



SALEM PEDESTRIAN CONNECTIONS STUDY

AUGUST 2022



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ACKNOWLEDGEMENTS



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from A/GFTC.

STEERING COMMITTEE

Sue Clary • Town of Salem Supervisor
Mark Doody • Salem Central School District
Rob Southerland • Gardenworks
Audrey Burneson • NYSDOT
Pamela Landi • Washington County

PROJECT CONSULTANT





BACKGROUND

The Town of Salem has been engaged in planning efforts to improve active transportation and streetscapes around the Main Street and Broadway corridor since the dissolution of the Village in March 2016. These plans have served as guiding documents in the development of this study.

SALEM MAIN STREET RENAISSANCE PLAN (2017)

The Salem Main Street Renaissance Plan was

developed to establish a consensus on the vision for the Town's Main Street area, and to prioritize infrastructure and policy projects that will help achieve that vision. The plan involved extensive community and stakeholder engagement through committee meetings, public information sessions, and public workshops.

Major goals identified in the Salem Main Street Renaissance Plan are:

- Invest in infrastructure that will foster economic development along Main

Street

- Incorporate and acknowledge Salem's rich history and agricultural and artistic heritage

With these goals in mind the Salem Main Street Renaissance Plan developed a series of recommendations for streetscape improvements to enhance the pedestrian environment along Main Street. The recommendations served as a starting point for discussions to develop the final design identified in this study.

SLATE VALLEY RAIL TRAIL FEASIBILITY STUDY (2019)

The Slate Valley Rail Trail Feasibility Study was developed in partnership with the Town of Granville and the Washington County Planning Department. The goal of the study was to explore the possibility of completing the D&H rail trail system between Salem and Granville. The study involved extensive property owner outreach and public engagement to identify a clear strategy to develop the trail. The plan identified 4.8 miles of trail to be constructed in Salem as well as improvements to the existing 0.5 mile section. Additionally, the plan depicts conceptual design features for the existing and proposed trail segments. These design features and trail routes were used to identify additional connections and access points in this study, as well as gateway improvements and amenities for trail users as they enter Salem's downtown.

PLANNING PROCESS

The Town of Salem received assistance from the Adirondack/Glens Falls Transportation Council (A/GFTC) to identify conceptual pedestrian/bicycle and streetscape improvements in and around the former Village to build on previous planning efforts. The intent of the project is to identify potential improvements to the streetscape, with an emphasis on pedestrian amenities.

INVENTORY & ANALYSIS

An inventory of current streetscape

conditions was conducted throughout the study area. This inventory included an assessment of pedestrian facility compliance Americans with Disabilities Act (ADA); measurements of all sidewalk widths, travel lane widths, shoulder widths, and crossings; an inventory of existing streetscape amenities such as wayfinding signage, seating areas, lighting, etc.; and traffic control devices. Additionally, speed limits, traffic counts, and traffic violation reporting were considered to guide concept plans and recommendations. The inventory and analysis were conducted through site visits, and analysis data provided by NYSDOT, A/GFTC, and Town of Salem.

CONCEPT PLAN DEVELOPMENT

Results of the baseline inventory and analysis were shared with a project steering committee and used to engage with stakeholders throughout the study area via one-on-one phone interviews and focus group feedback meetings. Special consideration was given to agricultural stakeholders who operate large, specialized vehicles within the study area. The needs of business owners were also given special consideration to ensure all recommendations continue to work towards the goal of increasing economic activity identified in the Salem Main Street Renaissance Plan.

STEERING COMMITTEE MEETINGS

Four steering committee meetings were held throughout the plan's development to provide multiple

opportunities for feedback and collaboration. These meetings were held as follows:

- **Meeting 1:** Project Kickoff Meeting – June 30th, 2021
- **Meeting 2:** Inventory and Analysis Review – September 28th, 2021
- **Meeting 3:** Initial Concept Plan Review – January 24th, 2022
- **Meeting 4:** Draft Plan Review - May 13th, 2022

Steering committee meeting summaries are provided in Appendix C.

STAKEHOLDER OUTREACH

Targeted one-on-one phone calls with agricultural stakeholders were conducted in the fall and winter of 2021/'22. Four interviews were conducted with agricultural operators and agricultural suppliers that frequently use the Main Street and Broadway corridors with an emphasis on ensuring any proposed changes will not have a negative impact on ongoing operations. A focus group session with business owners within the study area provided opportunities to highlight issues and opportunities for improvements that directly impact business operations. Business owners and stakeholders in the study area were encouraged to provide written comments and feedback to the consultant team throughout the months of January and February in 2022 for consideration in the final plan recommendations.

EXISTING CONDITIONS



STUDY AREA

The study area for the Salem Pedestrian Connections Feasibility Study encompasses the heart of downtown in and around the former Village of Salem.

The streetscape focus area is centered around Main Street and its intersection with Broadway with a southern border near Park Place and northern border at Blanchard Street. In addition to being the center of Salem's downtown, the streetscape focus area also represents the

convergence of several existing and planned trails, including the "Community Loop," which is also included in this planning effort. The Community Loop circles the Salem Central School via East Broadway, North Main Street, the Slate Valley Rail Trail, and an informal trail connection approximately 700 feet southwest of Blind Buck Road.

A summary of existing conditions is provided in this section. Additional detailed information on existing conditions in the study area are provided in Appendix A.



TRAFFIC

Main Street serves as the primary North-South corridor through the Town while Broadway serves as the primary east-west corridor. According to New York State Department of Transportation (NYSDOT) traffic counts, Main Street's annual average daily traffic (AADT) ranges from 1,375 vehicles per day north of Broadway to 3,629 vehicles per day south of Broadway with truck traffic accounting for 11 percent to 15 percent of all traffic; Broadway's AADT is estimated at 1,164 vehicles per day, with trucks accounting for six percent of all traffic. Data on crashes and traffic violations in the Town of Salem show no crashes resulting in serious injury or fatality between 2018 and 2020, and the most common traffic violation is speeding.

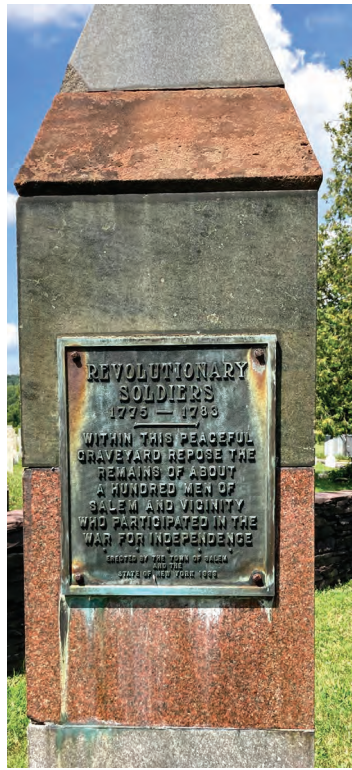
STREETSCAPE

Main Street and Broadway are two-way roads with a single lane in each direction and posted speed limits of

30 mph; speed is limited to 15 mph on school days on Broadway near the Salem Central School. Throughout the study area travel lanes are 11 feet wide, streetlights are standard cobrahead lights on utility poles, and decorative American flags are placed along the Main Street corridor.

MAIN STREET

South of Broadway, shoulder widths are variable. South of the White Creek Bridge shoulders are just 3ft and they expand as wide as 14 feet as Main Street approaches the intersection with Broadway. Sidewalks are located only on the west side of the street south of the White Creek Bridge. There is a large curb cut (approximately 227 feet) on the east side of the roadway in place of a sidewalk. A 44-foot mid-block crossing spans the roadway just north of Nichol Street. A grass verge emerges north of Park Place on the west side of the roadway and north of the White Creek Bridge on the east side of the roadway. Buildings feature unique architectural char-



acteristics and are further set back along the east side of the roadway. Building densities increase between Nichol Street and Broadway, providing a visual cue that one is approaching the main intersection in the Town.

At the intersection with Broadway there are large curb cuts for parking lots on the northwest and southeast corners while sidewalk widths double on the opposite corners. The wide sidewalks feature additional pedestrian amenities like Adirondack chairs, small-scale signage, and decorative plantings. The intersection is controlled by a traffic light and all pedestrian crossings are signaled.

North of the Broadway intersection is the primary commercial area of Main Street featuring many mixed-use buildings. Wide sidewalks on

the east side of the roadway provide space for café seating and retail displays. Signage in this section of Main Street is generally pedestrian scale, and the buildings that abut the sidewalk feature landscaping, planters, unique architecture, and large windows facing the sidewalk to create a sense of place. Other streetscape features include seating areas, small street trees, waste receptacles, bulletin boards, planters, decorative flags, and historic markers. Curb cuts are frequent, particularly north of the municipal parking lot entrance. A long (52ft) mid-block crossing exists between the entrance to the municipal parking lot and Railroad Street. This long crossing is largely due to the wide shoulders on this part of Main Street where shoulder widths expand as wide as 20ft. Buildings become further set back and less dense north

of Thomas Street, signaling the end of the commercial area.

BROADWAY

West of the intersection with Main Street, Broadway features sidewalks on both sides of the roadway. Shoulders on the south side of the roadway are approximately 6ft while the shoulder on the north are 12ft to provide on street parking in front of the post office building. Curb cuts for driveways are somewhat frequent on this segment of Broadway. Buildings generally have small setbacks and feature brick facades and unique architectural character that helps to create a sense of place.

East of the intersection with Main Street, Broadway generally features a narrow sidewalk on both sides of

the roadway. The sidewalk verges feature street trees, landscaping, and fire hydrants, and curb cuts are regularly placed for driveway access. The large clocktower on the Fort Salem Theater building can be seen above the trees, providing a visual marker for wayfinding.

East of the theater, there are significant gaps in the sidewalk on the south side of the roadway. Large street trees shade the sidewalk, and buildings become larger and further set back from the road creating a more rural setting than the Main Street corridor. Along the north side of Broadway, the verge is replaced with a roadway shoulder for on-street parking in front of Salem Central School, and street trees become less frequent. The Historic Salem Courthouse frames the intersections with Warren Street and Cato Street while displaying unique historical architecture. East of Warren Street shoulders are very narrow and the sidewalk along the south side of Broadway ends. Modern homes become interspersed with the historical buildings, signaling an end to the historic downtown.

Issues & Opportunities

- Fill gaps in the sidewalk network by creating new sidewalks and reducing the number and size of curb cuts.
- Reduce vehicle speeds by implementing traffic calming measures like narrowing travel lanes and shoulders, installing curb bulb-outs, street trees, medians, and pedestrian islands.
- Address accessibility concerns by updating and repairing sidewalks, curb ramps, and crosswalks.
- Incorporate and highlight the town's historic character in the design of new infrastructure.
- Leverage the town's agricultural and artisan communities by collaborating on the installation of new street amenities.
- Improve visibility of existing parking areas and historic sites through increased signage and wayfinding elements.



PROJECT PRIORITIES



Project priorities were identified by the steering committee, and through stakeholder interviews and focus group feedback.

**1**

SHOWCASE SALEM

The study area is centered around the historic downtown, which has been seeing an influx of activity and private investment in recent years. The recommendations should seek to beautify and enhance the downtown in a manner that highlights and supports these investments.

2

IMPROVE SAFETY

The steering committee noted safety concerns throughout the study area, and particularly at and around the intersection of Main Street and Broadway. A project priority is to reduce vehicle speeds and improve pedestrian crossings throughout the study area.



3

INCREASE CONNECTIVITY

In addition to the bustling businesses along Main Street, the study area encompasses several cultural and civic institutions, including Salem Central School and the Historic Courthouse. Developing a "Community Loop" to connect to these anchor institutions is a priority.

4

ENSURE ACCESSIBILITY

The accessibility of all Salem sidewalks, crosswalks, and curb cuts were assessed as part of the existing conditions data collection. The committee seeks to address existing ADA-non-compliant conditions throughout the study area.

5

MAINTAIN FUNCTIONALITY

The study area is a well-frequented corridor for not just pedestrians and private vehicles, but also large agricultural vehicles that serve the many farms that call Salem home. Any streetscape recommendation must ensure that continued usability of the roadways for agricultural vehicles.

PROPOSED IMPROVEMENTS & CONCEPT PLAN

To achieve the project priorities several improvements are proposed in the concept plan shown on the following pages. A summary of the improvements is provided in this section.

PROPOSED STREET GEOMETRY IMPROVEMENTS

- **Center Median:** The addition of a 6'-wide stamped concrete center median on Main Street will provide traffic calming to improve safety while accommodating large vehicles and beautifying downtown.
- **Defined Shoulders and Parking Areas:** Clear delineation of shoulders and on-street parking areas will increase visibility and sight lines to improve safety and reduce speeds. Additional parking spaces on East Broadway will alleviate parking overflow and increase accessibility for patrons at local businesses.
- **Crossings:** Realignment of existing crossings and the addition of a crossing near the municipal parking lot will improve pedestrian connectivity, ADA compliance, and increase the visibility of the municipal lot.

- **Parking Lot Delineation and Curb Cut Reduction:** Flush mounted curbing will delineate travel lanes from adjacent surface parking areas. Continued conversations with private property owners are recommended to reduce curb cuts for existing parking lots to improve pedestrian safety.
- **Roadway Narrowing:** Narrowing the roadway on Main Street south of Broadway will provide traffic calming to reduce speeding as vehicles approach the intersection.

PROPOSED STREETSCAPE AMENITY & PLACEMAKING IMPROVEMENTS

- **Road Surface Treatments:** The use of stamped concrete rather than painted delineations celebrates Salem's historic character and adds to the small-town charm that is unique to Salem. Additionally, an aesthetic treatment or mural to the road surface at the Main Street and Broadway intersection will calm traffic and function as a gateway treatment to alert drivers they've entered Salem's downtown.

- **Wayfinding:** Additional signage to increase use of the municipal parking lot will add to a sense of place while improving connectivity of this asset to Main Street.
- **Placemaking:** Utilizing locally designed street furniture, bicycle racks, street art installations, and planter boxes pays homage to Salem's artisan community while creating streetscape components that are truly unique to the Town. Additional pedestrian amenities near the municipal parking lot and gazebo create a community gathering space that enhances Salem's downtown. Additional civic space in front of the Bancroft Library allows more space for library and public programming.
- **Seating:** Replacing aging chairs and creating additional seating using Adirondack chairs incorporates the culture of New York's north country into local designs.
- **Trees:** Filling gaps in the existing street tree network with trees that are less likely to cause sidewalk heaving will beautify downtown without having a negative impact on pedestrian facilities in future years. Additional green space from

roadway narrowing will provide room for new street trees.

- **Accessibility:** New handicap accessible parking spaces at the Main Street and Broadway intersection and ADA compliant sidewalks, curb cuts, and crosswalks will increase accessibility to Salem's downtown.
- **Parking:** Coordination between property owners at the northeast corner of Main Street and Broadway to develop shared parking and/or alternative pedestrian connections will alleviate parking shortages at the Fort Salem Theater and provide more direct pedestrian routes to the municipal parking lot.

NEW CONNECTIONS

- **Filling Sidewalk Gaps:** Creating a continuous sidewalk network to Salem's key destinations will improve connectivity and pedestrian safety throughout Salem's downtown. These include filling sidewalk gaps across parking lots at the Main Street and Broadway intersection, creating an additional sidewalk along the south side of East Broadway to connect Main Street to the Historic Salem Courthouse, and extending the Main Street sidewalk south outside the study area to safely connect to Dollar General.

- **Trail Connectors:** Additional connectors and access points to the Slate Valley Rail Trail through Warren Street and adjacent to the Salem Central School's baseball fields will increase connectivity between the school and Main Street destinations.

PROGRAMMING & OTHER RECOMMENDATIONS

In addition to physical changes to the environment, several programmatic recommendations were identified through stakeholder engagement.

- **School Safety:** Explore the feasibility of extending the school zone speed limit to the Main Street corridor and

assign crossing guards to the intersection during the school commute to improve pedestrian safety.

- **Collaboration with Local Businesses:** Local artisans like Salem Art Works and New Collar Goods may be leveraged to beautify Main Street by creating custom street furniture and art installations that are truly unique to Salem. Local agricultural operators expressed interest in collaborating with students to maintain street planter boxes and instill pride in the Town's agricultural roots.



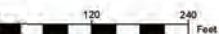


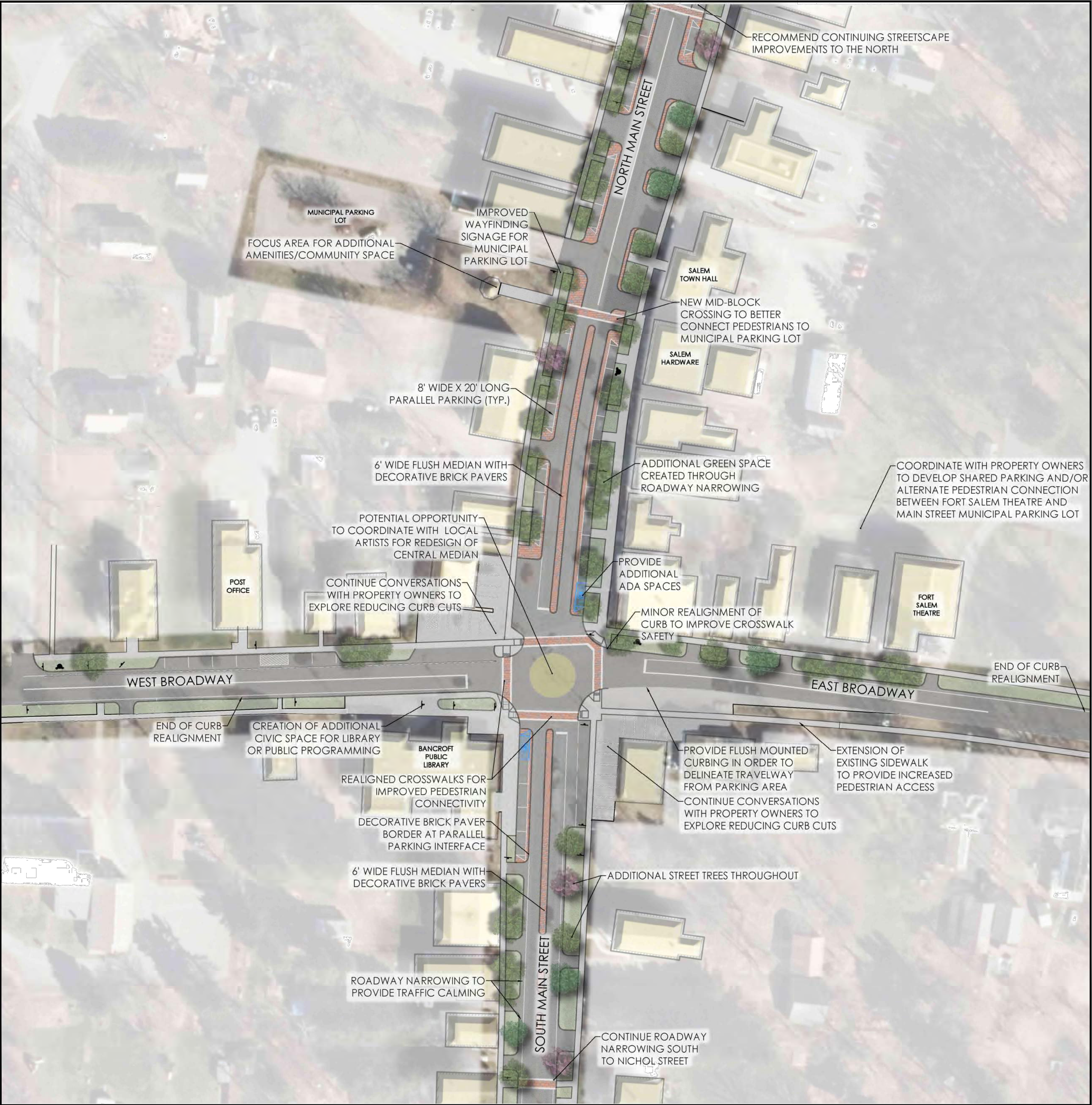
CONCEPTUAL IMPROVEMENTS PLAN

Salem Pedestrian Connections Study

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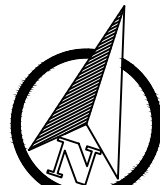
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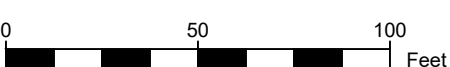
CONCEPTUAL SITE PLAN

Salem Pedestrian Connections Study

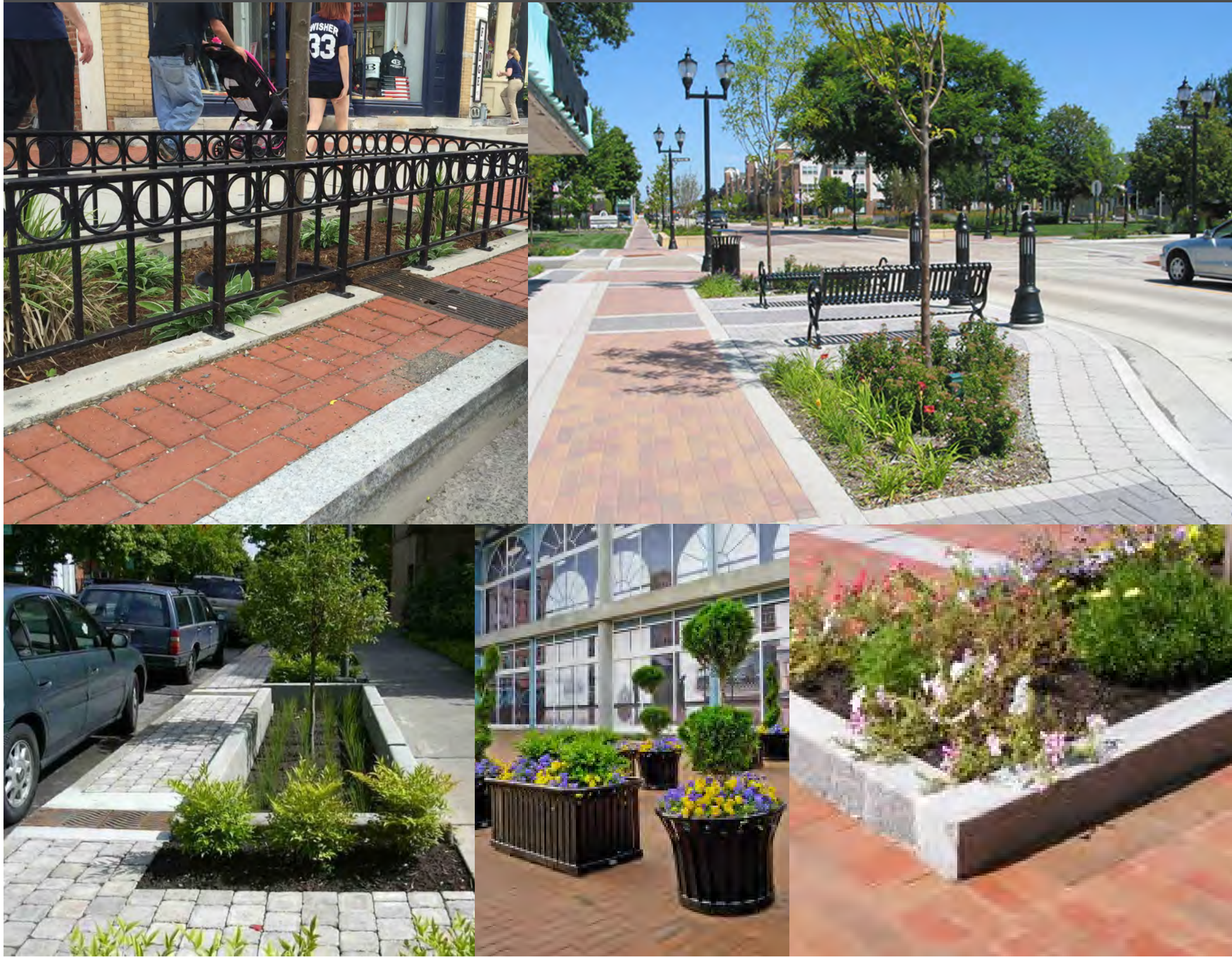


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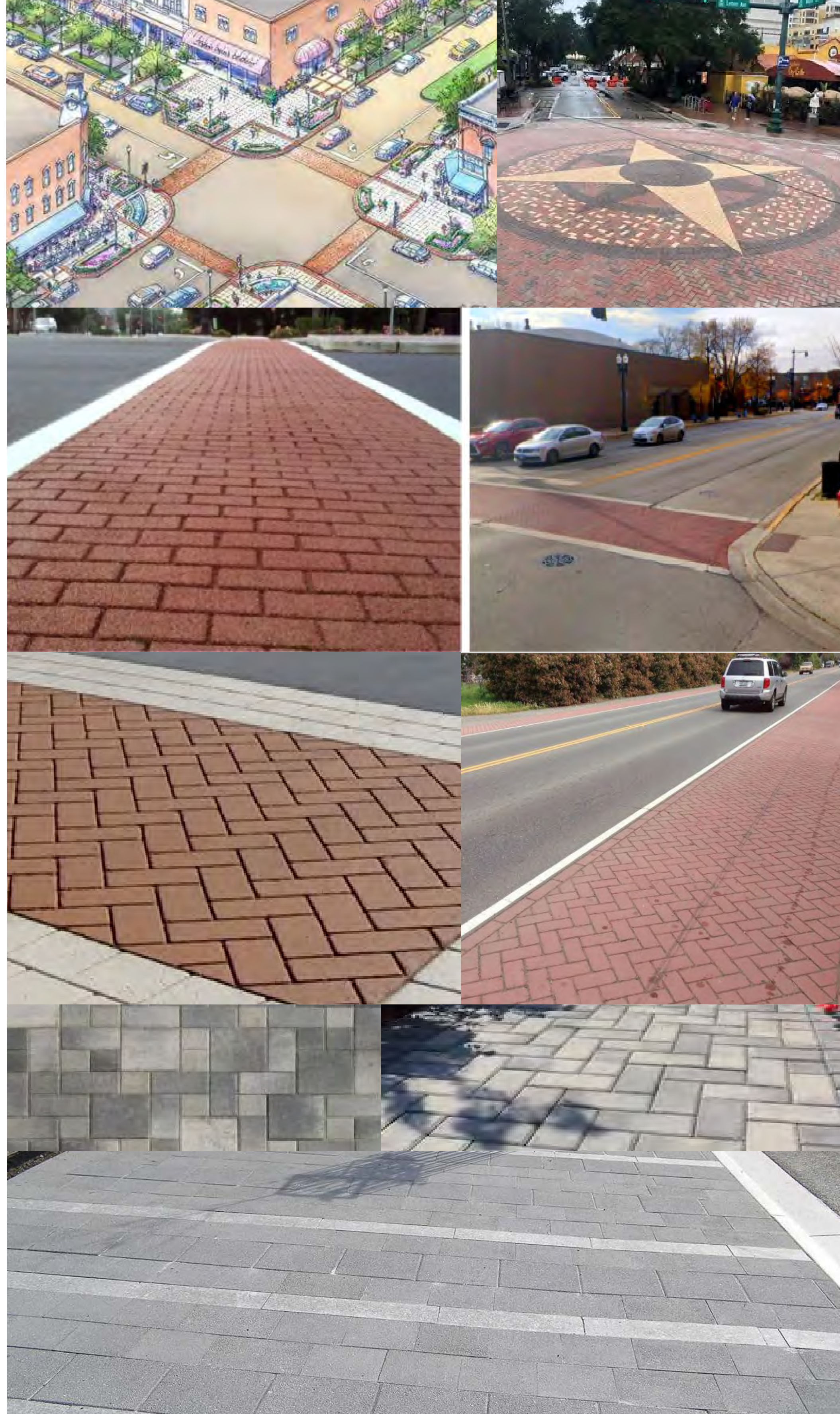
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PLANTERS



PAVING



BIKE RACKS & BOLLARDS



LIGHTING



SINGAGE/STREETSCAPE ELEMENTS



BENCHES & TRASHCANS



PRELIMINARY COST ESTIMATE & IMPLEMENTATION STRATEGY



There are several potential funding sources that may be used to implement the Salem Pedestrian Connections Plan. However, it is unlikely that one source will fund the project in its entirety. As such, all funding opportunities should be explored and leveraged. Given the variety of funding sources and strategies, it is important to periodically examine priorities, possible alternatives, and implementation options to champion the projects that are identified with this plan.

Preliminary cost estimates for the Salem Pedestrian Connections Plan have been prepared, corresponding with the various concept plans provided in the previous section. The estimates include design, administration, permitting, materials, and labor (assuming prevailing wages);

the use of donated materials and labor would reduce the overall costs. Because these estimates are conceptual, a large contingency (20%) is included. It is also important to note that certain funding sources may increase the cost of these projects due to administration and programmatic requirements. As such, when certain grant funding is being considered, these additional costs should be considered and budgeted for accordingly. Finally, these estimates will likely increase year-to-year due to inflation.

The estimated 2022 planning level cost estimates for the Main Street Streetscape Plan is approximately \$3.9 to \$4.1 million. The cost estimates are included in Appendix B.

IMPLEMENTATION STRATEGY

Main Street (NYS-22) is a Federal Aid-eligible roadway. NYSDOT is responsible for roadway repairs and/or improvements; however, many projects (particularly improvements that fall outside the limits of the right-of-way or along adjoining properties) are the responsibility of the Town and will require local commitment and leadership. Because of this, the Town will need to partner with NYSDOT to implement the Pedestrian Connections Plan.

Given the scale of the project and the nature of the improvements, it is recommended that the project be divided into phases to make it more attractive to select funding programs. Phasing is recommended as follows: (1) roadway improvements; (2) sidewalk improvements; (3) wayfinding, amenities, and placemaking.

- **Roadway improvements:** There are no current improvements to NYS-22 listed on the A/GFTC Transportation Improvement Program (TIP). Because the Town is contemplating water system improvements that may affect the roadway, NYSDOT should be contacted and coordination should be initiated. It may be feasible to request that certain elements of the Pedestrian Connections Plan be funded by NYSDOT and/



or as betterments to the water system project. As such, the Town should initiate discussions regarding project scheduling with AGFTC, NYSDOT, and elected officials to establish a clearer/more predictable timeframe.

- **Sidewalks, Trails, & Pedestrian Improvements:** Sidewalks and the Community Loop trail (as well as pedestrian crossings) could be completed as standalone improvements or as a component of the aforementioned roadway improvements.
- **Wayfinding, Amenities, and**

Placemaking: Wayfinding signage, amenities, and placemaking could be designed and installed as a complement to site specific improvements. The timing and layout of future improvements must be considered to avoid subsequent impact, removal, or replacement when making other physical improvements.

POTENTIAL FUNDING SOURCES

Given the overall cost of the streetscape improvements, project costs cannot solely be borne by

PROJECT PHASE/ COMPONENT	POTENTIAL FUNDING SOURCE
Roadway Improvements	NYS DOT Transportation Alternatives Program A/GFTC Transportation Improvement Program
Sidewalks, Trails, & Pedestrian Improvements	NYS DEC Urban & Community Forestry Grants Glens Falls Hospital's Creating Healthy Places to Live, Work, & Play OPRHP Recreational Trails Program NYS DOT Transportation Alternatives Program A/GFTC Make the Connections Program NYS DEC Climate Smart Communities Grant Program New York Forward
Wayfinding, Amenities, & Placemaking	OPRHP Environmental Protection Fund OPRHP Recreational Trails Program NYS Urban Forestry Council Quick Start & Tree City USA Grants New York Forward

the Town. Funding assistance and material support is essential for the project to be successful. Some potential funding sources, as well as their typical grant solicitation and award schedules, are identified below. The matrix identifies the funding sources that could apply to each of the project phases.

A/GFTC MAKE THE CONNECTION PROGRAM

The A/GFTC Make the Connection Program is intended for small- to medium-size projects that improve the region's bicycle and pedestrian travel network. The Make the Connection Program requires a 20 percent local match and can be used for a variety of project types, including new facilities or improvements to existing

pedestrian infrastructure and ADA compliance. It is important to note that funding is limited, and project administration can be technically difficult in relation to award amount due to administrative guidelines and/or requirements. Nevertheless, the program may help implement a critical piece of the Pedestrian Connections Plan. The next solicitation for this program is slated for 2024; applications are typically accepted in the spring and awarded in the summer.

NYS DOT TRANSPORTATION ALTERNATIVES SETASIDE

The FHWA's Transportation Alternatives Setaside provides funding for "on- and off-road pedestrian and bicycle facilities,

infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation." Because the proposed improvements are primarily focused on transportation alternatives (pedestrians), several aspects of the plan may be eligible for funding through the Transportation Alternatives Setaside, including the Safe Routes to School (SRTS) funding category. Candidate projects for this program are solicited and selected approximately every other year by NYS DOT; the next call for projects is likely to be announced in fall 2023, with grants awarded in winter/spring 2024. TAP projects require a 20 percent match.

NYS OFFICE OF PARKS, RECREATION, & HISTORIC PRESERVATION

OPRHP-funded programs are available through the State's CFA process and includes the Environmental Protection Fund (EPF) Grants Program for Parks, Preservation, and Heritage, as well as the bi-annual Recreational Trails Program (RTP). The RTP program could be used to the proposed Community Loop. The EPF funds could be used for wayfinding and other trail improvements (if pitched as a historic trail experience). If the Town does choose to pursue EPF funding, it should leverage the Town's historic district designation. Requests for applications through the CFA portal will be announced next spring, with applications due in the summer and announced by winter 2023.

NYS DEPARTMENT OF ENVIRONMENTAL CONSERVATION URBAN & COMMUNITY FORESTRY GRANTS

NYSDEC Urban and Community Forestry grants encourage and assist municipalities as they develop and implement sustainable local urban forestry programs. Grants are designed to encourage communities to actively enhance tree cover along their streets and in their parks, to properly care for and maintain their community trees, to develop tree inventories and management plans, and to inform their residents of the value and benefits of urban trees. The Town should consider pursuing this funding for street trees along Main Street. The next round of applications are expected to be due in winter 2022, with awards announced in winter 2023.

TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) is a five-year capital improvement program that allocates federal highway and transit funds to surface transportation projects that have been selected through A/GFTC's planning process. The most recent TIP was adopted in 2019 and will remain in effect, pending amendments, through 2024. Comprehensive updates to the TIP occur on a two-to three-year interval.

Within the A/GFTC area, applications from local municipalities (including Towns and Villages) for new TIP projects are limited to include federal aid-eligible infrastructure that those municipalities own or operate. These solicitations are also



EXAMPLE FUNDING & IMPLEMENTATION TIMELINE

Phase 1: Roadway Improvements funded through NYSDOT TAP

- Applications: Fall 2023
- Awards: Winter/Spring 2024
- Implementation: Start by Spring 2026 (must start within 24 months of executed contract).

Phase 2: Sidewalks, Trails, & Pedestrian Improvements funded through NYSDEC Climate Smart Communities

- Applications: July 2023 (applications are accepted through the CFA).
- Awards: Winter 2023
- Implementation: Start by Spring 2026 – recommended implementation coincides with roadway improvements

Phase 3: Wayfinding, Amenities, & Placemaking funded through OPRHP Environmental Protection Fund

- Applications: July 2023 (applications are accepted through the CFA).
- Awards: Winter 2023
- Implementation: Start by Spring 2026 – recommended implementation coincides with roadway improvements

In an ideal scenario the Town should aim to secure funding for roadway improvements as awards are typically announced a few months in advance of the New York State Consolidated Funding Application (CFA). Roadway improvement funding can then be leveraged in CFA applications for other project recommendations. Implementation of multiple recommendations should occur simultaneously when possible to maximize construction budgets and avoid long construction timelines. Consideration should be given to the order of implementation to avoid repeating work; for example: avoid planting street trees before sidewalk improvements so sidewalk construction doesn't negatively impact new tree plantings.

dependent on the specific sub-allocation of federal funds, whether the funding is to be used for bridges, pavement preservation, safety, or towards specific classes of roadways (such as Interstates).

Given that Main Street is owned by NYS, the responsibility for advancing desired capital projects would typically reside with NYSDOT, rather than the local municipality. However, the Town is encouraged to continue discussions with NYSDOT Region 1, as it is possible that projects proposed in this plan could be included in future NYSDOT capital improvement programs independently of the A/GFTC TIP solicitation schedule. In addition, it is also recommended that the Town pursue the inclusion of the transportation-related components of this plan in the TIP's Illustrative Project List. This includes projects have been identified through ongoing discussions at A/GFTC as desired improvements to the transportation system. Although there is no funding allocated to the Illustrative Projects, including a project on the list signals to other agencies that the proposed improvement is supported by A/GFTC and would be a candidate for funding at such time as it becomes available.

NYS URBAN FORESTRY COUNCIL QUICK START & TREE CITY

Through U.S. Forest Service funding, the NYSUFC offers Quick Start competitive grants of up to \$1,000 to communities who want to pursue Tree City USA status, starting with an inaugural Arbor Day tree planting celebration. Tree City USA grants are available to applicants who maintained their status as a Tree City USA for at least five years. Funding is intended to encourage municipalities to sustain their community forestry program and maintain their Tree City USA status through a celebratory tree planting for large specimen trees or a grove of trees planted in a prominent location within the community. Applications are typically accepted and awarded in the summer, with the next round in 2023.

NYSDEC CLIMATE SMART COMMUNITIES GRANT PROGRAM

The Climate Smart Communities (CSC) Grant Program provides 50/50 matching grants to cities, towns, villages, and counties of New York State for eligible climate change mitigation, adaptation, and planning and assessment projects. Funds are available for implementation and certification. Implementation funds support projects related to the reduction of greenhouse gas emissions (mainly outside the power sector) and climate change adaptation. Certification funds support planning and assessment projects aligned with Climate Smart Communities certification actions. Requests for applications through the CFA portal will be announced next spring, with applications due in the summer and announced by winter 2023.

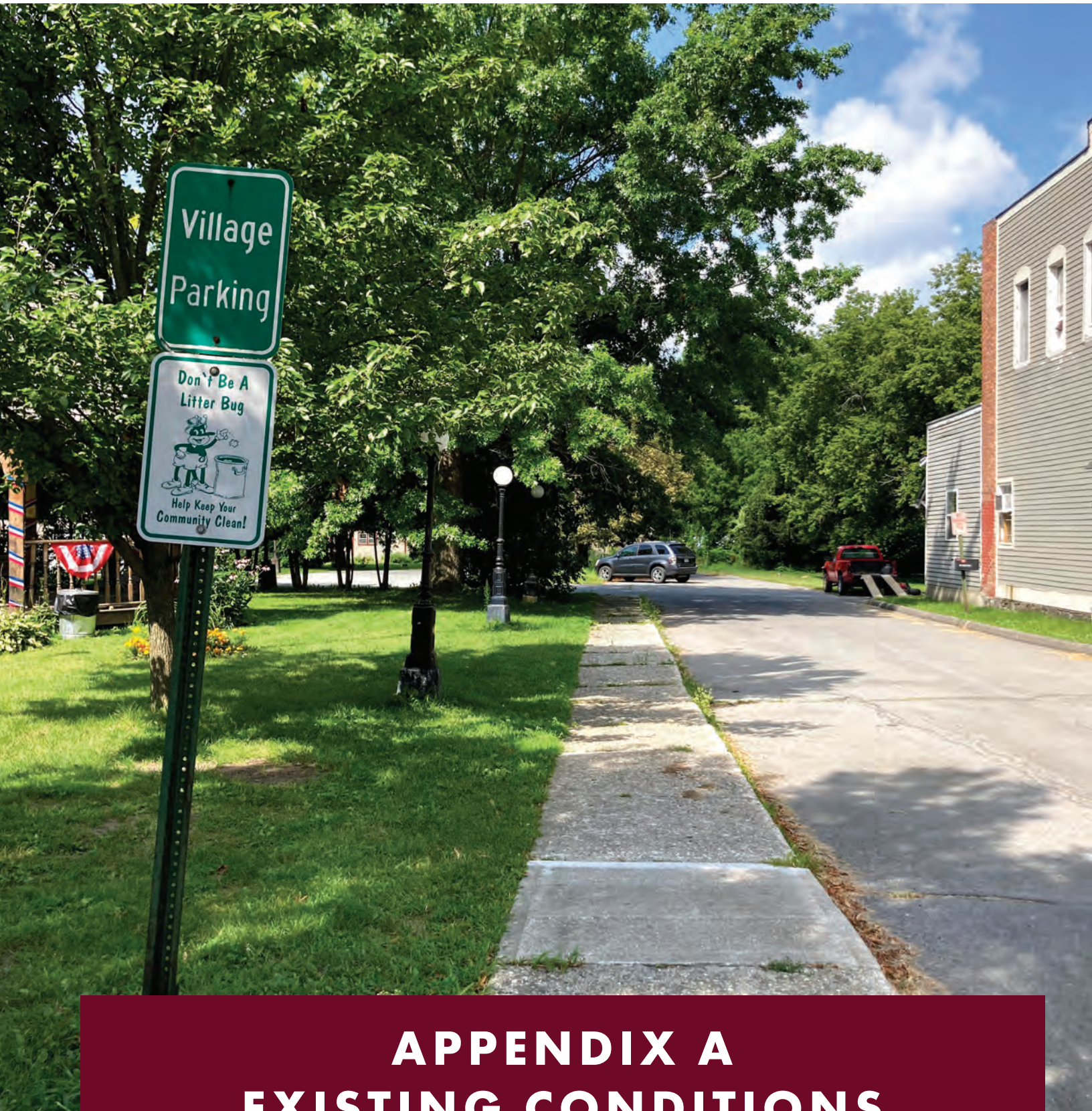
NEW YORK FORWARD

The NY Forward program is a new program announced in July 2022 that is led by the Department of State in partnership with Empire State Development, NYS Homes and Community Renewal, and New York State Energy Research and Development Authority. It is part of the State's economic development program and allocated funds to transform downtown neighborhoods of smaller communities across the State into vibrant centers that offer a high quality of life and are magnets for redevelopment, business, job creation, and economic and housing diversity. Communities participate by submitting applications to their respective Regional Economic Development Council (REDC), with the next round of applications due in fall 2023 and announced in winter 2023. The program will award up to \$4.5 million to each community to fund transformative public and private projects.



SALEM PEDESTRIAN CONNECTIONS STUDY

AUGUST 2022



APPENDIX A EXISTING CONDITIONS MEMORANDUM

MEMORANDUM

SALEM PEDESTRIAN CONNECTIONS PLAN – EXISTING CONDITIONS

The purpose of this memorandum is to provide an overview of the current conditions of the Salem Pedestrian Conditions Feasibility Study Area (the “study area”). The memorandum includes information on current traffic levels, streetscape conditions, and ADA compliance, as well as a summary of potential environmental conditions that should be considered in developing any recommendations for improvement. A map of the study area and a photo log are provided for reference at the end of the report.

Study Area

The study area for the Salem Pedestrian Connections Feasibility Study encompasses the heart of downtown in and around the former Village of Salem. The streetscape focus area is centered around Main Street and its intersection with Broadway with a southern border near Park Place and northern border at Blanchard Street. In addition to being the center of Salem’s downtown, the streetscape focus area also represents the convergence of several existing and planned trails, including the “Community Loop,” which is also included in this planning effort. The Community Loop circles the Salem Central School via East Broadway, North Main Street, the Slate Valley Rail Trail, and an informal trail connection approximately 700 feet southwest of Blind Buck Road.

See **Figures 1 through 5** for maps of the project study area and **Appendix A** for a photolog of the study area.

Traffic

Traffic along Main Street (New York State Route 22) and Broadway within the study area varies. Main Street serves as the primary North-South transportation corridor through the Town of Salem. Based on a review of New York State Department of Transportation (NYSDOT) data, annual average daily traffic (AADT) south of Broadway is 3,629, with trucks accounting for 11% of all traffic. North of Broadway, AADT is 1,375, with trucks accounting for 15% of all traffic. High truck volumes require that roadways provide adequate turning space for large vehicles. Broadway travels East-West through the town and experiences lower traffic volumes than Main Street; AADT is 1,164 with trucks accounting for 6% of all traffic. The Institute for Traffic Safety Management and Research (ITSMR) tracks data on traffic violations, injuries, and fatalities in New York State. Between 2018 and 2020 there were no reported crashes in the Town of Salem resulting in injuries or fatalities. Speeding is the most common traffic violation in the Town, representing the largest violation category over the three-year period. Design elements that slow traffic can be considered in the streetscape plan to address speeding.

Streetscape

Main Street and Broadway are two-way roads with a single lane in each direction and posted speed limits of 30 mph; speed is limited to 15 mph on school days on Broadway (east of Main Street) near the Salem Central School. The existing streetscape conditions and design elements vary throughout the study area. A description of the streetscape condition of both Main Street and Broadway is provided below, including relevant information, such as sidewalk condition and continuity, parking, historic character, and plantings.

Main Street

Beginning at the southern end of the study area just below the intersection of Park Place and Main Street, the sidewalk is only located on the west side of the street. South of Park Place the sidewalk is at grade with the road, with no separation between the sidewalk and shoulder and a crosswalk at Park Place (see **Photo #1 in Appendix A**). The Committee noted an increase in pedestrian activity on this section of Main Street since the construction of a new retail business on Main Street south of Archibald Street. With limited pedestrian amenities and limited sidewalks in this section of Main Street, potential improvements needed to serve this population should be considered. North of Park Place a curb, verge¹, and street trees emerge to separate the pedestrian environment from the roadway (see **Photo #3 in Appendix A**). There are no pedestrian facilities on the east side of the roadway, and there is a large shared curb cut (approximately 227 feet) for the automotive shop and Salem Volunteer Fire Department building (see **Photo #2 in Appendix A**). Sidewalks begin on the east side of the roadway on the White Creek bridge. Shoulder widths south of the White Creek bridge are narrow (approximately 3 to 4 feet). North of the bridge, the roadway expands with wider shoulders of approximately 10 to 14 feet, though on-street parking is not permitted adjacent to Nichol Street. The few buildings located on this segment of Main Street have small setbacks and unique architectural features, helping to create a sense of place as one approaches downtown. Other streetscape elements along this segment of Main Street are minimal, and include fire hydrants, cobrahead streetlights on the east side of the roadway, and standard roadway signage.



Figure 1 Main Street at Park Place looking north.

¹ A verge is a narrow strip of grass or plants (and sometimes also trees) located between the roadway and sidewalk.

Heading north, Nichol Street is narrow (approximately 21 feet) where it intersects with the west side of Main Street with sidewalk curb ramps and a pedestrian crossing with faded crosswalk paint (see **Photo #6** in **Appendix A**). The verge on the northwest corner of the intersection has mature street trees. Sidewalks are on both sides of the roadway in this segment of Main Street, with varying curb heights and frequent curb cuts for driveways. Utility poles are located in the verge on the east side of the roadway with cobrahead streetlights, while the verge on the west side of the roadway features street trees of varying heights; both sides feature small American flags on poles in the verge (see **Photo #10** in **Appendix A**). Shoulders are very wide in this segment of the roadway (approximately 10 to 14 feet) with plenty of space for on-street parking. Approximately 100 feet north of Nichol Street, a mid-block pedestrian crossing spans 44 feet and is marked with a standard pedestrian crossing sign (see **Photo #11** in **Appendix A**). Buildings are primarily residential with small setbacks on the west side of the roadway and moderate setbacks on the east. Side yards are narrow and building densities increase between Nichol Street and Broadway, providing a visual cue that one is approaching of the main intersection in Town. Residential buildings in this segment feature unique architectural characteristics, including elevated side entrances with steps that were used for carriages before the use of automobiles.



Figure 2 Main Street at Nichol Street intersection facing north.

Approaching the intersection with Broadway, the sidewalk on the east side of the roadway ends at the parking lot of the commercial building on the corner. The sidewalk on the west side of the roadway doubles in width in front of the building at the intersection's southwest corner, with the grass verge found to the south replaced with additional sidewalk space (see **Photo #14** in **Appendix A**). Utility poles are on the west side of the roadway with standard cobrahead streetlights. Shoulder widths in this segment continue to expand and are wider than the travel lanes (approximately 12- to 14-foot shoulders and 11-foot travel lanes) near the intersection². Pedestrian crossings at the intersection are signaled and have tactile warning surfaces on sidewalks at the entrances of the crosswalks. The roadway intersection is signaled with 4-way stop lights on two poles installed at the northwest and southeast corners (see **Photos #15 to #26** in **Appendix A**). Buildings at the intersection are commercial or public services; the buildings

² Parking lane widths are typically 7-9 feet in width unless accommodating loading zones, which may result in wider parking lanes.

on the northwest and southeast corners are set back with parking lots and large curb cuts on the lots' street frontages, while the buildings on the northeast and southeast corners abut the sidewalk. Signage for the buildings is generally pedestrian scale, and the buildings that abut the sidewalk feature landscaping, planters, unique architecture, and large windows facing the sidewalk to create a sense of place. Other streetscape features include seating areas, waste receptacles, bicycle racks, bulletin boards, planters, and historic markers.



Figure 3 Main Street at Broadway intersection facing north.

North of the intersection with Broadway, there are sidewalks on both sides of Main Street. Sidewalks on the east side of the roadway (south of 214 Main Street) are 10 feet wide, providing space for café seating, while sidewalks north of 214 Main Street and on the west side of the roadway are 5 ft wide (see **Photos #27 and #28 in Appendix A**). Both sides have a grass verge with a mix of consistently placed street trees, pedestrian scale signs for local shops, and standard roadway signage. Utility poles with cobrahead street lighting continue on the east side of the roadway. Curb cuts for driveways are relatively frequent, leading to parking areas on the side or behind buildings, including a municipal parking lot on the west side of the roadway. The shoulders are wide along both side of this segment of Main Street (approximately 13 to 17 feet), providing ample space for on-street parking. Buildings generally abut the sidewalk and vary in height from two to three floors, with commercial uses on the ground floor and residential or office uses above. Buildings feature unique architectural elements, large ground level display windows, and sidewalks that connect the front door to the road, adding to the sense of place and historic character of Main Street. Many buildings feature landscaping, café seating, or displays in their sidewalk space, indicating pride and ownership of the space (see **Photos #64 to #66 in Appendix A**). Several commercial buildings on this block are slightly elevated from the sidewalk, requiring stairs or ramps to reach the entrance. The west side of the roadway features sculptures and a landscaped walking path to a gazebo just south of a municipal parking lot, which includes decorative lighting (see **Photo #62 in Appendix A**). Signage indicating the existence of a municipal lot is small difficult to spot for drivers unfamiliar with the area (see **Photo #63 in Appendix A**). Small flag poles continue to be staggered on either side of the street in this segment of Main Street.



Figure 4 Main Street north of Broadway intersection facing north.

North of the municipal parking lot entrance, sidewalks continue on both sides of Main Street. Curb heights are generally low, and the grass verge contains a mix of commercial and roadway signs, small street trees, and small flag poles. Curb cuts are frequent on this segment of Main Street, particularly around the two bank buildings, both of which feature drive-thru banking (see **Photo #29** in **Appendix A**). A mid-block crossing spanning 52 feet is marked with a crosswalk and pedestrian crossing signs north of the drive-thru of a bank building. North of the mid-block pedestrian crossing, curbs heights are inconsistent. Utility poles on the east side of the roadway have standard cobrahead streetlighting. Shoulder widths are very wide (approximately 15 feet) and continue to expand north of Railroad Street, providing more than enough space for on-street parking. Buildings become less frequent and more setback from the roadway with a wide verge, providing a transition out of the Town's business district. Railroad Street and Thomas Street, which intersect the west side of Main Street, are narrow with unmarked pedestrian crossings and no crossings across Main Street at either intersection (see **Photo #35** in **Appendix A**). North of Thomas Street, the sidewalk along the east side of Main Street is more recent and feature tactile warning strips at the curb cuts. The entrance of the proposed Slate Valley Rail Trail features signage and maps, and the verge in front of the Stewart's Shop features tables, waste receptacles, and landscaping (see **Photos #34** and **#37** in **Appendix A**).



Figure 5 Main Street at the municipal parking lot entrance facing north.

Broadway

West of the intersection with Main Street, Broadway features sidewalks on both sides of the roadway with sidewalks on the north side of the road being slightly wider than those on the south (5 feet and 4 feet, respectively). The south side of the roadway features a verge with standard street signs, while the sidewalk abuts the shoulder on the north side of the roadway before a verge appears with large street trees near the intersection (see **Photos #42 and #43 in Appendix A**). The shoulder on the south side of the roadway is approximately six feet, which is not wide enough for on-street parking, though vehicles were observed parked there during site visits. The shoulder on the north side of the roadway expands to 12 feet in front of the post office to provide parking (see **Photo #44 in Appendix A**). Curb cuts are somewhat frequent on this segment of Broadway, particularly as one approaches Main Street. Utility poles are located on the south side of the roadway and feature standard cobrahead street lighting. Buildings generally have small setbacks and feature brick facades and unique architectural character that helps to create a sense of place. Other streetscape elements include standard roadway signs, landscaping, a USPS mailbox, and flag poles.



Figure 6 West Broadway in front of the United States Post Office facing east.

East of the intersection with Main Street, Broadway generally features a narrow sidewalk on both sides of the roadway; the commercial lot at the intersection's southwest corner has a large curb cut and no sidewalks. Other than this one exception, the sidewalk verges feature street trees, landscaping, and fire hydrants, and curb cuts are regularly placed for driveway access (see **Photos #46 and #47 in Appendix A**). The large clocktower on the Fort Salem Theater building can be seen above the trees, providing a visual marker for wayfinding. Curb heights are generally low and become inconsistent further from the intersection with Main Street.



Figure 7 Broadway at the intersection with Main Street facing east.

East of the Fort Salem Theater building, the sidewalk on the south side of the roadway replaces the standard concrete sidewalk with slate stones in front of St Paul's Episcopal Church. Sidewalks in this segment are 4 feet south of Broadway and 5 feet north of Broadway. Mature trees shade the walking paths (see **Photo #49 in Appendix A**). The roadway contains two 11-foot wide travel lanes with no marked shoulder for on-street parking. Curb cuts for driveways are relatively frequent, and the verge contains a mix of street trees, standard roadway signs, and utility poles with cobrahead lighting. Buildings are larger than those found on Main Street and are set back from the roadway with unique architectural features. In front of the Salem Central School there is a 35-foot-long marked mid-block pedestrian crossing, the verge is replaced with a roadway shoulder for on-street parking, and street trees become less frequent (see **Photos #50 and #67 in Appendix A**). The sidewalk on the south side of the roadway ends at the curb cut for the church driveway.



Figure 8 East Broadway near the Salem Central School entrance facing east.

The verge in front of the school re-emerges near Broadway's intersection with Warren Street and Cato Street, and the large building on the corner of Cato Street shapes the corner while displaying unique historical architecture (see **Photo #53 in Appendix A**). The pedestrian crossing on the north side of the roadway across Warren Street is approximately 40 feet, while the crossing across Broadway is approximately 25 feet (see **Photo #54 in Appendix A**). The travel lanes along this segment of Broadway

are approximately 11 feet, and the sidewalk continues only along the north side of the roadway. Building lots become larger east of Warren Street with buildings set further back from the roadway on the north side and farmland on the south (see **Photos #57 to #60 in Appendix A**). Buildings along this segment contain unique historical architectural characteristics; however, modern construction becomes more common further away from the intersection with Broadway.



Figure 9 East Broadway near the intersection with Warren Street and Cato Street facing east.

Future Slate Valley Trail/Community Loop

Access to the future Slate Valley Rail Trail exists on Main Street across from Thomas Street immediately south of the Stewart's Shop (see **Photos #34 and #37 in Appendix A**). This access point is marked with interpretive signage and the trail surface is dirt. The western portion of the trail (to just west of the Salem Central School track) is currently acknowledged by the New York State Snowmobile Association as a snowmobile trail maintained by the Battenkill Snowdrifters Inc. An additional access point to the Community Loop proposed on Broadway is immediately adjacent to private residential property and the Salem Central School's athletic fields (see **Photo #61 in Appendix A**). Access to the trail was limited in this area during a site visit due to significant overgrowth along the rail corridor north of the athletic fields.

Accessibility and Americans With Disabilities Act (ADA) Compliance

The study area was evaluated for accessibility and compliance with design standards set forth by the Americans with Disability Act (ADA) of 1990. Sidewalks, curb ramps, and crossings were evaluated individually and rated on a 1-4 scale (See **Appendix B** for more details on the ADA rating system):

- **1 – Not Accessible:** Accessibility for Persons with Disabilities is impossible or very difficult.
- **2 – Partially Accessible:** Not to current standards. Accessibility is possible but there are problems.
- **3 – More Accessible:** May need additional improvements.
- **4 – Fully Accessible:** Fully accessible to current standards.

Figures 6.1 through 6.3 present the ADA accessibility rankings of Town sidewalks, curb ramps, and crosswalks, respectively. Ratings below 3 are considered not to be compliant with ADA standards.

Accessibility and compliance with ADA are varied throughout the study area. Generally, Main Street and East Broadway meet ADA standards, while West Broadway and residential side streets do not.

Sidewalks

Sidewalk segments are evaluated based on width, sidewalk condition, and obstructions. To be fully accessible, sidewalks should be at least 5 feet wide, contain minimal cracking or heaving, and be free of obstructions like signs, vegetation, or parked vehicles. Within the study area, just three sidewalk segments were rated as fully accessible. These segments are located at the Salem Central School and on North Main Street between the bank building and Thomas Street. A significant amount of sidewalk segments were rated as more accessible, indicating that much of the study area is ADA compliant, but minor improvements could be made to improve accessibility. For example, the sidewalk segment in front of the Stewart's Shop on North Main Street is a new sidewalk in good condition, but a lack of wheel stops in the parking lot leads to some vehicles creating obstructions in the sidewalk right-of-way.

Areas where sidewalks are in need of improvements to become ADA compliant are largely concentrated north of Mcdougall Street and west of Main Street. These sidewalks totaled approximately 65% of the segments evaluated. Common reasons for sidewalks to be rated as not accessible or partially accessible are narrow widths, missing panels, significant heaving, and vegetative overgrowth.

Curb Ramps

Curb Ramps are evaluated based on their presence at crossings, steepness of their slope, flushness at grade breaks, presence of detectable warning strips (DWS), condition of DWS, direction of the ramp, and presence of obstacles. Most curb ramps in the study area were rated as not accessible (24%) or partially accessible (40%) and did not meet ADA standards. These ramps are largely concentrated west of Main Street and north of Mcdougall Street. Common reasons ramps were rated as not accessible was the absence of a ramp, absence of a DWS, and ramp deterioration. Common reasons



Example of a sidewalk rated 1- Not Accessible.



Example of a sidewalk ranked 4 - Fully Accessible.



Example of a curb ramp ranked 4 - Fully Accessible.

for rating ramps as partially accessible were maintenance issues (overgrowth or gravel accumulation), DWS deterioration, and ramps not being flush where they meet the road.

Of the ramps that meet ADA standards, the large majority were rated as more accessible (34%). These ramps are primarily concentrated along Main Street. While these ramps meet ADA standards, the condition and size of DWS strips were commonly cited as minor flaws.

Crossings

Crossings are evaluated based on the condition of the pavement, condition of painted markings, and presence of obstacles such as sewer grates or potholes. No crossings in the study were rated as not accessible or fully accessible. Most crossings meet ADA standards and were rated as more accessible (62.5%). The remaining crossings (37.5%) were rated as partially accessible and need minor improvements to meet ADA standards. Common issues with crossings in the study area are paint deterioration, bumps and cracks in the road surface, and crossings that are unmarked.

Environmental Considerations

Potential environmental considerations within the streetscape area were evaluated using the New York State Department of Environmental Conservation's (NYSDEC) Full Environmental Assessment (FEAF) mapper. This information is listed below:

- White Creek is recognized by NYSDEC as a Class C(T) waterbody that supports trout populations.
- The study area is located over or immediately adjoins a principal aquifer.
- The study area overlaps with Washington County Agricultural District 8
- The study area overlaps with the Salem Historic District.

Actions taken within the study area should consider impacts to waterbodies and agricultural lands or operations, and coordination with the NY State Historic Preservation Office (SHPO) may be necessary.



Example of a curb ramp ranked 1 - Not Accessible.



Example of a crossing ranked 2 - Partially Accessible.



Example of a crossing ranked 3 - More Accessible.

FIGURES



CHAZEN ENGINEERING, LAND SURVEYING, LANDSCAPE ARCHITECTURE & GEOLOGY CO., D.P.C.

Hudson Valley Office:
21 Fox Street
Poughkeepsie, NY 12601
Phone: (845) 454-3880

Capital District Office:
4 British American Blvd
Albany, NY 12205
Phone: (518) 237-0055

North Country Office:
20 Elm Street, Suite 110
Watkins Glen, NY 14891
Phone: (518) 812-0513

Westchester County Office:
1 North Broadway, Suite 803
Valhalla, NY 10595
Phone: (914) 997-8810

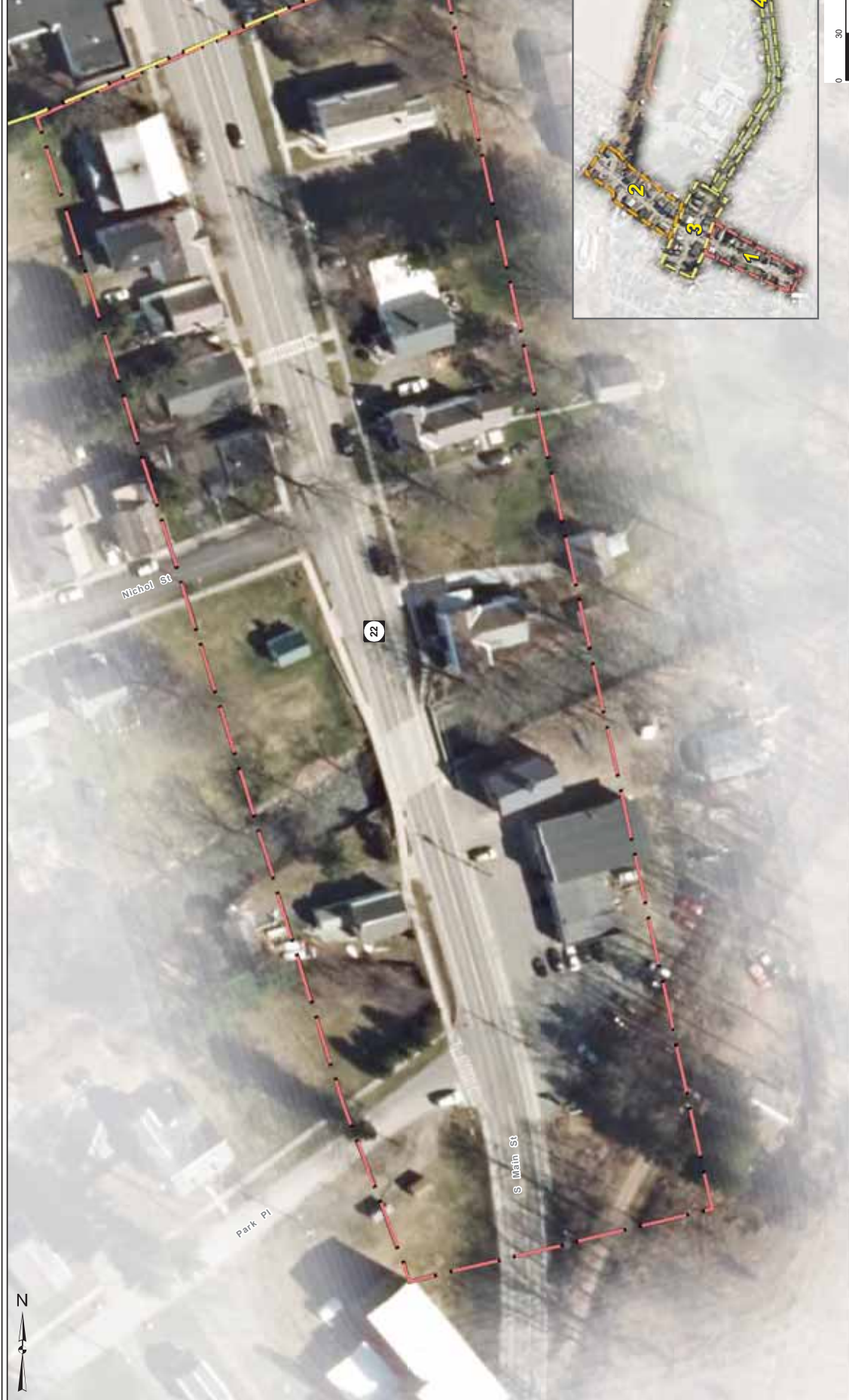
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Pedestrian Connections Feasibility Study

Streetscape Focus Area

Town of Salem - Washington County, New York

Drawn:	RL-B
Date:	09/10/2021
Scale:	1 inch = 200 feet
Project:	92114.00
Figure:	1



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Hudson Valley Office:
21 Fox Street, NY 12801
Phone: (845) 454-3880

Capital District Office:
4 British American Blvd
Phone: (518) 237-0055

North Country Office:
20 Elm Street, Suite 110
Vestal, NY 13850
Phone: (518) 812-0513

Westchester County Office:
1 North Broadway, Suite 603
Valhalla, NY 10595
Phone: (914) 997-8810

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Pedestrian Connections Feasibility Study


Streetscape Focus Area

Subarea #1

Drawn:	RL-B
Date:	09/10/2021
Scale:	1 inch = 60 feet
Project:	92114.00
Figure:	2

Town of Salem - Washington County, New York





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Hudson Valley Office:
21 Fox Street,
Poughkeepsie, NY 12601
Phone: (845) 454-3880

Capital District Office:
4 British American Blvd
Poughkeepsie, NY 12603
Phone: (518) 237-0055

North Country Office:
20 Elm Street, Suite 110
Watkins Glen, NY 14883
Phone: (518) 812-0513

Westchester County Office:
1 North Broadway, Suite 603
Valhalla, NY 10595
Phone: (914) 997-8810


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**Streetscape Focus Area
Subarea #2**

Town of Salem - Washington County, New York

Drawn: RL-B
Date: 09/10/2021
Scale: 1 inch = 60 feet
Project: 92114.00
Figure: 3





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Hudson Valley Office:
21 Fox Street
Poughkeepsie, NY 12601
Phone: (845) 454-3880

Capital District Office:
4 British American Blvd
Albany, NY 12203
Phone: (518) 237-0055

North Country Office:
20 Elm Street, Suite 110
Watkins Glen, NY 14883
Phone: (518) 812-0513

Westchester County Office:
1 North Broadway, Suite 603
Valhalla, NY 10595
Phone: (914) 997-8810

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Pedestrian Connections Feasibility Study

Streetscape Focus Area

Subarea #4

Town of Salem - Washington County, New York

Drawn:	RL-B
Date:	09/10/2021
Scale:	1 inch = 140 feet
Project:	92114.00
Figure:	5



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, Aero



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Hudson Valley Office:
21 Fox Street
P.O. Box 110
Saugerties, NY 12481
Phone: (845) 454-3880

Capital District Office:
547 River Street
Albany, NY 12202
Phone: (518) 237-0055

North Country Office:
20 Elm Street, Suite 110
Watkins Glen, NY 14881
Phone: (518) 812-0513

Westchester County Office:
1 North Broadway, Suite 603
Yonkers, NY 10701
Phone: (914) 997-8810

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- Legend**
- 1 - NA (Not Applicable)
 - 2 - Not Accessible
 - 3 - Partially Accessible
 - 4 - More Accessible
 - 5 - Fully Accessible


Salem Pedestrian Connection Study

Salem ADA Evaluation - Crosswalks

Town of Salem, New York

Drawn:	KH
Date:	08/17/2021
Scale:	1" = 200'
Project:	92114.00
Figure:	6.3





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Hudson Valley Office:
21 Fox Street,
P.O. Box 110
Salem, NY 12801
Phone: (845) 454-3880

Capital District Office:
547 River Street
Albany, NY 12202
Phone: (518) 237-0055

North Country Office:
20 Elm Street, Suite 110
Watkins Glen, NY 14881
Phone: (518) 812-0513

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1 North Broadway, Suite 603
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Legend

- 1 - NA (Not Applicable)
- 2 - Not Accessible
- 3 - Partially Accessible
- 4 - More Accessible
- 5 - Fully Accessible

Salem Pedestrian Connection Study

Salem ADA Evaluation - Curb Ramps

Town of Salem, New York

Drawn: KH

Date: 08/17/2021


Scale: 1:9,453

Project: 92114.00

Figure: 6.2



Source: Esri, Maxar GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, Aero

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Legend 1 - NA (Not Applicable) 2 - Not Accessible 3 - Partially Accessible 4 - More Accessible 5 - Fully Accessible									
Salem Pedestrian Connection Study Salem ADA Evaluation - Sidewalks Town of Salem, New York									
Drawn: KH		Date: 08/17/2021		Scale: 1" = 453'		Project: 92114.00		Figure: 6.1	

APPENDIX A: PHOTO LOG

Main Street



Photo #1

Description: West side of Main Street, south of Park Place facing north.



Photo #2

Description: East side of Main Street, south of Park Place facing north.



Photo #3

Description: West side of Main Street at intersection with Park Place facing north.



Photo #4

Description: West side of Main Street at intersection with Park Place facing west.



Photo #5

Description: West side of Main Street at intersection with Park Place facing south.



Photo #6

Description: West side of Main Street at intersection with Nichol Street facing north.



Photo #7

Description: West side of Main Street at intersection with Nichol Street facing south.



Photo #8

Description: West side of Main Street at intersection with Nichol Street facing west.



Photo #9

Description: West side of Main Street north of intersection with Nichol street facing north.



Photo #10

Description: East side of Main Street north of intersection with Nichol street facing north.



Photo #11

Description: Mid-block pedestrian crossing on Main Street between Nichol Street and Broadway facing east.



Photo #12

Description: East side of Main Street north of Nichol Street approaching the intersection with Broadway facing north.



Photo #13

Description: East side of Main Street north of Nichol Street approaching the intersection with Broadway facing south.



Photo #14

Description: West side of Main Street approaching the intersection with Broadway facing north. Sidewalk width doubles.



Photo #15

Description: Southwest corner of the intersection of Main Street and Broadway facing north.



Photo #16

Description: Southwest corner of the intersection of Main Street and Broadway facing east.



Photo #17

Description: Southwest corner of the intersection of Main Street and Broadway facing south.



Photo #18

Description: Southwest corner of the intersection of Main Street and Broadway facing west.



Photo #19

Description: Northeast corner of the intersection of Main Street and Broadway facing west.



Photo #20

Description: Northeast corner of the intersection of Main Street and Broadway facing south.



Photo #21

Description: Northeast corner of the intersection of Main Street and Broadway facing north.



Photo #22

Description: Northeast corner of the intersection of Main Street and Broadway facing east.



Photo #23

Description: Northwest corner of the intersection of Main Street and Broadway facing south.



Photo #24

Description: Northwest corner of the intersection of Main Street and Broadway facing west.



Photo #25

Description: Northwest corner of the intersection of Main Street and Broadway facing north.



Photo #26

Description: Northwest corner of the intersection of Main Street and Broadway facing east.



Photo #27

Description: East side of Main Street north of Broadway intersection facing north.



Photo #28

Description: West side of Main Street near Municipal Parking Lot facing south.



Photo #29

Description: East side of Main Street north of Broadway intersection facing south. Large curb cuts near banking buildings and drive-throughs.



Photo #30

Description: West side of Main Street north of Broadway intersection facing south.



Photo #31

Description: West side of Main Street north of Broadway intersection facing north.



Photo #32

Description: East side of Main Street near Railroad Street and Thomas Street facing south.



Photo #33

Description: East side of Main Street facing west towards Thomas Street. No marked crossing.



Photo #34

Description: East side of Main Street near Thomas Street facing north.



Photo #35

Description: West side of Main Street facing south towards Thomas Street.



Photo #36

Description: West side of Main Street near Thomas Street facing north.



Photo #37

Description: West side of Main Street near Thomas Street facing east.



Photo #38

Description: West side of Main Street at Thomas Street intersection facing west.

Broadway



Photo #39

Description: North side of Broadway near William Street facing east.



Photo #40

Description: South side of West Broadway in front of Salem first United Presbyterian Church facing east.



Photo #41

Description: South side of West Broadway in front of Salem first United Presbyterian Church facing west.



Photo #42

Description: South side of West Broadway approaching intersection with Main Street facing east.



Photo #43

Description: North side of West Broadway in front of United States Post Office facing east.



Photo #44

Description: North side of West Broadway in front of United States Post Office facing west.



Photo #45

Description: South side of East Broadway near the intersection with Main Street facing west.



Photo #46

Description: South side of East Broadway near the intersection with Main Street facing east.



Photo #47

Description: North side of East Broadway near the intersection with Main Street facing west.



Photo #48

Description: North side of East Broadway near the intersection with Main Street facing east.



Photo #49

Description: North side of East Broadway near the Fort Salem Theater facing east.



Photo #50

Description: North side of East Broadway approaching the Salem Central School facing east.



Photo #51

Description: North side of East Broadway in front of the Salem Central School facing east.



Photo #52

Description: North side of East Broadway in front of the Salem Central School facing west.



Photo #53

Description: North side of East Broadway facing east towards the Historic Salem Courthouse.



Photo #54

Description: Description: North side of East Broadway at the intersection with Warren Street facing east.



Photo #55

Description: North side of East Broadway at the intersection with Warren Street facing south.



Photo #56

Description: North side of East Broadway at the intersection with Warren Street facing west.



Photo #57

Description: East Broadway east of Warren Street facing east.



Photo #58

Description: East Broadway east of Warren Street facing west.



Photo #59

Description: East Broadway near athletic fields facing west.



Photo #60

Description: East Broadway near athletic fields facing east.



Photo #61

Description: East Broadway at proposed community loop entrance facing north.

Buildings, Historic Sites, and Other Amenities



Photo #62

Description: West side of Main Street facing west towards the municipal parking lot and community gathering space.



Photo #63

Description: West side of Main Street facing the municipal parking lot entrance.



Photo #64

Description: Shops along the west side of Main Street near the municipal parking lot entrance.



Photo #65

Description: Shops along the east side of Main Street near the municipal parking lot entrance.



Photo #66

Description: Shops along the east side of Main Street near the municipal parking lot entrance.



Photo #67

Description: Mid-block crossing near the Salem Central School facing south towards St. Paul's Episcopal Church.

APPENDIX B: ADA RATING SYSTEM

Appendix A – Rating Scale

RATING SCALE FOR ACCESSIBILITY OF PEDESTRIAN FACILITY SEGMENTS OR POINTS ALONG STATE HIGHWAYS

Below are examples of the Rating Scale 1-5, with 5 being the best.

Rating 1 - NOT APPLICABLE - A facility or feature is not required to be accessible. If a feature is part of an accessible route, it is required to be accessible.

Rating 2 - NOT ACCESSIBLE - Accessibility for Persons with Disabilities is impossible or very difficult

Sidewalks, Multi-use trails -

- There are significant obstacles such as:
 - > 50' of unpaved walkway
 - Significant heaving or vertical displacement
 - Significant flooding
 - Vegetation growing over walkway
 - Steps within walkway
 - Less than 3' of width around obstacles (5' generally overall)





Intersections - curb ramps and crosswalks

- No curb ramps
- Street crown very steep,
- Crosswalk pavement severely cracked or distressed

Crosswalks



Curb Ramps





Rating 3 - PARTIALLY ACCESSIBLE Not to current standards. Accessibility is possible, but there are problems

Sidewalks, Multi-use trails -

- Small heaving or vertical displacement,
- No handrails on walkway ramps, etc.
- Major maintenance issues (gravel accumulation)



Intersections - curb ramps and crosswalks

- Problems with geometry,
- Generally less than 5' width
- No detectable warnings
- Curb ramps not compliant as per Standard Sheets
- Major maintenance issues (gravel accumulation)

Crosswalks



Curb Ramps





Rating 4 - ACCESSIBLE - May need additional improvements

Sidewalks, Multi-use trails -

- Generally minor maintenance problems
- Minor insufficient width



Intersections - curb ramps and crosswalks

- Generally minor maintenance problems
- Minor insufficient width

Crosswalks



Curb Ramps





Rating 5 -FULLY ACCESSIBLE TO CURRENT STANDARDS
--

Sidewalks, Multi-use trails -



Intersections - curb ramps and crosswalks

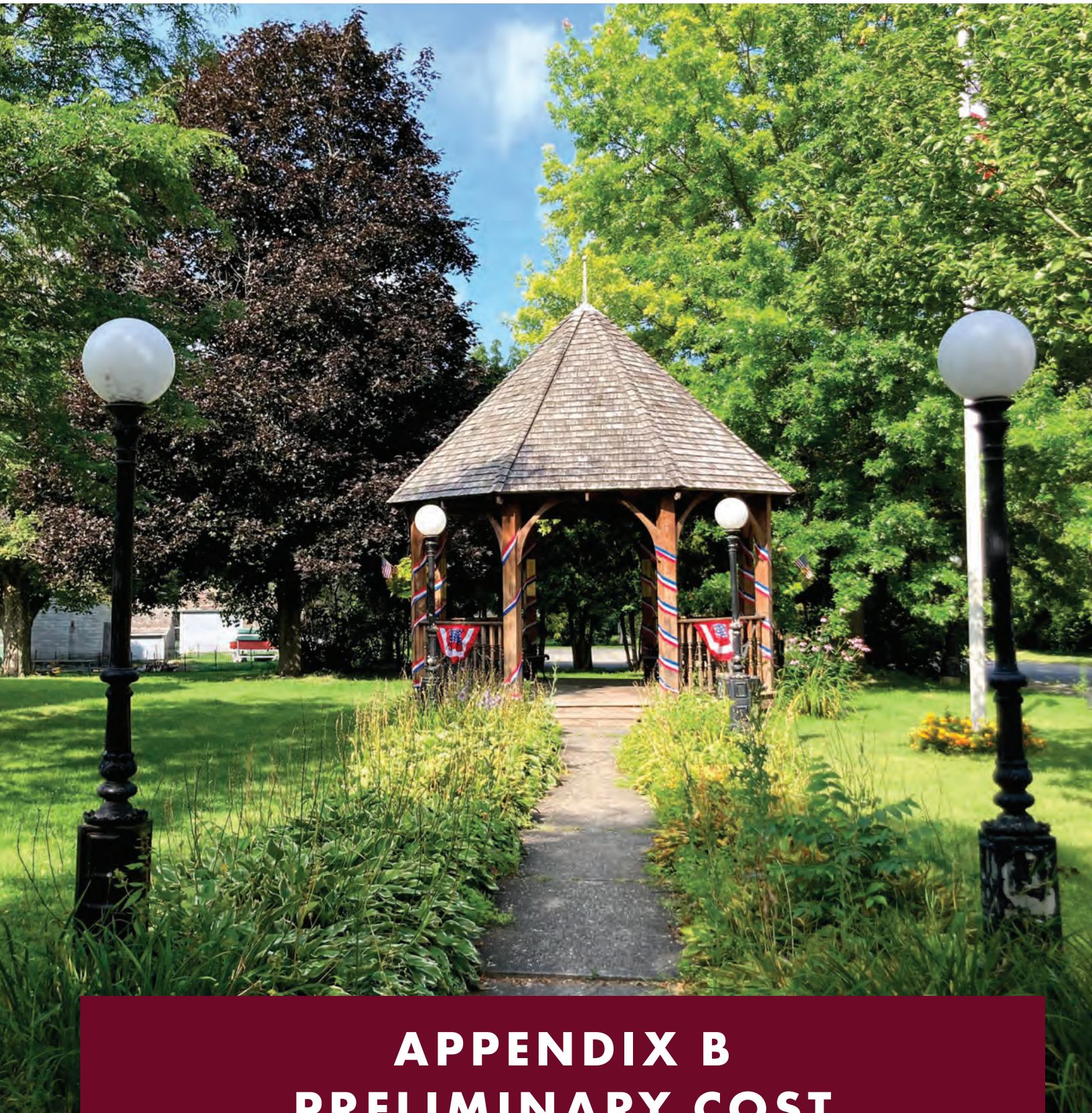
Crosswalks



Curb Ramps







APPENDIX B PRELIMINARY COST ESTIMATES

Salem Pedestrian Connections Study

Opinion of Probable Cost: Main
Street Improvements

Town of Salem | Washington County

LaBella Associates | April, 2022

Description	Quantity	Unit	Unit/Labor Cost	Total Cost	Notes
Site Preparation					
Maintenance and Protection of Traffic	1	LS	\$10,000.00	\$10,000	
Curb Removal	4,200	LF	\$10.00	\$42,000	
Sawcut Pavement	6,200	LF	\$3.00	\$18,600	
Full Depth Asphalt Removal Due to Road Narrowing	6,000	SF	\$4.00	\$24,000	
Full Depth Asphalt Removal at Curb	5,000	SF	\$4.00	\$20,000	
Full Depth Asphalt Removal for Paver Installation	10,600	SF	\$4.00	\$42,400	
Mill Asphalt Pavement - 1.5" Depth	78,000	SF	\$1.00	\$78,000	
Concrete Sidewalk Removals		SF	\$5.00		
Additional Removal Allowance	1	LS	\$5,000.00	\$5,000	
Site Preparation Subtotal				\$240,000	
Essential Site Improvements					
Concrete Sidewalks - 4" Concrete, 8" Subbase	25,000	SF	\$10.00	\$250,000	
Curbing - 6" Granite	6,700	LF	\$65.00	\$435,500	
Curbing-Mountable	1,000	LF	\$75.00	\$75,000	
ADA Drop Curb Ramp & Detectable Warning Strip	13	EA	\$1,750.00	\$22,750	
Asphalt Pavement - Full Depth Replacement at Curb	12,000	SF	\$8.00	\$96,000	
Asphalt Pavement - 1.5" Top Course, Milled Area	80,000	SF	\$4.00	\$320,000	
Decorative Stamped Concrete	10,600	SF	\$26.00	\$275,600	
Roadway Signage & Snowplow Markers	1	LS	\$9,500.00	\$9,500	
Striping - Parking Spaces & "No Parking" Borders (4" white epoxy)	4,000	LF	\$9.00	\$36,000	
Striping-Shoulder (4" white epoxy)	2,000	LF	\$9.00	\$18,000	
Striping - Road Center Lines (4" yellow epoxy)	1,400	LF	\$9.00	\$12,600	
Striping - Stop Bars (18" white epoxy)	4	EA	\$100.00	\$400	
Striping - Handicap Symbol (blue epoxy)	4	EA	\$250.00	\$1,000	
Striping - Handicap Border/Striping (4" blue epoxy)	250	LF	\$10.00	\$2,500	
Site Improvements Subtotal				\$1,554,900	
Non-Essential Site Improvements/Amenities					
Site Furnishings - Benches	2	EA	\$2,000.00	\$4,000	
Site Furnishings - Refuse/Recycling	5	EA	\$2,000.00	\$10,000	
Site Furnishings - Bike Racks	5	EA	\$1,800.00	\$9,000	
Site Furnishings- Additional Wayfinding Signage	1	LS	\$50,000.00	\$50,000	
Site Furnishings- Community Book Share	1	EA	\$5,000.00	\$5,000	
Street Trees - 3.5" Cal.	25	EA	\$850.00	\$21,250	
Non-Essential Site Improvements/Amenities Subtotal				\$99,250	
Utilities					
Reset Existing Valves (Gas)	10	EA	\$250.00	\$2,500	
Reset Existing Valves (Water)	10	EA	\$250.00	\$2,500	
Drainage Improvements	1	LS	\$25,000.00	\$25,000	
Additional Utility Allowance	1	LS	\$10,000.00	\$10,000	
Utilities Subtotal				\$40,000	
Construction Item Subtotal (Essential Only)				\$1,834,900	
General Conditions (12% +/-)				\$220,000	
Contingency Allowance (15% +/-)				\$280,000	
Escalation (5% +/-)				\$90,000	
Legal, Technical, and Administrative Allowance (20% +/-)				\$370,000	
Construction Subtotal (Essential Only)				\$2,794,900	
Non-Essential Items Subtotal				\$99,250	
Construction Subtotal (Non-Essential Items Included)				\$2,894,150	



Note: This Opinion of Probable Cost is intended to be used for order of magnitude pricing for budget purposes.

Salem Pedestrian Connections Study

Opinion of Probable Cost: Additional Site Improvements

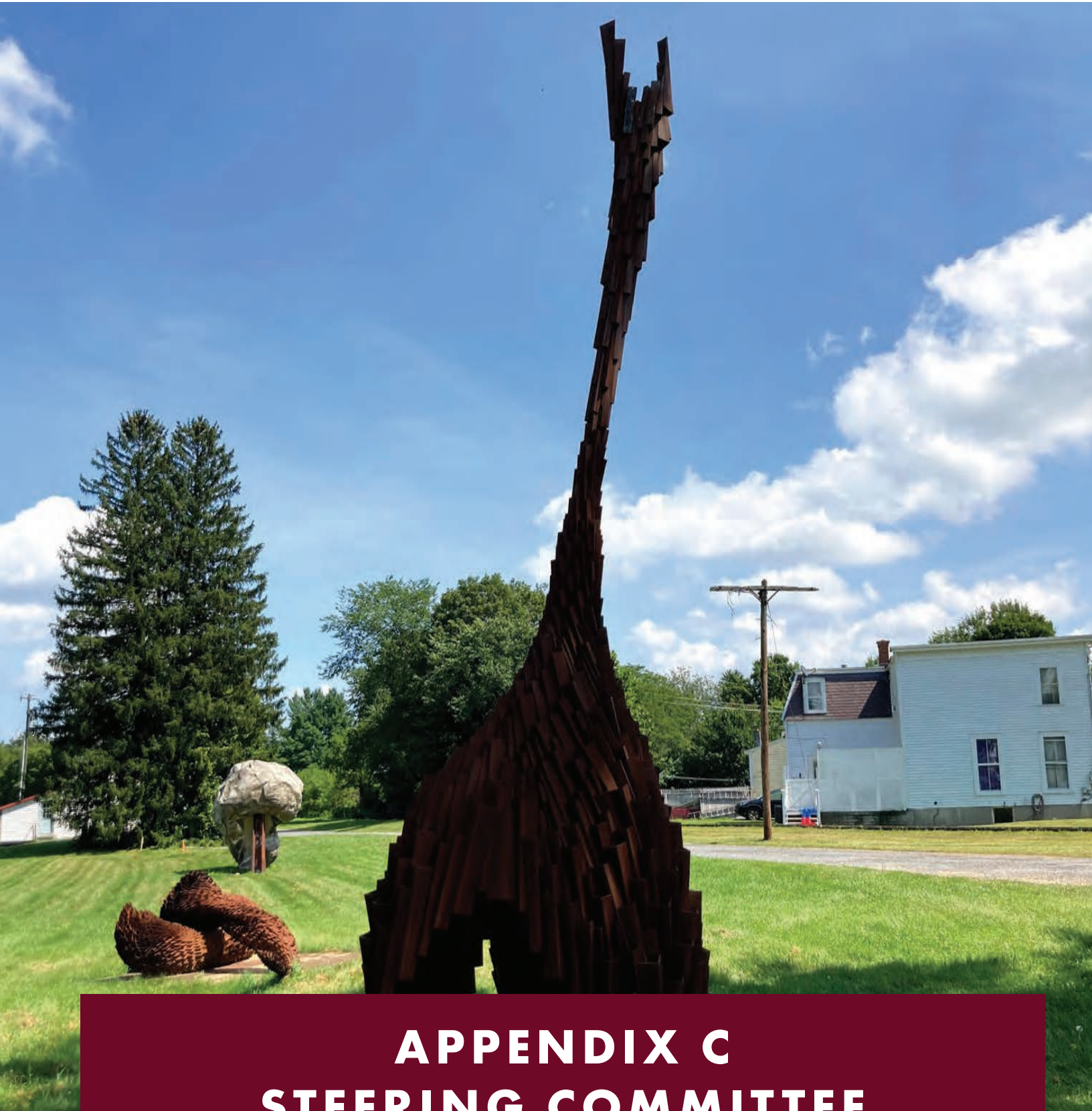
Town of Salem | Washington County

LaBella Associates | April, 2022

Description	Quantity	Unit	Unit/Labor Cost	Total Cost	Notes
Site Preparation					
Maintenance and Protection of Traffic	1	LS	\$10,000.00	\$10,000	
Clearing and Grubbing for Installation of Trail	1	LS	\$25,000.00	\$25,000	
General Earthwork	1	LS	\$50,000.00	\$50,000	
Sawcut Pavement	1,500	LF	\$3.00	\$4,500	
Full Depth Asphalt Removal at Curb	2,300	SF	\$4.00	\$9,200	
Mill Asphalt Pavement - 1.5" Depth for Crosswalk Installation	1,200	SF	\$1.00	\$1,200	
Additional Removal Allowance	1	LS	\$5,000.00	\$5,000	
Site Preparation Subtotal				\$104,900	
Essential Site Improvements					
Asphalt Path-1" Top Course, 2" Binder, 8" Subbase (8' wide)	45,000	SF	\$11.00	\$495,000	
Concrete Sidewalks - 4" Concrete, 8" Subbase	5,700	SF	\$10.00	\$57,000	
Curbing - 6" Granite (Full Reveal)	500	LF	\$65.00	\$32,500	
ADA Drop Curb Ramp & Detectable Warning Strip	4	EA	\$1,750.00	\$7,000	
Asphalt Pavement - Full Depth Replacement at Curb	450	SF	\$8.00	\$3,600	
Asphalt Pavement - 1.5" Top Course, Milled Area	1,200	SF	\$4.00	\$4,800	
Roadway Signage - Crosswalks	8	EA	\$500.00	\$4,000	
Striping - Crosswalks (4" white epoxy)	1,000	LF	\$9.00	\$9,000	
Site Improvements Subtotal				\$612,900	
Non-Essential Site Improvements/Amenities					
Site Furnishings - Benches	6	EA	\$2,000.00	\$12,000	
Site Furnishings - Refuse/Recycling	6	EA	\$2,000.00	\$12,000	
Site Furnishings - Bike Racks	2	EA	\$1,800.00	\$3,600	
Site Furnishings- Additional Wayfinding Signage	1	LS	\$10,000.00	\$10,000	
Shade Trees - 3.5" Cal.	30	EA	\$850.00	\$25,500	
Non-Essential Site Improvements/Amenities Subtotal				\$63,100	
Utilities					
Drainage Improvements	1	LS	\$25,000.00	\$25,000	
Utilities Subtotal				\$25,000	
Construction Item Subtotal (Essential Only)				\$717,800	
General Conditions (12% +/-)				\$90,000	
Contingency Allowance (15% +/-)				\$110,000	
Escalation (5% +/-)				\$40,000	
Legal, Technical, and Administrative Allowance (20% +/-)				\$140,000	
Construction Subtotal (Essential Only)				\$1,097,800	
Non-Essential Items Subtotal				\$63,100	
Construction Subtotal (Non-Essential Items Included)				\$1,160,900	



Note: This Opinion of Probable Cost is intended to be used for order of magnitude pricing for budget purposes.



APPENDIX C

STEERING COMMITTEE MEETING SUMMARIES

Kick-Off Meeting Summary

Project Title: Town of Salem Pedestrian Connections Study
Chazen Project Number: 92114.00

Meeting Date, Time: June 30, 2021

Meeting Location: Zoom

Summary Writer: Norabelle Greenberger

Issue Date: July 8, 2021

Attending:

<u>Attendee:</u>	<u>Representing:</u>
Jack Mance	A/GFTC
Aaron Frankenfeld	A/GFTC
Sue Clary	Supervisor, Town of Salem
Pamela Landi	Washington County Planning
Rob Sutherland	Town Resident
Audrey Burneson	NYS DOT
Norabelle Greenberger	Chazen Companies
Paul Cummings	Chazen Companies

Summary:

Discussion

- Chazen provided an overview of the presentation's content and all present provided brief introductions.
- Chazen discussed the previous planning initiatives, including the Slate Valley Trail and Salem Renaissance Plan. The purpose of this current effort is to provide more detailed plans, including how to actually implement the improvements, cost estimates, and further information on any property owner agreements needed prior to construction. A/GFTC noted that their planning grant funds the planning and conceptual design to go as close to more advanced design as can get (not survey level) and to set up the Town for funding for final design and construction.
- Chazen discussed the ADA assessment component of the project, which will occur as part of the first phase data gathering. A committee member noted there is need for sidewalks and improved ADA accessibility to Dollar General. Chazen and A/GFTC clarified that the scope involves rating the ADA accessibility of existing sidewalks, corners, and crosswalks and does not include preparing an ADA transition plan. The Town could pursue preparing an ADA accessibility plan at a later date, once the data that is part of this project's scope

is collected. ADA transition plans, which identify improvements, costs, and timelines, are an important ADA legal protection for municipalities.

- Chazen described their public engagement task, which includes one-on-one conversations with up to 20 stakeholders. Chazen noted the benefits of one-on-one conversations (as opposed to public meetings), including greater engagement and more honest feedback. Chazen asked for the Committee members to come to next meeting with a list of potential contacts, including directly affected property owners, business owners, and/or future business owners. Chazen noted that the scope was prepared when COVID-19 restrictions were in place, limiting the potential for in-person conversations, but that in-person discussions might be a better approach now, which the Committee concurred with.
- The Committee discussed the approach to engaging about this project, as it relates to past planning projects and other ongoing planning projects. It is important to think of this work as one component of an overall (larger) trail and connection master plan. The previous plans can be used as a visual reference to respond to, and this work is building on that previously completed work.
- The Committee discussed potential ideas for public engagement.
 - There has been a large increase in property transfers over the past six years, including a lot of young people moving to the community. Want to ensure younger generation are involved in the process.
 - The Town is working with an engineer on the sewer infrastructure improvement studies and should be involved to understand how the projects could be completed concurrently.
 - Town historians should be involved to help identify character defining elements of the Town to inform the plans.
 - In the absence of one-on-one stakeholder engagement (or should limited direct stakeholder outreach be preferred), public engagement could build on events that already occur, such as the Lunch, Learn, and Play event at the Courthouse, Chamber of Commerce monthly meetings, or the young economic development group.
 - SAW should be involved given their connection to the area of focus and their ongoing trail work. They are currently extending their bike trail from Smith Road.
- The Committee discussed other issues and opportunities with the downtown streetscape:
 - The roadway right-of-way is very large (approximately 75 feet). The large size opens up a lot of opportunity for programming ideas, including measures to slow traffic and other creative ideas (e.g., angled on-street parking).
 - Some felt there are too many curb cuts along the corridor.
 - The Committee noted the high level of large agricultural vehicle traffic downtown in the past five years. Large vehicles often hit low hanging wires along the roadway. However, they could also be an attraction, and are an important part of the economy.

- Interest in moving or burying utility lines, but unlikely since new poles were installed recently, and such efforts are often cost prohibitive and not without opposition.
- Much of the downtown is in the historic district. There is an interest in having historic lighting that is also dark sky compliant.
- A/GFTC noted that they should be cc'd on all project emails so that staff and elected officials' hours can be counted towards the Town's in-kind match for the project.

Action Items

1. Chazen will send draft language for the Town to post on their website and social media to make the public aware about the project.
2. Chazen will complete the data gathering and ADA assessment work and will set up a next meeting with the Committee once that work is completed.
3. Committee members will develop lists of potential stakeholders to discuss at next Committee meeting.

Meeting adjourned (2:30 PM)

Meeting 2 Summary

Project Title: Town of Salem Pedestrian Connections Study
Chazen Project Number: 92114.00

Meeting Date, Time: September 28, 2021 at 2:30 PM

Meeting Location: Zoom

Summary Writer: Norabelle Greenberger

Issue Date: October 4, 2021

Attending:

<u>Attendee:</u>	<u>Representing:</u>
Jack Mance	A/GFTC
Mark Doody	Salem Central School District
Pamela Landi	Washington County Planning
Rob Southerland	Town Resident
Audrey Burneson	NYS DOT
Norabelle Greenberger	Chazen Companies
Kyle Hatch	Chazen Companies

Summary:

Discussion

- The committee discussed how to update committee members that were not able to attend the meeting.
- Introductions were made. Kyle Hatch is a new planner with The Chazen Companies that will be involved in the project.
- Chazen reviewed the existing conditions report and findings.
 - Main Street:
 - Shoulders are very wide. Sometimes as wide as 20 ft, whereas standard widths generally around 8 ft.
 - Frequent and large curb cuts detract from the pedestrian environment.
 - Historic character, pedestrian amenities like benches and trees, and verges create a pleasant pedestrian environment.
 - Public parking lot not well marked/easy to find.
 - Broadway/Community Loop:
 - Shoulder on south side of roadway across from post office is too narrow for on-street parking but it frequently used for that purpose.
 - Connector to community uses (school, former Courthouse, Ft. Salem Theater).
 - Gap in sidewalk network on south side of E. Broadway

- ADA Compliance
 - Main St. and E. Broadway are typically more accessible than residential side streets.
- Issues and Opportunities
 - Filling gaps in the existing network by adding new sidewalks and reducing curb cuts.
 - Implement traffic calming design elements to slow traffic speeds
 - Address accessibility issues identified in ADA assessment
 - Incorporate signage and design elements that highlight historic character
 - Add wayfinding elements
- A discussion of potential design elements to implement took place:
 - Angled parking and bulb outs on Main Street north of the Broadway intersection should be explored. Need to consider resistance from those that remove snow. Angled parking on east side, parallel on west.
 - Bulb outs would help with blind spots pulling out of bank areas and parking lots.
 - Continue sidewalk to old Courthouse.
 - Need to consider and accommodate freight traffic while still calming traffic.
 - Would like to see something “special” at Broadway/Main St. intersection. A gateway treatment of some sort.
 - Community use of the streetscape – Main St. is a community asset, gathering space, and arts/cultural hub. Are there ways to tie in the local art community, school, and SAW? Ex: flexible sculpture pads, community display areas.
 - Existing trees – These are an existing traffic calming element. It’s worth looking at a Main St. tree planting/coverage plan.
 - If angled parking does not work, a center median of green space/community space could be considered.
 - Connect the sidewalk network on the south side of E. Broadway to the old courthouse.
 - People frequently speed through the intersection – elements to naturally slow traffic are needed there. Families use this intersection to walk to school – potential crossing guard location.
 - Add a pedestrian connection between Slate Valley Rail Trail and Warren St through the school campus (secondary community loop).
 - Mid-block crossing near Railroad St. could be shifted north closer to actual intersection. Add an additional crossing at municipal lot.
 - Consider altering light timings at Broadway intersection; current timing seems very long (and potentially contributing to speeding for those avoiding red light).
 - Consider adding artwork along the Slate Valley Rail Trail. Surface treatment should be paved to ensure accessibility, particularly near the school.
 - Bicycle parking amenities should be incorporated.
 - Detailed flood mapping was done. Bioswales and other considerations should be taken to mitigate flooding south of Broadway along the White Creek.
 - Consider brief feasibility study/investigation of sidewalk connection south of the study area to the Dollar General Store.
- Stakeholder outreach
 - New business on southeast corner of intersection that could be engaged.
 - Chazen will focus on site and design specific issues/opportunities to discuss with stakeholders.

Action Items

1. Chazen will share findings with absent committee members.
2. Chazen will prepare preliminary Main Street section options (angled parking, median, + minor change)

and other materials to share with stakeholders for their input.

3. Committee members should send Chazen any final recommendations for stakeholders to engage with by 10/15/21.
4. Chazen will incorporate stakeholder and committee feedback into design plans.

Meeting adjourned (3:45 PM)

TOWN OF SALEM PEDESTRIAN CONNECTIONS STUDY

Meeting 3 Minutes

Project Number: 92114.00

Location: LaBella's Glen's Falls Office and Zoom

Date: January 24 2022

Time: 1:00PM

	Name	Company	Email
Attendees:	Jack Mance	A/GFTC	jack@agftc.org
	Aaron Frankenfeld	A/GFTC	aaron@agftc.org
	Sue Clary	Town of Salem	eclary@washingtoncountyny.gov
	Pamela Landi	Washington County Planning	plandi@washingtoncountyny.gov
	Rob Southerland	Town Resident	gardenworks@gmail.com
	Audrey Burneson	NYSDOT	audrey.burneson@dot.ny.gov
	Norabelle Greenberger	LaBella Associates	ngreenberger@labellapc.com
	Kyle Hatch	LaBella Associates	khatch@labellapc.com
	Dan Panko	LaBella Associates	dpanko@labellapc.com

Meeting Scope: Review design concepts for Main Street and Broadway

Discussion:

- Parking on Broadway east of Main Street needs consideration:
 - Cannot lose parking on north side of Broadway
 - Fort Salem Theater and new Jackos are driving demand for parking, particularly night-time parking. Sale and future re-occupancy of building where Town offices currently located could generate additional evening demand.
 - Municipal lot is still underutilized for these locations – no convenient pedestrian connection and minimal signage for out-of-town visitors.



- Informal parking happening at the school.
- Angled parking no longer seems feasible. Back-in requirement from NYSDOT and loss of parking on one side of the street are significant hurdles.
- Curb bumpout just north of hardware store may create challenges for freight delivery to the hardware store. Agree that no parking should be permitted in this location.
- Low curbs and built-up roads causes water to flow onto sidewalks and creates general water management issues and safety issues in winter
- Preference for stamped concrete or brick over painted lines to delineate extended curb.
- Rob presented his concept drawings
 - Center median and rotary at the intersection are major differences from LaBella concepts. Those types of bold changes are desired.
 - Granite curbing proposed to address inconsistent curb conditions with a long-lasting and desirable material.
 - Significant challenges moving ag and freight vehicles through the intersection with raised medians or rotaries. Lowboy trucks haul agricultural equipment and have very low ground clearance. Kyle will follow up with agricultural stakeholders for clarification on clearance and size.
 - Balancing the desire for major changes with the need to continue existing operations creates unique challenges.
 - Stamped concrete, brick, or other materials may be used to substitute raised medians and shoulder striping. These would not hinder movement of large vehicles while still calming traffic and improving the aesthetics of the study area.
- Main Street could be narrowed by eliminating parking in residential section south of Broadway. Would also slow down traffic and also increase permeability (flooding concerns).
- Many sidewalk panels are being displaced by mature trees, look into varieties that will not cause heaving.
- NYSDOT Considerations
 - Shoulders at 3ft may present issues, DOT preferred standard is 4-5ft. Audrey will investigate flexibility on this.
 - DOT controls the White Creek Bridge which could function as a gateway south of the intersection. Salem interested in aesthetic treatments at the bridge. Audrey will investigate whether or not aesthetics like flowers can be added



- Aaron mentioned new NYSDOT programs/policies that will allow rural municipalities to have more control over the design of their Main Streets. Allows more flexibility but also shifts more costs to the municipality. This should be considered for Salem.
- Stakeholder outreach
 - Suggested that a focus group approach is used rather than 1-on-1 interviews.

ITEM	ACTION ITEM	OWNER
3.1	Update street sections for stakeholder outreach	LaBella
3.2	Follow up for dimensions of Lowboy trucks and special vehicles for engineering considerations	LaBella
3.3	Reconfirm turning movements for lowboys (modified dimensions + update roadway geometry)	LaBella
3.4	Investigate NYSDOR requirements for shoulder widths and aesthetic bridge treatments	NYSDOT
3.5	Revise the current stakeholder list to accommodate focus group style engagement	Town Supervisor

Meeting Adjourned: 2:15 PM

The preceding minutes represent the author's understanding of the matters discussed and decisions reached. If there are any corrections, clarifications, or additions to be made to these minutes, please contact the sender at ngreenberger@labellapc.com within five business days of issuance.

Respectfully submitted,
LABELLA ASSOCIATES, D.P.C.

Kyle Hatch, Planner, Labella Associates

Cc: All Attendees

TOWN OF SALEM PEDESTRIAN CONNECTIONS STUDY

Meeting 4 Minutes

Project Number: CZ92114.00

Location: LaBella's Glen's Falls Office

Date: May 13, 2022

Time: 1:00PM

	Name	Company	Email
Attendees:	Jack Mance	A/GFTC	jack@agftc.org
	Sue Clary	Town of Salem	eclary@washingtontownny.gov
	Pamela Landi	Washington County Planning	plandi@washingtontownny.gov
	Rob Southerland	Town Resident	gardenworks@gmail.com
	Audrey Burneson	NYSDOT	audrey.burneson@dot.ny.gov
	Norabelle Greenberger	LaBella Associates	ngreenberger@labellapc.com

Meeting Scope: Review draft report and concept plan; committee feedback

Discussion/Committee Feedback:

- Extending study area to the north
 - This area (to bend in the road) is consistent with study area/has overly large parking lane that can accommodate perpendicular parking
 - Three options based on scope & fee limitations: (1) Extend study area to the north (including existing conditions map/write-up & concept plan design; (2) Only update concept plan design & A/GFTC will make existing conditions updates; or (3) Note in call-out that recommended improvement should be continued to the north
- Add a note to the plans to show the connection to SAW
- Audrey will confirm viability of flush pavers and 2"-3" curbs for the proposed median
- Increasing median width



- Expanding to 6' or 8' will make more impactful
- If not feasible in all of study area, should consider at least south of Broadway
- Increasing median width will result in narrower sidewalks (LaBella should confirm how would impact); however, there may be a cost saving in this change, because it could reduce the amount of curb realignment
- Discussion of whether sewer infrastructure could be located under median
- Potential for grass/planted median to the south of Broadway (either as a call-out or shown on plans)
- Tree pits
 - Concern that tree pits in the precedent imagery is too small
 - Concept plan has planted verge instead of tree pits
- Business/stakeholder updates
 - Jacko's will be adding outdoor dining
 - Vacant building at SE corner of Main & Broadway is being redeveloped as a restaurant
 - Keep trees/planted verge in front of Fort Salem Theater. Adding these spaces would have minimal impact on the Theater. Recommended adding a call-out behind Fort Salem Theater about coordinating with property owners to develop shared parking and/or alternate pedestrian connection between the theater and the Main Street parking lot
- Call-outs about "existing parking to remain" at NW and SE corners of Main & Broadway should be replaced with call out to "Continue conversations with property owners to explore reducing curb cuts"
- Remove parking space show in front of driveway next to post office
- Broadway/Main intersection:
 - Crosswalks should be pavers instead. Must meeting MUTCD standards
 - Add decorative pavers in center of intersection
 - Medians should meet the crosswalks to serve as pedestrian refuge
 - Noted that these changes will increase project costs
- Several planned community projects and murals
- Grant funding opportunities/implementation



- Urban Forestry Council grant should be added. Opportunities to fold in water infrastructure (stormwater management combined with healthy tree management) should be considered
 - Climate Smart Communities should be added. Example of combination with National Grid funding in Cohoes; National Grid is not the provider in Salem (NYSEG)
 - DRI should be added
 - Revise implementation section to include a schedule that lays out timing for funding programs
- Discussed logistics for how construction of the streetscape improvements could be undertaken – either as a Town project with a Highway Work Permit from DOT or as a DOT project if tie into a DOT pavement project. Choice would depend on project funding.

ITEM	ACTION ITEM	OWNER
1	Provide scope & fee for study area extension options	LaBella
2	Confirm viability of median options	DOT
3	Update concept plan & report	LaBella

The preceding minutes represent the author's understanding of the matters discussed and decisions reached. If there are any corrections, clarifications, or additions to be made to these minutes, please contact the sender at ngreenberger@labellapc.com within five business days of issuance.

Respectfully submitted,
LABELLA ASSOCIATES, D.P.C.

Norabelle Greenberger, AICP

Cc: All Attendees