Slingerlands Pedestrian Network

A Pedestrian Mobility Plan for the Slingerlands Hamlet

December 2006

Submitted by

Edwards and Kelcey

CONTENTS

FIGURES

TABLES

APPENDIX

INTRODUCTION

The Town of Bethlehem Department of Economic Development and Planning Department is leading the Slingerlands Pedestrian Network project, a pedestrian mobility plan for the Slingerlands hamlet and adjacent area. **The Slingerlands Pedestrian Network is intended to assist the Town of Bethlehem in achieving its comprehensive plan vision of vibrant hamlets, attractive residential neighborhoods and successful mixed-use centers served by public transportation and linked by a network of sidewalks and shared use paths.**

The Pedestrian Network will accomplish this by laying the foundation for a walkable hamlet with safe and convenient connections for pedestrians within and between activity centers. An integrated pedestrian network and enhanced accessibility for all transportation modes could provide the infrastructure to transform New Scotland Road from being a strip, auto-oriented development, towards becoming a vibrant, more walkable hamlet and regional destination.

Creating a walkable hamlet involves more than just installing sidewalks and crosswalks. A walkable hamlet involves considering how land uses and design impact the pedestrian environment. In addition, creating destinations and places for people to go must also be considered. It also involves emphasizing convenience for pedestrians rather than cars when designing or rehabilitating streets.

It is anticipated that this project will provide a basis from which the Town can seek funding to establish a pedestrian network. Funding may be available from sources such as the Safe, Accoutable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Transportation Enhancements Program and other partners as described in later chapters.

PROJECT DESCRIPTION

The first step in the project involved identifying pedestrian needs within the Slingerlands hamlet through discussions with the Department of Economic Development and Planning, the Citizens Advisory Committee on Conservation (CACC) and by conducting a Complete Streets Audit. The findings from the Complete Street Audit can be found in Appendix A.

A “complete street” is safe, comfortable and convenient for travel via automobile, foot, bicycle, and transit. Completing the street makes for a well-planned pedestrian transportation system, this in turn provides for a more balanced overall transportation system.

Complete streets possess elements such as street trees, wide sidewalks, pedestrian-scale lighting, and defined pedestrian and bicycle spaces. These elements make it less burdensome for people to walk to their destinations, while encouraging pedestrian activity, which is essential for a vibrant community. Building design and attractive streetscapes foster pedestrian-friendly environments as well as encourage business development and decrease the number of miles and minutes people spend in their vehicles. Clearly marking or providing the necessary facilities, specifically for pedestrians affirms that pedestrians are part of Slingerlands’s overall transportation system.

After needs have been identified, recommendations were developed that would assist the Town in meeting those needs. An important part of developing the recommendations involved understanding the concurrent Hamlet Master Planning process.

Finally, a discussion of funding sources and partners describes opportunities for moving the pedestrian network plan forward. A variety of partners and funding are available a various levels and having an action plan is the first step in ensuring implementation.

FIGURE 1. A COMPLETE STREET

A Complete Street

GUIDING PRINCIPLES

The following guiding principles provided a framework for recommendations found herein.

1. Provide pedestrian linkages throughout the hamlet, district and region.

2. Encourage mixed uses and urban design that is supportive of a pedestrian-friendly environment.

3. Integrate walking with other transportation modes such as transit and biking to complete the street.

4. Ensure universal design that accommodates all users, regardless of age or physical capabilities.

5. Coordinate with property owners and other potential partners and share costs fairly.

RELATIONSHIP TO OTHER STUDIES

Comprehensive Plan. The Town's 2005 adopted Comprehensive Plan identified Slingerlands as an existing hamlet with the potential to grow. New Scotland Road is the "main street" of the existing hamlet. Its proximity to the VISTA Technology Campus and Route 85 makes it the central focus for additional growth, which can be shaped into the form of a new hamlet.

As described in the comprehensive plan, hamlets are viewed as community centers where a variety of key social, cultural, civic, and economic activity occurs. Hamlets should be a safe and attractive, pedestrian-friendly environment that encourages walking and benefits commercial viability by connecting its neighborhoods to the core of mixed-uses, restaurants, civic buildings, high density residential areas, and other neighborhoods through a well-connected, well-maintained network of trails and sidewalks.

Part of the Town of Bethlehem's vision, outlined in the 2005 Comprehensive Plan, is for vibrant hamlets, attractive residential neighborhoods and successful mixed use centers served by public transportation and linked by a network of sidewalks and shared use paths. The Slingerlands Pedestrian Network Plan will help achieve this vision.

Slingerlands Bypass Extension (Route 85 Bypass).
The Route 85 Bypass presents an enormous opportunity for New Scotland Road to truly be transformed into the Slingerlands Hamlet "main street." In shifting traffic onto the Bypass and away from New Scotland Road, the land uses and physical infrastructure can be reoriented in a manner that is more pedestrian friendly and more supportive of walking. New Scotland Road can be enhanced with pedestrian facilities and amenities that balance out the balance out the effects of the Slingerlands Bypass Extension project.

While not an ideal pedestrian environment, the Bypass does have the potential to become a recreational resource for walkers and bicyclists with the addition of sidewalks or a separate trail. The stormwater system might also present opportunities for recreational trail connections.

Hamlet Master Plan. In September 2006, the Town hosted a design charrette focusing on a vision for the Slingerlands hamlet. The design discussion identified elements such as mixed-use development, buildings near the streets, pedestrian and bicycle facilities and senior housing as appropriate for Slingerlands. The results of the master plan are anticipated to be supportive of a walkable Slingerlands.

BENEFITS OF A WALKABLE SLINGERLANDS

A walkable community is attractive to many people and has several benefits including enhanced quality of life leading to increased opportunities for economic growth, improved community health and reduced dependence on the automobile and reliance on fossil fuels.

The benefits of a walkable hamlet can be described as enhancing the following: choices, community, vibrancy and health. Each of these benefits by itself is significant. Together these benefits create a strong case for encouraging a walkable Slingerlands.

Choices. A pedestrian-friendly environment offers people the choice of where they can go and how they can get there, whether it is by car, transit, walking or bicycling. A network of sidewalks and shared use paths will create connections within the hamlet, as well as regionally, for walking and bicycling.

Community. In creating opportunities for chance social meetings and interaction, a sense of community and place can result.

Vibrancy. A sense of community and choices lead to enhanced economic opportunities within the hamlet and support the economic vibrancy of the area. The hamlet can become a target for growth, which will help maintain the rural character of the community elsewhere, but provide a more balanced tax base.

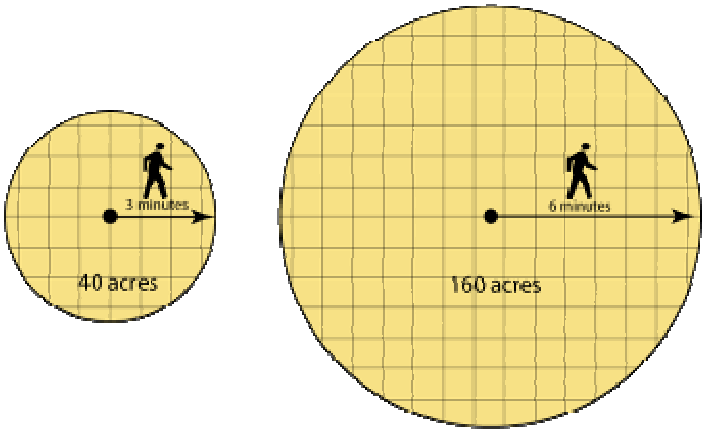
Health. Walking and biking can decrease the risk of diseases related to inactivity such as asthma, hypertension and obesity. In addition to its health benefits, walking (and biking) decreases automobile dependence, in turn improving environmental quality, sustainability, roadway conditions and the economy.

RECOMMENDATIONS FOR PEDESTRIAN LINKAGES

In advance of the recommendations discussion, it is important to understand that walkability matters and why it matters. A typical pedestrian is willing to walk 1,500 feet (approximately ¼ mile) or 5-minutes to reach their destination. Providing community services, mixed uses and other centers of activity within 1,500 feet of a hamlet center encourages walking. If a person is willing to walk instead of traveling by car, the result is less parking needed, a reduction in vehicle trips and an increase in land available for development or open space.

Also, if the length of time a pedestrian is willing to walk is doubled by creating a safer, more interesting environment that same pedestrian can cover four times the area. For example, a person walking for 3 minutes can cover 40 acres. If that same person is willing to walk 6 minutes, 160 acres could be covered. (See Figure 2.) This contributes significantly to the benefits described above.

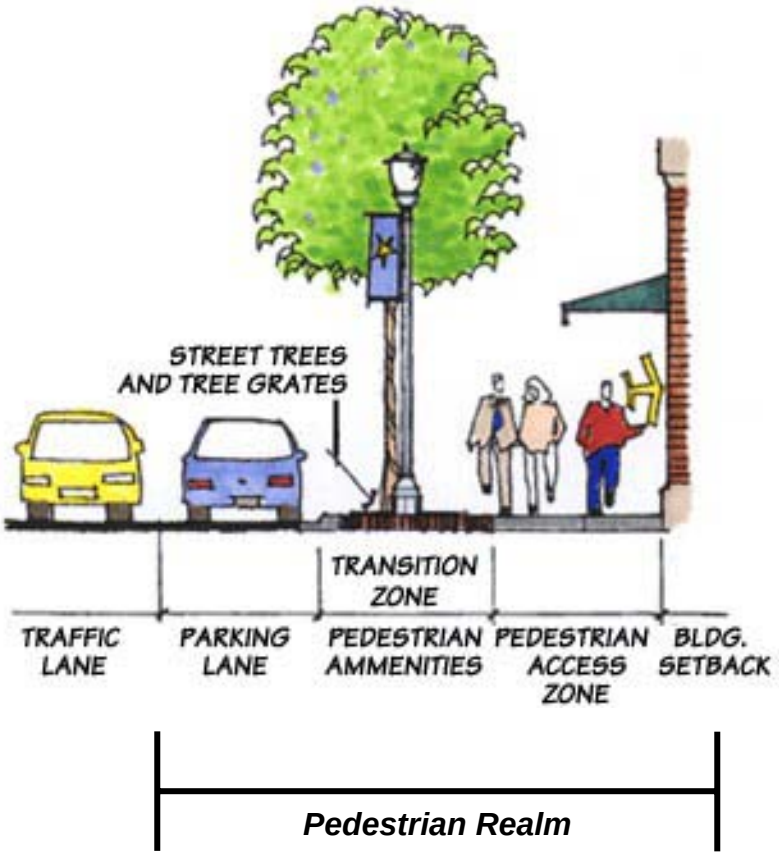
FIGURE 2. WALKABILITY MATTERS



It is also important to understand that the pedestrian realm is more than just the sidewalk. As illustrated in Figure 3, the pedestrian realm includes the space from the edge of the travel lane to the activity in the building. This includes on-street parking if it exists, the planting strip or transition zone, activity on the sidewalk and transparent buildings with windows allowing pedestrians to see the activity inside.

The following discussion frames a series of recommended actions that, when implemented together, could assist in creating a viable pedestrian network in Slingerlands. Implementation of these recommendations should consider the challenges presented by environmental constraints such as wetlands and steep slopes. The following recommended actions are discussed at three different levels: hamlet, district and regional.

FIGURE 3. PEDESTRIAN REALM



HAMLET RECOMMENDATIONS

At the most basic level, Slingerlands is a linear form of hamlet along New Scotland Road. The core hamlet primarily includes the area bound by New Scotland Road, the City of Albany line, the Route 85 Bypass extension and the Cherry Avenue Extension. Within the hamlet are two primary clusters of activity or hamlet nodes, as illustrated in Figure 4, following the hamlet recommendations. These hamlet nodes were identified during the Hamlet Master Plan design charrette and include the Price Chopper Plaza area and the area surrounding Maher Road and the former Blue Cross / Blue Shield Building.

The following recommendations for the core hamlet area are illustrated in Figure 5:

- **Priority:** Install sidewalks along New Scotland Road from the City of Albany to the Cherry Avenue Extension.

- **Priority:** Install planting strip and pedestrian lighting along New Scotland Road. The planting strip can include amenities such as benches, trash receptacles and outdoor seating areas that create active and vibrant streets, while providing a buffer from vehicles, shade, and a place for snow storage.

- **Priority:** Install crosswalks and pedestrian signals at intersections or mid-blocks to create well-defined places for pedestrians to cross the roadway safely.

- **Priority:** Implement design guidelines that support walking, biking and transit such as parking in the rear or on street and buildings near the street.

- **Priority:** Require mixed use development and redevelopment within buildings. Mixed use is more than different uses in buildings in close proximity to one another. It involves mixing uses within buildings as well.

- Create gateways to mark entrances into the hamlet and draw attention to the transition from an auto-oriented environment to a pedestrian priority zone.

- Reduce curbcuts and encourage shared access along New Scotland Road to minimize the number of curbcuts and potential conflict points. The area near the Hess station could benefit from shared access.

- Calm traffic at pedestrian crossings along New Scotland through curb extensions and highly visible cross walks. This will alert motorists of where they need to look for pedestrians creating a safer environment for pedestrians and motorists.

- Encourage on-street parking to assist in meeting parking needs and to buffer pedestrian from the travel lane.

- Install well-designed bus shelters to encourage use of transit.

- Create internal access by developing a street grid with cross streets to create a walkable block length of 300-400 feet.

- Connect open spaces with internal shared use paths.

FIGURE 4. CORE HAMLET AREA

FIGURE 5. HAMLET RECOMMENDATIONS

FIGURE 6. ILLUSTRATIONS OF HAMLET RECOMMENDATIONS

Crosswalks

Sidewalks and Planting Strips

Gateway

Mixed-Uses

FIGURE 7. ILLUSTRATIONS OF HAMLET RECOMMENDATIONS

Transition Zones

On-Street Parking

Transit Facility

Shared Use Paths

DISTRICT RECOMMENDATIONS

The district recommendations address those areas just outside the core hamlet area, but may be areas where residents desire safe, convenient pedestrian access. Links and connections within the district improve internal access and help create grid-like connections for pedestrians. Recommendations for the district include:

- **Priority:** Install, replace or widen sidewalks along New Scotland Road where needed between Cherry Avenue and the Town of New Scotland boundary.

- **Priority:** Encourage shared access and minimize curbcuts along New Scotland Road, especially near the Kenwood intersection to minimize the number of potential conflict points. (See Figure 10.)

- Transform the rail bridge into a more appealing space through art or façade treatments. There may be an opportunity to involve local artists or students that are willing to create a mural and brighten the space.

- Use existing right-of-ways for trails within new development such as Reilly Road near the new VISTA Technology Park.

- Connect to adjacent development such as VISTA Technology Park via pedestrian bridge or a defined crossing with a pedestrian refuge.

FIGURE 8. DISTRICT RECOMMENDATIONS

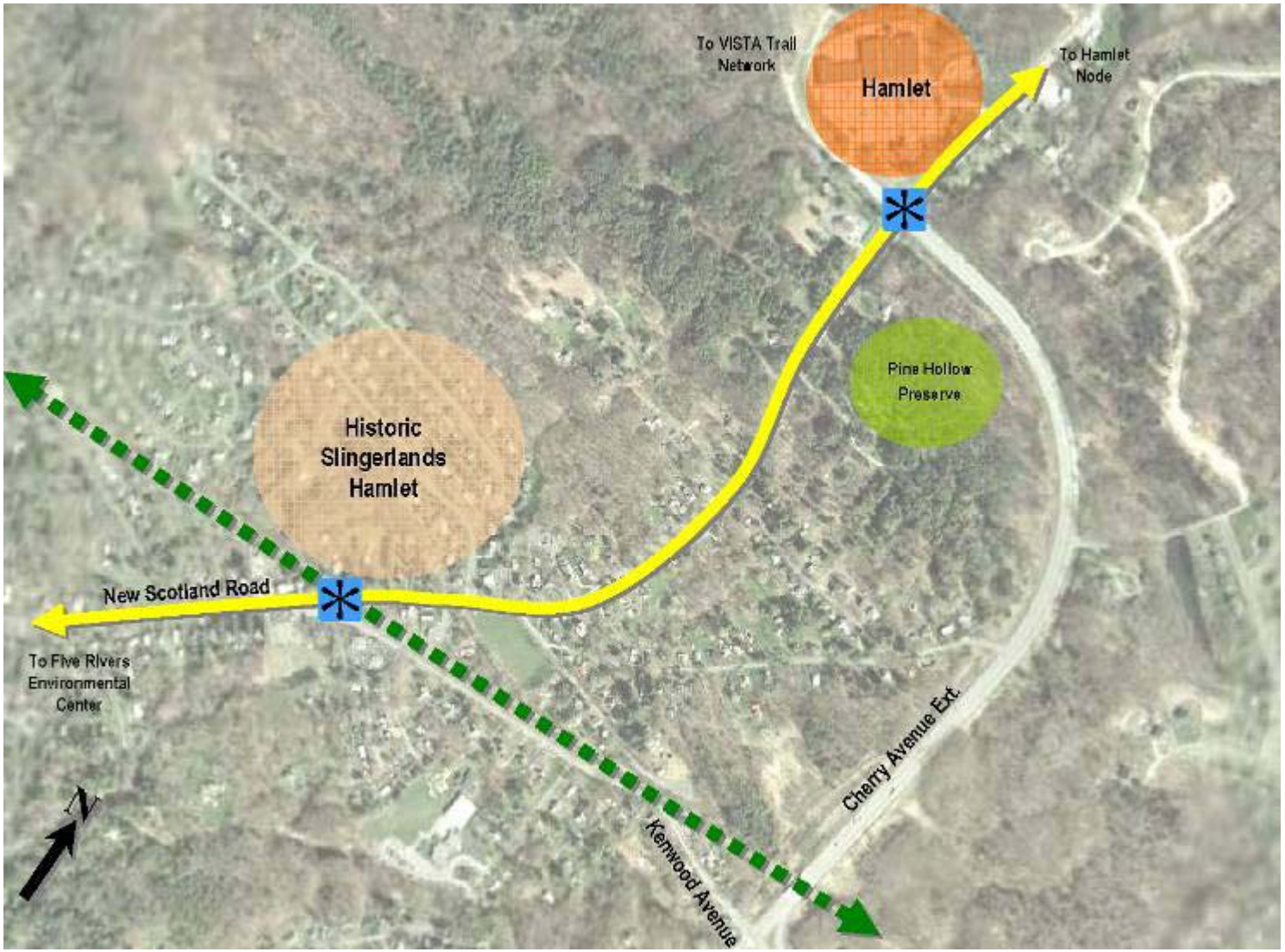


FIGURE 9. ILLUSTRATIONS OF DISTRICT RECOMMENDATIONS

Gateway Opportunity

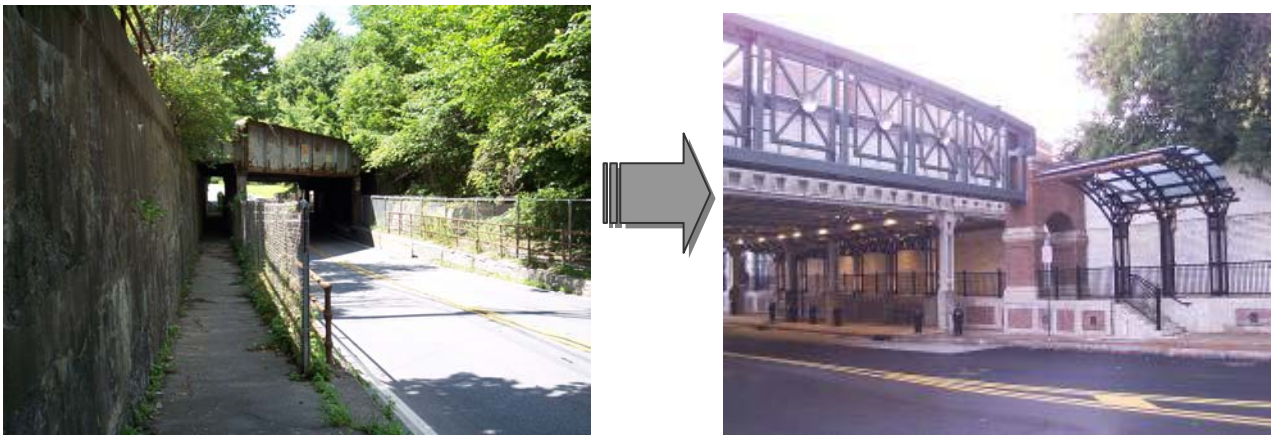
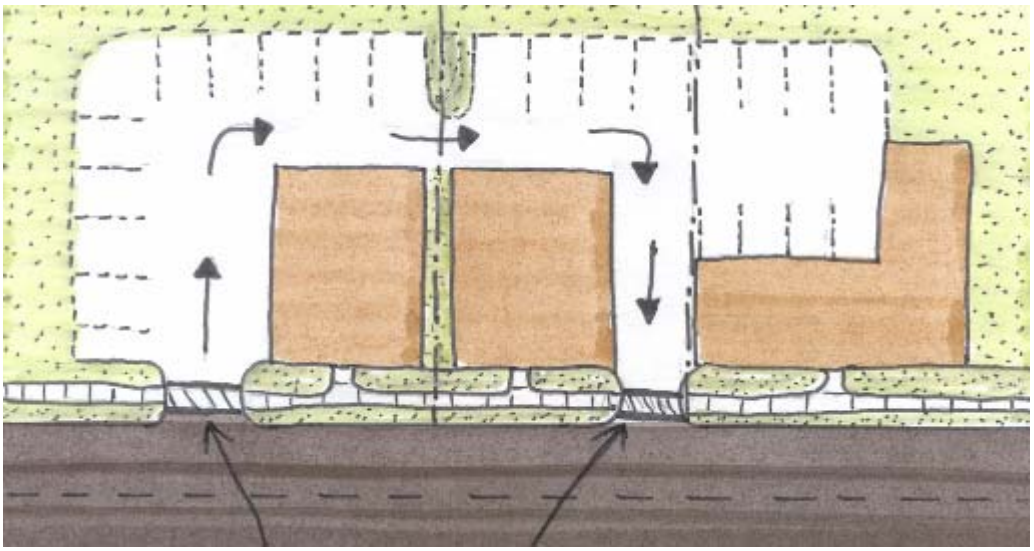


FIGURE 10. ILLUSTRATION OF SHARED ACCESS



Shared Driveway and Cross Access Between Parcels

REGIONAL RECOMMENDATIONS

The District becomes a link to a Regional network. Regional recommendations offer suggestions to connect with a regional system spanning multiple municipalities and offer even more choices for travel. Recommendations for regional connections include:

- Connect to the Albany County rail line right-of-way and use as regional multi-use / shared-use path connection.
- Create a multi-use / shared-use path or nature trail along the Normans Kill stream corridor.
- Provide links to the Normans Kill stream corridor multi-use / shared-use path from the hamlet core.
- Use the Normansville bridge as a pedestrian bridge re-establishing a historic connection to the City of Albany.

FIGURE 11. REGIONAL RECOMMENDATIONS

FUNDING OPPORTUNITIES AND PARTNERS

Numerous funding opportunities for technical and/or financial support exist within both the governmental and non-governmental settings. The following table outlines those potential opportunities. In addition, private partners also represent an opportunity worth pursuing. Developers and property owners can work with the Town to design projects that are not only supportive of a walkable environment, but that also incorporate pedestrian facilities into the site and provide employees and visitors options for access and mobility. (See Table 1.)

TABLE 1. FUNDING OPPORTUNITIES AND PARTNERS

Government	
NYS Department of Transportation (NYSDOT) 1220 Washington Avenue, Building 4 Albany, NY 12232 518.457.6195 www.dot.state.ny.us	Transportation Enhancements Program Contingent upon SAFETEA-LU and administered in NY by Metropolitan Planning Organizations (MPO) Transportation Enhancements Coordinator: 518.457.4835 www.enhancements.org
	Congestion Mitigation and Air Quality Improvement Program (CMAQ) Contingent upon SAFETEA-LU Funds are available for urban communities designated as "non-attainment" areas for air quality www.fhwa.dot.gov/environment/cmaq/
	Scenic Byways Program Contingent upon SAFETEA-LU Funds are available for cultural and historic resource protection and tourism information signage as well as bicycle and pedestrian facility development in conjunction with scenic roadway projects www.byways.org
NYS Office of Parks Recreation and Historic Preservation (NYSOPRHP) Empire State Plaza, Agency Building 1, 16th floor Albany, NY 12238 518.474.0427 www.nysparks.com/grants	Recreational Trails Program Funded by the Federal Highway Administration for the acquisition, development and maintenance of trails. State and local governments, non-profits, corporations, and individuals may apply
	Parks Matching Grants Program Funded by the Environmental Protection Fund (EPF), Land and Water Conservation Fund (LWCF) for the acquisition, development and improvements of parks, historic properties and Heritage Area Systems and acquisition and development of outdoor recreation facilities. Municipalities and non-profits with ownership interest may apply.

Hudson River Valley Greenway (HRVG) Capital Station, Room 254 Albany, NY 12224 518.473.3835 http://www.hudsongreenway.state.ny.us	Greenway Conservancy small grants An annual, competitive program for all communities and non-profit organizations within the legislatively-designated Greenway Area (see website for area)
	Greenway Community grants For communities in the legislatively-designated Greenway Area that have passed a resolution supporting the Greenway Criteria
	Greenway Compact grants For communities that adopt and implement a regional compact
NYS Department of State (NYSDOS) Division of Coastal Resources and Waterfront Revitalization 41 State Street Albany, NY 12231-0001 518.473.3942 www.dos.state.ny.us/cstl/epfba2.html	Funded by the Environmental Protection Fund for municipalities located on New York's coastal waters (including tidal rivers) or on designated inland waterways (see DOS website for listing of eligible waterways) area eligible for waterfront rediscover, coastal education and tourism programs, preparation or implementation of Local Waterfront Revitalization Programs (LWRP) or components of LWRP programs.
NYS Assembly and Senate www.assembly.tate.ny.us www.senate.state.ny.us	New York State Assembly members and Senators have money available for local projects-commonly referred to as "member items." Contact your local representative at the beginning of the legislative session in January.
NYS Council on the Arts (NYSCA) 175 Varick Street New York, NY 10014 212.627.4455 www.nysca.org	Non-profits must register by March 1 and apply by April 1 for funding through its architecture, planning, and design program that emphasized projects that address planning and community design, open space planning, streetscapes, transportation linkages, and design of public spaces.

Governor's Office for Small Cities (GOSC) Empire State Plaza Agency Building 4, 6th Floor Albany, NY 12223 518.474.2057 www.nysmallcities.com	Funded by the Federal Housing and Urban Development (HUD) Community Development Block Grants for economic development and improving community facilities and services in towns and villages having population under 50,000, and counties with an un-incorporated population of under 200,000
NYS Department of Environmental Conservation (NYSDEC) 625 Broadway Albany, NY 12233-4250 518.402.9401 www.dec.state.ny.us	Contact regional DEC office to get information about regional open space committee, which is the route to get your trail corridor included in the next revision of the NYS Open Space Plan.
NYS Department of Health (NYSDOH) 150 Broadway, 3rd floor Albany, NY 12204 518.474.6683 www.health.state.ny.us	The Healthy Heart Program periodically issues requests for proposals that relate to trail development and promotion.
Albany County Planning Department 112 State Street, Room 1006 Albany, NY 12207 (518) 447-5660	The County Planning department provides recommendations and assistance to the County Planning Board, County Executive, County Legislature, and other County and municipal agencies in areas of land use planning and regulation. This includes fulfillment of New York State General Municipal Law, § 239 (l-n); participation on the County Capital Budgeting Committee and various regional planning, transportation and land use committees; and responding to technical land use planning concerns, as well as natural resource planning, environmental regulatory compliance, Agricultural Districts, and open space conservation.

Non-Government	
American Greenways Kodak Awards The Conservation Fund 1800 North Kent St, Suite 1120 Arlington, VA 703.525.6300 www.conservationfund.org/conservation/amgreen	Funding available primarily for local, regional, statewide non-profits and public agencies for local greenway planning, design or development.
American Hiking Society 1422 Fenwick Lane Silver Springs, MD 20910 301.565.6704 www.americanhiking.org	National Trails Endowment Non-profits may apply for building, improving, protecting trails or increasing the constituency for a specific trail project (with a focus on hiking trails).
	Trails for Tomorrow Provides case and goods for outstanding National Trails Day events that put trails at the forefront of communities
Bikes Belong Coalition 1368 Beacon Street, Suite 102 Brookline, MA 02446-2800 617.734.2800 www.bikesbelong.org	Sponsored by members of the American bicycle industry for the development of bicycle facilities, especially projects that could be funded under SAFETEA-LU programs. Non-profits, agencies and citizens may apply.
Hudson River Improvement Fund 40 West 20th Street New York, NY 10011 212.924.8290 www.hudsonriver.org	Non-profits and governmental bodies may apply for funds for capital construction, development or improvement of public access, educational facilities, and habitat protection pertaining to the Hudson River.
Powerbar's Direct Impact on Rivers and Trails (DIRT) 2150 Shattuck Avenue Berkeley, CA 94710 www.powerbar.com	A grant program primarily for non-profits to protect, preserve and restore recreational lands and waterways.

Community Foundation for the Capital Region http://www.cfcr.org/	Community foundations are often overlooked as a source of funding but frequently provide funds for organizational capacity building activities.
Tri-Village Greenway Committee	A committee of the Mohawk Hudson Land Conservancy
Mohawk Hudson Land Conservancy PO Box 567 Slingerlands, NY 12159 (518) 436-6346 mhlc@mohawkhudson.org	The Mohawk Hudson Land Conservancy is a private, not-for-profit organization working to save special places in Albany, Schenectady and Montgomery counties. Special places of interest to the Conservancy include the distinct natural, scenic, agricultural and historic landscapes in the Mohawk and Hudson river valleys.

BUDGET ESTIMATE

The following budget estimate has been developed to provide order of magnitude costs *only*. This is helpful in understanding what level of investment is necessary from developers and the community to create a pedestrian network over the long-term. It is assumed that whenever possible investment would be leveraged from development as it occurs in the hamlet as well as other funding sources.

Unit costs for sidewalks along New Scotland Road within the hamlet, service roads and cross streets, lighting, trail amenities and development costs, as well as elements of traffic calming, such as curb extensions, bulb outs and refuge islands are all included. At this time no design work has been conducted for the recommendations described herein. Actual costs would be determined during the design phase of the improvements. (See Table 2.)

TABLE 2. BUDGET ESTIMATES *(IN 2006 DOLLARS)*

ITEM	UNIT COST
Sidewalks (assumes 5 foot width)	$40 per linear foot
New Scotland Road - Within Hamlet	(concrete walkway only)
Service Road	
Cross Streets	$100-120 per linear foot
New Scotland Road - Slingerlands Link	(with curbs & drainage)
ROADWAYS	
Traffic Calming (Curb extensions/bulb outs, refuge and enhanced crosswalks)	$40,000 per intersection
Street Reconstruction - New Scotland Road (including utilities and diagonal parking)	$4,000,000 per mile
Service Road and Cross Streets (without utilities) per block	$115,000
LIGHTING	
Viaduct Gateway Lighting	$50,000
Street Lighting	$17,000 per block face
TRAILS (does not include land costs)	
Trailhead with restrooms and parking for 20 vehicles	$650,000
Hamlet Interior Trail	$200,000 per mile
Normans Kill Trail (assumes no bridge work)	$500,000 per mile
Cherry Avenue Trail	$200,000 per mile

NEXT STEPS

Creating a walkable hamlet does not occur quickly. However, the current and future residents of the Town and hamlet will reap the benefits of the long-term dedication of the Town, community, property owners, developers and other partners. The current and proposed activity in the Slingerlands area presents a unique opportunity to think about how to shape the hamlet. The following action items represent the critical next steps in creating a walkable hamlet.

- Finalize hamlet master plan and use as a guide for future development activities.
- Implement design guidelines that address site design and the integration of pedestrians.
- Seek funding partnerships for implementation.
- Work with property owners and developers to understand near-term opportunities for new development and/or redevelopment that are supportive of a pedestrian friendly environment.

APPENDIX I- COMPLETE STREETS AUDIT

Slingerlands Pedestrian Network

A Pedestrian Mobility Plan for the Slingerlands Hamlet

Complete Streets Audit

DRAFT - August 2006

Submitted by
Edwards and Kelcey

TABLE OF CONTENTS

LIST OF MAPS

LIST OF FIGURES

APPENDICES

A Pedestrian Mobility Plan

The Town of Bethlehem Department of Economic Development and Planning Department is leading the Slingerlands Pedestrian Network project, a pedestrian mobility plan for the Slingerlands Hamlet. The purpose of this project is to create a walkable hamlet and to create safe and convenient connections for pedestrians between activity centers. It is anticipated that this project will provide a basis from which the Town can seek funding to establish a pedestrian network. Funding may be available from sources such as the Safe, Accoutable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Transportation Enhancements Program.

A hamlet is typically a small, compact settlement that has a distinct identity and sense of place. Historically, hamlets have been orients around a walkable network of streets. Hamlets are attractive to residents and community members in that they often include defined public spaces and a core of activity providing informal as well as formal social gathering places.

A walkable community is particularly attractive to many people and has many benefits including enhanced quality of life leading to increased opportunities for economic growth, improved community health and reduced dependence on the automobile and reliance on fossil fuels. A pedestrian friendly environment can increase the percentage of trips a person will make by walking and extend the amount of time per trip a person will walk. Without proper pedestrian facilities as well as supportive land uses and community design, the automobile becomes an easier and more convenient alternative than walking. Continuous sidewalks, safe crossings at intersections and mid-block locations, ADA compliant curb ramps, a well-defined street edge, well-designed signage and signals, way finding information, street lighting, year-round maintenance, streetscape features and law enforcement are essential elements of a pedestrian friendly environment that increases the overall quality of life and health of a community.

Recent published reports and articles suggest links between the built environment and community health. An article by Reid Ewing in the April 2005 issue of *American College of Sports Medicine* titled “Can the Physical environment Determine Physical Activity Levels?”[1] identifies a strong association between neighborhood design and travel choices such as walking and transit. According to a survey discussed in a Winter 2006 article of the *Journal of the American Planning Association*, “Many Pathways from Land Use to Health,”[2] for each additional hour spent in a car per day, there is a 6% increase in the chances of being obese.

[1] Ewing, Reid. “Can the Physical Environment Determine Physical Activity Levels?,” *American College of Sports Medicine*. Volume 33 – Number 2. April 2005.

[2] Frank, L., Sallis, J.,Conway, T., Chapman, J. Saelens, B., and Bachman, W. “Many Pathways from Land Use to Health,” *Journal of the American Planning Association*. Volume 72-Number 1. Winter 2006.

Walking and biking can decrease the risk of diseases related to congestion and inactivity such as asthma, hypertension and obesity. In addition to its health benefits, walking and biking decreases automobile dependence, in turn improving environmental quality, sustainability, roadway conditions and the economy.

The Town's 2005 adopted Comprehensive Plan identified Slingerlands as an existing hamlet with the potential to grow. New Scotland Road is the "main street" of the existing hamlet. Its proximity to the VISTA Technology Campus and infrastructure capacity makes it the central focus for additional growth, which can be shaped into the form of a new hamlet. Hamlets are viewed as community centers where a variety of key social, cultural, civic, and economic activity occurs. They should be the preferred location for facilities like libraries, post offices, community centers, town offices and civic functions. Hamlets should be a safe and attractive, pedestrian-friendly environment that encourages walking and benefits commercial viability by connecting its neighborhoods to the core of mixed-uses, restaurants, civic buildings, high density residential areas, and other neighborhoods through a well-connected, well-maintained network of trails and sidewalks.

A typical pedestrian is willing to walk 1,500 feet (approximately ¼ mile) or 5-minutes to reach their destination. Providing community services and other centers of activity within 1,500 feet of a hamlet center encourages walking. Land uses which support walkability include mixed-uses with office, retail and/or residential. Zoning regulations and design guidelines that encourage placement of buildings to the street and parking in the rear or side help to focus land uses and community design in a manner that encourages a scale and character consistent with a walkable hamlet. The utilization of vacant buildings or underutilized sites in the core hamlet area would also be supportive of a walkable community. In addition, creating walkable blocks breaks up the feeling of a long distance for pedestrians. Block sizes in hamlets are typically 300-400 feet block faces.

A mixed-use hamlet that connects key activity centers and community life will help to reduce traffic congestion and the costs associated with road improvements and maintenance within Slingerlands over the long-term. It will allow persons to walk, bike or use transit to and from various land uses within the community. A multi-modal community will help to preserve the character and quality of life in Slingerlands.

There are national polls that show for substantial support for pedestrian and bicycle facilities. In a 2003 Surface Transportation Policy Project poll, 55% of Americans reported they would prefer to drive less and walk more. According to an America Bikes Poll, 52% of Americans want to bike. Furthermore, the 2002 National Transportation Availability and Use Survey reported top

pedestrian complaints are too few sidewalks, insensitive drivers and poor surfaces. Similarly, top bicyclist complaints are too few bikeways, insensitive drivers and traffic traveling too close.

In addition, changing demographics will create a need for more walkable communities. In the United States for example, 21% of Americans over 65 do not drive. By the year 2030, 50% of Americans will be over the age of 55. Creating viable transportation options for seniors, such as walking, will be a challenge for many communities.

Report Organization

The following report is the first step in creating a complete pedestrian network in Slingerlands and describes the base pedestrian conditions for the hamlet. The knowledge gained from this initial step will be incorporated into the overall recommendations that will be outlined in subsequent steps of the pedestrian mobility plan. In addition, the pedestrian mobility plan will consider the vision outlined in the hamlet master plan that is being developed concurrently.

Specifically, this report provides an overview of a complete streets audit conducted in the core hamlet area and defines what is meant by a "complete street." The report further discusses the results and findings of the complete streets audit and describes the existing pedestrian environment in Slingerlands. In addition, a brief review of proposed plans for the hamlet area and the consideration of the pedestrian environment within these plans is provided. Finally, the report conclusion suggests next steps.

A Complete Streets Audit

To better understand the current pedestrian environment in Slingerlands, a "complete streets" audit was conducted by Edwards and Kelcey (EK), the consultant team assisting the Town in this effort. Typically this audit would focus evenly on all modes of travel, but in this instance there was a distinct focus on the pedestrian, and to a lesser extent on bicycles and transit. On August 8, 2006, EK planners conducted a field visit to conduct the audit. The core study area was categorized into six corridor segments:

Segment 1: New Scotland Road between Normanside Drive and Route 85
Segment 2: New Scotland Road between Route 85 and Cherry Avenue
Segment 3: New Scotland Road between Cherry Avenue and Maple Avenue/ Couse Lane
Segment 4: New Scotland Road between Maple Avenue/ Couse Lane and Surrey Mall
Segment 5: New Scotland Road between Surrey Mall and Font Grove
Segment 6: Cherry Avenue from New Scotland Road to Kenwood Avenue

The EK team walked each segment to fully understand a pedestrian's perspective traveling through the hamlet. Each segment was evaluated based on four criteria- accessibility, safety, connectivity, and quality of place. For each criteria, a number of elements were surveyed and commented on in an audit form (See **Appendix A**). Photographs were taken of both positive and negative elements of accessibility, safety, connectivity, and quality of place to illustrate the current pedestrian environment along each segment.

Accessibility refers to the presence of pedestrian, as well as bicycle facilities, such as sidewalks and bike lanes, the quality of the road surface, access to transit, and access to destinations and activity centers. Safety was assessed according to traffic, road and sidewalk widths, existence and location of crosswalks, typical driving behaviors, lighting and the number of curb cuts and open curbs. The connectivity of the segments was based on whether there were contiguous sidewalks and bicycle routes, consistency of design and their connectivity to activity centers and transit. Lastly, quality of place was assessed based on the overall pedestrian experience, such as aesthetics, street furniture and pedestrian amenities, adjacent land uses, block face lengths and building orientation.

What is a "complete street?"

A "complete street" is safe, comfortable and convenient for travel via automobile, foot, bicycle, and transit. Completing the street makes for a well-planned pedestrian transportation system, which, in turn, provides for a more balanced overall transportation system. A pedestrian-friendly environment also compliments the role of recreation in the community. It makes the old-fashioned "walk around the neighborhood" possible, enhancing cohesiveness of the community, allows for casual bike rides within the immediate vicinity of one's home and longer bike rides can start at home instead of having to travel by vehicle to a bike-friendly area. A pedestrian-friendly environment allows recreational shared use paths and trails to be linked together to also serve transportation purposes.

Complete streets possess elements such as street trees, wide sidewalks, pedestrian-scale lighting, and defined pedestrian and bicycle spaces. These elements make it less burdensome for people to walk to their destinations, while encouraging pedestrian activity, which is essential for a vital community. Building design and attractive streetscapes foster pedestrian-friendly environments as well as encourage business development and decrease the number of miles and minutes people spend in their vehicles. Clearly marking, or providing the necessary facilities, specifically for pedestrians affirms that pedestrians are part of Slingerlands's transportation system. It must be made clear to motorists that pedestrians have priority when crossing roadways and they should be alert to their presence. **Figure 1** illustrates the elements of a "complete street."

Streetscape enhancements help to improve safety conditions for pedestrians and encourage more people to walk, which makes a community more "livable." Reducing vehicle speeds on roads around key activity centers, installing pedestrian refuge islands, narrowing road widths to reduce the distance a pedestrian must cross, installing pedestrian signals with countdown timers or other innovative treatments, all contribute to enhancing safety and would make pedestrians feel more welcomed within the Slingerlands Hamlet. Streetscape enhancements can also recapture the community's character and special sense of place, which might encourage people to spend time in Slingerlands and frequent the businesses located there.

A complete street policy, like those implemented in the communities of Boulder, Colorado, Santa Barbara, California and Columbus, Ohio, as well as in the states of Oregon, Virginia, South Carolina and California, ensure that the entire right of way is routinely designed and operated to enable safe access for all users. These places recognize that walking is an essential part of their transportation systems. In addition, walking and bicycling have tremendous health benefits, such as preventing obesity, diabetes, high blood pressure, and colon cancer. Walking and bicycling reduces roadway congestion, improves environmental quality, encourages sustainability and decreases fuel consumption and auto dependence.

Figure 1. A Complete Street

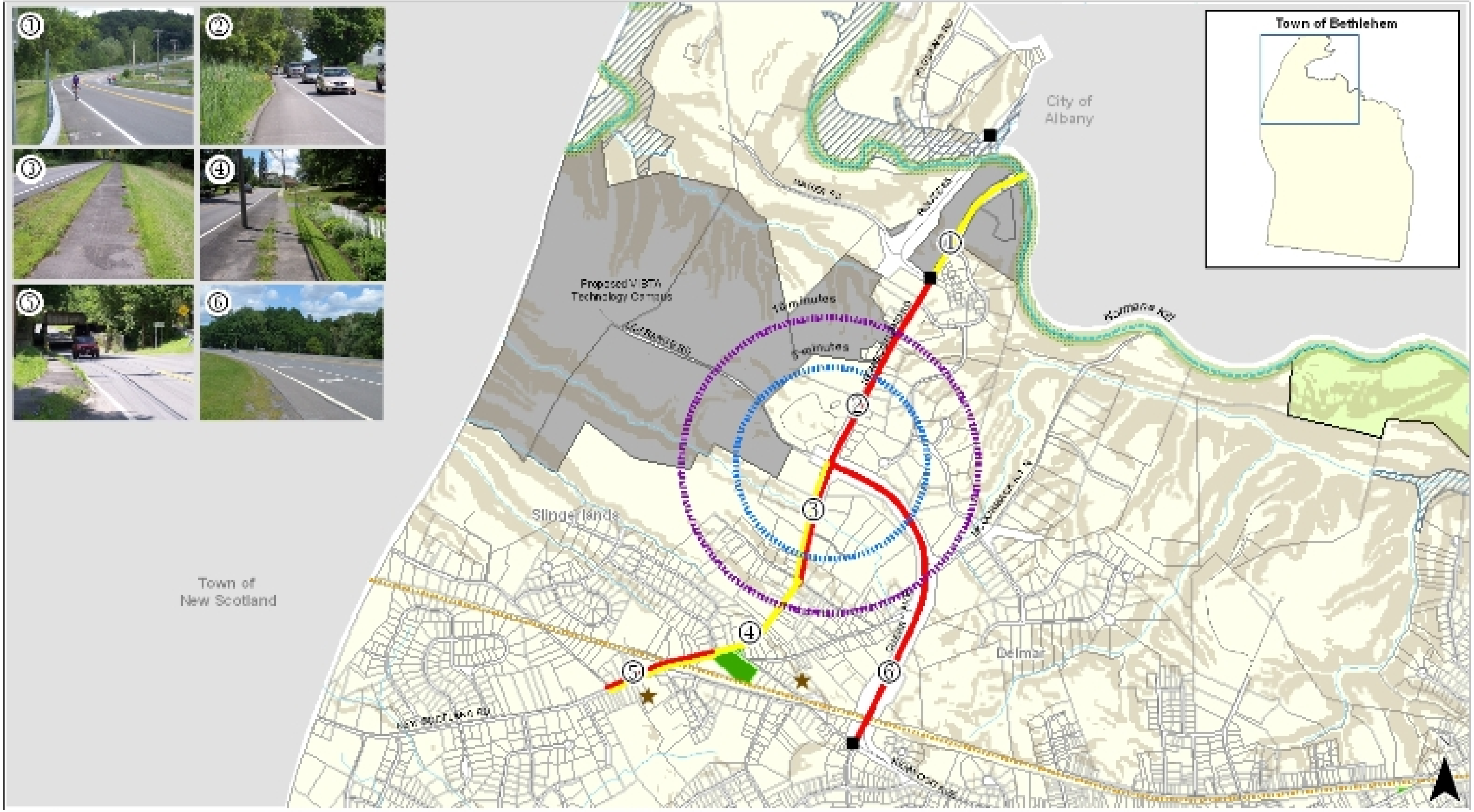
Results of the Complete Streets Audit

The Complete Streets Audit revealed that while certain elements of the pedestrian and bicycle infrastructure are missing within the corridor segments, people were observed walking and biking in most segments. This indicates that residents and workers in the Slingerlands hamlet enjoy walking and biking. There is a very real possibility that more people would walk or bike if there were safe, adequate and attractive bicycle and pedestrian facilities.

The lack of street trees, inconsistent and disorganized sidewalks and paved shoulders, wide streets, large corner radii, overhead utilities, buildings not oriented towards the street, and the general lack of pedestrian amenities creates an environment oriented towards driving a car rather than walking or biking. Roadways can be multi-use spaces that encourage social links within the community, and not just access ways for cars. See Appendix A for full audit results on each segment.

The final evaluations made in the Complete Streets Audit were helpful in classifying each segment as having high quality, moderate quality or low quality pedestrian-friendly environments. The classification of each segment is illustrated in **Map 1.** Green segments are high quality pedestrian environments that possess most of the elements of a complete street. Yellow segments are moderate quality pedestrian environments that possess some complete street elements while other important elements are missing. And finally, red segments are low quality environments with no pedestrian facilities. Segments considered low quality need the most improvements to become a complete street and currently present safety concerns for pedestrian and bicycle travel.

As Map 1 indicates, of those segments audited none received a high quality pedestrian environment rating. The reasons for this vary from segment to segment and are described below. However, one common missing element is a lack of a defined street edge and a defined pedestrian environment. A street edge can be defined by a planting strip acting as a buffer between the roadway and pedestrians or by a building close to the street creating not only visual interest for the pedestrian but also creating a more secure environment and defined edge. On-street parking can also help create a street edge and make it easier to site buildings closer to the street and sidewalk.



Legend

Moderate quality pedestrian environment
Low quality pedestrian environment
Primary study area
Secondary study area
Parcels
Public recreation
Private recreation
Wetlands
Floodplain
Corridor Segment

Slingerlands Pedestrian Network
Complete Streets Audit
Pedestrian Environment
August 2006

Segment 1. Segment 1 was rated as a moderate quality pedestrian environment. As seen in **Figure 2**, people were observed walking and biking in the paved shoulders. It appeared that the people were employees from the nearby Slingerlands Medical Arts facility and taking a walk during a break. Except for those medical facilities, there is virtually nothing to attract pedestrian activity in Segment 1. In addition, there are no buildings located near the street edge. Elements such as sidewalks, bicycle lane markings, and pedestrian lighting are currently missing but could be installed to create a more pedestrian-friendly environment for Slingerlands Medical Arts employees.

Figure 2. Pedestrian environment observed in Segment 1

Observed pedestrian and bicyclist activity

Vacant buildings create a pedestrian unfriendly environment

Wide shoulders provide adequate space for bike riding

A general lack of activity makes Segment 1 auto dependent

Segment 2. Segment 2 is low quality because it is lacking facilities for pedestrians and bicyclists. The intersection of Route 85 and New Scotland is difficult for pedestrians to cross in addition to limited visibility of pedestrians by motorists. Shoulders on both sides of the road vary in width, from 3 ½ feet to about 7 feet in places as shown in **Figure 3**. The lack of sidewalks, buildings not oriented towards the street, and large curb cuts present safety concerns for pedestrians. Although there is activity generated by the Price Chopper Plaza, Hess Station and other food establishments in this area, there no facilities to get pedestrians between land uses and automobiles have priority to the roadway. Also with the exception of a residence, there are no buildings close to the street.

Figure 3. Pedestrian environment observed in Segment 2

Inconsistent shoulder width

Car moves towards incoming traffic to avoid cyclist

Transit users wait in drainage ditch for bus

Unsupportive land uses and design discourage walking and biking

Segment 3. The left side of New Scotland Road on Segment 3 has a low quality pedestrian environment, while the right side was given a moderate quality rating. Crossing the intersection of Cherry Avenue and New Scotland on the left side of the road presents a safety concern for both pedestrians and motorists. The curb radius is quite large and vehicles go around the corner at high speeds sometimes even crossing over into the shoulder. There is no crosswalk or pedestrian refuge in the median, and tree branches interfere with motorists' visibility of pedestrians attempting to cross the road. Before the intersection, the paved shoulder is about 9 feet wide, then widens to over 12 feet across Cherry Avenue, and narrows until it vanishes at Pine Hollow Drive. On the opposite side at the exit of Price Chopper Plaza there is a striped crosswalk and a concrete sidewalk begins in front of the Slingerlands Post Office. The sidewalk continues throughout the right side of the segment (**Figure 4**) but is narrow, poorly maintained, and lacking elements of a pedestrian-friendly environment, such as pedestrian-scaled lighting.

Figure 4. Pedestrian environment observed in Segment 3

Pedestrian unfriendly intersection at Cherry Ave & New Scotland Rd

Moderate quality pedestrian facilities on the right side of New Scotland Rd

Runner using sidewalk

Lack of planting strip and defined pedestrian realm

Segment 4. Segment 4 possesses some elements of a pedestrian friendly environment while lacking others, as shown in **Figure 5**. It was rated as a moderate quality pedestrian environment. One side of the road maintains a 4-foot sidewalk with an unattractive and inconsistent grass pedestrian buffer, however the opposite side of the road has a 3-foot sidewalk, which vanishes to become a curb ramp and then appears again after the Bethlehem Fireman's Memorial Park. There are no shoulders for bicycle riding. It has a "street edge" due to fencing and plantings and homes near the sidewalk, which creates a friendly environment for pedestrians.

Figure 5. Pedestrian environment observed in Segment 4

Narrow sidewalk and poorly maintained planting strip

Housing oriented towards the street create a "street edge"

Poorly maintained sidewalk with no pedestrian buffer

Segment 5. Segment 5 is another segment which presents two different pedestrian environments on opposite sides of the street. The left side is moderate quality and equipped with a sidewalk, which passes by some mixed-use buildings, which include a pizza shop, barbershop and a restaurant. On the opposite side of New Scotland Road, a difficult pedestrian crossing over Mullens Road and a vanishing sidewalk creates a hazard for pedestrians. Therefore Segment 5 is rated as low quality. Additionally, a crosswalk equipped with a pedestrian signal leads to a utility pole and no sidewalk at the intersection of Kenwood Avenue and New Scotland Road in front of the Tollgate restaurant. The D&H overpass is also an area of safety concern, as its disrepair creates an unfriendly pedestrian environment. On the other hand, the overpass calms traffic and creates an opportunity to create a gateway into the activity node. Segment 5 has the potential to be a node within the hamlet but needs a significant amount of street improvements to become a pedestrian-friendly complete street. **Figure 6** illustrate the conditions in this segment.

Figures 6. Pedestrian environment observed in Segment 5

Unfriendly environment approaching the D&H overpass

Open curb cuts in front of a potential pedestrian destination

Crosswalk leading to utility pole on opposite side

Sidewalk conditions and runner using sidewalk

Segment 6. Segment 6 is rated as low quality because its 4-lanes of speeding traffic create an environment hazardous to pedestrians. There are no developed land uses that are connected within a 10-minute walk and no the posted speed limit is 55 mph. A paved, 10-foot shoulder is an adequate width for biking, however it is not designated as a bike lane and given the nature of the road, vehicles are unaware and not expecting bicycles. The shoulder could be marked and designated as a bike lane, which could bring the presence of bicyclists to the attention of motorists (See **Figure 7**). Segment 6 does not have the potential to become a pedestrian friendly corridor because of its adjacent land uses. Traveling between land uses in Segment 6 would be served best by automobiles, transit and/or biking.

Figure 7. Pedestrian environment observed in Segment 6

Shoulder conditions suitable for biking on Cherry Ave

Land uses on Cherry Ave prevent it from becoming a Pedestrian-friendly environment

Review of Proposed Plans

A brief review of the proposed plans for VISTA Technology Campus development and the Slingerlands Bypass Extension was conducted. The purpose of such a review was to understand the pedestrian facilities within the projects and to identify opportunities to create and enhance pedestrian connections between the projects and the hamlet.

VISTA Technology Campus. The proposed VISTA Technology Campus (VISTA) does provide for pedestrian access and connectivity within the site area. As illustrated in **Appendix B**, the entrance at LaGrange Road does appear to provide an attractive gateway into the site with landscaping, multi-story buildings near the street and a mix of uses. It essentially creates a core of activity within approximately 1,000 feet or less than a five minute walk. A second core of activity is located at the rear of the site and is approximately a 10 minute walk from the initial activity core.

The entrance to VISTA from the proposed roundabout on the Bypass is not as pedestrian friendly from a visual standpoint. The appears to be a gap between this roundabout and the remaining site. In addition, this entrance to the site is somewhat removed from the activity core along LaGrange Road.

While the proposed VISTA plan does provide for pedestrian facilities within the site, pedestrian connections to the hamlet and New Scotland Road will be a challenge. There is likely to be limited pedestrian activity between VISTA and the hamlet because the distance is too far for a pedestrian to walk, unless the walk is for recreational purposes. This challenge will need to be addressed as the mobility plan moves forward. In addition, getting pedestrians safely across the Bypass will be a challenge.

Slingerlands Bypass Extension (Bypass). The Bypass is not an ideal pedestrian environment. For example, there are no land uses fronting the roadway to create that defined pedestrian realm. However, with the addition of sidewalks or a separate trail, the Bypass does have the potential to become a recreational resource for those walking purely for recreational purposes. The stormwater system might also present opportunities for recreational trail connections.

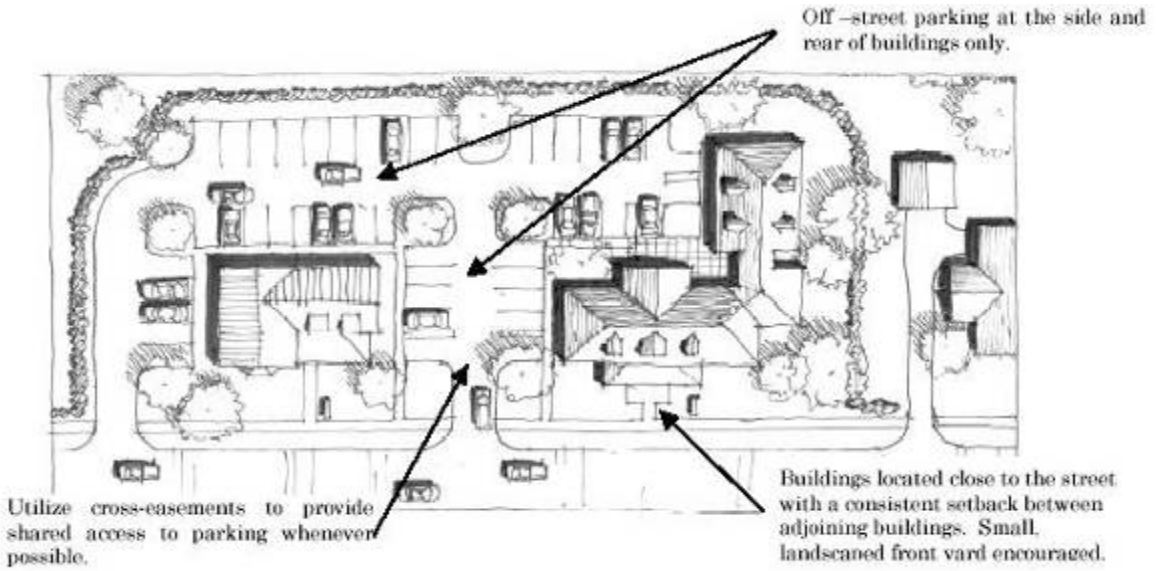
The Bypass extension presents an enormous opportunity for New Scotland Road to truly be transformed into the Slingerlands Hamlet “main street.” In shifting traffic onto the Bypass and away from New Scotland Road, the land uses and physical infrastructure can be reoriented in a manner that is more pedestrian friendly and more supportive of walking.

Conclusion

While the Slingerlands hamlet is far from being walkable, the opportunity exists to build upon existing pedestrian facilities and transform land uses to create an environment that is conducive to walking as well as biking. Many vacant areas along New Scotland Road, for example, can be retrofitted with new multi-use development that will be attracted by the VISTA Technology Campus. There are also a number of pedestrian destinations and attractions which could be easily served by installing sidewalks, designating bike lanes and equipping intersections with crosswalks and appropriate signals. Such improvements can transform New Scotland Road into a 'Main Street,' which serves as a welcoming gateway for residents and visitors traveling from Albany. Hamlets elsewhere in Bethlehem, such as Delmar's Four Corners, can serve as examples of thriving, pedestrian-friendly hamlet centers.

In addition the Town's hamlet district zoning (§128.33 – Hamlet District) describes design guidelines that will help to encourage the development of a walkable hamlet. The illustrations included in the design guidelines (see Figure 8 below) show buildings near the street and sidewalk as well as pedestrian accommodations.

Figure 8. §128.33 – Hamlet District Design Guildelines



Appendix A

SLINGERLANDS PEDESTRIAN NETWORK
COMPLETE STREETS AUDIT
AUGUST 8, 2006

CORRIDOR SEGMENT/ LOCATION: New Scotland Rd- Normanside Dr to RT 85 (11:00 am) - Segment 1

CRITERIA	ELEMENTS	COMMENTS
ACCESSIBILITY	**Pedestrian facilities**	There is a sidewalk on the left side of the bridge over the
	☐ Sidewalks	Normanskill
	X Paved shoulders	4 ft. paved shoulder
	Bicycle facilities	
	☐ Bike routes	
	☐ Bike lanes	
	X Paved shoulders	
	Transit	
	☐ Bus stop	
	☐ Bus shelter	
	☐ Public access throughout	
	Quality of road surface	Very even and paved road surface
	☐ Broken/ cracked	
	☐ Potholes	
	☐ Drain grates	All drainage grates in segment are level with road
	☐ Debris (i.e. glass)	
	☐ Curb ramps	
	Obstructions	
	☐ Parked cars	
	☐ Trees / plants	

OTHER:

SLINGERLANDS PEDESTRIAN NETWORK
COMPLETE STREETS AUDIT
AUGUST 8, 2006

CORRIDOR SEGMENT/ LOCATION: New Scotland Rd- Normanside Dr to RT 85 (11:00 am) - Segment 1

CRITERIA	ELEMENTS	COMMENTS
SAFETY	☐ Sidewalk width	
	X Shoulder width for bicyclists	
	Traffic	
	X Cars	
	☐ Trucks / buses	
	Road width	
	X 1-2 lanes	
	☐ 4 lanes	
	☐ 6 or > lanes	
	☐ Traffic signals / signs	
	☐ Pedestrian signals / signs	
	Crosswalks	
	☐ Striped	
	☐ High visibility	
	Driver behaviors	
	X Speeding	Posted speed limit is 35 mph but traffic was observed to moving faster (maybe 45-50 mph).
	☐ Running lights / stop signs	
	☐ Multiple Driveways/curbcuts	
	☐ Open curbs	
	X Pedestrians highly visible	Very open space with no visual obstructions

OTHER:

SLINGERLANDS PEDESTRIAN NETWORK
COMPLETE STREETS AUDIT
AUGUST 8, 2006

CORRIDOR SEGMENT/ LOCATION: New Scotland Rd- Normanside Dr to RT 85 (11:00 am) - Segment 1

CRITERIA	ELEMENTS	COMMENTS
CONNECTIVITY	☐ Continuous sidewalks ☐ Contiguous bicycle routes ☐ Connected activity centers ☐ Connectivity to transit **Consistent design** ☐ Crosswalks ☐ Sidewalk width ☐ Signals / signage ☐ Intersections	Paved shoulder ends and sidewalk begins at City of Albany line

OTHER:

SLINGERLANDS PEDESTRIAN NETWORK
COMPLETE STREETS AUDIT
AUGUST 8, 2006

CORRIDOR SEGMENT/ LOCATION: New Scotland Rd- Normanside Dr to RT 85 (11:00 am) - Segment 1

CRITERIA	ELEMENTS	COMMENTS
QUALITY OF PLACE	**Aesthetics**	Heading East on New Scotland Rd towards the City of Albany there is an attractive "Welcome to Albany" gateway.
	☐ Grass	
	☐ Flowers	
	☐ Trees	
	☐ Litter / trash	
	☐ Planting median / buffer	
	☐ Buildings fronting/oriented to street	
	Block face length	
	☐ Entire block	
	☐ Gaps	
	☐ Length_____	
	Setbacks	
	☐ Front: about 50-75 ft.	Setbacks varied along segment and buildings are not oriented towards the street.
	☐ Side_____	
	☐ Buildings fronting street	
	☐ Trees	
	Street furniture	
	☐ Benches	
	☐ Bike racks	
	☐ Trash receptacles	
	☐ Water fountains	
	X Lighting	Cobra style auto lighting at intersections only
	X Pedestrian activity	Medical office employees walking on breaks and bicyclist observed
	Land uses	
	X Retail / commercial	
	☐ Open space	*Left side: Slingerlands Medical Arts, Terramere (housing development), Bryan Asset Insurance
	☐ Rural residential	
	X Single fam. residential	
	☐ Multi-fam. residential	*Right side: Picotte property (former Blue Cross property)
	☐ Industrial	
	☐ Mixed-use _____	
	_____	
	_____	

OTHER: *heading west on New Scotland Rd.

SLINGERLANDS PEDESTRIAN NETWORK
COMPLETE STREETS AUDIT
AUGUST 8, 2006

CORRIDOR SEGMENT/ LOCATION: New Scotland Rd- RT 85 to Cherry Ave Ext. (11:30 am)- Segment 2

CRITERIA	ELEMENTS	COMMENTS
ACCESSIBILITY	**Pedestrian facilities**	*Right side: No shoulder at Price Chopper Plaza entrance/ exit on New Scotland Rd but widens to 6-7 ft, then narrows to 3.5 ft. Left side: shoulder width ranges from 10 in. to 5 ft. 8 in.
	☐ Sidewalks	
	X Paved shoulders	
	Bicycle facilities	
	☐ Bike routes	
	☐ Bike lanes	
	X Paved shoulders	
	Transit	
	X Bus stop	CDTA bus stop @ Price Chopper Plaza, routes 13 & 19
	☐ Bus shelter	CDTA bus stop @ Thackery Dr., route 13
	X Public access throughout	
	Quality of road surface	
	☐ Broken/ cracked	
	☐ Potholes	
	☐ Drain grates	
	☐ Debris (i.e. glass)	
	☐ Curb ramps	
	Obstructions	
	☐ Parked cars	
	☐ Trees / plants	

OTHER: *heading west on New Scotland Rd.

SLINGERLANDS PEDESTRIAN NETWORK
COMPLETE STREETS AUDIT
AUGUST 8, 2006

CORRIDOR SEGMENT/ LOCATION: New Scotland Rd- RT 85 to Cherry Ave Ext. (11:30 am)- Segment 2

CRITERIA	ELEMENTS	COMMENTS
SAFETY	☐ Sidewalk width	
	X Shoulder width for bicyclists	3.5 ft. to 6.7 ft
	Traffic	
	X Cars	
	☐ Trucks / buses	
	Road width	
	X 1-2 lanes	
	☐ 4 lanes	
	☐ 6 or > lanes	
	☐ Traffic signals / signs	
	☐ Pedestrian signals / signs	
	Crosswalks	Refuge island at RT 85 and Thackery Dr but no plantings
	☐ Striped	and very unattractive
	☐ High visibility	
	Driver behaviors	
	X Speeding	
	☐ Running lights / stop signs	
	X Multiple Driveways/curbcuts	
	X Open curbs	Generally pretty open, except for at RT 85 and New
	X Pedestrians highly visible	Scotland Rd where it is difficult for drivers to see pedestrians

OTHER:

SLINGERLANDS PEDESTRIAN NETWORK
COMPLETE STREETS AUDIT
AUGUST 8, 2006

CORRIDOR SEGMENT/ LOCATION: New Scotland Rd- RT 85 to Cherry Ave Ext. (11:30 am)- Segment 2

CRITERIA	ELEMENTS	COMMENTS
CONNECTIVITY	☐ Continuous sidewalks	
	☐ Contiguous bicycle routes	
	☐ Connected activity centers	
	X Connectivity to transit	Bus stops for CDTA routes 13 and 19
	Consistent design	Route 13 bus stop at Thackery Dr. is unpleasant for
	☐ Crosswalks	transit users- must wait in drainage ditch at busy
	☐ Sidewalk width	intersection because of the lack of amenities.
	☐ Signals / signage	All buses observed were equipped with bike racks!
	☐ Intersections	
		Very difficult for pedestrians to cross at RT 85 and New
		Scotland Rd.

OTHER:

SLINGERLANDS PEDESTRIAN NETWORK
COMPLETE STREETS AUDIT
AUGUST 8, 2006

CORRIDOR SEGMENT/ LOCATION: New Scotland Rd- RT 85 to Cherry Ave Ext. (11:30 am)- Segment 2

CRITERIA	ELEMENTS	COMMENTS
QUALITY OF PLACE	**Aesthetics**	
	☐ Grass	Not inviting
	☐ Flowers	
	☐ Trees	
	☐ Litter / trash	
	☐ Planting median / buffer	
	☐ Buildings fronting/oriented to street	
	Block face length	Very long and no feeling of a "block"
	☐ Entire block	
	☐ Gaps	
	☐ Length_____	
	Setbacks	Inconsistent- i.e. residents, Hess, etc.
	☐ Front:	
	☐ Side_____	
	☐ Buildings fronting street	
	X Trees	Partially tree-lined and shaded
	Street furniture	
	☐ Benches	
	☐ Bike racks	
	☐ Trash receptacles	
	☐ Water fountains	
	X Lighting	Cobra style automobile lighting
	X Pedestrian activity	Some pedestrian activity
	Land uses	
	X Retail / commercial	*Left side: Single and multi-family residents, Hess, Gold
	☐ Open space	Coin Chinese Restaurant, ice cream/ snack shop
	☐ Rural residential	Right side: Single and multi-family residents, Price Chopper
	X Single fam. residential	Plaza
	X Multi-fam. residential	
	☐ Industrial	
	☐ Mixed-use _____	
	_____	
	_____	

OTHER: *heading west on New Scotland Rd.

SLINGERLANDS PEDESTRIAN NETWORK
COMPLETE STREETS AUDIT
AUGUST 8, 2006

CORRIDOR SEGMENT/ LOCATION: New Scotland Rd- Cherry Ave to Maple Ave (11:50 am)- Segment 3

CRITERIA	ELEMENTS	COMMENTS
ACCESSIBILITY	**Pedestrian facilities** X Sidewalks X Paved shoulders **Bicycle facilities** ☐ Bike routes ☐ Bike lanes X Paved shoulders **Transit** X Bus stop ☐ Bus shelter X Public access throughout **Quality of road surface** ☐ Broken/ cracked ☐ Potholes ☐ Drain grates ☐ Debris (i.e. glass) ☐ Curb ramps **Obstructions** ☐ Parked cars ☐ Trees / plants	*Left side: 9 ft. 1 in. paved shoulder at Cherry Ave and New Scotland intersection, after intersection shoulder in widens to 12 ft. 2 in., then narrows to 5 ft. to 2 ft. to virtually nothing at Pine Hollow Dr. Right side: Concrete sidewalk in front of post office. Asphault sidewalk (about 5 ft wide) with 6 ft. pedestrian buffer/ planting strip. Sidewalks poorly maintained and vegetation is overgrown onto path CDTA bus stop @ Price Chopper Plaza, routes 13 & 19

OTHER: *heading west on New Scotland Rd.

SLINGERLANDS PEDESTRIAN NETWORK
COMPLETE STREETS AUDIT
AUGUST 8, 2006

CORRIDOR SEGMENT/ LOCATION: New Scotland Rd- Cherry Ave to Maple Ave (11:50 am)- Segment 3

CRITERIA	ELEMENTS	COMMENTS
SAFETY	☐ Sidewalk width	
	X Shoulder width for bicyclists	
	Traffic	
	X Cars	
	X Trucks / buses	
	Road width	
	X 1-2 lanes	After New Scotland Rd and Cherry Ave intersection
	X 4 lanes	4 + turning lane at New Scotland and Cherry Ave
	☐ 6 or > lanes	intersection
	☐ Traffic signals / signs	
	☐ Pedestrian signals / signs	
	Crosswalks	
	☐ Striped	
	☐ High visibility	
	Driver behaviors	
	X Speeding	No crosswalk or signals on left side, opposite Price
	☐ Running lights / stop signs	Chopper Plaza but crosswalks present on right side.
	☐ Multiple Driveways/curbcuts	No crosswalk across New Scotland Rd to Price Chopper
	☐ Open curbs	Plaza.
	☐ Pedestrians highly visible	Crossing Cherry Ave/New Scotland Rd is difficult!

OTHER:

SLINGERLANDS PEDESTRIAN NETWORK
COMPLETE STREETS AUDIT
AUGUST 8, 2006

CORRIDOR SEGMENT/ LOCATION: New Scotland Rd- Cherry Ave to Maple Ave (11:50 am)- Segment 3

CRITERIA	ELEMENTS	COMMENTS
CONNECTIVITY	☐ Continuous sidewalks ☐ Contiguous bicycle routes ☐ Connected activity centers X Connectivity to transit **Consistent design** ☐ Crosswalks ☐ Sidewalk width ☐ Signals / signage ☐ Intersections	

OTHER:

SLINGERLANDS PEDESTRIAN NETWORK
COMPLETE STREETS AUDIT
AUGUST 8, 2006

CORRIDOR SEGMENT/ LOCATION: New Scotland Rd- Cherry Ave to Maple Ave (11:50 am)- Segment 3

CRITERIA	ELEMENTS	COMMENTS
QUALITY OF PLACE	**Aesthetics**	
	☐ Grass	
	☐ Flowers	
	☐ Trees	
	☐ Litter / trash	
	X Planting median / buffer	Grass pedestrian buffer on right side
	☐ Buildings fronting/oriented to street	
	Block face length	Very long and no feeling of a "block"
	☐ Entire block	
	☐ Gaps	
	☐ Length_____	
	Setbacks	
	☐ Front:	
	☐ Side_____	
	☐ Buildings fronting street	
	☐ Trees	
	Street furniture	
	☐ Benches	
	☐ Bike racks	
	☐ Trash receptacles	
	☐ Water fountains	
	X Lighting	Cobra style automobile lighting
	X Pedestrian activity	Observed 1 runner
	Land uses	
	X Retail / commercial	Left side: single family residential
	☐ Open space	Right side: Price Chopper Plaza, Post Office, single family residential
	☐ Rural residential	
	X Single fam. residential	
	☐ Multi-fam. residential	
	☐ Industrial	
	☐ Mixed-use _____	
	_____	
	_____	

OTHER: *heading west on New Scotland Rd.

SLINGERLANDS PEDESTRIAN NETWORK
COMPLETE STREETS AUDIT
AUGUST 8, 2006

CORRIDOR SEGMENT/ LOCATION: New Scotland Rd- Maple Ave to Surrey Mall (12:10 pm)- Segment 4

CRITERIA	ELEMENTS	COMMENTS
ACCESSIBILITY	**Pedestrian facilities** X Sidewalks ☐ Paved shoulders **Bicycle facilities** ☐ Bike routes ☐ Bike lanes X Paved shoulders **Transit** ☐ Bus stop ☐ Bus shelter X Public access throughout **Quality of road surface** ☐ Broken/ cracked ☐ Potholes X Drain grates ☐ Debris (i.e. glass) ☐ Curb ramps **Obstructions** ☐ Parked cars ☐ Trees / plants	*Left side: Sidewalk starts at Maple Ave (3 ft.), stops after Methodist Church where there are then curb ramps and starts at Bethlehem Fire Fighter Memorial Park again (3.5- 4 ft.). Right side: 4 ft. cement/concrete sidewalk to asphault and then planting strip disappears and there is a 13 ft. paved shoulder, including the asphault paved sidewalk. In front of the Methodist Church the stone/concrete sidewalks were observed to be paved over with asphault but poorly maintained. Drain grate in front of Methodist Church is not level with road is a potential safety concern for bicyclist Small section of curb across from Methodist Church

OTHER: *heading west on New Scotland Rd.

SLINGERLANDS PEDESTRIAN NETWORK
COMPLETE STREETS AUDIT
AUGUST 8, 2006

CORRIDOR SEGMENT/ LOCATION: New Scotland Rd- Maple Ave to Surrey Mall (12:10 pm)- Segment 4

CRITERIA	ELEMENTS	COMMENTS
SAFETY	☐ Sidewalk width	
	☐ Shoulder width for bicyclists	no shoulder
	Traffic	
	X Cars	
	☐ Trucks / buses	
	Road width	
	X 1-2 lanes	
	☐ 4 lanes	
	☐ 6 or > lanes	
	☐ Traffic signals / signs	
	☐ Pedestrian signals / signs	
	Crosswalks	
	☐ Striped	
	☐ High visibility	
	Driver behaviors	
	X Speeding	
	☐ Running lights / stop signs	
	☐ Multiple Driveways/curbcuts	
	☐ Open curbs	
	☐ Pedestrians highly visible	

OTHER:

SLINGERLANDS PEDESTRIAN NETWORK
COMPLETE STREETS AUDIT
AUGUST 8, 2006

CORRIDOR SEGMENT/ LOCATION: New Scotland Rd- Maple Ave to Surrey Mall (12:10 pm)- Segment 4

CRITERIA	ELEMENTS	COMMENTS
CONNECTIVITY	☐ Continuous sidewalks ☐ Contiguous bicycle routes ☐ Connected activity centers ☐ Connectivity to transit **Consistent design** ☐ Crosswalks ☐ Sidewalk width ☐ Signals / signage ☐ Intersections	VERY inconsistent

OTHER:

SLINGERLANDS PEDESTRIAN NETWORK
COMPLETE STREETS AUDIT
AUGUST 8, 2006

CORRIDOR SEGMENT/ LOCATION: New Scotland Rd- Maple Ave to Surrey Mall (12:10 pm)- Segment 4

CRITERIA	ELEMENTS	COMMENTS
QUALITY OF PLACE	**Aesthetics**	Some front yard plantings/gardens by homeowners
	☐ Grass	
	☐ Flowers	
	☐ Trees	
	☐ Litter / trash	
	X Planting median / buffer	Inconsistent- grass in some areas but paved in others
	☐ Buildings fronting/oriented to street	
	Block face length	
	☐ Entire block	
	☐ Gaps	
	☐ Length_____	
	Setbacks	
	☐ Front:	
	☐ Side_____	
	☐ Buildings fronting street	
	☐ Trees	
	Street furniture	
	☐ Benches	
	☐ Bike racks	
	☐ Trash receptacles	
	☐ Water fountains	
	X Lighting	Cobra style automobile lighting
	☐ Pedestrian activity	
	Land uses	
	☐ Retail / commercial	
	X Open space	*Left side: single and multiple family residents
	☐ Rural residential	Right side: single family residents and religious land uses
	X Single fam. residential	(Methodist Church)
	X Multi-fam. residential	
	☐ Industrial	
	☐ Mixed-use _____	
	_____	
	_____	

OTHER: *heading west on New Scotland Rd.

SLINGERLANDS PEDESTRIAN NETWORK
COMPLETE STREETS AUDIT
AUGUST 8, 2006

CORRIDOR SEGMENT/ LOCATION: New Scotland Rd- Surrey Mall to Font Grove (12:30 pm)- Segment 5

CRITERIA	ELEMENTS	COMMENTS
ACCESSIBILITY	**Pedestrian facilities** X Sidewalks X Paved shoulders (partial) **Bicycle facilities** ☐ Bike routes ☐ Bike lanes X Paved shoulders **Transit** X Bus stop ☐ Bus shelter ☐ Public access throughout **Quality of road surface** ☐ Broken/ cracked ☐ Potholes ☐ Drain grates ☐ Debris (i.e. glass) ☐ Curb ramps **Obstructions** ☐ Parked cars ☐ Trees / plants	*Left side: elevated (above 1 ft.), after Mangia's to Font Grove it is a 3 ft.sidewalk / 2.5 ft. empty strip / 3 ft. shoulder Right side: 7 ft. 3 in. paved shoulder after D&H overpass but no sidewalk. CDTA bus stop @ New Scotland Rd./Kenwood Ave. route 13 No shelter but friendly stop on sidewalk in front of single family home.

OTHER: *heading west on New Scotland Rd.

SLINGERLANDS PEDESTRIAN NETWORK
COMPLETE STREETS AUDIT
AUGUST 8, 2006

CORRIDOR SEGMENT/ LOCATION: New Scotland Rd- Surrey Mall to Font Grove (12:30 pm)

CRITERIA	ELEMENTS	COMMENTS
SAFETY	☐ Sidewalk width	
	☐ Shoulder width for bicyclists	
	Traffic	
	X Cars	
	X Trucks / buses	
	Road width	
	X 1-2 lanes	
	☐ 4 lanes	
	☐ 6 or > lanes	
	X Traffic signals / signs	Pedestrian signals, signage and markings at New Scotland
	X Pedestrian signals / signs	Rd. / Kenwood Ave intersection in front of Mangias
	Crosswalks	
	X Striped	
	☐ High visibility	
	Driver behaviors	
	X Speeding	
	☐ Running lights / stop signs	
	X Multiple Driveways/curbcuts	Wide in front of Tollgate Corners
	X Open curbs	Wide entrance to Surrey Mall; divided with planting median
	X Pedestrians highly visible	

OTHER:

SLINGERLANDS PEDESTRIAN NETWORK
COMPLETE STREETS AUDIT
AUGUST 8, 2006

CORRIDOR SEGMENT/ LOCATION: New Scotland Rd- Surrey Mall to Font Grove (12:30 pm)

CRITERIA	ELEMENTS	COMMENTS
CONNECTIVITY	☐ Continuous sidewalks ☐ Contiguous bicycle routes ☐ Connected activity centers X Connectivity to transit **Consistent design** ☐ Crosswalks ☐ Sidewalk width ☐ Signals / signage ☐ Intersections	CDTA bus stop @ New Scotland Rd./ Kenwood Ave route 13

OTHER:

SLINGERLANDS PEDESTRIAN NETWORK
COMPLETE STREETS AUDIT
AUGUST 8, 2006

CORRIDOR SEGMENT/ LOCATION: New Scotland Rd- Surrey Mall to Font Grove (12:30 pm)

CRITERIA	ELEMENTS	COMMENTS
QUALITY OF PLACE	**Aesthetics**	
	☐ Grass	
	☐ Flowers	
	☐ Trees	
	☐ Litter / trash	
	X Planting median / buffer	At Surrey Mall and pedestrian planting buffer appears here
	☐ Buildings fronting/oriented to street	and there along segment.
	Block face length	
	☐ Entire block	
	☐ Gaps	
	☐ Length_____	
	Setbacks	
	☐ Front:	Single family resdients have consistent, narrow setbacks
	☐ Side_____	
	☐ Buildings fronting street	
	☐ Trees	
	Street furniture	
	☐ Benches	
	☐ Bike racks	
	☐ Trash receptacles	
	☐ Water fountains	
	X Lighting	Cobra style automobile lighting
	☐ Pedestrian activity	
	Land uses	*Left side: Fire Department, Pizzaria, barber shop, Mangia's
	X Retail / commercial	single-family residential
	☐ Open space	Right side: single-family residential, Tollgate Corners
	☐ Rural residential	("The Tollgate" & Trustco)
	X Single fam. residential	
	☐ Multi-fam. residential	
	☐ Industrial	
	☐ Mixed-use _____	
	_____	
	_____	

OTHER: *heading west on New Scotland Rd.

SLINGERLANDS PEDESTRIAN NETWORK
COMPLETE STREETS AUDIT
AUGUST 8, 2006

CORRIDOR SEGMENT/ LOCATION: Cherry Avenue between New Scotland Road and Kenwood Avenue (1:00 pm)- Segment 6

CRITERIA	ELEMENTS	COMMENTS
ACCESSIBILITY	**Pedestrian facilities** ☐ Sidewalks X Paved shoulders **Bicycle facilities** ☐ Bike routes ☐ Bike lanes X Paved shoulders **Transit** ☐ Bus stop ☐ Bus shelter ☐ Public access throughout **Quality of road surface** ☐ Broken/ cracked ☐ Potholes ☐ Drain grates ☐ Debris (i.e. glass) ☐ Curb ramps **Obstructions** ☐ Parked cars ☐ Trees / plants	9' - 10'

OTHER: *heading west on New Scotland Rd.

SLINGERLANDS PEDESTRIAN NETWORK
COMPLETE STREETS AUDIT
AUGUST 8, 2006

CORRIDOR SEGMENT/ LOCATION: Cherry Avenue between New Scotland Road and Kenwood Avenue (1:00 pm)- Segment 6

CRITERIA	ELEMENTS	COMMENTS
SAFETY	☐ Sidewalk width ☐ Shoulder width for bicyclists **Traffic** X Cars X Trucks / buses **Road width** ☐ 1-2 lanes X 4 lanes ☐ 6 or > lanes ☐ Traffic signals / signs ☐ Pedestrian signals / signs **Crosswalks** ☐ Striped ☐ High visibility **Driver behaviors** X Speeding ☐ Running lights / stop signs ☐ Multiple Driveways/curbcuts ☐ Open curbs ☐ Pedestrians highly visible	

OTHER:

SLINGERLANDS PEDESTRIAN NETWORK
COMPLETE STREETS AUDIT
AUGUST 8, 2006

CORRIDOR SEGMENT/ LOCATION: Cherry Avenue between New Scotland Road and Kenwood Avenue (1:00 pm)- Segment 6

CRITERIA	ELEMENTS	COMMENTS
CONNECTIVITY	☐ Continuous sidewalks ☐ Contiguous bicycle routes ☐ Connected activity centers ☐ Connectivity to transit **Consistent design** ☐ Crosswalks ☐ Sidewalk width ☐ Signals / signage ☐ Intersections	

OTHER:

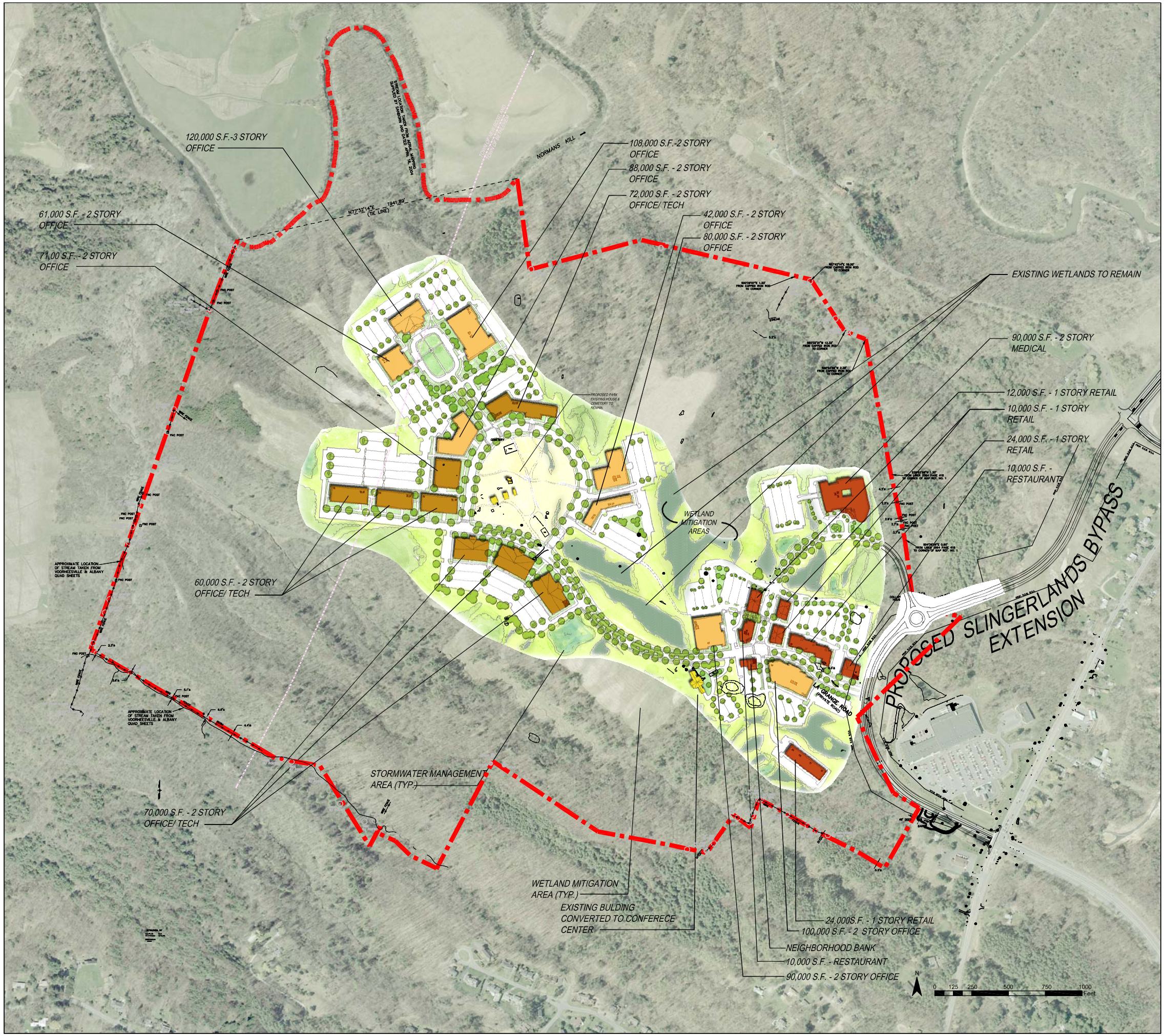
SLINGERLANDS PEDESTRIAN NETWORK
COMPLETE STREETS AUDIT
AUGUST 8, 2006

CORRIDOR SEGMENT/ LOCATION: Cherry Avenue between New Scotland Road and Kenwood Avenue (1:00 pm)- Segment 6

CRITERIA	ELEMENTS	COMMENTS
QUALITY OF PLACE	**Aesthetics** ☐ Grass ☐ Flowers ☐ Trees ☐ Litter / trash ☐ Planting median / buffer ☐ Buildings fronting/oriented to street **Block face length** ☐ Entire block ☐ Gaps ☐ Length_____ **Setbacks** ☐ Front: ☐ Side_____ ☐ Buildings fronting street ☐ Trees **Street furniture** ☐ Benches ☐ Bike racks ☐ Trash receptacles ☐ Water fountains **X** Lighting ☐ Pedestrian activity **Land uses** ☐ Retail / commercial ☐ Open space ☐ Rural residential ☐ Single fam. residential ☐ Multi-fam. residential ☐ Industrial ☐ Mixed-use _____ _____ _____	Cobra- style automobile lighting Vacant

OTHER: *heading west on New Scotland Rd.

Appendix B



VISTA TECHNOLOGY CAMPUS BBL DEVELOPMENT

CONCEPTUAL DESIGN
MARCH 3, 2006

KEY

PROPERTY BOUNDARY

TOWN LINE

S:\2005\05104\E.1 Conceptual Design\05104 SITE

SARATOGA ASSOCIATES

Landscape Architects, Architects, Engineers, and Planners, P.C.
BOSTON > NEW YORK > SARATOGA SPRINGS

BBL Development Group

APPENDIX II- TRANSPORTATION ENHANCEMENTS PROGRAM RATING CRITERIA

TRANSPORTATION ENHANCEMENTS PROGRAM
Project Rating Criteria

Adapted from the NYSDOT Transportation Enhancements Program Guidebook

A well planned, publicly supported, informatively written, TEP application with detailed quality cost estimates which addresses the following project rating criteria will compete effectively for limited TEP funding.

Project applications should emphasize information which supports the project rating criteria. Understanding the criteria may also give an indication of how a project may compete against other projects submitted under this program.

The merit of each project will be rated and ranked based on the following criteria:

1. Enhancement of Regional & Local Environment:

a) Preserves or positively influences natural or cultural resources, scenic quality, air or water quality, wildlife habitat or migration

In general, this category focuses on the "natural" environment. Examples include:

- Conservation or protection of Natural and Cultural Resources
- Preservation or enhancement of Scenic quality
- Air quality improvement
- Water quality improvement
- Preservation, restoration, creation or enhancement of wildlife habitat/migration areas

b) Improving the quality of life through job creation, increased tourism, economic development, balanced distribution of funds and other socio-economic factors.

This category focuses on the potential for positive economic impacts resulting from an enhancement project. Examples include:

- Additional jobs created in the community
- Enhancement of tourism and visitor revenues
- Potential enhancement of Economic Development (e.g. marketability of the community) is enhanced
- Economically challenged individuals are assisted.

2. Enhancement of Transportation Plans, Projects:

a) Increased or improved access to activity centers (business, school, recreation, shopping, etc.) Additions or improvements to existing transportation systems

The focus of this category should be on the enhanced mobility of persons or on significant improvement in the quality of the trip experience. Examples here are best expressed in the form of questions:

- How many people will use these new connections?

• What is the current level of connectivity/access (i.e. how dramatic are effects of the proposed improvements)?
• Is user safety/security a current issue?
• Is access guaranteed to all individuals?
• How will this project enhance the "trip experience"?
• What activity centers will be connected?

b) Reinforces or complements the regional transportation system, fills deficiencies in the system, has multi-modal aspects, or connects transport modes

This category concentrates on the development of the intermodal transportation system. Whereas the previous category looked at how the proposed project meets user "demand", this category looks at the "supply" aspects of the transportation equation. Examples include:

• Transportation modes being connected (e.g. bikes and pedestrians, bikes and buses, bikes and autos, trains and pedestrians, etc.). Also, projects identified in transportation plans; a part of continuing or ongoing transportation programs.

• System deficiencies being addressed (e.g. Pedestrian circulation systems, bikeway systems, etc.).

3. Relationship to/Support for Other Plans, Projects:

a) Implements goals in regional plans or other federal, state or local plans. Letters demonstrating broad based support from community and local interest groups may be considered.

This is a critical category in that it represents the level of community and political support for the project. Projects that demonstrate evidence of a combination of both "grass roots" support and support from the appropriate officials are more favorable than those that do not. The degree of support is also critical: letters from individuals are good, but resolutions, petitions, or other formal actions of support by groups of people are better.

The linkage to existing plans is critical. This is particularly true for projects within urbanized areas under the jurisdiction of a Metropolitan Planning Organization (MPO). **If** a project is consistent with, or actually may implement some aspect of various plans, ordinances, local master plans, etc., it is appropriate to make note of that fact however, such letters are not mandatory. Examples of support:

Letters of support from local governing bodies would represent evidence. Support for these projects may include the following:

• Letter(s) of support from elected officials
• Endorsement action from local governments (resolutions, etc.)
• Letters of support/endorsement actions from interest groups (e.g. Chambers of Commerce, advocacy groups, neighborhood associations, etc.)

b) A one-time opportunity exists to accomplish the project. The project is threatened. There is an immediate need or the project will be lost, or a resource substantially degraded. Unavailability of funds does not, in and of itself, justify project need.

4. Size of Matching Share, Assurance of Availability:

Federal regulations require a 20% match and the ability to provide a match in excess of 20% benefits the overall program as it allows federal funds to be used for additional enhancement projects. The rating committee will look favorably on projects that demonstrate a reasonable assurance that the 20% match is readily available, and will look even more favorably on projects exceeding the minimum 20% match. However, the economic situation of any Sponsor Application ability to finance a project's match will be considered. Those less wealthy project teams will not be downgraded because they can not afford to overmatch.

5. Direct User, Immediate Area and Environment Benefits:

Increases the availability, awareness or protection of historic community, visual or natural resources. Identifies the groups in the population, including people with disabilities, who will benefit from or are likely to use the project. The variety of user groups and the number of users will be considered. The preservation or enhancement of related unique features will be considered.

There is some similarity between criteria **1.a**. and this; however a distinction may be made that this criteria focuses on the direct user benefits of the proposed project. Examples follow:

- Number of persons/groups of persons who will benefit (e.g. pedestrians, cyclists, equestrians, skiers, travelers, etc...).
- Preserves community resources (e.g. neighborhoods, cultural facilities, gathering areas, etc.).
- Provides accessibility to people with disabilities.

6. Innovative, Creative, or Mix of Activities:

a) Project encompasses two or more eligible transportation enhancement activities. Many transportation enhancement project proposals may technically encompass two or more eligible activities. If they do, the rating committee will consider this fact in their rating. However, each individual aspect of the proposal should "stand alone" in the sense; if the project were split by category, each would qualify on its own merits: (e.g. landscaping might be only a side-effect to the development of scenic overlook and probably would not receive extra credit).

b) Project is innovative or could serve as a model for similar enhancement projects. The determination of the level of "innovation" or the suitability of the project as a "model" will be a consideration. Unique design or application, new technologies, development of public/private partnerships and multi-jurisdictional projects, are all good examples. Examples follow:

Project is extremely unique / definitely a model
Project has unique characteristics / some model potential
Project has a couple of unique characteristics

Project is routinely organized, designed, planned

7. Supportive of Master Planning in Recognized Areas of Special Significance:

This includes current plans of statewide or broad area special significance. Examples of such plans are those developed for Adirondack and Catskill Parks, Hudson River Valley Greenway, Coastal Zones, Urban Cultural Parks and the State Openspace Conservation Plan.

The rating committee will determine the "statewide significance" issue. In addition to those plans listed above, the rating committee may also consider: the Statewide Comprehensive Outdoor Recreation Plan, Statewide Transportation Plan, or Canalway Plan, projects that support ADA requirements, or implementation actions required in air quality non-attainment areas.

8. Level of Community, Regional Support:

Consideration will be given for extensive efforts to reduce project costs (e.g. volunteer labor and other goods and services), and other efforts to improve the cost-effectiveness of the project (relationship between performance or productivity and the annualized total project cost). Increasing the match does not reduce the project cost. Do not confuse this criterion with criteria number 4.

While eligible as match funds, the donation of goods and labor, particularly from "grass-roots" organizations, for the completion and maintenance of the project deserve special attention if proposed to be non-participating or truly "donated" to the project. In addition, other efforts, such as financial packaging or the use of other grant funds that reduce the overall cost of the eligible project also deserve merit.