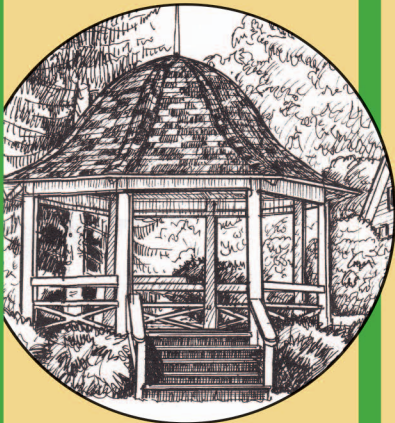


HOLLAND PATENT

COMPLETE STREETS PLAN



*Our
Walkable
Village*

2018

ACKNOWLEDGEMENTS

Village of Holland Patent

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Thomas C. Furlong, Deputy Mayor
Francis L. Crumb, Trustee
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Complete Streets Committee

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**Creating Healthy Schools
and Communities
in Oneida County**

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1. INTRODUCTION

OUR VISION is that Holland Patent will be an inviting, vibrant community with safe access to community destinations through a well-connected transportation system designed for all users.

What are Complete Streets?

Complete Streets are streets and sidewalks that are designed and constructed to serve everyone - pedestrians, bicyclists, and drivers - and they consider the transportation needs of everyone, including children, older adults, and people with disabilities or impaired mobility.

As state and local governments have worked to improve the road network, they have primarily focused on efficiency or making the flow of traffic better for drivers. This has resulted in overbuilt roadways with additional turn or travel lanes that increase the walking distance across intersections and reduce shoulder area to bicyclists. Traffic signals are timed and phased to facilitate vehicles moving through intersections. The curve radius at intersections has been increased so that traffic can turn at a higher speed, which also increases the walking distance across the intersection.

The emphasis on improving the efficiency of vehicle traffic has in many cases created streets that are unfriendly to pedestrians and bicyclists, and an increasing need to drive to get everywhere you need to go. Complete Streets policies and projects are aimed at changing our streets from places where vehicles dominate to places where all users are accommodated. Complete Streets may include but need not be limited to the following:

- . **Traffic Calming.** Intersection bump-outs, curb extensions, textured material, low speed roads with on-street parking and speed feedback signs.
- . **Pedestrian and ADA Compliant Elements.** Sidewalks with accessible curb ramps and crosswalks, particularly at Safe Routes to School crossings. Pedestrian-scale lighting and other lighting techniques that increase safety for all users.
- . **Streetscape Elements.** Street trees, landscaping, rain gardens, permeable paving material, and buffers between vehicles and people.
- . **Street Furniture.** Benches, bicycle racks, kiosks, trash and recycling receptacles.
- . **Transit, Bicycling and Parking Elements.** Accessible bus stops, shelters and pull-outs integrated with pedestrian enhancements. Wide shoulders and/or delineated on-street parking spaces and curb/sidewalk bump-outs. Bicycle routes and lanes, signage and pavement markings, and bicycle racks.

Benefits of Complete Streets

Streets are an integral part of our village and town, and they affect the quality of life and character of our community. They connect neighborhoods, and provide access to businesses, jobs, schools, shopping and services. Complete Streets provide multiple benefits to communities and residents:

Improved Safety. The risk of pedestrian fatality from crashes in rural areas is higher than in urban areas. This has to do with the speed at which vehicles travel. Fatalities increase when speed increases. Slowing vehicle speed before entering densely developed areas can reduce the danger of pedestrian fatality.

Downtown Revitalization and Economic Health. Business districts with Complete Streets that are inviting for pedestrians and bicyclists report higher retail sales, a higher percentage of residents shopping locally, and increased appeal to visitors.

Safe Places for Children to Walk, Bike and Play. Complete Streets can help increase the percentage of children walking and biking to school, which has declined from 41% to 13% in the last 40 years.

Reduced Transportation Costs. Complete Streets with improved options for walking and biking helps people save money since U.S. families spend between 20% and 40% of their income on transportation.

Active Living and Good Health. Residents in neighborhoods with Complete Streets who have safe places to walk and bike close to home are more likely to be physically active, which is associated with lower rates of obesity and chronic disease.

Improved Mobility for Older Adults and People with Disabilities. Complete Streets (including sidewalk networks) that are accessible and easy to navigate improve transportation options for older adults and people with physical, vision or cognitive disabilities or impairments.

Environmental Health. Complete Streets with improved options for walking and biking helps reduce vehicles miles driven and the associated pollution, particularly air pollution and greenhouse gases.

Holland Patent Complete Streets Policy

The Village therefore seeks to build a welcoming environment with a network of streets and sidewalks that will accommodate the needs of the community. Holland Patent passed a Complete Streets Resolution on July 14, 2016. This resolution seeks to ensure that future planning will emphasize safety improvements to reduce speed and congestion and make the Village a more walkable, livable, healthy place to live, work and play. The Complete Streets policy is included in Appendix A.

Holland Patent Complete Streets Committee

A Complete Streets Committee was then formed in August 2016 to conduct a Safety Assessment of the Village and its conditions. The committee has adopted the following mission, vision and goal statements:

Mission. To coordinate and advocate for the development and implementation of Complete Streets plans and policies in the Town and Village of Holland Patent that will promote a multi-modal transportation network for all users.

Vision. Holland Patent will be an inviting and vibrant community with safe access to community destinations through a well-connected multi-modal transportation system designed for all users.

Goals. Draft a Complete Streets Plan for the Holland Patent community and advocate for inclusion of Complete Streets principles in other plans and policies in the Town of Trenton and Village of Holland Patent.

The Holland Patent Complete Streets Committee is a grass-roots group working with the support of local government. The Holland Patent Village Board passed a resolution in support of the Complete Streets Working Group.

Based on recommendations from the Complete Streets Committee, the Village of Holland Patent adopted a Complete Streets policy on July 14, 2016. The policy is included in Appendix A and considers the following traffic engineering and transportation planning best practices:

Engineering. The Village shall provide safe and efficient accommodation of pedestrians and bicyclists by incorporating Complete Streets concepts, design features and practices in the planning, design budgeting and implementation of street and sidewalk improvement projects undertaken by the Village of Holland Patent. The inclusion of Complete Streets facilities shall be consistent with the scope of the construction or improvement project, sensitive to the surrounding environment and land uses, and shall not be disproportionate with the cost of the larger project.

Complete Streets facilities, design features and practices include, but are not limited to: sidewalks, paved shoulders suitable for cycling, designated bike lanes, bike paths, lane striping, share-the-road signage, crosswalks, curb ramps, audible pedestrian signals, pedestrian crossing signage, traffic calming measures such as curb bump-outs, center islands, and pavement markings, sidewalk snow removal and routine shoulder and bike lane maintenance, and bicycle parking facilities.

Complete Streets facilities may be planned, designed, developed, and maintained in accordance with bicycle and pedestrian facility guidelines adopted by the United States Department of Transportation, New York State Department of Transportation, the American Association of State Highway and Transportation Officials, and other guidelines approved by the Village of Holland Patent.

If the Village determines that the inclusion of bicycle and/or pedestrian facilities are unable to be accommodated on a roadway or within the public right-of-way proposed for construction or improvement, the Village shall document said determination in writing.

The Village Board shall appoint an “advisory committee” to make recommendations to the Village Board on the planning, design, budgeting and implementation of Complete Streets improvements in accordance with this policy.

Education and Encouragement. The Village supports the promotion of walking and bicycling for health, fitness, transportation and recreation through events, programs and other educational activities which benefit residents, students, businesses and visitors of all ages and abilities. These activities can be coordinated in partnership with Holland Patent Complete Streets Working Group and other Village committees, as well as schools, health organizations and other partners. Furthermore, the Village encourages NYSDOT and Oneida County to consider a Complete Streets approach when constructing or reconstructing streets in the Village.

Enforcement. The Village will provide a balanced enforcement of the New York State Vehicle and Traffic law for motorists, pedestrians and bicyclists. This will include enforcement of pedestrian’s right-of-way in crosswalks, bicyclists riding with traffic and all modes sharing roads safely. The Village will provide code enforcement of Chapter 47 Sidewalks and Streets of the Holland Patent Code.

Evaluation. The “advisory committee” shall convene annually to discuss upcoming projects, needs and conditions in order to make recommendations to the Village Board.

Creating a Walkable Holland Patent Resident Survey

After a few months the committee also updated a Community Planning Survey, focusing on some Complete Streets elements, that was administered in the winter of 2016. The survey consisted of 21 questions. Questions were adopted from the 2005 Village Planning Survey and walkable/bikeable community surveys. Out of 132 surveys distributed, 39 residents responded. The majority agreed that improvements can and should be made to make the Village of Holland Patent a more walkable community. See survey results in Appendix B.

The Complete Streets Plan of the Village of Holland Patent has been developed from the Safety Assessment with the Community Survey input and with consultation from the Oneida County Health Department and Homegrown Services, Inc. a consulting firm specializing in transportation planning services. It provides guidance for residents, decisionmakers and planners to ensure that Complete Streets design features are incorporated into transportation projects that are within or otherwise impact the Village of Holland Patent. The Village shall view future transportation improvements as opportunities to improve safety and accessibility for all roadway users.

2. EXISTING CONDITIONS

Local Conditions

The Village of Holland Patent occupies 320 acres in the Town of Trenton. The Village lies in the northeastern area of Oneida County and is located approximately 10 miles from the Cities of Utica and Rome. The number of households is approximately 200. The 2010 U.S. Census indicates a Village population of 458.

The Village features many properties of historic and architectural merit. The community is centered around a very attractive public square (Village Green) that is listed on the National Register of Historic Places. Properties in this area include several historic stone churches.

The Village is served by several community-friendly businesses and organizations which include a Fire Department, pharmacy, restaurants, bars, telecommunications company, convenience store, bank, public library, U.S. Post Office, funeral home, two churches, a farm and garden store, an American Legion facility, a farmers' co-op and a beauty salon – all located on or near Main Street (NYS Route 365). Most businesses lie within a five to ten-minute walk from the center of the Village.

As reported in the 2005 survey, *“There is a great interest within Holland Patent to improve the look and function of the downtown core...a streetscape plan could recommend improvements in parking organizations, sidewalks, curbing, building facades and landscaping.”* Interest in these endeavors continues today.

One of the local School District's elementary schools, the middle school and the public library are all easily accessible within the Village limits. The high school is a short distance out of the Village. A path connects the elementary school to the grounds of the high school.

Community Outreach

Three specific information sources were utilized to solicit resident input in the Complete Streets project:

1. Initially a walking tour of the Village streets was done by the newly established Complete Streets Committee in the Fall of 2016.
2. Second, a house-to-house resident survey (**Holland Patent 2016 Community Planning Survey**) was completed in January 2017.
3. Additionally, a review of the **Holland Patent 2005 Community Planning Survey** completed as part of the **Village of Holland Patent Comprehensive Plan for 2007** served as a helpful reference to identify areas in need of review.

The newly established Complete Streets Committee included volunteers from the community as well as Village Board representatives, Codes/Zoning Officers and a Holland Patent School District representative.

The Committee worked closely with Sara Scott, MS, CHES, Public Health Educator for the Oneida County Health Department and Matt VanSlyke, President of Homegrown Services, Inc., a consulting firm specializing in guiding locally-developed transportation planning processes.

The Committee created the resident survey to assess perceived problems, needs and suggestions from the community regarding the provision of safe streets that are designed, constructed or adapted to serve everyone (pedestrians, bicyclists and drivers). The 21-question, multi-part survey was administered by committee members via a house-to-house interview process. Survey questionnaires were provided to those residents when no personal contact was made. Instructions to return the completed surveys to the Village Hall were included. 132 surveys were distributed, and a 30% response rate was achieved. The responses provided the committee with very specific areas of interest and concern as reported by the residents. In addition to the survey questions, areas for specific comments were included. The comments allowed residents to include additional emphasis and/or identification of areas related to the survey. Survey results are included in Appendix B.

Safety Assessment

Roads and Streets. The Village is served by 3.2 miles of public roads. Of this total, approximately 1.3 miles are under New York State jurisdiction (Main and Steuben Streets).

Traffic Calming. The most traveled segment of the roadways is New York State Route 365/Main Street. Traffic concerns (volume and speed) on this road have been major safety issues for Village residents over the years. The Committee's evaluation concluded that the Village lacks sufficient traffic calming efforts at all entry points. For example:

1. A specific School Zone Speed Limit approaching the Middle School on Route 365/Main Street is lacking. The westbound speed limit decreases from 55mph directly to 30mph at the Village line. There is no "step-down" in speed nor "School Zone" signage.
2. Upon entering the Village, the reduction of speed limit is inconsistent.
 - a. The entrance to the Village on Fox Road and Park Avenue reflects a speed limit reduction from 55mph to 30mph at the Village line. This sharp reduction results in drivers entering and exiting the residential areas at unsafe speeds.
 - b. Entry to the Village from Thompson Road to Elm Street and New York State Route 274 to Steuben Street also requires review for possible traffic calming and monitoring initiatives. Thompson Road speed limit decreases to 35mph until a 20mph limit in the Elementary and Middle School area.
3. Drivers need the ability to have a confidently safe view of pedestrians and on-coming highway traffic on Main Street as they proceed into intersections. The following New York State Route 365/Main Street entrances have been identified as needing review. Specifically, enhanced signage at these locations (No Parking Here to Corner, for example) placed further from the corners would allow for drivers to have an unobstructed view of pedestrian crossings and on-coming traffic:
 - a. Park Avenue leading to Main Street
 - b. Stewart's Shop entrance/exit leading to Main Street
 - c. Steuben Street leading to Main Street

Sidewalks and Crosswalks. Walking and bicycling have been promoted to address overall health and wellness. Walkability in the community has been a concern as evidenced by respondents to the **Community Survey (2005)** and **Complete Streets Assessment (2016)**. Sidewalk conditions throughout the Village are variable and indicate a need for review and possible improvements. Sidewalks, ramps and curbing have been identified as problematic. The lack of pedestrian crosswalks is a primary safety concern. The speed and volume of traffic on Main Street results in difficulty crossing for all residents – with emphasis on older and more infirm walkers as well as children. The Committee has identified the following specific concerns regarding pedestrian infrastructure:

1. Some Village streets lack sidewalks entirely (Lower Park Avenue, Village Green/Route 365, Elm Street and Main Street from Stewart’s to the library). These areas have been identified as problematic.
2. A walkway/sidewalk is lacking on Elm Street approaching the school grounds from Main Street. A safer route for pedestrian travel to and from the school grounds is requested as part of the plans to enhance safety around school zones.
3. Ward Street has been identified as one of several areas where intersection visibility, vegetation overgrowth and a lack of sidewalks are of concern.
4. Pedestrian crosswalks are indicated for safe access to the Village Green. Crosswalks across Park Avenue at the corner of Main Street to the Green and Park Place to the Twin Churches parking area would benefit pedestrian traffic. The Committee has also identified the addition of in-street crosswalk signage may help to decrease speed and increase attention to pedestrians crossing Main Street.
5. Some streets include sidewalks in varying degrees of disrepair. The sidewalks in the Park Avenue area near New York State Route 365 and near the Post Office have been prioritized as highest need walkways.
6. Finally, curbing is lacking or deteriorating in many areas of the Village.

Bicycling. The 2016 survey question asked residents “What features would make walking or bicycling safer and more pleasant?” Seventy-two percent of respondents expressed interest in “a designated area to walk or bike, safe from traffic.” The challenges for safe walking and bicycling within the Village include narrow streets traffic volume and speed, and the lack of a method to include bicycle lanes on existing roadways. Further community input and review is indicated as a need.

3. RECOMMENDATIONS

Based on the Safety Assessment walking tour, resident survey and the Complete Streets Committee efforts, the following priority recommendations are identified:

- 1. Establish contact with the New York State Department of Transportation (NYSDOT) with the following goals**
 - a. Review and seek to accelerate the anticipated timeframe for Main Street roadway repaving, repair/installation of ADA-compliant sidewalks and curbing and the establishment of safe crosswalks.
 - b. Traffic calming efforts to include a review of speed limits upon entry into the Village, including speed reductions within allowable limits.
 - c. Seek approval for addition of consistent School Zone signage for both Middle School and Elementary School areas.
 - i. Establish partnership with Holland Patent School District Administration
 - ii. Focus on Safe Routes to School guidance for traffic safety improvements
- 2. Enhance the Village Green**
 - a. Increase access to the Village Green to include ADA-compliant outdoor furniture.
 - b. Addition of additional benches, recycling bins, dog waste containers, etc.
- 3. Install bicycle parking**
 - a. Providing safe and secure bicycle parking along Main Street, away from business entrances and pedestrian travel, will help to promote bicycle travel.
 - b. Adding bicycle parking as part of a new sitting area, or “pocket park” would further enhance the aesthetics of Main Street.
- 4. Initiate a “Walkable Community” Initiative**
 - a. Utilize guidelines adopted by the Oneida County Health Department to increase awareness of benefits of a walkable, healthy community to all residents.
 - b. Increase resident awareness of the walkability of Main Street, with most businesses and services found within a 5 to 10-minute walk from the center of the Village.
 - c. Utilize “walkability flags” and signage to promote this initiative.
- 5. Share and publicize the Complete Streets project report with community residents**
 - a. Posting the Complete Streets project report to the Village of Holland Patent website and advertising it in the local newspaper will help to solicit feedback.
- 6. Evaluate**
 - a. Establish a process and timeframe to review the status of the Complete Streets project recommendations.
 - b. Reconvene the Complete Streets Committee annually to discuss upcoming projects, needs and conditions.
 - c. Create an online survey to use periodically to track changes in public opinion.

APPENDIX A.

Holland Patent Complete Streets Resolution

VILLAGE OF HOLLAND PATENT

MICHAEL J. BENNISON
Mayor

A. SCOTT ROSENBURGH
Trustee

FRANCIS L. CRUMB
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VIRGINIA L. WARDNER
Clerk

EDWARD A. WARDNER
Treasurer

BRIAN MIGA
Village Attorney

Complete Streets Resolution

Whereas, Chapter 398 of the Laws of New York State define "Complete Streets" as streets that are safe, convenient and comfortable for all ages and abilities using any mode of transportation (motor vehicle, public transportation, foot, bicycle etc); and

Whereas, Complete Streets design features and practices include, but are not limited to, sidewalks, paved shoulders suitable for cycling, designated bike lanes, lane striping, Share the Road Signage, crosswalks, curb ramps, pedestrian crossing signage, traffic calming measures such as bump cuts, sidewalk snow removal, and routine shoulder and bike lane maintenance; and

Whereas, Complete Streets has been recognized and adopted as policy and law at Federal, State, County, Town, Village and City levels in the interest of improving multi-modal Transportation options, safety and accessibility for all users; and

Whereas, The Village of Holland Patent recognizes that Complete Streets will increase the enhancement of pedestrian, bicycle and trail connections within our neighborhoods;

Now, therefore it be resolved, that The Village of Holland Patent hereby recognizes the importance of creating Complete Streets through planning, design and construction of all new streets and street reconstruction undertaken by and in the Village enables safe travel by all users, including pedestrians, public transportation riders and drivers and people of all ages and abilities including children, youth, families, older adults and individuals with disabilities; and

Be it further resolved, The Village of Holland Patent will attempt to draw upon all possible funding sources that are available to plan and implement Complete Streets elements to make implementation economically feasible; and

Be it further resolved, The Village of Holland Patent will consider incorporating Complete Streets design features and practices in the planning, design, approval and implementation processes for any construction, reconstruction, retrofit, maintenance, alteration or repair of streets, bridges or other portions of the Transportation Network whenever feasible.

Adopted at the Holland Patent Village Board meeting
July 14, 2016

APPENDIX B.

Complete Streets Survey Tool

COMMUNITY PLANNING SURVEY

Village of Holland Patent 2016

=====

If you wish to comment on these questions, please do so at the end of each section.

COMMUNITY CHARACTERISTICS

1. How satisfied are you with the quality of life in Holland Patent? (Please check (v) only one.)

- Very satisfied Satisfied Dissatisfied Very Dissatisfied

2. How important are the following factors to the future of Holland Patent? (Please check (v) the column that best describes your opinion.)

- | Strongly Agree | Agree | Dis-
Agree | Strongly
Disagree | |
|--------------------------|--------------------------|--------------------------|--------------------------|---|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Allow open space for future public use |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Make the Village of Holland Patent a walkable community |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Make the Village of Holland Patent a bikable community |

Comments: _____

3. When you walk in Holland Patent do you have room to walk/bike?

- Yes No- some problems:
- Sidewalks or paths start and stop
 - Can't walk side by side
 - Sidewalks are broken or cracked
 - Sidewalks are blocked with poles, signs, shrubbery, dumpsters, etc.
 - No sidewalks, paths, or shoulders
 - Too much traffic
 - Something else: _____
- Location of problems: _____

4. Is it easy to cross streets?

- Yes No- some problems:
- Need striped crosswalks or traffic signals
 - Parked cars block view of traffic
 - Trees or plants block view from traffic
 - Need curb ramps or ramps need repair
 - Need traffic signals
 - Road is too wide
 - Too much traffic to cross
 - Traffic moves too fast to cross
 - Something else: _____
- Location of problems: _____

5. Do drivers behave well?

- Yes No- some problems:
- Back up without looking
 - Do not yield to pedestrians
 - Drive too fast
 - Do not pass safely/share the lane with bicyclist
 - Something else: _____
- Location of problems: _____

6. What would make walking or bicycling more pleasant?

- Well lit
- Better control of dogs
- No litter
- A designated area to walk or bike, safe from traffic
- Something else: _____

COMMUNITY SERVICES

7. How satisfied are you with the quality of the following services? (Please check (v) the column that best describes your opinion)

Very Satisfied	Satisfied	Dissatisfied	Very Dissatisfied	
				Space to walk
				Space to ride bicycle
				Street/road maintenance
				Trash pickup and removal
				Snow removal

8. How satisfied are you with the condition of the following in the village? (Please check (v) the column that best describes your opinion)

Very Satisfied	Satisfied	Dissatisfied	Very Dissatisfied	
				Streets
				Sidewalks
				Curbs
				Parks

9. How often do you patronize retail businesses in the village? (Please check (v) only one.)

Daily Twice a week Once a week Once every two weeks Once a month Once a year or less

10. Would you support a streetscape program for improved aesthetics in the village core (along Main St around the village green)?

Such a program might include more street trees, benches, flowers, crosswalks, and improved sidewalks.

(Please check (v) Yes or No.)

Yes No

Comments: _____

11. Do you feel that there is adequate parking for businesses in Holland Patent? (Please check (v) Yes or No.)

Yes No

If No, please describe when and where the shortage typically occurs or why you feel the parking is inadequate.

ENVIRONMENTAL ISSUES

12. How important are the following aspects of the village's environment? (Please check (v) the column that best describes your opinion.)

Very Important	Important	Somewhat Important	Not Important	
				Parks and Open Space
				Air Quality
				Street Trees
				Overall Visual aesthetic (how the village looks)
				Traffic
				Signs for walking and bicycling routes and promoting safety
				Layout of new developments/structures to include sidewalks

Comments: _____

GROWTH AND DEVELOPMENT

13. Over the next 5 years, Holland Patent should: (Please check (v) the column that best describes your opinion)

Strongly Agree	Agree	Dis- Agree	Strongly Disagree	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Attract new business/commercial development
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Control the type of development
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Protect environmental quality
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Protect historic structures
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Maintain/improve open space
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Slow traffic down on Route 365/Main Street
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Improve traffic flow in the Village
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Improve pedestrian flow in the Village
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Improve bicyclist flow in the Village

14. Should the Village of Holland Patent enact and/or be more aggressive in enforcing existing laws pertaining to the following? (Please check (v) Yes or No for each.)

Yes	No	
<input type="checkbox"/>	<input type="checkbox"/>	Unsightly trash and junk accumulation
<input type="checkbox"/>	<input type="checkbox"/>	Stopping for pedestrians in crosswalks
<input type="checkbox"/>	<input type="checkbox"/>	Pedestrian and bicyclist safety signage (i.e. "Share the Road" or "Yield to Pedestrians in Crosswalk")
<input type="checkbox"/>	<input type="checkbox"/>	Clearing sidewalks of debris and shrubbery
<input type="checkbox"/>	<input type="checkbox"/>	Helmet laws for kids under 14 riding bicycles
<input type="checkbox"/>	<input type="checkbox"/>	Other _____

Comments: _____

15. Which of the following types of recreation would you like to see growth in? (Please check () all that apply.)

- Roads
- Hiking and skiing trails
- Town parks
- Bicycle trails

PERSONAL DATA

Please tell us a little about yourself. Your answers will help us understand how different groups of citizens feel about the directions the Town/Village of Holland Patent might take. As with all the questions in this survey, your answers are confidential and cannot be traced back to you.

16. Please choose which best describes or applies to your residency status in Holland Patent. (Please check (v) only one.)

- Village resident
- Own property in the Village (but live outside the village)

17. What is your age group? (Please check (v) only one.)

- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65+

18. What is the size of your household? (Please check (v) only one.)

- One person
- Two people
- Three or four
- Five or more

19. Does anyone under the age of 18 years of age currently live in your home? (Please check (v) Yes or No.)

- Yes
- No

20. How many years have you lived in the Village of Holland Patent? (Please check (v) only one.)

- Less than 5 years
- 5-9
- 10-14
- 15-19
- 20-24
- 25+

21. Where do you work? (Please check (v) only one.)

- In the Village of Holland Patent
- In the Town of Trenton
- Retired
- Unemployed
- Outside the Town of Trenton

THANK YOU FOR YOUR COOPERATION.
Please return your completed survey in the envelope provided.

APPENDIX C.

Complete Streets Survey Results

Village of Holland Patent 2016 COMMUNITY PLANNING SURVEY Complete Streets

39 people responded out of 132 surveys distributed

COMMUNITY CHARACTERISTICS

1. How satisfied are you with the quality of life in Holland Patent? (Please check (v) only one.)

Very satisfied	14
Satisfied	20
Dissatisfied	4
Very Dissatisfied	0

2. How important are the following factors to the future of Holland Patent? (Please check (v) the column that best describes your opinion.)

Strongly Agree	Agree	Dis-Agree	Strongly Disagree	
14	18	2	0	Allow open space for future public use
23	12	1	1	Make the Village of Holland Patent a walkable community
13	20	3	0	Make the Village of Holland Patent a bikeable community

Comments: _____

3. When you walk in Holland Patent, do you have room to walk safely?

Yes	4
No- some problems	35

		Location of problems
Sidewalks or paths start and stop	21	
Can't walk side by side	11	
Sidewalks are broken or cracked	28	
Sidewalks are blocked with poles, signs, shrubbery, dumpsters, etc.	11	
No sidewalks, paths, or shoulders	26	
Too much traffic	16	
Something else:	3	

4. Is it easy to cross streets?

Yes	3
No- some problems:	35

		Location of problems
Need striped crosswalks or traffic signals	21	
Parked cars block view of traffic	21	
Trees or plants block view from traffic	6	
Need curb ramps or ramps need repair	11	
Need traffic signals	9	
Road is too wide	2	
Too much traffic to cross	24	
Traffic moves too fast to cross	23	
Something else:	1	

5. Do drivers behave well?

Yes	2
No- some problems:	36

Back up without looking	4	Location of problems
Do not yield to pedestrians	20	
Drive too fast	34	
Something else:	3	

6. What would make walking or bicycling more pleasant?

Well lit	17
Better control of dogs	5
No litter	4
A designated area to walk or bike, safe from traffic	28
Something else:	4

COMMUNITY SERVICES

7. How satisfied are you with the quality of the following services? (Please check (v) the column that best describes your opinion)

Very Satisfied	Satisfied	Dissatisfied	Very Dissatisfied	
1	13	18	3	Space to walk
1	8	18	6	Space to ride a bicycle
1	14	11	5	Street/road maintenance
17	13	1	2	Trash pickup and removal
9	11	11	4	Snow removal

8. How satisfied are you with the condition of the following in the village? (Please check (v) the column that best describes your opinion)

Very Satisfied	Satisfied	Dissatisfied	Very Dissatisfied	
1	23	10	3	Streets
1	6	23	8	Sidewalks
1	13	14	8	Curbs
8	19	5	2	Parks

9. How often do you patronize retail businesses in the village? (Please check (v) only one.)

Daily	21
Twice a week	9
Once a week	5
Once every two weeks	3
Once a month	0
Once a year or less	0

10. Would you support a streetscape program for improved aesthetics in the village core

Yes	33
No	3

Comments: _____

11. Do you feel that there is adequate parking for businesses in Holland Patent? (Please check (v) Yes or No.)

Yes	14
No	20

If No, please describe when and where the shortage typically occurs or why you feel the parking is inadequate.

ENVIRONMENTAL ISSUES

12. How important are the following aspects of the village's environment? (Please check (v) the column that best describes your opinion.)

Very Important	Important	Somewhat Important	Not Important	
19	14	4	1	Parks and Open Space
28	8	0	1	Safe Access to the school
7	10	14	7	Street Trees
17	17	2	0	Overall Visual aesthetic (how the village looks)
32	4	1	0	Amount and speed of traffic
19	9	6	2	Signs for walking and bicycling routes and promoting safety
14	14	4	3	Layout of new commercial developments/buildings to include sidewalks

Comments: _____

GROWTH AND DEVELOPMENT

13. Over the next 5 years, Holland Patent should: (Please check (v) the column that best describes your opinion)

Strongly Agree	Agree	Disagree	Strongly Disagree	
7	18	5	2	Attract new business/commercial development
9	20	3	2	Control the type of development
22	12	0	2	Protect environmental quality
19	11	1	6	Protect historic structures
15	17	0	2	Maintain/improve open space
27	9	1	0	Slow traffic down on Route 365/Main Street
18	14	2	0	Improve traffic flow in the Village
20	13	2	0	Improve pedestrian flow in the Village
13	15	4	2	Improve bicyclist flow in the Village

14. Should the Village of Holland Patent enact and/or be more aggressive in enforcing existing laws pertaining to the following? (Please check (v) Yes or No for each.)

Yes	No	
30	6	Unsightly trash and junk accumulation
32	4	Stopping for pedestrians in crosswalks
29	5	Pedestrian and Bicyclist safety signage (i.e. "Share the Road" or "Yield to Pedestrians in Crosswalk")
32	4	Clearing sidewalks of debris and shrubbery
22	10	Helmet laws for kids under 14 riding bicycles
2	1	Other

Comments: _____

15. Which of the following types of recreation would you like to see growth in? (Please check () all that apply.)

Roads	Hiking and skiing trails	Town parks	Bicycle trails
13	16	14	15

PERSONAL DATA

16. Please choose which best describes or applies to your residency status in Holland Patent. (Please check (v) only one.)

Village resident	34
Own property in the village (but live outside the village)	2

17. What is your age group? (Please check (v) only one.)

18-24	25-34	35-44	45-54	55-64	65+
0	3	4	8	10	14

18. What is the size of your household? (Please check (v) only one.)

One person	Two people	Three	Four	Five or more
12	12	7	3	3

19. Does anyone under the age of 18 years of age currently live in your home? (Please check (v) Yes or No.)

Yes	8
No	29

20. How many years have you lived in the Village of Holland Patent? (Please check (v) only one.)

Less than 5 years	5-9	10-14	15-19	20-24	25+
5	1	3	2	4	23

21. Where do you work? (Please check (v) only one.)

In the Village of Holland Patent	In the Town of Trenton	Retired	Unemployed	Outside the Town of Trenton
10	0	14	0	12

Highlights and Summary of Comments

As the Committee approached the survey document design, it was determined that in addition to 21 multiple choice questions, the inclusion of *comment sections* would be extremely beneficial.

The addition of these comment opportunities provided the respondents with a way to share anonymous and valuable feedback regarding their personal community safety experiences and observations, existing and new priority issues and suggestions for change.

The demographics of the individuals who responded to the survey reflected a core group of retired or nearly retired individuals (62%). Additionally, 16% were younger than 45. This is consistent with the extended number of years that individuals and families have remained within the Village and/or within the same residence.

Sixty-four percent (64%) report living in the Village for 25 or more years. 11% have resided in the Village less than 5 years. *Current home sale trends suggest that Holland Patent may be attracting young individuals and families to move into the Village.*

Overall satisfaction with the quality of life in Holland Patent was reflected positively with 86% of the respondents citing a “Very Satisfied” or “Satisfied” response to that question. However, the remaining questions and comments on the survey reflected numerous areas seen as opportunities to enhance the satisfaction with the quality of life in the Village.

The comments within the survey are summarized as follows:

1. Traffic volume and speed are seen as primary safety issues for pedestrians and drivers

Consistent with survey responses from the *2007 Holland Patent Comprehensive Plan*, safety issues predominantly related to vehicle speed and traffic volume moving through the Village are cited most frequently.

Village residents made the following related observations and comments:

“Get traffic slowed down on Route 365”

“Fox Hill [Park Avenue] – treacherous.”

“Slow traffic down with good signage”

“Traffic travels too fast – even with speed signs”

“Too much traffic on Route 365”

“Speeding is a factor – need cops”

“Excessive speed entering and exiting the Village”

“Drivers don’t stop at STOP signs”

“School traffic and seasonal tourist traffic present [speed] problems”

“Would like to have Village speed limit changed to 25mph...”

2. The lack of sidewalks is an impediment to making Holland Patent a “walkable Village”

When asked if they agreed that making the Village a “walkable community” was important to the future of Holland Patent, 95% of respondents “Strongly Agreed” or “Agreed”. Adequate and well-maintained sidewalks are a key to being successful in this endeavor. Sidewalks in disrepair or unavailable was highlighted by 89% of individuals within the multiple-choice survey questions. At least one respondent noted that there is no sidewalk to the public library, nor the Middle and Elementary Schools. As the nationwide focus on the healthy benefits of walking and bicycling continues to be lauded, 67% requested to have access to a designated area to walk or bike in an area safe from traffic. One individual reported: *“Currently my children can see the school from our house, but I don’t allow them to walk there because of lack of sidewalks.”* Another individual sees an additional benefit to be a walkable/bikeable community. It was stated as follows: *“Improving HP as a walkable/bikeable community will improve property values and attract young professional families.”* At least one individual would like *“a walking pathway to cemetery. For the purpose of community/commuting and showing our President Grover Cleveland heritage.”* In summary, 74% of respondents reported being “Dissatisfied” or “Very Dissatisfied” with the condition of Village sidewalks.

3. The lack of crosswalks/curbing in general and specifically on Main Street is one of the primary safety concerns cited.

When asked if it was “easy” to cross the streets, 92% of respondents reported “some problems”. The survey question regarding enforcement of existing laws was reflected by 89% of respondents that “stopping for pedestrians in crosswalks” was seen as a highly important crosswalk issue. They also agreed that parked cars obstructed views, that there was a need for striped crosswalks, that traffic moves too fast to cross easily and too much traffic makes crossing difficult. Another respondent cited the need for “striped crosswalks (2 or 3) with some visual cues to alert drivers to those zones.” One respondent cited a possible corrective action for congestion and crossing at Main Street and Park Avenue as follows: *“Advance possibility of a roundabout at Route 365 (Main Street) and Park Avenue intersection.”*

4. Parking within the Village

When respondents were asked if there is adequate parking for businesses in the Village, 63% reported “No”. Respondents utilized the comment section of the survey to identify the location of the areas with inadequate parking. One respondent summarized, and stated parking was insufficient for *“All businesses in the Village”*. Another individual referenced the timing of the parking shortages as *“After work hours and Saturday mornings”*.

5. Aesthetics of the Village

When asked whether they would support a streetscape program for improved aesthetics in the Village, 91% responded affirmatively. The survey reflected 85% of respondents sought more aggressive enforcement addressing *“Unsightly trash and junk accumulation”* and 91% sought enforcement addressing the *“Clearing of sidewalks of debris and shrubbery.”* Comments regarding improving the Village aesthetics were mixed:

“I think it’s fine”

“Please – no sidewalks all around the park. Ok on Main Street side”

“I have said HP needs curb appeal for years! Brick sidewalks, street flags along Main Street referencing Village logo or Historic Village, old style lamps, etc. If we hope to attract homebuyers, long-term residents, we must invest in this.”

“Not if it would mean widening the streets or obstructing space that is available to walk”

“Don’t need any more trees. Everything else would be nice.”

“Not if taxes would increase”

“Aesthetically, we could do much better! It has gone downhill in the 12 years we have lived here.”

“Don’t want tax increase”

6. References to bicycling

When respondents were surveyed regarding their satisfaction with “Space to ride a bicycle”, they were largely “Dissatisfied (53%) OR Very Dissatisfied (19%). Many individuals stressed the value of having signs for walking and bicycling routes to promote safety:

“Need a bike lane”

“People shouldn’t be riding their bikes on the sidewalk”

7. Additional comments:

Several respondents commented on areas related to snow and winter conditions:

“Repaving roads after winter damage”

“Nobody enforces this [snowmobiles]...they rip through the Village...law is not enforced.

“Snow removal...plow goes too fast and destroys lawns and cedars on Center Street”

“Snow removal – roads good; sidewalks not good”

APPENDIX D.

Maps

MAP #1. Village-Wide Infrastructure

This map provides an overview of sidewalk locations and conditions throughout the Village. This visual is helpful in identifying places where gaps in the sidewalk network exist and where the condition of sidewalks may be deficient. The buildings and structures indicated on the map help to quickly show where commercial and residential properties as well as important community services (i.e. the Post Office, schools, church, library, etc.) are located.

Village of Holland Patent

Pedestrian Infrastructure

Sidewalk and Walking Path Conditions

Excellent

Good

Fair

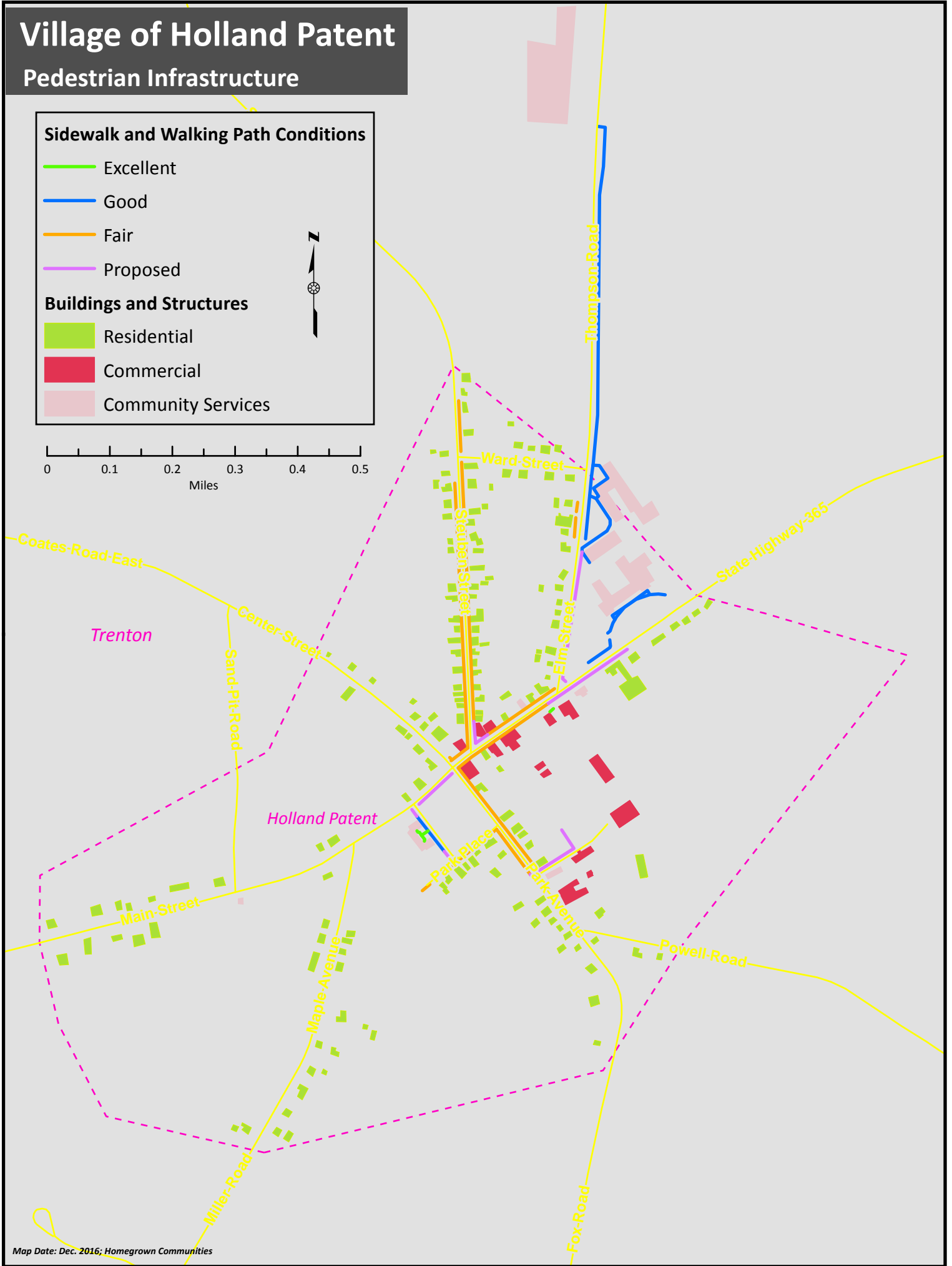
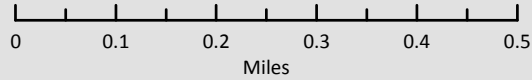
Proposed

Buildings and Structures

Residential

Commercial

Community Services



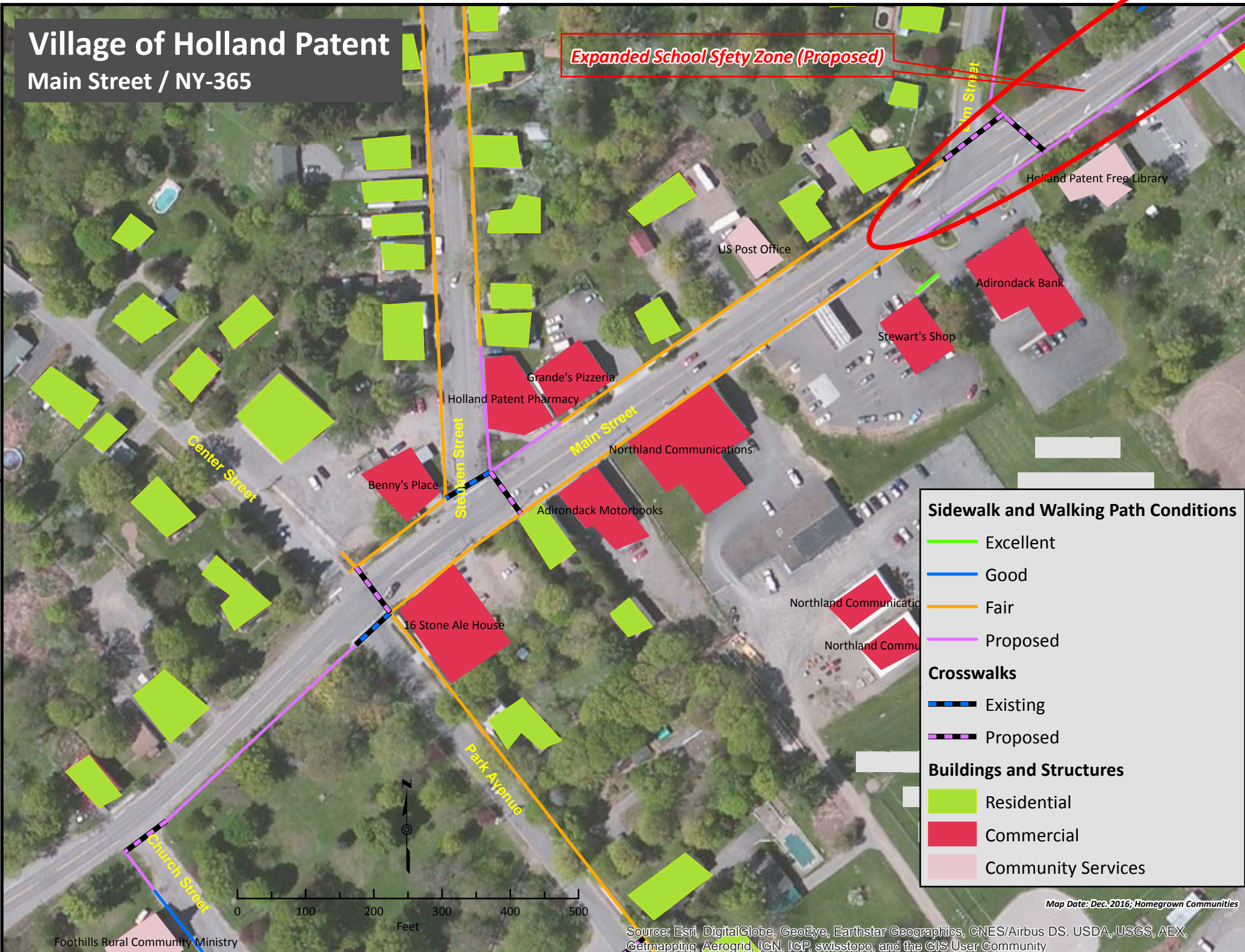
MAP #2. Main Street / NY-365

This map provides a detailed look at the Main Street/NY-365 business district. A well-maintained sidewalk network that provides safety and accessibility is very important to Main Street business activity. Even those who arrive to Main Street by car need to be able to park and safely reach the business they are going to. The sidewalk and crosswalk network along Main Street is in fair condition but gaps in the sidewalk network could be addressed and additional crosswalks would help to improve safety. These elements are indicated on the map.

Village of Holland Patent

Main Street / NY-365

Expanded School Safety Zone (Proposed)



Sidewalk and Walking Path Conditions

- Excellent
- Good
- Fair
- Proposed

Crosswalks

- Existing
- Proposed

Buildings and Structures

- Residential
- Commercial
- Community Services

Map Date: Dec. 2016; Homegrown Communities

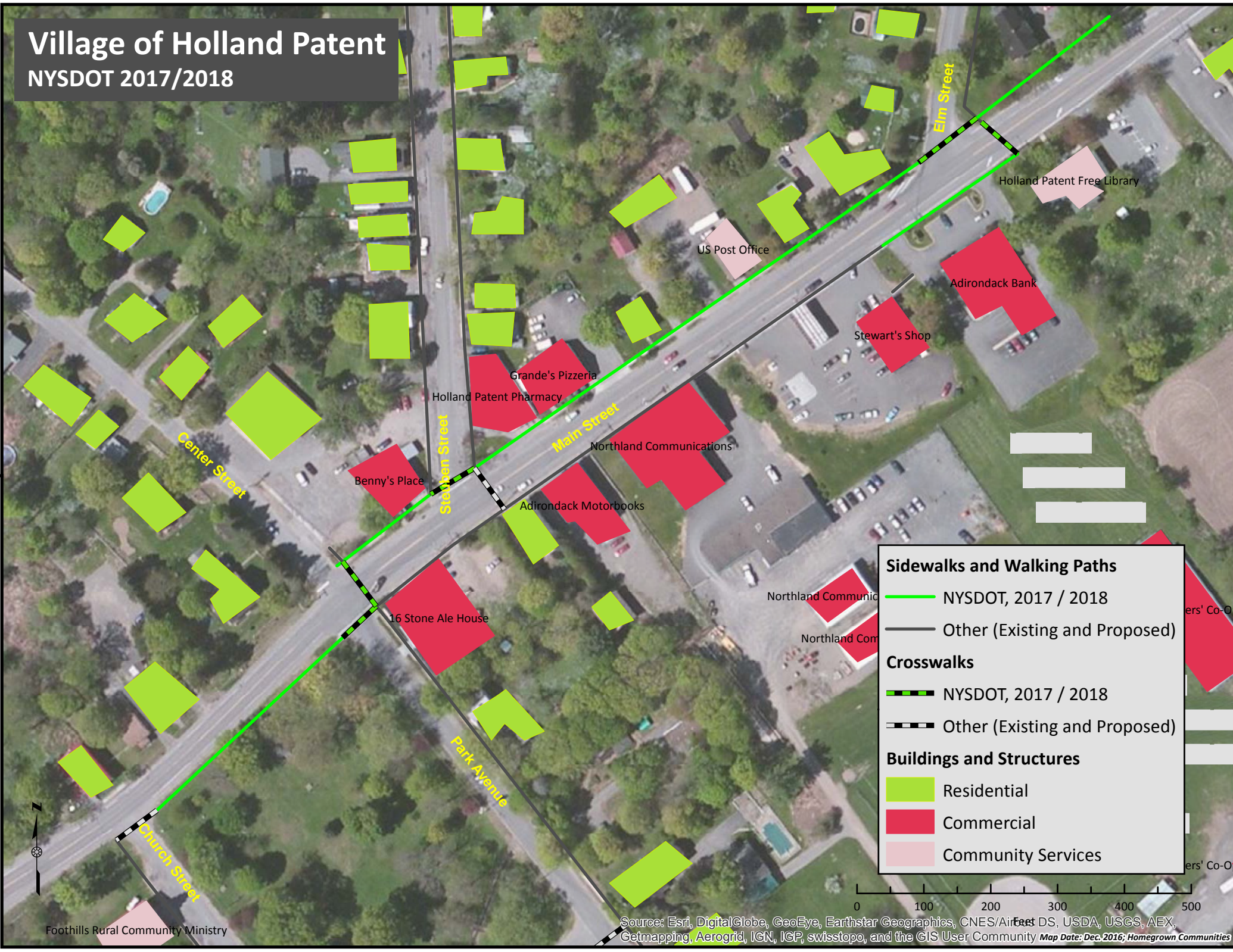
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

MAP #3. Planned Improvements for Main Street / NY-365

The New York State Department of Transportation (NYSDOT) is developing a road construction project that will extend the length of Main Street through the Village. NYSDOT recently resurfaced NY-365 leading up to the Village line from the east and west, but that project ended at the Village line. In 2017/2018, NYSDOT plans to make improvements along Main Street as indicated on the following map.

Village of Holland Patent

NYS DOT 2017/2018



Sidewalks and Walking Paths

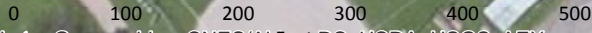
- NYS DOT, 2017 / 2018
- Other (Existing and Proposed)

Crosswalks

- NYS DOT, 2017 / 2018
- Other (Existing and Proposed)

Buildings and Structures

- Residential
- Commercial
- Community Services



MAP #4. Park Avenue / Main Street (NY-365)

The Park Avenue/Main Street intersection is a very busy location and traffic is often backed up during busy times. This situation jeopardizes pedestrian safety in addition to causing traffic delays. Planned and proposed improvements to the Park Avenue/Main Street intersection and within the immediate vicinity are shown here.

Village of Holland Patent

Pedestrian Infrastructure



Sidewalk and Walking Path Conditions

- Excellent
- Good
- Fair
- Proposed

Crosswalks

- Existing
- Proposed

Buildings and Structures

- Residential
- Commercial
- Community Services



MAP #5. Safe Routes to School

There is perhaps no clearer example of the need to ensure pedestrian safety than near our schools. The Complete Streets working group and NYSDOT have looked closely at the streets near the school campus and several improvements have been suggested. These include additional sidewalks and crosswalks as well as potential reduction in speed limit through the expansion of the existing School Safety Zone that extends along Elm Street so that it would also include Main Street. These planned and proposed improvements are shown here.

Village of Holland Patent

Safe Routes to School

Sidewalk and Walking Path Conditions

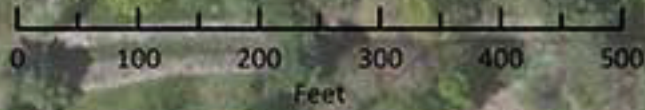
- Excellent
- Good
- Fair
- Proposed

Crosswalks

- Existing
- Proposed

Buildings and Structures

- Residential
- Commercial
- Community Services



Expanded School Safety Zone (Proposed)