

Appendix

1997 Design Charrette - Community Project Recommendations - 2019 UPDATE				
Community Project	Goal/Project	Status	Other Components Completed	Pending Needs
1. PROPOSED RIVERWALK	Riverwalk near Cornwall Brothers Store	Phase I complete	Interpretive signs, benches and picnic tables	Funding to extend it along remaining shoreline areas would enhance its capacity as a destination or respite area
2. FAVORITE VILLAGE WALKS	Map created	Should maps be posted or made publicly available?	Interpretive signs, benches and picnic tables	Post map online or in kiosks
3. HISTORIC PRESERVATION	Market Street Revitalization - area rated most in need in 1997	Unsure of status	Monticello now being converted to hospital offices	The entire commercial district would benefit from historic preservation efforts
4. VILLAGE PARK OVSERVATION TOWER	Handicapped accessible observation tower	Never funded	Picnic pavilion and riverwalk	Would be a welcome addition to the waterfront area, not sure about funding sources
5. KIOSKS	Kiosks	unknown		kiosks would augment any online information presence
6. INTERPRETIVE SIGNAGE	Interpretive signage	Scenic Park, riverwalk, casino island, Church St	several installed	Any remaining to be finished?
7. VILLAGE PARK PICNIC PAVILION	Picnic Pavilion	Pavilion complete	picnic tables, benches, railings and handicapped ramps	Bathroom renovations/enhancements
Design Charrette - Major Improvement Areas		Potential Funding Sources		
1. River Walk	Consolidated Funding Application (CFA) for parks, historic preservation, and heritage area projects (including trails) for the Environmental Protection Fund (NYS)	Healthy Trails, Healthy People program through <u>Parks & Trails New York</u> and the <u>New York State Department of Health</u>		Federal Transportation Investment Generating Economic Recovery (TIGER) Program
2. Signage				
3. Downtown Streetscape	Complete Streets Act, New York State	Federal <u>Fast Act Programs</u> : Highway Safety Improvement Program (HSIP) & Transportation Alternatives Program Set-Aside		2016 Congestion Mitigation and Air Quality Improvement (CMAQ) Program
4. Adaptive Reuse/Historic Buildings				
5. Parking				
6. Downtown Physical Design Plan				
7. Façade Restoration				
8. Economic Development				
Current Priority: Sidewalk & Pedestrian Enhancements				
Should include sidewalk maintenance, gap/obstruction removal, accessible crosswalks, bumpouts to narrow crosswalks, traffic calming,	Complete Streets Act, New York State	Federal <u>Fast Act Programs</u> : Highway Safety Improvement Program (HSIP) & Transportation Alternatives Program Set-Aside		
Current Priority: Municipal Water System Maintenance and Enhancments				

Appendix

DESIGN CHARETTE RECREATION FACILITIES 1997 (need to update as of 2109)	
Recreational Type, Facility or Site	STATUS
WALKING	
Casino Island - needs better waterfront access	
Riverfront Park (now Scenic View Park) (walkways are maintained)	
Hospital	
Cornwall Bro. Store (the Riverwalk is open and utilized)	
Downtown (important to maintain sidewalks for pedestrians)	
Beach Area/swimming	
Cargegie Bay/Golf Course	
SITTING	
Former park benches were removed due to vandalism	
FISHING	
Need greater visibility for Fishing Guides (bait shop/dock access)	
ROWING/PADDLING	
Land adjacent to Cornwall Brothers Store	
SCUBA DIVING	
Adjacent to hospital and Cornwall Brothers Store	
DOCKING	
Upper and lower docks (maintain free or low fees)	
RIVER/NATURAL FEATURES	
Limited information regarding current marine life, ships, pleasure boats	
GOLF	
No clubhouse	
PICNIC	
Scenic View Park has tables and picnic tables (pavilion bathrooms need upgrade)	
TENNIS	
Facilities need promotion to increase use	
BICYCLING	
Need for bike trails, bike racks	
HISTORIC ARCHITECTURE:	
Historic interpretive signage needed regarding old great hotels, cottages, steamboats, lifestyle and early tourism	
Vacant buildings need tenants and maintenance	
DOWNTOWN	
Need for sidewalk maintenance, traffic circulation enhancement to enhance pedestrian safety	
ARENA	
Under-utilized, parking agreement with school could enhance off-season use	

Appendix

Healthy Community Walkability Workshop – Draft Report

ALEXANDRIA BAY, NY

Workshop Summary

Prepared for: Alexandria Bay and the Tug Hill Commission

Prepared by: R. Mark Fenton, public health, planning, and transportation consultant and Peter Weafer M.S.



Building a human curb extension during May 14 walk audit and workshop.

Recommendations Supporting Healthy Community Design & Development

On May 14th community leaders, staff, and residents of Alexandria Bay, NY took part in a healthy community design workshop sponsored by the Tug Hill Commission. A number of people of widely varied backgrounds, including village, town, and hospital representatives, joined facilitator Mark Fenton at the Admiral's Inn for a presentation and discussion of the attributes of a community that encourage routine physical activity, a facilitated walk audit to explore some typical conditions in the community on foot, and a work session in which participants developed specific recommendations for action.

During our workshop Mark summarized an overview of the key research into what creates a more walkable community generally, and settings that encourage an increase of walking, bicycling, and routine transit use in and around Alexandria Bay. 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 a thriving community are as follows:

A. Mixed land use patterns: Compact development with different land uses and activities intermingled and close together, allowing for varied types of destinations within walking, cycling, and transit distance, while preserving open land and agricultural space.

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 and routes 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 or behind, and elements such as street trees and landscaping; street furnishings such as benches, shade structures, planters, and awnings; human scale lighting and way-finding signs; safe and appealing transit stops with cover, benches and schedule information; and quality, plentiful bicycle parking.

D. Safety and access for people of all ages, incomes, physical abilities and disabilities, including quality street crossings (e.g. highly visible markings, countdown timers and auditory pedestrian signals), full ADA-compliant design, and appropriately applied state of the art traffic calming such as curb extensions, chicanes, median islands, roundabouts, and lane narrowing and road diets.

Recommendations and priorities

At the end of this summary is a rudimentary design map with a sampling of the locations identified in the following recommendations, as well as a grid with specific additional action items that were generated during our workshop. They are outlined in three key categories, programs, projects, and policy. Alexandria Bay has several opportunities which fall under these categories where simple, low cost applications can greatly impact the health and vitality, and pedestrian safety, of the community.

1. Develop an interdisciplinary and inter-municipal working group on active transportation.

Convene a compact working group comprised of elected officials, planning and public works, economic development, health officials, business and community stakeholders from the Village of Alexandria Bay, Town of Alexandria and representatives from surrounding hamlets such as Redwood. Establish a long term plan for the well being of the *whole* community with broad stakeholder support, so that all decision-making can support active transportation improvement throughout region. This group must access resources and technical assistance from the Tug Hill Commission, Fort Drum Regional Health Planning Association, and other resources listed at the end of this memo.

- **Stakeholder Commitments:** Work to have community stakeholders, including residents, businesses, and town and village officials, identify and commit to collaborate to execute proposed programs, projects, and policies. For example, town and village planning staffs could agree on specific roadway improvements and traffic calming; a student or community group could commit to collaborate with a business to build and maintain a parklet in front of that business, permitted by village. This can be facilitated by these steps:
 - Continued community conversations to develop a broad and uniform agenda for action to support a the triple benefits of economic, environmental, and public health. (This should include more community walk audits!)
 - Specifically set balanced and active transportation as a goal with a target of decreasing vehicle use and improving walking, bicycling, and transit access, particularly in the village center and key town destinations.
 - Identify the stakeholder groups who can benefit from supporting and committing to the implementation of specific programs, projects, and policies. Build a community network and build community buy-in to the premise of healthy community design. Create support and momentum from town and village officials and residents, with a core guiding active transportation. Publish widely and clearly what the community is doing and why – make clear the motivation and the tremendous opportunity.
 - Execute low cost pop-up projects to demonstrate best practices in support of active transportation (e.g. a reverse diagonal parking demonstration; curb extensions in the village).



2. The Town of Alexandria and Village of Alexandria Bay should adopt and implement joint Complete Streets policies.

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. Note that Watertown and other communities in the region have adopted a Complete Streets policy (and can be excellent technical resources for Alexandria Bay). The following are proposed steps for the community to pursue:



- Alexandria Town Council and Alexandria Bay Village Board should pass resolutions adopting Complete Streets (CS) and directing all staff to consider accommodation of all users of all ages and abilities, using all travel modes, on all roadways, all of the time. This is not a requirement to place a bike lane or sharrow on every street; rather it is a requirement that the best designs and treatments for each user group, not just cars, be utilized on every roadway.

- Model language for such policies is available from the national Complete Streets coalition (www.completestreets.org). The language should require CS principles during all work, including new construction, routine maintenance, paving and painting programs.
- Complete Streets policies should specifically require routine accommodation – the inclusion of CS design elements 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.
- Four documents exist as outstanding resources for engineering and infrastructure staff and consultants, and these can and should be adopted formally as design guidance for village and country staff. These have detailed design treatments, images, and practical implementation examples for a broad range of conditions, based on existing best practices:
 - 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* guide (FHWA, 2017). This design guide has examples of treatments well-suited to rural roads and small town streets which often carry fairly light traffic volumes. An example is an “advisory shoulder” (at right), which are pedestrian/ bicycle shoulders marked with dashed lines creating a somewhat narrow travel lane, but allowing vehicles to move into the shoulder as needed when passing one another. (Mentioned later in the memo)



3. Inventory key destinations, parking, and way-finding.

Generally way-finding and parking in the Alexandria Bay area, especially downtown during peak season, is seen as a challenge. By conducting a parking and key destination inventory (based on actual usage observations, as well as community walk and bike audits), the community can develop a plan for priority pedestrian and bike routes and improvements, along with necessary street furnishings and way-finding. The over-riding goal should be to make it easier, safer, and more appealing to walk, bike, and take transit to the village and other destinations so that fewer people choose to drive. Specific steps include the following:

- **Key destination inventory.** Generally, the entire village of Alexandria Bay is a “key destination.” But it is well worth identifying specific destinations such as shopping and key public services in both the village and town. In particular, destinations that have a range of non-driving visitors (tourists, younger and older pedestrians, those with disabilities or of lower income) should be identified, such as the information center, River Walk, Keewaydin State Park, library and school complex; needed improvements such as better crosswalks, appropriate bike pathways, and bicycle parking should be identified.
- **Create a parking inventory**, through a collaborative group which identifies all available parking spaces around the village, and perhaps even the town, and key destinations, and include the identification of key walking connections on roads and alleyways.



- **Way-finding and Signage:** Install way-finding signs to direct 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 10-12 mph for bicycling), and this can be tried inexpensively by making signs through the *WalkYourCity.com* website.

4. Pedestrian and Bicycle Improvements and Roadway Design Elements

The inventory outlined above will help define where there are specific needs to improve the active transportation network, such as pedestrian walkways, bicycle lanes, and transit access, most notably in the village center area but also linking to lodging and resort areas, public parking, and routine community destinations, such as schools, services, and parking. The following are specific improvements that will fulfill the needs identified by a community destination and linkage inventory:

- **Pedestrian and bicycle pathway improvements.** Use feedback gathered from community walk audits and inventory, as well as existing resources (e.g. traffic and collision data, existing plans) to develop a connected network allowing pedestrian access to all areas of the village. Use existing key destinations, such as the River Walk, as starting points and determine how they can be better connected to destinations such as resorts and hotels, grocery store and pharmacy, and state park campground. In some cases simple painted pathways, as well as short segments of sidewalk construction or repair can fill key gaps.

- **Roadway design demos.** Begin with trial and short term demonstrations, with the goal of creating permanent infrastructure improvements. Initially these can be paint and simple treatments such as temporary curb extensions, which are followed by more permanent roadway changes during routine scheduled maintenance.



- **Reverse diagonal parking.** Temporarily change the direction of the current parking spaces to allow for reverse diagonal parking on James Street. When cars are backed in pedestrians loading the rear of the vehicle are off the street, young passengers exiting the vehicle are directed toward the sidewalk not the road, and drivers can see traffic as they pull out, rather than blindly backing into an active travel lane, which is safer for vehicles and bicyclists. So it is safer for pedestrian and bicycle as well as motor vehicle traffic, and especially for larger, industrial vehicles and tour buses.



- **Curb extensions.** Curb extensions, or bump outs, extend the sidewalk at crosswalks to make crossing pedestrians more visible and able to see traffic and slow vehicle speeds. As a short term, low cost solution first install pop-up curb extensions, using low cost, removable materials such as paint, rubber curbing, cones, planters, and vertical delineators (flexible posts) to test their effectiveness in slowing traffic and improving safety.



- **High visibility crosswalks.** To calm traffic and enhance safety for pedestrians, paint crosswalks with ladder style patterns. Engage students to add artistic paint at the most heavily trafficked areas.



- **Parklets.** Create low-impact, even moveable pop-up small parks throughout walking and bicycling areas. Consider temporary parklets for part of the area where the temporary buildings will be removed adjacent to the River Walk and hospital parking. Engage students for the design and creation of these (e.g. covered benches, seating for restaurants, community pop-up gardens, small performance spaces for local musicians, bike racks).

- **Bike accommodations.** Add bike racks throughout the pathway area, village business district, and key destinations such as schools, library, and shopping on Route 12. If possible provide covered bike parking for employees at larger institutions, such as at the hospital.

- **Street Furnishing:** Incorporate street furnishings such as benches, shade trees and structures (e.g. gazebos, pergolas), bike parking racks, trash receptacles, and public art. Local businesses, service groups, artists, and students (e.g. trade students at BOCES) can create and adopt artistic street furnishings, bike racks, parklets, planters, and other attributes that will enhance the environment and support walking, cycling, and transit use.



5. Long-term Planning and Implementation Supporting Active Transportation

Beyond village and town core pedestrian and bicycle improvements, there are several broad scope projects that should be addressed through comprehensive planning and regional collaboration on implementation. These are larger scale projects that help to connect new and existing areas creating a comprehensive active transportation network for residents and visitors.

- **Develop a shared Village and Town Comprehensive Plan**, incorporating the Local Waterfront Revitalization Plan (LWRP). Obviously the River Walk and surrounding waterfront is a key feature, and it must be maintained as a core of the active transportation network in the region. So a comprehensive plan should ensure specific actions and funding to maintain this central destination area. But it should also envision and advance a larger regional active transportation network for pedestrians, bicyclists, and transit users (such as those who arrive by boat and bus). Specifically it must include the functional day-to-day destinations frequented by residents, not just visitors and tourists. One of the central operational tenets of this work should be to bring as many people into the core business areas of the Town and Village, with as few vehicles as possible.



•**Route 12 roundabout.** The intersection of Route 12 and Church street, the gateway to Alexandria Bay, is a great candidate for a roundabout. This is a long-term undertaking with the NY State Department of Transportation, but the state is increasingly receptive to and supportive of the benefits of roundabouts including: improved motor vehicle, pedestrian, and bicycle safety; reduced delays; lower long-term maintenance costs than signal lights; and safe operation even when the power is out. The community's vision and support could make this a reality, providing a great entry to the community, and very valuable traffic calming on the Route 12 corridor.

- **Route 12 Multi-Use Pathway.** There are number of important destinations along Route 12 to both the north and south of the Church Street intersection. There is a sidewalk for a portion of the route, but given the importance of the destinations, the ideal would be an eight-foot wide multi-use pathway that supports, for example, families bicycling between the village and Keewaydin State Park and camping areas. An important benefit of this is that every visitor or resident who cycles or walks into town *brings* economic activity, but *not* a motor vehicle, into this often congested area. There are numerous destinations that are well within cycling and even walking distance which visitors and residents would access without a car, if the route were made appealing and safe. These include to the north:
 - The Alexandria schools; openings in the fence by the athletic fields suggest pedestrians are entering this way already.
 - Informal pedestrian access to the Avery Ave. and Clinton Ave. residential streets; fence openings exist here as well.





To the south:

- A pharmacy, grocery store, gas station, bank, and other services and retail.
- Keewaydin State Park, including camping areas.
- A significant cluster of recreational, resort, housing, and retail activities as you approach the I-81 interchange.

Route 12 has a wide shoulder for some of this distance, and one approach worth exploring with the state DOT is the possibility of creating a marked and protected pedestrian and bicycle lane on this wide shoulder. For example, flexible vertical delineators and a 12-inch wide painted buffer strip could be placed to separate the right, southbound travel lane from the wide shoulder. This is a very good, low-cost demonstration approach to seeing how many pedestrians and bicyclists would use the corridor if it were made more safe and appealing.

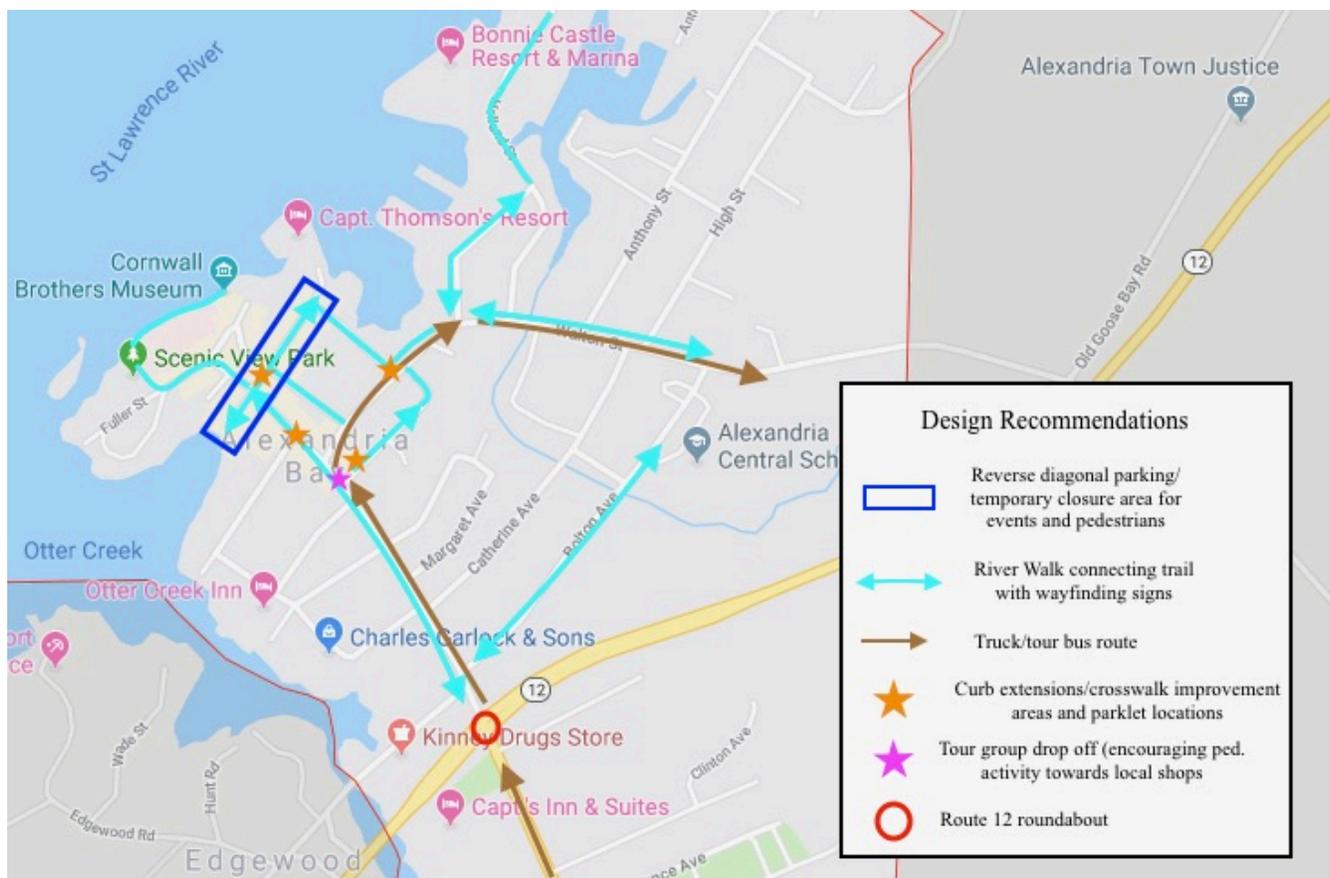


- **Route 12 sewer district expansion and pathway.** This expansion is planned, from Thousand Islands bridge to Keewaydin, and it is an extension of a utility corridor that connects to Clayton. As well as the benefit provided by sewer expansion, such corridors often have the potential to double as multi-use pathways as well. A properly designed path, for example with a compacted fine crushed gravel surface, could allow maintenance vehicles to access to the pipeline corridor when needed, but at all other times be a viable pedestrian and bicycle pathway.
- **Arena complex satellite parking program.** If a recreation/arena complex is built south on Route 12, during peak season this area can provide low- or no-cost parking for visitors. Combined with a shuttle to the village center, this could greatly ease downtown traffic congestion while supporting the vibrancy of the core business district.
- **Route 12 pedestrian/bicycle crossing and Church Street pathway.** The Otter Creek Preserve and Bay Drive-In Theater are a short distance south of the Church Street/Route 12 intersection. A high visibility pedestrian crosswalk and a pathway along Church Street to the drive-in would provide a very appealing option for walking and biking to the Otter Creek Trails and the movies.
- **Pedestrian/Bicycle link to Redwood.** A path to the drive-in could act as the beginning of a pedestrian and bicycle linkage along Routes 26 and 192 to the hamlet of Redwood. This would be an extraordinary regional connection and would become a bicycling destination, as the Indian River Lakes Conservancy (IRLC) is in the midst of developing outstanding trails, an environmental education center (at right), and ties to a larger regional trail system. All of this is sound sustainable economic development for the region, and identifying such a connection in planning documents is essential to later applications for implementation funding from the state and other sources. An example of a low cost first step is the painting of an “advisory shoulder” bike lane along Stine Road from Route 37 to the IRLC in Redwood.



By no means is this a comprehensive list of all of the steps to increasing healthy and active transportation in Alexandria and Alexandria Bay. But they are some of the highest priority ideas to come out of your workshop, and taken together they will provide a significant boost to the terrific work already underway there. So these steps should be the focus of on-going efforts, despite the challenge that will come with executing some of these priorities. It's certain, for example, that some residents and businesses will think reverse diagonal parking is an absurd idea. But the evidence and logic of it is sound, and that's why it's worth doing a demonstration event, helping people learn the facts rather than simply react emotionally, and then perhaps move to a more permanent solution. This should be your attitude about all of these ideas —they are new, some will be challenging, but all are well worth your persistent effort. Below is a simple schematic map locating some of these ideas, followed by the raw list of program, project, and policy ideas that came out of the workshop sessions, and resources.

Design Recommendations map:



Recommendations grid:

<p>Programs (e.g. events, outreach, education, promotions)</p>	<p>Projects (e.g. changes to physical infrastructure & the built environment)</p>	<p>Policy (e.g. rules, ordinances, guidelines, practices, & procedures)</p>
<ul style="list-style-type: none"> • Beautification program with community support • Volunteer committee (active transportation committee) for sponsorship of bike racks, planters, benches, public art; the village enhancements • Town wide trail analysis and trail network plan. • Education & outreach about the town, explicitly promoting Alex Bay as walkable community & destination. • Social media campaign promoting active transportation and the triple bottom line. 	<ul style="list-style-type: none"> • Gateway roundabout to the community at Route 12 intersection. • Reverse diagonal parking in village. • Wayfinding signs and network connecting waterfront access, playground, public beach, storefronts, visitor center, public docks, restrooms. • Riverwalk flow & network connectivity - clear linkage to business district, visitor center. • Sidewalk repair, consistency in future construction. Use pavers, bricks, only as accents. • Bike racks at key destinations. • Connect resorts and downtown are with safe bike facilities. • Pedestrian/bike connection to Otter Creek trails and drive-in movie. • Crosswalk repair & painting, ladder - style (high visibility) patterns. • Curb extensions at village intersections <ul style="list-style-type: none"> • Preclude illegal parking at x-walks. • Pop-up artistic benches, planters as, businesses adopt curb extension. • Connect supermarket to downtown. • Connect bike route to Indian River Lakes Conservancy trail. 	<ul style="list-style-type: none"> • Complete Streets policies. • Truck route policy • Sidewalk Improvement Districts <ul style="list-style-type: none"> • Repair existing sections, and fill-in network gaps. • Design consistency; use of bricks & pavers only as accents. • Beautification policy - planters, greenery, bike racks.

References & Resources:

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

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

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

Urban Street Design Guide, *Urban Bikeway Design Guide*, and *Transit Street 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 of low cost traffic calming, bicycle, & pedestrian facilities (free).
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/

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>

Guidebook for Developing Bicycle and Pedestrian Performance Measures, FHWA 2016; with detailed guidance on efficiency, safety, economic, health, equity, environmental, and quality of life measures of roadway and corridor performance. 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. Average estimates of costs for typical implementation tools & approaches. http://www.pedbikeinfo.org/cms/downloads/Countermeasure_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 low cost way-finding signs for pedestrian and bike routes: www.walkyourcity.org