

Building Connectivity and Increasing Safety through Complete Streets Sherman, NY

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GObike

Acknowledgement

Colleen Meeder, Village Mayor
Judy Warner, Village resident
Lisa Roberts, Chautauqua Health Network (CHN)
Kimberly Cole, Village resident
Hazel Halter, Village resident
Mark Persons, Town Supervisor
Sherri Rater, Chautauqua County Health Department
Lauren Sharp, Junior Planner at Chautauqua County
Emma Cook, Junior Planner at Chautauqua County
Stephanie Nick, Special Projects Coordinator at Chautauqua County
Shelley Croscut, Treasurer at Sherman Historical Society
Crystal Erhard, Administrative and Finance Assistant with CCPEG
Jacob Bodway, Park Commission Member at CCPEG
Carrie Yohe, Superintendent at Sherman Central School District
Jared Oehlbeck, Director of Facilities at Sherman Central School District
Lacey Wilson, Chautauqua County Health Department
Heidi Ottaway, Food Service Director for the Cassadaga Valley Central School District
Nicole Cleary, Senior Project Landscape Architect at Barton and Loguidice
Ken Labuskes, Village resident
Chris Labuskes, Village resident
Georgia Peck, Innkeeper at Sherman's Inn on Main
Garrett Spitzer, Vice Chair at Village Planning Board
Jodi Gray, Heron Farm
Emily Reynolds, Executive Director at Cornell Cooperative Extension, Chautauqua County
Tim Minge, Pastor at Sherman First Baptist Church
Jacob Bodway, FCCG
Ken Labuskes, Steering Committee Member and ZBA Vice Chair
Georgia Peck, Chamber Member and Steering Committee Member
Jodi Grey, CCETS
Tim Minge, Steering Committee Member
Doug Crane, Village Streets Superintendent



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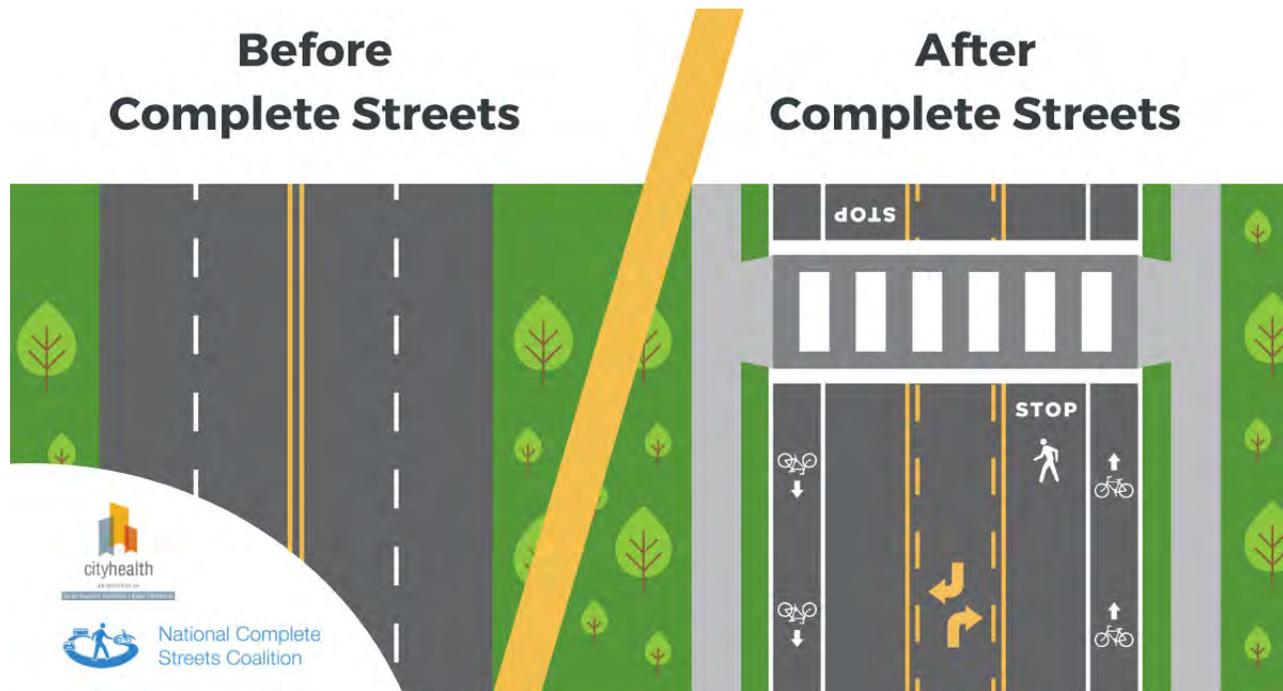


What is a Complete Streets Policy?

Summary

Complete Streets are streets for everyone. Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

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.



Source: National Complete Streets Coalition, Smart Growth America

Complete Streets policies can help states, metro areas, counties, cities, and towns transform how they make decisions about their streets. But a strong policy is just the first step in a much longer process to shape practices for street design. Changing those practices is a key step in making a Complete Streets approach the default approach. Those practices determine the projects that get built and how, which are the building blocks of creating a complete network to serve everyone and connect more people to destinations safely and efficiently.¹

¹ Smart Growth America. What Are Complete Streets? Sourced at: <https://smartgrowthamerica.org/what-are-complete-streets/>



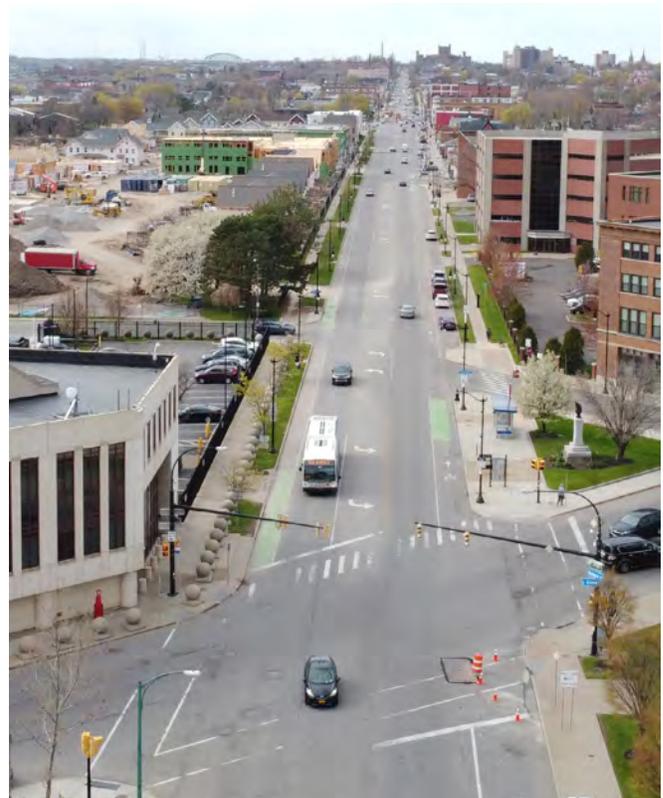
Making the Case for Complete Streets

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.

While national initiatives, such as Complete Streets and Safe Routes to School, are examples of programs that support pedestrian facility development, problems persist. In 2019, there were 6,205 pedestrians, 846 bicyclists, and 287 other non-motorists (e.g. persons riding micromobility devices) killed in crashes with motor vehicles in the United States. Together these road users account for a growing share of total US traffic fatalities: in 2010, pedestrians, bicyclists, and other non-motorists represented 15.5 percent of total traffic fatalities, and in 2019 they accounted for 20.3 percent of fatalities.

Non-motorist fatalities increased by 43.6 percent in the ten-year period between 2010 and 2019. During that same time period, total traffic fatalities increased by 9.4 percent. At a national level, the majority of pedestrian fatalities (73.3 percent) and bicyclist fatalities (62.0 percent) occur at non-intersections.²



Source: GObike Buffalo

² National Highway Traffic Safety Administration. (2021, September 02). Fatality Analysis Reporting System (FARS): 2005-2018 Final File and 2019 Annual Report File (ARF). Version 4.0. Retrieved October 19, 2021, from <https://cdan.dot.gov/query>.

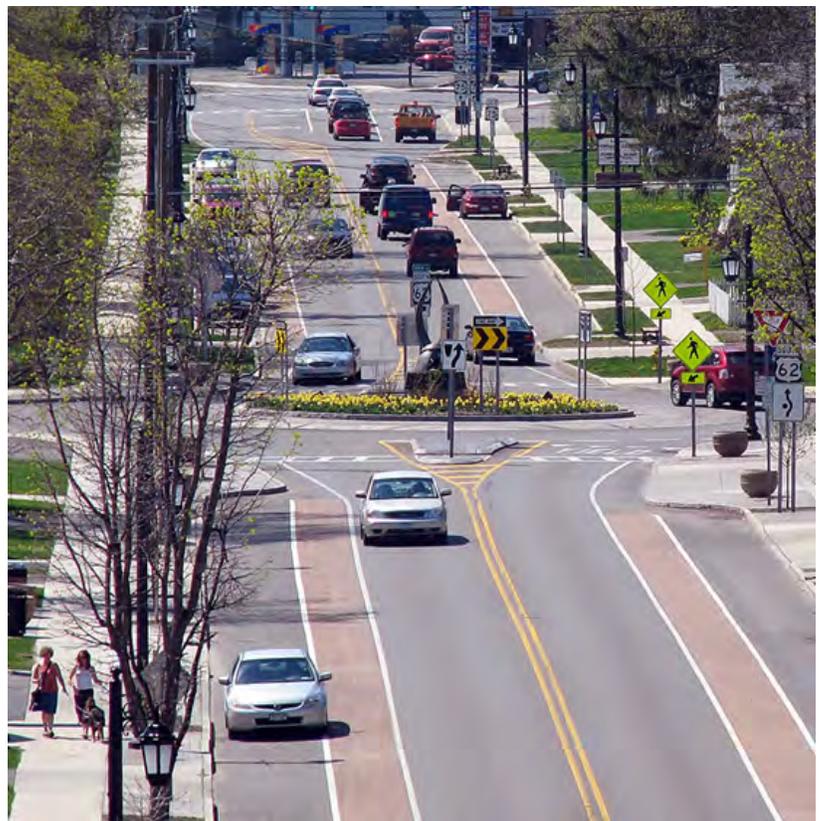


Case Study: Hamburg, NY

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-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%.³ This has led to the resurgence of private investment and property values.³



Source: NYSDOT

³ Better! Cities & Towns, The Inspiring Story of Hamburg, NY. Sourced at: <http://bettercities.net/news-opinion/blogs/robert-steuteville/20401/inspiring-story-hamburg-ny>



Case Study: Hamburg, NY

Village leaders understood that it was not enough to redesign 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 upperfloor 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 have 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.⁴



Source: GObike Buffalo

⁴ 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>



Complete Streets Workshop Overview

GObike hosted a Complete Streets workshop in the Village of Sherman on October 10th, 2023. Justin Booth, Executive Director of GObike, facilitated the discussion. The agenda contained several main elements including; an introduction and visioning exercise, a presentation on the key elements of Complete Streets for Sherman, a walking tour of Sherman, and a group discussion to identify actions to address the current challenges inhibiting the community's ability to walk and bicycle safely.

This workshop went through defining what Complete Streets are, how Complete Streets can apply to the Village of Sherman, and what benefits they can provide for the community. Each element of the workshop was designed to assist the participants in developing a community that supports all modes of travel safely. 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.



Source: GObike Buffalo.



At the start of the workshop, we asked community leaders what their vision was for making the streets in their community safer. The following is a summary of those statements:

- ◇ Improve safety and accessibility for people of all ages and abilities regardless of mode.
- ◇ Slow vehicle traffic and create visual interest through improved sidewalks, improved pedestrian crossing safety at intersections, and enhanced bicycle connections to encourage foot traffic and foster economic vibrancy.
- ◇ Integrate roadways with the existing trail system and enhance trail connectivity through clear and consistent signage.

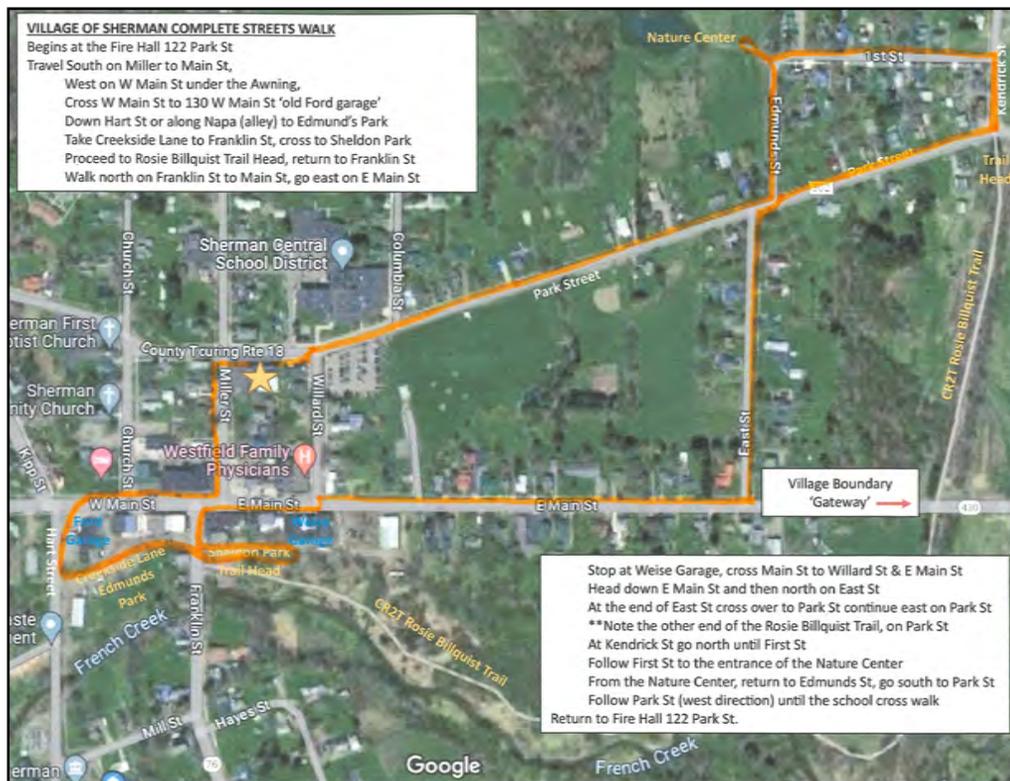
During the complete street workshop, GObike did not measure the Right of Way (ROW) of the proposed areas. The primary goal of this report is to explore the potential opportunities within these areas.



Walk Audit Route

Village Mayor, Colleen Meeder, established the walk audit route, starting at the intersection of Park St. and Miller Street, adjacent to the fire station. The walk audit primarily focused on the east side of the Village and encompassed visits to 11 intersections.

Upon the completion of the walk audit, it was identified that 9 intersections necessitate immediate improvements to ensure the safety of residents and road users. Additionally, the audit emphasized the pressing need for trail connectivity enhancements at three locations: Franklin Street, East Main Street, and Park Street.



Source: Village of Sherman, NY



Walk Audit Observations and Recommendations

Miller St. and East Main St.

Observation

This area has been identified as a major intersection leading to the Village's central business hub. During the audit, the following issues were observed:

- ◇ High-speed vehicle traffic on Main Street.
- ◇ At this location, there is a lack of ADA-compliant curb ramps, with the only visible curb ramp being located in front of the Community Bank and the Keystone gas station with poor visibility.
- ◇ There are no existing crosswalk markings or any infrastructure for pedestrian crossing.
- ◇ At this intersection on Miller Street, there is an absence of a white stop line marking.
- ◇ The existing sidewalks are situated directly adjacent to the curb without any buffer in between.
- ◇ A notable volume of tractor-trailer traffic using this intersection.
- ◇ On Miller Street, there is a lack of defined parking spaces and road markings, creating hazardous conditions for both pedestrians and motor vehicle users.
- ◇ The parking lane on the southside of Main Street is excessively wide.
- ◇ The Keystone gas station features an exceptionally wide driveway apron that extends into the entire corner of Eastbound Main Street and Miller Street. This encroachment obstructs the sidewalk and poses visibility issues, endangering both pedestrians and motor vehicle users.

Recommendation

Short term:

- ◇ Implement high-visibility marked crosswalks on all sides of the intersection with in-street signs, such as "STOP Here for Pedestrians" or "YIELD Here to Pedestrians".
- ◇ To indicate the presence of bike lanes, consider adding bike lane signs.
- ◇ Add temporary ADA-compliant ramps in a reflective and bright yellow color at the southside of Main Street and color the existing ramp with bright yellow color.
- ◇ Introduce bump-outs using temporary materials like paint and bollards, incorporating Asphalt art.
- ◇ Define parking spaces on Miller Street with proper road markings.
- ◇ Reduce the width of travel lanes to 10 feet and parking lanes to 7 feet (or no larger than 11 ft and 8 ft respectively), in accordance with the allowable minimums recommended by NACTO, creating a 5-foot-wide



Walk Audit Observations and Recommendations

one-way bicycle lane on Miller Street.

- ◇ Reduce the speed limit to 25 mph on the westbound side of Main Street.

Long term:

- ◇ Install raised crosswalks on the eastbound side of Main Street.
- ◇ Narrow the parking lane on Main Street from 14 feet to 8 feet and establish a protected bike lane.
- ◇ Revise the gas station's driveway apron and create a continuous sidewalk.
- ◇ Increase the sidewalk width.
- ◇ Include a buffer next to the sidewalks.
- ◇ Add ADA-compliant ramps at all sides of the intersection.
- ◇ Add Pedestrian Rectangular Rapid Flashing Beacons (RRFB) on the eastbound side of Main Street.
- ◇ Reduce crossing distance by implementing curb extension at the intersection.

The primary goal of these recommendations is to reduce vehicle traffic speed and improve safety for pedestrians and cyclists.

Source: Google Earth





Walk Audit Observations and Recommendations

Franklin St. and East Main St.

Observation

This area has been identified as a major intersection corridor leading to the Village's central business hub and major route utilized by the tractor-trailers. During the audit, the following issues were observed:

- ◇ High-speed vehicle traffic.
- ◇ There are no existing crosswalk markings or any infrastructure for pedestrian crossing.
- ◇ A notable volume of tractor-trailer traffic using this intersection.
- ◇ The parking lane on the northside of Main Street is excessively wide.
- ◇ The existing sidewalks on Franklin Street are situated directly adjacent to the curb without any buffer in between.
- ◇ The curb ramp on the east side of Main Street is in poor condition and presents visibility issues, while the west side of Main Street lacks any curb ramp at all.
- ◇ The sidewalk in front of the northside businesses on Main Street does not comply with ADA standards. It lacks proper accessibility features for individuals with physical limitations, specifically due to a change in elevation.
- ◇ On Main Street, in front of the business corridor, there is an absence of designated accessible parking spaces.
- ◇ Permitted loads require wide turning radius from W Main St onto Franklin & vice versa
- ◇ Businesses on Main St complain of noise and dirt from traffic

Recommendation

Short term:

- ◇ Implement high-visibility marked crosswalks on all sides of the intersection with in-street signs, such as "STOP Here for Pedestrians" or "YIELD Here to Pedestrians".
- ◇ Introduce bump-outs using temporary materials like paint and bollards, incorporating Asphalt art .
- ◇ Reduce the speed limit to 25 mph on the westbound side of Main Street.
- ◇ Paint the existing curb ramp with reflective bright yellow paint. Additionally, add a temporary ADA-compliant curb ramp with reflective, bright yellow color on the northside of Main Street, in front of the business corridor.
- ◇ To indicate the presence of bike lanes, consider adding bike lane signs.
- ◇ Make reserved accessibility parking spots in front of the business corridors with signs such as "Permit



Walk Audit Observations and Recommendations

Parking Only Tow-Away zone”.

Long term:

- ◇ Narrow the parking lane on Main Street from 14 feet to 8 feet and establish a protected bike lane.
- ◇ Install ADA-compliant ramps at all sides of the intersection, including those in front of the business corridors.
- ◇ Add ADA-compliant handicapped parking space.
- ◇ Widen the sidewalks on Franklin Street and fill the missing sidewalk segments.
- ◇ Add Pedestrian Rectangular Rapid Flashing Beacons (RRFB) on Franklin Street.
- ◇ Reduce crossing distance by implementing curb extension at the intersection.



Source: GObike



Walk Audit Observations and Recommendations

Church St. and West Main St.

Observation

Similarly this area also has been identified as a major intersection corridor leading to the Village's central business hub and major route utilized by the tractor-trailers. During the audit, the following issues were observed:

- ◇ High-speed vehicle traffic.
- ◇ The existing crosswalk on Church Street is inadequately marked, and there are no crosswalk markings or facilities on Main Street.
- ◇ A notable volume of tractor-trailer traffic using this intersection.
- ◇ On Church Street, there is a lack of defined parking spaces and road markings, creating hazardous conditions for both pedestrians and motor vehicle users.
- ◇ The existing sidewalks on Church Street are situated directly adjacent to the curb without any buffer in between.
- ◇ The parking lane on the northside of Main Street, heading towards Franklin Street, is excessively wide.
- ◇ Only one curb ramp is present on the west side of Church Street, but it does not meet ADA standards.
- ◇ There is no stop line on Church Street to indicate to drivers where they should stop.
- ◇ The existing parking in front of the Napa Auto store obstructs pedestrian views and creates a safety concern when crossing Main Street.

Recommendation

Short term:

- ◇ Implement high-visibility marked crosswalks on all sides of the intersection with in-street signs, such as "STOP Here for Pedestrians" or "YIELD Here to Pedestrians".
- ◇ Introduce bump-outs on Church Street using temporary materials like paint and bollards, incorporating Asphalt art.
- ◇ Reduce the speed limit to 25 mph on the westbound side of Main Street.
- ◇ Remove on-street parking in front of the Napa Auto store and designate it as a no parking zone.
- ◇ Define parking spaces on Church Street with appropriate road markings.
- ◇ Apply reflective bright yellow paint to the existing curb ramp and install temporary curb ramps on the south side of Main Street in front of the Napa Auto store.
- ◇ To indicate the presence of bike lanes, consider adding bike lane signs.



Walk Audit Observations and Recommendations

- ◇ Add white stop line on Church Street.

Long Term:

- ◇ Install raised crosswalks on the westbound side of Main Street.
- ◇ Narrow the northside parking lane on Main Street from 14 feet to 8 feet and establish a protected bike lane.
- ◇ Install ADA-compliant ramps at all sides of the intersection, including those in front of the business corridors.
- ◇ Add Pedestrian Rectangular Rapid Flashing Beacons (RRFB) on the eastbound side of Main Street.
- ◇ Add sidewalk buffers.
- ◇ Reduce crossing distance by implementing curb extension at the intersection.



Source: GObike Buffalo.



Walk Audit Observations and Recommendations

Willard St. and East Main Street

Observation

Similarly this area also has been identified as a major intersection corridor leading to the Village's central business hub and major route utilized by the tractor-trailers. During the audit, the following issues were observed:

- ◇ The existing crosswalk on Willard Street features faded markings and lacks clear pedestrian crossing indicators for crossing Main Street.
- ◇ The existing curb ramp does not meet ADA compliance standards, and there is no curb ramp on Main Street for pedestrian crossing.
- ◇ The existing sidewalk runs directly adjacent to the curb without any buffer in between. Additionally, there is a missing sidewalk segment on the eastbound side of Main Street.
- ◇ High-speed vehicle traffic.
- ◇ A notable volume of tractor-trailer traffic using this intersection.
- ◇ On Willard Street there is a lack of defined parking spaces and road markings, creating hazardous conditions for both pedestrians and motor vehicle users.
- ◇ The parking lane on the northside of Main Street is excessively wide.
- ◇ There is an absence of a white stop line to indicate to motorists where they should stop.

Recommendation

Short term:

- ◇ Implement high-visibility marked crosswalks on all sides of the intersection with in-street signs, such as "STOP Here for Pedestrians" or "YIELD Here to Pedestrians".
- ◇ Introduce bump-outs using temporary materials like paint and bollards, incorporating Asphalt art .
- ◇ Reduce the speed limit to 25 mph on the westbound side of Main Street.
- ◇ Define parking spaces on Willard Street with appropriate road markings
- ◇ Add temporary ADA-compliant ramps in a reflective and bright yellow color at the southside of Main Street and color the existing ramp with bright yellow color.
- ◇ Add white stop line on Willard Street.
- ◇ To indicate the presence of bike lanes, consider adding bike lane signs.



Walk Audit Observations and Recommendations

Long Term:

- ◇ Install raised crosswalks on the eastbound side of Main Street.
- ◇ Consider widening the sidewalk.
- ◇ Fill in the missing sidewalk segments.
- ◇ Add a buffer between the sidewalk and the curb.
- ◇ Install ADA-compliant ramps at all sides of the intersection.
- ◇ Add Pedestrian Rectangular Rapid Flashing Beacons (RRFB) on the eastbound side of Main Street.
- ◇ Narrow the parking lane on Main Street from 14 feet to 8 feet and establish a protected bike lane.
- ◇ Reduce crossing distance by implementing curb extension at the intersection.



Source: Google Earth



Walk Audit Observations and Recommendations

East St. and East Main St.

Observation

Based on the walk audit, even though this is not the village boundary, it is the first intersection following the entrance to the village boundary on New York State Route 430 where the speed limit decreases from 45 mph to 30 mph with poor visibility (from the hill) and traffic enters where the population density begins to increase.

- ◇ High-speed vehicle traffic.
- ◇ There are no existing crosswalk markings or any infrastructure for pedestrian crossing.
- ◇ There is no white stop line on East Street to indicate to motorists where they should stop.
- ◇ A notable volume of tractor-trailer traffic using this intersection.
- ◇ On East Street, there is a lack of defined road markings, creating hazardous conditions for both pedestrians and motor vehicle users.
- ◇ On the south side of Main Street, the sidewalk abruptly ends after the westbound lane at this intersection.
- ◇ On the north side of Main Street, there are existing curb ramps; however, the paint has almost completely faded. Conversely, there is no curb ramp on the south side of Main Street.

Recommendation

Short term:

- ◇ Implement high-visibility marked crosswalks on all sides of the intersection with in-street signs, such as "STOP Here for Pedestrians" or "YIELD Here to Pedestrians".
- ◇ Introduce bump-outs using temporary materials like paint and bollards, incorporating Asphalt art .
- ◇ Reduce the speed limit to 25 mph on the westbound side of Main Street.
- ◇ Add temporary ADA-compliant ramps in a reflective and bright yellow color at the southside of Main Street and color the existing ramp with bright yellow color.
- ◇ Add white stop line on East Street.



Walk Audit Observations and Recommendations

Long Term:

- ◇ Install raised crosswalks on the eastbound side of Main Street.
- ◇ Consider widening the sidewalk.
- ◇ Extend the sidewalk on the south side of Main Street towards the eastbound section of Main Street.
- ◇ Install ADA-compliant ramps at all sides of the intersection.
- ◇ Add Pedestrian Hybrid Beacons.
- ◇ Reduce crossing distance by implementing curb extension at the intersection.

Source: Google Earth





Walk Audit Observations and Recommendations

East St, Park St. and Edmund St.

Observation

Based on the findings from the walk audit, this intersection serves as a significant corridor for the Village Central School District. Situated in proximity to the village boundary, it experiences a rapid increase in population density, transitioning from a less densely populated area.

- ◇ High-speed vehicle traffic on Park Street.
- ◇ There are no existing crosswalk markings or any infrastructure for pedestrian crossing.
- ◇ A notable volume of tractor-trailer traffic using this intersection.
- ◇ On both East Street and Edmunds Street, there are no white stop line markings to indicate to motorists where they should stop.
- ◇ ADA-compliant curb ramps are absent at this intersection.
- ◇ The existing sidewalks at this location are narrow and do not meet ADA standards.



Source: Google Earth

Recommendation

Short term:

- ◇ Implement high-visibility marked crosswalks on all sides of the intersection with in-street signs, such as "STOP Here for Pedestrians" or "YIELD Here to Pedestrians".
- ◇ Introduce bump-outs using temporary materials like paint and bollards, incorporating Asphalt art.
- ◇ Reduce the speed limit to 25 mph on the westbound side of Park Street
- ◇ Add temporary ADA-compliant ramps in a reflective and bright yellow color at all sides of this intersection.
- ◇ Add white stop line on East Street and Edmund Street to indicate the motorist where to stop.

Long Term:

- ◇ Install raised crosswalks on the eastbound side of Park Street.
- ◇ Increase the sidewalk width to meet the ADA standards.
- ◇ Add Pedestrian Hybrid Beacons (PHB).
- ◇ Add ADA compliant curb ramps at all sides of this intersection.
- ◇ Add chicanes to slow down traffic.
- ◇ Complete the missing sidewalk and introduce sidewalk at both side of Park Street.



Walk Audit Observations and Recommendations

Kendrick St. and Park St.

Observation

Based on the walk audit, this area has been identified as the village boundary, where population density begins to increase, and the speed limit on County Route 302 decreases from 45 mph to 30 mph.

- ◇ High-speed vehicle traffic.
- ◇ There are no existing crosswalk markings or any infrastructure for pedestrian crossing.
- ◇ On Kendrick Street there is no White Stop line to indicate to motorists where to stop for pedestrians.
- ◇ A notable volume of tractor-trailer traffic using this intersection.
- ◇ On Kendrick Street, there is a lack of defined road markings, creating hazardous conditions for both pedestrians and motor vehicle users.
- ◇ On Park Street, certain sections of the sidewalk run directly adjacent to the road without a buffer zone.
- ◇ This intersection also serves as a crossing point for the Chautauqua Rails-to-Trails. However, there is a lack of wayfinding signage and a safe means to cross the street.
- ◇ ADA-compliant curb ramps are absent at this intersection.
- ◇ The existing sidewalks at this location are narrow and do not meet ADA standards.

Recommendation

Short term:

- 
- ◇ Implement high-visibility marked crosswalks on all sides of the intersection with in-street signs, such as "STOP Here for Pedestrians" or "YIELD Here to Pedestrians".
 - ◇ Introduce bump-outs using temporary materials like paint and bollards, incorporating Asphalt art or establish a mini-roundabout using temporary materials, such as paint and bollards, incorporating Asphalt art.
 - ◇ Reduce the speed limit to 25 mph on the westbound side of Park Street
 - ◇ Add temporary ADA-compliant ramps in a reflective and bright yellow color at all sides of this intersection.
 - ◇ Add white stop line on Kendrick Street to indicate the motorist where to stop.
 - ◇ Consider installing wayfinding signage in front of the trail entrance, across the street and the trail entrance on Kendrick street to assist trail users in navigating more effectively.



Walk Audit Observations and Recommendations

Long Term:

- ◇ Install raised crosswalks on the eastbound side of Park Street.
- ◇ Increase the sidewalk width to meet the ADA standards.
- ◇ Add buffer zone adjacent to the sidewalks
- ◇ Add Pedestrian Hybrid Beacons (PHB).
- ◇ Add ADA compliant curb ramps at all sides of this intersection.
- ◇ Install a side path on the east side of Kendrick Street to provide trail users with a dedicated route, eliminating the need to share the road with other users, including motor vehicles.



Source: Google Earth



Source: GObike

Walk Audit Observations and Recommendations

Columbia St. and Park St.

Observation

This area has been identified as a major intersection corridor leading to the Village's central school district and major route utilized by the tractor-trailers. During the audit, the following issues were observed:

- ◇ There are no existing crosswalk markings or any infrastructure for pedestrian crossing.
- ◇ On Columbia Street there is no White Stop line to indicate to motorists where to stop for pedestrians.
- ◇ A notable volume of tractor-trailer traffic using this intersection.
- ◇ On the eastbound side of Park Street, the sidewalk runs directly adjacent to the road without a buffer zone. This situation is also observed on Columbia Street.
- ◇ ADA-compliant curb ramps are absent at this intersection.
- ◇ The existing sidewalks at this location are narrow and do not meet ADA standards.
- ◇ Tunnel under County Route 302, underutilized by SCSD (Sherman Central School District?)

Recommendation

Short term:

- ◇ Implement high-visibility marked crosswalks on all sides of the intersection with in-street signs, such as "STOP Here for Pedestrians" or "YIELD Here to Pedestrians".
- ◇ Introduce bump-outs using temporary materials like paint and bollards, incorporating Asphalt art.
- ◇ Reduce the speed limit to 25 mph on the westbound side of Park Street
- ◇ Add temporary ADA-compliant ramps in a reflective and bright yellow color at all sides of this intersection.
- ◇ Add white stop line on Columbia Street to indicate the motorist where to stop.
- ◇ Remove parking from in front of the school and add no parking zone.





Walk Audit Observations and Recommendations

Long Term:

- ◇ Install raised crosswalks on the eastbound side of Park Street.
- ◇ Increase the sidewalk width to meet the ADA standards.
- ◇ Add Pedestrian Rectangular Rapid Flashing Beacons (RRFB) on the eastbound side of Park Street
- ◇ Add ADA compliant curb ramps at all sides of this intersection.
- ◇ Add a buffer zone adjacent to the sidewalks.
- ◇ Introduce a bike lane in the eastside of Park Street.



Source: Google Earth



Walk Audit Observations and Recommendations

Willard St. and Park St.

Observation

This location was identified as a major intersection frequently used by students from the Sherman Central School. The audit revealed the following issues:

- ◇ The existing crosswalks at these intersections lack proper markings and signage to alert motorists to the presence of crosswalks.
- ◇ Certain sections of sidewalks at this intersection run directly adjacent to the road without a buffer zone.
- ◇ There are no ADA-compliant curb ramps at this intersection.
- ◇ The existing sidewalks are narrow and do not meet ADA standards.
- ◇ There is no white stop line to indicate the motorist where to stop at the stop sign.

Recommendation

Short term:

- ◇ Implement high-visibility marked crosswalks on all sides of the intersection with in-street signs, such as "STOP Here for Pedestrians" or "YIELD Here to Pedestrians".
- ◇ Introduce bump-outs using temporary materials like paint and bollards, incorporating Asphalt art or establish a mini-roundabout using temporary materials, such as paint and bollards, incorporating Asphalt art.
- ◇ Reduce the speed limit to 25 mph on the westbound side of Park Street
- ◇ Add temporary ADA-compliant ramps in a reflective and bright yellow color at all sides of this intersection.
- ◇ Add white stop line on Willard Street to indicate the motorist where to stop.
- ◇ Remove parking from in front of the school and add no parking zone.





Walk Audit Observations and Recommendations

Long Term:

- ◇ Install raised crosswalks on the westbound side of Park Street.
- ◇ Increase the sidewalk width to meet the ADA standards.
- ◇ Add Pedestrian Rectangular Rapid Flashing Beacons (RRFB) on the westbound side of Park Street
- ◇ Add ADA compliant curb ramps at all sides of this intersection.
- ◇ Add a buffer zone adjacent to the sidewalks.
- ◇ Introduce a bike lane on both sides of Park Street.



Source: GObike



Walk Audit Observations and Recommendations

Franklin Street and Chautauqua Rail-To-Trail connection

Observation

Based on the walk audit, this intersection on Franklin St. stands as the entrance to the Sherman Trail Head - Rosie Billquist Trail. Furthermore, it functions as a vital corridor, connecting visitors from the Village's central business hub to the trail network.

- ◇ There are no existing crosswalk markings or any infrastructure for pedestrian crossing.
- ◇ The absence of wayfinding signs or signage to assist trail users with navigation is notable in this area.
- ◇ This area also includes wide driveway aprons on both sides of Franklin Street.
- ◇ There is a significant presence of tractor-trailer traffic and high-speed vehicles in this area.

Recommendation

Short term:

- ◇ Implement high-visibility marked crosswalks on all sides of the intersection with in-street signs, such as "STOP Here for Pedestrians" or "YIELD Here to Pedestrians".
- ◇ Reduce the speed limit to 25 mph on the southbound side of Franklin Street
- ◇ Add temporary ADA-compliant ramps in a reflective and bright yellow color at both sides of Franklin Street.
- ◇ Consider installing wayfinding signage on both sides of Franklin street to assist trail users in navigating more effectively.

Long term:

- ◇ Install raised crosswalks on Franklin Street.
- ◇ Add Pedestrian Hybrid Beacons (PHB).
- ◇ Add ADA compliant curb ramps at both sides of this Street.



Source: GObike



Source: Google Earth



Walk Audit Observations and Recommendations

East Main Street and Chautauqua Rail-To-Trail Connection

Observation

Based on the walk audit, this is the village boundary on New York State Route 430 where the speed limit decreases from 45 mph to 30 mph with poor visibility (from the hill), with trail crossings (pedestrian, snowmobile, horses, trail bikes, etc) and traffic enters where the population density begins to increase.

- ◇ There are no existing crosswalk markings or any infrastructure for pedestrian crossing.
- ◇ The absence of wayfinding signs or signage to assist trail users with navigation is notable in this area.
- ◇ There is a significant presence of tractor-trailer traffic and high-speed vehicles in this area.
- ◇ The condition of the trail entrance on the north side of Main Street is poor.

Recommendation

Short term:

- ◇ Implement high-visibility marked crosswalks on all sides of the intersection with in-street signs, such as "STOP Here for Pedestrians" or "YIELD Here to Pedestrians".
- ◇ Reduce the speed limit to 25 mph on the eastbound side of Main Street
- ◇ Add temporary ADA-compliant ramps in a reflective and bright yellow color at both sides of Main Street.
- ◇ Consider installing wayfinding signage on both sides of Main Street to assist trail users in navigating more effectively.

Long term:

- ◇ Install raised crosswalks on Franklin Street.
- ◇ Add Pedestrian Hybrid Beacons (PHB).
- ◇ Add ADA compliant curb ramps at both sides of this Street.
- ◇ Construct a bridge over NYS Route 430 for trail crossings by pedestrians, snowmobiles, horses, trail bikes, etc.



Source: GObike



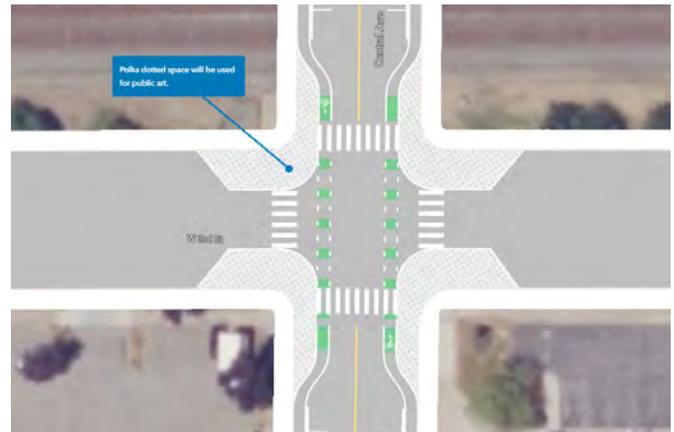
Source: Google Earth



Proposed Design Treatments

Bump-outs

Bump-outs increase the overall visibility of pedestrians by aligning them with the parking lane and reducing the crossing distance for pedestrians. The bump-outs not only have the ability to immediately impact speed through intersections but also possess placemaking components, such as custom paint coloring and planters.



Source: GObike

Raised-crosswalks

Raised crosswalks are essentially speed tables that span the entire width of the roadway, typically elevated 3 to 6 inches above the road grade. These crosswalks are marked as designated pedestrian crossings, serving to enhance pedestrian visibility within a driver's field of vision while allowing pedestrians to cross at sidewalk level. In addition to improving visibility, raised crosswalks have the added benefit of reducing vehicle speeds and enhancing the overall pedestrian crossing experience.



Source: [FHWA](#)

Mini-Roundabout

Mini roundabouts are an ideal treatment for unsignalized intersections of small-scale streets. They have been shown to increase safety at intersections, reducing vehicle speeds and minimizing the points of conflict. These intersections should be redesigned to invite safe use and easy crossing for all users, including children walking to school and senior residents living their daily routines.



Source: [NACTO](#)



Proposed Design Treatments

High-visibility crosswalks

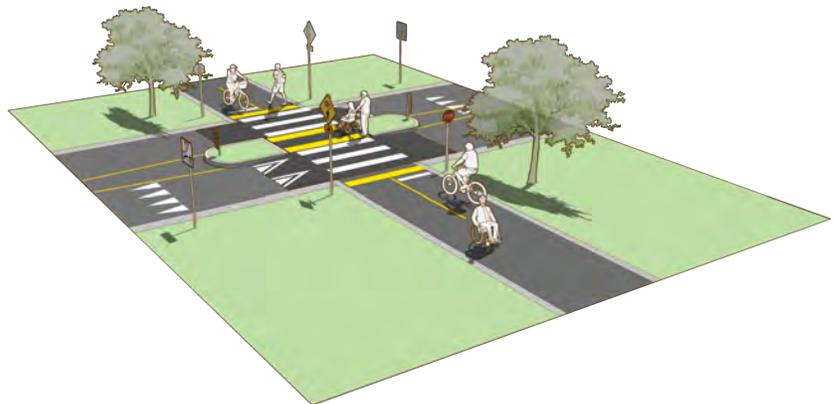
High-visibility crosswalks employ patterns (such as bar pairs, continental, and ladder designs) that enhance visibility for both drivers and pedestrians from a greater distance compared to traditional transverse line crosswalks. It is recommended to consider these high-visibility crosswalks at all midblock pedestrian crossings and uncontrolled intersections. To achieve optimal reflectivity, agencies are advised to use materials like inlay or thermoplastic tape instead of paint or brick for crosswalk markings. Additionally, the inclusion of in-street signs, such as 'STOP Here for Pedestrians' or 'YIELD Here to Pedestrians,' can further enhance pedestrian safety.



Source: [FHWA](#)

Shared use path

A shared-use path offers a dedicated travel space that is separate from motorized traffic, accommodating bicyclists, pedestrians, skaters, wheelchair users, joggers, and various other users. These paths aim to provide a low-stress experience for a diverse range of individuals utilizing the network for both transportation and recreational purposes.



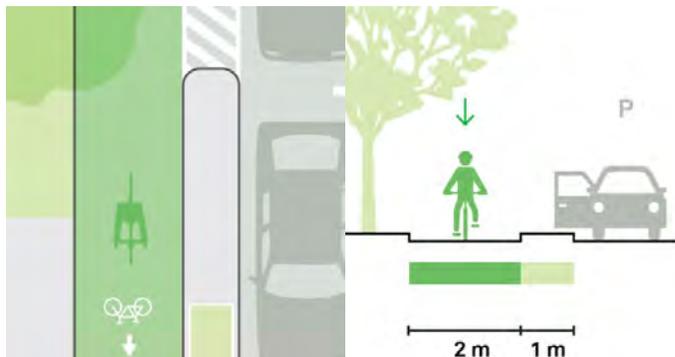
Source: [Small Town and Rural Design Guide](#)



Proposed Design Treatments

Protected bike lane

One-way cycle tracks are protected from vehicular traffic by a parking lane or a raised buffer. The track can be at road level, raised fully to sidewalk level, or partially raised with an intermediate mountable curb. Provide 5-6ft cycle lanes for cyclists to pass one another and a 3ft minimum buffer to reduce the risk of conflict with vehicle doors being opened in parking-protected cycle tracks.



Source: [NACTO Global Street Design Guide](#)

Asphalt Art

Incorporating asphalt art initiatives into intersection redesign projects is an effective and relatively low-cost strategy to activate and enhance intersections. This approach helps cities, towns, and villages alike to use art and community engagement to improve street safety and to revitalize public space.



Source: [Bloomberg Asphalt Art Initiative Program](#)

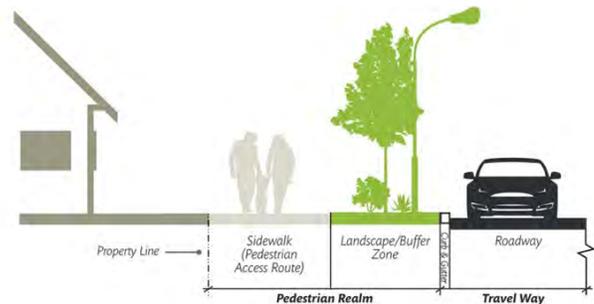




Proposed Design Treatments

Buffer zone

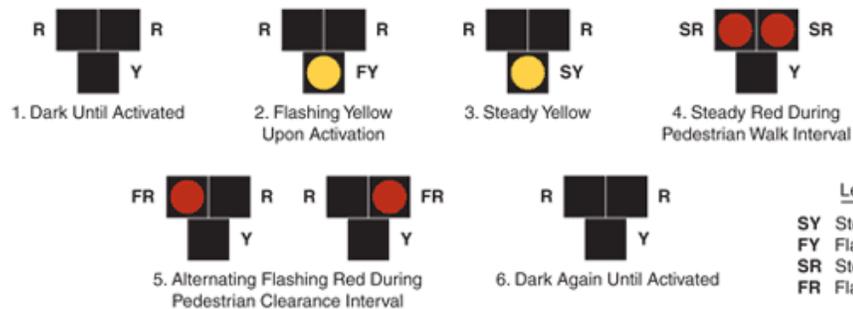
The area set back from the curb, known as the furnishing zone, offers room for signage, utilities, stormwater catchment, landscaping, street furnishings, and driveway aprons. This designated space serves multiple functions. The landscape/buffer zone acts as a separation between the sidewalk and vehicular traffic, contributing to a more pleasant pedestrian environment. This design not only guarantees a suitable pedestrian access route but also provides sufficient room beyond the sidewalk for placing street infrastructure. Moreover, the buffer zone accommodates the essential space for installing ADA/PROWAG accessible ramps at intersections.



Source: [The City of Albuquerque-Bernalillo County Comprehensive Plan](#)

Pedestrian Hybrid Beacon (PHB)

The pedestrian hybrid beacon (PHB) serves as a traffic control device specifically crafted to facilitate the safe crossing of pedestrians at midblock crossings and uncontrolled intersections on higher-speed roadways. The beacon head comprises two red lenses positioned above a single yellow lens. These lenses remain inactive until a pedestrian intending to cross activates the beacon by pressing the call button. Following activation, a lighting sequence transitions from yellow to red, involving flashing and steady lights. This sequence signals motorists to decelerate, come to a stop, and yield the right-of-way to the pedestrian, allowing them to safely cross the roadway before the beacon returns to an inactive state.



Source: [FHWA](#)



Proposed Design Treatments

Rectangular Rapid Flashing Beacons (RRFB)

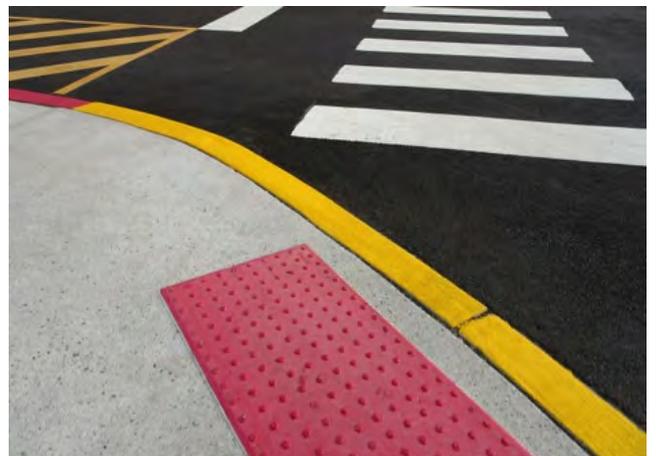
Utilizing a marked crosswalk or pedestrian warning sign can enhance pedestrian safety when crossing roads. However, there are instances where these measures may not suffice for drivers to clearly identify crossing locations and yield to pedestrians. To address this, transportation agencies can improve pedestrian visibility and heighten driver awareness at uncontrolled, marked crosswalks by incorporating a pedestrian-activated Rectangular Rapid Flashing Beacon (RRFB) alongside a pedestrian warning sign. RRFBs are composed of two rectangular-shaped yellow indicators, each equipped with a light-emitting diode (LED)-array-based light source. When activated, RRFBs flash with an alternating high frequency, significantly increasing the visibility of pedestrians to drivers at the crossing.



Source: [FHWA](#)

ADA Ramps

As per ADA curb ramp design standards, ramps employed at a marked crosswalk must be entirely situated within the confines of that specific crosswalk. Although the marking of crossings is not obligatory, ramps are mandated to be positioned at right angles to corners within the designated area. It's essential to note that the specifications regarding flared sides do not apply to these requirements. The opening of the ramp can either align with the curb line or be directed towards the crosswalk. Furthermore, an ADA curb ramp must adhere to a slope ratio of no more than 1:12 or an 8.33% incline. The ADA also mandates that slopes remain consistent from one end to the other, ensuring a uniform slope throughout the ramp. Exceptions to this rule are limited and contingent upon the materials used in construction.



Source: [ADA Solutions](#)



Proposed Design Treatments

Wayfinding

Wayfinding systems ought to promote walking and the use of public transit by furnishing multimodal information and embracing the pedestrian viewpoint. Working in conjunction with other visual cues, wayfinding aids individuals in orienting themselves and instills confidence in navigating a city's geography. Effective wayfinding has the potential to enhance people's comfort in choosing to walk, especially when they have a clear understanding of a destination's proximity. It is essential to proportion wayfinding elements to the scale of the human body, eyes, and height, accommodating adults, children, and individuals using wheelchairs. The font type and size should be straightforward and large enough to be easily read by those with low vision or visual impairments. Incorporating braille characters in maps and signs, particularly at significant destinations and areas with high pedestrian traffic, is crucial. Utilize a clear visual language, adhere to graphic standards, and employ maps that have universal comprehension. Inclusive signage and wayfinding should cater to all types of users, ranging from residents and workers to visitors and tourists.



Source: [Global Street Design Guide](#)

Chicane

Chicanes are designed features implemented in roadways to enhance traffic safety and control vehicle speed. These features consist of a series of alternating curves or bends strategically placed along a roadway. The primary purpose of chicanes is to slow down vehicular traffic, particularly in areas with a focus on pedestrian safety, residential zones, or school areas. By introducing a zigzag pattern or a sequence of turns, chicanes compel drivers to navigate through a more intricate path, naturally prompting a reduction in speed. This traffic calming measure aims to create a safer environment for pedestrians and cyclists, discouraging speeding and promoting a more secure and walkable urban setting.



Source: [NACTO](#)

Next Steps

Based upon feedback generated from the workshop participants, the following recommended actions were identified to begin the process of implementing complete streets in the Village of Sherman, NY:

Immediate:

- ◇ Review 2012 complete streets policy language and consider updates to strengthen implementation. (Included in the appendix).
- ◇ Develop a process for implementing short term complete street demonstration projects to determine safety impacts, add asphalt art and prioritize future capital investments.
- ◇ Launch a bicycle and pedestrian safety education program.
- ◇ Form a village complete streets stakeholder committee.
 - » By identifying and engaging local businesses, schools, planning boards, etc., you can begin to build support for projects and participation in implementing Village of Sherman's Vision Zero policy and the Safe Streets for All (SS4A) technical assistance program to support the long-term vision.
- ◇ Revisions to Existing Plans and Policies:
 - » The Village of Sherman can incorporate complete street principles into the comprehensive plan, zoning code and other plans and manual, rules, regulations and programs.
- ◇ Enforcement of Local Laws and Regulations.
- ◇ Implement an Asphalt Art complete streets demonstration project at the intersection of Miller and Main Street.
- ◇ Write to the NYS Department of Transportation to identify their maintenance schedule and work with them to address opportunities to improve safety through short term recommendations..





Next Steps

WMid-term:

- ◇ Following a new state law, reduce speed limits to 25 mph.
 - » On August 12, 2022, the Governor of New York State signed a bill, specifically Bill Number A8600, which amends sections 1643, 1662-a, 1271, and 1622 of the Vehicle and Traffic Law. This amendment grants cities, villages, and towns the flexibility to establish a maximum speed limit of 25 mph within their jurisdictions.¹
- ◇ Create a sidewalk inventory to assess areas with missing sidewalks, evaluate their ADA compliance, and determine the feasibility of establishing a continuous circuit of sidewalks.
- ◇ Review and update parking laws and sidewalk use (no bicycles allowed) for pedestrian safety.

Long-term

- ◇ Incorporate Chicanes design principal at the intersection of East St. and County Route 302 in order to slow down traffic.
- ◇ Construct a over bridge on New York State Route 430 at East Main St and Chautauqua Rails-to-Tralis connection.
- ◇ Trail development - connectivity of Chautauqua Rails-to-Tralis from Rosie Billquist Trail on Park St to Titus Road Trail Head.

¹ <https://www.nysenate.gov/legislation/bills/2021/S2021>



Model Complete Streets Policy





Model Complete Streets Policy

Draft Model Ordinance

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; Establish (your community) as a safe and accessible community by improving bicycle and pedestrian friendliness through consistent public realm design standards to a revitalized mixed-use downtown district.*

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 (your community) 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, bicyclists, and transit, 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 (your community) 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 Trustees) 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 (your community) 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. Within your community, the state and county may also have jurisdiction over some of the roadways. Additionally, new developments may be built in town 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 (your community) 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 (your community) 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 (your community) shall implement the following steps to ensure successful implementation of complete streets:*
 - *Advisory Board: the (your community) will establish an interdepartmental advisory board to oversee the implementation of this policy. The committee will included 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 (your community's elected officials) evaluating progress and advising on implementation.

- *Inventory: The (your community) 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 (your community) will reevaluate capital improvement and maintenance project prioritization annually to encourage implementation of pedestrian and bicycle improvements.*
- *Revisions to Existing Plans and Policies: The (your community) will incorporate complete street principles into the comprehensive plan, zoning code and other plans and manual, rules, regulations and programs.*
- *Other Plans: The (your community) 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 (your community) will prepare and implement a plan to transition to sustainable storm water management techniques along our streets.*
- *Staff Training: The (your community) will train all pertinent staff on the content of the complete streets principles and best practices for implementing the policy.*
- *Coordination: The (your community) 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 (your community) will create and adopt a Complete Streets Design Manual to support implementation of this policy.*
- *Funding: The (your community) will actively seek sources of appropriate funding to implement complete streets.*

Other Ways to Work with Us

GObike promotes active mobility options, trails and greenways, and complete streets in Western New York. We connect and empower communities through advocacy, education, planning, and engagement.

Additional information regarding our programs and services can be found online at gobikebuffalo.org.

