency vehicles, freight, etc.] and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.*

⁷ Model Comprehensive Plan Language on Complete Streets, National Policy & Legal Analysis Network to Prevent Childhood Obesity (NPLAN), February 2010

Sample Transportation Goals, Objectives and Policies

Although the 1997 Town and Village of Schoharie Comprehensive Plan includes Goals and Recommendations that support and promote Complete Streets concepts⁸, the following sample Goals, Objectives and Policies can strengthen the Comprehensive Plan. The Village is encouraged to tailor the sample statements to local needs, concerns, and conditions, and to identify the agency or department responsible for implementation:

Sample Goal: Provide safe and comfortable routes for walking, bicycling, and public transportation to increase use of these modes of transportation, enable convenient and active travel as part of daily activities, reduce pollution, and meet the needs of all users of the streets, including children, families, older adults, and people with disabilities.

Sample Objective: Integrate Complete Streets infrastructure and design features into street design and construction to create safe and inviting environments for all users to walk, bicycle, and use public transportation.

Sample Policy: In planning, designing, and constructing Complete Streets:

- Include infrastructure that promotes a safe means of travel for all users along the right of way, such as sidewalks, shared use paths, bicycle lanes, and paved shoulders.
- Include infrastructure that facilitates safe crossing of the right of way, such as accessible curb ramps, crosswalks, refuge islands, and pedestrian signals; such infrastructure must meet the needs of people with different types of disabilities and people of different ages.
- Ensure that sidewalks, crosswalks, public transportation stops and facilities, and other aspects of the transportation right of way are compliant with the Americans with Disabilities Act and meet the needs of people with different types of disabilities, including mobility impairments, vision impairments, hearing impairments, and others. Ensure that an ADA Transition Plan includes a prioritization method for enhancements and revise if necessary.
- Prioritize incorporation of street design features and techniques that promote safe and comfortable travel by pedestrians, bicyclists, and public transportation riders, such as traffic calming circles, additional traffic calming mechanisms, narrow vehicle lanes, raised medians, dedicated transit lanes, transit priority signalization, transit bulb outs, road diets, high street connectivity, and physical buffers and separations between vehicular traffic and other users.
- Ensure use of these additional features that improve the comfort and safety of users:
 - Pedestrian-oriented signs, pedestrian-scale lighting, benches and other street furniture, bicycle parking facilities, and comfortable and attractive public transportation stops and facilities.
 - Street trees, landscaping, and planting strips, including native plants where possible, in order to buffer traffic noise and protect and shade pedestrians and bicyclists.

⁸ See the 2002 Village of Sharon Springs Comprehensive Plan, Section 3: The Transportation System.

Sample Policy: As necessary, restructure and revise the zoning and subdivision codes, and other plans, laws, procedures, rules, regulations, guidelines, programs, templates, and design manuals, in order to integrate, accommodate, and balance the needs of all users in all street projects on public [and private] streets.

Sample Policy: Develop or revise street standards and design manuals, including cross-section templates and design treatment details, to ensure that standards support and do not impede Complete Streets.

Sample Objective: Plan and develop a comprehensive and convenient bicycle and pedestrian transportation network.

Sample Policy: Develop a long-term plan for a bicycle and pedestrian network that meets the needs of users, including pedestrians, bicyclists, public transportation riders, [insert other appropriate users if desired] and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.



Sample Policy: Conduct a demand analysis for each category of user, mapping locations that are already oriented to each mode of travel and type of user and those for which there is latent demand.

Sample Policy: Identify and prioritize necessary changes in order to implement the preferred network; prioritize neighborhoods with the greatest need and projects that significantly alleviate economic, social, racial, or ethnic inequities.

Sample Policy: Explore the use of non-standard locations and connections for bicycle, pedestrian, and public transportation facilities, such as easements, restored stream corridors, and railroad rights-of way.



Sample Policy: Develop funding strategies for addressing additional needs; actively pursue funding from state, federal, and other sources.

Sample Policy: Explore imposing dedication requirements on new development to create paths and other Complete Streets infrastructure.

Sample Policy: Collaborate with the County, State and other appropriate local and regional agencies, to integrate bicycle, pedestrian, and public transportation facility planning into regional and local transportation planning programs and agencies to encourage connectivity between neighboring jurisdictions.

Recommended Changes to the Land Use Law

Chapter 1, Section 1-5: Purposes: Add language such as “to ensure that the existing and future built environment promotes healthy active lifestyles, and provides optimal transportation accessibility and choices for its residents and visitors”.



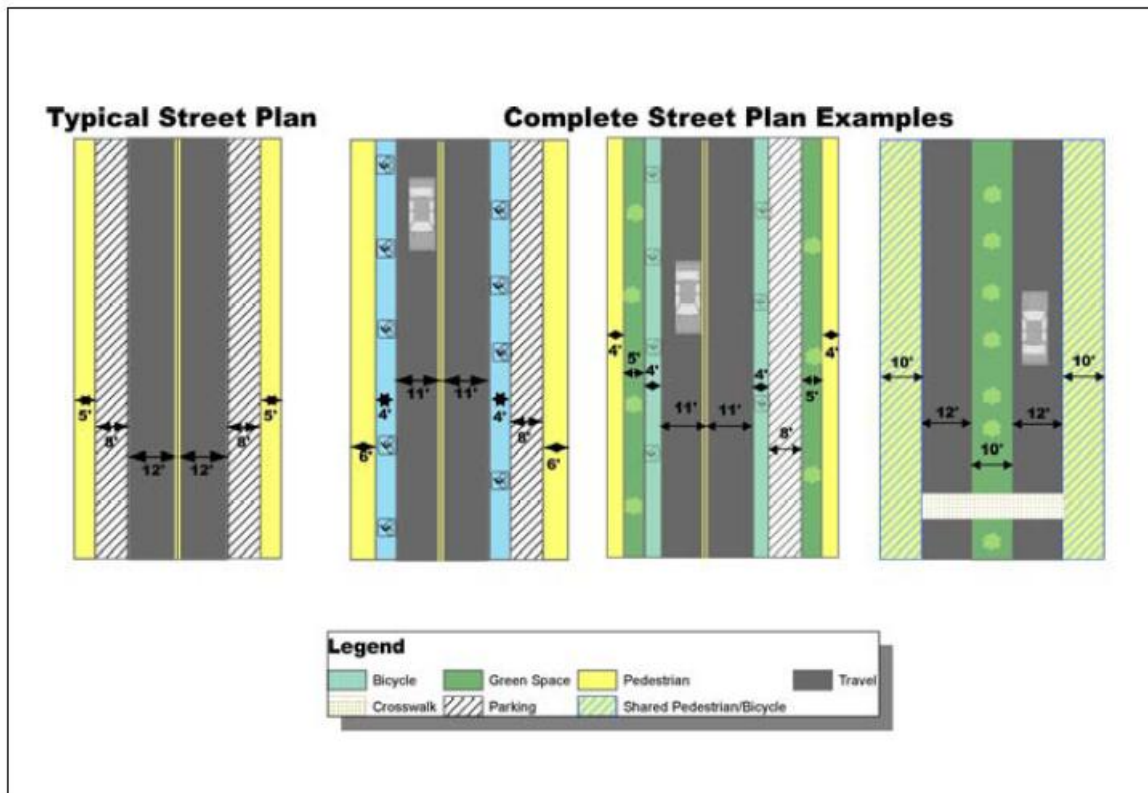
Chapter 3, Section 3-4, Road Standards: Add language to ensure that future streets are built to accommodate pedestrian and bicycle traffic as well as vehicular traffic, i.e., *proposed streets shall conforming to the existing Village street pattern and shall be of such width, grade and location as to accommodate the safe and convenient circulation of prospective vehicular, pedestrian, and bicycle traffic, and to facilitate fire protection and other services that would need to be provided for the safety and convenience of all users.*

Add language to ensure that future roadways are built to accommodate pedestrian and bicycle traffic as well as vehicular traffic. Minor changes to the roadway design standards can add important buffers between vehicles and pedestrians, encourage safer vehicle speeds, and promote active living. Design considerations for major, collector and minor roads should be added for shared pedestrian/bicycle lanes (paved shoulders), sidewalks with buffers, mid-block and at intersection crosswalks, bike lanes, “share the road” signs, sharrow (shared lane) markings, curb bulb outs or neck downs, on-street parallel and angled parking. Complete Streets are supportive of all users, “complete” with sidewalks, street trees, bike lanes, crosswalks, crossing medians, and other elements that help make the area more walkable, livable and healthy.



The classification of roadways can be further defined and include a cross-section illustrating the required width of the travel lanes, bike paths, shared pedestrian/bicycle paths, sidewalks, parking areas and planting strips. Encouraging narrower travel lanes will provide opportunities for wider sidewalks, bike paths and other necessary design elements to enhance pedestrian access and safety.

Example Cross Section Template for a Complete Street



Add design requirements for sidewalks based upon the road classification, i.e., a major or collector road can accommodate a wider sidewalk, and new residential and commercial developments near schools can require wider sidewalks. Sidewalks should adhere to the Americans with Disability Act standards.

Chapter 14, Glossary: The definition of “road/street” should refer not only to pedestrian and vehicular traffic, but facilities for all users, including motorists, pedestrians, bicyclists, and public transportation users, to the extent appropriate for the land use or the context of the street classification.