MALONE, NY: Active Transportation Workshops Summary

Prepared for: The Village and Town of Malone and North Country Healthy Heart Network
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Walk audit, May 7, 2019.

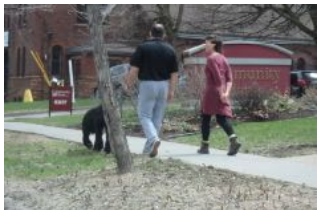
Recommendations Supporting Healthy Community Design & Development

On May 7-9, 2019 Mark Fenton facilitated a series of workshops, presentations, and community discussions focused on implementing Complete Streets (CS) and healthy community design principles in Malone NY. Participants included a range of stakeholders; public officials, agencies, and committees; health, transportation, and Complete Streets advocates; the business and professional communities, and interested citizens. The specific events included the following: On Tuesday May 7 a four hour workshop and walk audit targeting elected and public officials from the Village and Town of Malone, Franklin County, and the state. Wednesday May 8 included a three hour practical workshop on healthy and safe street design with Malone Middle School students; a talk at the Adult Center; and an evening presentation and discussion for the public. We concluded on Thursday May 9 with a breakfast presentation and discussion of recommendations for action targeting the business community; and a presentation at the Rotary Club's weekly luncheon.

During presentations Mark summarized research into what creates a more livable community generally, and settings that specifically encourage increased walking, bicycling, and transit use. This included exploring the growing evidence that these factors not only support public health through increased physical activity, but also economic vibrancy, environmental sustainability, and quality of life. Four key characteristics of such thriving communities are as follows:

A. Mixed land use patterns: Compact development with different land uses and activities intermingled and close together, allowing for "live, work, shop, play, learn, and pray" destinations within walking, cycling, and transit distance, while reducing sprawl and preserving open space and agricultural land.

B. Active transportation facilities: A comprehensive and connected network of pedestrian, bicycle, and transit facilities, such as sidewalks, bicycle lanes, and non-motorized pathways, as well as frequent, affordable, quality transit service appropriate to the community scale, from dial-a-ride to scheduled buses.



C. Functional site designs: Destinations are designed to reward, not punish, those who arrive on foot, by bike and transit, such as buildings at the sidewalk, with parking on-street (e.g. parallel or reverse diagonal parking), beside, or behind buildings; elements such as street trees, landscaping, benches, shade structures or awnings; human scale lighting; way-finding; and quality bicycle parking.

D. Safety and access for people of all ages, incomes, abilities and disabilities, including quality street crossings (e.g. highly visible markings, countdown timers on pedestrian signals), fully ADA-compliant design, and appropriately applied state of the art traffic calming such as curb extensions, median islands, roundabouts and mini-circles, and lane narrowing and road diets (four- or five-lane conversions to three lanes; one in each direction with a center turn lane).

Recommendations and priorities

The following is a list of recommendations for action that were generated during the many sessions held May 7-9, 2019. At the end of this section is a table with those recommendations sorted into three Ps: programs, projects, and policies. Programs include events, outreach, education, and promotional activities; projects are physical changes to infrastructure and the built environment; and policies entail rules, ordinances, guidelines, practices, and procedures. Taken together they provide an outstanding comprehensive approach to continuing to create a vibrant, safe, and increasingly healthy community. Note that there are certainly some low cost, near term actions that can be pursued within months to build interest and momentum going forward, as well as some longer-term goals that will be accomplished over several years. Following are high-priority actions that are recommended to keep the existing momentum going and to build even greater interest in community health.

1. Create an Active Transportation working group.

It was clear throughout the various sessions that there are many organizations, entities, and individuals who care deeply about the success and welfare of Malone and its denizens (see logos at right). Some come from a health and safety perspective, others regarding quality of life, or economic development and vibrancy, while still others focus on a specific topic such as Complete Streets, pedestrian and bicycle access, or environmental sustainability. But the bottom line is that each of these goals, and many others, will benefit from the focus on the principles of healthy development and active transportation outlined above. It is also clear that each of these stakeholders and initiatives would benefit greatly from four things:

Agree on a clear and unified vision for a thriving, sustainable Malone providing economic, environmental, and public health to all residents. This must be founded on the evidence-based principles outlined at the beginning of this memo, and can not just be focused on street redesigns. Success requires effort at three levels:

- Macro-scale land use to create destinations within walk, bike, and transit distance.
- Meso-scale network links to connect destinations for walking, cycling, and transit.
- Micro-scale design details that make routes and destinations safe and inviting for all.

Develop a universally agreed-upon plan of action that outlines specific and concrete steps to create a healthy and sustainable community. Clearly calming traffic and prioritizing pedestrian, bicycle, and transit access to the business and civic core of the community must be at the center of this action plan.

Create a collaborative working group with all parties that have an interest in helping to create a healthy sustainable community. Malone is too small of a community to have separate and parallel efforts underway – this needs the synergy of all stakeholders moving in the same direction, even as they take on different specific

tasks. For example, those concerned about business development certainly recognize the importance of slowing traffic on Route 11, and improving pedestrian and bicycle access to those businesses. Thus the design of business access and parking must explicitly include these priorities. Similarly, those working to make it safer for walking to school will have a stronger position before elected boards when the designs are also connected to bringing more sustainable traffic to businesses. Thus, beyond just a Complete Streets initiative, it might be termed the Malone Active Transportation Alliance (M.A.T.A.).

Select a universally agreed-upon convener. Successful communities typically select an entity to convene the collaborative working group in a position to understand the perspectives of all of the stakeholders. These have included (but aren't limited to) a health coalition or healthcare organization; university extension office; community foundation; Main Street or Chamber of Commerce; or another formal advocacy organization. The key is that it must be an entity that can put the goals of the collective ahead of its own agenda, which is sometimes very challenging for deeply invested organizations. This does not mean abandoning individual or group goals; it simply requires weaving them into a larger fabric of action, which benefits all partners.

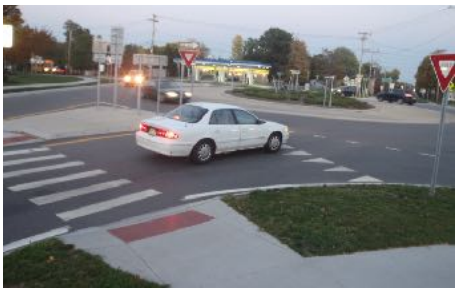
2. Fully implement Complete Streets at the village, town, and county level.

A Complete Streets policy states that every time a roadway is touched—for construction, maintenance, or just routine paving and painting—consideration should be given to accommodating all users: pedestrians, bicyclists, transit riders, and drivers of all ages, incomes, abilities and disabilities. The accommodation and design should be based not just on the volume and intended speed of the traffic, but also transit use, adjoining land uses, particular safety concerns, and potential *best-case* pedestrian and bicycle traffic. The New York State Department of Transportation has a Complete Streets policy, and increasingly it looks more favorably on funding and implementing projects that adhere to Complete Streets principles. The village and town have adopted Complete Streets resolutions, and ideally Franklin County will as well. But of course simply voting a Complete Streets policy is not enough; it must require specific actions.

All policies should specifically require routine accommodation. Complete Streets design elements must be included during other work, such as when roads are torn up for utility work, or when private entities come in for development and construction permits and site plan review. In every case the question should be asked, "Can we do anything to make this a more Complete Street for *all* users?" This can include simple steps, such as narrowing lanes during repainting to create a widened shoulder for walking or cycling, formalizing a median island (such as at left), or adding simple curb extensions at intersections during repaving to make pedestrians more visible and shorten crossing times.

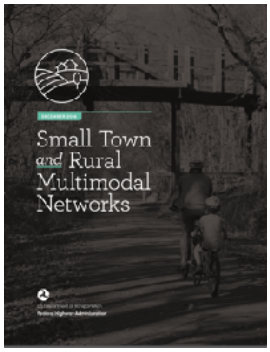
Adopt a roundabouts-first policy. The growing evidence on modern roundabouts suggest many benefits over comparable signal controlled intersections. It should be a matter of policy that any new intersection improvements should first be analyzed for a roundabout, before considering adding new or "upgrading" existing signal light infrastructure. The typical benefits include:

- Reductions in severe motor vehicle collisions, injuries, and fatalities.
- Reductions in pedestrian and bicycle crashes and injuries.
- Reduced vehicle delays; dramatically smoother motor vehicle flows at off-peak hours.
- Lower long-term maintenance costs than comparable signal light infrastructure (no hardware, lights, electricity), and initial installation costs comparable to signal lights.
- Continued normal and safe operation even during power outages.



The city, town, and county should adopt four documents as design guidance for their engineering and infrastructure staff *and all consultants*. These have detailed design treatments, images, and practical examples for a broad range of conditions based on existing best practices, which can help make engineers and others more comfortable with new or less-familiar approaches (see the resource listing for links):

- The National Association of City Transportation Officials' *Urban Street*, *Urban Bikeway*, and *Transit Street Design Guides*.
- The Federal Highway Administration's *Small Town and Rural Multi-Modal Networks* (FHWA, 2017).



Adopt the *Guidebook for Developing Bicycle and Pedestrian Performance Measures,* (FHWA 2016). This details measures of roadway performance other than simply moving the maximum number of motor vehicles in the minimum time, such as impacts on economic activity and business access, safety, access for at-risk residents, health outcomes, and many others. These are critically important measures for Main Street in Malone, and will be central to the case for Complete Streets improvements in on-going work with NYSDOT.

3. Launch a three-phase Complete Streets redesign on Main Street/Route 11.

The outstanding Malone Complete Streets plan and the CS Advisory Board have proposed specific improvements throughout the community, including specific priorities along Main Street. This corridor in particular is of critical importance to the economic and social well-being of the community. Some of the recommendations are very substantial, such as lane reductions and constructions of modern roundabouts, and could literally take years to implement because of their costs and need to work with the NY State Department of Transportation. Therefore it is recommended to take a three-phase approach to implementing Complete Streets principles on this corridor; this approach can then be repeated throughout the community.

Phase I: Pop-up and demonstration projects.

On May 8 students at Malone Middle School participated in a workshop in which they used simple materials, thanks in part to DWP support (such as rubber curbing and vertical delineators, cones, hay bales, planter boxes) and reversible methods to create curb extensions, median islands, mini-circles, and parklets. Along with temporary paint, painted tires, potted plants, and other materials these are excellent ways to demonstrate effective treatments that can make pedestrians and bicyclists more safe, while actually improving traffic flows by reducing uncertainty and vehicle safety concerns. Specific Phase I opportunities include but are not limited to the following ideas:

Curb extensions along Main Street. Key pedestrian crossings such as at Elm Street, Howard, Ave., William and Raymond Streets are well suited to high visibility curb extensions. Such extensions that are just less than the width of the parking lane provide the following benefits to all users, not just pedestrians:

- Increase pedestrian visibility and shorten crossing times (benefits to drivers).
- Allow pedestrians to better see vehicles, and preclude cars from parking illegally and dangerously close to crosswalks.
- Appropriately slow traffic in the central business district.

Low cost painted median island

Median islands, beginning in front of the Post Office. This is a defined space in the street that acts as a pedestrian refuge between the travel lanes; it is ideal for several spots in Malone where the center turn lane is cross-hatched with yellow striping indicating there is no left turn available and vehicles can not use the lane. These locations (and others where no turning movement occurs) could be marked off with more prominent paint, temporary curbing and vertical delineators, planters, signs such as "Yield to Pedestrian in Crosswalk," and other materials to create an actual median refuge for a pedestrian. Priority locations for this treatment:

- Crosswalk in front of the Post Office.
- Crosswalk in front of the YMCA, between Webster and Fort. Covington Streets (this was specifically mentioned by the Middle School students as an area of concern).
- Crosswalk between Edward and Center Streets.
- Crosswalk on the east side of the Raymond Street intersection.
- Crosswalk on the west side of the Willow Street intersection.
- Possibly the crosswalk in front of the Congregational Church (near Clay Street).

A parklet (or several) on Main Street. The Middle School students recommended that a parklet be constructed in one or two parking spaces in front of Giuseppe's Pizzeria, to provide on-street seating. The

pictured parklet in Plattsburgh (left) uses concrete barriers, but a combination of planters, fencing, seating and tables with umbrellas and other treatments can create a very visible and functional temporary parklet. This would be even better if combined with the lane reduction (next), which would move traffic one lane away from the sitting area.

Lane reduction (or "road diet"). It is noteworthy that Route 11 is essentially a three-lane road (one in each direction plus center turn lane) outside of the village center, but widens to five lanes in the very central business district. From an economic development standpoint, this area should be the most pedestrian- and bicycle-friendly, yet it feels most like a highway. Related to this is the fact that much of the traffic volume in this area is local traffic, not through traffic, as the traffic volumes drop off quickly both east and west of the river. These are related facts; one workshop participant admitted she would drive from her job at the Courthouse to the post office rather than walk that reasonable distance *because* of the poor pedestrian environment. Needless to say, improved pedestrian and bicycle conditions can be integral to reducing some of that local traffic (such as parents driving children to school, or people doing local errands). It is possible to do a pop-up demonstration of a lane reduction through the five-lane section of Main Street. Specific options:

- Do the first demonstration at a time when traffic volumes are lower and there is no snow or other seasonal challenges (e.g. perhaps a Sunday in summer?).

- Retain the center turn lane and one travel lane in each direction, and . . .
  - Turn the outer two travel lanes into wide, well-marked bicycle lanes. OR . . .
  - Mark the the outer travel lanes as the parking lane, and mark the existing parking lanes as a protected bicycle lanes (between the parking lane and the sidewalk). OR . . .
  - Combine the outer travel lane(s) with the existing parking lane to create a section of reverse (back-in) diagonal parking, as a temporary demonstration allowing residents and business owners to try it out.

- Make the demo a celebration of downtown Malone to heighten interest and engage more residents.

Collect objective pre- and post-demonstration data. It is very important to collect *objective* data, not just surveys and opinions, of any changes that may result from pop-up treatments. For example, measure and compare traffic volumes, vehicle speeds, and whether vehicles yield for pedestrians before versus after installation of curb extensions and/or median islands. Compare traffic volume and speeds, travel time through downtown, and delays at intersections before versus after a lane reduction. This is crucial because people will intuitively assume removing a travel lane will cause tremendous delays. But delay and travel time are greatly impacted by signal lights, not just the number of lanes, especially if a turning lane is present. It is recommended to continue to work with the schools, recruiting students to collect and analyze such data as part of their outstanding real-world curriculum.

Phase II: Low-cost "permanent" installations.

Curb extension w/ planters.

Permanent paint, vertical delineators, planters, signs, and other materials can be used to make some of the pop-up installations which were most effective actually permanent but at low cost. Particularly if convincing objective data has been collected, it may not be difficult to compel NYSDOT to allow installation of permanent low-cost curb extensions and median islands, using paint, rubber curbing, vertical delineators and signs. This is especially true if there is a likely positive impact on pedestrian, bicycle, and motor vehicle safety. It is important that these treatments look polished and intentional, not like temporary construction areas. So creating a curb extension with rubber curbing material, filling a portion with mulch, and placing potted plants can give the structure a more finished and permanent look, and be more effective in altering driver and pedestrian behavior.

Phase III: Major reconstruction.

The Malone Complete Streets Plan recommends consideration of major changes, such as a road diet from five- to three-lanes through town, addition of bicycle lanes, and installation of roundabouts at key intersections. It is important to know that just such improvements have been installed on state routes in villages and towns ranging from Olean to Hamburg to Brockport, so it is not unreasonable to expect NYSDOT to consider such treatments. The installation of pop-ups and demonstrations, the collection of meaningful objective data, and the continued involvement of not just a small group of advocates, but a broad group of health, safety, business, environmental, and social justice stakeholders will be critical throughout the planning and public input process. For example, diligent and on-going advocacy by the *Walk! Bike! Brockport! Action Group* played a critical role in assuring the installation of curb extensions and bike lanes, and replacement of a large signalized intersection with a modern roundabout during a major NYSDOT reconstruction of Route 19 through the village. Specific considerations for the redesign include (but are by no means limited to) the following:

- **Road diet or lane-reduction through the core of downtown.** Sections with four- or five-lanes should be reduced to three lanes, with one lane in each direction and a center turn lane or turn pockets wherever needed. This center area can act as a vegetated or raised island in other areas.
- **More curb extensions and crosswalk enhancements throughout.** Curb extensions and crosswalk enhancements often reduce traffic exposure and increase visibility of pedestrians using the crossings.
- **Median islands at the post office and other locations.** The crosswalks in front of the post office and a number of other locations should have median islands for pedestrian safety and traffic calming.
- **Sidewalk improvements along the Main Street corridor.** Construct sidewalk where it is missing, and repair sidewalks that require improvement. Convert existing sidewalks to concrete, removing pavers or stones, or just use these for edges and ornamentation but not the main treadway. This ensures that sidewalks adhere to ADA standards and also minimizes future maintenance costs.

- **Gateway roundabouts or median islands.** Roundabouts or median islands at the intersections at the east and west entrances of the village (e.g at Houndsville Rd/County 24 and at the WalMart) will help to decelerate traffic as it enters the downtown district.

4. Launch a Safe Routes to School program.

The goal of this program is to encourage more walking and bicycling to school for those students close enough to do so safely. The students at the Middle School demonstrated that there is interest among many of them to have safer walking and bicycling opportunities to and from school, and around the village and town in general. Continue work with the school to engage students in educational programs, and especially in creating and testing some of possible design demonstrations and pop-ups. Be sure to collect before and after data from the pop-ups: Are cars better about yielding for students at an improved crosswalk? Are students more likely to cross at a high visibility crosswalk, or do they just cross anywhere?

Educational and encouragement programs. Incorporate pedestrian and bicycle safety skills training into the curriculum ensuring that students know the proper and safe way to use existing sidewalks, crosswalks, trails, bicycle lanes, and other infrastructure. Program elements should also include the following:

- **Promote walking and bicycling.** At every opportunity continually reiterate the goal of having the maximum number of students possible walking to school, emphasizing the health, academic performance, and behavioral benefits to students, and safety benefits to absolutely everyone.
- **Institutionalize school support** and provide teachers with ways to recognize students who are frequent walkers – modest prizes, recognition at assemblies, etc.
- **Generate heat maps** indicating where there are clusters of students in surrounding neighborhoods, and suggest to parents that they create informal walking groups (often called walking school buses) so that each parent doesn't have to walk with every student every day.
- **Engage the students in measuring vehicle traffic.** Students can count total vehicles at arrival and dismissal, observe and count pick-up/drop-off locations, count specific behaviors (dropping students away from the curb, double parking, U-turns in the street), and they can analyze trends over time.

Walking school bus. Trial a walking school bus where parents rotate in walking groups of students to school from a designated location from either neighborhoods or somewhere closer to the school used as a a satellite drop-off/pick-up location. One location suggested as a satellite drop-off for Flanders school and for St. Joe's school is the church by the old adult center; this can act as a location for the start/finish of a walking school bus route.

Student pick-up safety delay. Implement a 5-minute safety delay for the car line at dismissal, allowing for walking and bicycling students to be dismissed and exit the school area with limited vehicle hazards. This minimizes pedestrian risk as well as creates an incentive for walking and biking to school.

Integrate a student led beautification program into the Safe Routes to School program. Partner with students to build benches, planters, bike racks, parklets, and other functional design elements to enhance downtown, school routes, and other areas of Malone. This program should include giving students the responsibility to build and maintain any elements that they construct.

Launch pilot safety improvements at key intersections. During the very temporary and simple pop-up demonstrations the students constructed on Francis Street during their workshop on May 8, one student was overhead at the intersection with Academy Street saying, "I almost got creamed here walking to school." It is a very wide open intersection, the one painted crosswalk is barely visible, and it passes at a dangerous angle through the very middle of the intersection. There is a great need for a high quality pedestrian crossing, as well as traffic calming measures to slow vehicles and make drivers aware of the pedestrians in this area. Students also suggested that crossing Webster and Francis at the other end of the street is also a challenge, with wide crossings and barely visible crosswalks. This suggests the following treatments are critical and must be completed before the start of school in the fall, as there is an imminent safety risk. Installing them as pop-ups or demonstrations during the summer, when there is much less traffic, allows them to be tested with large vehicles including school buses. Feedback can be gathered from neighbors and others who access the area, and needed adjustments an be made before the start of the school year.

Pop-up curb extension.

- **Create curb extensions on all four corners of Webster and Francis Streets intersection.** These can first be created as low-cost demonstrations with retro-reflective paint, rubber curbing material, and vertical delineators. This will both calm traffic and make pedestrians more safe thanks to improved visibility and a shortened crossing. The curb extensions can be made permanent when these streets are repaved.

- **Create curb extensions and a median island or other traffic calming refuge at Academy and Francis.** There is a large sweeping curb on the northwest corner of this intersection, presumably to accommodate school buses making the turn from southbound Academy onto Francis. But it means students coming north to the school on Academy have a very large open crossing, which is dangerous for both pedestrians and drivers. A median island on Francis Street could be aligned with the existing curb ramp on the east side of Academy, linked to that curb ramp and the southeast corner of the school grounds with high visibility crosswalks. A curb extension on the east side of Academy could further improve pedestrian visibility and

slow traffic at this currently very dangerous crossing. Students have specifically requested the Village Board approve some safety enhancement at this intersection, and it is a very high priority given the current danger to pedestrians. It would be ideal to test a treatment here over the summer, before students return.

- **Extend these measures to other critical locations.** Students indicated that these types of safety improvements could be beneficial at other locations as well. Use these first efforts to demonstrate effectiveness, then roll out improvements to other walking routes to schools.

5. Plan, zone, and permit for downtown revitalization, not sprawl.

The success of downtown businesses in many communities depends heavily on nearby residential density. This means not just adjacent neighborhoods with single and multi-family homes, but also residents living directly downtown, in upper floors of downtown buildings. It also depends on a critical mass and variety of businesses that bring people into the core for multiple tasks, products, and services. And of course safety and ease of access is crucial, which will be addressed by on-going Complete Streets efforts. But there are two critical zoning and permitting policies (at least) that can support the first two factors mentioned.

Create zoning incentives for multi-story mixed use development and redevelopment. Traditionally Main Street buildings would have had retail businesses and offices on the first floor, and residential spaces (now apartments or condominiums) on upper floors. Zoning should explicitly support a variety of housing sizes and types in downtown buildings, and policies can include supports such as tax incentives or abatement that helps defray the cost of improvements necessary to bring residential spaces up to current codes for residential occupancy (exits, fire suppression, etc.).

The town and village must collaborate on constraining "edge" development. Continued development of strip mall and "box" retail to the west of downtown on Route 11 can only serve to undermine redevelopment of the core and the overall economic health of the community. As is evidenced by the rate of vacancies and turnover in these retail developments, they rarely prove to be the long-term economic boon that they are portrayed as when being planned and permitted. Malone Town and Village would both be better served by concentrating economic development first in the existing downtown, which has the greatest immediate access to consumers, and second by increasing density in the existing strip development that is most successful. One way to do this is by permitting *no new development* areas west of downtown. This is best done through zoning policy, designating that open and agricultural space shall remain so, and directing those interested in development into exploring the core first, or re-developing other existing Route 11 retail clusters second. The operating principle should be that no more open space will be paved before the downtown is thriving and existing retail space is fully occupied.

6. Community-Wide Initiatives

Simple low cost community programs and events can help create an energy and enthusiasm for the revitalization of Malone. While student engagement is a priority, it is imperative not to overlook the engagement of all community members across the age spectrum. Initiatives that can be implemented on a community-wide scale include the following:

• **Malone beautification program.** Incorporate elements that not only beautify Malone, but also reward pedestrians and bicyclists. Some recommendations from the workshop included dog waste dispensers and trash cans, planters and flowers, and even bike racks on the regional transit buses. For example, place planters and bike racks in the furnishing zone on Main Street; benches in front of Kinney's can face each other to create a social space.

• **Map and connect county bike routes, with Malone as the hub.** Inventory the existing bicycle routes in the region and map and connect those routes to Malone. Launch a comprehensive community campaign to gain support for the established benefits of connecting the surrounding bike routes, such as increased economic vibrancy from visitors, environmental and health benefits, and increased transportation options for residents.

- **Riverfront park events and activities.** Introduce residents to the riverwalk area with events and festival activities. Begin a farmers market in the downtown on weekends (such as a mobile market), perhaps near the river walk area. Tie this to the Local Foods Local Places program, and be sure to engage the business community in this process and feature them at these events.
- **Way-finding and signage.** Inventory and install way-finding signs directing pedestrians and bicyclists to key destinations such as schools, parks, shopping districts, and businesses. Signs should indicate walk and bike times to destinations (based on 3 mph walking speed, and 10 mph for bicycling), and this can be tried inexpensively by making signs through the *WalkYourCity.org* website. Signs must also direct drivers to parking areas just off of Main Street, so they can park once and walk to their destinations.

By no means are these all of the steps needed to continue the revitalization of Malone. But they are some of the highest priority ideas to come out of our workshops, and should be the focus of on-going efforts, despite the challenge that will come with executing some of these priorities. Below is the list of program, project and policy ideas that came out of the workshop sessions.

	Short Term	Long Term

Programs
(e.g. events, outreach, education, promotions)
	• Safe routes programming (walk to school day, walking buses)
	  • Education programs on safe street crossing;
	  • Beatification program working with students
	  • Walking school buses
	• Engage businesses
	• Pop-up demonstration projects
	  • Pedestrian islands and bump-out demonstrations during concerts on the park.
	  • Outer lanes closures to test the road diet idea
	  • Community bike event to kick off an outer bike lane on Main Street
		• Refresh master plan
		• Provide downtown revitalization incentives
		• Activities and events in riverfront park to engage residents and businesses.
		• Map and connect bike routes around the county, with Malone as the hub

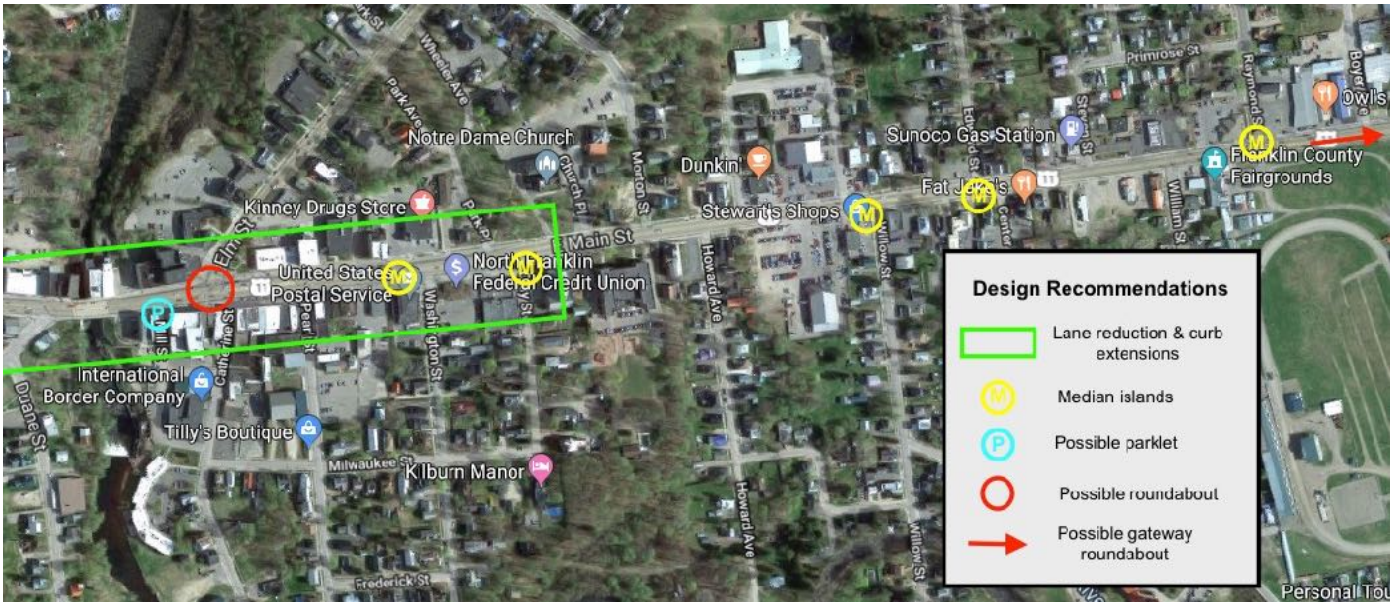
Projects
(e.g. changes to physical infrastructure & the built environment)
	• Create pop-up demonstration treatments for the following:
	  • Pedestrian island at post office – demo first as pop-up
	  • Gateway median islands
	  • Highlight grade separation by the dentist office
	  • Better signage on the lane drop-off going eastbound on Main Street
	  • Better signage to car parking just off of Main Street
	• Dog waste dispensers & trash cans
	• More beautification efforts (trash, flowers, etc.)
	• Farmers market into downtown on weekend (mobile markets) – near the river walk area. (Tie to the Local Foods Local Places program)
		• Sidewalk along the fairgrounds on Route 11.
		• Priority: Road diet on Main Street – get down to three lanes the entire way (4 to 3 lane reduction)
		• Gateway treatment on Main Street coming from the east and west to begin slowing traffic –
		• Big roundabouts at WalMart & Houndsville Rd (County 24)
		• Convert sidewalks to concrete, remove pavers/stones, or just use for edges and ornamentation, not main treadway.
		• Place planters, benches in the furnishing zone on Main Street
		• Benches in front of Kinney's; facing each other to create social spaces.
		• Rehab the park on Webster and Main (could make it much more appealing)
		• Change entrance/exit at Sawyer Ave. where Dollar Store is closing.
		• Create Riverwalk area, with a quality connection up to street level.
		• More new pedestrian scale lighting on Main Street.
		  • Bike racks throughout the county, certainly throughout town.

Policy
(e.g. rules, ordinances, guidelines, practices, & procedures)

- All new construction must require sidewalks
- Franklin County should adopt a Complete Streets policy
- 5 minutes safety delay for car-riders at school dismissal: release pedestrians, bikes, and buses first; hold car line until all pedestrians are clear.
- Require bike & pedestrian accommodation during on development, redevelopment.
- Provide a satellite drop-off for Flanders school and for St. Joe's school at the Church by the old adult center.
- Dark sky policy; focus pedestrian lighting on street, minimize light pollution.
- More bike routes designated, with real bicycle lanes.
- No left turns on Main Street except when there's a dedicated left turn lane
- Update zoning to reflect desire to keep businesses downtown.
- Create collected neighborhood school bus stops (walk to the bus).
- Roundabout at Route 30 (drugstore intersection) and Route 11;
- Right turn lane only at Webster and Main.
- Eliminate left turn at Harrison Place
- Incentives to owners to rehabilitate historic structures
- Snow removal on Main Street – Create a snow removal district with shared cost and professional snow clearing to assure high quality and consistency.
- Town and village converge on economic redevelopment efforts.

Possible design locations, west:

Possible design locations, east:



References & Resources

The National Center for Safe Routes to School; lots of practical information and downloadable resources: www.saferoutesinfo.org

The Safe Routes to School National Partnership; coalition of organizations and experts providing great implementation support to schools & communities: www.saferoutespartnership.org

Complete Streets: National coalition working for streets that work for pedestrians, bicyclists, transits riders, and drivers of all ages, incomes, and abilities: http://www.completestreets.org

Slow Your Street: A How-to Guide for Pop-Up Traffic Calming. Detailed, practical information on implementing low-cost short- and long-term demonstration projects. Available from Trailnet. https://trailnet.org

The Tactical Urbanist's Guide to Materials & Design, by the Streets Plan Collaborative. Detailed materials and implementation recommendations on demonstration traffic calming projects. Downloadable for free. http://tacticalurbanismguide.com

Urban Street Design Guide and the Urban Bikeway Design Guide by the National Association of City Transportation Officials (NACTO). https://nacto.org/publication/urban-street-design-guide/

Small Town and Rural Multi-Modal Networks, FHWA 2017. Lots of relevant images, information, and practical case examples. Downloadable for free. https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/

Guidebook for Developing Bicycle and Pedestrian Performance Measures, FHWA 2016; downloadable for free. https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/performance_measures_guidebook/pm_guidebook.pdf

Costs for Pedestrian & Bicycle Infrastructure Improvements, Pedestrian & Bicycle Information *Center* (PBIC), 2013. http://www.pedbikeinfo.org/cms/downloadsCountermeasure_Costs_Summary_Oct2013.pdf

Bethel VT Better Block demonstration includes pop-up traffic calming, bike lanes, and retail stores, organized with the AARP. https://www.youtube.com/watch?v=5KE5UGY6uso (4:40)

Better Block: educates, equips, and empowers communities and their leaders to reshape and reactivate built environments to promote the growth of healthy and vibrant neighborhoods: www.betterblock.org

Walk [Your City] assists with creating way-finding signs for pedestrian and bike routes: www.walkyourcity.org