



VILLAGE OF CAMBRIDGE

COMPLETE STREETS IMPLEMENTATION PLAN

AUGUST 2024



COMPLETE STREETS IMPLEMENTATION PLAN

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This project has been funded in part by the Climate Smart Communities Grant Program, Title 15 of the Environmental Protection Fund through the New York State Department of Environmental Conservation.



With grant administration support from:





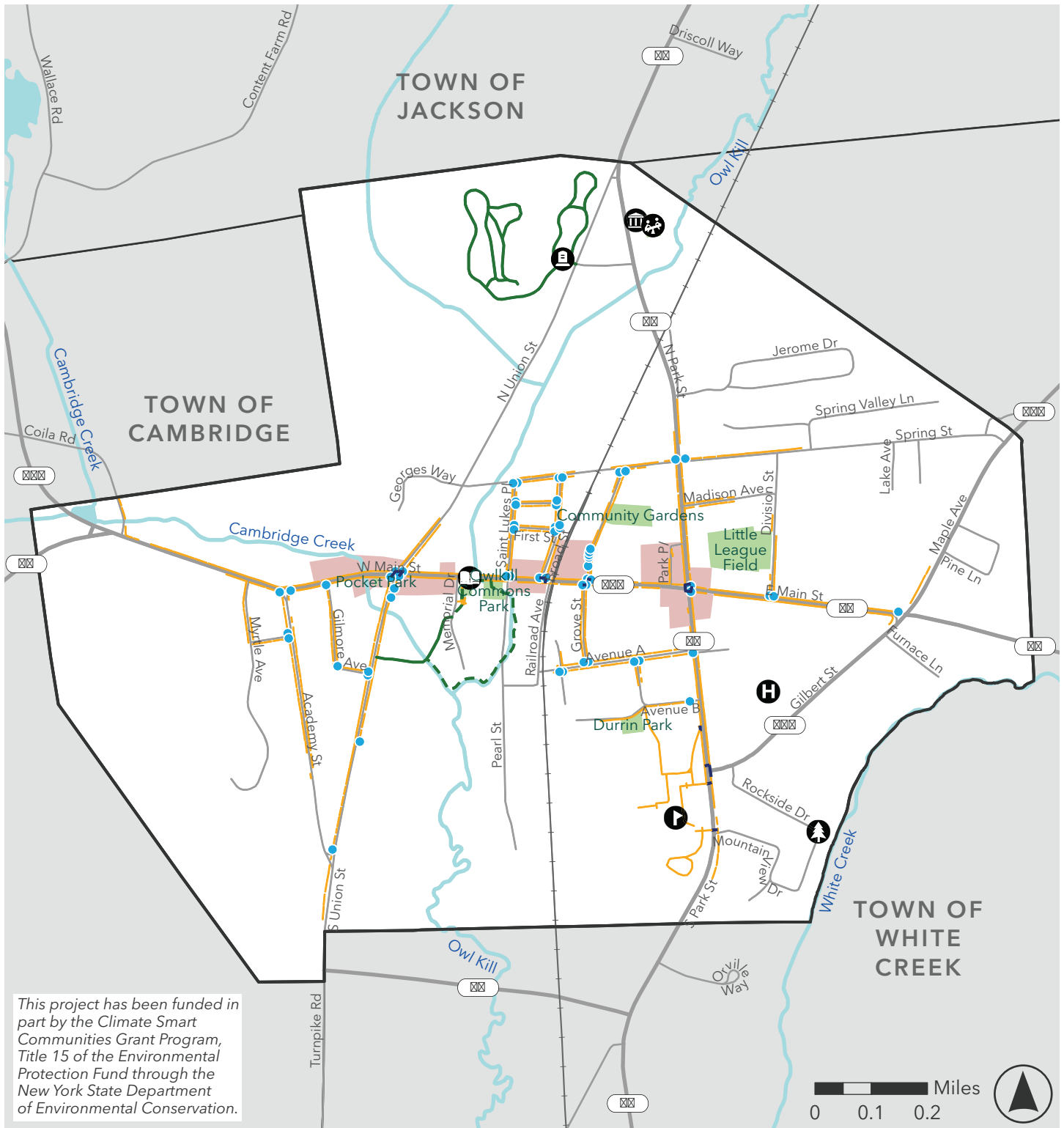
INTRODUCTION

The Village of Cambridge is committed to creating a safe, accessible, and sustainable transportation network that meets the needs of all residents and visitors, regardless of age, ability, or mode of transportation. The Complete Streets Implementation Plan builds upon the foundation laid by previous planning initiatives, including the village's Comprehensive Plan, Design Guidelines, and Community Action Plan.

"Complete Streets" refers to streets that are designed and operated to enable safe access for all users, in that pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a street. The goal of this Complete Streets Implementation Plan is to improve the safety and experience of all users, especially those walking and cycling, in the Village of Cambridge. These improvements will provide residents with safe and dedicated auto, pedestrian, and bike facilities and help to better connect the Village's destinations and amenities. Improving accessibility is crucial to ensure that individuals with disabilities can navigate public spaces safely and independently.

In 2022, the Village of Cambridge was awarded funding through the NYS Department of Conservation (NYSDEC) Climate Smart Communities Program for the purpose of developing this Complete Streets Implementation Plan and an accompanying Complete Streets Policy. The project was advanced by a Steering Committee of local stakeholders who were assisted by a consultant team led by LaBella Associates .

This Complete Streets Plan outlines a comprehensive strategy for transforming Cambridge's transportation network into a multimodal system that prioritizes safety, accessibility, and equitable mobility options. It provides a policy framework, design guidelines, and implementation strategies to ensure that future transportation projects consistently incorporate Complete Streets principles. The recommendations are sensitive to the rural context of the community, the staff capacity of a small village, and the distinct characteristics of the street network. The Plan also recognizes that not all roads are created equal, so streets are divided into categories based on the type of design features that are appropriate for each category so that the plan is both visionary as well as realistic and achievable.



Map developed by Byer Planning, LLC. Date Exported: 1/16/2024 2:31 PM

Village of Cambridge Complete Streets Implementation Plan

Existing Pedstrian Infrastructure

- Sidewalk
- Private Roads used as Trails
- - - Proposed Owlkill Trail Loop
- Crosswalk
- Curb Ramp

Destinations

- Cambridge Community Forest
- Medical Center - Urgent Care
- Skate Park and Playground
- Village Offices and Police Station
- Woodlands Cemetery
- Cambridge Central School
- Cambridge Public Library

Basemap

- Village of Cambridge
- Adjacent Communities
- Parks and Open Space
- Business Districts
- Railroad



PLANNING PROCESS

This Plan was developed through a stakeholder-driven, inclusive planning process to ensure that community priorities were at the center of the Plan's vision, goals, and strategies.

At the onset of the planning process, a public engagement plan was developed, which is included in Appendix 1. Public engagement included:

A **STEERING COMMITTEE** formed at the onset of the planning process and met bi-monthly to provide feedback and review draft deliverables. All Steering Committee meetings were held in person, were publicized, and were open to the public. Each meeting included an opportunity for public comment.


A **PROJECT WEBPAGE** was added to the Village website, which was the central resource for materials and information about the project and upcoming events. The webpage was updated regularly and was supplemented with social media engagement.

A **PUBLIC WORKSHOP** was held at the Cambridge Central School early in the planning process to review existing conditions and help establish issues, opportunities, and priorities. The workshop was promoted through a press release, social media, and paper flyers at key locations in the Village.

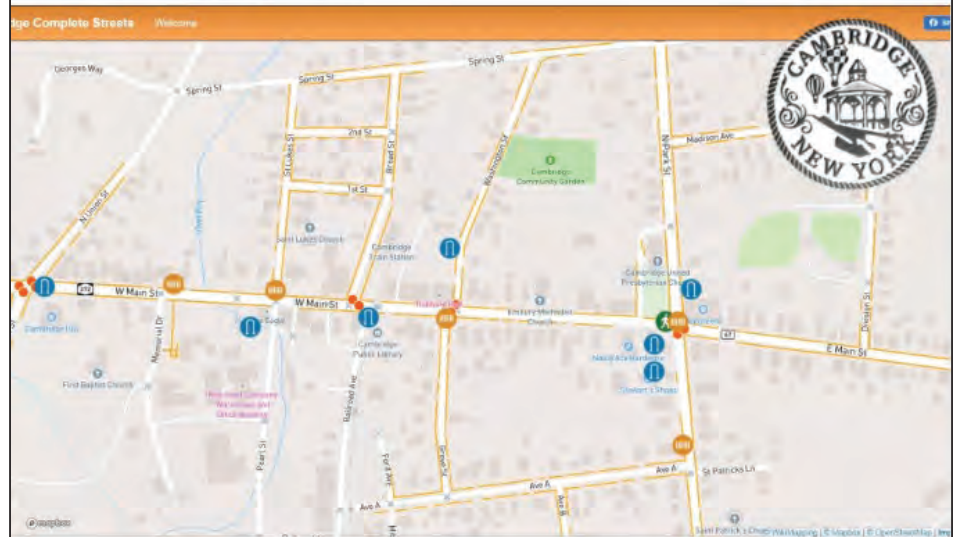
ONE-ON-ONE INTERVIEWS

were conducted with key stakeholders identified by the Steering Committee to ensure that marginalized populations were proactively engaged, unique perspectives were incorporated, and proposed ideas were reviewed with decision-making bodies and property owners.

An **ONLINE FEEDBACK MAPPER** was prepared to collect input on issues and develop recommendations. The mapper was accessible from the project webpage and was promoted through social media and direct outreach. A paper version of the online mapper was also made available at the Senior Center.

 Calling all residents of the Village of Cambridge! The interactive map for the Cambridge Complete Streets project will be closing on April 8th. Don't miss your chance to provide input on where new bike racks, crosswalks, and sidewalks are needed. Let your voice be heard and help improve our community!

#CambridgeCompleteStreets #CommunityInput
<https://v3.CambridgeNY.gov/Streets>



A **SECOND PUBLIC WORKSHOP** was held to review the draft Complete Streets Implementation Plan and Policy and receive feedback before finalizing the plan.

Prior to adopting the plan and policy, the Village Board will hold a **PUBLIC HEARING**.

Summaries of the Committee meetings, public workshop, stakeholder interviews, and online mapper feedback are included in Appendix 1.





ISSUES & OPPORTUNITIES

The first steps in the Complete Streets planning process were to assess current conditions and map pedestrian- and bicycle- related features already available, or lacking, in the Village and to review previous planning efforts undertaken by the Village. Through these efforts, key issues and opportunities were identified for the current street network. The complete existing conditions analysis is included in Appendix 2, the past plans summary is included in Appendix 3, and a summary of the key issues and opportunities is provided below.

- **Connectivity.** Key opportunities identified include connecting community destinations, filling gaps in the sidewalk network, and formalizing off-road connections.
- **Safety, Health & Accessibility.** By providing safe, convenient options for active transportation and addressing the needs of all users, Complete Streets create healthier communities with improved accessibility and quality of life. The comprehensive designs make roadways safer while

encouraging physical activity as part of daily travel routines. The Village of Cambridge street network includes sidewalks on many streets. There are gaps in the network and some maintenance needs that need to be addressed. Improving safety on the streets around the school is a priority. There are also opportunities to improve bicycle infrastructure and connections to popular bike routes. Many of the sidewalks on side streets are slate. These walkways have historic significance but pose challenges for accessibility and maintenance. There is an opportunity to balance historic community character and accessibility.

- **Community Character and Aesthetics.** Many in the community recognize the importance of streetscapes in creating an attractive downtown business district that creates a sense of place. There are opportunities to enhance the aesthetics of Main Street through placemaking initiatives and improvements to both sidewalks and the roadway.

VISION & GOALS

Based on the findings of the inventory and analysis and public feedback from the workshop, Steering Committee meetings, and stakeholder outreach, the following overarching Vision Statement and supporting goals were developed to frame the recommendation development.

VISION STATEMENT

The Village of Cambridge has a complete, connected network of streets that enables safe, accessible, and convenient travel for all users - pedestrians, bicyclists, and motorists. Safety is prioritized through design that reduces conflicts and protects vulnerable road users, especially around key destinations, including the school, grocery stores, and medical center. Community character and aesthetics are enhanced through thoughtful placemaking within the Main Street corridor. Complete Streets support long-term safety, health, mobility, economic viability, sustainability, environmental protections, equity, and quality of life in the Village through thoughtful street-level improvements that make the safe and active choice the easy choice for all users.

GOALS

- Prioritize safety through design that reduces conflicts and protects vulnerable road users.
- Enhance aesthetics and community character through thoughtful placemaking.
- Provide accessibility for all ages and abilities, ensuring public rights-of-way are equitably usable by everyone in Cambridge.
- Implement design approaches that are sensitive to neighborhood context.
- Enhance physical and mental health, reduce greenhouse gas emissions, and cultivate vibrant public spaces.
- Connect residents and visitors to destinations throughout the Village by sustainable modes of transportation.



RECOMMENDATIONS

A Complete Streets approach recognizes that street design should be context-sensitive and prioritize accessibility for all users. As a result, implementing Complete Streets does not produce a uniform network of identical streets. Instead, different streets and segments will dedicate varying portions of the right-of-way to different modes of transportation, employing diverse design elements to collectively provide a complete street network that serves the mobility needs of the entire community equitably.

The following recommendations were developed to support implementation of the Village of Cambridge Complete Streets Policy and to ensure that all streets are designed, constructed, and maintained to enable safe access for users of all ages and abilities. The recommendations were formulated by the Steering Committee using feedback gained from public meetings, surveys, stakeholder meetings, and conversations with residents.

CAPITAL PROJECTS

A variety of capital projects were developed for throughout the Village, which are illustrated on the graphic on p. 12. A description of the types of improvements is provided below.

Install New Crosswalks

Safe and frequent crosswalks support a walkable environment and should be applied where pedestrian traffic is anticipated and encouraged. Crosswalks in the Village are currently limited to the intersections of Main and Union Streets, Main and Grove Streets, Main and Park Streets, and on Park near the Cambridge Central School District campus. As indicated in the concept plan, additional crosswalks are recommended at several locations to improve connections to key community destinations (including the Municipal Building and library) and improve safety at critical intersections.

Along Main Street, decorative yellow brick or stamped concrete crosswalks (or similar materials) are recommended to replace the existing painted crosswalks along Main Street. These yellow crosswalks would be a nod to the history of the Village - once lined with yellow brick roads - and address the frequent maintenance/repainting needs that the current crosswalks pose.

Improve Intersection Roadway Geometry

Three intersections in the Village are designed with "slip lanes:" the intersections of West Main and Academy Streets; Academy and South Union Streets; and East Main and Gilbert Streets. Slip lanes allow vehicles to make unimpeded

right turns and, by doing so, they prioritize vehicle speed over the safety of pedestrians crossing the street. To improve the safety of all users and reduce vehicle speeds, these should be converted to T-intersections. In instances where utility poles are located between the slip lanes, the Village should work with the utilities to relocate the poles to an alternate location.

Fill Sidewalk Gaps

Most of the Village of Cambridge is covered by sidewalk infrastructure, with some notable gaps mainly near businesses with large parking lots or smaller residential areas. While sidewalks are not necessary in all settings, five priority road segments were identified where existing sidewalk gaps should be filled: the southern end of Academy Street, the northern end of Park Street (to connect to the Village Hall), the southern end of Park Street (extending from the Cambridge Central School District campus), Gilbert Street between Park and Main Streets, and around the Union/Spring Street intersection, as shown in the concept plan. All new sidewalks should be ADA compliant.

Implement Traffic Calming Strategies

Academy Street was regularly cited as a roadway that is used as a vehicular cut through between Main Street and State Route 22. While the Village has proactively reduced the posted speed limit along the roadway from 30 mph to 25 mph, with only one cross street and a straight-away design, the design of the roadway does little to reduce vehicular speed.

The following strategies are recommended in order of priority based on cost, feasibility, and effectiveness (see Traffic Calming in Appendix 4 for descriptions and photos):

- Stripe the travel lanes and shoulders with the goal of creating narrow travel lanes;
- Install permanent Radar Speed Signs;
- Install a [choker or pinch point](#);
- Install [speed humps](#);
- Install a [chicane](#); and/or
- Install speed bumps (speed humps are better than speed bumps for bicycles and plow trucks).

Additional examples of traffic calming techniques and more detailed fact sheets on each strategy are available from the [Institute of Transportation Engineers](#) and are included in Appendix 4.

As an interim measure, the Village could also implement a temporary traffic calming demonstration project. This would allow the Village to evaluate the effectiveness of a measure and gather feedback from residents and roadway users before further investment.

It should also be noted that these recommended traffic calming measures, combined with the recommended intersection improvements to remove existing slip lane could have the unintended consequence of diverting traffic to South Union Street. Speeding and traffic levels should be monitored; if safety concerns arise on South Union Street, similar traffic calming strategies could be implemented along the roadway.

Install Stop Signs










A unique condition in the Village of Cambridge, dating back to many roadways originally being privately owned, is the presence of several intersections without stop controls or simply demarcated by yield signs. To improve safety, it is recommended that stop signs be installed at six of these intersections, as indicated on the concept plan.

Retain Slate Sidewalks in Priority Areas & Replace with Concrete Elsewhere




While slate sidewalks contribute to the Village's charming aesthetic, due to encroaching vegetation and cracks many of the existing slate sidewalks are unusable and are not ADA compliant. In addition, the slate walkways are slippery when covered with snow and/or ice during winter months so many residents choose to walk in the roadway. The slate sidewalks are difficult to plow when the ground is not completely frozen due to the encroaching vegetation. As a result of these challenges, many of the Village's slate sidewalks were also rated to be in "poor" condition in the sidewalk audit. With the goal of balancing these competing issues and benefits, the Concept Plan identifies Broad Street as a priority corridor for slate sidewalks to be retained and repaired. This is a high visibility roadway segment, in the heart of the Village's historic district, with slate sidewalks that are in a relatively good state of repair. For all other sidewalks, gradual replacement of the slate with concrete sidewalks is recommended to improve pedestrian safety and accessibility.



LEGEND

-  Village Border
-  Street Tree Corridor
-  Sidewalk Infill
-  Proposed Owlkill Trail Loop
-  Bicycle Parking
-  Install Stop Sign
-  Install Striped Crosswalk
-  Priority Historic Corridor
- for state sidewalk preservation
-  Existing Railroad Line

Destinations

-  Cambridge Community Forest
-  Medical Center - Urgent Care
-  Park and Playground
-  Village Offices and Police Station
-  Woodlands Cemetery
-  Cambridge Central School
-  Cambridge Public Library

Academy Street
 • implement traffic calming to reduce speeding
 The following strategies are recommended in order of priority based on cost, feasibility and effectiveness:

Striping: stripe travel lanes and shoulders to reduce lane width



install permanent radar speed sign



Pinch Point: reduces traffic speed by introducing curbed bumpouts that reduce drive lane width



Speed Hump: slows traffic to 10-15 mph gently rocks the vehicle when passing over at posted speed



Speed Bump: slows traffic to 2-10 mph. driver is require to bring vehicle to a near stop to pass over bump



RECOMMENDED CAPITAL PROJECTS



install new Village gateway signage to delineate entering a denser Village setting



add pedestrian lighting along Main St (historic character)



Main & Park proposed improvements refer to 2004 Comprehensive Plan

work with Main Grid on Realignment

activated TURN ON RED signal

continue lighting to Village border

Gilbert Street Improvements - refer to separate concept plan

State Rte 22

Cambridge Woods Lane

Ave

ue A

NO TURN ON RED

STOP

STOP

STOP

WELCOME TO THE VILLAGE

WELCOME TO THE VILLAGE



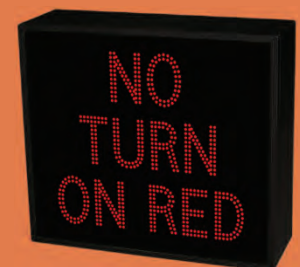
PRIORITY INTERSECTION IMPROVEMENTS: MAIN STREET & PARK STREET

Main Street (Route 372) and Park Street (Route 22) are the two most trafficked roadways in the Village. With the Village's core commercial located along West Main Street, the Cambridge Central School Campus located along South Park Street, and the Village Hall located along North Park Street, ensuring safe pedestrian passage through this corridor is of critical importance. Specific improvements recommended at this intersection are to:

- Define pedestrian crosswalks.
- Fill gaps in the sidewalk created by large driveways/curb cuts.
- Work with property owners to reduce the number of and width of driveways and curb cuts; define vehicular access; improve parking areas and encourage shared parking and access management strategies.
- Delineate pedestrian access to each commercial building.
- Install pedestrian-activated crossing signals.
- Install a No Right Turn LED Blank Out sign



INACTIVATED



ACTIVATED BY
PEDESTRIAN

Reduce Speed Limits

During the planning process, two roadway segments were identified where the posted speed limit should be reduced:

- **Gilbert Street:** This roadway segment currently has a speed limit of 40 mph, even as it approaches the school at its southern end. The Village should continue to work with NYSDOT to reduce the speed limit to 30 mph.
- **South Park Street School Zone:** The current 15 mph school zone begins at the school building's entrance, south of the main vehicular entrance. The Village should work with the school district and NYSDOT to extend the 15 mph school district to the north to Avenue B.

Continue Streetscape & Lighting Enhancements

Enhancing streetscapes not only beautifies urban environments but also plays a crucial role in bolstering pedestrian safety by providing well-lit sidewalks, clear signage, and strategically placed amenities and trees to slow down vehicles. Along Main Street, which is the central commercial core of the Village, overall aesthetic improvements are recommended between Union Street and Park Street through placemaking initiatives. This could include:

- Adding historic pedestrian-scale lighting that is dark sky compliant to replace the existing cobra head lighting on utility poles;
- Installing decorative crosswalks across Main Street (e.g., faux-brick between white lines);
- Developing a street tree planting plan to add appropriately sized ornamental trees within tree lawns or in tree pits and/or working with property owners to add additional trees along the back side of the sidewalk on private property; and/or
- Considering planting flowers around the base of the street trees.

In addition to these core Main Street improvements, several locations with inadequate existing lighting were identified: West Main Street west of Union Street, South Park Street south of the Cambridge Central School campus, and Rockside Drive. Along these roadway segments, the Village should consider adding cobra head streetlights.

Lastly, gateway entrance signs should be installed at the four primary entrances to the Village to signal to vehicles that they are entering a denser setting. The addition of wayfinding signs should also be explored to safely connect Main Street to walkable and bikeable amenities including the Community Forest, Woodlands Cemetery, community gardens, trails, and

THE BENEFITS OF STREET TREES

Street trees offer a multitude of benefits, spanning environmental, social, economic, and health aspects. Here are some key advantages:

SOCIAL BENEFITS

Aesthetics: Enhance beauty and reduce stress.

Community: Promote social interactions and outdoor activities.

ENVIRONMENTAL BENEFITS

Cooling: Provide shade and reduce urban heat.

Stormwater: Decrease runoff and reduce flooding.

Air Quality: Absorb pollutants and produce oxygen.

Carbon Storage: Absorb carbon dioxide, mitigating climate change.

ECONOMIC BENEFITS

Property value: Increase property values.

Energy Savings: Reduce heating and cooling costs.

Business: Attract visitors and boost local economies.

HEALTH BENEFITS

Physical Health: Encourage exercise and reduce pollution-related health issues.

Mental Health: Lower stress and improve mental wellbeing.

Noise Reduction: Act as sound barriers, reducing noise pollution.

STREET TREES ARE CRUCIAL FOR CREATING SUSTAINABLE, LIVABLE COMMUNITIES BY IMPROVING THE ENVIRONMENT, SOCIAL INTERACTIONS, ECONOMY, AND PUBLIC HEALTH

pocket parks, complementing and building on Main Street redevelopment projects.

Expand & Formalize Off-Road Connectors

In addition to the on-road pedestrian and bicycle network, the Village contains many heavily used informal off-road connectors. The Village should work with private property owners to formalize the informal connector trails between Pearl Street and the school, between Cambridge Woods Lane and the school, between Walgreens and General F. Sherman Henry Memorial Park, and between the health center and St Patrick's Church. The Village should also continue to support the efforts of the Cambridge Valley Community Development & Preservation Partnership to create a larger off-road trail system, including new trail opportunities at the southern end of Pearl Street, connections to the School, and exploring potential Railway crossings. Opportunities to create an off-road shared use path next to the railroad tracks (rail-with-trail) within the rail corridor between the School and the Village Offices should also be explored in coordination with the Battenkill Railway.

Install Bicycle Infrastructure

While the Village is a compact setting for cyclists with an active cycling culture, it was noted that most cyclists avoid the downtown, opting instead to cycle on the less trafficked roadways along the Village's outskirts. To improve ease of access for cyclists and encourage them to cycle downtown, it is recommended that additional bicycle parking be provided at key destinations, including at the municipal parking lot on Washington Street (behind Hubbard Hall) and along Main Street where there is space within the furniture zone. The Cambridge Community Forest is another key destination where bike parking should be prioritized. In addition to bicycle parking, share the road signage and/or striped shoulders/bike space should also be considered along Rock Side Drive between the trailhead and parking area, as well as along Park Street.

In addition, while the existing curb-to-curb roadway widths provided limited options for dedicated bike lanes, the Village should work with DOT to install shared lane markings (sharrows) on Main Street and Park Street, especially after installing bike lanes on Gilbert Street (refer to the "Priority Sidewalk Infill: Gilbert Street" recommendation on the following page).

Utilize the Roadway Typologies to Inform Design Development

Acknowledging that not all Complete Streets improvements are captured in the above

recommendations, general guideposts were developed to reflect the different roadway types present in the Village and the different types of facilities that are appropriate for each. This roadway typology map and recommended facilities should be referenced in advancing design development for capital projects (refer to Appendix 4).

MAINTENANCE RECOMMENDATIONS

As the Village strives to prioritize infrastructure for all roadway users, ongoing maintenance becomes paramount to sustainability. By focusing on proactive upkeep measures, the Village will not only ensure the longevity of Complete Streets improvements, but also promote community well-being, economic vitality, and environmental sustainability.

The following maintenance recommendations were identified during the Cambridge Complete Streets planning process:

1. Coordinate with DOT to repaint all crosswalks along Main Street on a regular schedule.
2. Remove encroaching vegetation between sidewalk segments along West Main Street.
3. Coordinate with the railroad company to repair the railroad crossing at the intersection of West Main Street and Railroad Avenue.
4. Coordinate with DOT to ensure all curb ramps on Main Street are accessible and free from trip hazards.
5. Raise the manholes on South Union Street and Route 22 (Park Street) to be level with the current roadway paving level.
6. Replace the culvert on South Park Street.
7. Complete sidewalk spot repairs identified in the Summary of Sidewalk Spot Repairs
8. Improve snow removal procedure to ensure that snow piles do not prevent safe pedestrian passage.

Understanding the limited capacity and budget of the Village to maintain its roadway infrastructure, the draft Complete Streets Policy would require that the Village DPW identify at least one sidewalk maintenance project per year based on the Sidewalk Audit Condition for Maintenance Needs Map (refer to Appendix 4).





PRIORITY SIDEWALK INFILL: GILBERT STREET

Gilbert Street (Route 313) runs through the Village of Cambridge between Cambridge Central School District to the southwest and Head Start to the northeast. There is currently no sidewalk or bike lane that runs along this route, and the road has the highest speed limit in the Village (40 mph). The roadway is also constrained by ROW limits and open drainage along both the north and south sides of the road.

To improve connections between the School at its southern end and Main Street, this Plan recommends installing a five-foot wide ADA compliant sidewalk along the north side of the roadway. This new sidewalk would create a safe pedestrian connection between the school, the Glens Falls Hospital medical center, and the eastern end of Main Street. To further improve the pedestrian environment along this corridor, the Village should install additional overhead streetlights and initiate a tree planting incentive program to encourage neighbors to plant

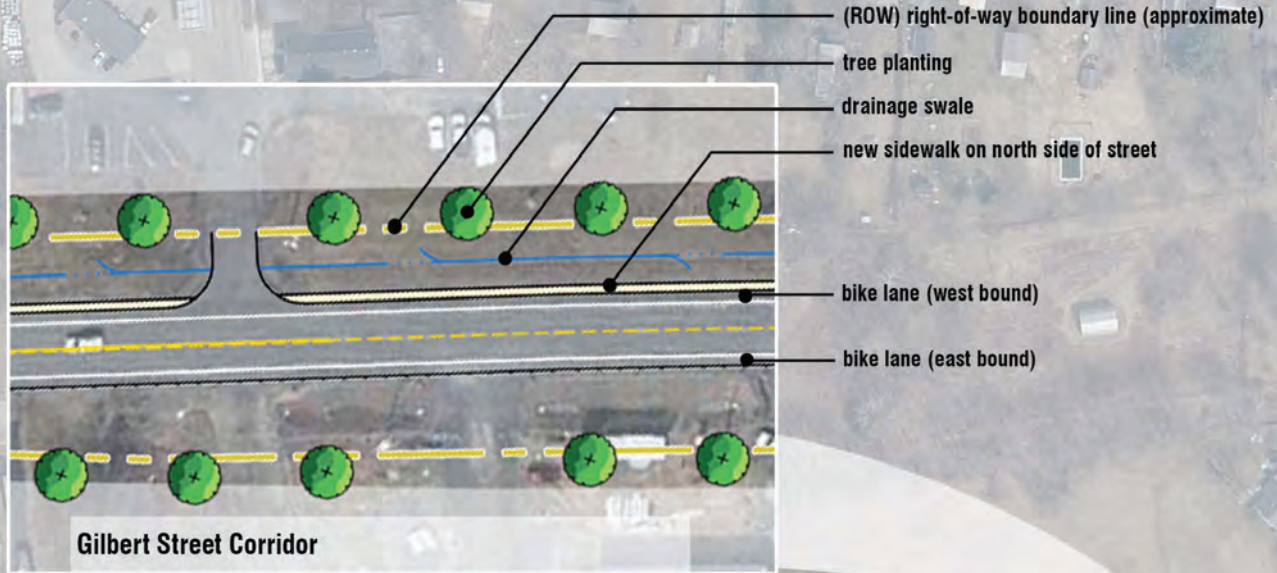
trees on their property. Within the length of the roadway, it is recommended that the shoulders be widened to five feet on both sides to comfortably accommodate bicyclists.

At the Gilbert and East Main Street intersection, the slip lane should be removed to reduce vehicle speeds and reduce the crossing distance for pedestrians. While this intersection modification will improve the safety of the intersection, long-term, the Village should continue to advocate for reducing the speed limit on Gilbert Street and explore installing an all-way stop sign. Such a change would need to meet the requirements of MUTCD and NYS Supplement, including compiling crash data, collecting ATR vehicular volume and speed data, comparing sight distances with AASHTO standards, and detailing existing problems at the intersection.

(Refer to detailed concept plan for Gilbert Street on page 18.)

GILBERT STREET IMPROVEMENTS CONCEPT PLAN

- remove slip lane
- maintain two-way street
- explore feasibility for
- bring sidewalk to intersection
- install crosswalk



- widen shoulder to 5' for bike lane (both sides of street)
- install 5' width sidewalk along north side of street
- modify drainage swale to make space for sidewalk
- initiate a tree planting incentive program to encourage neighbors to plant trees along the corridor on their property

South Park Street

bring sidewalk to intersection



widen shoulder (both sides)



top
future 4-way stop
intersection



East Main Street

Gilbert Street

overhead
street light
fixtures



continue lighting between
Fire Department and East Main







shoulder to 5' for bike lane
(width of street)



LEGEND

-  Village Border
-  Highway ROW
(location approximate)

Destinations

-  Fire Department
-  Medical Center - Urgent Care
-  Cambridge Central School
-  Cambridge Community Forest

SUPPORTING POLICY RECOMMENDATIONS

Adopting a Complete Streets Policy represents a shift from the status quo of moving vehicles quickly at the expense of other roadway users. Therefore, it is important to establish a community vision and commitment to creating a safe, accessibility transportation network for all uses and modes of travel. The Cambridge Complete Streets Policy sets clear guidelines and expectations for how streets will be designed and operated (refer to Appendix 5).

It is important to update other community plans and policies after adopting a Complete Streets Policy for several reasons, including:

- To ensure consistency and coordination for planning and constructing transportation projects.
- To institutionalize and mainstream complete streets principles across all areas of planning and policymaking in the community.
- To facilitate implementation of some recommendations that may require modifications to other regulations that impact the built environment, such as parking requirements, sidewalk maintenance regulations, and zoning codes.

Zoning/Land Use

Complete Streets must be designed to serve the current and future land use, while land use policies and zoning ordinances must support Complete Streets by promoting compact mixed-use development with homes, jobs, schools, and recreation in close proximity depending on the context. Since the Village adopted their Comprehensive Plan in 2004, they have made significant strides to update their zoning ordinance in a manner that is supportive of Complete Streets, including promoting shared parking lots, requiring parking in the rear or side of lots, adopting architectural design standards, and encouraging mixed-use development. The Village should continue to review its zoning codes to determine if further updates are required to support the Complete Streets vision and related Comprehensive Plan goals, particularly to ensure private developments are consistent with the Complete Streets Policy goals and in consideration of future development made possible through the NY Forward program. As part of the Zoning Code review and updates, design guidelines should be revisited and updated to include street design guidelines for each of the identified roadway typologies (refer to Appendix 4). The Village should also continue to explore expanding the supply and variety of public spaces available in the community, including parks, squares, playgrounds, and trails.



Sidewalk Law

The Village of Cambridge has a sidewalk law that outlines requirements for construction of new streets, street specifications, sidewalk installation, trees, and existing streets. The sidewalk law will need to be updated to reflect the goals and recommendations of this Plan.

EXAMPLE EDUCATION ACTIVITIES

- Share the Road Campaign – encourage motorists to move over for bicyclists and encourage bicyclists to ride single file. Methods for sharing the messages can include social media, roadside campaign signs, radio or tv advertisements, letters to the editor or guest commentary, etc.
- Bike Rodeo or assembly for children to teach walking and bicycling skills
- Signage with key messages, such as Share the Road or Bicycles in Lane or “Give Our Kids a Brake” near the school.

EXAMPLE ENCOURAGEMENT ACTIVITIES

- Walk or Bike to School Day/Week Events or Challenges – encourage families to walk or bike individually or organize a group event such as a walking school bus or bicycle train or park and walk (resources available through Nation Center for Safe Routes to School)
- Walk or Bike to Work Day/Week Events or Challenges
- National Bike to School/Work Day
- Community/Group Bike Rides or Walk & Roll Events
- Community bike share program
- Distribute free bike helmets to kids
- Start or promote walking or bicycling clubs or contests
- Broad or targeted media campaigns
- Public service announcements
- Employer wellness programs
- Create walking/biking route maps or apps

Enforcement Recommendations

The purpose of enforcement strategies is to address unsafe behaviors of drivers, pedestrians, and bicyclists and to encourage all road users to obey traffic laws. Enforcement alone does not have a long-term effect and, therefore, it should be used in combination with design solutions to achieve lasting results. Within the Village of Cambridge, the following Complete Streets enforcement recommendations should be considered:

1. Work with the local police department on targeted enforcement of speed limits in priority areas including Academy Street and North Park Street.
2. Review and refine parking laws to support the Complete Streets vision.

Education & Encouragement Recommendations

Education and encouragement strategies can be used to encourage residents of all ages and abilities to walk and bike safely. Education and encouragement activities can be used together to promote walking and biking as an alternative transportation mode or to generate interest in walking and biking for recreation or health reasons. Education strategies can be used to promote safety while encouragement strategies are designed to generate interest and excitement in walking and biking. Encouragement activities should be fun and creative. The Village should seek to implement a variety of education and encouragement activities or events in partnership with local organizations.

IMPLEMENTATION

Implementation of any plan depends upon the commitment of local leaders, continued public participation, availability of funding, and successful partnerships. Many of the recommendations outlined in the Cambridge Complete Streets Implementation Plan will take years to fully realize. They will also require grant funding.

Critical to the success of the Complete Streets Plan is a clear outline of the strategic steps required to transform the recommendations into action. The implementation matrix in Appendix 6 identifies potential project partners, funding sources, sub-tasks, and order of magnitude (“short-term” to “long-term”) prioritization and can be used as a reference document - or checklist - for the Village to advance the Plan’s recommendations.

Highlighting the Village’s commitment to immediate impact, the two priority projects that were identified in the preceding chapter are further expanded below with key next steps to enable the Village to hit the ground running upon Plan adoption.

PRIORITY SIDEWALK INFILL: GILBERT STREET

As part of the Complete Streets planning process a preliminary concept plan and cost estimate for Gilbert Street was prepared that includes installing a five-foot-wide ADA compliant sidewalk, additional overhead lighting, a tree planting incentive for private property, widened shoulders to accommodate bike lanes, and the removal of an existing slip lane. With a total estimated project cost of \$759,190, securing grant funding will be key to implementation.

As a first step, the Village should conduct a boundary and topographical survey of Gilbert Street. This information is needed for the engineering phase of the project. It will also make for a more competitive NYS DOT Transportation Alternatives Program (TAP) grant application. The TAP program covers up to 80% of project costs with a minimum award of \$500,000 and includes the following project categories that the

Gilbert Street project would fall under:

- Planning, design, and construction of infrastructure-related projects to improve nondriver safety and access to public transportation and enhanced mobility
- Safe routes to school (enable and encourages children to walk or bike to school)
- Planning, design and construction of on-road and off-road trail facilities for pedestrians, bicyclists, and non-motorized transportation users

The next TAP grant application deadline is anticipated to be in January 2026. The Village should advance the survey work in 2024 or 2025 to meet this next grant deadline.

Gilbert Street Cost Estimate

Description	Total Cost
Site Preparation	\$63,310
Site Improvements	\$412,875
General Conditions (10%)	\$47,650
Overhead & Profit (20%)	\$104,800
Field Order Allowance (5%)	\$31,450
Design Contingency (15%)	\$99,050
Construction Estimate Total	\$759,150

* The Opinion of Probable Cost is intended to be used for order of magnitude pricing for budget purposes only.

PRIORITY INTERSECTION IMPROVEMENT: MAIN & PARK STREETS

Improvements to the Park and Main Street intersection were initially identified in the Village's Comprehensive Plan. Full implementation is complicated by the extensive property owner engagement and cooperation required. However, early action can be taken to implement those components that are in the public right-of-way. The NYSDOT is planning on installing pedestrian-activated crossing signals at the intersection. As part of that installation, the Village should also work with NYSDOT to re-paint the existing crosswalks and install pedestrian activated "No Right Turn on Red" LED blank-out signs. The Village should continue to work with the corner property owners to reduce the number and width of driveways, define vehicular access, improve parking areas, and encourage shared parking and access management strategies and update their zoning, as needed, to ensure that any future redevelopments would be required to implement these recommendations. These strategies, combined, would help to fill the sidewalk gaps at the intersection, improving pedestrian safety.





APPENDIX 1: PUBLIC ENGAGEMENT

VILLAGE OF CAMBRIDGE PUBLIC ENGAGEMENT PLAN - DRAFT

DECEMBER 2023

INTRODUCTION

The public outreach process for the Village of Cambridge Complete Streets Implementation Plan and Policy (the "Complete Streets Plan") will help the Village understand current issues, gain information from the public, clarify its vision, goals, and priorities for the future, and inform recommendation, implementation, and policy strategies. The Village would like to hear from all residents, landowners, business owners, and others who have a stake in the future of the community. The public outreach strategy aims to involve as many members of the community as possible. To encourage wide participation, a variety of public outreach methods are included in this strategy.

STEERING COMMITTEE

The Steering Committee (the Committee) will act as project advisors for the planning process. The Committee, which includes various community stakeholders, will meet on a regular basis throughout the planning process and will be responsible for providing comments on draft reports and other components of the consultant team's work. Committee members are liaisons to the community at-large and will be responsible for sharing information about the Complete Streets Plan with their neighbors and networks. Furthermore, members of the Committee will play an important role in ensuring that the Complete Streets Plan is grounded in the values and aspirations of the Village of Cambridge community.

A total of four (4) Committee meetings have been allocated during the approximately 10-month planning process. These will be working meetings where the Committee will review deliverables, share information, workshop ideas, debrief on community engagement events and prepare for upcoming events.

WEB OUTREACH AND SOCIAL MEDIA

The consulting team will prepare meeting announcements, meeting notes, mapping products, and other communications about the project for posting on the Village's Website and social media. The Village will be responsible for the actual posting of the material on the Village's social media channels. The consulting team will coordinate with **James Sweeney** to upload information to the

website.

STAKEHOLDER INTERVIEWS

The Committee will identify key persons to be interviewed. The consulting team will conduct in person, virtual and telephone interviews and/or focus group meetings with key stakeholders to identify issues and opportunities and understand the status of previous/current plans, studies, and initiatives. Recommended stakeholders include business owners, homeowners, representatives from local and regional organizations, groups, and clubs; and others as identified by the Committee. Information gathered during these interviews will inform and contribute to development of the Vision, Goals, and Recommendations of the Complete Streets Plan.

Where feasible, outreach efforts will include school-age residents and the School Board. The Committee and Project Team will discuss opportunities and ideas to engage this important population.

The maps of existing conditions and review of existing plans, studies, and regulations will provide insight into what additional stakeholders will be engaged along with the identification of appropriate topic areas and issues to address with each stakeholder group. The consulting team will summarize the results of each stakeholder interview.

PUBLIC WORKSHOPS

The Committee and consulting team will conduct two (2) Public Workshops as the foundation of public engagement for the project. The workshops will allow the public to offer their insights and perspectives on current issues and opportunities regarding Complete Streets, provide feedback on key deliverables, and help guide project prioritization.

Workshop 1: Visioning, Issues, & Opportunities

The first workshop will be an Informational and Visioning Session to be conducted early in the planning process and after the Current Conditions are documented. During the workshop, the consulting team will provide an overview of the planning process, present preliminary existing conditions, and conduct a series of breakout discussion around what “Complete Streets” means to the community and identify issues and priority routes and destinations. This information will be used to inform the Complete Streets Policy community vision and development of recommendations for the Implementation Plan.

Workshop 2: Open House

The second public workshop will be in the form of an open house (or Saturday Storefront) where the public has all day to drop by and learn about the recommended improvements in the draft Complete Streets Plan. As part of this workshop, the consulting team will seek input on how to prioritize the recommended improvements.

MEDIA ADVISORY

The consulting team will prepare press releases for all public outreach events and submit to local

This project has been funded in part by the Climate Smart Communities Grant Program, Title 15 of the Environmental Protection Fund through the New York State Department of Environmental Conservation.

news outlets.

VILLAGE BOARD MEETING

The consulting team will present the draft Complete Streets Implementation Plan and Policy to the Village Board at a public hearing. A summary of all comments will be prepared. The consulting team will prepare an updated final version of both documents incorporating Village Board and public feedback. The consulting team will work with the Village Board to accept and adopt the final Plan Policy.

CAMBRIDGE COMPLETE STREETS PLAN

Project Number: 2234143

COMMITTEE MEETING #1 SUMMARY NOTES

Location: Municipal Building, 11 West Main Street

Date: January 9, 2024

Time: 6:00 pm -8:00 pm

MEETING ATTENDANCE

Carman Bogle, Mayor

Connie Brooks

Kathleen Quinn

Jimmy Griffith

Rick Lederer-Barnes

Matt Sgambettera

Laura Byer, Byer Planning

Norabelle Greenberger, LaBella

Jamie Konkoski, LaBella

SUMMARY NOTES

1. Committee & Team Introductions

2. Project Scope & Timeline

Norabelle reviewed the scope of work and timeline for developing the complete streets plan and policy.

3. Review Public Engagement Plan

- Project website has been created: <https://v3.cambridgeny.gov/streets>
- Discussion of stakeholders to engage:
 - Businesses (downtown and ag trucking)
 - Chamber of Commerce – Lisa Pembroke
 - Cambridge Woods (affordable & senior affordable housing)
 - The Cambridge (senior housing)
 - Senior Center
 - Mansion on S. Union - Martha & Parise Becker, Activities Coordinator
 - Food Pantry

- Head Start/LEAP – Jessica Gonzalez
- Home-based child cares
- Sunshine Daycare
- Health Center
- Owner of former Mary McClellan Hospital
- School – Jerry Gibson and Chris Crucetti
- Cambridge Valley Cycling – Brian Danson, Janet King
- Battenkill Community Services
- ASA/Community Forest
- Police, Fire, Rescue, DPW
- Library – Christina Becker
- NYSDOT
- Amish – invite to workshops (drop off flyer or post at the hardware store)
- LaBella will draft a stakeholder outreach matrix that identifies how each stakeholder will be engaged in the planning process.
- Public Workshops
 - Project schedule includes 2 workshops. The first will focus on visioning and identifying issues and opportunities. The second will be an open house event to share recommendations and collect feedback.
 - Workshop #1 will be held at the school or municipal building (Main St.) from 6:00-7:30 pm on Tuesday, February 27th
 - LaBella will share workshop materials with the committee for review
- Meeting/event notices will be shared with Lance to post on Front Porch Forum
- Suggestion that some outreach could be surveys (generally good response rate to surveys in the Village) – outreach through the school via Parent Square

4. Review & Discuss Existing Conditions Report

Key Takeaways:

- Road network includes both state and local roads.
- Pedestrian infrastructure includes concrete (with and without curbs) and slate sidewalks, crosswalks, curb cuts and curb ramps.
 - Slate sidewalks will be a focal point for public outreach; focus on public opinion and safety
 - Committee noted that the slate sidewalks on Grove and Madison have been recently replaced/repointed
 - DPW non-uniform approach to clearing snow on slate sidewalks
 - Village insurance doesn't cover side streets because of the state of the sidewalks
- No bicycle infrastructure is identified in the report.
 - There are bike racks at the school, library, and co-op.
 - Many people ride on the roads around the Village and have concerns about safety within the Village. Sense that they avoid Main Street/Village core when cycling.
 - Review Strava to see where people are riding.
 - Suggestion to add a bike rack at the Village parking lot on Washington Street.
- Route 313/Gilbert St will be a focal point for the plan since the area has seen recent development which has changed the character of this corridor.

- Pros include wide shoulders and generous right-of-way which means there is room to make changes.
- Challenges include presence of open drainage and 40 mph speed limit. Village has made multiple requests to reduce the speed limit in recent years that have not been approved.
- Potential recommendations will include a range of options, including targeted enforcement, electronic speed signs, and design changes.
- Reducing speed limit alone will not address fact that the roadway is designed for this speed.
- Discussed need to eliminate the slip lane on Academy St. Largely a commuter cut through. Trucks do not use the road because of weight limits.
- Reviewed the existing conditions map.
 - Destinations will be updated. Delete Rail Station; add Village offices, police station, skate park, playground, and Woodlands Cemetery, and highlight business districts.
 - Change the General Sherman park label to Little League Field
 - Trails map to be updated and added to Report – keep cemetery, school, Mansion, and Owl Kill (show as proposed) and delete all others. For all these private trails get confirmation from property owners that OK with showing in the plan.
- Discussed difficulties posed by railroad crossing for connecting Owl Kill Trail to the school.

5. Review of Existing Plans, Studies & Regulations Report

- Comprehensive Plan recommendations – delete Hubbard Block and Main St & Union St Concept Plans as those items have been completed; delete Municipal parking lot.
- Keep all recommendations from Community Action Plan and White Creek Pedestrian & Parking Study
- Plan should include recommendations for updating local laws and design guidelines.

6. Next Steps

- Committee will meet on 3rd Tuesday every other month: March 19, May 21, & July 16

7. Public Comment

- Request to post documents on website before each meeting
- Need to collect speeding data on Gilbert St.; DOT only collected data for 2 days
- Interest in improving intersection of Main St & Route 22 where Stewarts will be expanding

ITEM	ACTION ITEM	OWNER
1	Draft a stakeholder engagement matrix	LaBella
2	Reach out to school to identify points of contact and ask about hosting public workshop #1	Mayor

ITEM	ACTION ITEM	OWNER
3	Update existing conditions map to include location of bike racks; update Destinations list on maps; update Trails map	Byer
4	Update Existing Conditions Report and Existing Plans Report	LaBella
5	Send calendar invites for Committee Meetings	LaBella

The preceding minutes represent the author's understanding of the items discussed and decisions reached.

Respectfully submitted,
LABELLA ASSOCIATES, D.P.C.
Jamie Konkoski, Senior Planner, LaBella Associates

Cc: All Attendees

CAMBRIDGE COMPLETE STREETS PLAN

Project Number: 2234143

COMMITTEE MEETING #2 SUMMARY NOTES

Location: Municipal Building, 11 West Main Street

Date: March 19, 2024

Time: 6:00 pm -7:30 pm

MEETING ATTENDANCE

Carman Bogle, Mayor

Connie Brooks

Kathleen Quinn

Jimmy Griffith

Rick Lederer-Barnes

Laura Byer, Byer Planning

Norabelle Greenberger, LaBella

Jamie Konkoski, LaBella

SUMMARY NOTES

1. Public Outreach Updates/Feedback

- a. Public workshop debrief (see summary report)
- b. Stakeholder interview debrief (see summary report)
 - Consulting team to follow up with ASA, DOT, School District, Cemetery and Mansion with targeted questions regarding recommendations.
- c. Online mapper
 - Mapper will be live for a couple weeks, schedule social media posts with end date.
- d. Senior Center
 - Map and survey questions were left at the senior center; input is included in stakeholder interview summary report.

2. Complete Streets Implementation Plan

- a. Draft Recommendations
 - Recommended capital projects are summarized in a concept plan graphic that was reviewed by the Committee. Edits and additions will be incorporated into updated concept plan. Gilbert Street concept will be advanced.
 - Add stop signs to recommendations (Spring St. intersection with St. Luke's and Washington, intersection of 1st Ave and Route 22).
 - Add crosswalk at Spring St. & N. Park St.
 - Consider decorative crosswalks on Main St.
 - Need no turn on red signs (or blank out signs) at Park/Main intersection
 - Gilbert St. – add crosswalk at Main St. or explore roundabout option
 - Move the eastern gateway signage up to the north end of Route 22

- Incorporate potentially "# of crosswalks ahead" sign at gateways
 - Address dip/dripping hazard on north side of Main St. east of Union
 - Open to range of traffic calming measures on Academy Street
 - Consulting team is creating a map of sidewalk conditions using sidewalk audit data collected in 2021. This map will identify and prioritize maintenance needs.
 - The Comprehensive Plan identifies three types of roads in the Village. Consulting team will draft a description of typical facilities for each road type and provide a graphic showing a standard cross section for each road type.
 - Recommendations will also address policies (land use & zoning, sidewalk law), partnerships (coordination with DOT, Towns, MPO for regional connections), enforcement (speeding, parking), and encouragement activities (bike rodeo, share the road campaign, etc.). Committee felt there was not a need for recommendations related to internal staff education.
- b. Slate Sidewalk Map reviewed.
- Identified areas where slate is in poor condition (Academy, Union, Avenue A).
 - Maintain slate on Broad St because of historic context – potentially on the eastern side only given commercial and historical society uses. Explore feasibility of adding etching to the slate to improve traction/safety.
 - Prioritize replacing slate with concrete on roads with higher traffic volumes and near sensitive uses (senior centers, health centers, etc.).
- 3. Complete Streets Policy**
- a. 10 Elements of a Complete Streets Policy handout was shared. Consulting team will incorporate elements into the policy.
 - b. Draft Vision, Goals & Purpose shared. Committee to review and send edits/questions/comments to the Consulting team.
- 4. Public Workshop #2 Potential Dates**
- a. Public Workshop on June 13th at Municipal Building/Old Fire House
 - b. Committee Meeting on May 14th to review boards for workshop
 - c. Display boards and promote workshop at Owlkill Fest (May 19th) and Balloon Fest (June 6-8)
- 5. Next Steps**
- a. Update recommendations
 - b. Gilbert St. concept plan
 - c. Draft Policy
 - d. Draft Implementation Plan
 - e. Public Workshop #2
- 6. Public Comment** - none

ITEM	ACTION ITEM	OWNER
1	Review Policy Vision, Goals & Purpose – send edits, comments, additions to Consultant team	Committee

ITEM	ACTION ITEM	OWNER
2	Schedule social media posts for online mapper; add documents to webpage	LaBella
3	Update concept plan graphic; advance Gilbert St. concept plan	LaBella
4	Sidewalk Conditions Map	Byer Planning
5	Draft Policy & Implementation Plan	LaBella
6	Public Workshop materials	LaBella
7	Additional stakeholder outreach	LaBella

The preceding minutes represent the author's understanding of the items discussed and decisions reached.

Respectfully submitted,
 LABELLA ASSOCIATES, D.P.C.
Jamie Konkoski, Senior Planner, LaBella Associates

Cc: All Attendees

CAMBRIDGE COMPLETE STREETS PLAN

Project Number: 2234143

PUBLIC WORKSHOP #1 SUMMARY NOTES

Location: Spirit Cafeteria Cambridge Central School

Date: February 27th

Time: 6:00 pm -7:30 pm

SUMMARY NOTES

Introduction

On March 27th, 2024, the Village of Cambridge hosted its first Public Workshop for the Complete Streets Implementation Plan and Policy initiative. The meeting began with an overview of the project completed so far, a review of existing conditions in the Village, and an assessment of challenges and opportunities facing the Complete Streets initiative. Following the presentation, participants were split into three groups to discuss their ideas and provide input on the plan.

Large maps of the Village were provided, and facilitators asked guiding questions while participants marked up the map with their ideas and discussed priorities. The results of this activity are outlined below.

Why are Complete Streets Important?

Participants identified several of their major priorities when considering why Complete Streets are important. Mainly these included creating a sense of place and emphasizing community character, creating an attractive community and improving aesthetics, as well as a nice downtown business environment, improving walkability, and improving safety, health, and accessibility.

- Safety, health and accessibility:
 - It was identified that it is incredibly important to focus on Complete Streets to ensure that the aging population can utilize sidewalks without worrying about tripping hazards, and that families can utilize sidewalks while pushing strollers or walking without any hazards.
 - It was also noted that accessibility is a major priority for members of the community who may be in wheelchairs, or have other accessibility concerns to be able to use pedestrian infrastructure easily and safely
- Clarity:
 - Participants also identified that a major challenge in the Village right now is a lack of clarity of right of ways, where pedestrians should cross, the safest

routes to use, where cyclists should be, and where cars can park. Improved signage and general awareness were identified as priorities for participants.

Safety and Accessibility

Accessibility concerns centered largely around a lack of curb ramps in the Village and obstructions along the sidewalks, including cracks and heaving. These limitations make travel difficult, especially for the aging population, the disabled population, and families with young children. Other safety concerns centered around major intersections along Main Street, speeding, a lack of lighting in some areas, and a lack of pedestrian signals and crosswalks at intersections making it difficult for pedestrians to know when and where they should walk.

- Accessibility concerns centered largely around a lack of curb ramps in the Village and obstructions along the sidewalks, including cracks and heaving
- Participants said that main intersections along Main Street need to be assessed for safety in consideration of improving sight lines. Parking currently limits views at the intersection at West Main and Union Streets and makes turning unsafe.
- Participants noted concerns about vehicle speeds along Spring Street between North Union and North Park Streets and along Academy Street.
- A lack of lighting was identified along West Main Street between South Union and Myrtle Streets, and at the intersection of Main and Union Streets.
- Safety concerns were raised at the intersection where Cumberland Farms currently is, the intersection of Main and Gilbert, and the intersection of Academy and Main Streets.

Bicycle Infrastructure

Discussions on bicycle infrastructure centered largely on the need to better connect the routes that residents are already using to cycle with bike routes outside of the Village, and improving safety for cyclists throughout the Village. Common recommendations included sharrows, clearer signals, improving general safety at intersections, and creating off-road paths for both cyclists and pedestrians. Most members of the community who bike, tend to cycle for recreation and exercise, and many children in the community cycle as well.

- Multiple participants noted that they frequently ride their bikes in the community, and said that this experience could be improved in the following ways:
 - Designated cyclist routes throughout the Village;
 - While Main Street may not lend itself to bike lanes due to its current width, something like sharrows would be beneficial to alert drivers to be aware of cyclists; and
 - Major intersections along Main Street feel unsafe for cyclists right now. Sight lines are limited for vehicles, so clearer signage and safer access routes for cyclists would be helpful.
- In addition to improvements to bicycle infrastructure in the community, participants discussed where they currently bike and where they would like to have better route connections.

- Participants expressed how many great biking routes there are in the area, specifically up Route 372. They added that they would like to see routes through the Village safely connected with the many bike routes outside the Village lines.
- Cyclists currently tend to use side streets, cut throughs on private land, and major routes around the perimeter of the Village for biking.
- Many cyclists use South Union Street

Pedestrian Routes

Participants indicated that they walk mostly for recreation and exercise, but do also frequently walk to destination along Main Street. Popular informal off-road paths between Village destinations, including the school, health center, and little league field were also noted.

Slate Sidewalks

Participants said that people like the look of the slate sidewalks, but also acknowledge that they are less functional than concrete in winter. People avoid walking on them.

Participants discussed the possibility of identifying a historic district around Broad and Grove Streets where slate sidewalks could be retained/improved, while other sidewalks are converted to concrete for safety purposes, especially around the school.

Village Aesthetics

Village aesthetics were important to several participants and included a range of recommendations, including restriping crosswalks and parking spots, adding street trees and flowers, historic lighting, murals, and focusing on the overall aesthetic of the Main Street commercial hub.

- Participants noted the need for restriping of crosswalks and parking spots.
- Participants said that street trees are great but that flowers could be added at the base of street trees, and many trees have been removed in recent years without being replaced.
- Residents want their commerce hub along Main Street to be attractive.
- Participants also added that murals or sculptures would also be a great addition to the community.
- Historic lighting could add to the aesthetics of the Village.
- Participants also raised concerns about large trucks coming through the Village along Main Street.

Maintenance Needs

There were several maintenance needs identified by participants, including some drainage issues, sidewalks in need of repair, improvements needed for the railroad crossing, managing slate sidewalks, and ruts in driveway aprons creating tripping hazards.

- The following were identified by participants as maintenance needs throughout the Village:
 - Manhole covers are too low on S. Union and Route 22. They need to be raised (result of paving over the years).
 - Sidewalk segments in need of repair along Main Street.
 - The different heights between old and new sidewalks along Main Street. The height difference creates a tripping hazard. There is also a grade difference between some buildings and the public sidewalk.
 - Ruts in driveway aprons between Memorial Drive and St. Lukes Place
 - Trash cans left at the curb can be aesthetically unpleasing and block the sidewalk.
 - The need to replace and repoint slate sidewalks. A barrier is that the slate is more expensive than concrete and homeowners must pay a contractor to do the work instead of using DPW labor, which is also an added cost for homeowners.
 - Railroad crossing at Main Street needs to be repaired by the railroad company
 - Repair drainage on S. Park Street (between Avenue A and B), and along West Main Street close to Coila Road
 - Concerns with cars parked on the road during snow storms
 - Concerns with over plowing and plows destroying slate sidewalks
 - Issues with tree maintenance, many have been removed but have not been replaced

Key Village Destinations in Need of Better Connections

- The following key destinations were identified as in need of improved pedestrian or cyclist access:
 - The skate park/playground
 - The foodbank and Dollar General
 - The school, especially in connecting with residential areas by Academy Street, and for connections for students between the school and Main Street via Avenue B, to Avenue A, to Pearl Street.
 - The cemetery
 - Main Street
 - The community Forest
 - IGA
 - The Library
 - Country Gals Café
 - Little League Field
- The following areas were identified as areas with significant sidewalk gaps that should be addressed:
 - Gilbert Street
 - North Union and North Park Streets
 - Spring Street and North Union

- Suggestions for long term connections to outside of the Village core included the former Mary McClellan Hospital, and an area envisioned for future redevelopment behind Varick Park.
- Participants noted that being allowed to walk the paths of the former hospital would be a great amenity for the Village.

To: Carman Bogle, Village of Cambridge
From: Laura Byer, Byer Planning
CC: Norabelle Greenberger, LaBella; Jamie Konkowski, LaBella
Date: April 18, 2024
Re: Cambridge Complete Streets – Interactive Map Summary

The following technical memorandum has been developed to summarize public input gathered via an interactive webmap for the Village of Cambridge Complete Streets Implementation Plan. An interactive webmap was developed to gather public input to indicate areas in need of complete streets-related improvements. The public were asked to add points within the Village of Cambridge to identify locations for where they think it would be beneficial to install new bike racks or crosswalks as well as identify popular bike route locations and where sidewalks are in need of repair or where new sidewalks are needed.

Executive Summary

- **Timeline:** The interactive webmap was open and active from February 13, 2024 – April 8, 2024 (8 weeks)
- **Communications:** A wide variety of communications were used to promote the project and interactive map to the general public:
 - Press Release
 - Email to committee members so they could share with their networks
 - Flyers posted around town
 - Several social media posts
 - Pop-up on the Village website and the link to the map was featured on the home page
- **Number of Points Added:** 54
- **Number of Individual Users:** 18
- **Number of Written Comments via Interactive Webmap:** 50
- **Number of “Agree” Votes on all Input:** 66

Interactive Webmap Input Received

The interactive webmap received **54 input points** for complete streets improvements within the Village of Cambridge. These recommendations were submitted by **18 individual users**. Users had the opportunity to vote “agree” or “disagree” on input points added by the public. There were a total of **66 “agree” votes split between 29 of the input points**. There were **zero “disagree” votes** from the map users.

Table 1: Number of Input Types Added to Interactive Map

Input Type	Number of Points Added
Bike Rack: I would like to see a bike rack here	11
Popular Bike Route: This is a popular street for bicyclists	5
Crosswalk: I would like to see a crosswalk here	11
New Sidewalk: I would like to see a new sidewalk here	15
Sidewalk Repair: This sidewalk is in need of repair	12
TOTAL	54

Bike Rack Input Locations*:

- Cambridge Village Market (2 “agree” votes)
- Cambridge Community Forest (2 “agree” votes)
- Cambridge Central School (2 “agree” votes) – *note: 2 separate points were added at the school and were combined here*
- Stewart’s (1 “agree” vote)
- Walgreens (1 “agree” vote)
- Parking lot on Washington Street between Hubbard Hall and 5 Washington Street (1 “agree” vote)
- Cambridge Community Forest parking area on Rockside Drive just south of Gilbert Street (1 “agree” vote)
- Farmers Market (1 “agree” vote)
- Library
- Cumberland Farms

**Note: An additional input point (Bike Rack) was added to the east side of Railroad Avenue just south of Main Street which included 4 “agree” votes. Based on the comments included, it is likely this point was added in an effort to correct a basemap error which incorrectly labeled the library in this location (library is located at the southeast corner of the intersection of Memorial Drive and Main Street). This was an error with the automated basemap available within the mapping platform used to develop the interactive input map and was not something that could be corrected by the consultant team. This point has been omitted from the public input summary due to the fact that the point did not appear to recommend improvements to the Village’s complete streets-related elements.*

Popular Bike Route Input Locations:

- Park Street – four points were added to Park Street within the Village, 3 points were added along Park Street north of Main Street and one point was added on Park Street south of Main Street; the point added south of Main Street also received 3 “agree” votes
- N Union Street (1 “agree” vote)

Crosswalk Input Locations:

- Main Street / Grove Street intersection (5 “agree” votes)
- Main Street / Park Street intersection (4 “agree” votes)
- Main Street / Pearl Street intersection (3 “agree” votes)
- Main Street / Memorial Drive intersection (3 “agree” votes)
- N Park Street / Cemetery Avenue intersection (3 “agree” votes)
- Main Street midblock crossing in front of Country Gals Cafe (3 “agree” votes)
- Main Street / Academy Street intersection (2 “agree” votes) – *traffic calming specifically requested*
- Main Street / Coila Road intersection (1 “agree” vote) – *traffic calming specifically requested*
- Main Street / Union Street intersection (1 “agree” vote)
- Main Street / Gilbert Street / Maple Avenue intersection
- N Park Street / Spring Street intersection

New Sidewalk Input Locations:

- Gilbert Street (6 “agree” votes)
- Academy Street – southern end (6 “agree” votes)
- Main Street in front of Cumberland Farms (3 “agree” votes)
- N Park Street near Village offices and playground (3 “agree” votes)
- Avenue A (2 “agree” votes) – *replacement of flagstone sidewalk with concrete requested*
- E Main Street east of the intersection with Gilbert Street and Maple Avenue (1 “agree” vote)
- Academy Street – middle section (1 “agree” vote)
- S Park Street near southern Village border (1 “agree” vote)
- Maple Avenue north of Main Street (1 “agree” vote)
- S Union Street – *specifically referenced slippery flagstone sidewalk*
- Avenue B
- Avenue B – *replacement of flagstone sidewalk with concrete requested*
- Grove Street – *replacement of flagstone sidewalk with concrete requested*
- Connection between southern end of Pearl Street and Cambridge Central School
- Main Street between Grove Street and Park Street – *it is unclear if this point is incorrectly located as there is a concrete sidewalk present at this location*

Sidewalk Repair Input Locations:

- S Park Street / Avenue A intersection (2 “agree” votes) – *comment references shrubbery obscuring line of sight*
- E Main Street across from Division Street
- E Main Street between Division Street and Gilbert Street / Maple Avenue
- Avenue A
- Academy Street – *3 separate points were added to Academy Street*
- Avenue B
- Grove Street
- W Main Street across from Broad Street
- Spring Street just east of N Park Street
- Spring Street between N Park Street and Division Street

Table 2: Top 4 Input Points with Most Public Consensus

Location	Input Type	Number of People who “Agree”	Consultant Summary
Gilbert Street	New Sidewalk: I would like to see a new sidewalk here	6	Multiple comments were received regarding the importance of a new sidewalk along Gilbert Street from Main Street to Park Street, especially for school-aged children walking and biking to and from school.
Academy Street (southern end)	New Sidewalk: I would like to see a new sidewalk here	6	Input received indicates a desired for the sidewalk along Academy Street to be continued south to the intersection with Union Street to create a safe, continuous walking loop.
Grove Street / Main Street	Crosswalk: I would like to see a crosswalk here	5	While there are currently crosswalks across both Grove Street and Main Street in this location, they are faded and public input indicates a preference for repainted crosswalks and improvements to make these crossings safer due to poor sight distances.
Main Street / Park Street	Crosswalk: I would like to see a crosswalk here	4	While there are currently crosswalks across all approaches at the intersection of Main Street and Park Street, input provided indicates a desire for pedestrian signals and operational push buttons at this intersection.

Communications

A wide variety of communications were used to promote the project and interactive map to the general public:

- o Press Release
- o Email to committee members so they could share with their networks
- o Flyers posted around town
- o Several social media posts
- o Pop-up on the Village website and the link to the map was featured on the home page



Figure 1: Screenshot of Facebook post promoting the interactive map

Facebook Comments

The following comments regarding the project were submitted on the Village of Cambridge Facebook post from April 5, 2024 advertising the interactive webmap:

- I'd love speed bumps or side walks all the way down spring street I love taking the kids walking but we've almost been hit. Definitely going to check this out
- Is this survey also open to Town of Cambridge but not Village of Cambridge Residents?
- I would like to see some streets restricted to local traffic, no through traffic. Certain streets are speedways for people avoiding the light. I believe academy is the worst but south union and avenue A are starting to see an increase in through traffic.
- Many areas need work, railroad tracks on main...horrible, potholes, flooding, not getting any better. I've thought for yrs a light was needed at the 4way by the Cambridge market, someone was hit and died on that crosswalk and its still a dangerous area...
- I can't access this with the link or by typing in the url.
 - me neither. Village of Cambridge NY, can you update the link?
- Academy Street is terrible with a lot of speeding traffic, even with the speed limit change. There has been an influx of families with young children on the street so it is very worrisome.
 - I second this.
 - I third this!!
 - they need a speed bump .. on bottom of s union and on academy
 - we're there speed bumps when the hospital was oopen? I remember when the speed limit was reduced to 25 mph, but traffic really hasn't slowed down much.
 - they fly at the bottom of a union off of turnpike...
- Maybe Main Street will be repaved
 - and the railroad tracks our village in Cambridge just looks like it's just falling apart is not look like it's been kept up in so long like it used to be the railroad tracks need fixing I think before we get all the bike racks in and everyth...
- Massive sink hole just before the side walk on Division and E Main - getting deeper and larger
- How about the drainage issue on avenue A? 14 years now and the street is still flooding my driveway, yard and entire sidewalk. The sidewalk has been undermined from all the water and is sinking and uneven.
 - next door too
- I think speed bumps for South Union Street and Academy Street. The traffic and speeding is horrible and dangerous. Many people don't even stop at the stop sign.
- Sidewalks on academy street are terrible and forces people to walk on the street and traffic speeds on that road. Someone is going to get hit soon.
 - - agreed!! Academy needs new sidewalks for sure!

CAMBRIDGE COMPLETE STREETS PROJECT

STAKEHOLDER INTERVIEWS

Introduction

As a part of the public engagement strategy for the Cambridge Complete Streets Project, several key stakeholders were identified by the project committee for interviews to further identify issues, opportunities, and goals of the project and to help guide future recommendations of the plan. During February, and early March, interviews were conducted with representatives of several organizations serving the Village of Cambridge. Those organizations were the Village Department of Public Works (DPW), the Cambridge Fire Department, Cambridge Rescue Squad, the Cambridge Health Center, the Cambridge Valley Senior Center, Stewart's Shops, and Battenkill Community Services. The following is a summary of key takeaways from the interviews related to the Complete Streets Plan, and a summary of each interview.

Key Takeaways and Opportunities:

- Safety and accessibility of the sidewalk network in Cambridge is a major priority.
- There are gaps in the sidewalk network that should be addressed, particularly on Gilbert Street, Spring Street and North Union Street..
- Gilbert Street is used frequently by residents to access services, for leisure, and for exercise, there are safety concerns associated with pedestrians and cyclists currently using the shoulder of the road.
- Pre-school children walk from the school to the day care each day using the shoulder of the road with a teacher which raises safety concerns.
- There is an opportunity to formalize the walking trail between the Cambridge Health Center and St. Patrick's Church.
- There are several maintenance needs along Main Street including sidewalks, uneven driveway aprons, crosswalks, lighting, and drainage.
- Slate sidewalks seem to be a complex topic as many residents like the aesthetics of slate sidewalks, but several safety, accessibility, and maintenance concerns were raised about their presence on side streets.
- Key destinations and focus points identified in the community included the Community Forest, Main Street, Gilbert Street, and the Stewart's and Cumberland Farms parcels.

CAMBRIDGE COMPLETE STREETS PLAN

Project Number: 2234143

PUBLIC WORKSHOP #2 SUMMARY NOTES

Location: Municipal Buildin

Date: June 13th

Time: 6:00 pm -7:30 pm

SUMMARY NOTES

Introduction

On June 13th, 2024, the Village of Cambridge hosted its second Public Workshop for the Complete Streets Implementation Plan and Policy initiative. The meeting was an open house format, with boards on easels around the room providing an opportunity for attendees to review the draft plan and policy components and provide their feedback.

The collected feedback included:

- Sidewalk Conditions Map:
 - o The sidewalk along the north side of Main, west of Academy Street is shown as "excellent condition" but is not; it contains several uneven sections.
- Vision & Goals:
 - o One affirmative note of support was provided; no comments or disagreements were noted in the feedback.
- Capital Projects:
 - o Attendees were asked to prioritize the various capital projects identified in the Plan. Filling sidewalks received the most votes, followed by installing new crosswalks.
 - o A map of the recommended capital projects was also available, which attendees marked up with their ideas and comments.
 - Academy Street:
 - Disagreed with permanent radar speed sign (preferred temporary)
 - Speed humps and speed bumps not preferred treatment
 - New sidewalks along the corridor were cited as more important than other traffic calming measures.
 - Lowering the speed limit helped.
 - More support of removing north (Main Street) slip lane than south (Union) slip lane
 - Sidewalk Improvements
 - Improving wheelchair/ADA access

- Many people walk or ride bikes from the trailer park on Jerome Drive to the Village. The North Park Street sidewalk ends there and should be extended so pedestrians don't have to step into traffic.
- Extending sidewalks to the cemetery on North Union Street
- Sidewalk at North Park Street needs to extend around the corner into trailer park
- West Main Street is hazardous to walk on
- No sidewalk or drainage in front of Rushinski Automotive
- Biking Improvements
 - Improving bike safety downtown
- Lighting and Streetscape
 - Ensuring that new lighting is dark sky compliant
 - East side of Park between Main and Madison avenue needs more lighting
- Additional items:
 - Blind turn at West Main & Washington intersection
 - Rutted driveway at 20 North Park
 - Some questioned whether the yellow crosswalks would confuse drivers
- Gilbert Street improvements
 - o Support for the sidewalk and improved connections to the Community Forest
 - o Like the idea of more street trees along the corridor
 - o Question was raised about what would happen with the bike lane at the Main Street intersection

The preceding minutes represent the author's understanding of the items discussed and decisions reached.

Respectfully submitted,
 LABELLA ASSOCIATES, D.P.C.
Norabelle Greenberger, Senior Planner, LaBella Associates

CAMBRIDGE COMPLETE STREETS PLAN

Project Number: 2234143

COMMITTEE MEETING #4 SUMMARY NOTES

Location: Municipal Building, 11 West Main Street

Date: August 6, 2024

Time: 6:00 pm -7:15 pm

MEETING ATTENDANCE

Rick Lederer-Barnes

Matt Sgambettera

Kathleen Quinn

Laura Byer, Byer Planning

Norabelle Greenberger, LaBella

Jamie Konkoski, LaBella

SUMMARY NOTES

1. Draft Plan Feedback

- Discussion of comments from Public Workshop #2. Some changes will be incorporated into the final draft.
 - Add in/emphasize ADA/accessibility for sidewalk upgrades
 - Change sidewalk condition on Main Street west of Academy (not excellent)
 - Add recommendation for sharrows on Main and Park Streets to provide connection with bike lane recommendation along Gilbert Street.
 - New lighting should be dark sky compliant.
 - Sidewalk on Jerome is not a priority since it is a dead end, but need to address snow plowing during winter so that the end of the sidewalk is not blocked
 - Committee did not feel like extending the North Union sidewalk beyond Spring St. was necessary since that section of road is classified as Rural Residential in the Road Typology
- Review of feedback from DOT.
 - General DOT support for the project / good fit for TAP program
 - Need survey and engineering
 - Construction will require a highway work permit
 - Study will be needed to change intersection of Gilbert & East Main from 2-way to 4-way stop.

2. Review Implementation Plan & Matrix/Committee Feedback

- New recommendations added based on public feedback.
- Add in Rail with Trail and call out on the concept plan

- Committee noted some edits on the matrix before adding to final plan.
- Interest in Academy Street pinch point/choker demonstration project - potential AGFTC funding opportunity
- Committee potentially interested in meeting more regularly to coordinate with planning board review of projects that involve alteration of the street frontage.
- Discussion about lowering speed limit on Gilbert Street. This request is more likely to be granted by DOT after the pedestrian improvements are made.

3. Next Steps

- Incorporate final edits and share with Committee before submitting final draft to Village Board
- Village Board holds public hearing before local adoption
- Finalize Complete Streets Committee members

4. Public Comments

- Interest in larger trail system connecting Pearl to school and points south, including a connection west to South Union St to create a loop trail.
- Question on clarity of prioritization.

ITEM	ACTION ITEM	OWNER
1	Finalize the Complete Streets Plan	LaBella
2	Review final plan	Committee
3	Submit the Final Draft to the Village Board	LaBella
4	Public Hearing	Village Board
5	Local Adoption and appoint Complete Streets Committee	Village Board

The preceding minutes represent the author's understanding of the items discussed and decisions reached.

Respectfully submitted,
 LABELLA ASSOCIATES, D.P.C.
Jamie Konkoski, Senior Planner, LaBella Associates

Cc: All Attendees



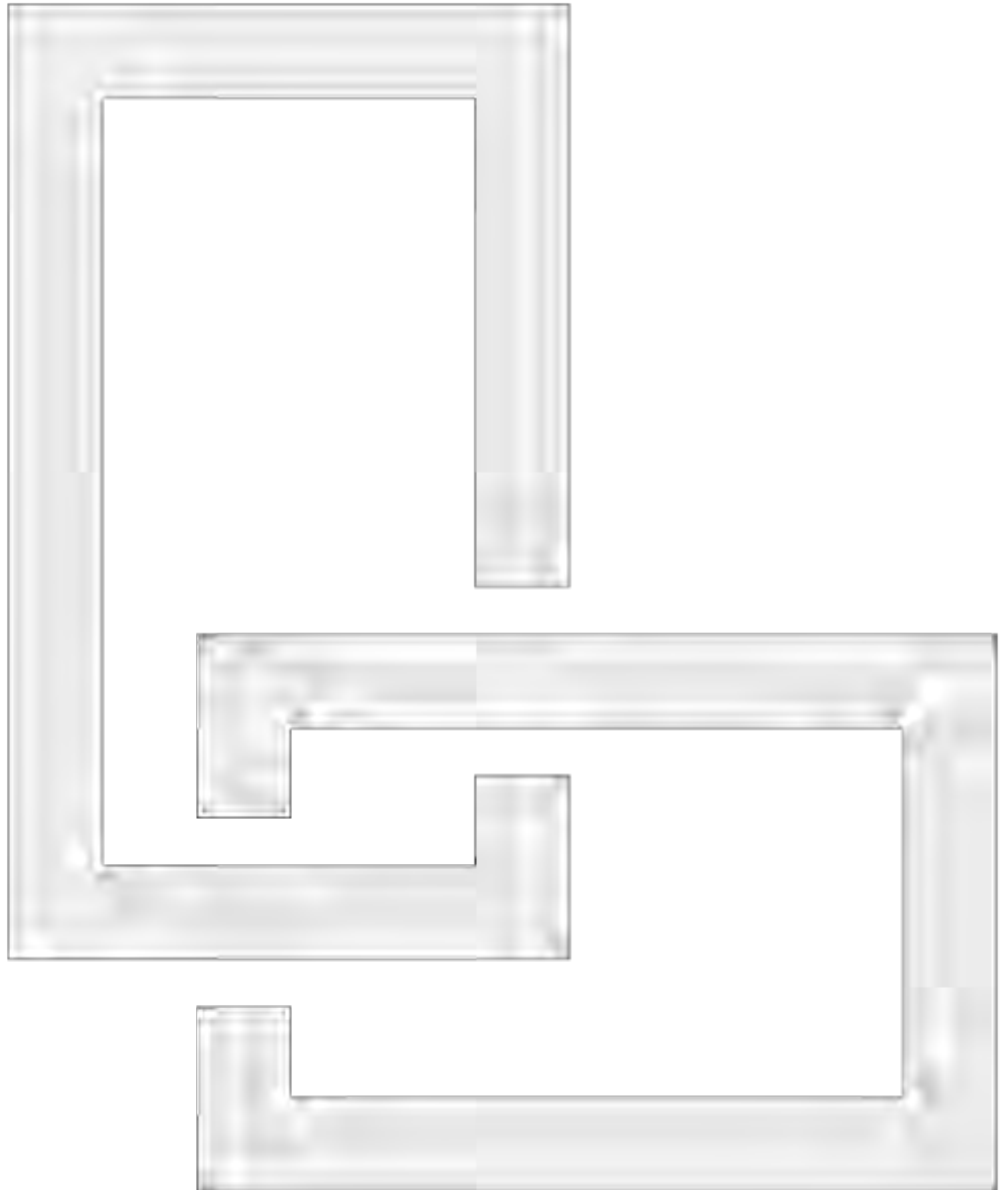
**APPENDIX 2:
EXISTING CONDITIONS REPORT**

Prepared For:

Village of Cambridge
56 N Park Street
Cambridge, NY 12816

Submitted by:

LaBella Associates
20 Elm Street
Suite 110
Glens Falls NY 12801
(518) 812-0513



Cambridge Complete Streets Implementation Plan

Existing Conditions Report

JANUARY 2023

PROJECT NO. 2231143

This project has been funded in part by the Climate Smart Communities Grant Program, Title 15 of the Environmental Protection Fund through the New York State Department of Environmental Conservation.

Introduction:

The goal of this Complete Streets Implementation Plan is to improve the safety and experience of all users, especially those walking and cycling, in the Village of Cambridge. These improvements will provide residents with safe and dedicated auto, pedestrian, and bike facilities and help to better connect the Village's destinations and amenities. The plan will also address community-identified issues and priorities. The first step in this process is to assess current conditions and map pedestrian- and bicycle- related features already available, or lacking, in the Village. Through this analysis, key issues and opportunities will be identified for the current street network. The following section assesses the existing road network in the Village, current pedestrian and cyclist infrastructure, and the current landscape in terms of safety for residents. Finally, additional consideration is spent on the potential improvements of Route 313, which runs through the Village.

Road Network:

In the Village of Cambridge, the most trafficked roads intersect, and are North and South Park Street, and West and East Main Street. At this intersection, traffic lights guide traffic and sidewalks connect via crosswalks on three of the four intersection corners. Located on the corner of East Main Street and South Park Street is a gas station which interrupts the sidewalk system before it starts back up west and south of the intersection. Also at this main intersection is a Walgreens pharmacy and a large green space associated with the Cambridge United Presbyterian Church. The business district in the Village falls along West Main Street and at this intersection of Park and Main Streets.

Park Street is also known as State Route 22, West Main Street is State Route 372, and East Main Street is County Road 67. West Main Street and South Park Street are the most heavily trafficked roads in the Village, with more than 4,000 Annual Average Daily Traffic (AADT) trips each. East Main Street and North Park Street each have more than 1,000 AADT. Refer to the map of Annual Average Daily Traffic for available traffic count data on village streets.

Route 313 is also a very busy street in the Village, with just over 1,000 AADT. The rest of the major roads in the Village have less than 1,000 AADT and are used much less frequently than these main routes. North Park Street, one of the busier routes in the Village, runs near the Cambridge Community Garden and Little League Field. West Main Street, the second busiest street in the Village, runs by the Cambridge Public Library. On South Park Street the busiest section of road runs by the Cambridge Central School, which is a major trip generator in the village.

While busy, the speed limits along most of the major routes through the Village are 30 MPH, with Route 313 the exception at 40 MPH, and a few scattered roads under 30 MPH. The map for Posted Speed Limit shows the speed limit for all village streets.

Pedestrian Infrastructure:

The map of Existing Pedestrian Infrastructure shows the location of all sidewalks, crosswalks, and curb ramps in the village. Most of the Village of Cambridge is covered by sidewalk infrastructure, with some notable gaps mainly near businesses with large parking lots or smaller residential areas. Crosswalks are only found at intersections along Main and

Park Streets. These two main roads tend to have sidewalks on both sides of the road, and where these streets intersect are crosswalks with curb ramps.

However, as discussed above, around the gas station at the Park and Main intersection are sidewalk gaps which interrupt pedestrian access. There is no sidewalk along Main Street past Route 313 to the East. There are significant gaps in the sidewalks on Main Street heading west towards Myrtle Avenue. The sidewalk on the south side of W. Main Street ends just past Myrtle Avenue. Route 313, Gilbert Street, currently has no pedestrian infrastructure, including sidewalks.



Existing Conditions on Route 313/Gilbert Street

Other areas like Jerome Drive, Spring Valley Lane, Pearl Street, and roads near the Cambridge Community Forest do not have sidewalks or crossings. Some sidewalk routes are incomplete, like along Academy Street, and others are only found on one side of the road, such as the southern section of South Union Street.

The village sidewalk network includes both concrete and slate sidewalks. The main travel corridors have concrete sidewalks that range from good to poor condition. The slate sidewalks are located on side streets in residential areas adding a historic character to these

neighborhoods. However, many of the slate sidewalks are in poor condition or have vegetation encroaching on the sides or between segments.



Types and condition of concrete sidewalks within the Village



Slate sidewalks within the Village

This project has been funded in part by the Climate Smart Communities Grant Program, Title 15 of the Environmental Protection Fund through the New York State Department of Environmental Conservation.

When considering main destinations in the Village, though there are crossings near the Cambridge Central School, the crossing at Mountain View Drive is missing curb ramps. There are sections of sidewalk along South Park Street that are in poor condition and have wide curb cuts for driveways without crosswalks. There is a completed pedestrian route to the Cambridge Public Library. There are no sidewalks to the medical center on Gilbert Street and the small neighborhood that serves as an access point to the Cambridge Community Forest does not have sidewalk infrastructure.



Crosswalk at Mountain View Drive without curb ramps

In addition to the Community Forest, there are a few trails found in the Village, some of which are private roads used as trails like in the Woodlands Cemetery and connecting the Cambridge Public Library to South Union Street. There is also a proposed Trail which follows the Owl Kill Creek from Owlkill Commons Park.

Bike Infrastructure:

No extensive bicycle infrastructure is identified within the Village. Along the routes with the most traffic there are currently no bike lanes, and the shoulder widths are inconsistent rendering them unusable for cycling. While there is not currently a Village wide system of cyclist infrastructure, there are bike racks within the community located at Cambridge Central School, the Cambridge Public Library, and the Cambridge Food Co-Op. Additionally, while there are not designated bike lanes along the main roads of the Village, currently, people tend to cycle most frequently along Clinton Street, Spring Street, Main Street, and Gilbert Street.

Safety Considerations:

Automobile crash data between March of 2018 and March of 2023 was reviewed for the Village of Cambridge to assess safety along roads in the community. The map of Crashes shows the location of all crashes that occurred in the village between March of 2018 through March of 2023. The most frequent types of crashes identified in the village were crashes with motor vehicles, and one crash with a pedestrian was identified on West Main Street.

Most crashes fall along roads identified above as the most frequently trafficked. North and South Park Street, and West and East Main Street have several crashes each identified since 2018. There were also multiple crashes identified along Route 313. Crashes in the Village tend to cluster around significant intersections, especially between Main Street and Park Street, as well as Main Street and Route 313, and West Main Street and South Union Street. Most of the more minor routes in the Village have had very few crashes since 2018, and those that did occur typically happened at intersections as well.

In addition to crash data, average speed data was reviewed from the NYS Department of Transportation Data Viewer. The most trafficked roads in the Village, Main Street and Park Street both have speed limits of 30 MPH. South Park Street's average recorded speed falls close to this at 28 MPH, however, North of the Park and Main intersection, the recorded average speed is high at 51 MPH, which is 20 MPH over the posted speed limit. These higher speeds could create a more dangerous environment for pedestrians and cyclists. Route 314 is the only road in the Village with a 40 MPH speed limit. While the average recorded speed on this road is at that speed limit (39 MPH), there are no sidewalks or crosswalks along this route, meaning the higher speeds could be a safety concern for pedestrians or cyclists.

Route 313 Considerations:

State Route 313/Gilbert Street runs through the Village of Cambridge between Cambridge Central School District to the southwest and Head Start to the northeast. As noted above, there is currently no sidewalk or bike lane that runs along this route, and the road has the highest speed limit in the Village. This section will review any constraints that would impact potential improvements along this road including environmental and archaeological considerations.

The NYS DEC environmental resource mapper was reviewed to identify any unique geological features or wetlands that would impact development along Route 313. Mapped wetlands in the community fall along White Creek, to the east of the route, and Owl Kill Creek and Cambridge Creek to the west. The FEMA National Flood Hazard map was also reviewed to confirm that Route 313 does not fall within a flood plain.

According to the NYS Cultural Resource Information System (CRIS), Route 313 as it runs through the Village is within an archaeological buffer area, meaning that it falls within an area around recorded archaeological resources. This designation does not guarantee that the area is archaeologically sensitive, but rather suggests further investigation.

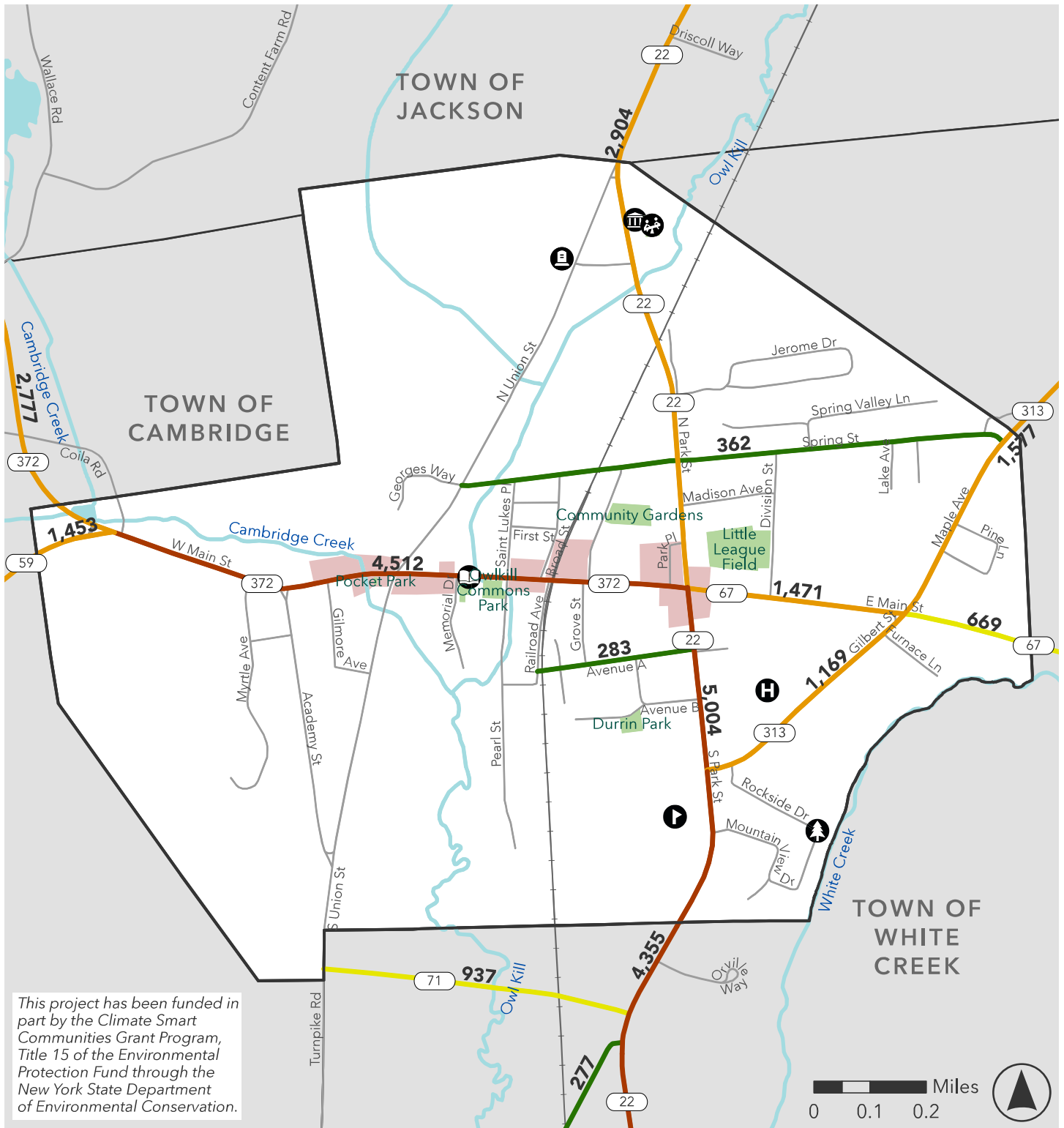
Also identified through CRIS was the Cambridge Historic District which includes buildings on the National Register Buildings Listings. Some of these buildings are located around the intersection of Route 313 and East Main Street.

It should be noted that permitting and review of historic or archaeologically sensitive areas can result in a longer timeframe for redevelopment. If public funds are used, the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) must be consulted prior to project development for their review and consideration. However, additional funding opportunities also exist at the State and Federal level for historic properties on the National Register in the form of grants, tax credits, and technical assistance. Based on the environmental and archaeological review of Route 313 in Cambridge there should not be

significant obstacles to development along the road. However, it should be noted that open drainage exists along both sides of Route 313. If new infrastructure, such as sidewalks or multi-use paths, are proposed then the drainage may need to be redesigned which will increase the total cost of the project.

Existing Conditions Maps

- 1. Average Annual Daily Traffic (AADT)**
- 2. Posted Speed Limits**
- 3. Existing Pedestrian Infrastructure**
- 4. Crashes (03/01/2018 – 03/31/2023)**



Village of Cambridge Complete Streets Implementation Plan

Annual Average Daily Traffic (AADT)

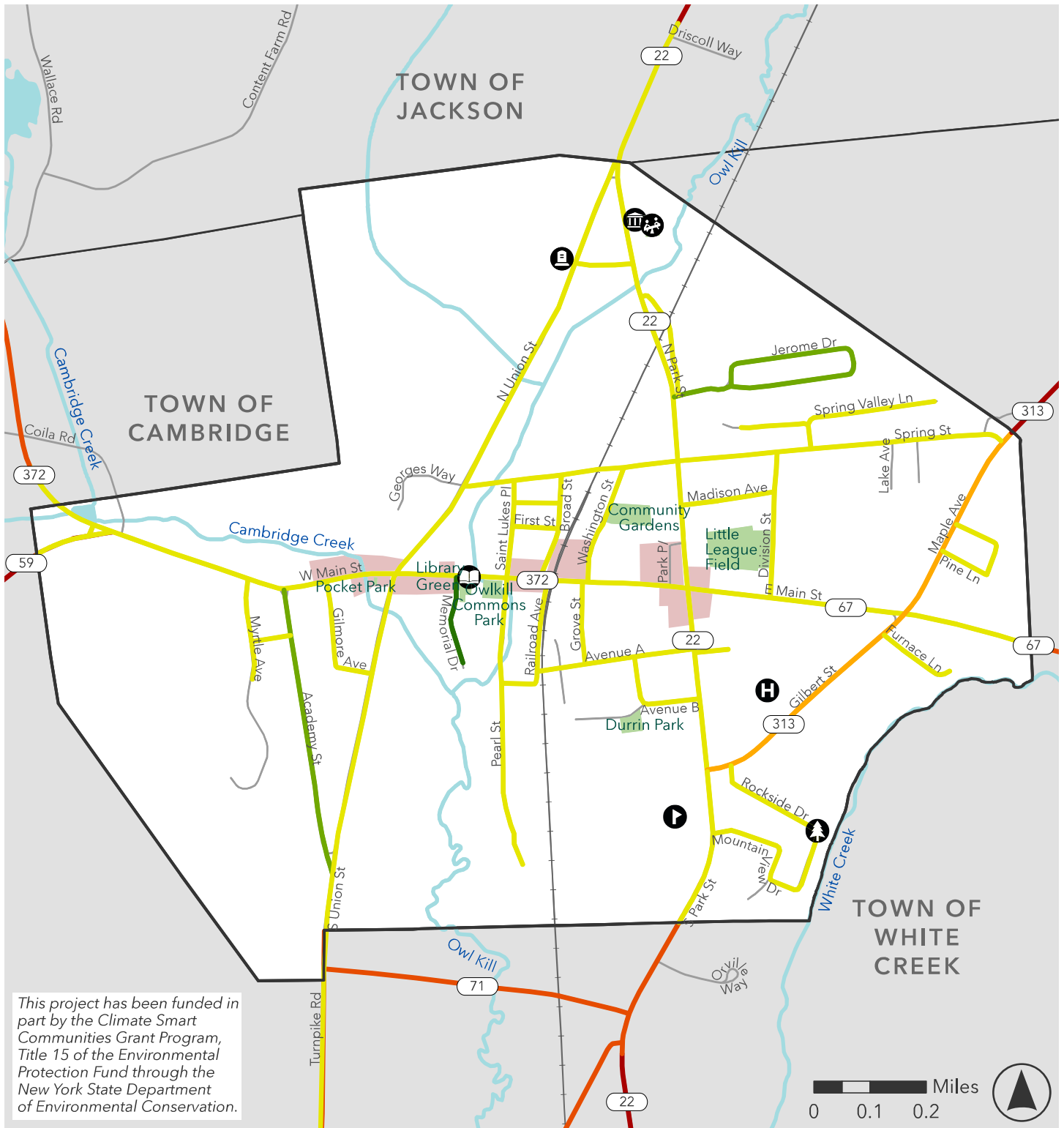
- 0 - 500
- 501 - 1,000
- 1,001 - 3,000
- 3,001+

Destinations

- Cambridge Community Forest
- Medical Center - Urgent Care
- Skate Park and Playground
- Village Offices and Police Station
- Woodlands Cemetery
- Cambridge Central School
- Cambridge Public Library

Basemap

- Village of Cambridge
- Adjacent Communities
- Parks and Open Space
- Business Districts
- Railroad



Village of Cambridge Complete Streets Implementation Plan

Posted Speed Limit

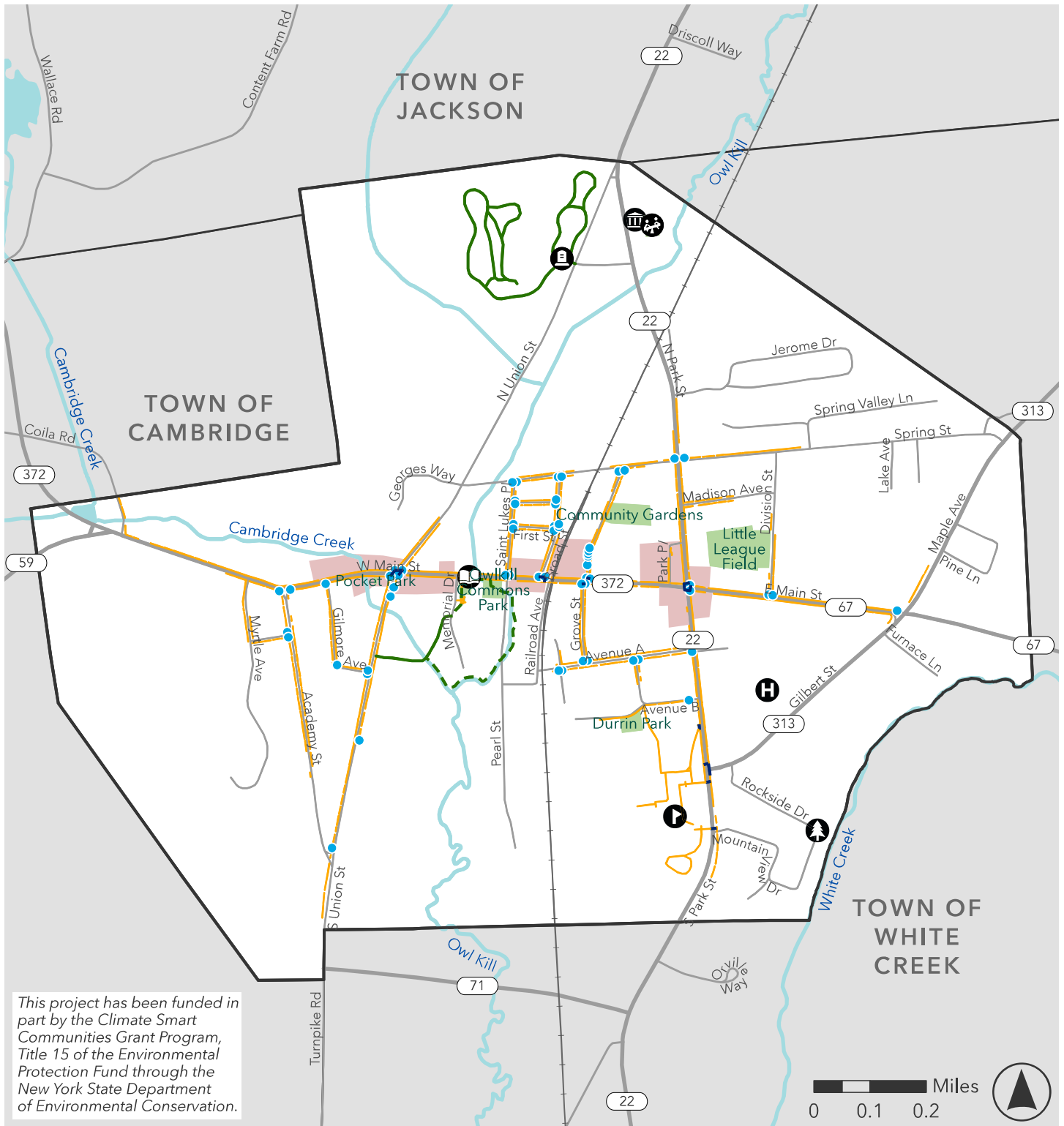
- 20 MPH
- 25 MPH
- 30 MPH
- 40 MPH
- 45 MPH
- 55 MPH

Destinations

- Cambridge Community Forest
- Medical Center - Urgent Care
- Skate Park and Playground
- Village Offices and Police Station
- Woodlands Cemetery
- Cambridge Central School
- Cambridge Public Library

Basemap

- Village of Cambridge
- Adjacent Communities
- Parks and Open Space
- Business Districts
- Railroad



Village of Cambridge Complete Streets Implementation Plan

Existing Pedstrian Infrastructure

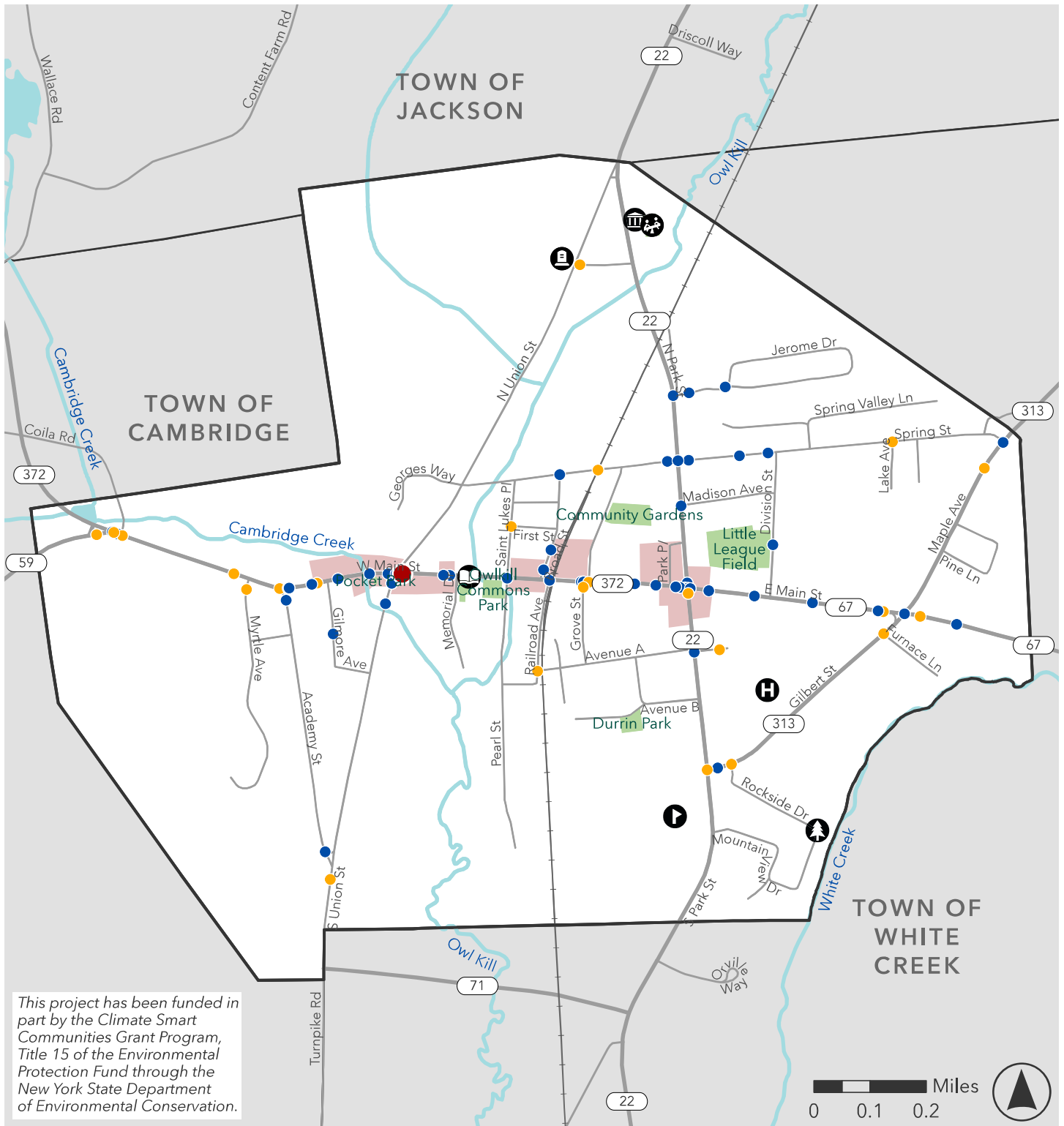
- Sidewalk
- Private Roads used as Trails
- - - Proposed Owlkill Trail Loop
- Crosswalk
- Curb Ramp

Destinations

- Cambridge Community Forest
- Medical Center - Urgent Care
- Skate Park and Playground
- Village Offices and Police Station
- Woodlands Cemetery
- Cambridge Central School
- Cambridge Public Library

Basemap

- Village of Cambridge
- Adjacent Communities
- Parks and Open Space
- Business Districts
- Railroad



Village of Cambridge Complete Streets Implementation Plan

Crashes (03/01/2018 to 03/31/2023)

- Crash with Pedestrian
- Crash with Motor Vehicle
- Other Crash

Destinations

- Cambridge Community Forest
- Medical Center - Urgent Care
- Skate Park and Playground
- Village Offices and Police Station
- Woodlands Cemetery
- Cambridge Central School
- Cambridge Public Library

Basemap

- Village of Cambridge
- Adjacent Communities
- Parks and Open Space
- Business Districts
- Railroad

Any additional crash data available from local police can be added to the map



**APPENDIX 3:
PAST PLANS SUMMARY**

Village of Cambridge Complete Streets Implementation Plan

Past Plans Summary

Plans and Studies:

1. Village of Cambridge Comprehensive Plan:

The Village of Cambridge's Comprehensive Plan was adopted in May of 2004 and was reviewed and updated with an addendum in 2011. The Comprehensive Planning process began in 2002 and was intended to set out a path for community growth. The relevant recommendations from this Plan to the Cambridge Complete Streets Implementation Plan are listed below:

- *Traffic Calming:* Improving the safety and quality of the pedestrian experience along Main Street and other areas of the Village.
 - Narrow road widths, on-street parking, tight turn radii, bulb outs and curb extensions, textured and well-marked crosswalks, and speed humps.
- *Parking:* Parking at the time was considered a constraint to business growth in the three main nodes along Main Street.
 - On street parking was to be allowed on both sides of Main Street and other busy roads like Park and Union Street.
 - Sharing existing off-street parking lots.
- *Consider Development of a management entity for Main Street:*
 - Consider a business association supported by staff at the Chamber of Commerce.
 - Consider a Business Improvement District (BID).
- *Historic District:*
 - Seek designation as a Certified Local Government (CLG) from the NYS Office of Parks, Recreation, and Historic Preservation (OPRHP).
- *Main Street and Park Street Concept Plan:*
 - *Short term concepts:* Define pedestrian crosswalks, define vehicular access, add sidewalks, streetscape improvements, create a village green, link/coordinate parking.
 - *Long term concepts:* Define street edge with buildings through zoning and design guidelines, further streetscape improvements, create a vibrant pedestrian environment, link/coordinate parking at side and rear of buildings
- *Improve pedestrian connections through the Village:*
 - Develop a long-term program of sidewalk and streetscape improvements throughout the Village's neighborhoods.
 - Fill gaps and create consistency in how infrastructure is developed.
 - Invest in street trees.

Addendum: In 2009, the Cambridge Village Board began a process of strategic planning that included a review of the Comprehensive Plan. The Board reviewed the goals from the

original plan and assigned priorities to new ideas. This addendum was merged with the original plan to create a composite document that represented more updated realities. The priority actions/goals from that document relevant to the Cambridge Complete Streets Implementation Plan are as follows:

- Main Street and Park Street Visualization Project
- Cambridge Pathways
- Main Street parking improvements
- Main Street pedestrian improvements
- Sidewalks along route 313/General sidewalk improvements
- Improve pedestrian/walking access to Village resources (sidewalks, trails, etc.)
- Expand the supply and variety of public spaces available in the community – parks, squares, playgrounds, trails, etc.

2. Cambridge Community Action Plan:

In 2019, the Village of Cambridge applied for the Recreation Economy for Rural Communities Program and was one of ten finalists selected out of 170 applications nationwide. The local steering committee applied for this assistance hoping it could assist the Village improve upon its outdoor access, support priorities for the Cambridge Community Forest, develop underutilized sites into valuable outdoor recreation assets, and create a connected vision for the future of outdoor recreation in the community and region. The plan was completed in 2020 and provisions relevant to the Cambridge Complete Streets Implementation Plan are as follows:

- *Goal One* – Physical Connections: Support physical improvements to streets and sidewalks and provide wayfinding signs to safely connect Main Street to walkable and bikeable natural amenities including the new Community Forest, Woodlands Cemetery, community gardens, trails, and pocket parks, complementing and building on Main Street redevelopment projects.
 - Initiate a comprehensive sidewalk audit.
 - Create a sitemap of existing and proposed physical connections (bike paths, trails, sidewalks, crosswalks, trails, rail trails).
- *Goal Two* – Priorities for the Community Forest: Identify next steps for development of the Community Forest.
- *Goal Four* – Regional Connectivity: Develop an understanding of the regional context of recreational assets, connection to other communities, and alignment of regional priorities for leveraging the unique outdoor recreation amenities in the area.
 - Work with area municipalities White Creek and Cambridge to collaborate around sidewalks, rural transit connections, wastewater and broadband.

3. White Creek Pedestrian and Parking Study:

Completed in 2023, a White Creek Pedestrian and Parking study was prepared for the Adirondack/Glens Falls Transportation Council and the Town of White Creek. The Town of White Creek had identified several pedestrian improvements and parking needs to be addressed near the Cambridge Community Forest (CCF) and Town Hall. The study examined the existing conditions of the area including the Town Hall parking lot, the CCF parking area, Rockside Drive and Mountain View Drive. The report also assessed potential

mitigation options to address the parking concerns and provided conceptual designs of the revised parking plan at the Town Hall.

Recommendations from the pedestrian and parking study included:

- Auxiliary parking lot improvements to provide more parking opportunities since on-street and parking near the trailhead is not feasible.
- Utilize and update the Town Hall parking lot.
- Improve pedestrian mobility between Town Hall and State Route 22.

4. Traffic Safety Report: Main Street and Union Street:

In 2019, a safety review and traffic signal warrant study was requested for North/South Union Street and Route 372. The NYS DOT analyzed the latest five years of reported crash history, completed a sign inventory along Route 372, field measured sight distance, collected vehicle volumes, and observed traffic flow through the intersection during AM and PM peak periods. It was concluded through the report that the crash history did not reveal a pattern that would be remedied by a traffic signal between the two routes. It was noted that adding a traffic signal would likely increase collisions. It was recommended, however, to add additional pedestrian warning signs at N/S Union Street and Washington Street crosswalks along the Route 372 corridor. DOT's Washington County Residency was to have the signs installed.

Laws and Guidelines:

1. Design Guidelines Village of Cambridge

In 2005, the Village of Cambridge established design guidelines as a part of its efforts to implement the Village Comprehensive Plan. The design characteristics relevant to Cambridge Complete Streets Implementation are as follows and were divided up into three main areas of Main Street Mixed Use, Residential, and Gateway:

- *Main Street Mixed Use:*
 - Parking, when provided for individual buildings should be located behind the buildings on the interior of lots.
 - Streetscape elements should be organized to create a more formal character along main street mixed use development.
 - Sidewalks should be wide (8 feet or more) and should extend to the curb.
 - Street trees, located within tree grates, and pedestrian-scaled streetlights should be spaced at regular intervals.
 - Street furniture such as benches and trash receptacles should be located as appropriate.
 - Ideally, above ground power lines could be under-grounded or moved to the rear of parcels.
- *Residential Transition:*
 - Streetscape enhancements should be less formal in character.
 - Narrower sidewalks (at least 4-5 feet).

- Grass planting-strips between the sidewalk and curb.
- Street trees should be located within the planting strip at regular intervals.
- Street furniture such as benches would not be located in these areas in most cases.
- *Gateway Commercial:*
 - The form of development recommended for Park Street could allow a small amount of convenience parking in front of the building.
 - Design guidelines would ensure that the design of projects in these areas would be accommodating to pedestrians.

2. Parking Regulation Law of the Village of Cambridge

Local Law Number 3 of 1987 in the Village of Cambridge is the "Parking Regulation Law". This law establishes parking regulations for any public highway, bridge, structure, access drive, or other place within the limits of the Village of Cambridge. Provisions of the law include:

- Requires the posting of a sign describing parking limitations in places covered by those regulations.
- No one can stop, park, or leave their vehicle on any public highway, bridge, structure, access drive, or other place where such prohibitions are posted.
- Allows for towing of vehicles when parked illegally, in time of emergency for a snowstorm.
- Towing is at the owner's cost.
- Violators of this local law are guilty of a traffic infraction.

This law was updated in 2003 with the following new provisions:

- Establishes a handicapped parking zone on the south side of First Street.
- Establishes a handicapped parking zone on the south side of West Main Street
- Signage will be posted.

This was also updated in 2009 with the following new provisions:

- Parking on Cambridge Woods Lane is subject to parking restrictions with parking prohibited on the north side, from Avenue B to the end of Cambridge Woods Lane.
- Signage will be posted.

3. Sidewalk Law

The Village of Cambridge has a sidewalk law that outlines requirements for construction of new streets, street specifications, sidewalk installation, trees, and existing streets. Provisions of this law are outlined below:

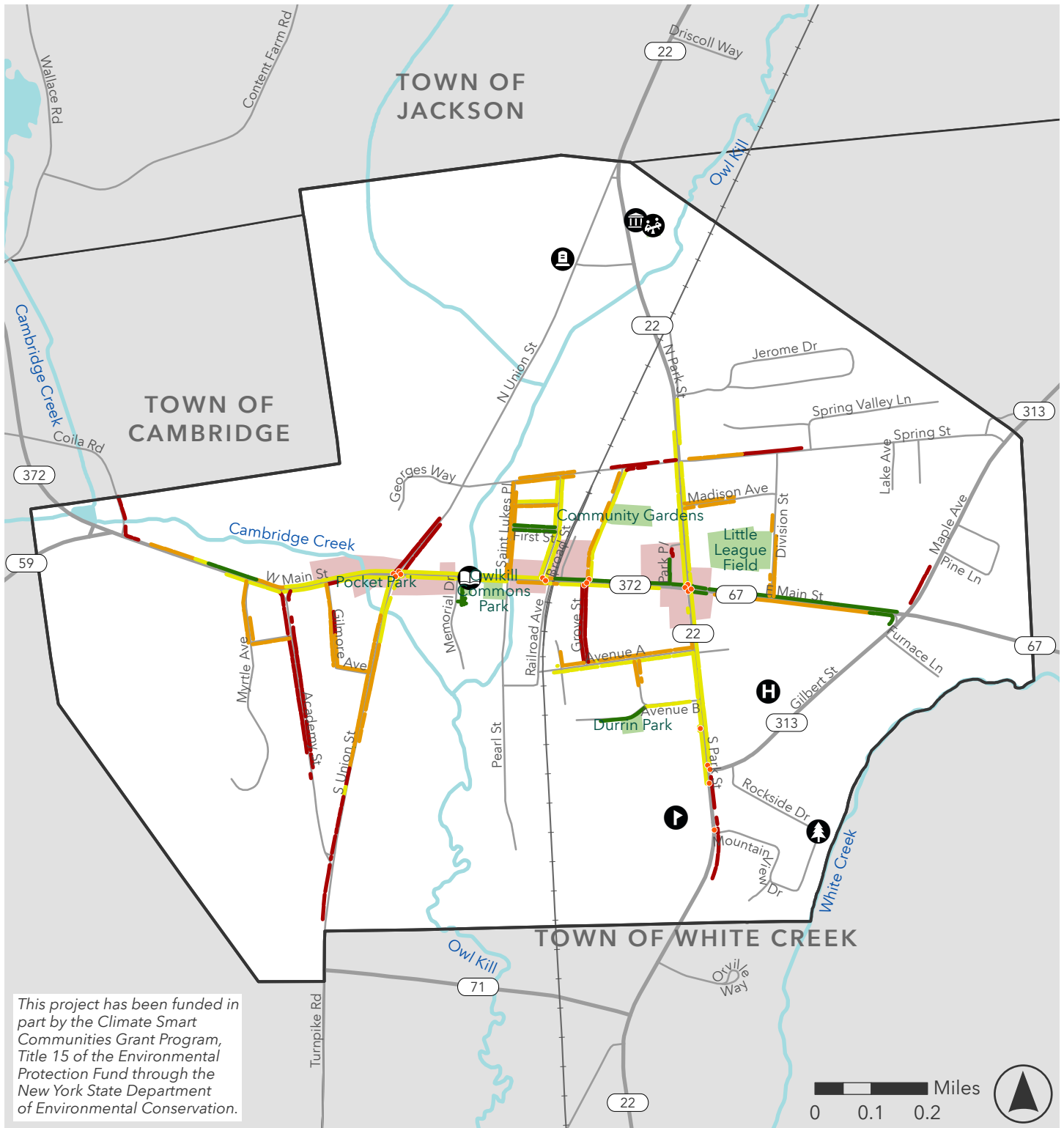
- *Construction of new streets*
 - No new streets can be constructed without written permission from the Village Board.
 - All new roads or streets must meet Village specifications.
- *Specifications*

- Minimum width 30 feet including shoulders, maximum 50 feet.
- Excavation of old material depending upon type of material to be determined by Superintendent of Public Works.
- All drains, culvert pipe, and driveway locations have to be approved by the Village Board.
- Superintendent of Public Works approves materials and construction of all sizes of culvert pipe and drains.
- Dead trees located on or near the right of way have to be removed prior to acceptance by the Village.
- All materials used in construction are subject to the superintendent of public works.
- Driveway culverts will be installed at land owner's expense.
- *Legal documents required*
 - Title, survey map, survey description, deed, NYS real property transfer gains tax affidavit, alt expenses of dedication to be borne by the granter.
- *Sidewalk installation*
 - All new sidewalks must meet Village specifications and be approved by the Village Board upon written recommendation of the Superintendent of Public Works
 - Size shall be 4' X 4' X .4. inches thick with reinforced wire.
 - Sidewalks on East or West Main Street and North and South Park Street can only be constructed from concrete.
 - No concrete sidewalk can be poured when temperatures are below 40 degrees.
 - Sidewalks can only be replaced in the exact place of the old sidewalk unless approved by the Village Board.
 - No sidewalk curbs or driveway entrances can be added or removed unless approved in writing by the Village Board.
 - All blacktop sidewalks have to be a minimum of three inches thick with only a standard sidewalk blacktop used. These all have to be approved by the Village Board.
- *Responsibility*
 - All sidewalks on East and West Main Street and North and South Park streets four feet in front of businesses are the responsibility of the Village.
 - When sidewalks are more than 4 feet, the village is only responsible from the curb to four feet.
 - On all side streets, the Village of Cambridge will only provide the labor involved in construction of new sidewalks, materials must be provided by the home owner.
- *Trees*
 - No trees, shrubbery, or other obstacles can be put on Village property without written approval.
 - The Village is only responsible for cutting trees on Village property.
 - Any obstacles damaging or heaving sidewalks on Village property will be removed by the Village after notification from the property owner.
- *Excavation of Existing Village Streets*

- No digging up of pavement without approval of Village Board.
- All material replaced subject to written approval.
- If the Village provides labor, materials, or services, the person doing the road or street work will be responsible for payment of time, equipment, materials, and labor.
- This person will also have to provide a certificate of insurance.



APPENDIX 4:
IMPLEMENTATION TOOLKIT



Map developed by Byer Planning, LLC. Date Exported: 8/9/2024 11:21 AM

Village of Cambridge Complete Streets Implementation Plan

Sidewalk Audit Condition for Maintenance Needs

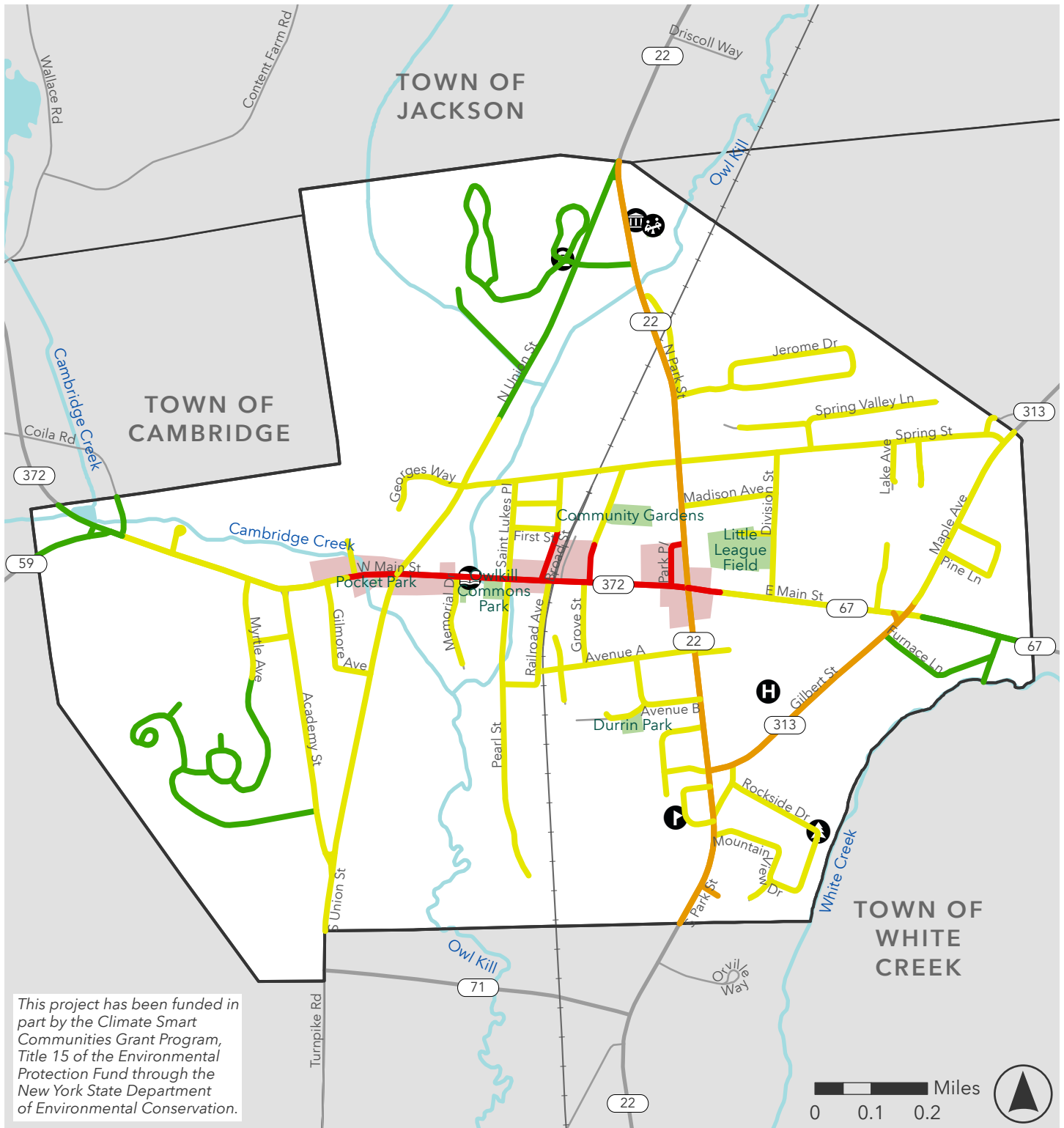
- Excellent
- Good
- Fair
- Poor
- Existing Crosswalks

Destinations

- Cambridge Community Forest
- Medical Center - Urgent Care
- Skate Park and Playground
- Village Offices and Police Station
- Woodlands Cemetery
- Cambridge Central School

Basemap

- Village of Cambridge
- Adjacent Communities
- Parks and Open Space
- Business Districts
- Railroad



Village of Cambridge Complete Streets Implementation Plan

Road Typologies

- Main Street Mixed Use
- Gateway Commercial
- Residential
- Rural Residential

Destinations

- Cambridge Community Forest
- Medical Center - Urgent Care
- Skate Park and Playground
- Village Offices and Police Station
- Woodlands Cemetery
- Cambridge Central School

Basemap

- Village of Cambridge
- Adjacent Communities
- Parks and Open Space
- Business Districts
- Railroad

Main Street Mixed Use



Made with **Streetmix**

5' Sidewalk

Furniture Zone for benches, streetlights, street trees

7'-8' Parking lane or 5' bike lane / usable shoulder

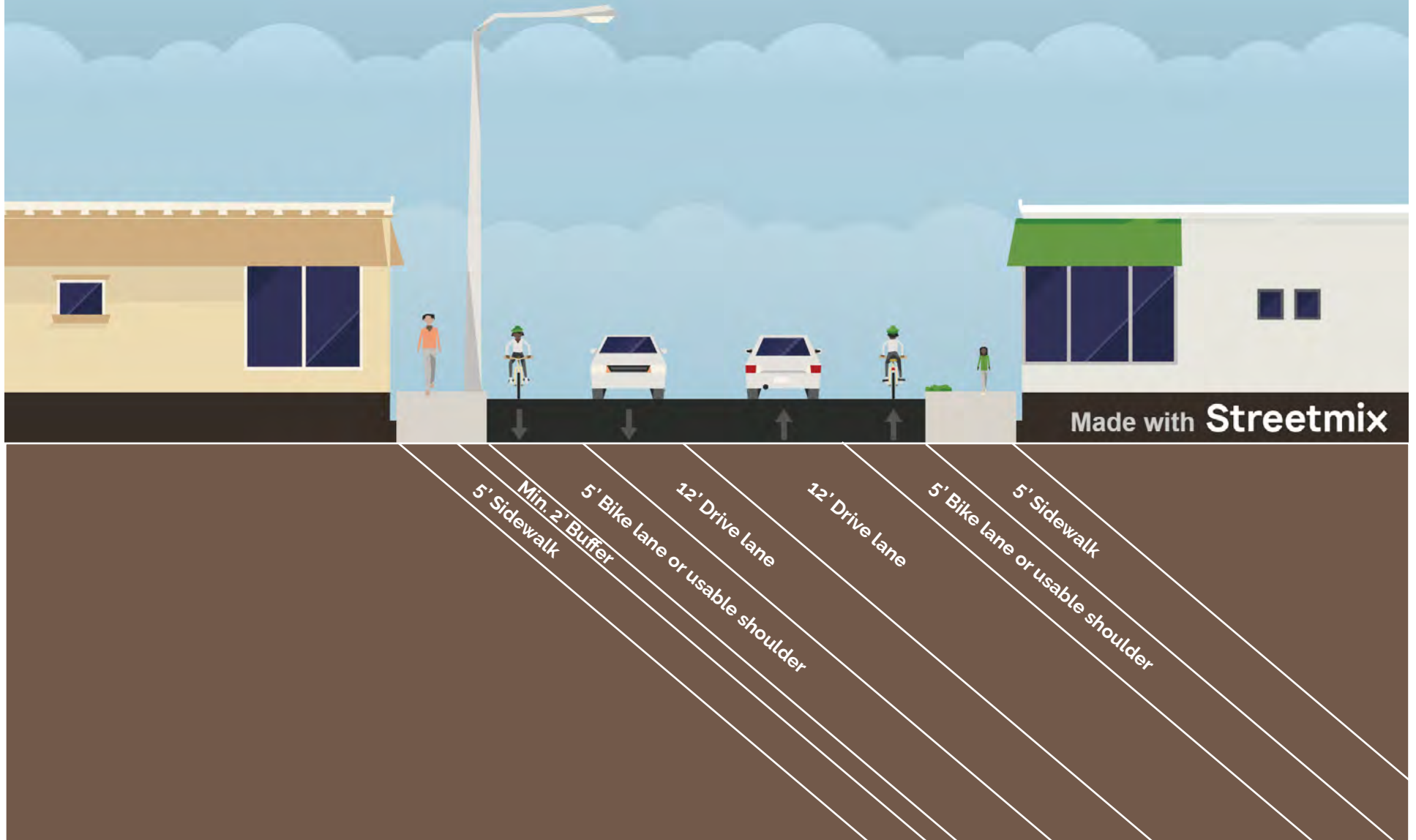
11' Drive lane

11' Drive lane

7'-8' Parking lane or 5' bike lane / usable shoulder

5' Sidewalk - Optional planting strip for trees or grass buffer

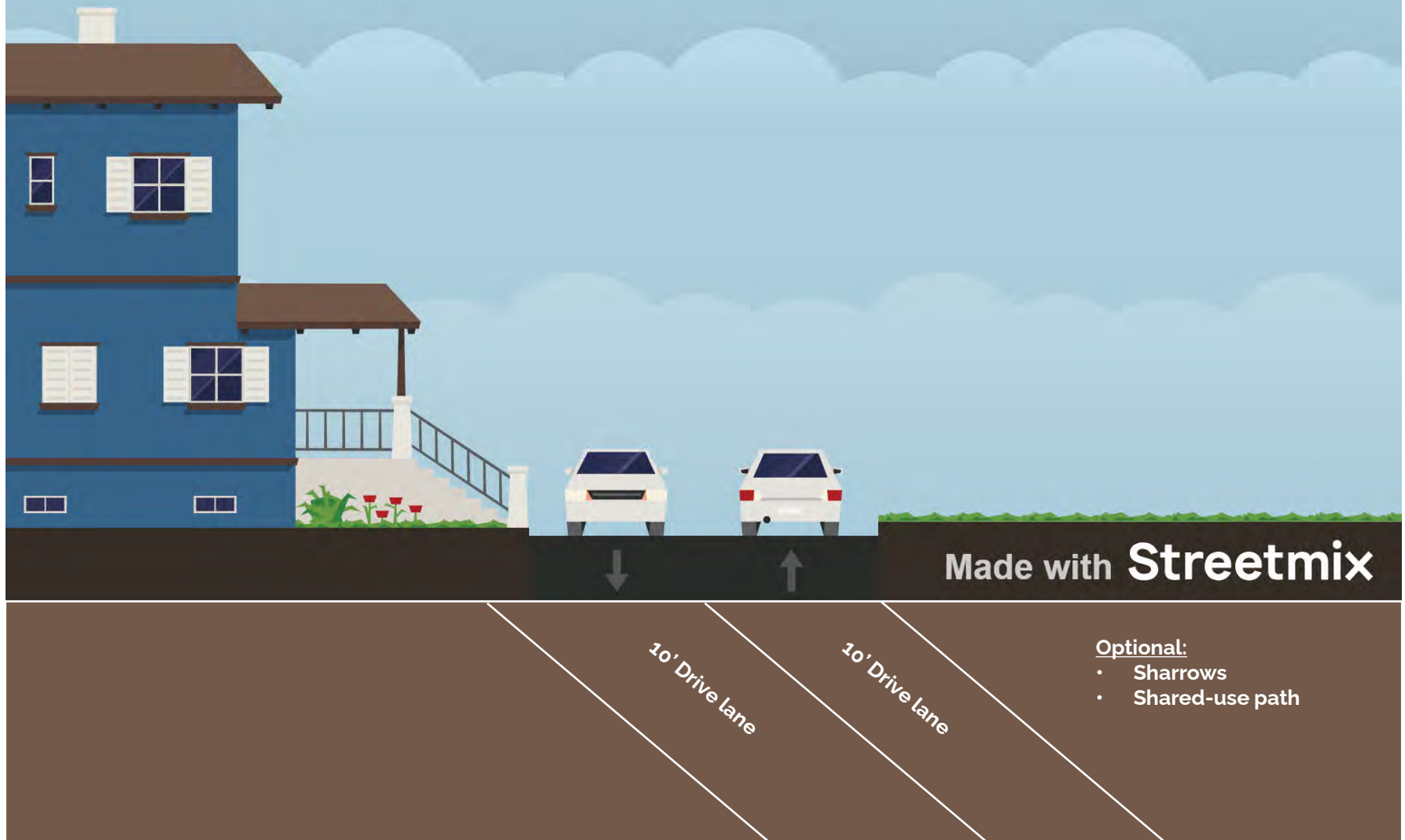
Gateway Commercial



Residential



Rural Residential



CAMBRIDGE COMPLETE STREETS PLAN
RECOMMENDED FACILITIES BY STREET TYPE

Facilities to be Considered	Street Type*			
	Main St. Mixed Use	Gateway Commercial	Residential	Rural Residential
Sidewalks – ADA compliant	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sidewalks buffered from moving traffic by additional sidewalk width or planting strip	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Crosswalks	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mid-block crossing	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Curb ramps with detectable warning surface	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pedestrian traffic signals with adequate crossing time	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian crossing signage	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian scale lighting	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Traffic calming measures such as: curb extension, pinch point, speed hump, etc.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lane striping	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Paved & striped shoulders suitable for walking/bicycling	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Designated bike lanes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shared-lane markings (sharrows)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Shared the road/bicycle route signage	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Public seating or benches	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trash bins	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wayfinding signage	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Street trees	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Side path or off-road shared use path	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*See Road Typologies Map to determine the street type

VILLAGE OF CAMBRIDGE COMPLETE STREETS CHECKLIST

Checklist Instructions:

1. Identify the street type by locating the project location on the Road Typologies Map. Street Types include Main Street Mixed Use, Gateway Commercial, Residential, and Rural Residential.
2. Refer to the Recommended Facilities by Street Type to determine which facilities should be considered for a project based on the street type.
3. Review the Project Recommendations to determine whether the Implementation Plan includes any recommendations in the project area.
4. Walk the project area to collect information needed to complete the rest of the Checklist.
5. Refer to the Definitions for a description of the different types of facilities.

Project Area

Project Title/Description:

Street Segment Name and Endpoints:

Description:

Date:

Road Classification

Main Street Mixed Use Gateway Commercial Residential
Rural Residential

Does the Complete Streets Implementation Plan include any pedestrian or bicycle improvements on this street segment?

No Yes If yes, describe:

Is the proposed project consistent with the Complete Streets recommendations?

No Yes NA

If no, describe the reasons or constraints:

What trip generators are in the vicinity of the proposed project that may attract walking or bicycling customers, employees, students, visitors, or others?

- | | |
|---------------------|------------------------------|
| School | Senior Center |
| Retail | Medical Center/Clinic |
| Restaurants | Low-Income or Senior Housing |
| Parks or trailheads | Cultural Destinations |
| Government Offices | Other (please identify): |

Are there existing sidewalks within the project area?

No Yes If yes, indicate the type of sidewalk: Slate Concrete

Column A: Identify the Complete Streets facilities that currently exist on the street segment. Column B: Identify the Complete Streets facilities that should be included in the proposed project.

A. Existing Facilities

(check all that apply)

B. Recommended Facilities

(check all that apply)

A	B
Sidewalks – ADA compliant	
Sidewalks buffered from traffic by additional sidewalk width or planting strip	
Crosswalks	
Mid-block crossing	
Curb ramps with detectable warning surface	
Pedestrian traffic signals with adequate crossing time	
Pedestrian crossing signage	
Pedestrian scale lighting	
Traffic calming measures such as: curb extension, pinch point, speed hump, etc.	
Lane striping	
Paved & striped shoulders suitable for walking/bicycling	
Designated bike lanes	
Shared-lane markings (sharrows)	
Shared the road/bicycle route signage	
Public seating or benches	
Trash bins	
Wayfinding signage	
Bicycle parking	
Street trees	
Side path or off-road shared use path	

Notes/Comments/Recommendations:

To be completed by DPW Superintendent or Village Board

All recommended facilities will be included in the road project

Some recommended facilities will be included in the road project*

No recommended facilities will be included in the road project*

***EXCEPTION(S)** – explain why the recommended facilities cannot be included (refer to the Complete Streets Policy section on Exemptions):

MEMORANDUM

SUMMARY OF SIDEWALK SPOT REPAIRS

During the planning process for the Cambridge Complete Streets Plan, several sidewalk segments in need of replacement were identified during stakeholder interviews and public engagement activities. These segments are relatively small and have been categorized as spot repairs that are not identified on the Sidewalk Maintenance Map. These sidewalk spot repairs should be addressed in the short-term to improve accessibility and safety.

1. Add a sidewalk in front of the Municipal Building on West Main Street where the asphalt creates a gap in the sidewalk network.



2. Add sidewalks adjacent to the auto repair shop at the northeast corner of Spring Street & North Park Street.



3. Repair/replace the cacked and heaved sidewalk segments on East Main Steet across from Division Street. A heave was repaired in July 2024.



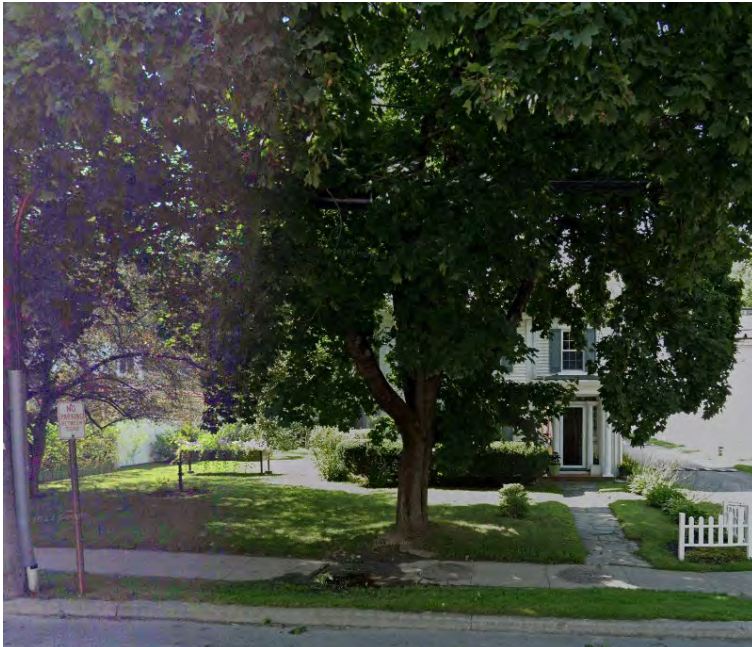
4. Replace the sidewalk section on West Main St across from Broad Street. The existing sidewalk is flush with road and should be replaced with a raised curb and sidewalk.



5. Add sidewalk segments in front of the hardware store on East Main Street in front of the hardware store where there is an area of asphalt.



6. Replace the sidewalk segment across from Post Office where a tree has caused heaving.



7. Add a sidewalk on the south side of East Main Street just before the railroad tracks where there is a gap in the sidewalk network.



8. Replace sidewalk segments on the north side of West Main St. at east side of St. Lukes Place.



9. Replace the cracked sidewalk segments on the north side of West Main St across from Academy Street.



CAPITAL PROJECT PRIORITIZATION & SELECTION CRITERIA

In developing plans for capital improvement projects, the Village Board and staff should evaluate and prioritize roadway, sidewalk, bikeway, and trail projects with, at a minimum, the following in mind (in no particular order):

- Safety – improving safety for all modes, particularly vulnerable roadway users.
- Public Input and Support – projects that implement community goals, as reflected by public input and support.
- Connectivity – projects that connect existing infrastructure, complete gaps, and connect neighborhoods and community assets (including businesses, schools, parks, greenways, public open space, community centers, medical facilities, libraries and other public facilities).
- Equity – projects that broaden transportation options and access within and between neighborhoods and community assets, particularly in disadvantaged areas and those with a larger proportion of households without access to a vehicle.
- Multimodal Scope – projects that expand infrastructure for all modes of transportation.
- Community Plans – projects that will implement locally adopted plans and help meet the goals identified in the Complete Streets Policy.
- Economic Development – projects that support broader efforts to enhance economic development.
- Sustainability – projects that support broader efforts to enhance the environment, including through green infrastructure.

DESIGN GUIDELINES FOR ROAD RECONSTRUCTION AND NEW CONSTRUCTION

Design of new streets or projects involving complete road reconstruction in the Village of Cambridge shall draw on established best practice design guidelines/standards for Complete Streets. Any consultants or engineers working on road design will be directed to use to these guidelines/standards to develop context sensitive solutions for the Village. Examples of these guidelines/standards include, but are not limited to, the following:

- Small Town and Rural Multimodal Networks (FHWA)
- Separated Bike Lane Planning and Design Guide (FHWA)
- Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts (FHWA)
- [Capital District Complete Streets Design Guide](#)
- [Empire State Trail Design Guide](#)
 - There are many components in the guide that are not solely trail specific - signage, on-road facilities, traffic calming, etc. [Here is a bulletin from NYSDOT](#) stating the value as a resource to assist in designing bike/ped facilities beyond the Empire State Trail.
- Guide for the Planning, Design, and Operation of Pedestrian Facilities (AASHTO)
- Guide for the Development of Bicycle Facilities (AASHTO)
- A Guide for Achieving Flexibility in Highway Design (AASHTO)
- Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice (ITE)
- Urban Street Design Guide (NACTO)
- Urban Bikeway Design Guide (NACTO)
- Urban Street Stormwater Design Guide (NACTO)
- Public Rights-of-Way Accessibility Guidelines (PROWAG) (United States Access Board)

Excerpt for Traffic Calming Suitability

HIGHWAY DESIGN MANUAL

Chapter 25 - Traffic Calming

Revision 36

February 5, 1999

TRAFFIC CALMING

Table 25-1 Suitability of Traffic Calming Features for Speed Categories

TRAFFIC CALMING FEATURES	CATEGORY I (NEIGHBORHOOD) (25-39 km/h)	CATEGORY II (40-59 km/h)		CATEGORY III (60-79 km/h)	CATEGORY IV (80 km/h)	SPEED REDUCTION ¹	VOLUME REDUCTION ¹
		LOCAL ² STREETS OR ROADS	ALL OTHER STREETS OR ROADS				
VERTICAL SHIFTS ³							
Raised Crosswalks	SUITABLE	SUITABLE #50 km/h NOT RECOMMENDED >50 km/h	NOT RECOMMENDED	NOT PERMITTED	YES	POSSIBLE NO NO INFORMATION POSSIBLE	
Raised Intersections							
Speed Cushions							
Speed Humps ⁴							
Speed Tables							
LATERAL SHIFTS							
Alternate Side Parking	SUITABLE	SUITABLE		NOT PERMITTED	LIKELY	POSSIBLE	
Chicanes/Serpentine		SUITABLE #50 km/h NOT RECOMMENDED >50 km/h	NOT RECOMMENDED				YES

See General Notes and Endnotes following this table.

TRAFFIC CALMING

Table 25-1 Suitability of Traffic Calming Features for Speed Categories (continued)

TRAFFIC CALMING FEATURES	CATEGORY I (NEIGHBORHOOD) (25-39 km/h)	CATEGORY II (40-59 km/h)		CATEGORY III (60-79 km/h)	CATEGORY IV (≥80 km/h)	SPEED REDUCTION ¹	VOLUME REDUCTION ¹		
		LOCAL ² STREETS OR ROADS	ALL OTHER STREETS OR ROADS						
CONSTRICIONS									
Neckdowns, Chokers ⁵	SUITABLE		NOT RECOMMENDED	NOT PERMITTED		SLIGHT	NO		
1-Way Entry/Exit Choker, Half Closure, Semi-Diverter						YES	YES		
Curb Extensions at Intersections						SUITABLE (SLIGHT	NO
Pedestrian Refuge/Midblock Islands						SUITABLE			
Driveway Link	SUITABLE		NOT PERMITTED			YES	YES		
Single Lane Slow Point									
Single Lane Angled Slow Point									
Two-Lane Slow Point									
Two-Lane Angled Slow Point		NOT RECOMMENDED							
NARROW PAVEMENT WIDTHS									
Pavement Narrowing	SUITABLE		NOT RECOMMENDED	NOT PERMITTED		POSSIBLE	POSSIBLE		
ENTRANCE FEATURES									
Gateways	SUITABLE				NOT PERMITTED	YES	YES		

(Suitable only with upstream parking.
See General Notes and Endnotes following this table.)

TRAFFIC CALMING

25-16

Table 25-1 Suitability of Traffic Calming Features for Speed Categories (continued)

TRAFFIC CALMING FEATURES	CATEGORY I (NEIGHBORHOOD) (25-39 km/h)	CATEGORY II (40-59 km/h)		CATEGORY III (60-79 km/h)	CATEGORY IV (80 km/h)	SPEED REDUCTION ¹	VOLUME REDUCTION ¹		
		LOCAL ² STREETS OR ROADS	ALL OTHER STREETS OR ROADS						
RELATED STREETSCAPING									
Color Contrast or Patterns/Markings	SUITABLE					POSSIBLE	NOT LIKELY		
Landscape Development							NO		
Sidewalks, Shoulders						NO INFORMATION			
Street Furniture and Lighting						NO INFORMATION			
Surface Textures						NOT RECOMMENDED		POSSIBLE	NOT LIKELY
Shared Zones						NOT RECOMMENDED			NOT PERMITTED
UNCATEGORIZED MEASURES									
Supplementary Pedestrian Crossing Channelization Devices ⁶	SUITABLE	SUITABLE (40-49km/h) NOT PERMITTED (50-59km/h)		NOT PERMITTED		NO INFORMATION			
Back-in Diagonal Parking ⁷		NOT RECOMMENDED							
Reduced Intersection Radii		NOT RECOMMENDED							
Single-Lane Roundabouts			((((YES	NOT LIKELY		
Multiple-Lane Roundabouts	((((((((NO INFORMATION			

((Any proposal for a roundabout should be developed on a case-by-case basis with input from the Design Quality Assurance Bureau.
See General Notes and Endnotes following this table.

TRAFFIC CALMING

Table 25-1 Suitability of Traffic Calming Features for Speed Categories (continued)

TRAFFIC CALMING FEATURES	CATEGORY I (NEIGHBORHOOD) (25-39 km/h)	CATEGORY II (40-59 km/h)		CATEGORY III (60-79 km/h)	CATEGORY IV (\$80 km/h)	SPEED REDUCTION ¹	VOLUME REDUCTION ¹				
		LOCAL ² STREETS OR ROADS	ALL OTHER STREETS OR ROADS								
ROUTE MODIFICATIONS											
Arterial Improvements	SUITABLE					NO INFORMATION					
Bike Facilities						POSSIBLE					
Median Treatments						LIKELY		YES			
Modified Intersection, Channelization						NO INFORMATION					
One-Way Operation						NO		MINOR			
Truck Prohibitions						YES		YES			
Cul-de-sacs, Full Closures						NOT RECOMMENDED	NOT PERMITTED		LIKELY		YES
Diverter						NO		YES			
TRAFFIC CONTROL DEVICES											
Higher Visibility Crosswalks ⁸	SUITABLE					POSSIBLE					
Signing						POSSIBLE					
Progressive Traffic Signal Systems						POSSIBLE		NO			
Walk Phase on Signals						NO					
Regulations/Enforcement						LIKELY					

See General Notes and Endnotes following this table.

Traffic Calming Fact Sheets

May 2018 Update

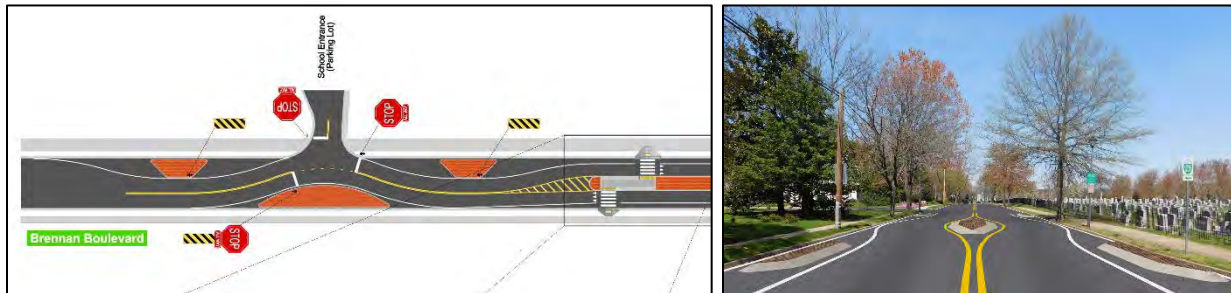
Chicane

Description:

- A series of alternating curves or lane shifts that force a motorist to steer back and forth instead of traveling a straight path
- Also called deviations, serpentines, reversing curves, or twists

Applications:

- Appropriate for mid-block locations but can be an entire block if it is relatively short
- Most effective with equivalent low volumes on both approaches
- Appropriate speed limit is typically 35 mph or less
- Typically, a series of at least three landscaped curb extensions
- Can use alternating on-street parking from one side of a street to the other
- Applicable on one-lane one-way and two-lane two-way roadways
- Can be used with either open or closed (i.e. curb and gutter) cross-section
- Can be used with or without a bicycle facility



(Source: Delaware Department of Transportation)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- Chicanes may still permit speeding by drivers cutting straight paths across the center line
- Minimize relocation of drainage features
- May force bicyclists to share travel lanes with motor vehicles
- Maintain sufficient width for ease of emergency vehicles and truck throughput

Potential Impacts:

- No effect on access, although heavy trucks may experience challenges when negotiating
- Limited data available on impacts to speed and crash risk
- Street sweeping may need to be done manually
- Minimal anticipated volume diversion from street
- May require removal of some on-street parking
- Provides opportunity for landscaping
- Unlikely to require utility relocation
- Not a preferred crosswalk location
- Bus passengers may experience discomfort due to quick successive lateral movements

Emergency Response Issues:

- Appropriate along primary emergency vehicle routes

Typical Cost (2017 dollars):

- Reported costs range between \$8,000 and \$25,000

Traffic Calming Fact Sheets

May 2018 Update

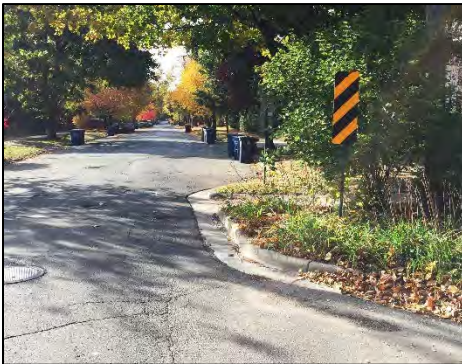
Choker

Description:

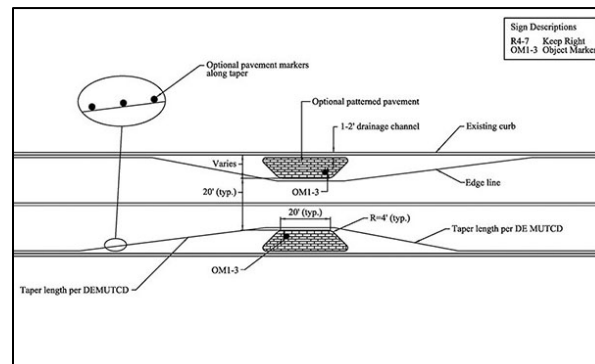
- Curb extension is a lateral horizontal extension of the sidewalk into the street, resulting in a narrower roadway section
- If located at an intersection, it is called a corner extension or a bulb-out
- If located midblock, it is referred to as a choker
- Narrowing of a roadway through the use of curb extensions or roadside islands

Applications:

- Can be created by a pair of curb extensions, often landscaped
- Encourages lower travel speeds by reducing motorist margin of error
- One-lane choker forces two-way traffic to take turns going through the pinch point
- If the pinch point is angled relative to the roadway, it is called an angled choker
- Can be located at any spacing desired
- May be suitable for a mid-block crosswalk
- Appropriate for arterials, collectors, or local streets



(Source: City of An Arbor, Michigan)



(Source: Delaware DOT)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- Only applicable for mid-block locations
- Can be used on a one-lane one-way and two-lane two-way street
- Most easily installed on a closed-section road (i.e. curb and gutter)
- Applicable with or without dedicated bicycle facilities
- Applicable on streets with, and can protect, on-street parking
- Appropriate for any speed limit
- Appropriate along bus routes
- Typical width of 6 to 8 feet; offset from through traffic by approximately 1.5 feet
- Locations near streetlights are preferable
- Length of choker island should be at least 20 feet

Potential Impacts:

- Encourages lower speeds by funneling it through the pinch point
- Can result in shorter pedestrian crossing distances if a mid-block crossing is provided
- May force bicyclists and motor vehicles to share the travel lane
- May require some parking removal
- May require relocation of drainage features and utilities

Emergency Response Issues:

- Retains sufficient width for ease of use for emergency vehicles

Typical Cost (2017 dollars):

- Between \$1,500 and \$20,000, depending on length and width of barriers

Corner Extension/Bulb-Out

Description:

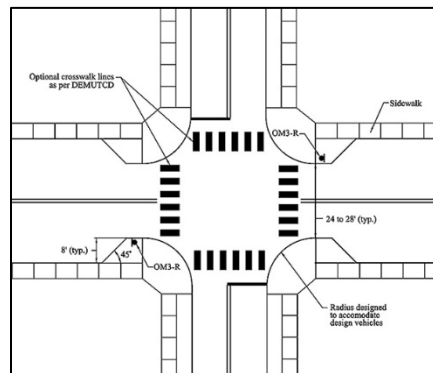
- Horizontal extension of the sidewalk into the street, resulting in a narrower roadway section
- If located at a mid-block location, it is typically called a choker

Applications:

- When combined with on-street parking, a corner extension can create protected parking bays
- Effective method for narrowing pedestrian crossing distances and increase pedestrian visibility
- Appropriate for arterials, collectors, or local streets
- Can be used on one-way and two-way streets
- Installed only on closed-section roads (i.e. curb and gutter)
- Appropriate for any speed, provided an adequate shy distance is provided between the extension and the travel lane
- Adequate turning radii must be provided to use on bus routes



(Source: James Barrera, Horrocks, New Mexico)



(Source: Delaware DOT)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- Effects on vehicle speeds are limited due to lack of deflection
- Must check drainage due to possible gutter realignment
- Major utility relocation may be required, especially drainage inlets
- Typical width between 6 and 8 feet
- Typical offset from travel lane at least 1.5 feet
- Should not extend into bicycle lanes

Potential Impacts:

- Effects on vehicle speeds are limited due to lack of deflection
- Can achieve greater speed reduction if combined with vertical deflection
- Smaller curb radii can slow turning vehicles
- Shorter pedestrian crossing distances can improve pedestrian safety
- More pedestrian waiting areas may become available
- May require some parking removal adjacent to intersections

Emergency Response Issues:

- Retains sufficient width for ease of emergency-vehicle access
- Shortened curb radii may require large turning vehicles to cross centerlines

Typical Cost (2017 dollars):

- Cost between \$1,500 and \$20,000, depending on length and width of barriers

Traffic Calming Fact Sheets

May 2018 Update

Speed Hump

Description:

- Rounded (vertically along travel path) raised areas of pavement typically 12 to 14 feet in length
- Often placed in a series (typically spaced 260 to 500 feet apart)
- Sometimes called road humps or undulations

Applications:

- Appropriate for residential local streets and residential/neighborhood collectors
- Not typically used on major roads, bus routes, or primary emergency response routes
- Not appropriate for roads with 85th-percentile speeds of 45 mph or more
- Appropriate for mid-block placement, not at intersections
- Not recommended on grades greater than 8 percent
- Work well in combination with curb extensions
- Can be used on a one-lane one-way or two-lane two-way street



(Source: City of Boulder, Colorado)



(Source: PennDOT Local Technical Assistance Program)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- ITE recommended practice - "Guidelines for the Design and Application of Speed Humps"
- Typically 12 to 14 feet in length; other lengths (10, 22, and 30 feet) reported in practice in U.S.
- Speed hump shapes include parabolic, circular, and sinusoidal
- Typically spaced no more than 500 feet apart to achieve an 85th percentile speed between 25 and 35 mph
- Hump heights range between 3 and 4 inches, with trend toward 3 - 3 ½ inches maximum
- Often have associated signing (advance warning sign before first hump in series at each hump)
- Typically have pavement markings (zigzag, shark's tooth, chevron, zebra)
- Taper edge near curb to allow gap for drainage
- Some have speed advisories
- Need to design for drainage, without encouraging means for motorists to go around a hump

Potential Impacts:

- No impact on non-emergency access
- Average speeds between humps reduced between 20 and 25 percent
- Speeds typically increase approximately 0.5 to 1 mph midway between humps for each 100 feet Beyond the 200-foot approach and exit of consecutive humps
- Traffic volumes diversion estimated around 20 percent; average crash rates reduced by 13 percent

Emergency Response Issues:

- Impacts to ease of emergency-vehicle throughput
- Approximate delay between 3 and 5 seconds per hump for fire trucks and up to 10 seconds for ambulances with patients

Typical Cost (2017 dollars):

- Cost ranges between \$2,000 and \$4,000

ADA COMPLIANT SIDEWALKS

The Americans with Disabilities Act (ADA) has created design guidelines to ensure that transportation facilities are constructed to a set of standards that ensures accessibility for the disabled. Sidewalks are one of the most common pieces of transportation infrastructure, yet if not accessible, they can pose great challenges and danger to anyone in a wheelchair or with crutches.

The **minimum width** for an ADA-compliant sidewalk is 36 inches (3 feet), though sidewalks can be constructed wider than this. If sidewalks are less than 60 inches (5 feet) across, passing spaces must be constructed at set intervals. These passing spaces must measure at least 60 inches on all sides, and must be located at least every 200 feet.

SIDEWALK BUFFERED FROM MOVING TRAFFIC

The space between the sidewalk and closest lane of moving vehicles is the sidewalk buffer. In general, there are 3 types of sidewalk buffers including;

- Planting strip of grass and trees: This is the preferred buffer as it provides a more pleasant, shaded environment to walk.
- Parked cars: Parked cars can provide a buffer between pedestrians and motor vehicles, but can also create a visual screen for pedestrians as they cross at midblock.
- Street furniture including benches, street trees, trash cans, street lighting and public art.

If a sidewalk buffer does not exist, an effort should be made to provide a wider sidewalk. A wider sidewalk allows a pedestrian to avoid the splash zone (area adjacent to a motor vehicle travel lane into which water spray created by a motor vehicle traveling through water on the roadway enters) and provides a snow storage area and a more comfortable separation between moving vehicles and pedestrians.

**SIDEWALK WITH A
PLANTING STRIP
AS A BUFFER**



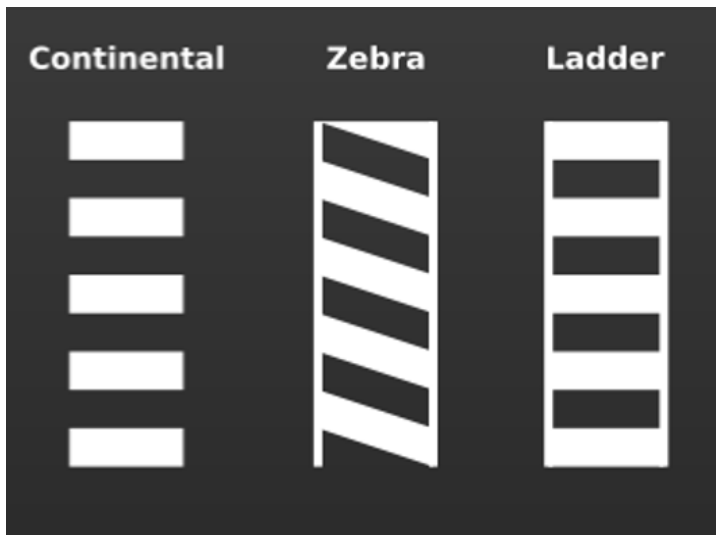
**SIDEWALK WITH A
FURNIATURE ZONE &
TREES AS A BUFFER**



CROSSWALK - HIGH VISIBILITY

High-visibility crosswalks are preferred over parallel line crosswalks and should be provided at all established midblock pedestrian crossings. They should also be considered at uncontrolled intersections.

EXAMPLES OF HIGH VISIBILITY CROSSWALK PATTERNS



HIGH VISIBILITY CROSSWALK



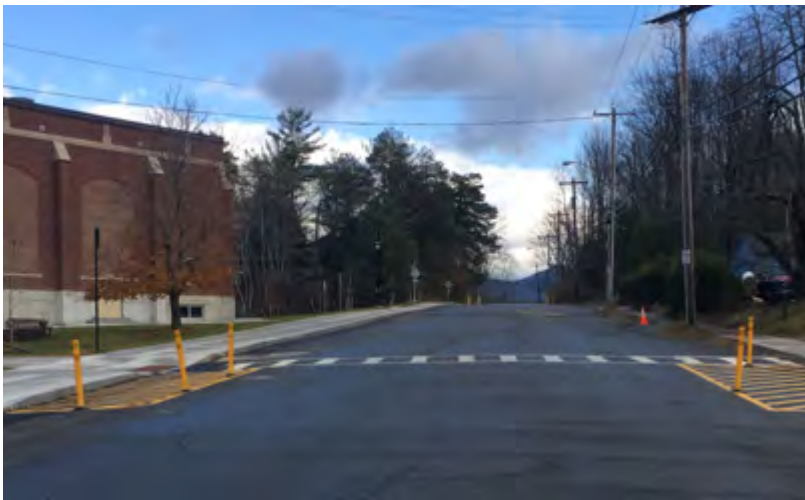
NOT HIGH VISIBILITY



MID-BLOCK CROSSING

Mid-block crossings (or crosswalks) are marked crosswalks placed between intersections. They offer convenient locations for pedestrians to cross in areas without frequent intersection crossings. Midblock crosswalks facilitate crossings to places that people want to go but that are not well served by the existing traffic network.

MID-BLOCK CROSSWALK TO A SCHOOL WITH TEMPORARY CURB EXTENSIONS



MID-BLOCK CROSSWALK IN DOWNTOWN AREA



CURB RAMPS WITH DETECTABLE WARNING SURFACE

Curb ramps are required wherever a sidewalk crosses a curb. This is particularly important at street intersections, where individuals will interact with traffic. These ramps must be at least 36 inches wide and must contain a detectable warning device with a raised dome surface and contrasting color. Detectable warnings are a distinctive surface pattern of domes detectable by cane or underfoot that alert people with vision impairments of their approach to street crossings and hazardous drop-offs.

EXAMPLES OF DETECTABLE WARNINGS ON THE SIDEWALK AT CURB RAMPS



PEDESTRIAN TRAFFIC SIGNALS

Pedestrian signals are devices used at signalized intersections to notify pedestrians when it is safe to cross the street. Many street crossings have pedestrian signals that show the words WALK and DON'T WALK or show a walking person in white and a raised hand in orange. Modern pedestrian signals incorporate countdown timers into their design that display the number of seconds remaining before the signal changes to "Don't Walk".

EXAMPLES OF COUNTDOWN TIMERS



PEDESTRIAN-ACTIVATED CROSSING SIGNAL



PEDESTRIAN CROSSING SIGN

An in-street pedestrian crossing sign makes it easier and safer for a pedestrian to cross at an unsignalized crossing. According to the MUTCD, the In-Street Pedestrian Crossing sign may be used to remind road users of laws regarding right-of-way at an unsignalized (or mid-block) pedestrian crossing.

EXAMPLES OF PEDESTRIAN CROSSING SIGNS



PEDESTRIAN SCALE LIGHTING

Pedestrian scale lighting refers to street lights that are no greater than fourteen (14) feet in height located along walkways. These lights are usually decorative. Pedestrian scale lighting is typically used in downtowns, parks, schools, and along walkways.

PEDESTRIAN SCALE STREET LIGHTS



STREETLIGHT FOR ROADWAYS



TRAFFIC CALMING MEASURES

Traffic calming consists of physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists. The most common traffic calming measures for Cambridge include:

CURB EXTENSIONS/ BULB-OUT



MEDIAN/CENTER ISLANDS



RADAR SPEED SIGN



TRAFFIC CALMING MEASURES



CHICANE:

A series of alternating curves or lane shifts that force a motorist to steer back and forth instead of traveling a straight path



CHOKER OR PINCHPOINT:

Narrowing of a roadway through the use of curb extensions or roadside islands at midblock

TRAFFIC CALMING MEASURES



SPEED BUMP:

A ridge set in a road surface, typically at intervals, to control the speed of vehicles



SPEED HUMPS:

Rounded (vertically along travel path) raised areas of pavement typically 12 to 14 feet in length; often placed in a series spaced 260-500 feet apart

LANE STRIPING/TRAFFIC CALMING

Two-way streets, especially those with narrower profiles, encourage motorists to be more cautious and wary of oncoming traffic. Streets marked with a yellow center line and shoulders marked by white lines define the travel lanes and can help to calm traffic.

LANE STRIPING WITHOUT USABLE SHOULDERS



LANE STRIPING WITH USABLE SHOULDERS



PAVED & STRIPED SHOULDERS

Shoulders are suitable for walking or riding a bicycle if they are paved and a minimum of 4 feet wide. These type of shoulders are sometimes called "usable shoulders".

EXAMPLES OF PAVED AND STRIPED SHOULDERS THAT ARE SUITABLE FOR WALKING AND BICYCLING



DESIGNATED BIKE LANE

A bike lane is defined as a portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists. Bike lanes enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions and facilitate predictable behavior and movements between bicyclists and motorists.

DESIGNATED BIKE LANES



SHARED LANE MARKINGS (SHARROW)

Shared Lane Markings (SLMs), or “sharrows,” are road markings used to indicate a shared lane environment for bicycles and automobiles. Among other benefits shared lane markings reinforce the legitimacy of bicycle traffic on the street, recommend proper bicyclist positioning, and may be configured to offer directional and wayfinding guidance. Sharrows should only be used when the width of the roadway is not wide enough to accommodate a designated bike lane.

SHARROWS IN DOWNTOWN AREA



EXAMPLE OF SHARED LANE MARKINGS



SHARED ROAD/BICYCLE ROUTE SIGNAGE

Signage may be used along roadways that are used for bicycling. They may be used to indicate shared lanes where bicycles are traveling in the same lane as vehicles or on designated bike routes. Bike routes may include designated bicycle lanes or paved shoulders. The signs are used to remind motorists to be on the lookout for bicyclists.

SIGN USED TO INDICATE WHEN BIKES SHARE A LANE WITH VEHICLES.



EXAMPLES OF SHARE THE ROAD SIGNAGE. THE ONE ON THE RIGHT IS RECOMMENDED.



EXAMPLE OF BICYCLE SIGNAGE.



TWO-WAY STRIPED BIKE/WALK PATH

One way to accommodate pedestrians and bicyclists on a roadway with lower traffic volumes is to stripe an extra wide shoulder on one side and allow for travel in both directions.

EXTRA WIDE SHOULDER IN WILMINGTON, NY IS USED BY BIKES AND PEDESTRIANS TO TRAVEL IN BOTH DIRECTIONS





APPENDIX 5: COMPLETE STREETS POLICY

VILLAGE OF CAMBRIDGE COMPLETE STREETS POLICY

DEFINITION

Complete Streets means streets that are designed and operated to enable safe access for all users, in that pedestrians, bicyclists, motorists and public transportation users of all ages and abilities can safely move along and across a street.

VISION

The Village of Cambridge has a complete, connected network of streets that enables safe, accessible, and convenient travel for all users - pedestrians, bicyclists, and motorists. Safety is prioritized through design that reduces conflicts and protects vulnerable road users, especially around key destinations, including the school, grocery stores, and medical center. Community character and aesthetics are enhanced through thoughtful placemaking within the Main Street corridor. Complete Streets support long-term safety, health, mobility, economic viability, sustainability, environmental protections, equity, and quality of life in the Village through thoughtful street-level improvements that make the safe and active choice the easy choice for all users.

GOALS

- Prioritize safety through design that reduces conflicts and protects vulnerable road users.
- Enhance aesthetics and community character through thoughtful placemaking.
- Provide accessibility for all ages and abilities, ensuring public rights-of-way are equitably usable by everyone in Cambridge.
- Implement design approaches that are sensitive to neighborhood context.
- Enhance physical and mental health, reduce greenhouse gas emissions, and cultivate vibrant public spaces.
- Connect residents and visitors to destinations throughout the Village by sustainable modes of transportation.

PURPOSE

The Village of Cambridge will create a complete, connected, comprehensive transportation network that accommodates all modes of travel, including walking, biking, and driving, in a manner that is safe and consistent with neighborhood context by establishing a Complete Streets Policy to incorporate active transportation into the planning, design, operation, and maintenance of all Village streets. The Village shall approach every transportation-related improvement and project phase as an opportunity to create safer, more accessible roadways for all people of all abilities. Transportation systems that are designed as Complete Streets offer better transportation options, improve public health, support an

aging population, advance economic development, invest in underserved communities, help children get to and from school, and keep all people safe while biking and walking.

The complete streets network that will result from this policy will have significant benefits for the residents of Cambridge, including improved safety, more travel options, reduced transportation costs, improved access to goods and services, enhanced equity, and an attractive business district.

APPLICABILITY

This policy applies to all Village-owned transportation facilities in the public right-of-way, including, but not limited to, streets, bridges, and all other connecting pathways and their design, construction, operation, and maintenance, so that users of all ages and abilities can travel safely and independently. The Village shall approach every transportation improvement and public works infrastructure project that occurs within or adjacent to transportation corridors as an opportunity to create safer, more accessible streets for all users. These phases may include, but are not limited to planning, programming, design, right-of-way and land acquisition, construction engineering, construction, reconstruction, operation, and maintenance.

Developers of privately constructed parking lots, driveways, and walkways are encouraged to adhere to this policy.

It is the intent of this policy to promote a safe and accessible transportation network that balances the needs of all users, including pedestrians, bicyclists, motorists, emergency vehicles, freight carriers, and agricultural vehicles. This policy promotes and enhances public health and safety, while encouraging economic activity, community character, livability, and equity for people of all ages, abilities, and socioeconomic backgrounds, including children, families, aging populations, and individuals with disabilities.

The provision of temporary accommodations during periods of facility construction, reconstruction, or maintenance must also be considered. If opportunities arise for Complete Streets improvements to be incorporated into projects that have another primary purpose, for example culvert work, then the scale of Complete Streets improvements should be appropriate to the scale of the project. Emergency repairs and similar situations that require an immediate response are excluded from this policy.

EXCEPTIONS

Complete Streets improvements may not be appropriate in some cases due to context. All exceptions to this policy must be approved by the Village Board of Trustees after recommendation from the Complete Streets Committee. Exceptions must be documented with supporting data that indicates the basis of the decision. Such documentation shall be publicly available. Capital road maintenance projects (e.g., resurfacing, pavement markings, overlays, etc.) are not exempted, as they may provide opportunities for improvements to shoulder widths and/or conditions, pavement markings, and signage.

Exceptions may be considered for approval when:

This project has been funded in part by the Climate Smart Communities Grant Program, Title 15 of the Environmental Protection Fund through the New York State Department of Environmental Conservation.

1. Cost of accommodation is excessively disproportionate to the need or probable use.
2. A justifiable absence of current and future need exists and is not recommended in any existing planning documents.
3. Emergency repairs, such as a water main leak that require an immediate, rapid response; however, temporary accommodations for all modes should still be made. Depending on the severity of the repairs, opportunities to improve multimodal access should still be considered where possible.
4. Routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair.
5. A project of equivalent scope and schedule exists or is already programmed for funding within the next five years to provide connectivity for all users.

CONFLICTING OR COMPETING NEEDS

When there are conflicting needs among users and/or modes, safety shall be the highest priority; particularly safety for the most vulnerable street users (pedestrians, bicyclists, children, seniors, and people with additional accessibility needs). Selection and quantitative weighting of performance measures shall also support investment in the most underinvested and underserved communities.

Motor vehicle speed, flow, and driver convenience shall not be prioritized over safety for vulnerable street users. Reducing excessive motor vehicle speeds on streets where vulnerable users are likely will be considered a net benefit to the community.

When space is a limiting factor and where vulnerable users are likely, allocating space to a mode that is not currently accommodated shall be prioritized over providing additional space to a mode that is already accommodated.

COORDINATION

The Village shall foster partnerships with the New York State Department of Transportation (NYSDOT), Washington County, Adirondack/Glens Falls Transportation Council (A/GFTC), Agricultural Stewardship Association (ASA), neighboring towns, Cambridge Central School District, and private property owners to develop plans, facilities, and accommodations that further the Village's Complete Streets Policy and Implementation Plan. Such coordination should result in continuing such infrastructure beyond the Village borders to the extent feasible.

DESIGN GUIDELINES & CONTEXT SENSITIVITY

Context sensitivity allows for flexible evaluation of the community's needs with respect to existing streets and planned land use. The Village of Cambridge shall implement this Complete Streets Policy in a manner that is sensitive to the local context and character, aligns transportation and land use goals, and recognizes that needs may vary by neighborhood. A balanced approach that aims to provide a comparable level of safety for all users will be followed.

The level of improvements should take into consideration the classification of the existing roadway, adjacent land use, neighborhood context, and plans and guidelines, including the Complete Streets Implementation Plan. Improvements should consider the scale and character of the community and strive for connectivity to community destinations. The Village of Cambridge recognizes that roads with low vehicle volumes and slow travel speeds may already safely and efficiently accommodate pedestrians and bicyclists. However, principle roads that are characterized as having high traffic volumes and high travel speeds and are important for pedestrian and bicycle travel to access and connect to destinations in and among adjacent towns shall be considered for Complete Street treatments.

Designs and practices for Complete Streets include, but are not limited to, sidewalks, crosswalks, curb ramps, striping, paved shoulders suitable for biking/walking, designated bike lanes, off-road paths, signage, street trees, lighting, and traffic calming measures.

When making decisions about road reconstruction projects, refer to the Complete Streets Implementation Toolkit, which classifies each street and provides a list of facilities to be considered for each type of street in the Village.

For projects involving complete road reconstruction or construction of new streets, the Village will direct the engineers to the Design Guidelines for Road Reconstruction and New Construction in the Implementation Toolkit (Appendix 4).

PERFORMANCE MEASURES

The Village of Cambridge shall measure the success of this Complete Streets Policy using the following performance measures, to be reported annually by the Complete Streets Committee:

- Linear feet or miles of new and reconstructed sidewalk;
- Number of improvements for bicycles;
- Number of new curb ramps and detectable warning installed;
- Number of crosswalk and intersection improvements;
- Number of car related incidences (based on police reports);
- Number and type of crashes in the Village (request data from A/GFTC if available);
- Number of new streetlights installed or replaced/upgraded;
- Number of complete streets related policies and documents updated; and
- Number of community engagement or encouragement activities.

Benchmarks for each performance measure should be established within one year of adoption of this Complete Streets Policy.

IMPLEMENTATION ACTIONS

Refer to Village of Cambridge Complete Streets Implementation Plan for details.

1. *Facilitation.* The Village Board shall create a Complete Streets Committee, including a Village Trustee, to facilitate implementation of the Complete Streets Policy and Implementation Plan.
2. *Compliance.* A project's compliance with this policy shall be determined based on completion of a Village of Cambridge Complete Streets Checklist.
 - The DPW Superintendent shall draft a list of planned street projects, including maintenance and capital projects, for the upcoming year and share the list with the Complete Streets Committee each year by **November 1**.
 - The Complete Streets Committee will fill out a Complete Streets Checklist for each project and provide recommendations to the Village Board.
 - The Village Board shall review the Checklist(s) and either approve the recommendations and/or exceptions.
3. *Maintenance.* The DPW Superintendent will identify at least one sidewalk maintenance project per year based on the Sidewalk Audit Condition for Maintenance Needs Map. Sidewalk improvements may be funded through the Consolidated Local Street and Highway Improvement Program (CHIPS), Village budget allocation, or residents.
4. *Capital Projects & Funding.* Village Board and staff will work to identify current and potential funding sources and grants for construction of the recommended projects outlined in the Complete Streets Implementation Plan (refer to the Implementation Matrix for potential funding programs).
5. *Plans & Policies.* The Village Board will review current design standards, policies, and community plans for consistency with the Complete Streets Policy and revise as needed to reflect current best practices and community goals.
6. *Review.* The Complete Streets Policy shall be reviewed annually. The Complete Streets Committee shall draft an annual report that addresses the performance measures and outcomes of street/sidewalk projects.



APPENDIX 6:

IMPLEMENTATION MATRIX

Recommendation	Lead Organization	Partner Organizations	Resources/Funding	Timeline*
Priority Projects				
<p>Gilbert Street Sidewalk</p> <p>a) Conduct a boundary and topographical survey of Gilbert Street. This information is needed for the engineering phase of the project. It is also required for TAP grant applications.</p> <p>b) Conduct an Engineering Study to determine if the intersection of Gilbert St. and East Main St. could be converted from a two-way to all-way stop.</p> <p>c) Install a five-foot wide ADA compliant sidewalk along the north side of the roadway; install additional overhead lighting; initiate a tree planting incentive for private property; widen shoulders to accommodate bike lanes; remove slip lane at intersection with E. Main St. (see Gilbert St. Concept).</p> <p>d) Reduce speed limit on Gilbert Street. 1. Establish a local ordinance that reduces the speed limit to 30 or 35 mph. 2. Request approval from DOT.</p>	Village of Cambridge	NYSDOT	NYS DOT Transportation Alternatives Program (TAP), Village Budget, AGFTC	Short-Term (a-b)
<p>Main Street & Park Street Intersection Improvements.</p> <p>a) Paint crosswalks</p> <p>b) Install pedestrian-activated crossing signals</p> <p>c) Install pedestrian activated No Right Turn on Red LED blank-out signs</p> <p>d) Fill gaps in sidewalk created by large driveway/curb cuts</p> <p>e) Work with property owners to reduce number and width of driveways; define vehicular access; improve parking areas and encourage shared parking and access management strategies.</p>	Village of Cambridge	NYSDOT Property Owners	Village Budget, AGFTC RERC Implementation Grants	Short-Term (a-c) Medium-Term (d-e)
Capital Projects				
<p>Install new crosswalks at the following locations (see concept plan for Recommended Capital Projects):</p> <ul style="list-style-type: none"> - North Park St. & Cemetery Ave. - North Park St. & Spring St. - West Main St. & Pearl St. - West Main St. & St. Luke's Pl. - West Main St. & Memorial Dr. - West Main St. & Academy St. (after slip lane is removed) 	Village of Cambridge	NYSDOT	Village Budget, NYSDOT	Short-Term

Consider converting crosswalks along Main Street to decorative yellow brick or stamped concrete between white lines.	Village of Cambridge	NYS DOT	NY Main Street	Medium-Term
Improve Intersection Roadway Geometry. Remove the slip lanes at the following intersections: - West Main St. & Academy St. - Academy St. & South Union St. (relocate utility pole) - Washington St. & Spring St. (relocate utility pole) - East Main St. & Gilbert St.	Village of Cambridge	NYS DOT National Grid		Medium-Term
Fill gaps in sidewalk network by constructing new sidewalks on the following streets (see concept plan for Recommended Capital Projects): - Southern end of Academy St. - Northern end of Park St. (connect to Village Hall) - Southern end of Park St. - North Union St. to Spring St. (connect existing sidewalks) (Gilbert Street sidewalk is Priority Project)	Village of Cambridge	NYS DOT (for sidewalks on state highways)	CHIPS, Village Budget	Long-Term
Implement traffic calming strategies on Academy Street. The following strategies are recommended in order of priority based on cost, feasibility, and effectiveness: - Stripe the travel lanes and shoulders - Install permanent or temporary Radar Speed Signs - Install a choker or pinch point - Install speed humps - Install a chicane - Install speed bumps (speed humps are better for bicycles and plowing)	Village of Cambridge		Village Budget	Short-Term to Medium-Term (depending on which strategy is implemented)
Install stop signs at the following intersections: - North Park St. & Cemetery Ave. - Spring St. & Washington St. - Spring St. & St. Luke's Pl. - South Park & Avenue A - Academy St. & South Union St. (after slip lane removal)	Village of Cambridge		Village Budget	Short-Term
Replace slate sidewalks with concrete, except for the slate on Broad St., to improve safety and comply with ADA guidelines. Prioritize removal slate sidewalks that are in poor condition as shown on the Sidewalk Audit Map in the Toolkit).	Village of Cambridge	Property Owners	Property Owners, CHIPS	Long-Term

Extend the school zone speed limit north on South Park St. to Avenue B. Submit a joint request from the Village and School District to Region 1 DOT.	Village of Cambridge	Cambridge Central School District	None Needed	Short-Term
Add historic pedestrian-scale lighting along Main Street. Remove the cobra head lighting.	Village of Cambridge	NYSDOT National Grid	NY Main Street	Long-Term
Develop a street tree planting plan to add appropriately sized ornamental trees with tree lawns or in tree pits along Main Street. Consider working with property owners to add additional trees along the back side of the sidewalk on private property.	Village of Cambridge	Property Owners	NYS DEC Urban Forestry Program	Short-Term
Consider planting flowers around the base of street trees on Main Street.	Village of Cambridge	Chamber of Commerce, Community Partnership		Short-Term
Add cobra head streetlights in the following areas that have been identified as having inadequate lighting. Ensure the new lighting is LED and consistent with Dark Sky Guidelines. - West Main St. to west of Union St. - South Park St. south of Cambridge Central School - Rockside Drive	Village of Cambridge	National Grid	Village Budget	Short-Term
Install gateway entrance signs at the four primary entrances to the Village.	Village of Cambridge	Chamber of Commerce, Community Partnership	NY Main Street	Medium-Term
Create a pedestrian/bicycle wayfinding signage system to safely connect Main Street to community destinations.	Village of Cambridge	NYSDOT	RERC Implementation Grant	Long-Term
Expand and formalize off-road connectors. Work with private property owners to formalize the informal connector trails at the following locations: Between Pearl St. and the school Between Cambridge Woods Lane and the school Between Walgreens and General F. Sherman Henry Memorial Park Between the health center and St. Patrick's Church	Village of Cambridge	Property Owners	Village Budget RERC Implementation Grant	Long-Term
Support the efforts of the Cambridge Valley Community Development & Preservation Partnership to create a larger off-road trail system.	Village of Cambridge	Community Partnership	RERC Implementation Grant	Long-Term

Explore the feasibility of creating an off-road shared-use path next to the railroad tracks (rail-with-trail) within the rail corridor between the school and Village Offices.	Village of Cambridge	Battenkill Railway	TAP, OPRHP-RTP	Long-Term
Install bicycle parking at key destinations, including the municipal parking lot on Washington St. and along Main St. where there is space within the furniture zone.	Village of Cambridge		Village Budget	Short-Term
Encourage installation of bicycle parking at the Cambridge Community Forest trailhead.	Village of Cambridge	ASA		Short-Term
Install share the road signs and/or striped shoulders for bicycles along Rockside Dr. between the trailhead and parking area.	Village of Cambridge	ASA	Village Budget	Short-Term
Install share the road signs to increase awareness of bicycles on Park Street.	Village of Cambridge	NYSDOT	NYSDOT	Short-Term
Install shared lane markings (sharrows) and share the road signs along Main Street between Gilbert St. and Academy Street and on Park Street.	Village of Cambridge	NYSDOT	NYSDOT	Medium-Term
Utilize the Roadway Typologies to inform design development before undertaking any capital or maintenance projects in the Village.	Village of Cambridge DPW			Ongoing
Maintenance Projects				
Coordinate with DOT to repaint all crosswalks along Main Street on a regular schedule.	Village of Cambridge	NYS DOT	NYSDOT	Short-Term
Remove encroaching vegetation between sidewalk segments along West Main Street.	Village of Cambridge		None Needed	Short-Term
Coordinate with the railroad company to repair the railroad crossing at the intersection of West Main St. and Railroad Ave.	Village of Cambridge	Battenkill Railway	Battenkill Railway	Short-Term
Coordinate with DOT to ensure all curb ramps on Main Street are accessible and free from trip hazards.	Village of Cambridge	NYS DOT	A/GFTC	Medium-Term
Raise the manholes on South Union St. and Park St. to be level with the current roadway paving level.	Village of Cambridge DPW	NYS DOT		Short-Term
Replace the culvert on South Park Street.	Village of Cambridge	NYS DOT		Short-Term
Complete the spot repairs identified in the Summary of Sidewalk Spot Repairs (see Implementation Toolkit).	Village of Cambridge	NYSDOT	Village Budget, CHIPS	Medium-term

Policy Recommendations				
Review the Village Zoning Code to determine if updates are required to support the Complete Streets vision and related Comprehensive Plan goals, particularly to ensure private developments are consistent with the Complete Streets Policy goals. Design Guidelines should also be reviewed and updated to include street design guidelines for each of the identified roadway typologies (see Appendix 4).	Village of Cambridge		AGFTC	Medium-term
Explore the feasibility of expanding the supply and variety of public spaces in the community, including parks, squares, playgrounds, and trails.	Village of Cambridge		OPRHP EPF	Long-term
Update the Village Sidewalk law to reflect the goals and recommendations in the Complete Streets Plan and Policy.	Village of Cambridge		None Needed	Short-Term
Enforcement Recommendations				
Continue targeted enforcement of speed limits in priority areas including Academy St. and North Park St.	Village of Cambridge Police Department			Ongoing
Review and refine parking laws to support the Complete Streets vision.	Village of Cambridge		None Needed	Medium-Term
Education & Encouragement Recommendations				
Implement a variety of education and encouragement activities or events in partnership with local organizations. See page 21 of the Complete Streets Plan for examples.		School District		Ongoing

VILLAGE OF CAMBRIDGE

COMPLETE STREETS IMPLEMENTATION PLAN



**Climate Smart
Communities**

