

VILLAGE OF ALTAMONT, NY

PEDESTRIAN AND BICYCLE MASTER PLAN



January 2009

ACKNOWLEDGEMENTS

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PEDESTRIAN AND BICYCLE MASTER PLAN

Prepared for:

The Village of Altamont, New York

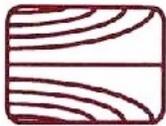
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January, 2009

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Table of Contents

EXECUTIVE SUMMARY	1
I. OVERVIEW	2
1.1 Project Background	2
1.2 Planning Objectives	3
1.3 Planning Process	3
II. EXISTING CONDITIONS	4
III. PEDESTRIAN AND BICYCLE NETWORK	11
3.1 Proposed Network.....	11
3.2 Pedestrian Improvements	12
3.3 Bicycle Improvements	17
3.4 Greenways, Trails and Connections.....	18
3.5 Multi-Modal Access	19
3.6 Policies and Programs	19
3.6.1 Policies	19
3.6.2 Programs	20
IV. PRIORITIZATION & IMPLEMENTATION	21
4.1 Criteria and Prioritization Matrix.....	21
V. DESIGN AND MAINTENANCE	27
5.1 Design Principles.....	27
5.2 Design Guidelines	28
5.3 Maintenance Policy and Schedule.....	30
VI. NEXT STEPS	31
VII. APPENDIX	32
7.1 Resources & References.....	32
7.2 Prioritization Matrix.....	33
7.3 Funding Resources.....	34
7.4 Proposed Village of Altamont Complete Streets Policy.....	37
7.5 Comments on the Draft Plan from the SAC and the January 2009 Public Meeting:.....	38

Executive Summary

This document is the Village of Altamont's plan for improved sidewalks, safe crossings and enhanced bicycle facilities. Implementing this plan will make Altamont a more pedestrian and bicycle friendly community. The plan identifies projects, policies and programs, and includes a prioritized list of actions. The Pedestrian and Bicycle Master Plan was a recommendation of the 2006 Altamont Comprehensive Plan and it is consistent with the Capital District Transportation Committee's *New Visions' 2030* general principles.

It is important to note that it is a realistic plan, developed with community input and based on achievable actions that the Village will be able to implement. Altamont faces many of the same challenges of other upstate New York communities, including the current economy and an aging infrastructure. At the same time, Altamont has significant opportunities: a beautiful historic Village center and concerned citizens who support improvements for walking and bicycling. This plan capitalizes on these assets and provides a framework for connecting the Village's neighborhoods and destinations with improvements that will benefit residents, businesses and visitors.

Improving conditions for pedestrians and bicyclists will have important benefits for Altamont. These benefits include safety, access for the disabled, improved opportunities for physical activity and reduced use of fossil fuels. Implementing this plan will improve Altamont's unique quality of life. The legacy of the Village's pedestrian oriented street pattern provides an advantage over most suburban communities. The Village is fortunate to be able to have the opportunity for more children to walk or bike to school, to be a destination for bicyclists, and to have parks, a new library, businesses and places of worship within walking distance.

Key recommendations of this plan include:

1. Repair existing sidewalks and provide new sidewalks on streets identified in this plan.
2. Upgrade signage and striping for pedestrian safety.
3. Provide bike racks at key locations in the Village.
4. Develop policies and programs that support walking and bicycling.
5. Pursue funding from the State and other sources for long-term capital projects.

The proposed recommendations are phased to allow both short-term successes and long-term projects. With local leadership and the cooperation of public, private and non-profit interests, the Village of Altamont will become a more pedestrian and bicycle friendly community.

I. Overview

1.1 Project Background

Altamont is a historic village of approximately 1,737 residents located at the base of the Helderberg escarpment in the Town of Guilderland in Albany County, New York. The Village is located at the crossing of New York State Routes 146 and 156. The Bozenkill and two smaller creeks run through the Village from west to east, and the Voorheesville line railroad bisects the community from east to west. In colonial times, the area was part of lands granted by the Dutch West India Company to Killian Van Rensselaer in 1630 and was known as Hellerburgh in the early 1700s.

In the early 1800s, the hamlet of Knowersville was established and eventually became known as Altamont, which means “high mountains.” Altamont was a summer vacation community centered on the railroad – and its land use pattern is defined by the historic grid of streets within walking distance to the station. The former train station is being renovated as the new home of the Altamont Free Library. The Village center has a post office, restaurants, Altamont Elementary School, a weekly newspaper, The Altamont Enterprise, and 3 churches: St Lucy Roman Catholic Church, St John Lutheran Church, and the Altamont Reformed Church. The Altamont Fairground hosts a week long country fair in mid-August and other festivals.¹



Altamont’s historic Village setting provides the foundation for the Pedestrian and Bicycle Master Plan.

Altamont has been proactive in improving the quality of life for its residents and businesses. In 2006, the Village completed a Comprehensive Plan that recommended accommodating long-term sidewalk construction and maintenance goals. Maintaining existing linkages between neighborhoods and community amenities such as parks, gardens, and village scale shopping, and expanding on such linkages, has been and continues to be an area of emphasis in the Altamont community. These elements are important as the Village strives to build upon its historical model of village life as a community in the 21st century.

This plan addresses the Village’s ideas for improving sidewalks, enhancing bicycle facilities, providing safer crossings, and identifying funding sources and creating a maintenance schedule to accomplish this work. The proposed project relates directly to the Capital District Transportation Committee’s *New Visions’ 2030* general principal of supporting urban revitalization and redevelopment of existing commercial/residential areas, encouraging a greater mix and intensity of land uses, and developing bicycle and pedestrian-friendly design standards. This study provides for support for the gradual redevelopment of the underutilized properties within the Village limits and provides a framework for the creation of a non-motorized transportation network that would provide connectivity among Village neighborhoods and activity centers.

¹ Historical Background source: http://en.wikipedia.org/wiki/Altamont,_Albany_County,_New_York accessed 10.14.08

1.2 Planning Objectives

The specific objectives stated in the Scope of Work for the study were:

- Establish and expand the bicycle and pedestrian linkages between the Village's primary destinations and neighborhoods within the Village with the creation of a non-motorized network plan.
- Build upon recommendations in the Village's Comprehensive Plan to promote a safe and attractive bicycle and pedestrian atmosphere while maintaining the vitality of the unique/historic character of the Village.
- Quantify existing Village bicycle and pedestrian resources and outline priorities for their expansion. Existing gaps in the system should be reviewed and prioritized.
- Identify potential transit and multi-modal nodes for the establishment of a functional non-motorized transit system in the Village.
- Develop a method for the Village to prioritize future bicycle and pedestrian capital projects with planning level cost estimates.
- Identify potential funding sources that would assist the Village in funding future bicycle and pedestrian capital projects.
- Involve the public in the planning process to ensure consensus and support.

1.3 Planning Process

The primary steps in this project were as follows:

Project Coordination: A Study Advisory Committee (SAC) was identified by the Village and CDTC. This committee held an initial project kickoff meeting to review the scope and schedule, and served an advisory role throughout the project.

Existing Conditions Inventory: A review of existing pedestrian and bicycle facilities was conducted and summarized in a Geographic Information Systems (GIS) base map, along with a report identifying key issues. This inventory utilized base data from a sidewalk inventory conducted by CDTC staff.

Public Involvement: A project website and newsletter were established. The newsletter was mailed to all Village residents and included in media releases. Two public workshops were held, one at the beginning of the project to listen to ideas from the community, and a second meeting to present the draft plan.

Non-Motorized Network and Prioritization: With input from the public and the SAC, a proposed network of non-motorized facilities was identified. A GIS map of the proposed system was developed. A prioritization matrix was utilized to group potential projects into short-term and long-term improvements. The results of these tasks were included in the Draft Plan, and after the second public workshop, the final plan was completed.



The Village of Altamont made public involvement an important part of the planning process

II. Existing Conditions

This section provides a review of existing local and regional pedestrian and bicycle facilities, planned or proposed projects, and regional trails that provide opportunities for future connections. The following documents were reviewed and incorporated into the existing conditions maps, which are included in this document:

1. CDTC Regional Greenways Concept Plan and New Visions

The Capital District Transportation Committee (CDTC) has made a strong commitment to improving bicycle and pedestrian facilities. CDTC's New Visions 2030 plan includes the concept for a regional greenways program that would result in 280 miles of bike-hike trails linking parks, natural areas, cultural features, historic sites, neighborhoods and retail areas. The Helderberg-Hudson Rail Trail is part of this potential system. CDTC's Bicycle and Pedestrian Task Force has developed a Bicycle and Pedestrian Priority Network as part of the original New Visions process. The network includes 350 miles of bicycle and pedestrian priority projects that should make the region more bicycle and pedestrian friendly.

The CDTC Regional Priority Network includes NYS Route 146 from the Schenectady County Line to Maple Ave in Altamont. The cumulative length of the Route 146 stretch is 9.9 miles, but only .5 miles of that are in the Village of Altamont. The opportunity exists to expand the Route 146 priority piece to connect to Route 156 so that a continuous loop along the priority network can be made from Altamont connecting to State Routes 85 and 157. This connection would be an important commuting route for bicycle travelers coming into or leaving Altamont and would also play a role for recreational or touring cyclists traveling through the area.

2. Existing Sidewalk Inventory and Field Observations

The existing sidewalk network in the Village is well established and has received much-needed attention in recent years to repair and expand the infrastructure. CDTC conducted a survey of existing sidewalks and provided GIS data for the maps prepared in this Plan. The sidewalks on Main Street were recently redone as part of the larger repaving project on Route 146. The Main Street sidewalk corridor forms the spine of the sidewalk network and connects to additional sidewalks on both the North and South side of the Village. In recent years, the Village has typically set aside approximately \$8,000 a year and dedicated those funds to sidewalk infrastructure. The most recent project is the expansion of the sidewalks on Maple Ave north to the intersection of Sunset & Gregg Streets. Destinations in the central Village are easily accessible but the outer neighborhoods and locations such as Bozenkill Park are lacking connections to the larger network.



A recent Village-funded project provided new sidewalks on Maple Avenue.

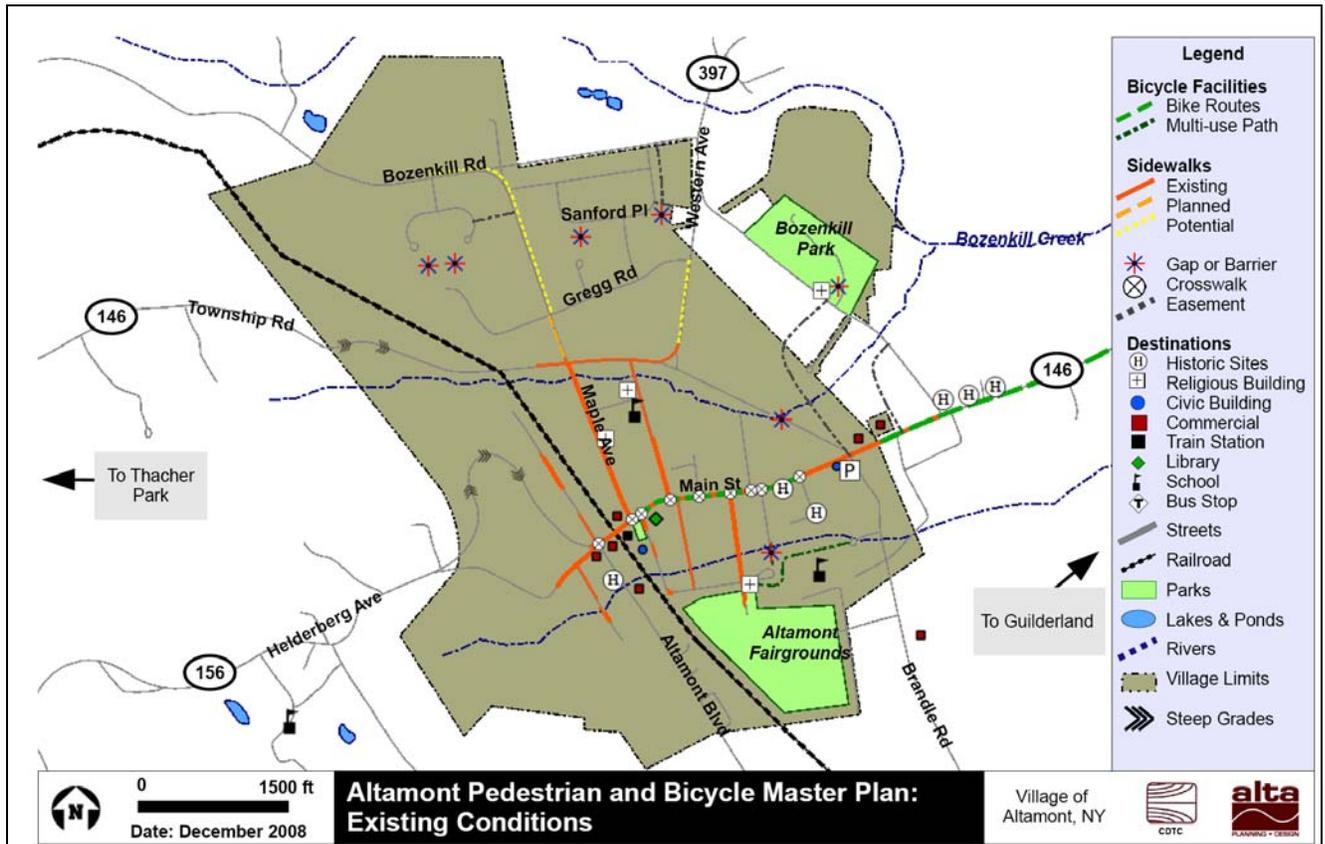
All of the major crossings on Main Street between Route 156 and the entrance to the Altamont Fairgrounds were re-striped as part of the Route 146 re-paving project. The high-visibility markings are in good condition. The major crossings also included appropriate ADA treatments such as curb ramps and truncated dome tactile warnings. Similar treatments should be included on future paving projects as the village expands the sidewalk network.



During the reconstruction of Route 146, the Village worked with NYSDOT to include new sidewalks and crossings on Main Street in.

During field observations, most (but not all) motor vehicle drivers in the village appeared to yield to pedestrians in the crosswalks. If the Village decides that additional reinforcement is necessary, additional devices could be placed in the cross-walks with the NY State “Yield to Pedestrian” sign to further educate drivers of their responsibility. Crosswalk law enforcement has also been found to be effective in increasing compliance.

Although there are no traffic signals in the village, there may be interest for improved pedestrian crossing treatments at the intersection of Route 156 and Main Street or other locations with high pedestrian traffic from the Altamont Fairgrounds. The map below provides an overview of existing conditions for walking and bicycling in Altamont.



3. 2006 Village Comprehensive Plan

Starting in early 2006, the Village of Altamont embarked on a year-long comprehensive plan update. The update effort was coordinated by a volunteer steering committee and addressed many of the issues facing the village. The plan update clarified the community's visions and goals and detailed many of the critical land use, infrastructure and services contained within the village. The following sections highlight elements of the 2006 update which address bicycle and pedestrian priorities:

Land Use and Zoning Laws

The land use recommendations encourage more mixed-use buildings, higher-density residential areas (including multi-family and senior housing) and a wide diversity of housing types throughout the village. The section also calls for focusing all new development within the Village area and discouraging sprawling development in the residential or rural areas. The compact development style coupled with the goals mentioned in the Infrastructure and Transportation section will better enable Village residents to utilize walking and biking as their main form of transportation.

Infrastructure and Transportation

The infrastructure section details funding and planning needs to help promote continued funding and prioritization of necessary infrastructure. The document recommends adopting a Capital Improvement Plan (CIP) to help accommodate long-term sidewalk construction and maintenance. The section also highlights the need for a "Sidewalk Maintenance and Improvement Plan" to prioritize new sidewalks, improve sidewalk connections, enhance pedestrian crossings, address older slate sidewalks, identify funding sources and create a maintenance schedule to accomplish the work.²

- Goal 3: Alternative transportation options in the Village are provided for and supported.
 - Objective 3.1: To explore and implement options that provide enhanced access to public transportation and alternative forms of transportation in the Village.
- Goal 4: Bicycle and pedestrian facilities in the Village are further improved.
 - Objective 4.1: To develop a sidewalk program that covers the maintenance, reconstruction and installation of sidewalks in the Village, including materials and dimensional standards.

Natural Resources & Economic Development

The natural resources and economic development sections of the plan highlight the need to protect the Village's natural resources while developing a "Main Streets" program to drive development in the Village core. These sections address the need for "greening" the village through a variety of environmental programs and initiatives and also recommend the creation of an Economic Development Advisory Board.

- Goal 4: Street trees within the Village are maintained and enhanced as an important component of both the environment and community character.
 - Objective 4.1: To develop a Street Tree Program that plans for the long-term increase, maintenance and replacement of shade trees.
- Goal 3: The downtown area re-establishes itself as a vital community center and an attraction for business.

2 Village of Altamont. "Village of Altamont Comprehensive Plan: Executive Summary." November 2006. Page 8.

- Objective 3.4: To promote the Village as a regional destination for visitors.

Parks and Recreation Goals & Objectives

- Goal 2: A well-maintained system of sidewalks and trails exist.
 - Objective 2.1: To physically link residential areas, business areas, parks, gardens and open spaces within the Village, as well as connecting to parks and trails in neighboring communities as identified in the Guilderland Pathways Master Plan.

4. Village Zoning & Subdivisions Regulations

The Village of Altamont has a newly-updated and comprehensive set of zoning and subdivision regulations that address a wide range of land use, transportation and quality of life components of local development. The Planned Unit Developments (PUD) regulations require grid-oriented streets with sidewalks on at least one side of any street. The zoning regulations for the Village of Altamont address traffic calming, traffic management and other associated transportation regulations. The zoning board is also given provisions to require traffic calming measures, including but not limited to medians, surface textures and curb extensions, to slow traffic speeds and limit traffic access. The traffic management policies do not address bicycle or pedestrian travel.

Section 27 of Article IV details requirements for street and site lighting. Section 31 regulates off-street parking requirements and states that bicycle parking is required by discretion of the zoning board. Section 36 of Article IV outlines the purposes and regulations of Residential Cluster Developments. Like PUD developments, clustered developments are allowed for the promotion of greenspace conservation, construction of bicycle and walking trails, and other recreation or environmental purposes. The cluster development regulations specifically include reduction of automobile-dependent trips as a purpose of these developments to achieve concurrence with the Village's adopted Comprehensive Plan. Section 37 of Article IV further details the requirements for all developments to provide easements for bikeways, sidewalks or non-motorized trails. The location and design of easements are to be determined by the zoning board in concurrence with the Village Comprehensive Plan, the Town of Guilderland's Pathways Plan or other pathway plans adopted by jurisdictions within the area.

The subdivision regulations define bicycle parking as street furniture, subject to regulation within the street furniture zone. Section 31 details the need for an internal circulation system within subdivisions, including bicycle and pedestrian circulation. Section 31.1 regulates internal streets, including the location and design of sidewalks. Sidewalks must be provided on at least one side of every street and connect to existing facilities. Bicycle routes must be provided where feasible and linkages to adjacent streets or neighborhoods must be provided where feasible.

5. Helderberg - Hudson Rail Trail

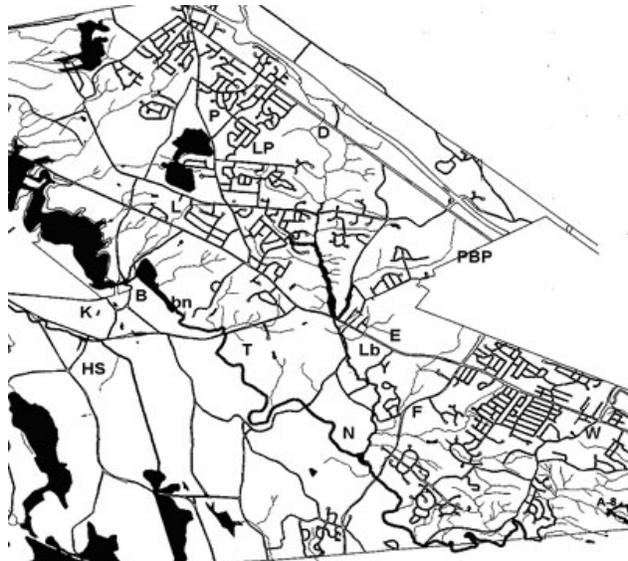
The Helderberg-Hudson rail-trail is a project which will connect the Port of Albany to Voorheesville along the Normanskill. Albany County is in the process of purchasing the Canadian Pacific Railway line and turning it into a nine-mile multi-use pathway which would run through New Scotland and Bethlehem to Albany. The existing plan stops at Voorheesville but the trail could be extended along the active line into Altamont if conditions change in the future. The train traffic on that line has increased recently to around one or two freight trains a day, although for the last 15-20 years usage was less frequent. The right-of-way is single track with limited options for a rail-with-trail alternative in Altamont due to topography, adjacent land uses and other constraints.



The existing railroad right-of-way facing west in the Village of Altamont.

6. Guilderland Pathways Plan

The mission of the Guilderland Pathways Plan is to create a comprehensive plan for sidewalks and non-motorized recreational paths throughout the Town of Guilderland and to promote safe, non-motorized transportation for both commuting and recreational purposes. The Pathways Plan does not currently have any existing connections to the Village of Altamont although as each plan moves forward there will be opportunities to connect them to create a larger network.



Guilderland Pathways Plan Map

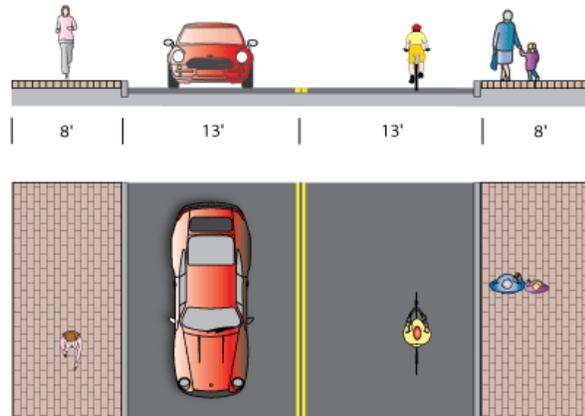
State Roads

The Village of Altamont is bisected by three major state routes: 146, 156 and 397. The Village-wide speed limit is 30 mph and the average daily traffic varies by roadway (see table below). The cross-sections of the three state routes differ slightly, which affects the relative comfort of non-motorized users.

Albany County Traffic Volumes

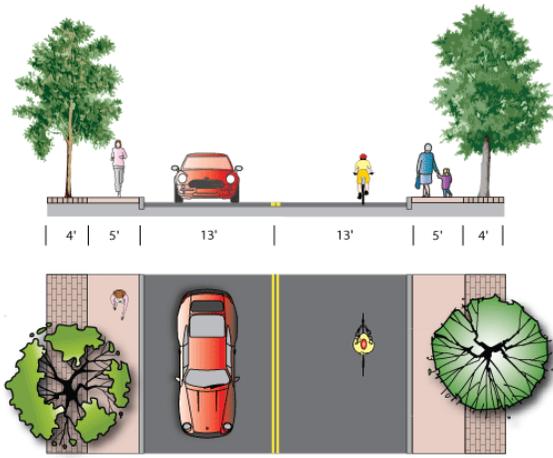
Segment Limits	Volume (AADT)	Count Year
Route 146: NY 397 to Main St (NY 912C)	3,300	2005
Route 146: Main St to NY 158	6,600	2005
Route 156: NY 157 to Main St (Altamont - NY 912C)	2,800	2003
Route 156: Main St (Altamont) to CR 202 (Meadowdale Rd)	1,700	2002
Route 397: NY 146 to US 20	2,400	2005

Route 146 (Main Street) is the main entryway into the Village for travelers coming from the Eastern sections of Route 20. The road has two 13 foot travel lanes entering the Village and there is sporadic parking on both sides as the road approaches the intersection with Route 156. The sidewalk infrastructure was recently completed but the limited road space can make for a challenging situation for cyclists in heavier traffic flows.



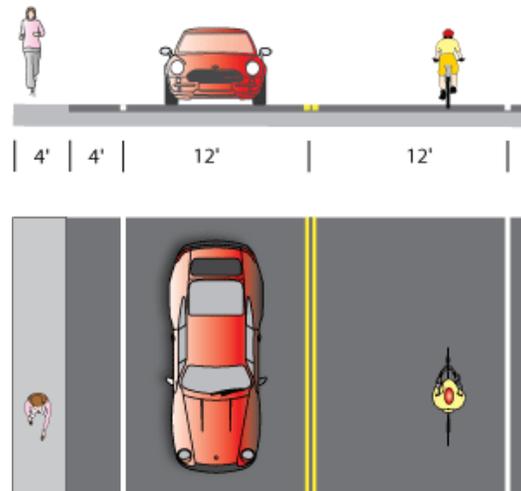
Route 146 - Existing Conditions

The cross-section of Route 156 is very similar to that of Route 146. There are two 13 foot travel lanes with sidewalks available for the last section of the road as it approaches Route 146 from the east.



Route 156 - Existing Conditions

Route 397 has a slightly different cross-section than the other two state routes. Instead of the 13 foot lanes present on Routes 146 and 156, Route 397 has 12 foot lanes but a wider road profile overall with a 4 foot shoulder on the west side and a soft shoulder on the east side. There is also a 4 foot sidewalk on the west side of the road.



Route 397 - Existing Conditions

III. Pedestrian and Bicycle Network

3.1 Proposed Network

As an historic community, the majority of Altamont’s physical infrastructure has been built. At the same time, it is important to note that the Village has adapted its streets to meet the changing needs of several different eras, with the biggest change representing the shift from a railroad/equestrian/pedestrian system to today’s motor vehicle/pedestrian system. Many streets in the Village have been altered over time to accommodate motor vehicles. With this perspective, it is possible to envision an updated network that improves conditions for pedestrians and bicyclists.

The proposed network provides realistic solutions that are within the resources and scale of the community. These changes can be seen in terms of both short-term and long-term improvements, and can be implemented in phases over time. In the short-term, pedestrians and bicyclists will be accommodated with improvements within the existing street system. These improvements will include signage, pavement markings, crosswalks, sidewalk projects and streetscape elements such as benches, trees and bike racks. In the long-term, missing links can be re-connected to provide better access between neighborhoods, to integrate the creek corridors within the Village and to provide for new capital projects. The proposed network is illustrated in the map on the following pages.



The Village of Altamont has created an attractive streetscape along Main Street, and is working to improve conditions for walking and bicycling throughout the community.

3.2 Pedestrian Improvements

Proposed improvements to the Village pedestrian network are described as follows:

Sidewalks:

Short-Term:

Provide 5 feet wide concrete sidewalks where possible on existing Village streets. Upgrade existing slate/stone sidewalks where safety is an identified concern due to poor sidewalk conditions.

Location(s):

Recommended Sidewalk Repairs					
Street	Start Point	End Point	Sidewalk Side	Condition	Recommendations
Euclid Ave	Mid-Euclid	111 Euclid	West	Poor	Replace sidewalk
Euclid Ave	104 Euclid	102 Euclid	East	Poor	Replace sidewalk
Grand St	Fairview Ave	0.04 miles south	West	Good	Upgrade to concrete
Grand St	Main St	0.13 miles south	West	Poor	Replace sidewalk
Grand St	0.13 miles south on Grand St	Fairview Ave	West	Good	Upgrade to concrete
Grand St	Fairview	0.03 miles south	East	Poor	Replace sidewalk
Lark St	Main St	120 Lark	West	Poor	Replace sidewalk
Lincoln Ave	Main St	Lincoln @ Jay	West	Good	Repair or replace slate
Lincoln Ave	Lincoln @ Jay	0.03 miles north	West	Good	Repair or replace slate
Prospect Terr.	Main St	End of Road	East	Poor	Repair or replace slate
Prospect Terr.	Main St	End of Road	West	Poor	Repair or replace slate
Severson Ave	0.03 Miles South on Severson	0.09 miles South on Severson	West	Poor	Replace sidewalk
Western Ave	0.16 miles east of Domanico	0.05 miles east of Schoharie	North	Poor	Replace sidewalk
Planned or Proposed Sidewalks					
Western Ave	Schoharie Plank Rd	Gregg Rd	North	Potential	Construct new sidewalk
Maple Ave	Sunset Dr.	Bozenkill Rd	West	Potential	Construct new sidewalk

Long-Term:

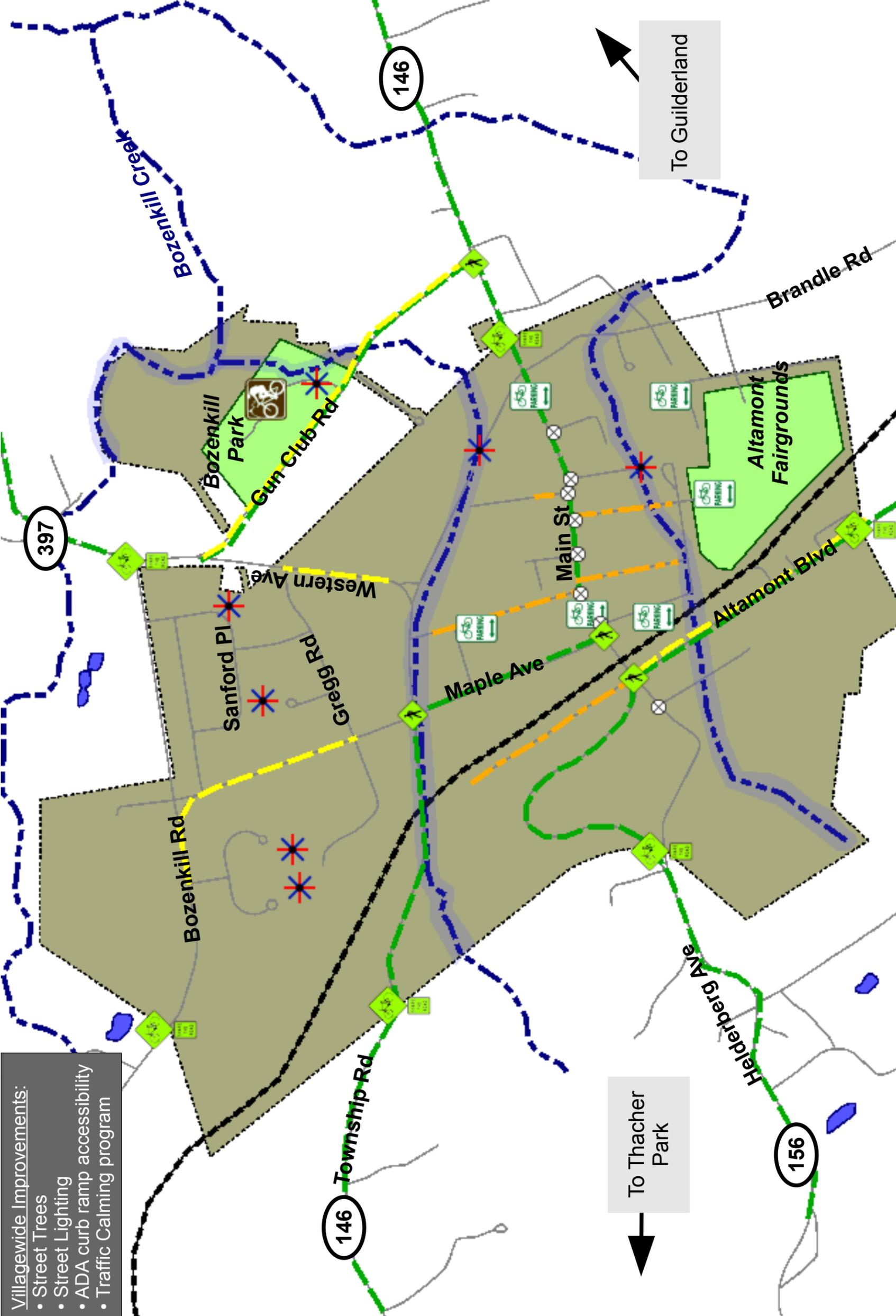
In areas where aging infrastructure requires replacement, coordinate sidewalk improvements with repair/replacement of underground utility and drainage services. This includes the area south of Main Street in the historic village center.

Location(s):

Altamont Boulevard between Main Street and the Village's southern boundary. This section has partial asphalt sidewalks and will require new curbing, drainage and utility work in addition to new concrete sidewalks.

The Village should also work with the Town of Guilderland's Pathways Committee to build sidewalks on roads serving built-up areas on the Village's periphery. Examples include along SR 146 west to the school and east to Gardner Road, SR 156 to the Fairground's back entrance, and a loop extending from the proposed Maple Ave Extension sidewalk along Pangburn Road to SR 397 and back into the Village.

- Villagewide Improvements:**
- Street Trees
 - Street Lighting
 - ADA curb ramp accessibility
 - Traffic Calming program



Legend

Bicycle Facilities

- Upgrade Bike Routes (Green dashed line)
- Shared Use Path (Yellow dashed line)

Pedestrian Facilities

- Upgrade Existing (Orange dashed line)
- New Construction (Yellow dashed line)

Gap or Barrier (Red star symbol)

Crosswalk striping (Circle with X symbol)

Conservation Area (Blue shaded area)

Signage

- Bicycle Parking (Green sign with bicycle icon)
- Mountain/BMX Park (Brown sign with bicycle icon)
- Pedestrian Crossing (Green sign with walking figure)
- "Share the Road" (Green sign with bicycle icon)

Streets (Grey line)

Railroad (Black dashed line)

Parks (Green shaded area)

Lakes & Ponds (Blue shaded area)

Rivers (Blue line)

Village Limits (Blue dashed line)

Steep Grades (Black arrow symbol)



0 1500 ft



Date: January 2009

**Altamont Pedestrian and Bicycle Master Plan:
Recommended Improvements**

Village of
Altamont, NY



Signage and Pavement Markings:

Short-Term:

Yield to Pedestrians Safety Devices: purchase up to ten (10) additional yield to pedestrians devices to allow for replacement when damage occurs.

Upgrade pedestrian warning, pedestrian crossing, yield to pedestrian and school zone safety signage throughout the Village to comply with the current edition of the Manual of Uniform Traffic Control Devices.

Re-stripe crosswalks on State and County roads using high-visibility pavement marking patterns with a consistent design.

Ensure that advance stop and yield line markings are provided as appropriate.

Improve pedestrian safety at driveway crossings by striping the pedestrian right-of-way across the driveway opening. On future projects, require the sidewalk to be continuous across driveways in the Village.



Continuing the sidewalk across driveways is recommended in the Village to clearly delineate the pedestrian space. At locations with existing driveways, striping can be provided to ensure pedestrian safety.

ADA Accessibility: The American with Disabilities Act (ADA) promotes the concept of universal design or direct access to accommodate anyone with a disability or mobility impairment. As it applies to the Altamont Pedestrian and Bicycle Plan, all sidewalk or crosswalk projects should include ADA compliant curb ramps and truncated domes.

Short-Term:

Provide ADA compliant curb ramps at up to ten (10) locations per year.

Long-Term:

Provide ADA compliant crossing treatments throughout the Village.



ADA compliant curb ramps include truncated domes to provide accessibility for visually impaired pedestrians.

Streetscapes:

Short-Term:

Plant up to twenty-five (25) new street trees each year.

Install or replace up to five (5) street lights each year.

Install or replace up to five (5) benches in public places each year.

Long-Term:

Develop a traffic calming program to ensure pedestrian safety with an emphasis on maintaining the posted speed limits throughout the Village. Traffic calming includes strategies to slow down or reduce traffic, thereby improving safety for pedestrians and bicyclists as well as the environment for residents. This program can be accomplished through a variety of engineering designs including curb extensions, chicanes and speed tables.



The Village has established high quality designs for lighting and street furniture. These elements should be continued in future projects.

Intersections / Safety Projects:

Short-Term:

Improve signage, pavement markings, access management, sidewalks and curb ramps at the following intersections:

“5 Corners” Main Street / Altamont Avenue

Maple Avenue and Main Street

Route 146 and Gun Club Road

Long-Term:

Re-configure the 5-way intersection at Route 156 / Altamont Avenue to reduce motor-vehicle speed and improve safety conditions for all modes.

Integrate access management for driveway access and work with private properties to create a more clearly defined street edge. Consider a roundabout as a potential alternative at this location.

Traffic calming on CR 253 as it turns onto Maple Ave. Ext. from Bozenkill Rd. Drivers should recognize that they are leaving a rural road and entering a Village with a lower speed limit.



This modern roundabout at Elmira Road and West Spencer Road in Ithaca, NY has similar conditions to the 5-way intersection in Altamont.

3.3 Bicycle Improvements

Paved Shoulders:

Long-Term:

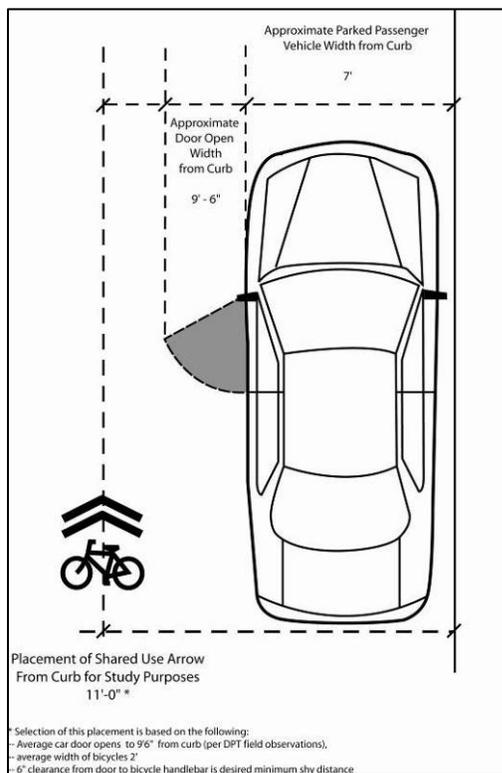
Provide paved shoulders on State and County roads and maintain these paved shoulders between Altamont and adjacent communities. Integrate these improvements when maintenance or repaving work is done on the following roadways:

Route 146, Route 156, Dunnsville Road, Gun Club Road, Bozenkill Road

On-Street Bikeways:

Short-Term:

Provide “Share the Road” signage at entry points to the Village, and consider using Shared Lane Markings (“Sharrows”) on principal roadways with on-street parking in the Village (Main Street, Altamont Avenue, Maple Avenue, Lincoln Avenue, Park Street). These markings are proposed for inclusion in the Manual of Uniform Control Devices (MUTCD) and once approved will provide for an alternative for bikeways on roads that do not have sufficient width for bike lanes.



The left image shows dimensions for the shared lane pavement marking arrow (“Sharrow”); the photo shows the “sharrow” in use on a street with on-street parking.

Bicycle Parking:

Short-Term:

Install up to twenty-five (25) new bike racks as an integral part of Village Streetscape Improvements. The Village could also require as part of the zoning regulations that new or remodeled commercial buildings provide bicycle parking.

Provide bike parking at all public buildings (Village Hall, Library, Post Office, Schools, etc.).

Coordinate with the Altamont Fairgrounds to provide valet bike parking at special events.



Bicycle parking racks can be designed to complement the historic streetscapes in Altamont.

3.4 Greenways, Trails and Connections

Short-Term:

Provide improved pedestrian and bicycle access into Bozenkill Park from the Gun Club Road entrance. This can be accomplished by providing striped shoulders on the existing roadway. The existing gravel service road along the north side of the park could be continued around the perimeter of the park to create a loop trail. With volunteers, the Village could create a mountain biking skills area in an underutilized section of Bozenkill Park.

Long-Term:

Develop a conservation strategy for the stream corridors through the Village, with a long term goal of providing improved drainage control, potential access points and beautification. These corridors are important greenways that could include future natural surface trails along the creeks.

Shared-use Paths: Develop a long-term plan for extending the Helderberg-Hudson Rail Trail into Altamont if active railroad use is discontinued in the future.

Neighborhood Connections: Connect ‘missing links’ in the pedestrian network at locations where rights-of-way and landowner cooperation supports these connections. Examples include providing new foot bridges across the creek at Schoharie Plank Road and between Sand Street and Altamont Elementary School.

Identify a location for expanded mountain biking / BMX riding in the Village, potentially at the Altamont Fairgrounds or a similar location so people can access these forms of recreation without having to drive in a motor vehicle to another community.

3.5 Multi-Modal Access

Short-Term:

Transit Shelters: Coordinate with CDTA to have bus stop enclosures installed in the Village. These enclosures should be compatible with the Village’s historical streetscape elements.

Bikes on Buses: Promote Altamont as bicycle touring destination in combination with CDTA’s Bikeable Bus services. Promote bicycle and transit access to events at the Altamont Fairgrounds.

ADA Access: Work with CTDA to ensure that bus stop locations are accessible, with appropriate sidewalk, curb ramp and crossing features.

3.6 Policies and Programs

3.6.1 Policies

It is important for the Village to integrate the Pedestrian and Bicycle Master Plan into its policies and regulations to ensure long-term success. Two key policy recommendations are as follows:

Complete Streets: Adopt a Complete Streets policy, stating that Village streets will be “*designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move along and across a complete street.*”

A draft of this policy is provided in the appendix of this document and could be incorporated into the Village Comprehensive Plan.

Maintenance and Operations: Ensure that pedestrian and bicycle facilities in the Village are maintained on a routine basis as an integral element of public works and related programs. The Village provides sidewalk snow removal on primary streets and ensures that curb ramps are kept clear of snow and ice. It is important to work in partnership with local property owners to coordinate these activities. Additional details on this topic are provided in the maintenance section of the plan.

3.6.2 Programs

Education, Encouragement and Enforcement:

In addition to providing the infrastructure for walking and bicycling, it is equally important for the Village to provide a balanced approach that includes education, encouragement and enforcement programs. These programs are outlined as follows:

Speed Radar Signs: Provide solar powered speed radar signs at the entranceways to the Village to advise motorists of the local speed limit and their current speed.

Targeted Enforcement: Work with law enforcement to identify locations where motorists do not comply with the New York State Yield to Pedestrians law, and periodically conduct ‘sting’ operations to enforce the law.

Historical Walking Tours: Promote and conduct walking tours to all the historic sites throughout the Village.

Annual Community Bike Tour: Initiate a family-oriented community bike ride around the Village as a way to encourage physical activity in the Village.

Community Gardens: Continue the existing efforts to provide flowers, banners and landscaping along city streets.

Safe Routes to Schools: Develop a Safe Routes to Schools program to encourage physical activity and increased walking and bicycling at Altamont Elementary School.

Altamont Active Living Club: The community can establish a club that encourages walking and bicycling, with a regular schedule of events, incentives such as discounts at local businesses and a system for monitoring health and fitness.



A speed radar sign is an effective way to ensure that motorists comply with Village speed limits.

IV. Prioritization & Implementation

4.1 Criteria and Prioritization Matrix

The potential projects identified for Altamont will be implemented in phases over time. To assist in establishing a rational process for prioritization, criteria were developed and used to create a matrix to rank the recommended projects. The criteria are intended to be quantitative, understandable to the public and sensitive to the potential differences between various pedestrian and bicycle infrastructure elements. These tools will help the community to understand the relative value of potential projects so that facilities can be developed in a manner that is appropriate to local issues. The identified project prioritization listings should be considered as a flexible guideline that will be used in combination with professional judgment, available resources and opportunities for developing the recommended improvements.

Using the evaluation criteria, 24 potential projects were ranked based on information obtained from site visits, field work, public involvement and the Study Advisory Committee. These rankings were used to group the proposed projects into phased recommendations for Tier 1, Tier 2, and Tier 3 implementation as follows:

- >80 Points: Tier 1 projects are the highest potential pedestrian and bicycle projects for near-term project implementation within 1-5 years.
- 65-80 Points: Tier 2 projects are moderately challenging projects that can supplement the core network within 6-10 years.
- <65 Points: Tier 3 projects are projects that are not currently ready to be implemented, but are included as long-term potential projects over the next 10-20 years.

The results of the prioritization process are presented on the following pages in two categories: projects which could be funded with local resources from the Village and projects which would require outside funding sources. A copy of the prioritization criteria is included in the appendix of this document.

Priority Project Rankings: Locally Funded Projects

The following table lists the projects proposed for funding by the Village of Altamont along with scoring of the criteria established during the planning process.

Altamont Pedestrian and Bicycle Plan Prioritization Matrix: Proposed Projects								
Criteria								
Projects with local funding	Transportation (15)	System Connectivity (20)	Community Benefits (15)	Multiple Use (10)	Project Support (20)	Cost (10)	Constructability (10)	Total / 100
Improve Pedestrian Signage	15	20	15	7	20	10	10	97
Improved Crosswalk Striping & Striped Crossings at Driveways	15	20	15	7	20	10	10	97
"Share the Road" Signage	15	20	15	3	20	10	10	93
Curb Ramps & ADA Crossings	15	20	12	10	20	5	10	92
Bicycle Parking Racks	12	20	15	3	20	10	10	90
Bozenkill Park Accessibility	9	20	12	10	20	5	10	86
Speed Trailers & Signs	15	10	9	10	20	10	10	84
Grand Street Sidewalk Repairs	12	20	9	7	20	5	10	83
Maple Avenue Extension Sidewalk Construction	12	20	9	7	20	5	10	83
Upgrade School Zone Crossings	12	10	6	10	20	10	10	78
Lark Street Sidewalk Repairs	9	20	6	5	20	5	10	75
Lincoln Avenue Sidewalk Repairs	9	20	6	5	20	5	10	75
Western Avenue Sidewalk Repairs & Construction	9	20	6	5	20	5	10	75
Installation of Shared Lane Markings	15	20	15	3	10	5	5	73
Streetscape Amenities: Trees, Lighting & Benches	3	10	9	10	10	10	10	62
Euclid Avenue Sidewalk Repairs	9	10	6	5	20	5	5	60
Severson Avenue Sidewalk Repairs	3	10	6	5	20	5	10	59

The projects that scored the highest on the locally funded prioritization matrix are generally low-cost projects which can be implemented in a relatively short timeframe with the potential for immediate impact. The top two projects are improved pedestrian signage and crosswalk striping to increase the visibility and safety of pedestrians in the Village. “Share the Road” signage and the installation of bicycle parking racks, project numbers 3 and 5, have the potential to increase the safety and use of bicycles. Access to Bozenkill Park is number 6 on the list and this ranking corresponds with the strong support for improved access to the park that was voiced at the initial public meeting. The second half of the list is largely populated by sidewalks in need of repair. While these projects are important to the overall pedestrian network, they did not score as high as the signage projects due to the increased funding that they require.

Priority Project Rankings: Projects Requiring External Funding

The following table lists the projects proposed for funding by sources including State and Federal grants, along with scoring of the criteria established during the planning process.

Altamont Pedestrian and Bicycle Plan Prioritization Matrix: Proposed Projects								
Criteria								
Projects with external funding	Transportation (15)	System Connectivity (20)	Community Benefits (15)	Multiple Use (10)	Project Support (20)	Cost (10)	Constructability (10)	Total / 100
Reconstruction of Gun Club Road	15	20	15	10	20	0	5	85
Reconstruction of Altamont Boulevard (Route 156)	15	20	15	10	20	0	5	85
Village-wide Traffic Calming Program	15	20	15	10	10	0	5	75
Paved Shoulder Installation	15	20	15	10	10	0	5	75
Reconfigure 5-way Intersection of Route 156 & Main Street	15	20	9	10	10	0	5	69
Installation of Transit Shelters	15	10	9	7	10	5	5	61
Extend Helderberg-Hudson Rail Trail into Altamont	6	5	15	10	10	9	5	60

For the projects requiring funding sources outside of the Village’s resources, the reconstruction of Gun Club Road and Altamont Boulevard (Route 156) scored the highest. Gun Club Road is the access road to Bozenkill Park and Altamont Boulevard is one of the main entry points to the Village of Altamont. A village-wide traffic calming program and the reconfiguration of the 5-way intersection of Route 156 and Main Street would serve to reduce motor vehicle speeds, thereby improving pedestrian and bicycle safety. The list is rounded out by the installation of transit shelters and the long-term extension of the Helderberg-Hudson Rail Trail which would connect the community to the regional transit and trail networks respectively.

Overall Priority Project Rankings by Tiers

The following table shows the recommended phasing of Tier 1, 2, and 3 projects based on the prioritization matrix. The tiers are meant to indicate both the importance and feasibility of the respective projects in the implementation phasing.

Altamont Pedestrian and Bicycle Plan Prioritization Matrix: Implementation Phasing					
Tier 1 Projects	Score	Tier 2 Projects	Score	Tier 3 Projects	Score
Improve Pedestrian Signage	97	Upgrade School Zone Crossings	78	Streetscape Amenities: Trees, Lighting & Benches	62
Improved Crosswalk Striping & Striped Crossings at Driveways	97	Lark Street Sidewalk Repairs	75	Installation of Transit Shelters	61
"Share the Road" Signage	93	Lincoln Avenue Sidewalk Repairs	75	Euclid Avenue Sidewalk Repairs	60
Curb Ramps & ADA Crossings	92	Western Avenue Sidewalk Repairs & Construction	75	Extend Helderberg-Hudson Rail Trail into Altamont	60
Bicycle Parking Racks	90	Village-wide Traffic Calming Program	75	Severson Avenue Sidewalk Repairs	59
Bozenkill Park Accessibility	86	Paved Shoulder Installation	75		
Reconstruction of Gun Club Road	85	Installation of Shared Lane Markings	73		
Reconstruction of Altamont Boulevard (Route 156)	85	Reconfigure 5-way Intersection of Route 156 & Main Street	69		
Speed Trailers & Signs	84				
Grand Street Sidewalk Repairs	83				
Maple Avenue Extension Sidewalk Construction	83				

Implementation of the Tier 1 projects will require a combination of Village resources and projects funded through external sources. A listing of available funding programs is provided in the appendix of this document, and the following section includes unit costs for the various types of proposed improvements.

Unit Cost Data

The following unit cost data was provided by the Village of Altamont, the Capital District Transportation Committee (CDTC), New York State and other sources. This data can be utilized to identify planning level costs for individual projects as they are advanced by the Village.

Item	Unit	Unit Cost
Curb ramp (dual)	Each	\$2,500
Detectable warning strip (truncated domes)	Each	\$300
Curb extension	Each	\$5,000
Sidewalk	Linear Ft.	\$16
Longitudinal crosswalk	Each	\$600
Transverse (parallel bar) crosswalk	Linear Ft.	\$17
Pedestrian refuge island	Each	\$20,000
Bicycle lane (street widening)	Mile	\$300,000
Bicycle lane/Shared Lane Marking (signing and striping only)	Mile	\$25,000
Blue bicycle lane (striping and paint)	Linear Ft.	\$45
Supplemental bicycle lane striping (fog line and hash marks)	Mile	\$34,000
Roadway shoulder (rural roadways)	Mile	\$635,000
Stop sign	Each	\$200
Warning sign	Each	\$200
In-street Pedestrian Crossing Sign with mounting device	Each	\$200
Shared-use path	Mile	\$400,000
Shared-use path feasibility study	Mile	\$20,000 - \$100,000
Bike loop detector	Each	\$3,000
Mini traffic circle	Each	\$4,000
Traffic Calming: Speed table or hump	Each	\$2,000
Contingency	--	30% of project cost
Design and Construction Management	--	25% of project cost

Planning Level Costs

Based on the prioritization matrix, unit costs and potential funding sources, the Tier 1, 2, and 3 projects are presented in the following table of planning level costs. Additional information regarding potential funding sources is provided in the appendix of this report.

Altamont Pedestrian and Bicycle Plan Planning Level Costs and Potential Funding Sources					
	Unit	Quantity	Cost	Total	Potential Funding Sources
Tier 1 Projects					
Improve Pedestrian Signage	Each	12	\$200.00	\$2,400.00	Village
Improved Crosswalk Striping & Striped Crossings at Driveways	LF	1,000	\$1.70	\$1,700.00	Village
"Share the Road" Signage	Each	8	\$200.00	\$1,600.00	Village
Curb Ramps & ADA Crossings	Each	10	\$2,500.00	\$25,000.00	Village
Bicycle Parking Racks	Each	25	\$100.00	\$2,500.00	Village
Bozenkill Park Accessibility	LF	1,500	\$10.00	\$15,000.00	Village
*Sidewalk - Gun Club Road (cost includes side path only)	LF	3,501	\$16.00	\$56,016.00	Enhancements Grant / Town - County shared funding
*Sidewalk - Altamont Boulevard (cost includes sidewalks only)	LF	4,600	\$16.00	\$73,600.00	Enhancements Grant / State funding
Speed Trailers & Signs	Each	6	\$5,000.00	\$30,000.00	402 Safety Grant / State funding
*Grand Street Sidewalk Repairs	LF	930	\$16.00	\$14,880.00	Village
Maple Avenue Extension Sidewalk Construction	LF	520	\$16.00	\$8,320.00	Village
Tier 2 Projects					
Upgrade School Zone Crossings	Each	1	\$5,000.00	\$5,000.00	Village
*Lark Street Sidewalk Repairs	LF	940	\$16.00	\$15,040.00	Village
*Lincoln Avenue Sidewalk Repairs	LF	1,300	\$16.00	\$20,800.00	Village
*Western Avenue Sidewalk Repairs	LF	970	\$16.00	\$15,520.00	Village
Village Traffic Calming Program	Area wide	12	\$2,500.00	\$30,000.00	402 Safety Grant
Paved Shoulder Installation	Mile	4	Varies	TBD	Integrate in ongoing NYSDOT projects
Installation of Shared Lane Markings	Each	20	\$500.00	\$10,000.00	Village
Reconfigure 5-way Intersection of Route 156 & Main Street	Intersection	1	Varies With Alternatives	TBD	CDTC Linkage funding for feasibility study
Streetscape Amenities: Trees, Lighting & Benches	Multiple Items	25	\$2,000.00	\$50,000.00	Village; phased over 5 years
Installation of Transit Shelters	Each	6	\$25,000.00	\$150,000.00	CDTA
Tier 3 Projects					
*Euclid Avenue Sidewalk Repairs	LF	250	\$16.00	\$4,000.00	Village
Extend Helderberg-Hudson Rail Trail into Altamont	Mile	2	TBD	TBD	Long term project if railroad does not continue operations
*Severson Avenue Sidewalk Repairs	LF	500	\$16.00	\$8,000.00	Village
*Note: Sidewalk projects do not include costs for utility and drainage work associated with street reconstruction.					

V. Design and Maintenance

5.1 Design Principles

The built environment must be well designed for pedestrians and bicyclists in order for these modes of travel to achieve their potential as an integral element of a community's transportation system. The primary elements that are essential for pedestrians are sidewalks and safe crossings. For bicyclists, the necessary street improvements are similar: safe, user-friendly streets, intersections, and parking facilities. Trails and shared-use paths are also important facilities for both pedestrians and bicyclists. On streets and roadways, compatible vehicular traffic speeds, volumes and behavior of motorists are essential. In addition, the streetscape infrastructure must be well maintained year-round in order to create a safe environment for walking and bicycling. These features are summarized as follows:

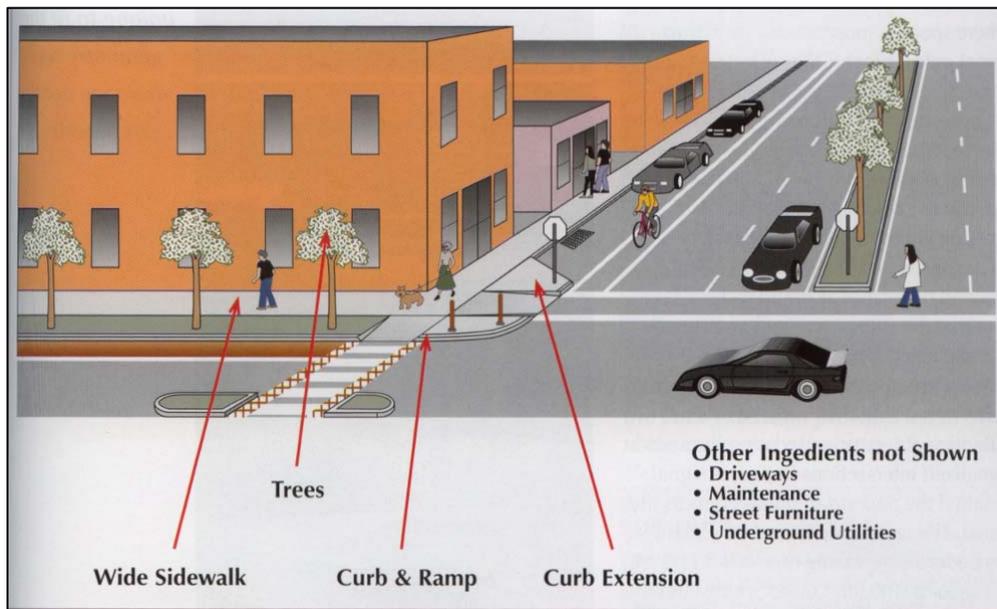
1. The pedestrian / bicyclist environment should be safe, secure and user friendly.
2. The pedestrian network should be accessible for all ages and abilities.
3. Sidewalks should be continuous, concrete or similar material, 5' minimum width in residential areas, with wider sidewalks in commercial areas.
4. Provide a network of shared-use paths and trails, if possible.
5. Provide on-street bikeways including bike lanes, signed routes and shared lanes.
6. Provide user-friendly access to transit, including ADA compliant shelters and bike racks on buses.
7. Provide bicycle parking as a typical streetscape element and at all potential destinations.
8. Provide safe pedestrian crossings, with Manual of Uniform Traffic Control Devices (MUTCD) compliant pavement markings and signage.
9. Ensure that urban streetscapes include pedestrian-scaled facades, lighting, benches, signage and amenities.
10. Pedestrian right-of-way laws must be enforced.
11. Speed limits should be appropriate for pedestrian and bicyclist safety.

5.2 Design Guidelines

The design of pedestrian and bicycle facilities in Altamont should be based on current state and national guidelines, including the AASHTO Guide for Development of Bicycle Facilities, (AASHTO, 1999), the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities (AASHTO, 2004), the New York State and USDOT Manuals for Uniform Traffic Control Devices (MUTCD) and the NYSDOT Highway Design Manual's Pedestrian and Bicycle Facilities Guidelines (Chapters 17 and 18). These documents are a baseline for minimum conditions and provide solutions for the majority of facility types. It is recognized that on facilities maintained by NYSDOT, the State's design guidelines will apply, and that Altamont has the potential to exceed these minimum guidelines where conditions warrant on facilities within their jurisdiction.

The following illustration shows the basic elements of pedestrian friendly streetscape design.

Pedestrian Design Elements



Source: Oregon DOT, “Main Street...when a highway runs through it,” 1999

In Altamont, the primary elements of the pedestrian and bicycle infrastructure will require a consistent and systematic application of these elements. The following sections describe key solutions that will ensure the community provides high quality, safe and user-friendly solutions.

Pedestrian / Driveway Crossings: The sidewalk space should be continuous across driveway openings. The preferred solution for this condition is to have a full 5 foot planting strip between the sidewalk and the curb to allow the sidewalk to be continuous across the driveway opening. For existing locations, the sidewalk will be striped with a 4 foot white solid line that clearly defines the sidewalk across the driveway.

Yield to Pedestrians Devices: The NYS MUTCD includes specific requirements for NYR9-7 regulatory signs that say “State Law: Yield to Pedestrians in Crosswalk.” These devices can be strategically placed in the Village to clearly define the pedestrians’ right-of-way.

Crosswalk Markings: The Village currently uses high-visibility ladder-style pavement markings for pedestrian crossings. It is recommended that this practice be continued on arterial and collector streets. This design can be modified to use a “Piano Key” pattern that eliminates striping from the wheel tracks of motor vehicles to reduce wear of the striping materials.

Street Lighting: The Village has established a historic-style streetlamp design that is compatible with the community’s architecture. These lights could be potentially retrofitted with low-energy LED fixtures, and future purchases can specify this option.

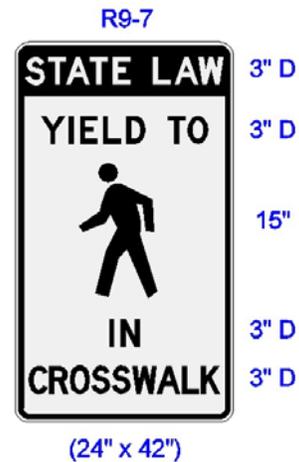
Benches: The Village has also established a typical bench design. This should become the standard type throughout the community. If the Village wants to encourage unique designs, a public art program could be established to provide additional seating that is custom designed by local artists. Helderberg bluestone could be integrated into these features as context sensitive design elements.

Signage and Wayfinding: The Village street signs feature a context-sensitive design that has been standardized. This can be supplemented with location maps and wayfinding signage to orient people to key locations in the Village.

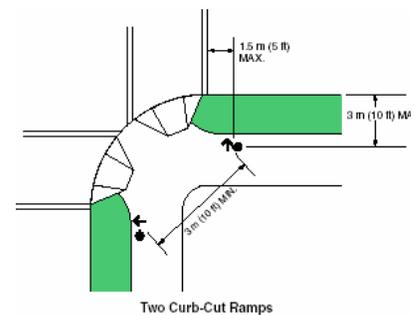
ADA / Accessibility

The design of public infrastructure is required to comply with the Americans with Disabilities Act of 1990 (ADA). The ADA is civil rights legislation, not a just a design guideline or agency regulation. Basic concepts included in ADA compliant design include slope, cross slope, signal timing and placement, crossing distances, visibility and auditory information to allow universal access to rights-of-way for people of all ages and abilities. It is recommended that Altamont utilize the design guidelines included in *Designing Sidewalks and Trails for Access, Best Practices Guide*, U.S. Department of Transportation, Publication No. FHWA-EP-01-027.

Traffic Calming: The Village can utilize a range of traffic calming features to reduce speeds and ensure neighborhood safety. These devices must meet established NYSDOT and MUTCD guidelines for location, type and design.



New York State, ‘Yield to Pedestrians’ regulatory sign R9-7



Typical placement of ADA crossing features. Source: US MUTCD

5.3 Maintenance Policy and Schedule

In New York State, it is common practice for public roads and on-street bikeways to be maintained by a combination of state, county and municipal resources. In villages, sidewalks are often built by either public or private sector resources and maintained by adjacent property owners. This can create difficult conditions for pedestrians when individual sections of sidewalks are not well maintained, especially during the winter snow and ice conditions that are common to our region. For bicyclists, maintaining smooth, well-marked pavement conditions are important to ensure safe travel. Based on these conditions, the following Village Policy is recommended.

Maintenance Policy: Altamont is a pedestrian and bicyclist friendly community, and will provide and maintain facilities as an integrated part of managing our public infrastructure. Property owners and agencies are responsible to construct and maintain facilities in accordance with this policy. Pedestrian facilities include sidewalks, traffic calming features, crossings and accessibility features such as signals, curb ramps and signage.

1. **Sidewalks:** Sidewalks will be installed in accordance with the community Pedestrian and Bicycle Master Plan. Sidewalks shall be concrete, five (5) feet wide with a five (5) foot planting strip (with widened sidewalks on Main Street) unless prohibited by documented exceptions. Exceptions may include historic preservation of existing stone or brick sidewalks if they are in good repair. Sidewalks will be constructed continuously or delineated across all driveways.
2. **Crossings:** Safe crossings shall be provided at locations identified in the Pedestrian and Bicycle Master Plan. All crosswalk, signal and curb ramp features shall comply with the minimum guidelines established in the *NYS DOT Highway Design Manual* and the *Manual of Uniform Traffic Control Devices* (MUTCD). Traffic calming features will be provided where necessary to balance pedestrian safety with vehicular speeds and volumes.
3. **Accessibility:** All pedestrian facilities will comply with the Americans with Disability Act (ADA) guidelines.
4. **Bicycle Facilities:** Village streets will be in a state of good repair, with appropriate signage and pavement markings (as identified in the Pedestrian and Bicycle Master Plan) and kept clear of debris on a regular basis. Bicyclists have the legal right to use all streets in the Village.
5. **Maintenance:** Each owner or occupant of any house or other building, and any owner or person entitled to possession of any vacant lot, and any person having charge of any facility or public building shall be responsible for maintaining the pedestrian facilities adjacent to their property. During the winter season, this shall include keeping the sidewalk free of snow or ice and at all other times keeping the sidewalk in good and safe repair in a clean condition, free from obstructions or encumbrances. The Village will supplement winter snow removal with municipal services on primary streets.

The following schedule summarizes the frequency of key maintenance tasks that are required to ensure safe conditions for pedestrians and bicyclists:

Maintenance Task	Frequency
Inspections	Seasonal - at both beginning and end of summer
Signage replacement	10-15 years
Site furnishings; replace damaged components	As needed
Sidewalk repair	As needed
Pavement markings replacement	1-3 years
Pavement and sidewalk sweeping/blowing	Early spring and as needed
Pavement sealing; pothole repair	5-15 years
Winter snow removal	As needed
Lighting repair	Annually
Introduced tree and shrub plantings, trimming	1-3 years
Shrub/tree irrigation for introduced planting areas	Weekly during summer months until plants are established
Shoulder plant trimming (weeds, trees, branches)	Twice a year; middle of growing season
Major damage response (fallen trees, washouts, flooding)	Schedule based on priorities
Culvert inspection	After major storms
Trash disposal	Weekly during high use; twice monthly during low use
Litter pick-up	Weekly during high use; twice monthly during low use
Graffiti removal	Weekly; as needed

VI. Next Steps

The priority projects and programs identified in this plan can be implemented in phases through the use of Village resources and external funding. The small scale signage and striping improvements identified in Tier 1 are recommended as short-term actions. Larger capital projects such as Altamont Boulevard and Gun Club Road will require more significant long-term funding from state and federal transportation sources. Altamont is fortunate to have the legacy of a walkable, historic Village setting. Implementing this pedestrian and bicycle master plan will continue that legacy into the future.

VII. Appendix

7.1 Resources & References

AASHTO Guide for the Development of Bicycle Facilities

http://www.sccrtc.org/bikes/AASHTO_1999_BikeBook.pdf

AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities

https://bookstore.transportation.org/item_details.aspx?id=119

CDTC Bicycle and Pedestrian Priority Network:

<http://www.cdtcmpo.org/bike/prioritynetwork.pdf>

CDTC New Visions Regional Greenways Plan:

<http://www.cdtcmpo.org/rtp2030/c-greenways.pdf>

CDTC Traffic Volumes for Albany County:

<http://www.cdtcmpo.org/tvr/maps/albcotv.htm>

Guilderland Pathways Plan:

http://www.townofguilderland.org/Pages/GuilderlandNY_Pathways/index

Manual of Uniform Traffic Control Devices (MUTCD)

<http://mutcd.fhwa.dot.gov/>

NYSDOT Highway Design Manual

<https://www.nysdot.gov/divisions/engineering/design/dqab/hdm>

Planning and Policy Models For Pedestrian and Bicycle Friendly Communities in New York State
UAlbany Initiative for Healthy Infrastructure (iHi) 2007

<http://www.albany.edu/~ihi>

Village of Altamont Comprehensive Plan:

<http://altamontvillage.org/documents/CommPlanv3clean.pdf>

Village of Altamont Zoning & Subdivisions Regulations:

<http://altamontvillage.org/zoninglaw2008.htm>

7.2 Prioritization Matrix

Altamont Pedestrian and Bicycle Plan: Prioritization Criteria		
Criteria	Description / Points	Maximum Score
Transportation Benefits	Increases use of non-motorized travel by providing access to the following destinations within .5 mile of the proposed project: Access to Schools: 3 Access to Major Destinations: 3 Access to Parks & Recreation: 3 Access to Transit: 3 Bike/Ped Safety: 3	15
System Connectivity	Provides an essential link in the proposed network: 20 This link is important as a 'stand alone' project, but not critical to the overall system: 10 This is a long-term element and potential future link: 5	20
Community Benefits	Tourism: 3 Environmental: 3 Economic: 3 Health/Fitness: 3 Quality of Life: 3	15
Multiple Uses	Bicyclists: 3 Pedestrians: 5 ADA Access: 2	10
Project Support	Project currently has agency / neighborhood support (20) Project has potential to receive support (10) Project is not likely to receive support (0)	20
Cost	Project can be implemented for: < \$ 10k (10) \$10k - \$50k (5) > \$50k (0)	10
Constructability	Project is feasible and ready for implementation (10) Project requires further study but is likely to be advanced (5)	10

7.3 Funding Resources

Funding Program	Requirements	Contact Information
NYSDOT/CDTC Transportation Enhancements Program (TEP)*	Offer communities the opportunity to expand transportation choices. (Each project must relate to surface transportation and meet one of the 12 eligible activities).	<ul style="list-style-type: none"> • http://www.fhwa.dot.gov/environment/te/index.htm Federal Highway Administration (FHWA) Enhancements Information • http://www.enhancements.org/ National Transportation Enhancements Clearinghouse • https://www.nysdot.gov/portal/page/portal/programs/tep NYSDOT Transportation Enhancements Program (TEP)
NYSDOT/CDTC Surface Transportation Planning (STP)*	Flexible funding that may be used by states and localities for projects on any federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects	<ul style="list-style-type: none"> • http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm • https://www.nysdot.gov/portal/page/portal/divisions/policy-and-strategy/transit-bureau/public-transportation/federal-transit-funding/st-program
NYSDOT/CDTC Hazard Elimination Program*	Funds activities to resolve safety problems at hazardous locations and sections, and roadway elements which may constitute a danger to motorists, pedestrians and bicyclists.	<ul style="list-style-type: none"> • http://www.fhwa.dot.gov/tea21/factsheets/isfty.htm • http://www.fhwa.dot.gov/tea21/index.htm
Governor's Traffic Safety Committee Section 402 highway safety funds*	Funds for Local Health Unit staff in the development, implementation and evaluation of the traffic safety projects by the New York State Department of Health Injury Control Program.	<ul style="list-style-type: none"> • http://www.nhtsa.dot.gov/people/outreach/safedige/Fall1998/n5-111.html • http://www.safeny.com
Safe Routes to Schools (SR2S)	Funding for projects and programs to support walking and bicycling to schools.	<ul style="list-style-type: none"> • www.saferoutestoschools.org • NYSDOT SR2S Program

Funding Program	Requirements	Contact Information
Consolidated Local Street and Highway Improvement Program (CHIPS)/ Municipal Streets and Highway Program	Local highway and bridge capital improvements Assists localities in matching federal funds for projects. NYS Multi-Modal Funds are also eligible for bike/ped/trail projects.	<ul style="list-style-type: none"> • http://www.dot.state.ny.us/chips/index.html • http://www.dot.state.ny.us/chips/guide.pdf (Guidelines) • http://www.osc.state.ny.us/localgov/muni/releases/marchise.htm
Environmental Protection Fund (EPF) Title 7 Title 9	Allocates funds to DEC and OPRHP for land purchases. Funds to local government and not-for-profit organizations to purchase, develop, and preserve park lands and historic resources.	<ul style="list-style-type: none"> • http://www.dec.state.ny.us/website/opensp/opepf14.html
Land and Water Conservation Fund/ Municipal Parks Matching Grant Program	Allocates funds for walking and biking projects, and those protecting open spaces.	<ul style="list-style-type: none"> • http://www.nysparks.com/grants/ • http://nysparks.state.ny.us/grants/info.html • http://nysparks.state.ny.us/grants/ProgramInfoLWCF.htm • http://www.nysparks.state.ny.us/grants/ProgramInfoPKS.htm
Empire State Development Corporation (Metropolitan Economic Revitalization Funds MERF)	Encourages private investment to create new development.	<ul style="list-style-type: none"> • http://www.nylovesbiz.com/default.asp • http://publications.budget.state.ny.us/fy0405app1/esdc.pdf
Empire State Development: Economic Development Fund	Funding to large and small businesses for economic development.	<ul style="list-style-type: none"> • http://www.awib.org/content_frames/articles/empire.html • http://publications.budget.state.ny.us/fy0405app1/esdc.pdf
Division of Housing and Community Renewal (Community Development)	Provide funds to develop housing, for housing preservation, and development activities within communities.	<ul style="list-style-type: none"> • http://www.dhcr.state.ny.us/ocd/pubs/pdf/cpm03.pdf • http://www.dhcr.state.ny.us/ocd/ocd.htm • http://www.dhcr.state.ny.us/ocd/progs/ocdprogs.htm • http://www.dhcr.state.ny.us/ocd/nofas/ocdnofas.htm
Capital District Transportation Committee (CDTC)	SPOT Improvement Program Transportation Improvement Program (TIP)	<ul style="list-style-type: none"> • www.ctdcmppo.org

Funding Program	Requirements	Contact Information
NYS Department of Health Healthy Heart Program	Funds programs that make it easier for New Yorkers to choose healthy lifestyles.	<ul style="list-style-type: none"> • http://www.health.state.ny.us/nysdoh/heart/healthy/healthy.htm • http://www.health.state.ny.us/nysdoh/heart/heart_disease.htm
“No Child Left Indoors”	Various national programs to encourage outdoor physical activity and recreation. “Get out and Play” programs	<ul style="list-style-type: none"> • www.nrpa.org

*Note: The Federal Transportation legislation (SAFETEA) is schedule for re-authorization in 2009; there may be significant changes to available programs based on new legislation.

7.4 Proposed Village of Altamont Complete Streets Policy

I. Whereas, bicycling and walking are important forms of transportation and recreation in our community; and

II. Whereas, walking and bicycling contribute to health, fitness and economic development;

III. Whereas, cost effective roadway and facility improvements can be provided as both ‘stand alone’ projects and integrated into projects and programs; and

IV. Whereas, educating the public about safety, health and mobility are part of being a quality community;

Now, therefore the Village of Altamont hereby resolves to establish a Pedestrian and Bicyclist Policy as follows:

Engineering: The community’s infrastructure will include a complete system of bikeways, pedestrian facilities and paths, bicycle parking and safe crossings connecting our residences, businesses and public places. Bicycle and pedestrian facilities shall be provided in new construction, reconstruction and maintenance projects in the community unless one of the following conditions is met:

- Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, bicyclists and pedestrians will be accommodated elsewhere within the right-of-way or within the same transportation corridor.
- The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Disproportionate is defined as exceeding twenty percent of the cost of the larger project.

Bicycle and Pedestrian facilities will be provided and maintained in accordance with guidelines adopted by the USDOT, NYSDOT and AASHTO.

Education / Encouragement / Enforcement: The community will promote bicycling and walking for health, fitness, transportation and recreation through events, programs and other activities which benefit residents, businesses and visitors of all ages and abilities. These activities will be coordinated with local bicycle clubs, schools, health organizations and other partners. The community will provide balanced enforcement of the New York State Vehicle and Traffic Law for motorists, pedestrians and bicyclists. This will include enforcement of pedestrian’s right-of-way in crosswalks, bicyclists riding with traffic and all modes sharing the road safely.

Adopted by: The Village of Altamont, NY

Date:

7.5 Comments on the Draft Plan from the SAC and the January 2009 Public Meeting:

- Change the cover photo. *The tree photo was removed from the cover and replaced with a photo of Main Street.*
- Page 14 - There has been discussion at the Village level for the needed repair to Prospect Terrace, please add to the list. *Prospect Terrace was added to the sidewalk project list and the project recommendations map.*
- Also, the heading Planned or Proposed Sidewalks lists Maple Ave. Ext. from Western to Sunset. Can we confirm that this hasn't already been constructed? *That is correct, that section of sidewalk is largely complete and will not be listed in the sidewalk project list or shown on the map as a planned project.*
- The sidewalk section of short-term goals is very detailed with specific locations. The rest of the sections under "short-term" are rather vague. Can these sections be strengthened a bit? *Additional text has been added to some of the sections based on other comments.*
- On page 16 - Is there a way to provide more guidance on where to plant the trees? *Additional text was included in this section to guide the planting of street trees. Eventually each business and home should have a tree in front of it.*
- On page 17 - Please add Bozenkill Road to the list of facilities in need of paved shoulders. *Bozenkill Road was added to the list of facilities in need of paved shoulders.*
- Page 25 - The unit cost for a crosswalk is listed at \$600 each. Is this for paint? Most places, including DOT are using the 'decal' material that sticks to the pavement and would be more expensive. *An additional sentence was added to the document indicating that these costs are estimates and will vary according to a number of different factors.*
- On the prioritization matrix, are the tiers meant to distinguish between the importance of projects or those that are more/less feasible? *An additional sentence was added to the document stating that the tiers are meant to indicate both the importance and feasibility of the respective projects in the implementation phasing.*
- The Village Board has concern with how to score a future project and how to place it in one of the tiers and the criteria seems a bit 'advanced' for someone not well versed in planning/capital projects. Can this be clarified? *A copy of the scoring matrix is included in the appendix which shows the point system that was used. If there are additional questions, Alta would be happy to offer guidance in the future.*
- Funding - Please make note that the federal \$ (CMAQ, STP, etc) are programmed at the MPO table, not solely by DOT. *This information was added to the funding opportunities table.*

- Section 1.1 The creeks flow west to east. *Noted.*
- Page 5 Para 1: “Similar treatments should be considered on future paving projects as the village expands the sidewalk network.” This makes it sound like the ADA tactile treatment is optional. *The language was corrected to read, “Similar treatments should be INCLUDED on future paving projects as the village expands the sidewalk network.”*
- Para 2: Crosswalk law enforcement has also been found to be effective in increasing compliance. *This text was added to the document.*
- Guilderland Pathways Plan: Rather than wait until the Town’s plan reaches out to Altamont, the Village should work with the town’s pathways committee to get sidewalks on roads serving built-up areas on the Village’s periphery. Examples include: along SR 146 west to the school and east to Gardner Road, SR 156 to the Fairgrounds back entrance and a loop extending from the proposed Maple Ave Extension sidewalk along Pangburn Road to SR 397 and back south into the Village. *The recommended text was added to the Long-Term Sidewalk section in Chapter 3.2 Pedestrian Improvements.*
- Page 13: It would help to evaluate the proposed network if existing sidewalks were shown on the map as well as planned and proposed projects. *This option was considered but after review of the existing map, it was decided that the additional information would make the map look too cluttered and difficult to read.*
- Pages 15, ADA accessibility, see comment 2 above. *Additional text was added to the document.*
- The photo appears to show a less-than desirable diagonal curb ramp. Can it be replaced with a photo of directional ramps? *There is an additional graphic which shows the dual ramps under the ADA section on page 29.*
- Page 17, bicycle improvements: “Provide paved shoulders on State and County roads that do not have sidewalks” Why not both shoulders and sidewalks, where feasible? *The phrase, “that do not have sidewalks” was removed to indicate that it shouldn’t be an if - or situation.*
- Page 18: Short term measures: Require new or remodeled commercial buildings to install bicycle parking. *This text was included in the document.*
- 3.6.2 Speed Radar Signs. Have these been shown to work? Or do drivers pay more attention to the speed display than the road in front of them? *Yes, they have proven effective in other communities.*
- Prioritization matrix: Effectiveness should be a major criterion. For example, the Zegeer study found no statistically significant difference in the safety performance of unmarked, two-line or high visibility crosswalks on two-lane roads. *“Effectiveness” is a measure that is difficult to accurately gauge for a number of the recommendations and could be perceived as more subjective than some of the other criteria.*

- The Maple Avenue Extension sidewalk project from NY 146 to Sunset Ave appears to be largely complete. The 2000 feet to Indian Maiden Lane may be considerably more expensive unless the sidewalk will fit between the existing ditch and the right-of-way line. However, I do think it is warranted. County Route 253 was rehabilitated in the early 2000's and is not on the County's capital program, so including the sidewalk in a county project does not appear to be an option for the near future. *Noted.*
- One request at the public meeting that didn't make it into the report was a gateway treatment/traffic calming feature on CR 253 to slow traffic as it turns onto Maple Ave. Ext. from Bozenkill Rd. *Traffic calming on CR 253 was added to the "Intersections/Safety Projects" section on page 16.*
- Village Traffic Calming Program: 402 funds cannot be used for construction. *Noted and corrected.*
- Maintenance: Unless you are referring to the in-street signs, most signs have a ten to fifteen year life expectancy. *The sign life expectancy was updated to reflect this information.*