



elizabethtown active living strategy

elizabethtown active living strategy

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Introduction

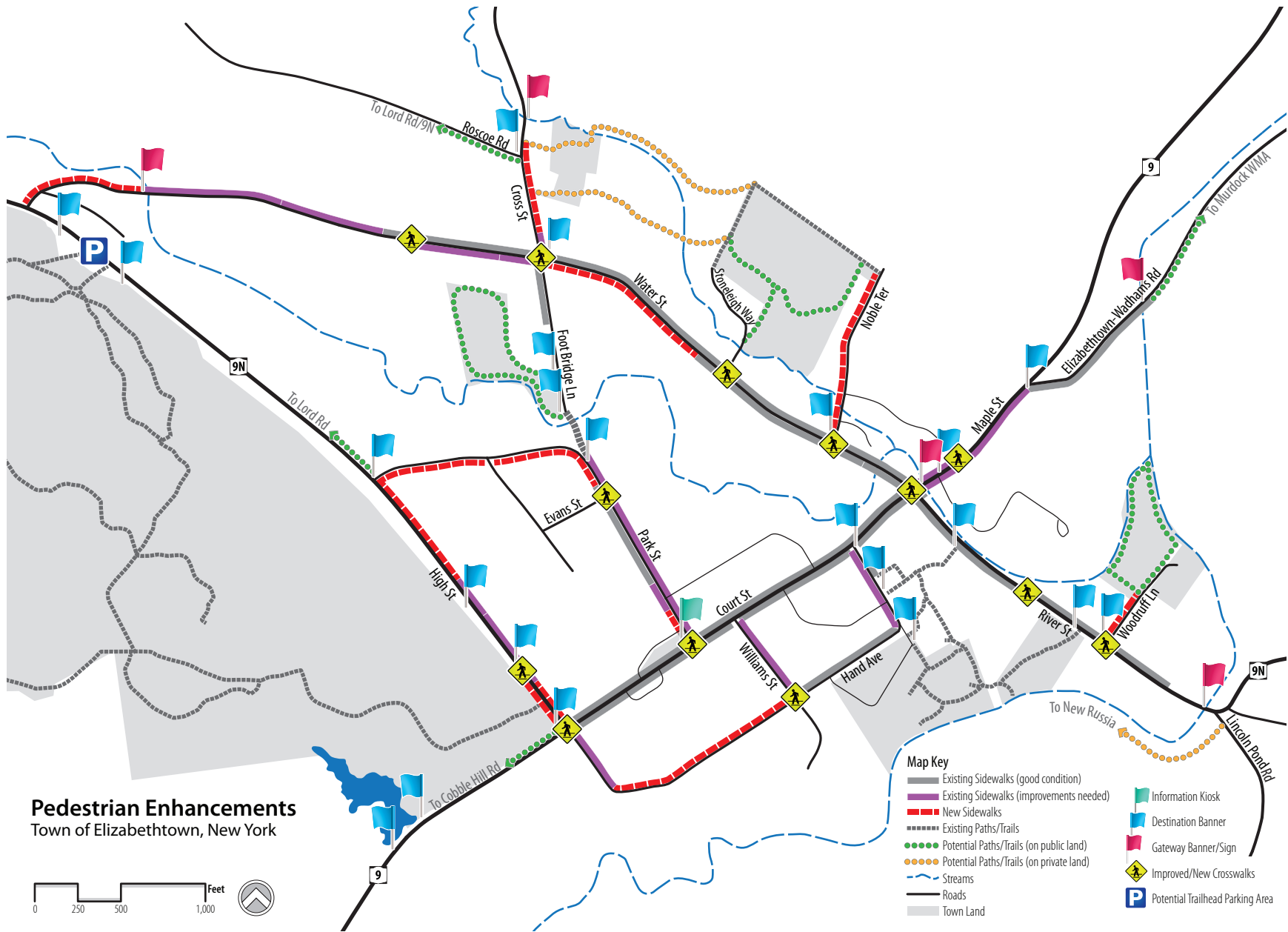
There is growing recognition that the characteristics of the communities in which we live influence our physical activity behaviors and as a result our health. These characteristics include: the proximity of residential areas to schools, shopping, workplaces, and services; the design of streets; and the availability of public parks and recreation areas.

Health experts agree that a big factor in the rising obesity rate in this country is inactivity. Inactivity is also a factor in many other diseases, including diabetes, heart disease, and stroke. When a community's streets are designed only for cars, they deny people the opportunity to choose more active ways to get around, such as walking and biking. A continuous network of safe sidewalks and bikeways provided by a complete streets policy can encourage more active and healthy lifestyles.

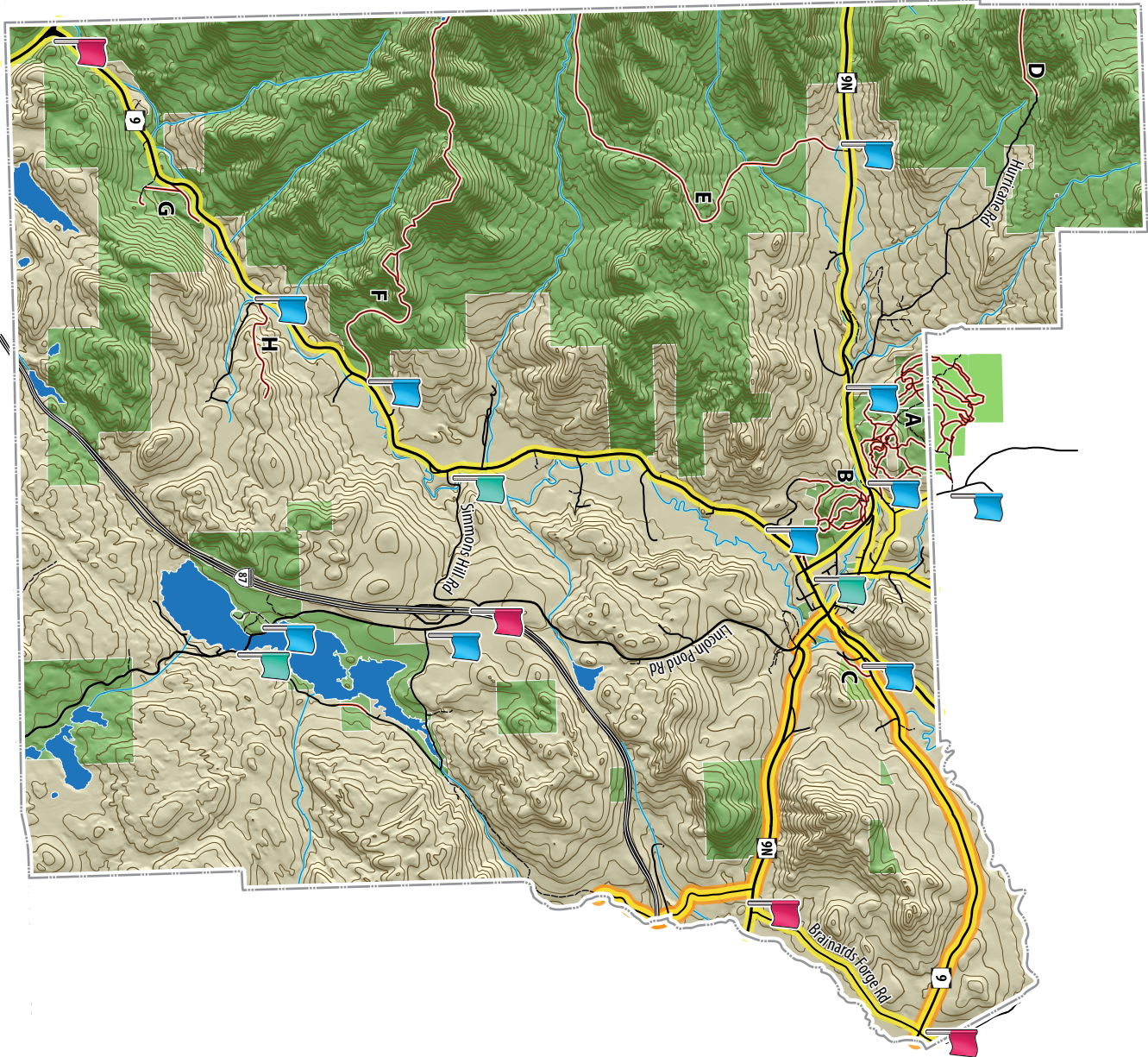
Public parks and recreation areas provide people with a place where they can engage in physical activities that promote good health. Outdoor play, particularly among children, is associated with higher levels of physical activity and lower levels of obesity. Safe and attractive parks and recreation areas in close proximity to homes and workplaces and accessible to all ages and abilities can encourage people to engage in physical activity throughout their lifetime.

This 2011 Active Living Strategy for the Town of Elizabethtown, New York includes an assessment of the community's streets, parks, trails and other recreation resources. It also recommends strategies for improvements and enhancements designed to encourage those who live or work in the community to increase their level of physical activity. This study was supported with funding secured by the Essex County Department of Public Health through the Creating Healthy Places to Live Work & Play program of the New York State Department of Health and with technical assistance provided by PlaceSense.

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- Trails**
- A. Blueberry Hill Trail System
 - B. Cobble Hill Trail System
 - C. Murock WMA Nature Trail
 - D. East Trail to Hurricane Mountain
 - E. North Trail via Owls Head
 - F. Bald Peak Trail / East Trail to Rocky Peak Ridge & Giant Mountain
 - G. Split Rock Falls
 - H. Mt. Gilligan Trail

- Map Key**
- Existing Paths/Trails
 - Bike Routes
 - Designated Bikeway
 - Streams
 - Roads
 - Town Land
 - Information Kiosk
 - Destination Banner
 - Gateway Banner/Sign

Active Living Enhancements Town of Elizabethtown, New York



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Sidewalks

Introduction. The existing sidewalk network in Elizabethtown was assessed during the summer of 2011 (see pages 13 - 50 of this report). Based on that assessment, the following strategies are recommended to improve accessibility and safety for all pedestrians, and to increase sidewalk connectivity.

Sidewalk Repairs. Repairs are recommended to the following sidewalk segments (listed in priority order):

1. Park Street (in progress)
2. Water Street
3. Hand Avenue
4. Maple Street
5. High Street
6. Williams Street

Sidewalk Extensions. Additional sidewalk segments are recommended (listed in priority order):

1. Park Street (from town park to beyond county parking lot, and from the end of the sidewalk to High St)
2. River Street (across from library)
3. Water Street (from bridge/end of sidewalk to Route 9N - feasibility of adding a sidewalk here needs further investigation, if not feasible explore other options such as a path/trail or, at a minimum, warning signs alerting drivers entering Water St from Route 9N to the presence of pedestrians)
4. Hand Avenue (from Williams St to High St)
5. Noble Terrace
6. Cross Street (from end of current sidewalk to Roscoe Rd - feasibility of adding a sidewalk here needs further investigation)
7. High Street (from intersection to country club, from intersection to beyond county parking lot, and from end of sidewalk to Park St)
8. Woodruff Lane (if park is developed, higher priority)

Sidewalk Obstacles. Enforcement is recommended at several locations where vehicles are regularly parked on the sidewalk including:

1. River Street (service station)
2. Court Street (hardware store)
3. Park Street (gas station and county parking lot)
4. Water Street (segments where shoulder width is inadequate for parking)

Pruning of vegetation overhanging or extending into the sidewalk is recommended at several locations including:

1. High Street
2. Water Street

Sidewalk Design. New or reconstructed sidewalks should be designed as follows:

1. Minimum width of 5 feet
2. Cement or asphalt surface
3. Curb ramps at all intersections and mid-block crosswalks (mandated by federal law)
4. Minimum 4-foot buffer separating the sidewalk from the travel lane (ex. landscape strip, on-street parking, bike lane)



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Intersections and Crosswalks

Introduction. Intersections and crosswalks in Elizabethtown were assessed during the summer of 2011 (see pages 51 - 62 of this report). Based on that assessment, the following strategies are recommended to improve accessibility and safety for all pedestrians at street crossings.

Crosswalk Repairs. Repairs are recommended to the existing crosswalks at the following intersections (listed in priority order):

1. Court Street and Park Street
2. Court/Maple Street and Water/River Street
3. Park Street and Evans Street
4. Water Street and Noble Terrace
5. Water Street and Cross Street/Footbridge Lane
6. Court Street and High Street (higher priority if sidewalk improvements made)

New Crosswalks. New crosswalks are recommended at the following locations (listed in priority order):

1. **Court Street** (at Park St intersection to create safe crossing for county complex/ shopping plaza traffic)
2. **Water Street** (at Noble Terrace and Stoneleigh Way to create safe crossings for post office traffic and replace existing crossing at post office that has limited sight distance)
3. **Park Street** (at Evans St intersection to create safe crossing for hospital/health center traffic)
4. **River Street** (at library to connect sidewalk segments on opposite sides of road)
5. **Water Street** (where sidewalk ends on south side of road)
6. **Across wide or high traffic entrances** (grocery and hardware stores on Court St, gas stations on Park St and River St, post office on Water St, and at county parking lots on High St, Park St and Court St)
7. **Across side street intersections** (Woodruff Ln at River St, Noble Terrace at Water St, Evans St at Park St)
8. **Hand Avenue and Williams Street** (if sidewalks are extended on Hand Ave past Williams St)

Crosswalk Design. New or reconstructed crosswalks should be designed as follows:

1. Curb ramps at all intersections and mid-block crosswalks (mandated by federal law)
2. Consistent use of highly visible crosswalk markings (see photo below)
3. Pedestrian crossing signs in both directions at all uncontrolled intersections and mid-block crosswalks (see illustration below)
4. Bulb-outs at Court Street intersections and mid-block crosswalks (to reduce the width of the crossing, increase visibility of pedestrians waiting to cross, and to calm traffic)



Solid painted crosswalks are more visible and simpler to paint/repaint than traditional white-stripe crosswalks. Selecting a red color can mimic a brick surface, which is aesthetically pleasing in a village setting.

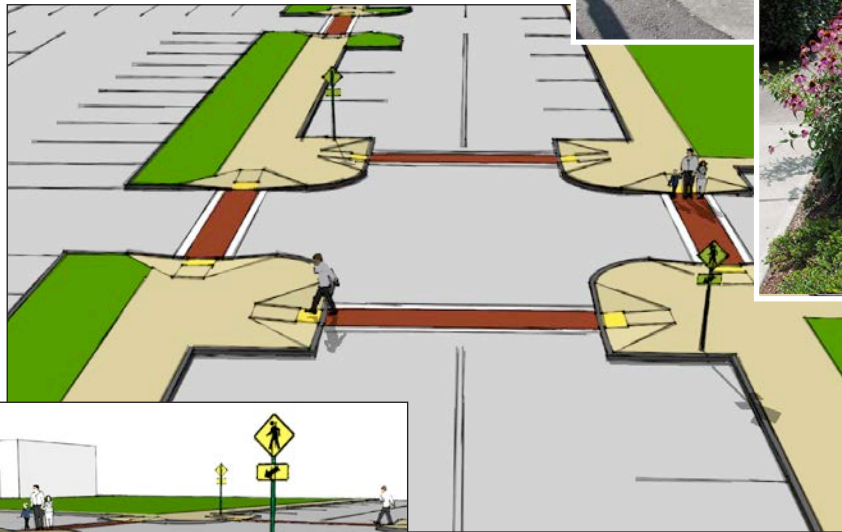


Pedestrian crossing signs can be traditional yellow or fluorescent yellow-green. The bottom sign is optional and reminds drivers that they are legally required to stop for pedestrians.

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Bulb-outs or curb extensions are traffic-calming devices that narrow the street by widening the curb and sidewalk, which makes the street appear narrow, thereby reducing vehicle speeds. They also reduce pedestrians' crossing distance and improve pedestrian visibility for drivers. Bulb-outs can be landscaped or surfaced with decorative brick or pavers to enhance streetscape appearance as shown in the examples to the right.

The illustrations below show how bulb-outs could be incorporated into a re-designed intersection of Park Street and Court Street to create a central focal point in downtown Elizabethtown and improve pedestrian safety at this busy intersection.



Looking south down Court Street with Park Street entering on the right and the shopping plaza parking lot to the left.

Looking across the intersection from in front of the shopping plaza towards the county complex.



Curb ramps at pedestrian crossings are mandated by federal law when sidewalks are not flush with the street. Curb ramps provide a gently sloped surface that is useful not only to people with disabilities, but to people pushing strollers, bicyclists using the sidewalk, and others. Curb ramps need to incorporate a tactile warning surface so blind or visually impaired pedestrians know when they are leaving the sidewalk and entering the roadway.

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Paths and Trails

Introduction. The trails and paths located on public land in Elizabethtown were inventoried and mapped. Based on an assessment of those trails and paths, the following strategies are recommended:

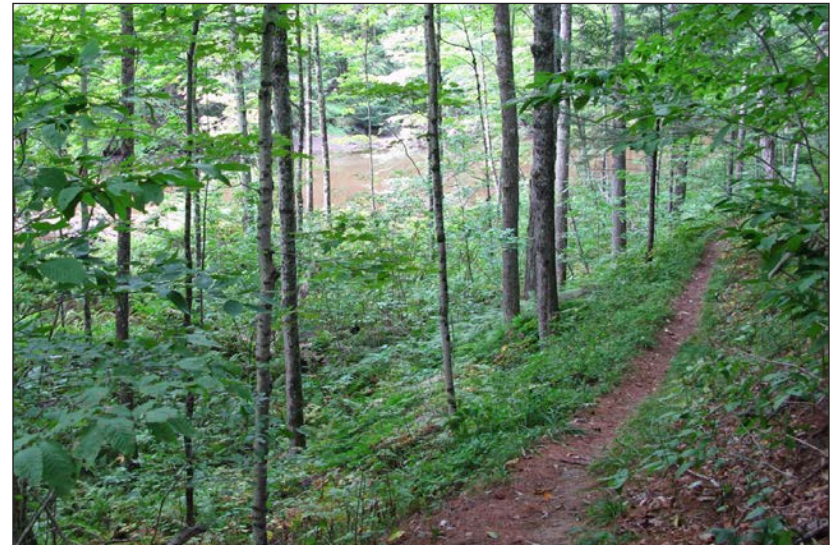
Existing Trails. Recommendations for existing trails (listed in priority order):

1. Increase public awareness of public trails (see sign recommendations that follow)
2. Maintain and distribute up-to-date maps of public trails in printed and electronic formats (in progress)
3. Install trail markers keyed to maps on the Blueberry Hill and Cobble Hill trail systems (in progress)
4. Establish a connection on town land from end of Cobble Hill Road to Cobble Hill trail system and designate an area for trailhead parking
5. Create designated trailhead parking areas for Blueberry Hill trail system and Cobble Hill trail system (potential parking locations shown on trail maps)
6. Designate uses allowed on town trails to provide opportunities for all trail users and minimize conflicts between uses (in progress)

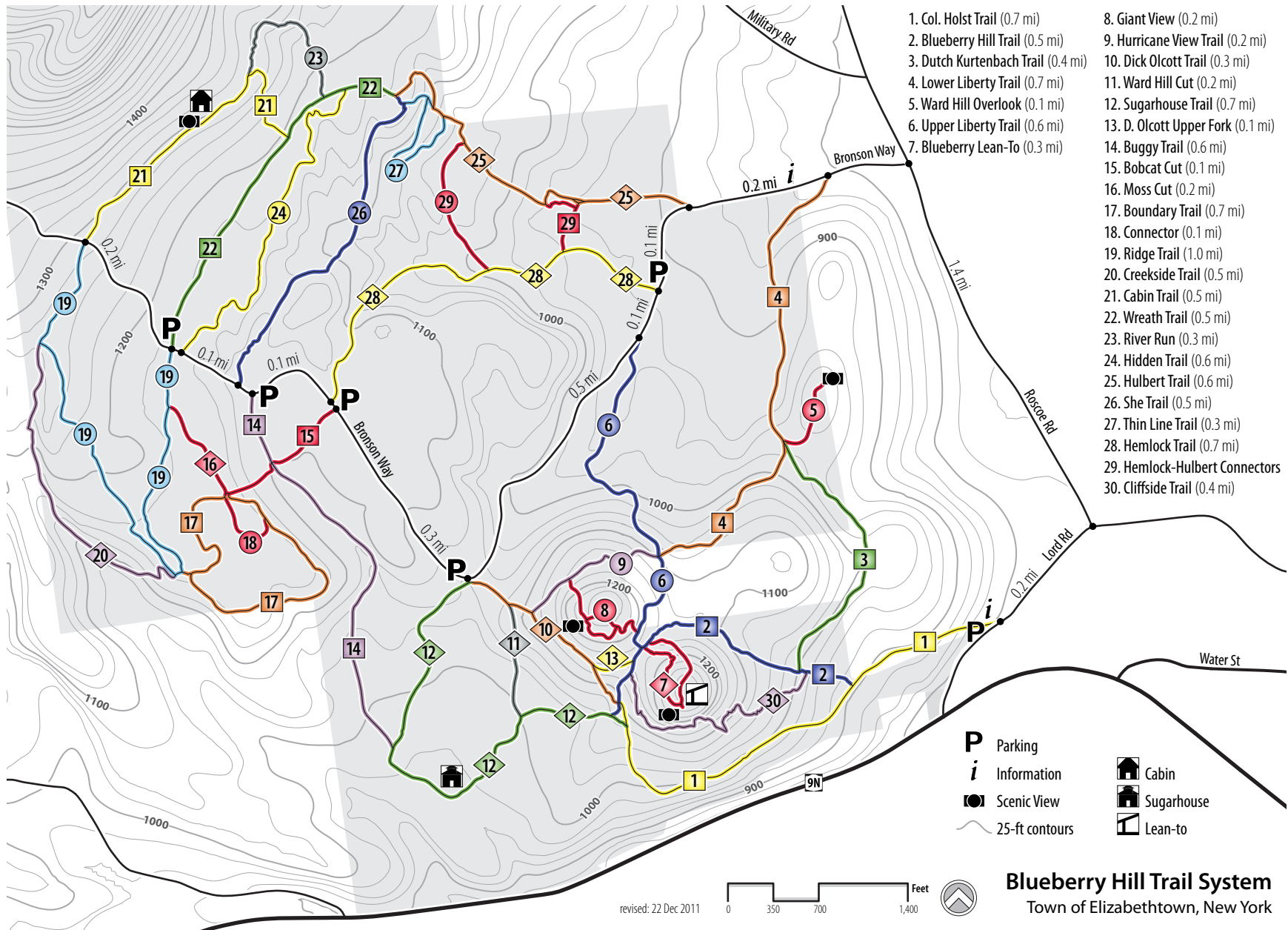


New Trails. Recommendations for new trails (listed in priority order):

1. Complete construction of loop trail at Footbridge Park (in progress)
2. Extend a pedestrian path and/or sidewalk along Route 9 from High Street to Cobble Hill Road
3. Extend the existing trail to form a loop around Noble Park to create a level, off-street place for people to walk
4. Seek landowner agreements to allow public use of the trail on the south side of the Boquet River from Lincoln Pond Road towards New Russia
5. Extend a pedestrian path along Route 9N from end of High Street sidewalk to Lord Road (road shoulders may be adequate with signs alerting drivers to the presence of pedestrians and reduced vehicle speeds)
6. Extend a pedestrian path or improve road shoulders to safely accommodate pedestrians along Roscoe Road and Lord Road to Route 9N
7. Seek landowner agreements to allow construction of a trail from Noble Park west to Cross Street
8. Extend a pedestrian path along Elizabethtown-Wadhams Road from end of sidewalk to the Murdock WMA (road shoulders may be adequate with signs alerting drivers to the presence of pedestrians and reduced vehicle speeds)
9. Incorporate a trail along the water into future plans for a riverfront park at the town land on Woodruff Lane



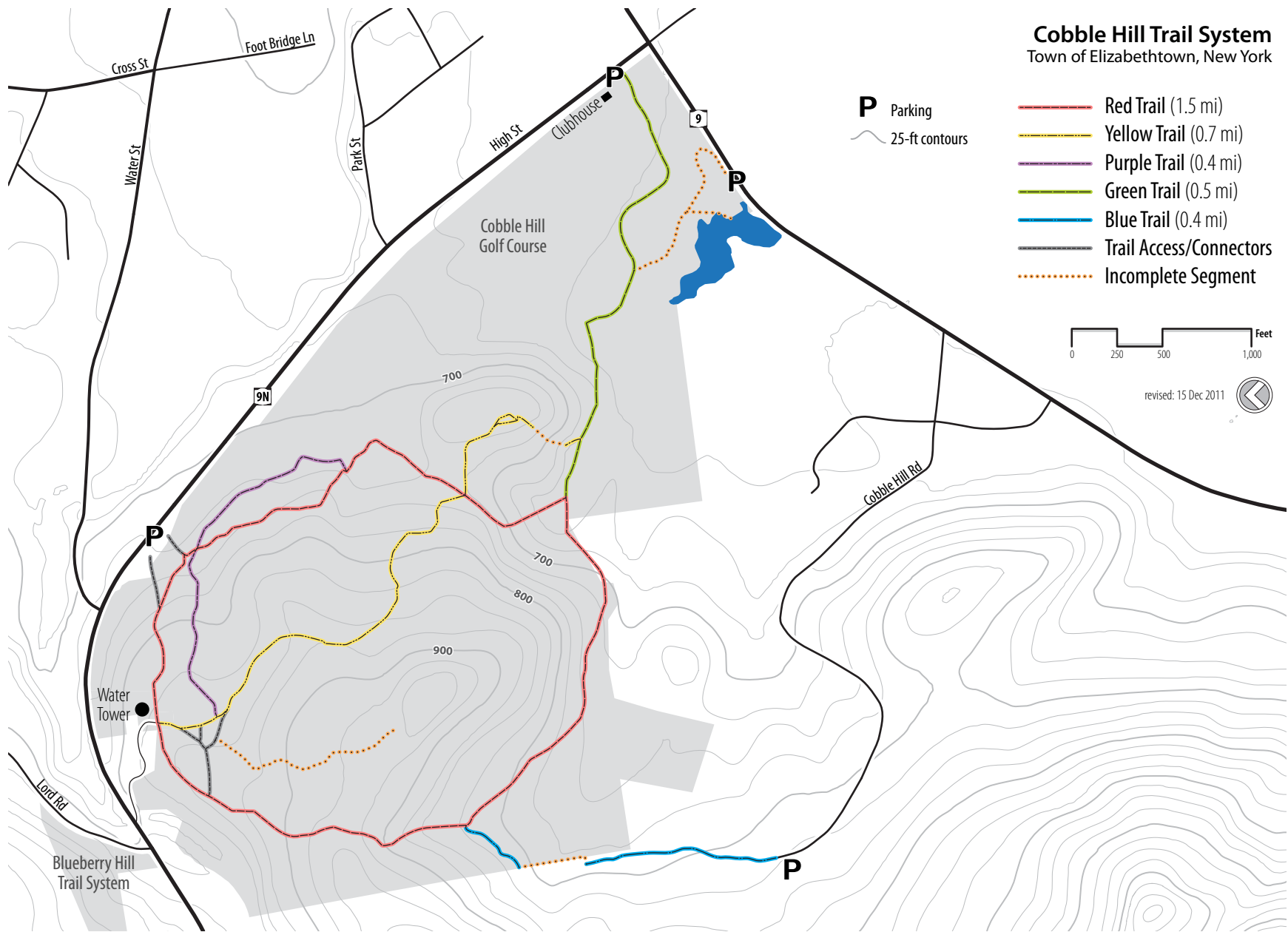
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1. Col. Holst Trail (0.7 mi)
2. Blueberry Hill Trail (0.5 mi)
3. Dutch Kurtenbach Trail (0.4 mi)
4. Lower Liberty Trail (0.7 mi)
5. Ward Hill Overlook (0.1 mi)
6. Upper Liberty Trail (0.6 mi)
7. Blueberry Lean-To (0.3 mi)
8. Giant View (0.2 mi)
9. Hurricane View Trail (0.2 mi)
10. Dick Olcott Trail (0.3 mi)
11. Ward Hill Cut (0.2 mi)
12. Sugarhouse Trail (0.7 mi)
13. D. Olcott Upper Fork (0.1 mi)
14. Buggy Trail (0.6 mi)
15. Bobcat Cut (0.1 mi)
16. Moss Cut (0.2 mi)
17. Boundary Trail (0.7 mi)
18. Connector (0.1 mi)
19. Ridge Trail (1.0 mi)
20. Creekside Trail (0.5 mi)
21. Cabin Trail (0.5 mi)
22. Wreath Trail (0.5 mi)
23. River Run (0.3 mi)
24. Hidden Trail (0.6 mi)
25. Hulbert Trail (0.6 mi)
26. She Trail (0.5 mi)
27. Thin Line Trail (0.3 mi)
28. Hemlock Trail (0.7 mi)
29. Hemlock-Hulbert Connectors
30. Cliffside Trail (0.4 mi)

- P** Parking
- i** Information
- Scenic View
- Cabin
- Sugarhouse
- Lean-to
- 25-ft contours

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Parks and Recreation Areas

Introduction. Town-owned parks and recreation areas in Elizabethtown were inventoried. Based on an assessment of those lands, the following strategies are recommended:

Existing Parks and Recreation Areas. Recommendations for existing parks and recreation areas:

1. Increase public awareness of town parks and recreation areas (see sign recommendations)
2. Complete work at Footbridge Park (natural playground, picnic area and footpath in progress)
3. Remove highway materials and other debris from back portion of Noble Park and expand recreation area (potential uses include open space, picnic pavilion, sports fields, skateboard/bike park, dog park, community garden)

New Parks and Recreation Areas. Recommendations for new parks and recreation areas:

1. Establish a riverfront park with fishing and canoe/kayak access at the town property on Woodruff Lane

Administrative. The following strategy is recommended:

1. Form a new town Recreation and Trails Committee to oversee planning, improvement and operation of all town-owned recreation areas and trails



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Signs

Introduction. There is a need for greater public awareness of the public parks, recreation areas, water access points and trails in Elizabethtown. These resources should be promoted to people who live or work in town to encourage more active and healthier lifestyles. They can also be promoted to attract additional tourism, and its associated economic benefits, to the community. A coordinated sign program could increase the visibility of the town's recreation resources.

Recommendations. The following strategies are recommended:

1. Install an information kiosk in Memorial Park that would include a map and description of public recreation areas and trails in town
2. Use seasonal banners mounted on utility poles to identify and promote the town's recreation areas and opportunities

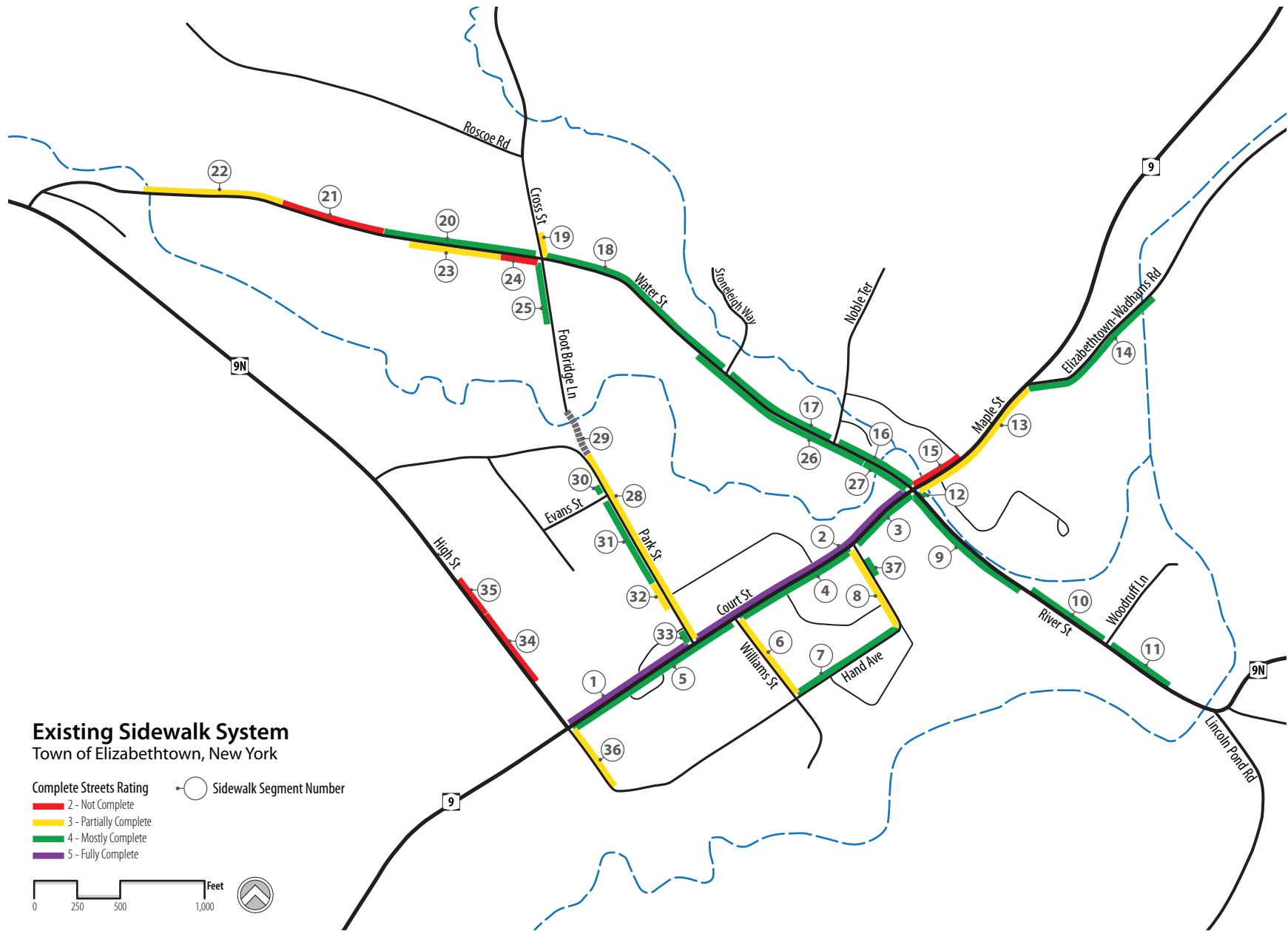


Examples of information kiosks.



Conceptual design for utility pole-mounted banners that could be rotated seasonally to promote the variety of public recreation activities and resources in Elizabethtown.

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Street Name:	Court St (US Rt 9)		Segment:	High St to Park St		ID #:	1	
Street Side:	Odd	Length:	840 feet		Width:	<input type="radio"/> <3 ft	<input type="radio"/> 3-6 ft	<input checked="" type="radio"/> >6 ft
Surface Material:	<input checked="" type="radio"/> Concrete	<input type="radio"/> Asphalt	Surface Condition:		<input type="radio"/> Poor	<input type="radio"/> Fair	<input checked="" type="radio"/> Good	
Buffer (sidewalk to travel lane):	<input type="radio"/> None	<input checked="" type="radio"/> Curb	<input checked="" type="radio"/> On-street parking lane	<input type="radio"/> Planting strip				
Land Use:	<input type="radio"/> Residential	<input checked="" type="radio"/> Non-residential	<input type="radio"/> Mixed	<input type="radio"/> Undeveloped				
Traffic Type:	<input type="radio"/> Local	<input type="radio"/> Through	<input checked="" type="radio"/> Both	Traffic Level:		<input type="radio"/> Low	<input type="radio"/> Moderate	<input checked="" type="radio"/> High
# of Curb Cuts:	0	Residential	6	Non-residential	Density of Curb Cuts: 38 per mile			
Complete Streets Rating:	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input checked="" type="radio"/> 5			
Notes:								
Recommendations:	<p>Short-term actions should include repainting the crosswalks. Consider painting the crosswalk solid red with white border rather than traditional white diagonal stripes.</p> <p>Long-term actions should include incorporating traffic calming bulb-outs at the crosswalks into any future road improvement project.</p> <p>Also see recommendations for the High St/Court St and Park St/Court St intersections.</p>							



Looking from High St towards Park St



Looking from Park St towards High St

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Street Name: Court St (US Rt 9)		Segment: Park St to Water St		ID #: 2	
Street Side: Odd	Length: 1,520 feet	Width: <input type="radio"/> <3 ft <input type="radio"/> 3-6 ft <input checked="" type="radio"/> >6 ft			
Surface Material: <input checked="" type="radio"/> Concrete <input type="radio"/> Asphalt		Surface Condition: <input type="radio"/> Poor <input type="radio"/> Fair <input checked="" type="radio"/> Good			
Buffer (sidewalk to travel lane): <input type="radio"/> None <input checked="" type="radio"/> Curb <input checked="" type="radio"/> On-street parking lane <input type="radio"/> Planting strip					
Land Use: <input type="radio"/> Residential <input checked="" type="radio"/> Non-residential <input type="radio"/> Mixed <input type="radio"/> Undeveloped					
Traffic Type: <input type="radio"/> Local <input type="radio"/> Through <input checked="" type="radio"/> Both			Traffic Level: <input type="radio"/> Low <input type="radio"/> Moderate <input checked="" type="radio"/> High		
# of Curb Cuts: 0 Residential 3 Non-residential		Density of Curb Cuts: 10 per mile			
Complete Streets Rating: <input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input type="radio"/> 4 <input checked="" type="radio"/> 5					
Notes:					
<p>There is a significant amount of pedestrian traffic between the county complex and the shopping plaza across Court St. Those pedestrians would have to detour to use the existing crosswalk near Williams St, so most cross closer to the Park St intersection despite the lack of a crosswalk. Pedestrians are also crossing at mid-block near the hardware store despite the lack of a crosswalk.</p> <p>The entrance to the county parking lot is excessively wide (>40 feet at the sidewalk) and there is no crosswalk. There are two non-residential curb cuts near the parking lot entrance that are very close together, although the current amount of traffic using those drives is light. This could become a conflict point if the amount of traffic generated were to change.</p> <p>There is a fairly steep hill down to the Water Street intersection. The sidewalk is in good condition, handrails have been installed at steepest section, and a bench has been located near the top of the hill. This portion of this sidewalk segment still may pose accessibility challenges for some, particularly in winter. The steep portion merits additional winter maintenance to minimize icy conditions.</p>					
Recommendations:					
<p>In the short-term, the existing crosswalks need to be repainted. Consider painting the crosswalk solid red with white border rather than traditional white diagonal stripes. The next priority should be adding crosswalks at the Park St intersection (see recommendations for the Park St/Court St and Water St/Court St intersections), across the county parking lot entrance drive, and at mid-block near the hardware store.</p> <p>In the long-term, traffic calming bulb-outs at the crosswalks should be incorporated into any future road improvement project. Any future improvements of the county parking lot or entrance drive should include a narrowing of that drive at its intersection with the road, requiring drivers to slow down further as they enter or exit Court St. Any future redevelopment of the two lots east of the county parking lot should seek to combine the two existing access drives and/or provide access off the county parking lot drive rather than Court St.</p>					



Looking from Park St past county complex



Looking towards Water St from mid-block

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Street Name:	Court St (US Rt 9)		Segment:	River St to Hand Ave		ID #:	3	
Street Side:	Even	Length:	430 feet	Width:	<input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft			
Surface Material:	<input checked="" type="radio"/> Concrete <input type="radio"/> Asphalt	Surface Condition:		<input type="radio"/> Poor <input type="radio"/> Fair <input checked="" type="radio"/> Good				
Buffer (sidewalk to travel lane):	<input type="radio"/> None <input checked="" type="radio"/> Curb <input checked="" type="radio"/> On-street parking lane <input type="radio"/> Planting strip							
Land Use:	<input type="radio"/> Residential <input checked="" type="radio"/> Non-residential <input type="radio"/> Mixed <input type="radio"/> Undeveloped							
Traffic Type:	<input type="radio"/> Local <input type="radio"/> Through <input checked="" type="radio"/> Both	Traffic Level:		<input type="radio"/> Low <input type="radio"/> Moderate <input checked="" type="radio"/> High				
# of Curb Cuts:	0 Residential	1 Non-residential	Density of Curb Cuts:		12 per mile			
Complete Streets Rating:	<input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input checked="" type="radio"/> 4 <input type="radio"/> 5							
Notes:	<p>There is a fairly steep hill down to the River St intersection. This portion of this sidewalk segment still may pose accessibility challenges for some, particularly in winter. The steep portion merits additional winter maintenance to minimize icy conditions.</p> <p>The crosswalks at the Hand Ave intersection are in fairly good condition. There are pedestrian crossing signs on Court St, but no such sign on Hand Ave.</p> <p>The crosswalks at the River St intersection are in poor condition (see intersection assessment).</p>							
Recommendations:	<p>Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. All pedestrian crossing signs should include a small sign informing drivers that state law requires them to stop for pedestrians.</p> <p>The front lawn of the museum would be a good location for another bench near the sidewalk to provide pedestrians a place to rest after walking up the hill. The feasibility of installing a handrail on or alongside the retaining wall at the steepest portion of the hill should be explored.</p> <p>In the long-term, traffic calming bulb-outs at the crosswalks should be incorporated into any future road improvement project.</p>							



Looking down the hill from the museum towards River St



Looking up the hill from River St towards the museum

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Street Name: Court St (US Rt 9)	Segment: Hand Ave to Williams St	ID #: 4
Street Side: Even	Length: 770 feet	Width: <input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft
Surface Material: <input checked="" type="radio"/> Concrete <input type="radio"/> Asphalt	Surface Condition: <input type="radio"/> Poor <input type="radio"/> Fair <input checked="" type="radio"/> Good	
Buffer (sidewalk to travel lane): <input type="radio"/> None <input checked="" type="radio"/> Curb <input checked="" type="radio"/> On-street parking lane <input type="radio"/> Planting strip		
Land Use: <input type="radio"/> Residential <input checked="" type="radio"/> Non-residential <input type="radio"/> Mixed <input type="radio"/> Undeveloped		
Traffic Type: <input type="radio"/> Local <input type="radio"/> Through <input checked="" type="radio"/> Both		Traffic Level: <input type="radio"/> Low <input type="radio"/> Moderate <input checked="" type="radio"/> High
# of Curb Cuts: 1 Residential 5 Non-residential	Density of Curb Cuts: 41 per mile	
Complete Streets Rating: <input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input checked="" type="radio"/> 4 <input type="radio"/> 5		
Notes:	<p>Many pedestrians are crossing at mid-block near the hardware store despite the lack of a crosswalk. The entrance to the hardware store front parking lot is excessively wide (more than 40 feet). There is no marked crosswalk and hardware store patrons commonly park blocking pedestrians from crossing where the crosswalk should be.</p> <p>The two entrances to the front and side of the building housing the hardware store and other small businesses/offices are too close together and each has a lot of vehicles entering and existing. This creates a conflict area with a high potential for vehicle-vehicle and vehicle-pedestrian accidents.</p> <p>The existing crosswalks at the Hand Ave and William St intersections are in fairly good condition. There are pedestrian crossing signs on Court St, but there are no such signs on the side streets.</p>	
Recommendations:	<p>Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. A pedestrian crossing sign should be added on both Hand Ave and Williams St. All pedestrian crossing signs should include a small sign informing drivers that state law requires them to stop for pedestrians.</p> <p>A crosswalk should be added mid-block across Court St near the hardware store and across the entrance drives to the hardware store property. The crosswalk across the hardware store front parking entrance could be lettered with a reminder to drivers not to park in the crosswalk.</p> <p>In the long-term, traffic calming bulb-outs at the crosswalks should be incorporated into any future road improvement project. Any redevelopment of the hardware store property should address access and parking issues to reduce potential conflicts and better manage access onto Court St.</p>	



Looking towards the Williams St intersection



Car parked blocking the sidewalk at hardware store

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Street Name: Court St (US Rt 9)	Segment: Williams St to High St	ID #: 5
Street Side: Even	Length: 1,120 feet	Width: <input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft
Surface Material: <input checked="" type="radio"/> Concrete <input type="radio"/> Asphalt	Surface Condition: <input type="radio"/> Poor <input type="radio"/> Fair <input checked="" type="radio"/> Good	
Buffer (sidewalk to travel lane): <input type="radio"/> None <input checked="" type="radio"/> Curb <input checked="" type="radio"/> On-street parking lane <input type="radio"/> Planting strip		
Land Use: <input type="radio"/> Residential <input checked="" type="radio"/> Non-residential <input type="radio"/> Mixed <input type="radio"/> Undeveloped		
Traffic Type: <input type="radio"/> Local <input type="radio"/> Through <input checked="" type="radio"/> Both		Traffic Level: <input type="radio"/> Low <input type="radio"/> Moderate <input checked="" type="radio"/> High
# of Curb Cuts: 0 Residential 9 Non-residential	Density of Curb Cuts: 42 per mile	
Complete Streets Rating: <input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input checked="" type="radio"/> 4 <input type="radio"/> 5		
Notes:	<p>There is a significant amount of pedestrian traffic between the county complex and the shopping plaza across Court St. Those pedestrians would have to detour to use the existing crosswalk at Williams St, so most cross directly despite the lack of a crosswalk.</p> <p>The grocery store entrance drives are excessively wide (more than 40 feet) and there are no marked crosswalks across them. The grocery store entrance drives are too close together and the northeastern drive is offset about 30 feet from Park St, creating an intersection that is not properly aligned. This, combined with pedestrian traffic, creates a conflict area with a high potential for vehicle-vehicle and vehicle-pedestrian accidents. Further, there are no marked pedestrian routes from the sidewalk to the grocery store or pharmacy customer doors requiring pedestrians to navigate around vehicles in the parking lot.</p> <p>The existing crosswalks at the school are in fairly good condition and there are pedestrian crossing signs on Court St.</p>	
Recommendations:	<p>Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. All pedestrian crossing signs should include a small sign informing drivers that state law requires them to stop for pedestrians.</p> <p>Crosswalks should be added across Court St at the Park St intersection. Crosswalks should be marked across the grocery store entrance drives.</p> <p>In the long-term, traffic calming bulb-outs at the crosswalks should be incorporated into any future road improvement project. Any redevelopment of the grocery store property should address aligning the entrance with Park St and either combining or narrowing the entrances to reduce potential conflicts and better manage access onto Court St.</p>	



Looking from the pharmacy towards the school



Looking towards High St at the school crosswalks

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Street Name: Williams St		Segment: Court St to Hand Ave			ID #: 6	
Street Side: Odd	Length: 550 feet	Width: <input type="radio"/> <3 ft		<input checked="" type="radio"/> 3-6 ft	<input type="radio"/> >6 ft	
Surface Material: <input checked="" type="radio"/> Concrete <input type="radio"/> Asphalt		Surface Condition: <input type="radio"/> Poor <input checked="" type="radio"/> Fair <input type="radio"/> Good				
Buffer (sidewalk to travel lane): <input checked="" type="radio"/> None <input type="radio"/> Curb <input type="radio"/> On-street parking lane <input type="radio"/> Planting strip						
Land Use: <input type="radio"/> Residential <input type="radio"/> Non-residential <input checked="" type="radio"/> Mixed <input type="radio"/> Undeveloped						
Traffic Type: <input checked="" type="radio"/> Local <input type="radio"/> Through <input type="radio"/> Both			Traffic Level: <input checked="" type="radio"/> Low <input type="radio"/> Moderate <input type="radio"/> High			
# of Curb Cuts: 2 Residential		2 Non-residential		Density of Curb Cuts: 39 per mile		
Complete Streets Rating: <input type="radio"/> 1 <input type="radio"/> 2 <input checked="" type="radio"/> 3 <input type="radio"/> 4 <input type="radio"/> 5						
Notes: The existing crosswalks at the Court St intersection are in fairly good condition. There are pedestrian crossing signs on Court St, but there are no sign on Hand Ave.						
Recommendations: Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. All pedestrian crossing signs should include a small sign informing drivers that state law requires them to stop for pedestrians. In the long-term, traffic calming bulb-outs at the crosswalks should be incorporated into any future road improvement project.						



Looking towards Hand Ave



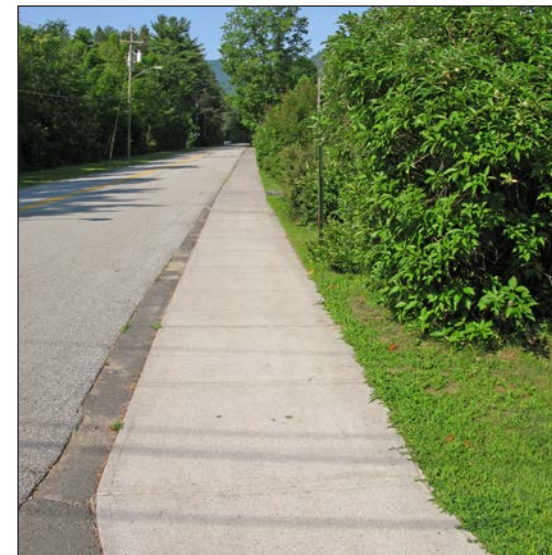
Looking towards Court St

elizabethtown active living strategy

Street Name:	Hand Ave	Segment:	Williams St to corner	ID #:	7
Street Side:	Odd	Length:	700 feet	Width:	<input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft
Surface Material:	<input checked="" type="radio"/> Concrete <input type="radio"/> Asphalt	Surface Condition:	<input type="radio"/> Poor <input type="radio"/> Fair <input checked="" type="radio"/> Good		
Buffer (sidewalk to travel lane):	<input checked="" type="radio"/> None <input type="radio"/> Curb <input type="radio"/> On-street parking lane <input type="radio"/> Planting strip				
Land Use:	<input checked="" type="radio"/> Residential <input type="radio"/> Non-residential <input type="radio"/> Mixed <input type="radio"/> Undeveloped				
Traffic Type:	<input checked="" type="radio"/> Local <input type="radio"/> Through <input type="radio"/> Both		Traffic Level:	<input checked="" type="radio"/> Low <input type="radio"/> Moderate <input type="radio"/> High	
# of Curb Cuts:	8 Residential	0 Non-residential	Density of Curb Cuts: 60 per mile		
Complete Streets Rating:	<input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input checked="" type="radio"/> 4 <input type="radio"/> 5				
Notes:	There is some deterioration of the concrete near the corner.				
Recommendations:					



Looking from Williams St toward corner



Looking from corner towards Williams St

elizabethtown active living strategy

Street Name:	Hand Ave		Segment:	corner to Court St		ID #:	8	
Street Side:	Odd	Length:	520 feet	Width:	<input type="radio"/> <3 ft	<input checked="" type="radio"/> 3-6 ft	<input type="radio"/> >6 ft	
Surface Material:	<input checked="" type="radio"/> Concrete	<input type="radio"/> Asphalt	Surface Condition:	<input type="radio"/> Poor	<input checked="" type="radio"/> Fair	<input type="radio"/> Good		
Buffer (sidewalk to travel lane):	<input type="radio"/> None	<input checked="" type="radio"/> Curb	<input checked="" type="radio"/> On-street parking lane	<input checked="" type="radio"/> Planting strip				
Land Use:	<input type="radio"/> Residential	<input type="radio"/> Non-residential	<input checked="" type="radio"/> Mixed	<input type="radio"/> Undeveloped				
Traffic Type:	<input checked="" type="radio"/> Local	<input type="radio"/> Through	<input type="radio"/> Both	Traffic Level:	<input type="radio"/> Low	<input checked="" type="radio"/> Moderate	<input type="radio"/> High	
# of Curb Cuts:	1 Residential	3 Non-residential	Density of Curb Cuts:	41 per mile				
Complete Streets Rating:	<input type="radio"/> 1	<input type="radio"/> 2	<input checked="" type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5			
Notes:	Sidewalks at Court St end of segment have been replaced more recently and are in better condition than the sidewalk at the southeastern end of the segment. There is some deterioration of the concrete near the corner.							
Recommendations:	<p>Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. All pedestrian crossing signs should include a small sign informing drivers that state law requires them to stop for pedestrians.</p> <p>Add a mid-block crosswalk at back of museum linking to the museum's internal sidewalks and paths, including path to farmers' market area.</p> <p>In the long-term, traffic calming bulb-outs at the crosswalks should be incorporated into any future road improvement project.</p>							



Looking towards corner from mid-block



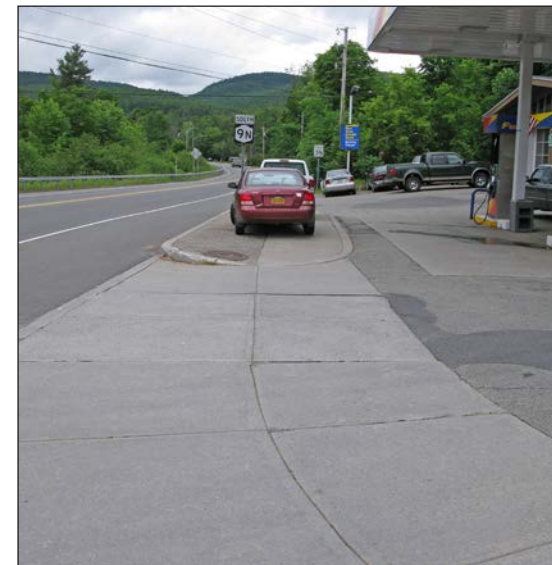
Looking from Court St intersection past the church

elizabethtown active living strategy

Street Name:	River St (NY Rt 9N)	Segment:	Court St to mid-block	ID #:	9
Street Side:	Odd	Length:	850 feet	Width:	<input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft
Surface Material:	<input checked="" type="radio"/> Concrete <input type="radio"/> Asphalt	Surface Condition:	<input type="radio"/> Poor <input type="radio"/> Fair <input checked="" type="radio"/> Good		
Buffer (sidewalk to travel lane):	<input type="radio"/> None <input checked="" type="radio"/> Curb <input type="radio"/> On-street parking lane <input type="radio"/> Planting strip				
Land Use:	<input type="radio"/> Residential <input checked="" type="radio"/> Non-residential <input type="radio"/> Mixed <input type="radio"/> Undeveloped				
Traffic Type:	<input type="radio"/> Local <input checked="" type="radio"/> Through <input type="radio"/> Both	Traffic Level:	<input type="radio"/> Low <input type="radio"/> Moderate <input checked="" type="radio"/> High		
# of Curb Cuts:	0 Residential 2 Non-residential	Density of Curb Cuts:	12 per mile		
Complete Streets Rating:	<input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input checked="" type="radio"/> 4 <input type="radio"/> 5				
Notes:	<p>This segment of sidewalk ends mid-block across from the library. There is no crosswalk across River St to the library and sidewalk on other side of the road that continues towards Woodruff Ln.</p> <p>The service station at the intersection commonly parks vehicles on the sidewalk. The station's two access drives are too close together, too wide and the northeastern drive is too close to the intersection. This creates a conflict zone at the intersection with a higher likelihood for vehicle-vehicle and vehicle-pedestrian accidents.</p> <p>The crosswalks at the Court St intersection are in poor condition (see intersection assessment).</p>				
Recommendations:	<p>Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. All pedestrian crossing signs should include a small sign informing drivers that state law requires them to stop for pedestrians.</p> <p>Consistent enforcement is needed to resolve problem of vehicles being parked on the sidewalk.</p> <p>A crosswalk should be added across River St at the end of the sidewalk crossing to the library.</p> <p>In the long-term, traffic calming bulb-outs at the crosswalks should be incorporated into any future road improvement project. Any redevelopment of the service station property should address the issues with access and safety.</p>				



Looking towards library from past the service station



Vehicles parked on the sidewalk

elizabethtown active living strategy

Street Name:	River St (NY Rt 9N)	Segment:	mid-block to Woodruff Ln	ID #:	10
Street Side:	Even	Length:	520 feet	Width:	<input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft
Surface Material:	<input checked="" type="radio"/> Concrete <input type="radio"/> Asphalt	Surface Condition:	<input type="radio"/> Poor <input type="radio"/> Fair <input checked="" type="radio"/> Good		
Buffer (sidewalk to travel lane):	<input type="radio"/> None <input type="radio"/> Curb <input type="radio"/> On-street parking lane <input checked="" type="radio"/> Planting strip				
Land Use:	<input checked="" type="radio"/> Residential <input type="radio"/> Non-residential <input type="radio"/> Mixed <input type="radio"/> Undeveloped				
Traffic Type:	<input type="radio"/> Local <input checked="" type="radio"/> Through <input type="radio"/> Both	Traffic Level:	<input type="radio"/> Low <input type="radio"/> Moderate <input checked="" type="radio"/> High		
# of Curb Cuts:	5 Residential	0 Non-residential	Density of Curb Cuts:	51 per mile	
Complete Streets Rating:	<input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input checked="" type="radio"/> 4 <input type="radio"/> 5				
Notes:	This segment of sidewalk ends mid-block across from the library. There is no crosswalk across River St from the library to the sidewalk on other side of the road that continues to Court St. There is also no crosswalk at the Woodruff Ln intersection.				
Recommendations:	<p>Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. All pedestrian crossing signs should include a small sign informing drivers that state law requires them to stop for pedestrians.</p> <p>A crosswalk should be added across River St crossing from the library to the sidewalk across the street. A crosswalk should be added across Woodruff Ln.</p>				



Sidewalk ends in front of library



Looking from the library towards Woodruff Ln

elizabethtown active living strategy

Street Name: River St (NY Rt 9N)		Segment: Woodruff Ln to mid-block		ID #: 11	
Street Side: Even	Length: 420 feet	Width: <input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft			
Surface Material: <input checked="" type="radio"/> Concrete <input type="radio"/> Asphalt		Surface Condition: <input type="radio"/> Poor <input type="radio"/> Fair <input checked="" type="radio"/> Good			
Buffer (sidewalk to travel lane): <input type="radio"/> None <input type="radio"/> Curb <input type="radio"/> On-street parking lane <input checked="" type="radio"/> Planting strip					
Land Use: <input checked="" type="radio"/> Residential <input type="radio"/> Non-residential <input type="radio"/> Mixed <input type="radio"/> Undeveloped					
Traffic Type: <input type="radio"/> Local <input checked="" type="radio"/> Through <input type="radio"/> Both			Traffic Level: <input type="radio"/> Low <input type="radio"/> Moderate <input checked="" type="radio"/> High		
# of Curb Cuts: 5 Residential 0 Non-residential		Density of Curb Cuts: 63 per mile			
Complete Streets Rating: <input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input checked="" type="radio"/> 4 <input type="radio"/> 5					
Notes: This segment of sidewalk ends mid-block. There is also no crosswalk at the Woodruff Ln intersection. There appears to be a stormwater drainage issue at the southeastern end of this segment that has the potential to deteriorate the sidewalk.					
Recommendations: Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. All pedestrian crossing signs should include a small sign informing drivers that state law requires them to stop for pedestrians. A crosswalk should be added across Woodruff Ln. Extending this sidewalk segment to the bridge would create a more logical end point where the development pattern changes from higher-density village to a more rural, lower-density pattern. When the eroded road shoulder is repaired at the southeastern end of this segment, the stormwater causing that damage and flowing onto the sidewalk should be redirected to prevent further damage to the road shoulder and sidewalk.					



Looking towards Woodruff Ln



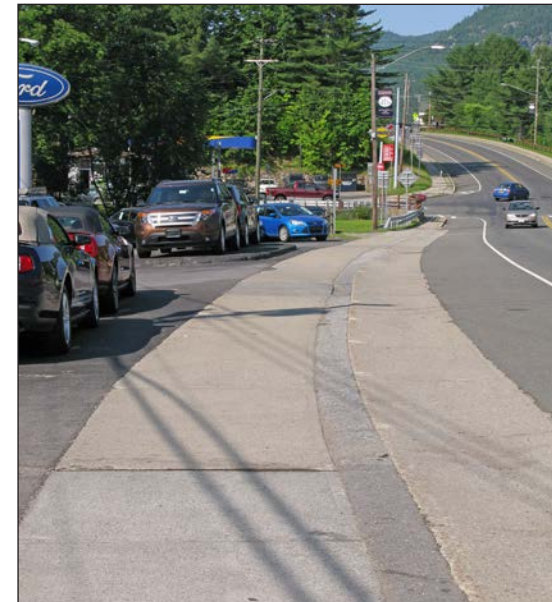
Evidence of stormwater problems at southern end of sidewalk

elizabethtown active living strategy

Street Name: River St (NY Rt 9N)		Segment: mid-block to Maple St		ID #: 12	
Street Side: Even	Length: 50 feet	Width: <input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft			
Surface Material: <input checked="" type="radio"/> Concrete <input type="radio"/> Asphalt		Surface Condition: <input type="radio"/> Poor <input type="radio"/> Fair <input checked="" type="radio"/> Good			
Buffer (sidewalk to travel lane): <input type="radio"/> None <input checked="" type="radio"/> Curb <input type="radio"/> On-street parking lane <input type="radio"/> Planting strip					
Land Use: <input type="radio"/> Residential <input type="radio"/> Non-residential <input type="radio"/> Mixed <input checked="" type="radio"/> Undeveloped					
Traffic Type: <input type="radio"/> Local <input checked="" type="radio"/> Through <input type="radio"/> Both			Traffic Level: <input type="radio"/> Low <input type="radio"/> Moderate <input checked="" type="radio"/> High		
# of Curb Cuts: 0 Residential 0 Non-residential		Density of Curb Cuts: 0 per mile			
Complete Streets Rating: <input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input checked="" type="radio"/> 4 <input type="radio"/> 5					
Notes: This segment of sidewalk just wraps the corner. The river runs along the road and prevents continuing the sidewalk further on this side of River St. The crosswalks at the Court St intersection are in poor condition (see intersection assessment).					
Recommendations: Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. All pedestrian crossing signs should include a small sign informing drivers that state law requires them to stop for pedestrians.					

elizabethtown active living strategy

Street Name:	Maple St (US Rt 9)		Segment:	River St to E-Town-Wadhams Rd		ID #:	13	
Street Side:	Even	Length:	880 feet	Width:	<input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft			
Surface Material:	<input checked="" type="radio"/> Concrete <input type="radio"/> Asphalt	Surface Condition:		<input type="radio"/> Poor <input checked="" type="radio"/> Fair <input type="radio"/> Good				
Buffer (sidewalk to travel lane):	<input checked="" type="radio"/> None <input type="radio"/> Curb <input type="radio"/> On-street parking lane <input type="radio"/> Planting strip							
Land Use:	<input type="radio"/> Residential <input type="radio"/> Non-residential <input checked="" type="radio"/> Mixed <input type="radio"/> Undeveloped							
Traffic Type:	<input type="radio"/> Local <input type="radio"/> Through <input checked="" type="radio"/> Both		Traffic Level:		<input type="radio"/> Low <input type="radio"/> Moderate <input checked="" type="radio"/> High			
# of Curb Cuts:	2	Residential	5	Non-residential	Density of Curb Cuts: 42 per mile			
Complete Streets Rating:	<input type="radio"/> 1 <input type="radio"/> 2 <input checked="" type="radio"/> 3 <input type="radio"/> 4 <input type="radio"/> 5							
Notes:	<p>The crosswalks at the River St intersection are in poor condition (see intersection assessment).</p> <p>There is some deterioration of the sidewalk near the intersection with the Elizabethtown-Wadhams Rd that appears to be related to stormwater flowing onto the sidewalk.</p> <p>The car dealership's frontage has little to no access control.</p>							
Recommendations:	<p>Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. All pedestrian crossing signs should include a small sign informing drivers that state law requires them to stop for pedestrians.</p> <p>The stormwater flowing onto the sidewalk at the Elizabethtown-Wadhams Rd end of this segment should be redirected to prevent further damage to the sidewalk.</p> <p>In the long-term, traffic calming bulb-outs at the crosswalks should be incorporated into any future road improvement project. Any redevelopment of the auto dealership property should address the issues with access and safety by installing curbed and/or landscaped islands to define access points.</p>							



Looking towards River St intersection



Looking towards E-Town-Wadhams Rd intersection

elizabethtown active living strategy

Street Name:	E-Town-Wadhams Rd (Cty Rt 8)		Segment:	Maple St to bridge			ID #:	14
Street Side:	Even	Length:	950 feet	Width:	<input type="radio"/> <3 ft	<input checked="" type="radio"/> 3-6 ft	<input type="radio"/> >6 ft	
Surface Material:	<input checked="" type="radio"/> Concrete	<input type="radio"/> Asphalt	Surface Condition:	<input type="radio"/> Poor	<input type="radio"/> Fair	<input checked="" type="radio"/> Good		
Buffer (sidewalk to travel lane):	None	<input type="radio"/> Curb	<input type="radio"/> On-street parking lane	<input type="radio"/> Planting strip				
Land Use:	<input checked="" type="radio"/> Residential	<input type="radio"/> Non-residential	<input type="radio"/> Mixed	<input type="radio"/> Undeveloped				
Traffic Type:	<input type="radio"/> Local	<input checked="" type="radio"/> Through	<input type="radio"/> Both	Traffic Level:	<input type="radio"/> Low	<input checked="" type="radio"/> Moderate	<input type="radio"/> High	
# of Curb Cuts:	7 Residential	0 Non-residential	Density of Curb Cuts:	39 per mile				
Complete Streets Rating:	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input checked="" type="radio"/> 4	<input type="radio"/> 5			
Notes:	There is some deterioration of the sidewalk near the intersection with Maple St that appears to be related to stormwater flowing onto the sidewalk.							
Recommendations:	The stormwater flowing onto the sidewalk at the Maple St intersection should be redirected to prevent further damage to the sidewalk.							



Looking towards the Maple St intersection



Looking southwest from bridge

elizabethtown active living strategy

Street Name:	Maple St (US Rt 9)		Segment:	mid-block to Water St		ID #:	15
Street Side:	Odd	Length:	700 feet	Width:	<input type="radio"/> <3 ft	<input checked="" type="radio"/> 3-6 ft	<input type="radio"/> >6 ft
Surface Material:	<input checked="" type="radio"/> Concrete	<input type="radio"/> Asphalt	Surface Condition:	<input checked="" type="radio"/> Poor	<input type="radio"/> Fair	<input type="radio"/> Good	
Buffer (sidewalk to travel lane):	<input type="radio"/> None	<input checked="" type="radio"/> Curb	<input type="radio"/> On-street parking lane	<input type="radio"/> Planting strip			
Land Use:	<input type="radio"/> Residential	<input checked="" type="radio"/> Non-residential	<input type="radio"/> Mixed	<input type="radio"/> Undeveloped			
Traffic Type:	<input type="radio"/> Local	<input checked="" type="radio"/> Through	<input type="radio"/> Both	Traffic Level:	<input type="radio"/> Low	<input type="radio"/> Moderate	<input checked="" type="radio"/> High
# of Curb Cuts:	0 Residential	3 Non-residential	Density of Curb Cuts:	52 per mile			
Complete Streets Rating:	<input type="radio"/> 1	<input checked="" type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5		
Notes:	<p>The crosswalks at the Water St intersection are in poor condition (see intersection assessment).</p> <p>The sidewalk ends mid-block and there is no crosswalk across Maple St to the sidewalk on the other side of the road.</p>						
Recommendations:	<p>Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. All pedestrian crossing signs should include a small sign informing drivers that state law requires them to stop for pedestrians.</p> <p>Add a crosswalk across Maple St where the sidewalk ends to the sidewalk on the other side of the road.</p> <p>In the long-term, traffic calming bulb-outs at the crosswalks should be incorporated into any future road improvement project.</p>						



Looking from the Water St intersection



Looking towards the Water St intersection

elizabethtown active living strategy

Street Name:	Water St		Segment:	Maple St to Noble Ter		ID #:	16	
Street Side:	Odd	Length:	510 feet		Width:	<input type="radio"/> <3 ft	<input checked="" type="radio"/> 3-6 ft	<input type="radio"/> >6 ft
Surface Material:	<input checked="" type="radio"/> Concrete	<input type="radio"/> Asphalt	Surface Condition:		<input type="radio"/> Poor	<input type="radio"/> Fair	<input checked="" type="radio"/> Good	
Buffer (sidewalk to travel lane):	<input type="radio"/> None	<input checked="" type="radio"/> Curb	<input checked="" type="radio"/> On-street parking lane	<input type="radio"/> Planting strip				
Land Use:	<input type="radio"/> Residential	<input checked="" type="radio"/> Non-residential	<input type="radio"/> Mixed	<input type="radio"/> Undeveloped				
Traffic Type:	<input type="radio"/> Local	<input type="radio"/> Through	<input checked="" type="radio"/> Both	Traffic Level:		<input type="radio"/> Low	<input type="radio"/> Moderate	<input checked="" type="radio"/> High
# of Curb Cuts:	0	Residential	4	Non-residential	Density of Curb Cuts: 42 per mile			
Complete Streets Rating:	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input checked="" type="radio"/> 4	<input type="radio"/> 5			
Notes:	<p>The crosswalks at the Maple St intersection are in poor condition (see intersection assessment). There is no crosswalk at the Noble Ter intersection.</p> <p>The section of sidewalk in front of the commercial block buildings is more than 6 ft wide.</p>							
Recommendations:	<p>Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. All pedestrian crossing signs should include a small sign informing drivers that state law requires them to stop for pedestrians.</p> <p>Add crosswalks at Noble Ter intersection. With the addition of a crosswalk across Water St at Noble Ter, install a sign instructing pedestrians headed to the post office to cross at the crosswalk.</p> <p>In the long-term, traffic calming bulb-outs at the crosswalks should be incorporated into any future road improvement project.</p>							



Looking from the bridge towards Noble Ter



Looking from the Noble Ter intersection towards Maple St

elizabethtown active living strategy

Street Name:	Water St		Segment:	Noble Ter to Stoneleigh Way		ID #:	17
Street Side:	Odd	Length:	700 feet	Width:	<input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft		
Surface Material:	<input checked="" type="radio"/> Concrete <input type="radio"/> Asphalt	Surface Condition:		<input type="radio"/> Poor <input type="radio"/> Fair <input checked="" type="radio"/> Good			
Buffer (sidewalk to travel lane):	<input type="radio"/> None <input type="radio"/> Curb <input type="radio"/> On-street parking lane <input checked="" type="radio"/> Planting strip						
Land Use:	<input checked="" type="radio"/> Residential <input type="radio"/> Non-residential <input type="radio"/> Mixed <input type="radio"/> Undeveloped						
Traffic Type:	<input type="radio"/> Local <input checked="" type="radio"/> Through <input type="radio"/> Both	Traffic Level:		<input type="radio"/> Low <input type="radio"/> Moderate <input checked="" type="radio"/> High			
# of Curb Cuts:	6 Residential	0 Non-residential	Density of Curb Cuts:		45 per mile		
Complete Streets Rating:	<input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input checked="" type="radio"/> 4 <input type="radio"/> 5						
Notes:	<p>There is no crosswalk at the Noble Ter intersection. The sidewalk continues across Stoneleigh Way.</p> <p>Many pedestrians cross Water St in the vicinity of the post office despite the lack of a crosswalk. There is a pedestrian crossing sign, but no painted crosswalk. The post office is located near a curve, which limits drivers' ability to see pedestrians crossing.</p> <p>Most of this segment has a planting strip buffering the sidewalk from the roadway. Some portions of that strip have been converted to paved ditches.</p>						
Recommendations:	<p>Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. All pedestrian crossing signs should include a small sign informing drivers that state law requires them to stop for pedestrians.</p> <p>Add crosswalks at the Noble Ter and Stoneleigh Way intersections. With the addition of those crosswalks across Water St, install signs instructing pedestrians headed to the post office to cross at those crosswalks.</p> <p>In the long-term, traffic calming bulb-outs at the crosswalks should be incorporated into any future road improvement project.</p>						



Looking towards Stoneleigh Way from near Noble Ter intersection



Looking towards Noble Ter along sidewalk across from post office

elizabethtown active living strategy

Street Name:	Water St		Segment:	Stoneleigh Way to Cross St		ID #:	18	
Street Side:	Odd		Length:	1,270 feet		Width:	<input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft	
Surface Material:	<input checked="" type="radio"/> Concrete <input type="radio"/> Asphalt		Surface Condition:	<input type="radio"/> Poor <input type="radio"/> Fair <input checked="" type="radio"/> Good				
Buffer (sidewalk to travel lane):	<input type="radio"/> None <input type="radio"/> Curb <input type="radio"/> On-street parking lane <input checked="" type="radio"/> Planting strip							
Land Use:	<input checked="" type="radio"/> Residential <input type="radio"/> Non-residential <input type="radio"/> Mixed <input type="radio"/> Undeveloped							
Traffic Type:	<input type="radio"/> Local <input checked="" type="radio"/> Through <input type="radio"/> Both			Traffic Level:	<input type="radio"/> Low <input type="radio"/> Moderate <input checked="" type="radio"/> High			
# of Curb Cuts:	6 Residential		0 Non-residential		Density of Curb Cuts: 25 per mile			
Complete Streets Rating:	<input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input checked="" type="radio"/> 4 <input type="radio"/> 5							
Notes:	The sidewalk continues across Stoneleigh Way. There are no crosswalks at Cross St.							
Recommendations:	Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. All pedestrian crossing signs should include a small sign informing drivers that state law requires them to stop for pedestrians. Add crosswalks at the Stoneleigh Way and Cross St intersections. In the long-term, traffic calming bulb-outs at the crosswalks should be incorporated into any future road improvement project.							



Looking from near Stoneleigh Way intersection towards Cross St



Looking from near Cross St intersection towards Stoneleigh Way

elizabethtown active living strategy

Street Name:	Cross St	Segment:	Water St to mid-block	ID #:	19
Street Side:	Even	Length:	140 feet	Width:	<input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft
Surface Material:	<input type="radio"/> Concrete <input checked="" type="radio"/> Asphalt	Surface Condition:	<input type="radio"/> Poor <input checked="" type="radio"/> Fair <input type="radio"/> Good		
Buffer (sidewalk to travel lane):	<input type="radio"/> None <input type="radio"/> Curb <input type="radio"/> On-street parking lane <input checked="" type="radio"/> Planting strip				
Land Use:	<input checked="" type="radio"/> Residential <input type="radio"/> Non-residential <input type="radio"/> Mixed <input type="radio"/> Undeveloped				
Traffic Type:	<input type="radio"/> Local <input type="radio"/> Through <input checked="" type="radio"/> Both	Traffic Level:	<input type="radio"/> Low <input checked="" type="radio"/> Moderate <input type="radio"/> High		
# of Curb Cuts:	0 Residential 0 Non-residential	Density of Curb Cuts:	0 per mile		
Complete Streets Rating:	<input type="radio"/> 1 <input type="radio"/> 2 <input checked="" type="radio"/> 3 <input type="radio"/> 4 <input type="radio"/> 5				
Notes:	Sidewalk ends at driveway. There are no crosswalks at the Cross St / Water St intersection.				
Recommendations:	<p>Add crosswalks at the Cross St intersection.</p> <p>Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. All pedestrian crossing signs should include a small sign informing drivers that state law requires them to stop for pedestrians.</p> <p>In the long-term, traffic calming bulb-outs at the crosswalks should be incorporated into any future road improvement project.</p>				



Looking at Cross St from near Water St intersection



Sidewalk ends at driveway

elizabethtown active living strategy

Street Name: Water St		Segment: Cross St to mid-block		ID #: 20	
Street Side: Odd	Length: 900 feet	Width: <input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft			
Surface Material: <input checked="" type="radio"/> Concrete <input type="radio"/> Asphalt		Surface Condition: <input type="radio"/> Poor <input type="radio"/> Fair <input checked="" type="radio"/> Good			
Buffer (sidewalk to travel lane): <input type="radio"/> None <input type="radio"/> Curb <input type="radio"/> On-street parking lane <input checked="" type="radio"/> Planting strip					
Land Use: <input checked="" type="radio"/> Residential <input type="radio"/> Non-residential <input type="radio"/> Mixed <input type="radio"/> Undeveloped					
Traffic Type: <input type="radio"/> Local <input checked="" type="radio"/> Through <input type="radio"/> Both			Traffic Level: <input type="radio"/> Low <input type="radio"/> Moderate <input checked="" type="radio"/> High		
# of Curb Cuts: 8 Residential 0 Non-residential		Density of Curb Cuts: 47 per mile			
Complete Streets Rating: <input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input checked="" type="radio"/> 4 <input type="radio"/> 5					
Notes: There are no crosswalks at the Cross St / Water St intersection. There is a handrail, which is in poor condition, where the sidewalk is higher than surrounding grade.					
Recommendations: Add crosswalks at the Cross St intersection. Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. All pedestrian crossing signs should include a small sign informing drivers that state law requires them to stop for pedestrians. Monitor the condition of the handrail and repair/replace as needed. In the long-term, traffic calming bulb-outs at the crosswalks should be incorporated into any future road improvement project.					



Looking towards Cross St



Section of handrail alongside sidewalk

elizabethtown active living strategy

Street Name:	Water St		Segment:	mid-block to mid-block		ID #:	21
Street Side:	Odd	Length:	620 feet	Width:	<input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft		
Surface Material:	<input type="radio"/> Concrete <input checked="" type="radio"/> Asphalt	Surface Condition:			<input checked="" type="radio"/> Poor <input type="radio"/> Fair <input type="radio"/> Good		
Buffer (sidewalk to travel lane):	<input type="radio"/> None <input type="radio"/> Curb <input type="radio"/> On-street parking lane <input checked="" type="radio"/> Planting strip						
Land Use:	<input checked="" type="radio"/> Residential <input type="radio"/> Non-residential <input type="radio"/> Mixed <input type="radio"/> Undeveloped						
Traffic Type:	<input type="radio"/> Local <input checked="" type="radio"/> Through <input type="radio"/> Both	Traffic Level:		<input type="radio"/> Low <input type="radio"/> Moderate <input checked="" type="radio"/> High			
# of Curb Cuts:	3 Residential	0 Non-residential	Density of Curb Cuts:		26 per mile		
Complete Streets Rating:	<input type="radio"/> 1 <input checked="" type="radio"/> 2 <input type="radio"/> 3 <input type="radio"/> 4 <input type="radio"/> 5						
Notes:	The original concrete sidewalk in this segment was paved over with asphalt when it was in need of repair. The asphalt is now breaking up with significant heaving and cracking.						
Recommendations:	This segment needs to be completely removed (both the asphalt and concrete), the base repaired and a new surface installed.						



Looking towards Cross St



Deterioration and cracking of sidewalk

elizabethtown active living strategy

Street Name:	Water St		Segment:	mid-block to mid-block		ID #:	22
Street Side:	Odd	Length:	820 feet	Width:	<input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft		
Surface Material:	<input checked="" type="radio"/> Concrete <input type="radio"/> Asphalt	Surface Condition:		<input type="radio"/> Poor <input checked="" type="radio"/> Fair <input type="radio"/> Good			
Buffer (sidewalk to travel lane):	<input type="radio"/> None <input type="radio"/> Curb <input type="radio"/> On-street parking lane <input checked="" type="radio"/> Planting strip						
Land Use:	<input checked="" type="radio"/> Residential <input type="radio"/> Non-residential <input type="radio"/> Mixed <input type="radio"/> Undeveloped						
Traffic Type:	<input type="radio"/> Local <input checked="" type="radio"/> Through <input type="radio"/> Both	Traffic Level:		<input type="radio"/> Low <input type="radio"/> Moderate <input checked="" type="radio"/> High			
# of Curb Cuts:	5 Residential	0 Non-residential	Density of Curb Cuts:		32 per mile		
Complete Streets Rating:	<input type="radio"/> 1 <input type="radio"/> 2 <input checked="" type="radio"/> 3 <input type="radio"/> 4 <input type="radio"/> 5						
Notes:	The sidewalk ends just west of the bridge at a blind curve. Water St has no paved shoulders at that location, leaving pedestrians to walk in the travel lane. This dangerous condition was cited by many survey respondents as a top priority among improvements that are needed to Elizabethtown's pedestrian routes.						
Recommendations:	Explore options for continuing the sidewalk, adding an off-road path or creating wider shoulders from the point where the sidewalk ends at the west end of Water St to High St (Route 9N).						



Looking east towards Cross St



Sidewalk over the bridge



Sidewalk ends at blind curve

elizabethtown active living strategy

Street Name:	Water St		Segment:	mid-block to mid-block		ID #:	23
Street Side:	Even	Length:	540 feet	Width:	<input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft		
Surface Material:	<input checked="" type="radio"/> Concrete <input type="radio"/> Asphalt	Surface Condition:		<input type="radio"/> Poor <input checked="" type="radio"/> Fair <input type="radio"/> Good			
Buffer (sidewalk to travel lane):	<input type="radio"/> None <input type="radio"/> Curb <input type="radio"/> On-street parking lane <input checked="" type="radio"/> Planting strip						
Land Use:	<input checked="" type="radio"/> Residential <input type="radio"/> Non-residential <input type="radio"/> Mixed <input type="radio"/> Undeveloped						
Traffic Type:	<input type="radio"/> Local <input checked="" type="radio"/> Through <input type="radio"/> Both	Traffic Level:		<input type="radio"/> Low <input type="radio"/> Moderate <input checked="" type="radio"/> High			
# of Curb Cuts:	6 Residential	0 Non-residential	Density of Curb Cuts:		59 per mile		
Complete Streets Rating:	<input type="radio"/> 1 <input type="radio"/> 2 <input checked="" type="radio"/> 3 <input type="radio"/> 4 <input type="radio"/> 5						
Notes:	This sidewalk ends mid-block. There is no crosswalk from the end of the sidewalk across Water St to the sidewalk on the other side of the road.						
Recommendations:	Add a crosswalk across Water St at the end of the sidewalk. Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. All pedestrian crossing signs should include a small sign informing drivers that state law requires them to stop for pedestrians.						



Looking from end of sidewalk east towards Foot Bridge Ln



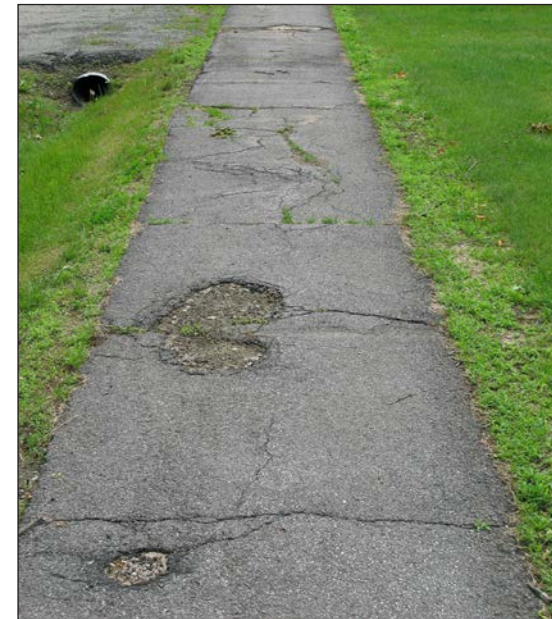
Looking towards Foot Bridge Ln

elizabethtown active living strategy

Street Name:	Water St		Segment:	mid-block to Footbridge Ln		ID #:	24	
Street Side:	Even	Length:	220 feet		Width:	<input type="radio"/> <3 ft	<input checked="" type="radio"/> 3-6 ft	<input type="radio"/> >6 ft
Surface Material:	<input type="radio"/> Concrete	<input checked="" type="radio"/> Asphalt	Surface Condition:			<input checked="" type="radio"/> Poor	<input type="radio"/> Fair	<input type="radio"/> Good
Buffer (sidewalk to travel lane):	<input type="radio"/> None	<input type="radio"/> Curb	<input type="radio"/> On-street parking lane	<input checked="" type="radio"/> Planting strip				
Land Use:	<input checked="" type="radio"/> Residential	<input type="radio"/> Non-residential	<input type="radio"/> Mixed	<input type="radio"/> Undeveloped				
Traffic Type:	<input type="radio"/> Local	<input checked="" type="radio"/> Through	<input type="radio"/> Both	Traffic Level:		<input type="radio"/> Low	<input type="radio"/> Moderate	<input checked="" type="radio"/> High
# of Curb Cuts:	2 Residential	0 Non-residential	Density of Curb Cuts:			47 per mile		
Complete Streets Rating:	<input type="radio"/> 1	<input checked="" type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5			
Notes:	This section of asphalt sidewalk is showing signs of deterioration and significant cracking.							
Recommendations:	Repair this segment of sidewalk.							



Looking west from Footbridge Lane



Sidewalk is beginning to show signs of deterioration and cracking

elizabethtown active living strategy

Street Name:	Foot Bridge Ln	Segment:	Water St to mid-block	ID #:	25
Street Side:	Even	Length:	370 feet	Width:	<input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft
Surface Material:	<input checked="" type="radio"/> Concrete <input type="radio"/> Asphalt	Surface Condition:	<input type="radio"/> Poor <input type="radio"/> Fair <input checked="" type="radio"/> Good		
Buffer (sidewalk to travel lane):	<input type="radio"/> None <input type="radio"/> Curb <input type="radio"/> On-street parking lane <input checked="" type="radio"/> Planting strip				
Land Use:	<input checked="" type="radio"/> Residential <input type="radio"/> Non-residential <input type="radio"/> Mixed <input type="radio"/> Undeveloped				
Traffic Type:	<input checked="" type="radio"/> Local <input type="radio"/> Through <input type="radio"/> Both		Traffic Level: <input checked="" type="radio"/> Low <input type="radio"/> Moderate <input type="radio"/> High		
# of Curb Cuts:	2 Residential	0 Non-residential	Density of Curb Cuts: 29 per mile		
Complete Streets Rating:	<input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input checked="" type="radio"/> 4 <input type="radio"/> 5				
Notes:	The sidewalk ends mid-block, while the road continues to the town's riverfront park and the footbridge to Park St. There are no crosswalks at the intersection with Water St.				
Recommendations:	Add crosswalks at the Water St intersection. Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. All pedestrian crossing signs should include a small sign informing drivers that state law requires them to stop for pedestrians.				



Looking from Water St towards the river



Looking at where the sidewalk ends on Foot Bridge Ln

elizabethtown active living strategy

Street Name:	Water St			Segment:	mid-block to mid-block			ID #:	26		
Street Side:	Even		Length:	1,170 feet		Width:	<input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft				
Surface Material:	<input checked="" type="radio"/> Concrete <input type="radio"/> Asphalt			Surface Condition:							
				<input type="radio"/> Poor <input type="radio"/> Fair <input checked="" type="radio"/> Good							
Buffer (sidewalk to travel lane):											
<input checked="" type="radio"/> None <input type="radio"/> Curb <input type="radio"/> On-street parking lane <input type="radio"/> Planting strip											
Land Use:											
<input checked="" type="radio"/> Residential <input type="radio"/> Non-residential <input type="radio"/> Mixed <input type="radio"/> Undeveloped											
Traffic Type:				Traffic Level:							
<input type="radio"/> Local <input type="radio"/> Through <input checked="" type="radio"/> Both				<input type="radio"/> Low <input type="radio"/> Moderate <input checked="" type="radio"/> High							
# of Curb Cuts:			8 Residential			4 Non-residential			Density of Curb Cuts:		54 per mile
Complete Streets Rating:											
<input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input checked="" type="radio"/> 4 <input type="radio"/> 5											
Notes:											
<p>This sidewalk ends mid-block and does not continue to the intersection of Footbridge Lane. There is no crosswalk across Water St where the sidewalk ends to the sidewalk on the other side of the road.</p> <p>There is a pedestrian crossing sign, but no painted crosswalk at the post office (a major pedestrian destination). Many pedestrians cross Water St in the vicinity of the post office despite the lack of a crosswalk. The post office is located near a curve, which limits drivers' ability to see pedestrians crossing. The frontage of the post office property is all paved, creating potential for uncontrolled access. To address this, a striped sidewalk corridor has been painted across part of the lot and a barrier of temporary posts and chains has been installed to prevent drivers from pulling up to the front of the post office. The open access drive is quite wide and the striped pedestrian crosswalk has not been continued across the drive.</p> <p>In portions of this segment, the shoulders of the road are wide enough to accommodate a parking lane. There are other sections, where the shoulders are not wide enough and drivers then park partially on the sidewalk.</p>											
Recommendations:											
<p>Add crosswalks at the Noble Ter and Stoneleigh Way intersections. With the addition of those crosswalks across Water St, install signs instructing pedestrians headed to the post office to cross at those crosswalks. Remove the pedestrian crossing sign from in front of the post office and replace with a sign instructing pedestrians to cross at those intersections. Continue the crosswalk across the entire frontage of the post office property. If the post office property were redeveloped in the future, access should be better defined through use of curbed/landscaped islands.</p> <p>Monitor this segment to assess how frequently vehicles are parked on the sidewalk and follow up with enforcement as needed.</p>											



Looking at the end of the sidewalk



Looking across the post office property



Looking towards the Court St intersection

elizabethtown active living strategy

Street Name:	Water St		Segment:	mid-block to Court St		ID #:	27	
Street Side:	Even		Length:	290 feet		Width:	<input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft	
Surface Material:	<input checked="" type="radio"/> Concrete <input type="radio"/> Asphalt		Surface Condition:	<input type="radio"/> Poor <input type="radio"/> Fair <input checked="" type="radio"/> Good				
Buffer (sidewalk to travel lane):	<input type="radio"/> None <input checked="" type="radio"/> Curb <input type="radio"/> On-street parking lane <input type="radio"/> Planting strip							
Land Use:	<input type="radio"/> Residential <input type="radio"/> Non-residential <input checked="" type="radio"/> Mixed <input type="radio"/> Undeveloped							
Traffic Type:	<input type="radio"/> Local <input type="radio"/> Through <input checked="" type="radio"/> Both			Traffic Level:	<input type="radio"/> Low <input type="radio"/> Moderate <input checked="" type="radio"/> High			
# of Curb Cuts:	0 Residential		2 Non-residential		Density of Curb Cuts: 36 per mile			
Complete Streets Rating:	<input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input checked="" type="radio"/> 4 <input type="radio"/> 5							
Notes:	The crosswalks at the Court St intersection are in poor condition (see intersection assessment).							
Recommendations:	Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. All pedestrian crossing signs should include a small sign informing drivers that state law requires them to stop for pedestrians. In the long-term, traffic calming bulb-outs at the crosswalks should be incorporated into any future road improvement project.							



Looking towards the Court St intersection



Looking from the bridge towards the business block

elizabethtown active living strategy

Street Name:	Park St		Segment:	Court St to mid-block		ID #:	28	
Street Side:	Odd	Length:	1,250 feet	Width:	<input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft			
Surface Material:	<input checked="" type="radio"/> Concrete <input type="radio"/> Asphalt	Surface Condition:		<input type="radio"/> Poor <input checked="" type="radio"/> Fair <input type="radio"/> Good				
Buffer (sidewalk to travel lane):	<input type="radio"/> None <input type="radio"/> Curb <input type="radio"/> On-street parking lane <input checked="" type="radio"/> Planting strip							
Land Use:	<input type="radio"/> Residential <input checked="" type="radio"/> Non-residential <input type="radio"/> Mixed <input type="radio"/> Undeveloped							
Traffic Type:	<input checked="" type="radio"/> Local <input type="radio"/> Through <input type="radio"/> Both	Traffic Level:		<input type="radio"/> Low <input checked="" type="radio"/> Moderate <input type="radio"/> High				
# of Curb Cuts:	6 Residential	5 Non-residential	Density of Curb Cuts:		46 per mile			
Complete Streets Rating:	<input type="radio"/> 1 <input type="radio"/> 2 <input checked="" type="radio"/> 3 <input type="radio"/> 4 <input type="radio"/> 5							
Notes:	The crosswalks at the Court St intersection are in poor condition (see intersection assessment). There is a mid-block cross walk from the county complex to the county parking lot on the other side of Park St, which needs repainting.							
Recommendations:	<p>Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. All pedestrian crossing signs should include a small sign informing drivers that state law requires them to stop for pedestrians.</p> <p>In the long-term, traffic calming bulb-outs at the crosswalks should be incorporated into any future road improvement project.</p>							



Looking from Court St past the county complex



Looking towards the hospital



Looking towards Court St

elizabethtown active living strategy

Street Name: path		Segment: Park St to Foot Bridge Ln		ID #: 29	
Street Side:		Length: 800 feet		Width: <input type="radio"/> <3 ft <input type="radio"/> 3-6 ft <input type="radio"/> >6 ft	
Surface Material: <input type="radio"/> Concrete <input type="radio"/> Asphalt		Surface Condition: <input type="radio"/> Poor <input type="radio"/> Fair <input type="radio"/> Good			
Buffer (sidewalk to travel lane): <input type="radio"/> None <input type="radio"/> Curb <input type="radio"/> On-street parking lane <input type="radio"/> Planting strip					
Land Use: <input type="radio"/> Residential <input type="radio"/> Non-residential <input type="radio"/> Mixed <input checked="" type="radio"/> Undeveloped					
Traffic Type: <input checked="" type="radio"/> Local <input type="radio"/> Through <input type="radio"/> Both			Traffic Level: <input checked="" type="radio"/> Low <input type="radio"/> Moderate <input type="radio"/> High		
# of Curb Cuts: 0 Residential		0 Non-residential		Density of Curb Cuts: 0 per mile	
Complete Streets Rating: <input checked="" type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input type="radio"/> 4 <input type="radio"/> 5					
Notes: The footbridge is currently being reconstructed (summer 2011). The terrain requires stairs, which limits the accessibility for some users.					
Recommendations:					

elizabethtown active living strategy

Street Name: Park St		Segment: mid-block to Evans St		ID #: 30	
Street Side: Even	Length: 60 feet	Width: <input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft			
Surface Material: <input checked="" type="radio"/> Concrete <input type="radio"/> Asphalt		Surface Condition: <input type="radio"/> Poor <input type="radio"/> Fair <input checked="" type="radio"/> Good			
Buffer (sidewalk to travel lane): <input type="radio"/> None <input type="radio"/> Curb <input checked="" type="radio"/> On-street parking lane <input type="radio"/> Planting strip					
Land Use: <input checked="" type="radio"/> Residential <input type="radio"/> Non-residential <input type="radio"/> Mixed <input type="radio"/> Undeveloped					
Traffic Type: <input checked="" type="radio"/> Local <input type="radio"/> Through <input type="radio"/> Both			Traffic Level: <input checked="" type="radio"/> Low <input type="radio"/> Moderate <input type="radio"/> High		
# of Curb Cuts: 0 Residential 0 Non-residential		Density of Curb Cuts: 0 per mile			
Complete Streets Rating: <input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input checked="" type="radio"/> 4 <input type="radio"/> 5					
Notes: This is a small segment of sidewalk that ends mid-block at a curve. There is no crosswalk at Evans St.					
Recommendations: Add a crosswalk across Evans St. Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. All pedestrian crossing signs should include a small sign informing drivers that state law requires them to stop for pedestrians.					



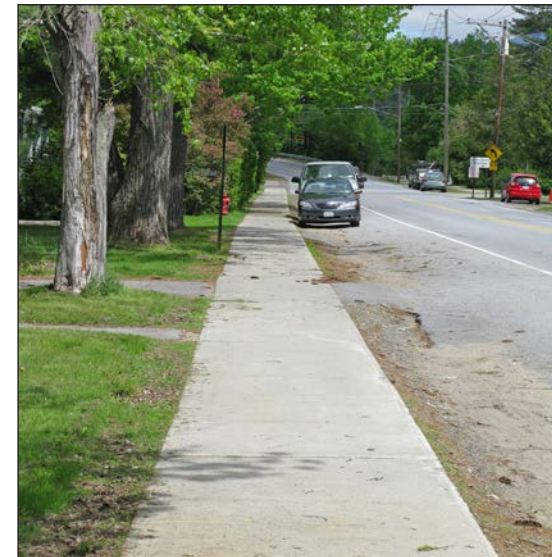
The sidewalk segment northwest of Evans St

elizabethtown active living strategy

Street Name:	Park St	Segment:	Evans St to mid-block	ID #:	31
Street Side:	Even	Length:	560 feet	Width:	<input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft
Surface Material:	<input checked="" type="radio"/> Concrete <input type="radio"/> Asphalt	Surface Condition:	<input type="radio"/> Poor <input type="radio"/> Fair <input checked="" type="radio"/> Good		
Buffer (sidewalk to travel lane):	<input type="radio"/> None <input type="radio"/> Curb <input checked="" type="radio"/> On-street parking lane <input type="radio"/> Planting strip				
Land Use:	<input type="radio"/> Residential <input checked="" type="radio"/> Non-residential <input type="radio"/> Mixed <input type="radio"/> Undeveloped				
Traffic Type:	<input checked="" type="radio"/> Local <input type="radio"/> Through <input type="radio"/> Both	Traffic Level:	<input type="radio"/> Low <input checked="" type="radio"/> Moderate <input type="radio"/> High		
# of Curb Cuts:	4 Residential 1 Non-residential	Density of Curb Cuts:	48 per mile		
Complete Streets Rating:	<input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input checked="" type="radio"/> 4 <input type="radio"/> 5				
Notes:	There is no crosswalk at Evans St.				
Recommendations:	Add a crosswalk at Evans St and install a sign instructing pedestrians headed for the foot bridge to use the crosswalk. Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. All pedestrian crossing signs should include a small sign informing drivers that state law requires them to stop for pedestrians.				



Looking towards Court St



Looking towards Evans St

elizabethtown active living strategy

Street Name: Park St	Segment: mid-block to mid-block		ID #: 32
Street Side: Even	Length: 180 feet	Width: <input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft	
Surface Material: <input type="radio"/> Concrete <input checked="" type="radio"/> Asphalt	Surface Condition: <input type="radio"/> Poor <input checked="" type="radio"/> Fair <input type="radio"/> Good		
Buffer (sidewalk to travel lane): <input checked="" type="radio"/> None <input type="radio"/> Curb <input type="radio"/> On-street parking lane <input type="radio"/> Planting strip			
Land Use: <input type="radio"/> Residential <input checked="" type="radio"/> Non-residential <input type="radio"/> Mixed <input type="radio"/> Undeveloped			
Traffic Type: <input checked="" type="radio"/> Local <input type="radio"/> Through <input type="radio"/> Both		Traffic Level: <input type="radio"/> Low <input type="radio"/> Moderate <input checked="" type="radio"/> High	
# of Curb Cuts: 0 Residential 3 Non-residential	Density of Curb Cuts: 87 per mile		
Complete Streets Rating: <input type="radio"/> 1 <input type="radio"/> 2 <input checked="" type="radio"/> 3 <input type="radio"/> 4 <input type="radio"/> 5			
Notes:	<p>The county has striped a pedestrian crosswalk partway through its parking lot. The striped crosswalk does not extend fully across the property and drivers regularly park within the area that should be sidewalk. Pedestrians headed to or from Court St must walk around the cars within the parking lot. There is a crosswalk from the parking lot to the county complex across the street.</p> <p>The sidewalk has been paved over across the frontage of the gas station and there is uncontrolled access for vehicles entering or exiting the property.</p> <p>This entire segment is a conflict zone with a higher likelihood for vehicle-vehicle and vehicle-pedestrian accidents.</p>		
Recommendations:	<p>In the short-term, painted crosswalks should be extended fully across this segment to the existing sidewalk near the Court St intersection and the county should enforce the no parking areas within its lot. Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. As part of any property redevelopment or road improvements, sidewalks should be reinstalled along this segment, preferably in combination with curbed/landscaped islands to control access and improve safety for drivers and pedestrians.</p>		



The striped pedestrian crosswalk through the county parking lot



Cars parked in county parking lot where sidewalk should continue



Sidewalk has been paved over in front of gas station

elizabethtown active living strategy

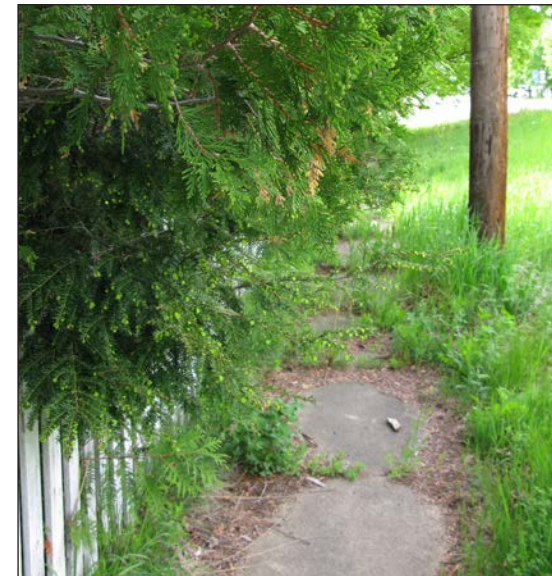
Street Name: Park St		Segment: mid-block to Court St		ID #: 33	
Street Side: Even	Length: 80 feet	Width: <input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft			
Surface Material: <input checked="" type="radio"/> Concrete <input type="radio"/> Asphalt		Surface Condition: <input type="radio"/> Poor <input type="radio"/> Fair <input checked="" type="radio"/> Good			
Buffer (sidewalk to travel lane): <input type="radio"/> None <input checked="" type="radio"/> Curb <input type="radio"/> On-street parking lane <input type="radio"/> Planting strip					
Land Use: <input type="radio"/> Residential <input type="radio"/> Non-residential <input type="radio"/> Mixed <input checked="" type="radio"/> Undeveloped					
Traffic Type: <input checked="" type="radio"/> Local <input type="radio"/> Through <input type="radio"/> Both			Traffic Level: <input type="radio"/> Low <input type="radio"/> Moderate <input checked="" type="radio"/> High		
# of Curb Cuts: 0 Residential 0 Non-residential		Density of Curb Cuts: 0 per mile			
Complete Streets Rating: <input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input checked="" type="radio"/> 4 <input type="radio"/> 5					
Notes: The crosswalks at the Court St intersection are in poor condition (see intersection assessment).					
Recommendations: Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. All pedestrian crossing signs should include a small sign informing drivers that state law requires them to stop for pedestrians. In the long-term, traffic calming bulb-outs at the crosswalks should be incorporated into any future road improvement project.					

elizabethtown active living strategy

Street Name: High St	Segment: mid-block to mid-block	ID #: 34
Street Side: Even	Length: 500 feet	Width: <input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft
Surface Material: <input checked="" type="radio"/> Concrete <input type="radio"/> Asphalt	Surface Condition: <input checked="" type="radio"/> Poor <input type="radio"/> Fair <input type="radio"/> Good	
Buffer (sidewalk to travel lane): <input type="radio"/> None <input type="radio"/> Curb <input type="radio"/> On-street parking lane <input checked="" type="radio"/> Planting strip		
Land Use: <input type="radio"/> Residential <input type="radio"/> Non-residential <input checked="" type="radio"/> Mixed <input type="radio"/> Undeveloped		
Traffic Type: <input type="radio"/> Local <input checked="" type="radio"/> Through <input type="radio"/> Both		Traffic Level: <input type="radio"/> Low <input type="radio"/> Moderate <input checked="" type="radio"/> High
# of Curb Cuts: 3 Residential 1 Non-residential	Density of Curb Cuts: 43 per mile	
Complete Streets Rating: <input type="radio"/> 1 <input checked="" type="radio"/> 2 <input type="radio"/> 3 <input type="radio"/> 4 <input type="radio"/> 5		
Notes: This section of sidewalk is disappearing. Grass is growing over the concrete and trees/shrubs from the yards of adjoining lots are blocking the sidewalk. High St is part of a popular walking/jogging loop (High St, Water St, Court St), but few people use the sidewalk and instead walk or run on the shoulder of the road. The sidewalk has been completely lost across the county parking lot and school bus garage. The crosswalks at the Court St intersection are in poor condition (see intersection assessment).		
Recommendations: This section of sidewalk needs to be repaired and reinstalled where overgrown, paved over or removed.		



Looking towards Court St



Vegetation is growing over and blocking sidewalk

elizabethtown active living strategy

Street Name: High St	Segment: mid-block to mid-block			ID #: 35
Street Side: Even	Length: 260 feet	Width: <input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft		
Surface Material: <input type="radio"/> Concrete <input checked="" type="radio"/> Asphalt		Surface Condition: <input checked="" type="radio"/> Poor <input type="radio"/> Fair <input type="radio"/> Good		
Buffer (sidewalk to travel lane): <input type="radio"/> None <input type="radio"/> Curb <input type="radio"/> On-street parking lane <input checked="" type="radio"/> Planting strip				
Land Use: <input type="radio"/> Residential <input type="radio"/> Non-residential <input checked="" type="radio"/> Mixed <input type="radio"/> Undeveloped				
Traffic Type: <input type="radio"/> Local <input checked="" type="radio"/> Through <input type="radio"/> Both		Traffic Level: <input type="radio"/> Low <input type="radio"/> Moderate <input checked="" type="radio"/> High		
# of Curb Cuts: 0 Residential 0 Non-residential		Density of Curb Cuts: 0 per mile		
Complete Streets Rating: <input type="radio"/> 1 <input checked="" type="radio"/> 2 <input type="radio"/> 3 <input type="radio"/> 4 <input type="radio"/> 5				
Notes: This section of sidewalk is narrow, overgrown and essentially unwalkable. It ends at the rectory driveway. High St is part of a popular walking/jogging loop (High St, Water St, Court St), but few people use the sidewalk and instead walk or run on the shoulder of the road.				
Recommendations: This section of sidewalk needs to be repaired and vegetation cut back to allow pedestrian access. Explore options for continuing the sidewalk or adding an off-road path from the point where the sidewalk ends at the rectory to the Water Street intersection.				



Looking south from the rectory driveway



Looking north towards the rectory



Overgrown vegetation within and along the sidewalk

elizabethtown active living strategy

Street Name:	Hand Ave	Segment:	Court St to mid-block	ID #:	36
Street Side:	Even	Length:	410 feet	Width:	<input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft
Surface Material:	<input checked="" type="radio"/> Concrete <input type="radio"/> Asphalt	Surface Condition:	<input type="radio"/> Poor <input checked="" type="radio"/> Fair <input type="radio"/> Good		
Buffer (sidewalk to travel lane):	<input type="radio"/> None <input type="radio"/> Curb <input type="radio"/> On-street parking lane <input checked="" type="radio"/> Planting strip				
Land Use:	<input type="radio"/> Residential <input type="radio"/> Non-residential <input checked="" type="radio"/> Mixed <input type="radio"/> Undeveloped				
Traffic Type:	<input checked="" type="radio"/> Local <input type="radio"/> Through <input type="radio"/> Both	Traffic Level:	<input type="radio"/> Low <input checked="" type="radio"/> Moderate <input type="radio"/> High		
# of Curb Cuts:	0 Residential 3 Non-residential	Density of Curb Cuts:	51 per mile		
Complete Streets Rating:	<input type="radio"/> 1 <input type="radio"/> 2 <input checked="" type="radio"/> 3 <input type="radio"/> 4 <input type="radio"/> 5				
Notes:	This section of sidewalk stops mid-block at a sharp curve. The crosswalks at the Court St intersection are in poor condition (see intersection assessment).				
Recommendations:	<p>Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. All pedestrian crossing signs should include a small sign informing drivers that state law requires them to stop for pedestrians.</p> <p>In the long-term, traffic calming bulb-outs at the crosswalks should be incorporated into any future road improvement project.</p> <p>This sidewalk should be extended to Williams St. This would create a complete loop and provide access to the back of the school property (fields and playground) on a less heavily traveled road, which would be a safer place for children to walk or bike.</p>				



Looking towards Court St



Sidewalk ends at curve

elizabethtown active living strategy

Street Name:	Hand Ave	Segment:	mid-block to Court St	ID #:	37
Street Side:	Even	Length:	120 feet	Width:	<input type="radio"/> <3 ft <input checked="" type="radio"/> 3-6 ft <input type="radio"/> >6 ft
Surface Material:	<input type="radio"/> Concrete <input checked="" type="radio"/> Asphalt	Surface Condition:	<input type="radio"/> Poor <input type="radio"/> Fair <input checked="" type="radio"/> Good		
Buffer (sidewalk to travel lane):	<input type="radio"/> None <input type="radio"/> Curb <input checked="" type="radio"/> On-street parking lane <input type="radio"/> Planting strip				
Land Use:	<input type="radio"/> Residential <input type="radio"/> Non-residential <input checked="" type="radio"/> Mixed <input type="radio"/> Undeveloped				
Traffic Type:	<input checked="" type="radio"/> Local <input type="radio"/> Through <input type="radio"/> Both	Traffic Level:	<input type="radio"/> Low <input checked="" type="radio"/> Moderate <input type="radio"/> High		
# of Curb Cuts:	0 Residential 0 Non-residential	Density of Curb Cuts:	0 per mile		
Complete Streets Rating:	<input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input checked="" type="radio"/> 4 <input type="radio"/> 5				
Notes:	This sidewalk connects to the museum's internal sidewalk and path system. There is no crosswalk from this sidewalk to the sidewalk on the other side of Hand Ave.				
Recommendations:	Add a mid-block crosswalk at back of museum linking to the museum's internal sidewalks and paths, including path to farmers' market area.				

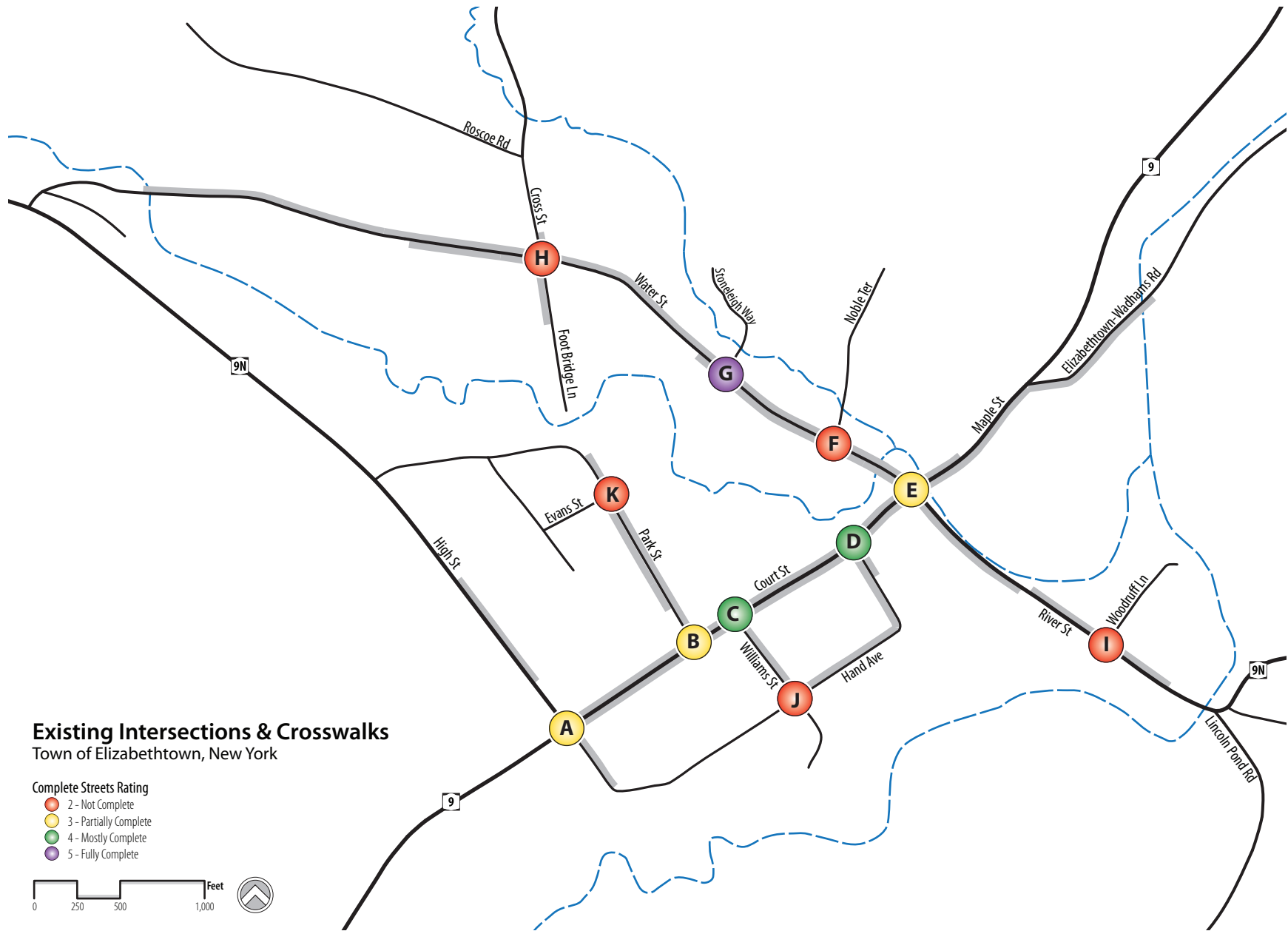


Looking towards Court St



Looking from front of museum towards back

elizabethtown active living strategy



elizabethtown active living strategy

Intersection:	Court St/High St				ID #:	A	
Type:	<input type="radio"/> T-intersection	<input checked="" type="radio"/> 4-way intersection	<input type="radio"/> Driveway/service road crossing	<input type="radio"/> Other			
Signals:	<input type="radio"/> Vehicles only	<input type="radio"/> Vehicles & pedestrians	<input checked="" type="radio"/> None	Signs:	<input type="radio"/> Yes	<input type="radio"/> Partial	<input checked="" type="radio"/> No
Accessibility Features:	<input type="radio"/> Sidewalk level with street	<input checked="" type="radio"/> Curb ramps	<input checked="" type="radio"/> Detectable warning surface				
Surface Material:	<input type="radio"/> Concrete	<input checked="" type="radio"/> Asphalt	<input type="radio"/> Other	Surface Condition:	<input type="radio"/> Poor	<input type="radio"/> Fair	<input checked="" type="radio"/> Good
Surface Treatment:	<input type="radio"/> None	<input type="radio"/> Painted lines	<input checked="" type="radio"/> Hatched area	<input type="radio"/> Solid color area	<input type="radio"/> Textured area		
Crossing Width:	<input type="radio"/> <20 ft	<input type="radio"/> 20-30 ft	<input checked="" type="radio"/> >30 ft	Traffic Level:	<input type="radio"/> Low	<input type="radio"/> Moderate	<input checked="" type="radio"/> High
Complete Streets Rating:	<input type="radio"/> 1	<input type="radio"/> 2	<input checked="" type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5		
Notes:	Existing painted hatch-style crosswalk across Court Street is heavily worn. No pedestrian crossing signs.						
Recommendations:	<p>Short-term actions should include repainting the existing crosswalk and installing pedestrian crossing signs. Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes.</p> <p>Long-term actions should include incorporating traffic calming bulb-outs at the crosswalks into any future road improvement project. Bulb-outs reduce the distance pedestrians have to travel to cross the road. They would also create an attractive gateway to downtown and the narrowing of the intersection signals to drivers that they need to slow down. If sidewalks are extended across High Street, a crosswalk should be added to this intersection.</p>						



Looking southwest at High St intersection from Court St



Curb at the Court Street crosswalk

elizabethtown active living strategy

Intersection:	Court St/Park St				ID #:	B	
Type:	<input checked="" type="radio"/> T-intersection	<input type="radio"/> 4-way intersection	<input type="radio"/> Driveway/service road crossing	<input type="radio"/> Other			
Signals:	<input type="radio"/> Vehicles only	<input type="radio"/> Vehicles & pedestrians	<input checked="" type="radio"/> None	Signs:	<input type="radio"/> Yes	<input type="radio"/> Partial	<input checked="" type="radio"/> No
Accessibility Features:	<input type="radio"/> Sidewalk level with street	<input checked="" type="radio"/> Curb ramps	<input checked="" type="radio"/> Detectable warning surface				
Surface Material:	<input type="radio"/> Concrete	<input checked="" type="radio"/> Asphalt	<input type="radio"/> Other	Surface Condition:	<input type="radio"/> Poor	<input type="radio"/> Fair	<input checked="" type="radio"/> Good
Surface Treatment:	<input type="radio"/> None	<input type="radio"/> Painted lines	<input checked="" type="radio"/> Hatched area	<input type="radio"/> Solid color area	<input type="radio"/> Textured area		
Crossing Width:	<input type="radio"/> <20 ft	<input type="radio"/> 20-30 ft	<input checked="" type="radio"/> >30 ft	Traffic Level:	<input type="radio"/> Low	<input type="radio"/> Moderate	<input checked="" type="radio"/> High
Complete Streets Rating:	<input type="radio"/> 1	<input type="radio"/> 2	<input checked="" type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5		
Notes:	Existing painted hatch-style crosswalk across Park Street is heavily worn. No pedestrian crossing signs. No crosswalks across Court Street at this intersection. Evidence of drainage problems at the southwest side of Park Street.						
Recommendations:	<p>Short-term actions should include repainting the existing crosswalk, adding crosswalks across Court Street at each side of Park Street, and installing pedestrian crossing signs. Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. Crosswalks across Court Street at this intersection would reduce the amount of jay-walking as pedestrians travel between the county complex and the restaurant and stores across the street.</p> <p>Long-term actions should include incorporating traffic calming bulb-outs at the crosswalks into any future road improvement project. Bulb-outs reduce the distance pedestrians have to travel to cross the road. They would also create an opportunity to provide attractively landscaped planting beds at this key downtown intersection, and the narrowing of the intersection signals to drivers that they need to slow down. Additionally, the shopping plaza entrance should be aligned with Park Street to increase safety for drivers and pedestrians.</p>						



Looking across Park Street from county complex towards park



Looking across Park Street from park towards county complex



Looking across Court Street towards Park Street

elizabethtown active living strategy

Intersection:	Court St/Williams St				ID #:	C	
Type:	<input checked="" type="radio"/> T-intersection	<input type="radio"/> 4-way intersection	<input type="radio"/> Driveway/service road crossing	<input type="radio"/> Other			
Signals:	<input type="radio"/> Vehicles only	<input type="radio"/> Vehicles & pedestrians	<input checked="" type="radio"/> None	Signs:	<input type="radio"/> Yes	<input checked="" type="radio"/> Partial	<input type="radio"/> No
Accessibility Features:	<input type="radio"/> Sidewalk level with street	<input checked="" type="radio"/> Curb ramps	<input checked="" type="radio"/> Detectable warning surface				
Surface Material:	<input type="radio"/> Concrete	<input checked="" type="radio"/> Asphalt	<input type="radio"/> Other	Surface Condition:	<input type="radio"/> Poor	<input type="radio"/> Fair	<input checked="" type="radio"/> Good
Surface Treatment:	<input type="radio"/> None	<input type="radio"/> Painted lines	<input checked="" type="radio"/> Hatched area	<input type="radio"/> Solid color area	<input type="radio"/> Textured area		
Crossing Width:	<input type="radio"/> <20 ft	<input checked="" type="radio"/> 20-30 ft	<input checked="" type="radio"/> >30 ft	Traffic Level:	<input type="radio"/> Low	<input type="radio"/> Moderate	<input checked="" type="radio"/> High
Complete Streets Rating:	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input checked="" type="radio"/> 4	<input type="radio"/> 5		
Notes:	<p>Existing painted hatch-style crosswalks across Court St and William St are starting to show signs of wear. No pedestrian crossing sign on Williams St; Court St has a pedestrian crossing sign.</p> <p>Vehicles parked on the street make it difficult for drivers to see pedestrians waiting to cross, and pedestrians may need to step out beyond the parking lane in order to see oncoming traffic.</p> <p>Width of Court St crossing >30 ft; William St crossing 20-30 ft.</p>						
Recommendations:	<p>Short-term actions should include repainting the existing crosswalks, and installing a pedestrian crossing sign on Williams St. Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes.</p> <p>Long-term actions should include incorporating traffic calming bulb-outs at the crosswalks into any future road improvement project. Bulb-outs reduce the distance pedestrians have to travel to cross the road and increase the visibility of pedestrians. Narrowing the intersection requires drivers to slow down.</p>						



Looking at crosswalk across Court St



Looking at crosswalk across William St

elizabethtown active living strategy

Intersection:	Court St/Hand Ave				ID #:	D	
Type:	<input checked="" type="radio"/> T-intersection	<input type="radio"/> 4-way intersection	<input type="radio"/> Driveway/service road crossing	<input type="radio"/> Other			
Signals:	<input type="radio"/> Vehicles only	<input type="radio"/> Vehicles & pedestrians	<input checked="" type="radio"/> None	Signs:	<input type="radio"/> Yes	<input checked="" type="radio"/> Partial	<input type="radio"/> No
Accessibility Features:	<input type="radio"/> Sidewalk level with street	<input checked="" type="radio"/> Curb ramps	<input checked="" type="radio"/> Detectable warning surface				
Surface Material:	<input type="radio"/> Concrete	<input checked="" type="radio"/> Asphalt	<input type="radio"/> Other	Surface Condition:	<input type="radio"/> Poor	<input type="radio"/> Fair	<input checked="" type="radio"/> Good
Surface Treatment:	<input type="radio"/> None	<input type="radio"/> Painted lines	<input checked="" type="radio"/> Hatched area	<input type="radio"/> Solid color area	<input type="radio"/> Textured area		
Crossing Width:	<input type="radio"/> <20 ft	<input checked="" type="radio"/> 20-30 ft	<input checked="" type="radio"/> >30 ft	Traffic Level:	<input type="radio"/> Low	<input type="radio"/> Moderate	<input checked="" type="radio"/> High
Complete Streets Rating:	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input checked="" type="radio"/> 4	<input type="radio"/> 5		
Notes:	<p>Existing painted hatch-style crosswalks across Court St and Hand Ave show minimal signs of wear. No pedestrian crossing sign on Hand Ave; Court St has a pedestrian crossing sign.</p> <p>Vehicles parked on the street make it difficult for drivers to see pedestrians waiting to cross, and pedestrians may need to step out beyond the parking lane in order to see oncoming traffic. The location of the Court Street crosswalk is at the widest part of the intersection.</p> <p>Width of Court St crossing >30 ft; Hand Ave crossing 20-30 ft.</p>						
Recommendations:	<p>Short-term actions should include repainting the existing crosswalks, and installing pedestrian crossing sign on Williams St. Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes.</p> <p>Long-term actions should include incorporating traffic calming bulb-outs at the crosswalks into any future road improvement project. Bulb-outs reduce the distance pedestrians have to travel to cross the road and increase the visibility of pedestrians. Narrowing the intersection requires drivers to slow down.</p>						



Looking at crosswalk across Court St



Looking at crosswalk across Court St



Looking at crosswalk across Hand Ave

elizabethtown active living strategy

Intersection:	Court St/Water St/Maple Ave/River St				ID #:	E	
Type:	<input type="radio"/> T-intersection	<input checked="" type="radio"/> 4-way intersection	<input type="radio"/> Driveway/service road crossing	<input type="radio"/> Other			
Signals:	<input checked="" type="radio"/> Vehicles only	<input type="radio"/> Vehicles & pedestrians	<input type="radio"/> None	Signs:	<input type="radio"/> Yes	<input checked="" type="radio"/> Partial	<input type="radio"/> No
Accessibility Features:	<input type="radio"/> Sidewalk level with street	<input checked="" type="radio"/> Curb ramps	<input checked="" type="radio"/> Detectable warning surface				
Surface Material:	<input type="radio"/> Concrete	<input checked="" type="radio"/> Asphalt	<input type="radio"/> Other	Surface Condition:	<input type="radio"/> Poor	<input type="radio"/> Fair	<input checked="" type="radio"/> Good
Surface Treatment:	<input type="radio"/> None	<input type="radio"/> Painted lines	<input checked="" type="radio"/> Hatched area	<input type="radio"/> Solid color area	<input type="radio"/> Textured area		
Crossing Width:	<input type="radio"/> <20 ft	<input type="radio"/> 20-30 ft	<input checked="" type="radio"/> >30 ft	Traffic Level:	<input type="radio"/> Low	<input type="radio"/> Moderate	<input checked="" type="radio"/> High
Complete Streets Rating:	<input type="radio"/> 1	<input type="radio"/> 2	<input checked="" type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5		
Notes:	Existing painted hatch-style crosswalks across Court St and Hand Ave are completely worn. No pedestrian crossing signs on Maple St or Water St; small pedestrian crossing signs on Court St and River St. Traffic at the intersection is very heavy.						
Recommendations:	<p>Short-term actions should include repainting the existing crosswalks, installing pedestrian crossing signs on Maple St and Water St, and replacing small pedestrian crossing signs with more visible yellow diamond signs. Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes.</p> <p>Long-term actions should include incorporating traffic calming bulb-outs at the crosswalks into any future road improvement project. Bulb-outs reduce the distance pedestrians have to travel to cross the road, and narrowing the intersection and reducing the curb radius requires drivers to slow down when turning.</p> <p>If current warning light is replaced by a turning light, pedestrian crossing signals should be incorporated into the intersection.</p>						



Looking across intersection from Court St towards Maple St



Looking at crosswalk across Water St from Maple St to Court St

elizabethtown active living strategy

Intersection:	Water St/Noble Ter				ID #:	F	
Type:	<input checked="" type="radio"/> T-intersection	<input type="radio"/> 4-way intersection	<input type="radio"/> Driveway/service road crossing	<input type="radio"/> Other			
Signals:	<input type="radio"/> Vehicles only	<input type="radio"/> Vehicles & pedestrians	<input checked="" type="radio"/> None	Signs:	<input type="radio"/> Yes	<input type="radio"/> Partial	<input checked="" type="radio"/> No
Accessibility Features:	<input checked="" type="radio"/> Sidewalk level with street	<input checked="" type="radio"/> Curb ramps	<input type="radio"/> Detectable warning surface				
Surface Material:	<input type="radio"/> Concrete	<input checked="" type="radio"/> Asphalt	<input type="radio"/> Other	Surface Condition:	<input type="radio"/> Poor	<input type="radio"/> Fair	<input checked="" type="radio"/> Good
Surface Treatment:	<input checked="" type="radio"/> None	<input type="radio"/> Painted lines	<input type="radio"/> Hatched area	<input type="radio"/> Solid color area	<input type="radio"/> Textured area		
Crossing Width:	<input type="radio"/> <20 ft	<input type="radio"/> 20-30 ft	<input checked="" type="radio"/> >30 ft	Traffic Level:	<input type="radio"/> Low	<input checked="" type="radio"/> Moderate	<input type="radio"/> High
Complete Streets Rating:	<input type="radio"/> 1	<input checked="" type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5		
Notes:	<p>No marked crosswalk or signs at this intersection. The intersection is excessively wide given the minimal amount of traffic on Noble Ter.</p> <p>This intersection would be a good location for a crosswalk across Water St, and pedestrians headed to/from the post office could cross at this location.</p>						
Recommendations:	<p>Short-term actions should include painting a crosswalk across Noble Ter and across Water St, and installing pedestrian crossing signs. Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. Accessibility features should be incorporated into the crosswalks where missing/needed.</p>						



Looking across Noble Ter

elizabethtown active living strategy

Intersection:	Water St/Stoneleigh Way				ID #:	G	
Type:	<input type="radio"/> T-intersection	<input type="radio"/> 4-way intersection	<input checked="" type="radio"/> Driveway/service road crossing	<input type="radio"/> Other			
Signals:	<input type="radio"/> Vehicles only	<input type="radio"/> Vehicles & pedestrians	<input checked="" type="radio"/> None	Signs:	<input type="radio"/> Yes	<input type="radio"/> Partial	<input checked="" type="radio"/> No
Accessibility Features:	<input checked="" type="radio"/> Sidewalk level with street	<input type="radio"/> Curb ramps	<input type="radio"/> Detectable warning surface				
Surface Material:	<input checked="" type="radio"/> Concrete	<input type="radio"/> Asphalt	<input type="radio"/> Other	Surface Condition:	<input type="radio"/> Poor	<input type="radio"/> Fair	<input checked="" type="radio"/> Good
Surface Treatment:	<input checked="" type="radio"/> None	<input type="radio"/> Painted lines	<input type="radio"/> Hatched area	<input type="radio"/> Solid color area	<input type="radio"/> Textured area		
Crossing Width:	<input checked="" type="radio"/> <20 ft	<input type="radio"/> 20-30 ft	<input type="radio"/> >30 ft	Traffic Level:	<input type="radio"/> Low	<input checked="" type="radio"/> Moderate	<input type="radio"/> High
Complete Streets Rating:	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input checked="" type="radio"/> 5		
Notes:	Sidewalk continues across the intersection. This intersection would be a good location for a crosswalk across Water St, and pedestrians headed to/from the post office could cross at this location.						
Recommendations:	Short-term actions should include painting a crosswalk across Water St, and installing pedestrian crossing signs. Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. Accessibility features should be incorporated into the crosswalks as needed.						



Looking across Stoneleigh Way

elizabethtown active living strategy

Intersection:	Water St/Cross St/Foot Bridge Ln				ID #:	H	
Type:	<input type="radio"/> T-intersection	<input checked="" type="radio"/> 4-way intersection	<input type="radio"/> Driveway/service road crossing	<input type="radio"/> Other			
Signals:	<input type="radio"/> Vehicles only	<input type="radio"/> Vehicles & pedestrians	<input checked="" type="radio"/> None	Signs:	<input type="radio"/> Yes	<input type="radio"/> Partial	<input checked="" type="radio"/> No
Accessibility Features:	<input checked="" type="radio"/> Sidewalk level with street	<input type="radio"/> Curb ramps	<input type="radio"/> Detectable warning surface				
Surface Material:	<input type="radio"/> Concrete	<input checked="" type="radio"/> Asphalt	<input type="radio"/> Other	Surface Condition:	<input type="radio"/> Poor	<input type="radio"/> Fair	<input checked="" type="radio"/> Good
Surface Treatment:	<input checked="" type="radio"/> None	<input type="radio"/> Painted lines	<input type="radio"/> Hatched area	<input type="radio"/> Solid color area	<input type="radio"/> Textured area		
Crossing Width:	<input type="radio"/> <20 ft	<input checked="" type="radio"/> 20-30 ft	<input type="radio"/> >30 ft	Traffic Level:	<input type="radio"/> Low	<input checked="" type="radio"/> Moderate	<input type="radio"/> High
Complete Streets Rating:	<input type="radio"/> 1	<input checked="" type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5		
Notes:	No marked crosswalk or signs at this intersection.						
Recommendations:	Short-term actions should include painting a crosswalk across Cross St and across Water St, and installing pedestrian crossing signs. Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. Accessibility features should be incorporated into the crosswalks where missing/needed.						



Looking at intersection of Cross St & Foot Bridge Ln with Water St



Looking across intersection of Cross St



Looking across intersection of Foot Bridge Ln

elizabethtown active living strategy

Intersection:	River St/Woodruff Ln				ID #:	1	
Type:	<input checked="" type="radio"/> T-intersection	<input type="radio"/> 4-way intersection	<input type="radio"/> Driveway/service road crossing	<input type="radio"/> Other			
Signals:	<input type="radio"/> Vehicles only	<input type="radio"/> Vehicles & pedestrians	<input checked="" type="radio"/> None	Signs:	<input type="radio"/> Yes	<input type="radio"/> Partial	<input checked="" type="radio"/> No
Accessibility Features:	<input checked="" type="radio"/> Sidewalk level with street	<input type="radio"/> Curb ramps	<input type="radio"/> Detectable warning surface				
Surface Material:	<input type="radio"/> Concrete	<input checked="" type="radio"/> Asphalt	<input type="radio"/> Other	Surface Condition:	<input type="radio"/> Poor	<input type="radio"/> Fair	<input checked="" type="radio"/> Good
Surface Treatment:	<input checked="" type="radio"/> None	<input type="radio"/> Painted lines	<input type="radio"/> Hatched area	<input type="radio"/> Solid color area	<input type="radio"/> Textured area		
Crossing Width:	<input type="radio"/> <20 ft	<input checked="" type="radio"/> 20-30 ft	<input type="radio"/> >30 ft	Traffic Level:	<input checked="" type="radio"/> Low	<input type="radio"/> Moderate	<input type="radio"/> High
Complete Streets Rating:	<input type="radio"/> 1	<input checked="" type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5		
Notes:	No marked crosswalk or signs at this intersection.						
Recommendations:	Short-term actions should include painting a crosswalk across Woodruff Ln, and installing pedestrian crossing signs. Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. Accessibility features should be incorporated into the crosswalks where missing/needed.						



Looking across intersection of Woodruff Ln

elizabethtown active living strategy

Intersection:	Hand Ave/Williams St				ID #:	J	
Type:	<input checked="" type="radio"/> T-intersection	<input type="radio"/> 4-way intersection	<input type="radio"/> Driveway/service road crossing	<input type="radio"/> Other			
Signals:	<input type="radio"/> Vehicles only	<input type="radio"/> Vehicles & pedestrians	<input checked="" type="radio"/> None	Signs:	<input type="radio"/> Yes	<input type="radio"/> Partial	<input checked="" type="radio"/> No
Accessibility Features:	<input checked="" type="radio"/> Sidewalk level with street		<input type="radio"/> Curb ramps	<input type="radio"/> Detectable warning surface			
Surface Material:	<input type="radio"/> Concrete	<input checked="" type="radio"/> Asphalt	<input type="radio"/> Other	Surface Condition:	<input type="radio"/> Poor	<input type="radio"/> Fair	<input checked="" type="radio"/> Good
Surface Treatment:	<input checked="" type="radio"/> None		<input type="radio"/> Painted lines	<input type="radio"/> Hatched area	<input type="radio"/> Solid color area	<input type="radio"/> Textured area	
Crossing Width:	<input type="radio"/> <20 ft	<input checked="" type="radio"/> 20-30 ft	<input type="radio"/> >30 ft	Traffic Level:	<input checked="" type="radio"/> Low	<input type="radio"/> Moderate	<input type="radio"/> High
Complete Streets Rating:	<input type="radio"/> 1	<input checked="" type="radio"/> 2	<input type="radio"/> 3	<input type="radio"/> 4	<input type="radio"/> 5		
Notes:	No marked crosswalk or signs at this intersection. Sidewalk on Hand Ave stops at Williams St intersection.						
Recommendations:	If sidewalk is extended along Hand Ave beyond Williams St, a crosswalk and pedestrians signs will be needed. Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. Accessibility features should be incorporated into the crosswalks where missing/needed.						



Looking across intersection of Williams St

elizabethtown active living strategy

Intersection: Park St/Evans St	ID #: K
Type: <input checked="" type="radio"/> T-intersection <input type="radio"/> 4-way intersection <input type="radio"/> Driveway/service road crossing <input type="radio"/> Other	
Signals: <input type="radio"/> Vehicles only <input type="radio"/> Vehicles & pedestrians <input checked="" type="radio"/> None	
Signs: <input type="radio"/> Yes <input type="radio"/> Partial <input checked="" type="radio"/> No	
Accessibility Features: <input checked="" type="radio"/> Sidewalk level with street <input type="radio"/> Curb ramps <input type="radio"/> Detectable warning surface	
Surface Material: <input type="radio"/> Concrete <input checked="" type="radio"/> Asphalt <input type="radio"/> Other	
Surface Condition: <input type="radio"/> Poor <input type="radio"/> Fair <input checked="" type="radio"/> Good	
Surface Treatment: <input checked="" type="radio"/> None <input type="radio"/> Painted lines <input type="radio"/> Hatched area <input type="radio"/> Solid color area <input type="radio"/> Textured area	
Crossing Width: <input type="radio"/> <20 ft <input checked="" type="radio"/> 20-30 ft <input type="radio"/> >30 ft	
Traffic Level: <input checked="" type="radio"/> Low <input type="radio"/> Moderate <input type="radio"/> High	
Complete Streets Rating: <input type="radio"/> 1 <input checked="" type="radio"/> 2 <input type="radio"/> 3 <input type="radio"/> 4 <input type="radio"/> 5	
Notes: No marked crosswalk or signs at this intersection.	
Recommendations: Short-term actions should include painting a crosswalk across Evans St, and installing pedestrian crossing signs. Consider painting the crosswalks solid red with white border rather than traditional white diagonal stripes. Accessibility features should be incorporated into the crosswalks where missing/needed.	

elizabethtown active living strategy

Active Living Survey

Those living and working in Elizabethtown were invited to complete a survey during the summer of 2011, which asked people about their opinions on the town's current active living resources and what improvements they would like to see in the future. Fourteen surveys were returned.

1. Walking

a. Where in E-town do you walk now?

1. The path behind the Farmers Market and through town
2. Court Street, Williams St, Hand Ave, Rt 9, Water Street, Rt 9N
3. Around town, the footbridge route, sometimes the Lord Road route, Blueberry Hill
4. Footbridge to Main Street loop
5. All over town
6. Terrace Ave to Hand, behind Aubuchon towards grocery store, Water St, run the Water and Lord loop. I use the traffic light intersection a lot.
7. Water St, Court St, River St
8. Water St – Keene Rd loop, Park Street – Keene Rd
9. Water St – Keene Rd, behind school, Route 9 – Cutting Rd, Water St, Lord Rd, Park St
10. Hurricane Rd, Boyle Rd, Blueberry Hill trails, Roscoe Rd, Cobble Hill Rd
11. Otis Ln, Split Rock Falls, Court St
12. On the main road and on Blueberry Hill trails.

b. Where in E-town would you like to walk?

1. Would prefer a walking path through woods and perhaps following rivers. Not sure what are private or public. I do better on flat land but can do some hills. Would like to be able to walk my dog and a dog park would be great. Would be fun to join other walkers.
2. Fox Run Road, Cross Street, Roscoe Road, some of the back roads

3. I can basically walk wherever I want
4. Sidewalk continuing out to Cross Road so I can get around that tight corner safely right outside of town before I hit the country roads
5. All over town!
6. More golf course trails.
7. Upper golf course area

c. What changes are needed so you can walk there?

1. Signs indicating where walking is available and allowed. Maybe a bench or other seating area every mile or so. For example, the bike and walking paths through the Mohawk Valley are wonderful. We have plenty of mountains for hiking but not many off-highway paths for those who are not hikers.
2. Shoulders on the roads , paved trails at roads edge, lower speed limits
3. Sidewalk continuing out to Cross Road and around corner or wider shoulder
4. Improve some sidewalks and extend the improved sidewalks
5. Slower traffic on 9N towards Keene
6. Better even sidewalks. Slower traffic! Benches near cemetery.
7. Park Street – Keene Rd – no [illegible] blind corner
8. Narrow shoulders along Route 9 – Cutting Rd and Water St, blind corners, need walking/biking lane
9. More trail markers on Blueberry Hill
10. Marked trails on the upper golf course area. Benches.
11. Better trail marking at Blueberry Hill.

2. Biking

a. Where in E-town do you bike now?

1. Do not bike
2. Don't as it is too dangerous
3. From New Russia to E-town and around town as needed for errands
4. From Wadhams to E-town on County Route 8

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5. Route 9N (Keene Rd), through town, all streets
6. New Russia to Elizabethtown
7. All over – Roscoe Rd, to New Russia and back, Blueberry trails, Steele woods
8. New Russia and south valley, Fisher bridge along river, Kingdom Rd
9. Blueberry Hill town property
10. Main road.

b. Where in E-town would you like to bike?

1. Anywhere, back roads preferably
2. I wish the shoulder was wider on my bike commute into work (County Route 8). I would like to have bike lanes in town so cyclists stay off sidewalk.
3. All over.
4. Around village.

c. What changes are needed so you can bike there?

1. Bike trails, lower speed limits, safe shoulders on the road edge
2. If there were bike lanes it would be nice, but not too many people bike and the drivers probably wouldn't pay attention anyway
3. Bike lanes in town would be awesome
4. Slower speed of cars, motorcycles, county trucks, etc. coming from Keene into Elizabethtown. Trash and glass picked up along road.
5. New Russia to Elizabethtown [illegible] shoulders, rough, broken pavement
6. More bike racks around village.
7. No logging on Blueberry Hill. Participation in trail work.

3. Hiking

a. Where in E-town do you hike now?

1. Do not hike now
2. My own property, neighbors' property, Blueberry Hill

3. Blueberry trails, Cobble Hill Golf Course (snowshoe)
4. Town trails by brush dump and town trails behind golf course
5. Some trails, Blueberry Hill
6. Blueberry Hill trails, trails behind the golf course
7. Blueberry trails, Giant Mountain, my own property
8. Gilligan, Blueberry, Cobble, Baxter
9. Blueberry, Gilligan, Giant, Cobble, Baxter
10. Roscoe Rd, to New Russia and back, Blueberry trails, Steele woods, Hurricane, Owls Head, Baxter
11. Split Rock, Otis Mountain, Blueberry Hill
12. 46-ers
13. Blueberry Hill

b. Where in E-town would you like to hike?

1. Smaller hills not exactly a mountain
2. To that hill behind the Grand Union
3. More trails behind golf course or marked trails better behind golf course
4. All over
5. Blueberry hiking trail on Lord Rd
6. Upper golf course, Cobble Hill, Raven Mt, Wood Hill, Noble Terrace to Cross St

c. What changes are needed so you can hike there?

1. A group to join for seniors.
2. Be informed of other hiking available & what levels of hiking it is
3. Tear down that hideous mansion that overlooks the town
4. Mark trails, better map
5. Trails behind the golf course are good for skiing but rough for hiking/ trail running
6. Trails better marked and better maps. Parking at trail beginnings. Bike racks to lock bike into.

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7. Better maps of hiking trails
8. Cut trails on golf course property. Get easements from landowners (Wood Hill & Noble Terrace to Cross St)

4. XC Skiing or Snowshoeing

a. Where in E-town do you ski/snowshoe now?

1. My own property, neighbors', Blueberry Hill, golf course
2. Cobble Hill Golf Course, Blueberry Hill
3. Golf course and trails behind it
4. Trails behind golf course, Otis Mountain (public access)
5. Golf course
6. Roscoe Rd, to New Russia and back, Blueberry trails, Steele woods, Owls Head, golf course
7. Golf course, Blueberry Hill, Fisher bridge – Boquet, Otis Lane
8. Whiteface, Mt. Van Hovenburg, town property

b. Where in E-town would you like to ski/snowshoe?

1. More trails on town land and/or recreation loop in town that goes into trail system from town
2. Golf course
3. Somewhere near the river
4. From Fisher Bridge to Otis Lane. From Cobble Hill Lane to golf course.
5. Golf course, Blueberry Hill
6. Blueberry Hill

c. What changes are needed so you can ski/snowshoe there?

1. More choices or info on other choices
2. The culvert needs to be fixed (behind golf course or at Otis Mountain?)
3. Groomed trails and signs. Warming area.

4. Trails groomed, trails broke on the golf course
5. Cut trail from Fisher bridge to Otis Lane. Get easement from Cobble Hill Lane to golf course.
6. Blueberry Hill road needs to be plowed to be accessed in winter.

5. Recreation Areas

a. What recreation areas in E-town do you use now?

1. Just walking in town
2. Golf course
3. Town field
4. Soccer field
5. None – I don't golf.
6. Social Center, zumba
7. Social Center, zumba, E-Town Health Center
8. Blueberry Hill
9. Town property
10. School playground

b. What changes are needed to existing recreation areas?

1. Cost should be less at the community social center, if your not a kid you pay to use indoor recreational area & gym for winter & bad weather
2. Mow the grass, make ice, clean litter, post hours and rules, post expected behavior, maintain healthy grass
3. Variety of uses. Year round use of golf course!
4. Better trail markers on Blueberry Hill.
5. Need to get the word out.
6. School playground is old and even looks unsafe, unkept, and often has trash in it.

c. Are there places in E-town that should be turned into recreation areas?

1. Not aware of any

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2. Woodruff Land
3. Better access to sledding area on golf course.
4. Yes

6. Water Access

a. Where in E-town do you access the rivers?

1. Maybe the footbridge when completed
2. My own property, Footbridge Lane
3. Otis Bridge
4. Boquet
5. The fishing area on the E-town-Wadhams Rd

b. What changes are needed to existing water access points?

1. Information on where to
2. Downtown beach access
3. More info on where you can access the river
4. Clean up area at end of Woodruff Lane

c. Are there places in E-town that should be turned into water access points?

1. There should be a walk/path from Noble Terrace to the water
2. Woodruff Lane!
3. Woodruff Lane
4. Local properties

7. How important do you think the following are for E-town?

a. Children can walk or bike safely to school and recreation areas.

1. Average response was +1.9

b. Seniors can walk to stores, health services, post office, etc.

1. Average response was +2.0

c. Residents can walk or bike to work.

1. Average response was +1.9

d. Residents can walk or bike for exercise.

1. Average response was +1.8

e. Public recreation areas that have facilities for organized sports (ex. soccer, baseball, tennis, golf, etc.)

1. Average response was +1.4

f. Public recreation areas that offer a place for informal outdoor recreation (ex. hiking, fishing, snowshoeing, etc.)

1. Average response was +1.9

g. Public recreation areas that have trails open to motorized vehicles.

1. Average response was -0.7

h. Public recreation areas that have trails closed to motorized vehicles.

1. Average response was +1.4

i. Public recreation areas that have water access.

1. Average response was +1.2

8. On a scale of 1 to 10 (from sedentary to very active), how would you rate your lifestyle?

1. Average response was 7.7

9. How many people in each age group live in your household?

1. Total number of children age 12 or younger was 4
2. Total number of youth age 13 to 19 was 3
3. Total number of adults age 20 to 49 was 15
4. Total number of adults age 50 to 74 was 14
5. Total number of adults age 75 or older was 2

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10. Comments

1. Would be interested in your progress
2. Why are we not discussing indoor active living also? We are lacking in active living in general and unfortunately not everybody is able to enjoy outdoor activities year round due to physical restraints, age, or just lack of interest in the outdoors year round.
3. We have enough recreational areas (i.e. soccer field, basketball, tennis, paddle ball, golf, etc.) People just have to use them.
4. Sidewalks, wide shoulders or bikes lanes anywhere in town where speed limit is 35 mph.
5. Walking safety is poor in Elizabethtown. Crosswalk quantity and location need improvement.
6. Great maps! More invasive species signage at fishing access points. Certainly may not be county issue (DEC). Mow the soccer field more often.
7. The Elizabethtown Golf Course is under used. It could be making money better than it is now. If you don't golf...? Better use idea! Bring ice skating rink into front corner of golf course – open club house for refreshments on weekends. Heat with wood harvested from town property each year. This brings families and sales into town – more use of stores and restaurants. You could use clubhouse for warming while also X-country skiing on groomed trails or snowshoeing. If the town got real adventurous they could even rent equipment. All this could be done without an overwhelming amount of overhead. It could be introduced in stages. This would also bring in a few jobs and income to town which is needed!
8. Sidewalks need to be extended down Route 9 to edge of town rather than stopping at 9N near golf course.
9. Golf course could also offer more formal sledding area! Specified hills with groomed access and solar lighting would make it a great family area! So much could be done that is now not. Low cost to initiate.
10. Pool for teaching kids water safety and [illegible]
11. It would be nice to be updated on this information because if more things become available I would love to use them!
12. I think walking/biking lanes would be great and better for safety.
13. Indoor pool. Swimming classes for babies.
14. E-Town is a waterfront community without a waterfront park. Town owns Woodruff Lane property but it is a [illegible] and is not useful.
15. Cobble Hill golf course should be a year-round recreation area. Sledding area is not accessible for families with young kids. No identified parking or access point on 9N.
16. The golf course should be marketed by the town to make it more profitable. The maintenance area is now filled with junk and trash.
17. I have MS and am unable to be as active as I used to. I feel it is important to also consider individuals with physical disabilities. I am a former coach who was very active. Now, with MS, I am limited to may be walking at the most ½ mile. With my MS, I also have arthritis and bone spurs. Utilizing existing facilities would be great – such as the school, with “open gym” for basketball, volley ball, fitness, yoga, etc. Also utilizing weight/fitness room. What can be provided to those with disabilities and the elderly?
18. Parking – Bronson Way.
19. Sidewalk connectivity – Water St.
20. Signs noting trails and walking.
21. Mark trails on golf course, town trail system. Ski and snowshoe tracks.
22. Golf course, Route 9, river.
23. Cemetery trail behind Farmers' Market.
24. No logging in Blueberry Hill.
25. School track – plowed and maintained by town in winter.
26. Route 9 – shared roadway signage.

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Project Matrix			
What	Who	When	How
<p>Sidewalk Repair/Replacement. The sidewalk assessment on pages *13 – *50 identifies specific improvements segment-by-segment. Segments recommended for repair or replacement include (in priority order):</p> <ol style="list-style-type: none"> 1. Park Street – Segment 28 (1,250 ft) & 32 (180 ft) 2. Water Street – Segment 21 (620 ft), 24 (220 ft), 22 (820 ft) & 23 (540 ft) 3. Hand Avenue – Segment 8 (520 ft) & 36 (410 ft) 4. Maple Street – Segment 15 (700 ft) & 13 (880 ft) 5. High Street – Segment 34 (500 ft) & 35 (260 ft) 6. Williams Street – Segment 6 (550 ft) 	Town Highway Dept.	Ongoing	<p>Annual town highway budget should include a line item for sidewalk repair/replacement. Concrete sidewalks have an expected lifespan of 20–40 years and asphalt sidewalks have an expected lifespan of 10–20 years. With 4¼ miles of existing (primarily concrete) sidewalk, Elizabethtown should be budgeting to replace 500 to 1,000 linear feet of sidewalk annually (\$12,500–\$25,000).</p> <p>Municipalities fund sidewalk repair/replacement through a variety of mechanisms: general fund, bonding, special tax assessment district, and/or requiring adjoining private property owners to pay either a percentage or the total cost. Major sidewalk redesign/replacement projects may be eligible for grant funding.</p>
<p>Sidewalk Extensions. Elizabethtown’s existing sidewalk network has some missing segments that reduce connectivity. There are also several routes that are popular with pedestrians that lack sidewalks (either entirely or partially). Recommended extensions include (in priority order):</p> <ol style="list-style-type: none"> 1. Park Street – 320-foot segment from park past the county parking lot (this is one of the most heavily trafficked areas downtown with significant potential for pedestrian-vehicular conflicts) & 1,300-foot segment from end of sidewalk to 9N/High Street (this will require an engineering feasibility study and is a lower priority) 2. River Street – 40-foot segment across from the library so that the sidewalks on opposite sides of the road can be connected with a crosswalk, providing safer pedestrian access to the library 3. Water Street – 740-foot segment from end of sidewalk to 9N (this will require an engineering feasibility study) 4. Hand Avenue – 1,100-foot segment from Williams Street to High Street providing a complete loop and an alternative route to the school along a lightly traveled residential street 5. Noble Terrace – 960-foot segment from Water Street to park 6. Cross Street – 450-foot segment from end of sidewalk to Roscoe Road (this will require an engineering feasibility study) 7. High Street – 400-foot segment from Court Street intersection to country club & 1,050-foot segment from end of sidewalk to Park Street 8. Woodruff Lane 500-foot segment from River Street to town property 	Town Highway Dept. Essex Cty. Public Works Private property owners	<p>Short Term – Park Street (from park past county parking lot) & River Street (in front of library)</p> <p>Medium Term – Feasibility studies for Park Street (connection to 9N) & Water Street (connection to 9N)</p> <p>Long Term – Remainder of segments</p>	<p>Given their small-scale, the town could address the two short-term projects (Park Street improvements are already underway) without additional resources and perhaps in coordination with the Essex County Department of Public Works (to address issues along the county parking lot on Park Street).</p> <p>The town could also adopt a policy that any private development/redevelopment projects approved include sidewalks if located in an area where an extension is planned. This approach would extend the town’s sidewalk network over time.</p> <p>Major sidewalk extensions will be costly and are unlikely to be undertaken by the town without some support from outside funding or partners. The town should seek grant funding for engineering feasibility studies for the extensions on Park Street and Water Street (to 9N), and Cross Street (to Roscoe Rd), and then for construction. Even with grant funding, the town will need to fund a share of any major sidewalk extensions and could consider bonding and/or special tax assessment district.</p> <p>Sidewalk construction costs vary greatly depending on site conditions and whether the construction is part of a larger road construction project. Sidewalks built as part of a road construction or other development project can cost as little as \$15 per linear foot (in these cases little additional site work is needed and the primary cost is materials), while adding sidewalks independently where significant prep work is needed can reach several hundred dollars per linear foot (costs are driven by labor).</p>

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Project Matrix			
What	Who	When	How
<p>Sidewalk Maintenance and Parking Enforcement. The sidewalk assessment on pages *13 - *50 identifies locations where vegetation is partially blocking the sidewalk or vehicles are regularly parked on the sidewalk.</p>	<p>Town Supervisor & Council Town Highway Dept. Codes Enforcement Officer</p>	<p>Ongoing</p>	<p>The town should establish a mechanism for residents to easily report sidewalk maintenance issues and parking violations such as a drop box at the Town Office and an e-mail link on the town website. Complaints can be reviewed and appropriate action taken. Property owners should first be reminded that blocking sidewalks is against the law and given a reasonable period of time to address the problem. If problems are not resolved, enforcement action should be commenced.</p>
<p>Crosswalk Repair and Maintenance. The intersection assessment on pages *51 - *62 identifies specific improvements that are needed to existing crosswalks. Repairs and maintenance, including re-painting and installing signs where missing, are recommended at the following intersections (in priority order):</p> <ol style="list-style-type: none"> 1. Court St / Park St intersection 2. Court St / Maple St / Water St / River St intersection (in progress) 3. Park St / Evans St intersection (on town road) 4. Water St / Noble Terrace intersection 5. Water St / Cross St / Footbridge Ln intersection 6. Court St / High St intersection 	<p>Town Supervisor & Council NYS Dept. of Transportation County Public Works Dept. Town Highway Dept.</p>	<p>Short-Term</p>	<p>Most of the existing crosswalks that need repair or maintenance are on state (Court Street) or county (Water Street) roads, and therefore require action by the state Department of Transportation or the Essex County Department of Public works as applicable.</p> <p>The town should work with the state and county to implement a coordinated plan for crosswalk design, location, signage and maintenance. It may be more effective for the town to take over crosswalk maintenance once the existing crosswalks are upgraded, perhaps in exchange for state/county assistance with installing the additional crosswalks recommended below and/or making other improvements at the intersections.</p> <p>Installation of a conventional painted crosswalk costs \$150-\$600 depending on the design, material selected and total area, and such crosswalks have an expected lifespan of 2-8 years depending on traffic level. The design recommended in this report (white edge stripes with solid red interior) is cost effective because of its simple design and because the more expensive reflective white paint is limited to the 2 edge stripes and the interior can be painted with less expensive, non-reflective paint.</p>
<p>Court Street Traffic Calming and Streetscape/Intersection Improvements. This report recommends a redesign of Court Street from the High Street intersection to the Water Street intersection (approximately ½ mile) with an improved streetscape and incorporating traffic calming measures including bulb-outs at intersections and mid-block crossings. This project would improve pedestrian and vehicular safety, management of traffic flow and parking, the appearance of the community's main downtown corridor.</p>	<p>Town Supervisor & Council Town Planning Board NYS Dept. of Transportation</p>	<p>Long-Term</p>	<p>This is a major project that would require coordination with the state Department of Transportation and that would have a cost of \$500,000 or more depending on the design. It would be eligible for various grant programs including a Transportation Enhancement Grant or a Community Development Block Grant. The project could be undertaken in phases.</p>

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Project Matrix			
What	Who	When	How
<p>New Crosswalks. To improve pedestrian safety new crosswalks are recommended at the following intersections (in priority order):</p> <ol style="list-style-type: none"> 1. Court St / Park St intersection (a crosswalk across Court Street from the county complex to the shopping plaza) 2. Water St / Noble Terrace and Water St / Stoneleigh Way intersections (crosswalks across Water St at Noble Terrace and Stoneleigh Way to create safe crossings for post office traffic and replace existing unmarked crossing in front of post office, which is at a location with limited sight distance - to include signs indicating where pedestrians headed to/from post office should cross) 3. Park St / Evans St intersection (crosswalk across Park Street to accommodate traffic between hospital and health center, also pedestrians crossing Park St to continue on to footbridge) 4. River St (at the library to connect sidewalk segments on opposite sides of the road - will require extension of sidewalk across from library) 5. Water St (where the sidewalk ends on south side of road so pedestrians can continue along sidewalk on opposite side) 6. Across wide/high traffic entrances to private property (grocery and hardware stores on Court St, gas stations on Park St and River St, post office on Water St, and at county parking lots on High St, Park St and Court St - these owners should also be encouraged to narrow/redesign their entrances to improve safety) 7. Across side street intersections (Woodruff Ln at River St, Noble Terrace at Water St, Evans St at Park St - to remind drivers of the potential presence of pedestrians) 8. Hand Ave / Williams St (if sidewalks are extended) 	<p>Town Supervisor & Council NYS Dept. of Transportation County Public Works Dept. Town Highway Dept. Private property owners</p>	<p>Short-Term - crosswalk across Court Street at Park Street, crosswalks across Water Street near post office, crosswalk across River Street at library, and crosswalk across Park Street at Evans Street</p> <p>Long-Term - remaining crosswalks</p>	<p>Most of the recommended new crosswalks are on state (Court Street) or county (Water Street and River Street) roads, and therefore require action by the state Department of Transportation or the Essex County Department of Public works as applicable. The town could also work with private property owners to improve and mark the wide/high traffic entrances, and/or make such upgrades a condition of approval for any future development/redevelopment projects.</p>
<p>Trail Awareness & Wayfinding. The following actions are recommended to increase public awareness and use of the existing public trails in Elizabethtown:</p> <ol style="list-style-type: none"> 1. Install trailhead signs and public kiosk (discussed in more detail below) 2. Maintain and distribute up-to-date-maps of public trails (in progress) 3. Install trail markers keyed to maps on the Blueberry Hill and Cobble Hill trail systems (in progress) 	<p>Town Supervisor & Council Town Recreation Committee Chamber of Commerce Community Volunteers</p>	<p>Short-Term</p>	<p>Input received during this project indicates that many people who live or work in Elizabethtown are unaware of the extensive network of trails that currently exist in town. Some who know about the trail systems do not use them because they have not previously been well mapped and clearly marked. The trail map has been updated and the Blueberry Hill trails are currently being marked with the support of grant funds and a significant amount of volunteer labor.</p>

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Project Matrix			
What	Who	When	How
<p>Trailhead Parking. To increase use of existing trails on town land, trailhead parking is needed:</p> <ol style="list-style-type: none"> 1. There is limited parking available for the Blueberry Hill Trail System on Lord Road. Efforts have been made in the past to secure an arrangement with an adjoining property owner to allow off-street parking on their land near the trailhead on Lord Road, but no final agreement has been reached. That effort should be resumed. 2. There is plenty of potential parking for the Blueberry Hill Trail System on Bronson Way. The parking areas should be designated with signs and the town should keep Bronson Way plowed in the winter to at least the first parking area. 3. There are several potential parking areas for the Cobble Hill Trail System. Currently, there is informal access and parking at the water tower, but the driveway up to that location is dangerous and the town does not want to encourage more people to use it. The small parking area on Route 9 near the pond could serve as trailhead parking, but currently requires access through the golf course, as does the parking area near the clubhouse. Coordination with the golf course to limit conflicts would be needed if either of these parking areas were to be designated for trail users. A parking area could be designated at the end of Cobble Hill Road. There is also a location on Route 9N near the Water Street intersection that is suitable for development of a small parking area. It would be within the state right-of-way and would require coordination with the NYS Department of Transportation. Parking in this location could potentially serve both town trail systems. 	<p>Town Supervisor & Council Town Recreation Committee NYS Dept. of Transportation Town Highway Dept. Private property owners Community volunteers</p>	<p>Short-term - Resume negotiations with property owner on Lord Road. Designate parking areas on Bronson Way. Work with golf course to facilitate pedestrian access through the golf course to the trail system.</p> <p>Medium-term - Work to establish other designated parking areas.</p>	<p>With the exception of establishing a parking area along Route 9, these recommendations are all actions the town can take with little outside assistance or resources required, and are largely a continuation of efforts already underway.</p> <p>The town would need to work with the NYS Department of Transportation to establish a parking area on Route 9N. This could be a shared use lot that could serve both as a commuter park-and-ride, and as trailhead parking. The state's right-of-way along Route 9N at this location is about double the normal width due to a previous realignment of the road. The section that is cleared and fairly level is approximately 350 feet long and more than 50 feet deep. A lot that could accommodate 20 cars could easily fit this site. The design would need to address the fact that the site is somewhat wet and there is an existing drainage swale running parallel to the road. This is a larger-scale project that could be eligible for grant funding.</p>

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Project Matrix			
What	Who	When	How
<p>New Trails. The following are recommended priorities for new trail construction in Elizabethtown:</p> <ol style="list-style-type: none"> 1. Footbridge Park (work is underway to construct a loop trail on that town property) 2. Noble Park (there is a gravel path/drive into the property and the potential to connect from that trail to trails on adjoining private land if landowner permission could be secured). The park is a large level area and could provide an alternative walking location, particularly for seniors and others who may not be physically able to use existing trails or who may not feel safe walking along roads. 3. Trail on the south side of the Boquet River from Lincoln Pond Road towards New Russia. This trail exists on private land and owners have allowed informal use in the past. The trail needs some repairs at stream crossings due to damage from recent flooding. The town should begin negotiations with property owners to work towards formalizing public access to this trail. If public access was formalized, there may be additional resources available to repair and maintain it. 4. Trail from Noble Park to Cross Street. This trail would require permission from private property owners. It would provide a more direct route to the park for residents in the Cross Street/Roscoe Road area. 5. Trail on town property on Woodruff Lane. The town-owned land at the end of Woodruff Lane is recommended for redevelopment as a waterfront park. A riverwalk type trail/path should be included as part of that design. 	<p>Town Supervisor & Council Town Recreation Committee Private property owners Community volunteers</p>	<p>Ongoing</p>	<p>With the exception of the Woodruff Lane project (discussed in more detail below), the recommendations are all actions that the town could pursue without the assistance of outside funding or resources. Just as volunteers have created the Blueberry Hill trail system, similar efforts could be made in other parts of the community.</p>
<p>Roadside Paths. The following are recommended priorities for improved pedestrian/bicyclist access along existing roadways. These improvements could take the form of sidewalks in some locations closer to downtown, wider shoulders, cautionary road signs, and/or off-road paths. Further traffic and engineering studies are needed to determine the most appropriate approach for each segment.</p> <ol style="list-style-type: none"> 1. Route 9 from High Street to Cobble Hill Road (0.6 mi) 2. Route 9N from end of sidewalk to Lord Road (0.9 mi) 3. Roscoe Road and Lord Road (1.0 mi) 4. Elizabethtown-Wadhams Road from end of sidewalk to the Murdock WMA (0.4 mi) 	<p>Town Supervisor & Council NYS Dept. of Transportation County Public Works Dept. Town Highway Dept. Private property owners</p>	<p>Long-term</p>	<p>Two of these projects are along state roads and one is on a county road, so coordination with the NYS Department of Transportation and Essex County Public Works Department would be required. Any physical improvements to the roadways or construction of sidewalks or off-road paths would be major projects unlikely to be undertaken without support from outside funding or partners. The town could seek grant funding for the traffic and engineering studies that need to be completed to determine what options are feasible.</p>

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Project Matrix			
What	Who	When	How
<p>Existing Town Parks. To increase public awareness and use of existing parks and recreation areas in town, the following are recommended:</p> <ol style="list-style-type: none"> 1. Install signs and public kiosk (discussed in more detail below) 2. Complete work at Footbridge Park (development of that site with a natural playground, picnic area and footpath is currently in progress) 3. Remove highway materials and other debris from the back portion of Noble Park and expand recreation area. There should be more public discussion of potential uses of the property. Ideas generated thus far include open space, picnic pavilion, sports fields, skateboard/bike park, dog park, and community garden. 	<p>Town Supervisor & Council Town Recreation Committee Youth organizations Community volunteers</p>	<p>Short-term - The property should be cleaned up to eliminate any potential liability associated with the materials and other debris left on the site. Public discussions about potential future use of the back portion of the property should be commenced.</p> <p>Medium-term - Develop a plan for expanding the park.</p> <p>Long-term - Implement the plan.</p>	<p>The clean-up of the property and initial discussion of potential uses could be undertaken by the town without outside resources or assistance. Depending on what the community decides to use the back part of the property for the town may be able to undertake that project with local resources and volunteers. If a more complex or expensive project is desired, it could be eligible for grant funding such as through the Land and Water Conservation Fund or similar programs.</p>
<p>New Town Parks. As recommended in other plans and studies, the town-owned land at the end of Woodruff Lane should be redeveloped as a riverfront park with fishing and canoe/kayak access. There is limited public access to the rivers in Elizabethtown, and this key piece of property at the confluence of The Branch and the Boquet River is ideally suited for recreational use. The design of the park will need to take into account the likelihood of future flooding of the property as has occurred in the past.</p>	<p>Town Supervisor & Council Town Recreation Committee Community volunteers</p>	<p>Short-term - The property should be cleaned up to eliminate any potential liability associated with the materials and other debris left on the site. Public discussions about potential future use of the property should be commenced.</p> <p>Medium-term - Develop a plan for the park.</p> <p>Long-term - Construct the park.</p>	<p>The clean-up of the property and initial discussion of potential uses could be undertaken by the town without outside resources or assistance. The remainder of the project is likely to require outside resources, including design professionals and grant funding. This is a complex site due to its riverfront location and flooding potential, and providing public water access requires considerable regulatory review and approvals.</p>

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Project Matrix			
What	Who	When	How
<p>Town Recreation and Trails Committee. Given the quantity of existing recreation and trails resources in Elizabethtown, there should be a town committee charged with coordinating their operation and maintenance, and planning for expansions or extensions. The committee would be appointed by and report back to the Town Supervisor and Council. The committee would help prioritize projects and reduce competition for resources.</p>	<p>Town Supervisor & Council Town Recreation Committee</p>	<p>Short-term</p>	<p>Town Supervisor and Council would create the committee, establish its roles/duties and appoint members.</p>
<p>Signs. While Elizabethtown has a wealth of public recreation areas and trails, many of these resources are not well known. To increase their use by those who live, work or visit the town, these resources need to be made more visible. Two projects are recommended:</p> <ol style="list-style-type: none"> 1. Pole-Mounted Banners. The use of pole-mounted banners would increase public awareness of public recreation and trail resources. The banners could be mounted on existing utility poles to direct people to nearby recreation areas, and could be changed out seasonally as recreation activities change (golf to sledding/snowshoeing, soccer to ice skating, hiking to skiing, etc.). The banners would create an identity for Elizabethtown that could be further reinforced by decorative banners at community gateways. 2. Information Kiosk. Awareness of public recreation areas and trails would be increased with installation of an information kiosk in Memorial Park. This is a heavily trafficked area and a kiosk would provide a central location for community information, maps, etc. Similar kiosks could also be considered for New Russia and Lincoln Pond. 	<p>Town Supervisor & Council Town Recreation Committee Town Highway Department Chamber of Commerce Community volunteers</p>	<p>Short-term</p>	<p>Installation of pole-mounted banners is a simple process as compared to fixed ground signs. The town would need to seek permission of the appropriate utility company as the owner of the poles. Banner design(s) would need to be finalized and a company selected to produce the banners. Banners are relatively easy to install with a bucket truck.</p> <p>Banners use either vinyl or canvas material, and the price of custom printed 2' x 4' banners typically ranges between \$50-\$100 depending on the material and design choices. Banners typically have a 5-year lifespan and may last longer if constructed of heavier material and designed to withstand wind. Each pole also requires a one-time purchase of mounting hardware, which typically costs less than \$50. Communities frequently ask local businesses, organizations or residents to "sponsor" a banner, and in return include their name on the banner.</p> <p>A location and design for the information kiosk will need to be finalized. Thus far, a location near the Stewart's parking lot facing Park Street is being considered. As envisioned, the kiosk would include a community map showing recreation areas and trails, as well as other destinations and businesses, a bulletin board for posting information about community events, and a display of various brochures and maps. The cost of the kiosk would depend on its design and the amount of local volunteer effort in constructing and/or installing the kiosk. The information kiosks installed in the area for the Lakes-to-Locks Passage scenic byway in recent years cost approximately \$7,500 each and are similar in size and design to what is being considered in the park.</p>

elizabethtown active living strategy

Funding Sources

The improvements recommended in this Active Living Strategy may be eligible for funding from one or more the following federal or state grant programs:

1. **Consolidated Local Street and Highway Improvement Program (CHIPS).** This state program provides funds to New York municipalities to support the construction and repair of highways, bridges, and other facilities that are not on the state highway system. Eligible projects include paved shoulders, sidewalks, and bike and shared-use paths inside the highway right-of-way. For more information, see www.dot.ny.gov/programs/chips.
2. **Transportation Enhancement Program (TEP).** This is a reimbursement program that provides funding for pedestrian and/or bicycle infrastructure, as well as scenic easements, landscaping, historic preservation, and other projects. The program is funded by a set aside under the federal Surface Transportation Program. Projects must have a municipal sponsor, a minimum total cost of \$200,000, and include a minimum 20% percent non-federal match. Eligible costs include studies, design, construction, and right-of-way acquisition. Administrative and maintenance costs are not eligible. For more information, see www.dot.state.ny.us/progs/tep.html.
3. **Safe Routes to School (SRTS).** This is a federal reimbursement program that provides funding for engineering as well as enforcement, education, and encouragement activities that support walking and bicycling to school by elementary and middle school students. SRTS funds can be used for projects that will improve safety and reduce vehicular traffic, fuel consumption and air pollution within a two-mile vicinity of primary and middle schools (grades K-8). In New York State, the program is managed by NYSDOT. NYSDOT will reimburse up to 100% of eligible project costs, which include planning, design, construction, outreach, education and enforcement. Local and regional government, schools and community non-profit organizations are eligible to apply for funding. For more information, see www.dot.ny.gov/divisions/operating/opdm/local-programs-bureau/srts.
4. **Recreation Trails Program (RTP).** The program is a state-administered, federal assistance program to provide and maintain recreational trails for both motorized and non-motorized recreational trail use. In New York, RTP is a program of the NYS Department of Transportation administered by the Office of Parks, Recreation and Historic Preservation (OPRHP). For more information, see www.nysparks.com/grants/recreational-trails/default.aspx.
5. **National Scenic Byways Program.** The National Scenic Byways Discretionary Grants program provides funding for byway-related projects each year, as part of the Federal Highway Administrations Discretionary Grants Program. Projects to support and enhance National Scenic Byways, All-American Roads and state-designated byways are eligible for funding on a reimbursement basis. Eligible project activities include corridor management planning, safety improvements, and byway facilities. FHWA gives priority to projects that demonstrate a livability component in addition to its relationship to the byway and byway traveler. For more information, see www.dot.ny.gov/display/programs/scenic-byways.
6. **Community Development Block Grants (CDBG).** The Community Development Block Grant (CDBG) Program is a federal grant program administered by the NYS-DOS Office of Community Renewal. CDBG provides grants to smaller communities in order to provide, among other things, improved community infrastructure and facilities without increasing the tax burden of their citizens. Through the Public Infrastructure category, communities can seek funding for construction, repair, or replacement of public works such as sidewalks, streets, and parking areas. Rural counties are eligible for up to \$750,000 for public infrastructure projects. For more information, see nysdhcr.gov/Programs/NYS-CDBG/.
7. **New York Main Street Program.** The program provides funds to stimulate reinvestment in properties located within mixed-use commercial districts located in urban, suburban and rural areas of the state, administered by the Office of Community Renewal. Grants of up to \$60,000 for streetscape enhancement programs to plant trees and other landscaping, install street furniture and trash receptacles, provide appropriate signs in accordance with a local signage plan, and other related activities. For more information, see nysdhcr.gov/Programs/NYMainStreet/.
8. **EPF Local Waterfront Revitalization Program.** On an annual basis, the NYS Department of State solicits grant applications from local governments for 50/50 matching grants from the New York State Environmental Protection Fund's Local Waterfront Revitalization Program. A Local Waterfront Revitalization Program is a comprehensive land and water use program for waterfront communities, which can increase a community's ability to attract public and private resources to improve access to and utilization of a community's waterfront. LWRP's are an effective tool for planning improvements to accessible bike and pedestrian infrastructure. For more information, see nyswaterfronts.com/grantopps_epf.asp.
9. **Snowmobile Trail Grant Program.** This program establishes a mechanism for allocating funds to local governmental sponsors that engage in the development and maintenance of snowmobile trails designated as part of the State Snowmobile Trail System. The New York State Office of Parks, Recreation and Historic Preservation, through the Grants Management Bureau, administers this program. The authorization for the program is based in Article 27 of the NY Parks, Recreation and Historic Preservation Law. For more information, see www.nysparks.com/grants/snowmobile-trail/default.aspx.
10. **Land and Water Conservation Fund (LWCF).** The program provides matching grants to states and local governments for the acquisition and development of public outdoor recreation areas and facilities (as well as funding for shared federal land acquisition and conservation strategies). For more information, see <http://www.nps.gov/lwcf/>.