



VILLAGE of **ODESSA** Complete Streets Plan

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About This Plan

The Village of Odessa received a \$10,000 grant award from Schuyler County to support the development and implementation of a Complete Streets Plan that includes community engagement to assess local infrastructure needs, particularly focusing on sidewalks, school district routes, potential playground installations, and integration with the Odessa-Hector Rail Trail. This project built on past planning efforts undertaken by the Village and sought to accomplish the following:

- Conduct a Community Engagement and Needs Assessment to collect community feedback on current infrastructure and transportation needs, and evaluation of pedestrian and cyclist safety concerns, focusing on routes to and from Odessa Montour School District;
- Perform a sidewalk assessment including an evaluation of the condition and adequacy of existing sidewalks within the village, identify areas for improvement and proposed necessary upgrades, and identify feasibility of advisory lanes;
- Assess school district routes to determine the safety and efficiency of routes used by students to access the local school district, and recommend improvements to enhance safety and accessibility for students (*assessed in 2024 by Schuyler County Public Health*);
- Explore feasibility and potential locations for playground installation and identify opportunities for integration with Odessa-Hector Rail Trail to enhance recreational opportunities; and
- Identify funding sources for proposed projects in complete streets plan.

This project was funded through the Center for Advancing Healthy Communities National Association of Chronic Disease Directors Walkability Virtual Academy Participant Federal Grant, with support from Schuyler County Department of Public Health and the Schuyler County Planning Department.

Thank you to local Odessa businesses who actively supported this effort through generous donations to encourage participation.

Odessa Coffee Depot	Fiddlesticks Tea Company
2 Cats Cakery and Sweet Treats	Bucket Bar & Grill
Print & Stitch Barn	Bub's Spirits
Morgan's Automotive	

And gracious thanks to Karin Thomas (Dutton S. Peterson Library), Cindy Emerson (Village Board), Pam Cicconi (Village Board), Gary Hanson (Planning Board Chair), and Joann Lindstrom (Schuyler County Planning Department) for their engagement and support throughout this process.



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Definitions and Acronyms

To ensure this plan can be understood at all levels—by residents, local officials, and funders—this section seeks to define recurring terms.

Active Transportation	Human-powered mobility, such as biking, walking, or rolling.
Amenity	In land use planning, something considered to benefit a location, contribute to its enjoyment, and thereby increases its value. They can be tangible (restaurants, community centers, bike paths, internet access) or intangible (well-integrated public transit, pleasant views, nearby activities, clean air).
American Community Survey (ACS)	An annual survey that creates guesstimates of population values between decennial censuses.
Annual Average Daily Traffic (AADT)	Total volume of vehicle traffic on a given roadway for a full year divided by 365 days, representing the average daily traffic count. This data is often used to measure road usage, analyze trends, allocate funding, and plan infrastructure improvements.
Beautification	Community-driven or government-led efforts to enhance the aesthetic quality of public spaces.
Bioswale / Bioretention Pond / Rain Garden	A landscaped, shallow, vegetated depressions designed to slow, capture, treat, and infiltrate stormwater runoff as it moves downstream. Rain gardens are less engineered than bioretention areas and may be an informal descriptor for bioretention.
Charrette	An intensive, collaborative planning or design workshop, typically done in real-time with professionals taking feedback and input from community members to promote collaboration, accelerate decision-making, and foster a sense of ownership and consensus building.
Complete Streets	An approach to street design and planning that ensures safe, convenient access for all users—including pedestrians, cyclists, motorists, and transit riders—regardless of age or ability. It shifts the focus away from car-centric planning to create universal, multimodal, and equitable street networks.
Fun Theory	The field of knowledge studying how to design for fun in future society. Fun Theory tries to describe the dimensions along which a benevolently designed world can and should be optimized. “Are we having fun yet?”, “Could we be having more fun?”
Micromobility	Small, lightweight vehicles used for short-distance personal travel, typically for the purpose of commuting, running errands, or traveling the “first and/or last mile”. Common examples include bicycles, e-bikes, e-scooters, and hoverboards.
Mode (of transport)	A method or way of traveling or transporting people.
Motorists	A person who drives or travels in an automobile or motor vehicle.

Multimodal Transportation	Provision for and use of more than one mode of transportation to access destinations, such as walking to access public transit.
Parklet	A public or semi-public sidewalk extension built over existing curbside parking spaces to create vibrant community spaces and provide outdoor seating, and even bike parking. Also known as street seats or curbside seating.
Peak-/Design-Hour	Peak hour is the single busiest 60-minute period of the day for a facility, such as a road. Design hour is the estimated peak hour used to build or size a space so it does not become overcrowded.
Pedestrian	A person traveling on foot, whether walking, running, or using mobility aids like wheelchairs.
Remedy	Solutions or interventions to improve, fix, or create our built environments to be safe, comfortable, and convenient for walking, biking, and the use of mobility aids.
Right-of-Way (ROW)	The legal right to pass through or use another person's property, primarily used for streets, sidewalks, and utility lines. This can also refer to the order of priority to proceed and yield in navigation (such as a pedestrian's right of way to cross a street in which a vehicle must yield to the pedestrian).
Risk homeostasis	A behavioral theory suggesting that people have an inherent "target level of risk" they are willing to tolerate in exchange for perceived benefits.
Safety	When compared to security , the protection against accidental harm (trip and falls, traffic accidents, etc.). Threats to one's safety can be informed by perception.
Security	When compared to safety , the protection against deliberate, malicious intent (violence, theft, etc.). Threats to one's security can be informed by perception.
Single Occupancy Vehicle (SOV)	A privately operated vehicle whose only occupant is the driver.
Tactical Urbanism	An approach to neighborhood building that uses short-term, low-cost, and scalable interventions and policies to catalyze long-term change. Also known as "pop-up urbanism" or "DIY urbanism".
Traffic Calming	Measures that use self-enforcing physical and psycho-perception means to produce desired effects to support the livability and vitality of residential and commercial areas through improvements in non-motorist safety, mobility, and comfort, typically achieved by reducing vehicle speed or volumes.
Transit-Oriented Development	An urban planning strategy that concentrates high-density, mixed-use development—such as housing, offices, and retail—within a short, walkable distance of public transit.
Universal Design	The practice of creating environments that are inherently accessible and usable to the widest possible range of people—regardless of age, size, or ability—without the need for specialized adaptation.
Walkability	The accessibility of amenities within a reasonable walking distance.

Introduction

HOW DID WE GET HERE?

Village residents have repeatedly expressed concerns around walkability, with particular emphasis on vehicle speeds and sidewalk connectivity throughout the Village. There has also been repeated interest in the Safe Routes to Schools program, starting prior to the initiation of that program.

The **Commercial District Improvement Strategy (2011)** outlined approaches to improve the commercial district; however, many recommended actions from this plan align with or directly support expanding walkability in the Village broadly. Despite over a decade between that plan and this one, the 2011 plan paints a similar picture of the desires of Odessa residents and helped establish a baseline for this plan.

In 2024, Schuyler County Public Health dispersed two surveys: a **Community Survey** and a **Survey About Walking and Biking to School**. The first survey sought input from community members about their experiences walking and biking in Odessa, such as places of interest, commonly walked or biked streets, and concerns that affect their decision to walk or bike. The second survey was sent to parents and caregivers of students in the Odessa-Montour Central School District and sought input on current and future school transportation methods. This was an initial step to support the Village's efforts to establish a Safe Routes to School (SRTS) program.

An **Odessa Green Infrastructure Initiative: Phase I Engineering Feasibility Study** was completed by Natural Systems Engineering throughout 2024. This study evaluated 4 project areas throughout the Village.

In Spring 2025, County Public Health conducted a **Windshield Tour** of the Town of Catharine, including the Village of Odessa. The findings of the tour were presented and included town and village demographics and an inventory of facilities, amenities, infrastructure, and services in the two communities.



The Village of Odessa Mission Statement by elected officials

Our mission is first and foremost to serve the citizens and visitors of Odessa. We work for you. To provide residents, visitors and the business community with the highest quality municipal services in an efficient, courteous manner.

To enhance the quality of life through planning and visionary leadership. To provide a safe, livable, and sustainable community for our present and future citizens.

We value leadership, innovation, creativity, and initiative. We strive to be fair, friendly, and helpful. We stress excellence, integrity, accountability, and honesty. We recognize our most valuable resource, Our people and businesses.

APPROACH

In order to uphold this plan and ensure its effectiveness and longevity, a comprehensive public engagement process was undertaken to identify priority, concern, and opportunity areas and to develop a list of prioritized projects that are reflective of the needs and desires of the Village of Odessa.

There were four (4) opportunities for interested parties to engage in this planning process: a public meeting during traditional hours (weekday evening); a self-guided charrette at the local library which ran during regular library hours for one month; a community walk and recap (weekend mid-morning); and a public meeting during non-traditional hours (weekend afternoon). These were coordinated to offer the greatest opportunity for all residents and stakeholders to participate.

Each session had different activities that put residents and stakeholders in the driver's seat for directing the development of this plan. Read more about these sessions and the results under the **PUBLIC ENGAGEMENT SESSIONS** section.

Going into this project, it was important to recognize the conditions early to inform the approach and the recommendations that would come out of it. Like many communities across the Southern Tier, the Village of Odessa has financial and staffing capacity limitations that make it challenging to pursue large-scale projects. Some residents felt the impact of a recent water/sewer project in the Village and noted their bill had increased to nearly \$300. Solutions that involve significant upfront costs or would strain Village operational capacity are unappealing and feel unrealistic for Odessa today. Because of this, we sought to outline an array of recommended actions, prioritizing low-cost, scalable actions that can be done by and with various groups to address the needs of the community.

“

How do we improve walkability in the shortest amount of time, with the least amount of money, for the greatest impact?

For a small, rural community, we noted that popular **traffic calming devices** and facilities for **complete streets** may need to look different or, maybe, do not fit at all. Odessa's layout and existing infrastructure and buildings inhibit the downtown vision painted in the *commercial strategy* and the Lehigh Valley Railroad Bridge—envisioned as a potential high-line rail trail—had been removed. Education on and awareness of **active** and **multi-modal transportation** can help encourage a behavioral shift in all road users.

While the original scope of work included evaluating **advisory shoulders** as an interim measure to improving the sidewalk network, we recommend evaluating whether on-street infrastructure, such as an advisory shoulder or **pedestrian path**, would: (1) be recognizable as pedestrian infrastructure by pedestrians and **motorists**; (2) be perceived as safe by pedestrians; (3) be abided by motor vehicles; and (4) serve as a connector in areas where dedicated sidewalks are not currently or foreseeably feasible.

The planning process prioritized education throughout and public input was important in shaping this plan and its recommendations. The purpose of prioritizing education and a broader understanding of the concepts being promoted in this plan was to encourage genuine, informed feedback, to create advocates and doers, and to get people thinking outside of the box for solutions. Fostering an understanding of the principles guiding the process and being receptive to curiosity (and frustrations) allowed community

members to feel heard and part of the process. Being shaped by public input meant the plan would be reflective of the priorities, concerns, opportunities, needs, and desires of the people; then, that input could be shaped into practicable measures.

Throughout the process, it was emphasized that the effectiveness of this plan and its potential for implementation was reliant on public input and buy-in. We wanted the community to feel ownership over the plan and empowered to drive the community's walkability efforts forward.

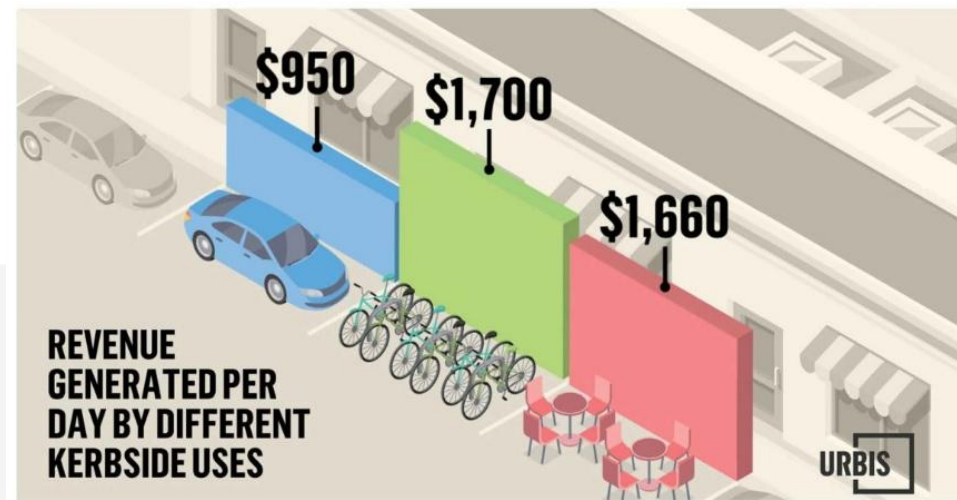
BENEFITS OF WALKABILITY & COMPLETE STREETS

Complete Streets is an approach to making our transportation networks efficient and accessible for all users. This approach integrates people and place in the planning, design, construction, operation, and maintenance of these networks.

Streets are the lifeblood of our communities and what helps connect us to each other. The quality of our streets have real impacts on our quality of life, community character, environment, and local economies.

Complete Streets are built on the premise that transportation choices should be safe, convenient, reliable, affordable, accessible, and timely, regardless of income, age, race, literacy, ability, or access to a personal vehicle.

Complete Streets helps ensure streets are safe for people of all ages and abilities—including the most vulnerable, disinvested, and underserved users—balancing the needs of different **modes** and supporting local land uses, economies, cultures, and natural environments.



Source: Urbis, 2021

Based on the following sources

- Dining Parklet occupancy, expenditure and duration of stay based on: Urbis, 2021, Extended Outdoor Dining Program Evaluation, for Cities of Melbourne, Yarra and Stonnington
- Bike parking occupancy, expenditure and duration of stay based on: Alison Lee & Alan March (2010) Recognising the economic role of bikes: sharing parking in Lygon Street, Carlton, Australian Planner, 47:2, 85-93, DOI: 10.1080/07293681003767785 (factored into 2021 Australian Dollars)

Assumptions and Notes

- Occupancy- bike parking 6 spaces, car parking 1.2 people per car, dining parklet 10 seats.
- No. of hours per day of occupancy- bike parking 8 hours, car parking 14 hours, dining parklet 8 hours.
- Bike Parking Occupancy 61%, Dining Parklet Occupancy 63%, Car Parking Occupancy 85%

Well-rounded streets that support all users provide benefits like:

- **Downtown revitalization and economic health.**

- Improved access, especially for pedestrians and cyclists, to businesses, employment, schools, shopping, and services locally result in higher retail sales, a higher percentage of residents shopping locally, and an increased appeal to visitors and tourists.
- Provision of bike parking offers significant economic benefits. Through cyclists and other non-driver consumers matching or exceeding car-driving consumer spending and lower costs for infrastructure, economic potential is boosted.

- **Safer communities.**

- Connected networks and reduced traffic speeds make walking, biking, and playing more appealing and safe. Walking and biking to school has drastically decreased over the past several decades (from 48% in 1969 to just 13% in 2009).
- Walkable streets facilitate interactions between neighbors and visitors and limit the opportunity for crime through environmental design that increases the perception that people can be seen.

- **Active living and good health.**

- When it is safe and easy to walk and bike in, community members are more likely to be physically active, which can reduce obesity rates and chronic disease. Less motor vehicle traffic also reduces the amount of transportation-related pollutants being generated in our communities.



- **Improved mobility for older adults and people with disabilities.**

- Accessible and easy to navigate street networks improve transportation options for older adults and those with disabilities, and help them feel included in their communities.
- Improved connectivity and accessibility, as well as densification or more compact design, supports aging in place.

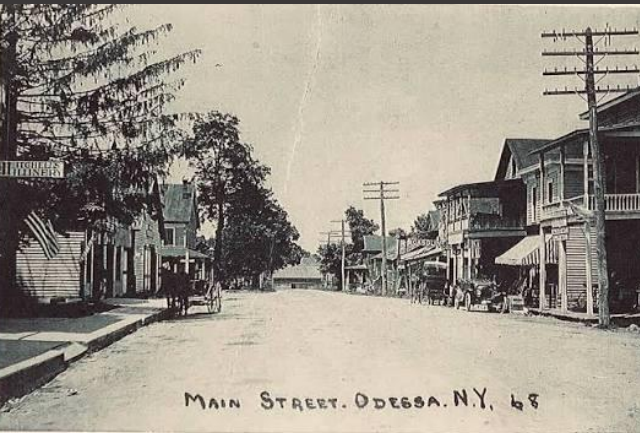
- **Reduced transportation costs.**

- In 2024, U.S. households paid \$13,318 on average for transportation (second only to housing costs as the largest household expenditure). Public and active transportation networks reduce this burden by providing an alternative that is already being funded by your tax dollars.
- When people spend less on their transportation costs they have more to spend at local businesses, keeping money circulating in your local economy.

- **Environmental health.**

- Improved opportunities for walking and cycling reduce vehicle miles traveled and the associated pollution. Streetscape changes also provide the chance to incorporate green infrastructure, shade trees, and plantings which provide their own environmental and quality of life benefits.

a look at *Odessa's Main Street through time*





Existing Conditions

at Church Street and one at both Merchant Avenue and Sydney Place intersections—have done little to slow traffic speeds through this corridor. A wide turning radius from NY-224 onto College Avenue, less than 500 feet from the beginning of the 30 mph zone, encourages sustained speeds as vehicles approach the Odessa-Montour Central School District. The terminus of State Route 228 meets NY-224 in Odessa and County Roads 7 (Lower Fouts Hill Road) and 15 (Church Street) transition to Village streets.

HISTORY

Originally an unincorporated village known as “Catlin Mills”, Odessa was an early center of business, trade, and light industry. Catlin Mills was home to sawmills and Lehigh Valley Railroad lines and depot, for passenger and freight rail, then bolstered by the Cotton-Hanlon company’s sawmill, “The Home Complete”, offering home building materials and furnishings.

Speedway Road, formerly known as the Boulevard, was named after the horse track at Mitchell Farm, where the first horse races took place.



Catlin's Falls, Odessa

LOCAL CONTEXT

The Village of Odessa is home to approximately 517 residents across 1.1 square miles. The Village lies along the western border of the Town of Catharine and the eastern border of the Town of Montour. Only slightly larger than the county’s smallest village, Burdett, the Village of Odessa acts as a gateway to the larger Villages of Watkins Glen and Montour Falls. Travelers taking State Route 224 to the Watkins Glen International Speedway or the Town of Hector’s wine trail pass through Odessa’s Main Street by the tens of thousands each summer. Odessa is in a central location within the county, just minutes from Schuyler County’s popular attractions and home to one of the county’s three school districts.

State Route 224 briefly becomes Odessa’s Main Street, an almost easy-to-miss transition from state highway speeds of 55 mph to 30 mph. Newly installed **bump outs**—on either side of the intersection

Catlin Mills became Odessa in 1845, became part of Schuyler County after its formation in 1854, and became incorporated as a village in 1903.



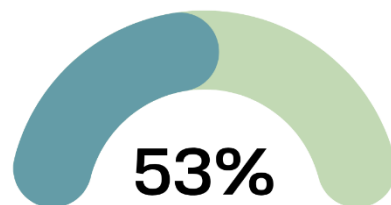
DEMOGRAPHICS

Odessa's demographics may be valuable to consider when attempting to address community needs and wants, identifying communication methods, and pursuing grant funding.

Approximately 53% of Odessa residents identified as female in the 2020 Census.

Women have different commute habits and interact with the built environment differently than their male counterparts.

Women often have the primary responsibility in a household to manage childcare, care of an elderly or disabled relative, and any



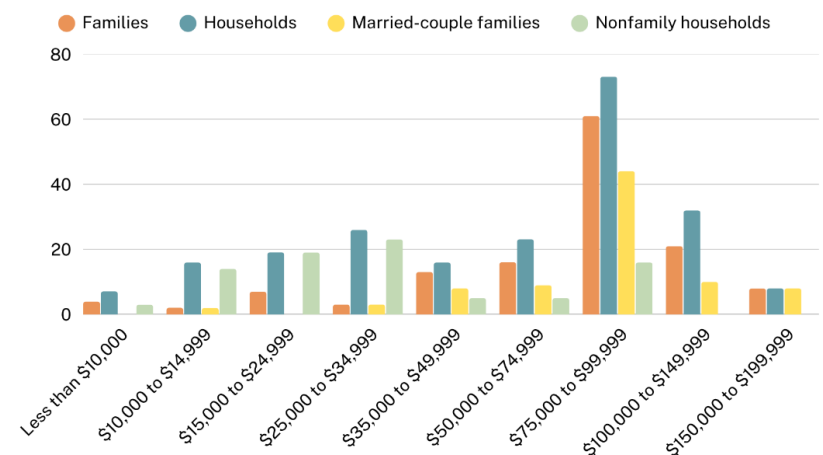
Odessa has a slightly greater female population (53%) than male (47%).

domestic work. They may have different time use patterns and employment characteristics which, in addition to household duties, make for a more complex travel pattern. Studies have shown women to be more likely to walk or take public transit as their means of travel all over the world.

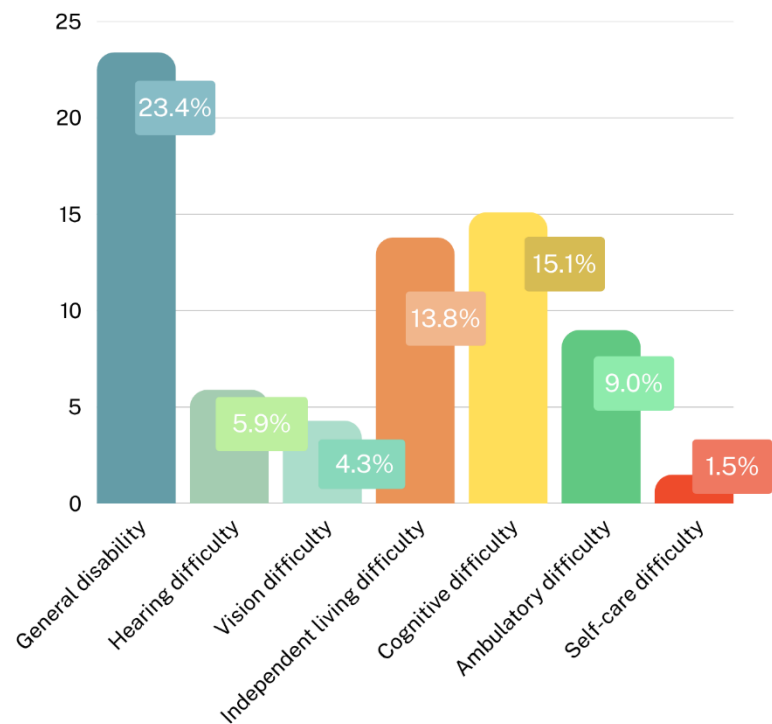
Women may also have different ideas of what would make them feel safe in public spaces, as they are more likely to face gender-based discrimination, violence, and impacts of poverty. Their routines may expose them to the risk of sexual assault during early or late hours. Poorly-lit areas, inadequate public transportation, and the absence of safe public toilets restrict women's freedom to move and fully participate in urban life and may exacerbate feelings of insecurity and vulnerability when navigating public spaces.

The median household income (MHI) in Odessa was \$81,333 in 2024. Though, nearly a quarter of residents (24.3%) rely on food stamps or SNAP benefits and 4.8% are below the poverty level.

This is considerably higher than Schuyler County, which had an MHI of \$67,663 and an estimated 15.1% of residents reliant on SNAP benefits in 2024.



Per the 2024 ACS, approximately 23.4% of Odessa residents have a disability.



Are we creating streetscapes that are accessible and navigable by those with disabilities of all types? Considering the needs of disabled people greatly benefits the entire community.

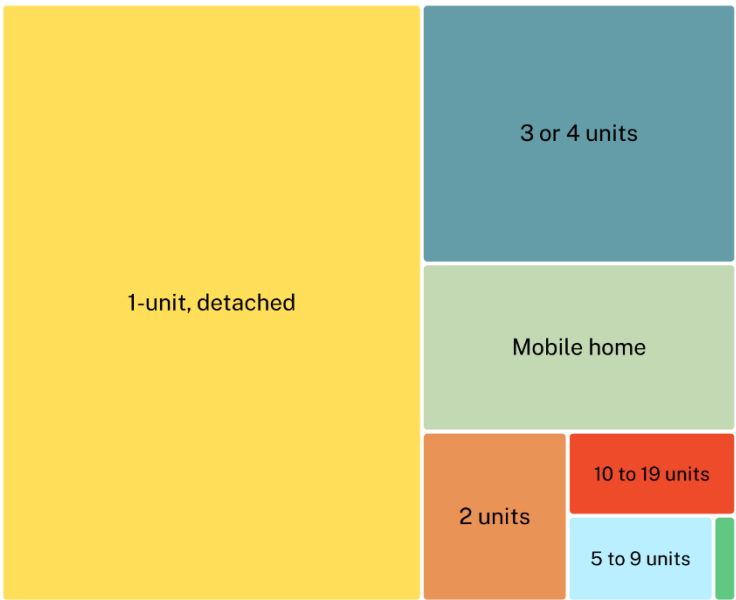
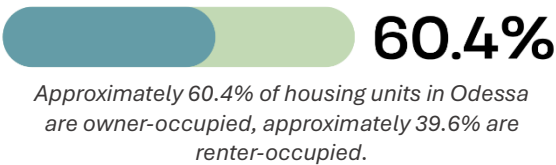
Ramps that support ambulatory device users also benefit parents with strollers, people walking with trolley carts, and those who may only be temporarily impaired, such as due to a surgery.

Are navigational signs easy to understand? Visual aids that accompany text information can support those with cognitive difficulties, those with limited English proficiency or literacy, non-English speakers, and young children navigate on their own.

Are important signs available in braille? Are there tactile strips on curb ramps to ensure the visually impaired are able to safely navigate?

Approximately 60.4% of Odessa residents are homeowners as of the 2020 Census.

The most common unit type is 1-unit, detached, (standalone single-family homes on a single lot), followed by 3 to 4 unit complexes and mobile homes.



There were no multifamily structures of 20 or more units or those who live in a boat, RV, van, or other type of housing noted in the census, and only a single 1-unit, attached structure (shown in green above).

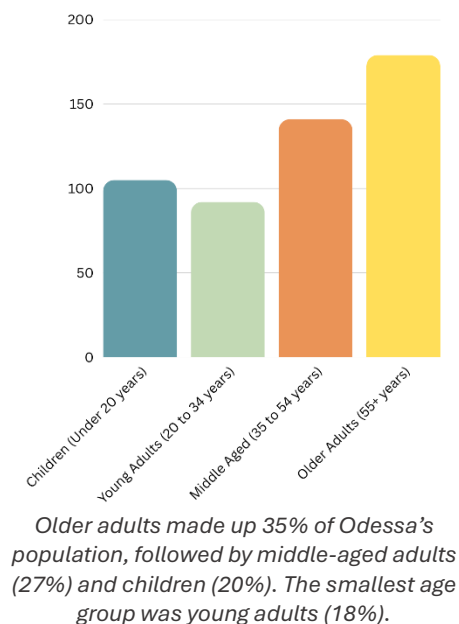
Are there opportunities to provide greater housing density and/or to locate daily amenities within reasonable distance to more clustered development? What opportunities exist to connect

detached, single-family homes to these amenities cost-effectively? Are available homes suitable for all life stages? **Gentle density**—sometimes called *missing middle housing*—seeks to incorporate density that fits within the scale of traditional, single-family neighborhoods to provide a diversity of housing options. Smaller (“starter”) homes can offer affordable options for single people, young professionals, young families, and the elderly, who don’t need a traditional larger home on a single lot or may no longer want or be able to maintain their home. These also facilitate community support networks by locating these demographics nearby each other. The elderly can be assisted by their younger neighbors, while they may be able to provide support for childcare.

Odessa is generally an older community, with 62% being aged 35 or older.

While the majority of the population are adults, there is still a considerable youth population in Odessa and young adults are not drastically underrepresented.

Consider how residents (and visitors) may seek out and access information. When conducting outreach and education efforts, think about your audience. Is the material relevant and presented in an engaging way for who you’re trying to reach? How can existing organizations or groups, who may already serve these populations, support engagement efforts?



CONDITIONS

Local Laws

The Village Zoning Law—§20.0.A.2.d. *Street, Road, and Pavement Design. Sidewalks*—dictates that concrete sidewalks at least five (5) feet wide shall be required on both sides of all streets and may also be required within pedestrian walkways to schools, parks and other community facilities. Though, the law does not define a responsible party for the placement and maintenance of sidewalks in the Village. The zoning law specifies that the adequacy of pedestrian access, circulation, convenience, and safety should be evaluated during the site plan review process. Pedestrian access and safety is mentioned again only under Fast Food Restaurant and Drive-In uses.

Local Law 1-2018, the Village of Odessa Traffic Enforcement law, establishes a “Violation Officer” as an appointed position (through the Village Board) with the power to “enforce the various parking regulations that are in force in the Village of Odessa. Such Officer shall have the power to issue citations and present violations to the Village Court, Village of Odessa. Neither the Village nor the Town of Catharine have local police and rely on the county sheriff. There is no current violation officer and it is unclear if one was ever on staff.

Commute

Odessa residents average travel time to work was approximately 23 minutes, per the 2024 **ACS**. The primary work commute method was largely **single occupancy vehicles (SOVs)**—not uncommon for the region—followed by a notable carpooling population, those who work from home, and, finally, those who walked. Public transportation, bicycle, and taxicab, motorcycle, or other means received zero responses.



70.9% of residents drove alone to work (red), 19.8% carpooled (orange), 5.8% worked from home (blue), and 3.5% walked (green)

Despite public transportation not being noted as a method residents used to get to and from work, the Sydney Place bus stop (Odessa’s only stop) was noted by The Arc of Chemung-Schuyler, the county’s transportation provider, to have good ridership numbers. Odessa riders were noted to often use the bus to get from the Sydney Place Apartments to locations on Main Street, such as The Bucket.

Distance to amenities and destinations is a limiting factor in reducing commute times or encouraging a shift from SOV to another mode.

Public Transportation

Schuyler County is served by Schuyler County Transit, operated by The Arc of Chemung-Schuyler. The Village Connections route (Route 1) serves Montour Falls, Watkins Glen, and Odessa and runs on the hour. There is a bus shelter located across from the Odessa Municipal Building on Sydney Place. Main Street recently had new sidewalks installed, accompanying a completed water project; however, there are no sidewalks on Sydney Place or as Main Street transitions back into NY-224 to the east of the bus shelter. Dial-a-

Ride–curb-to-curb service for residents living more than 0.75 miles from fixed route service—is also available by request.

From Odessa, riders can connect to locations like, the Human Services Complex, Schuyler Hospital, Tops Plaza, and Walmart. From these stops, riders can connect to other routes throughout Watkins Glen and Montour Falls and on to Elmira, Ithaca, and Corning.

Daily Traffic

Annual average daily traffic (AADT) on Main Street is significant in comparison to surrounding arterial streets. In 2025, the estimated average daily value was 3,536. Odessa’s other primary through highway, Church Street, saw an estimated average annual daily traffic volume of 978 centrally within the Village, with an increase in traffic volume south of the Village as the street transitions into County Road 15.

Per the NYSDOT traffic data mapper, the transition zone from NY-224 into Odessa’s Main Street saw an estimated 318 vehicles at its peak hour, or design-hour (busiest time), in 2025.

Using the same tool, the average hourly volume on Main Street estimates an uptick in volume around 5:00 AM and peaks at 7:00 AM with approximately 270 total motor vehicles. Average hourly volumes decrease from the AM peak hour but traffic volumes remain steady throughout the day until PM peak. Around 4:00 PM, approximately 275 total motor vehicles travel either direction on Main Street before volumes begin to descend again into the evening hours.

Daily volume data indicated Wednesday AM peak hour (7:00 AM) to have the greatest traffic volume. Thursday has a slightly higher PM peak hour (4:00 PM) volume than Wednesday, though both days

appear to generally trend higher in traffic volume than other weekdays (from available data).

The site dashboard on the traffic data mapper does not show average traffic data for all hours and excludes Friday, Saturday, and Sunday, so this data should only be used to provide a basis of information. Further traffic counts and/or studies should be conducted to verify the accuracy of the data presented in the mapper prior to making any decisions.

Existing Assets

- ✓ Village of Odessa (1928 County Road 15) and Town of Catharine (5182 Park Road) offices
- ✓ Fire department (300 Main Street)
- ✓ Post office (223 Main Street)
- ✓ Dutton S. Peterson Memorial Library (106 1st Street)
- ✓ Bucket Bar & Grill (100 Church Street)
- ✓ Odessa Coffee Depot (205 Main Street)
- ✓ 2 Cats Cakery and Sweet Treats (109 Main Street)
- ✓ Dandy Gas Station and Convenience (102 Main Street)
- ✓ Community Garden (at Odessa Village Offices)
- ✓ Parks and playgrounds (at Odessa Montour Central School and Catharine Town Offices)
- ✓ Odessa-Hector Rail Trail (off of Texas Hollow Road)
- ✓ Catlin Mills Creek



- ✗ Grocery store (or established fresh produce within 1 mile)
- ✗ Healthcare
- ✗ Nonprofit organizations
- ✗ Village or Town police (served by County Sheriff)
- ✗ Laundromat
- ✗ Bank or credit union
- ✗ Car wash

Proximity To Destinations

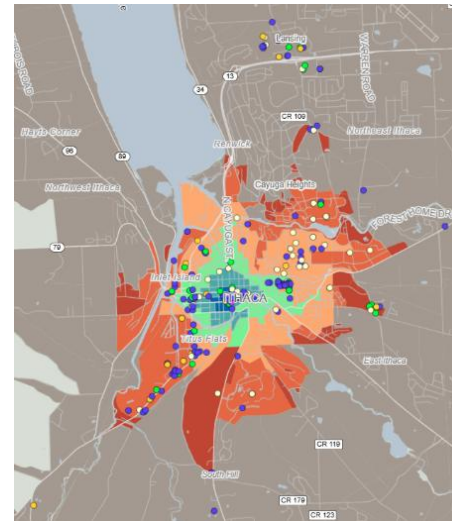
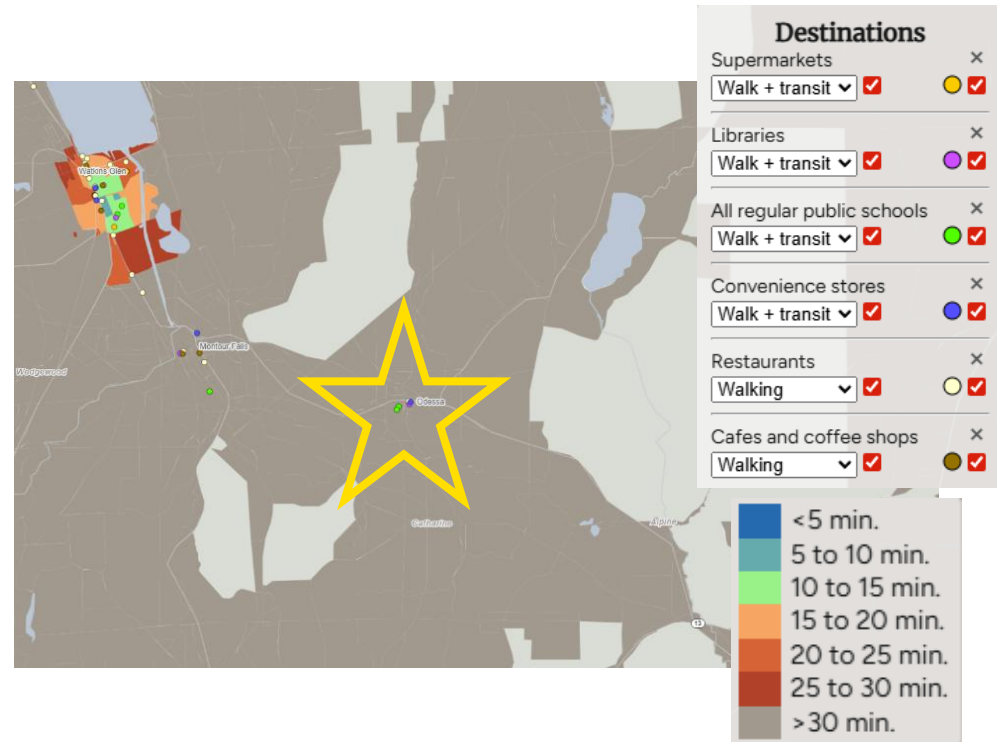
Using *Close*, an interactive online map software that shows travel time information for cities across the US, the visualization of access to **amenities** is stark. *Close* shows the approximate travel time to the furthest of selected amenities by preferred mode of travel, such as walking, biking, and transit, or a combination. For the below map, the following destinations (and its commute method) were selected:

- ☞ Grocery stores (walk + transit)
- ☞ Libraries (walk + transit)
- ☞ Convenience stores (Walk + transit)
- ☞ Restaurants (walking)
- ☞ Cafes and coffee shops (walking)

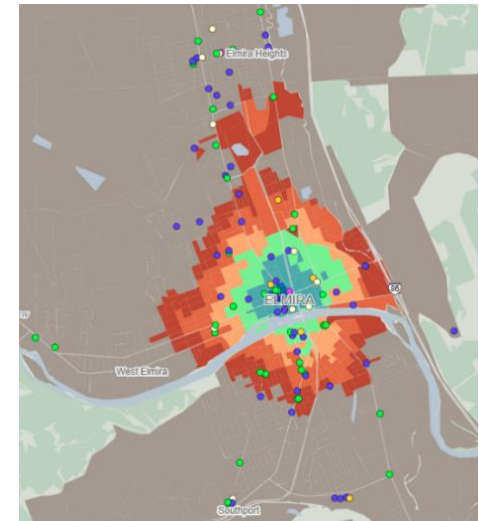
Of the selected destinations, commutes were largely 30 minutes or more by the selected modes (grey blocks), though Odessa Coffee Depot (OCD) is within walking distance of downtown but was not picked up on the *Close* map.

You can see in the nearby Watkins Glen, some of the furthest destinations were still within reasonable walking, biking, or walking + transit distance from the downtown area. You can also see a similar destination proximity in the City of Ithaca and the City of Elmira. This radial pattern is common, with the center encompassing the denser, more urbanized area where these amenities are often concentrated, and spreading out from there.

Ideally, the development of our communities and available transportation options create spurs off of the center that connect to other adjacent communities' furthest zones. You might be able to pick up on where a community's transportation networks operate based on where these spurs show up.

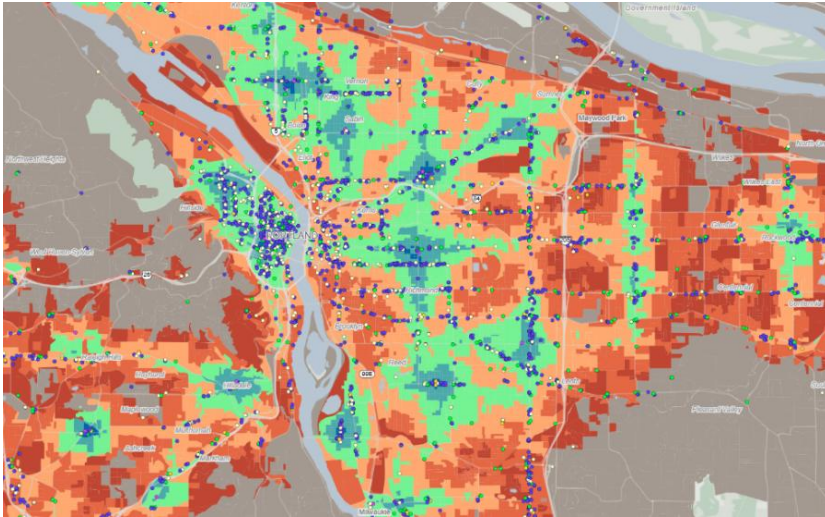


Close map showing proximity to select destinations in the City of Ithaca



Close map showing proximity to select destinations in the City of Elmira

Understanding this can help you plan for your community's future land uses and transportation network, and can facilitate **transit-oriented development**.



Close map showing proximity to the same select locations around Portland, OR.

SIDEWALK SURVEY

The sidewalk survey was conducted in early 2026 using Esri's Geographic Information Systems (GIS) software tools. Prior to initiating surveying, STC's GIS Specialist mapped sidewalks, crosswalks, and curb ramps that were visible from the available imagery layer. This established a baseline—approximately 1.6 miles of existing sidewalk that would be scored, and the approximate locations of existing curb ramps and crosswalks for surveying. In the field, staff planners selected the mapped data points and lines to give each a respective accessibility and condition score. This software tool also allows lines and points to be added directly from the field, which allowed planners to add or remove any missing or nonexistent data in the field.

In previous planning efforts, residents indicated desire for sidewalks along Speedway, College Avenue, Church Street, and Merchant Avenue. Additional needs were identified in this process on Maple Avenue, which is a route often taken by walkers to and from school.

Areas with existing sidewalks were generally a mixed bag. Some sidewalks had been recently replaced and were in *excellent* condition (~37%). The highest rated sidewalks were along Main Street, directly in front of the school, and along portions of Church Street. These segments were typically longer and, in the case of Main and Church, clearly were done as part of a cohesive effort; this contributed to the high percentage of sidewalks rated *excellent*. Though, sidewalks in front of the school were quite thin and would not accommodate higher foot traffic in this area. Further, there are not consistent sidewalks up College Avenue or on cross streets that would be taken to connect to the school. So, while the school maintains their sidewalk condition, connective networks are necessary for walkability.

Approximately thirty-five percent (35%) of existing sidewalks were scored as either *good* or *fair*; the values were combined as the



Examples of cracked, overgrown, and flooded sidewalks

distinction between the two can vary depending on the surveyor. Lastly, approximately 28% of existing sidewalks were scored as *poor* condition. These sidewalks were noted to have severe cracking or heaving and overgrowth, accompanied by large puddles and muck from the snowmelt. Sidewalks in poor condition would be mostly unnavigable.



Signage, protective bollards, and snow storage all impose this corner of Main and Church

Street Survey

Odessa has roughly 12 miles of roadway, which includes approximately 9 miles of local roads, approximately 1 mile of county road (Lower Foothill Road/Co. Rte. 7 and Church Street/Co. Rte. 15) and approximately 2 miles of state road (Main Street/Rte. 224 and Mecklenburg Road/Rte. 228). Changes on or

Main Street's new sidewalks were accompanied by new curb extensions—or bump outs, and crosswalks. Throughout the rest of the Village, surveying staff noticed that many of the crosswalks that had been visible on satellite imagery were no longer striped. Most street corners did not have curb ramps or they were otherwise impeded by snow storage or disrepair.

Drainage problems were noted all across the village during surveying, sometimes puddling in low areas or running down street slopes.

involving county and state roadways will require coordination and collaboration with the respective government agencies.

A simple visual survey was conducted alongside the sidewalk survey to evaluate general condition of the street network. At the time of surveying, the streets were gravelly, lacked previously-existing crosswalks, and suffered drainage issues throughout. There were potholes noted in the driving lanes on some streets and a large hole around one of the catch basins, likely due to pooling stormwater deteriorating the integrity of the material around them. Potholes were a concern from residents, particularly in areas where there were no sidewalks and pedestrians were sharing the roadway with oncoming traffic. Residents noted that motor vehicles would swerve around the potholes with disregard to other street users.

Surveying was done during snowmelt which helped visualize problem areas for drainage. Snow banks were pushed up against corners, preventing easy access to the sidewalk and were notably gravelly from the unset road material.

Odessa's streets are all two-way, single lane with little to no shoulder. The **right of way (ROW)** is not clearly established in the zoning law, but can be determined from local deeds or maintenance records. ROWs in New York can vary from 49.5 to 66 feet. Understanding how much room is available here will be



A large hole has formed where stormwater pools around a catch basin at the corner of Prospect Place and Speedway



A thin, overgrown sidewalk along Brooklyn Terrace to a barely-there staircase leading to a now vacant lot

important for planning the addition or expansion of sidewalks and other pedestrian and cyclist facilities.

Many streets abut road ditches, utility poles, mailboxes, and trees which limit potential to widen streets or add off-street complete streets facilities. Working with limited available right of way emphasizes the importance of evaluating on-street and directly adjacent solutions, and of promoting a behavioral shift in drivers to respect and accommodate pedestrians' and

cyclists' equitable freedom of movement in the streetscape.

Efforts Upcoming or Underway

HABITAT FOR HUMANITY intends to build a planned unit development (PUD) of 20 units on a parcel on Speedway which would create a cul-de-sac and bring up to 20 families to a currently unwalkable neighborhood. The Village and Planning Boards should be engaged throughout this process to ensure considerations for pedestrian and cyclist access to and from, as well as within the site, and adequate provision of open space.

The **VILLAGE DPW** has been interested in potentially selling the existing DPW garage site in the Village; however, the garage would need to be relocated, necessitating at least a market-rate sale of the parcel.

The **DUTTON S. PETERSON LIBRARY** has expressed interest in expanding their facility to provide more opportunities for outdoor learning and programming.



A look around town...



Area in front of the old pedestrian bridge, looking across to MacDowell Road from Main Street



Looking at the intersection of Mill Street from Brooklyn Terrace



Looking down at the ravine from Mill Street bridge



Other local businesses lining Main Street, including Bub's Spirits and Red Lotus



Two Cats Cakery decorated for fall



The Bucket is the only restaurant in town and is well-loved



Odessa Coffee Depot encourages drivers to go "SLOW for Coffee"

SLOW

What impacts Odessans' desire to walk or bike?

An eight-question survey was sent out to collect input on walkability and bikeability in Odessa. There were 82 respondents, most of whom (59) self-identified as living within the village at the time of the survey. The compiled results show the following:

- (Open-ended) The most commonly visited locations in the Village were:
 - ✱ Dandy (36)
 - ✱ Odessa-Montour schools (29)
 - ✱ The Bucket (local restaurant) (23)
 - ✱ Library (22)
 - ✱ A considerable number included the entire village/all over/the village proper (16) as their most common.
- (Open-ended) The most commonly utilized streets for walking and biking were identified as:
 - ☞ Church Street (37)
 - ☞ Speedway Road (28)
 - ☞ College Ave (26)
 - ☞ Main Street (23)
 - ☞ Merchant Ave (22)
 - ☞ “All” streets (9) and Cotton Hanlon (8) were the coupling of next-most frequented streets, with Maple Ave, Brooklyn Terrace, Fowler Place, First Street, Owen Place, Mill Ave, the Odessa-Hector Rail Trail, and “none” or “0” making up the scattered remainder of responses.

Percentages reflect the total for each option selected for the multi-choice prompts; there were a total of 194 selected from 82 respondents.

Top concerns that affect Odessa residents' decision to walk or bike:

- Lack of sidewalks (32%)
- Speed of traffic (20%)
- Safety of intersections & crossings (14%)

Top reasons to not let school children walk or bike to school:

- Distance (29%)
- Traffic speed along route (15%)
- Lack of or poor quality sidewalks (10%)
- Weather (10%)

Eighty-three percent (83%) of *Community Survey* respondents walk or bike in Odessa and **eighty-nine percent (89%)** said they would walk or bike more often if these issues were resolved.

The Community Survey also provided an additional open-ended comments section. Some notable comment topics included:

SIDEWALKS. SIDEWALKS. SIDEWALKS.

Speedway is heavily travelled in the mornings and late afternoons and there are no sidewalks. Traversing it is especially difficult when it's raining or snowing.

Trick-or-treating on Halloween is a good example of the difficulty of walking in the Village.

It would be awesome to have a trail from Odessa to Montour Falls away from traffic.

Poor street conditions paired with poor sidewalks makes overall mobility difficult.

There is an untapped desire to walk and bike to school.



A “Survey About Walking and Biking to School” was sent home with students at Odessa-Montour School District as part of an effort by Schuyler County Public Health and the Village to understand how students were currently getting to and from school and how they may wish to get to and from school in the future. This survey was 9 questions, with an option for additional comments. It was intended to be filled out by one family once per school, with the survey response being associated with the child who had the next birthday from the date of the survey release.

Forty-six (46) responses to this survey were received, though number of responses by question varied. The grades of the respondents’ students followed an inverted bell curve with most responses being for 7th graders (11) and 12th graders (9).

Most students of these respondents rode the bus to (30) and from (27) school, with a family or personal vehicle to (14) and from (15) school the next highest.

No students were noted to commute to or from school by bike or county bus transit. Most commute methods home from school remained the same; however, notably, three less students rode the bus home, one more student was picked up by a family/personal vehicle, and two more students walked. A deeper look at the numbers showed the students shuffling as follows:

- Two (2) students arrived by personal vehicle and left by bus
- Four (4) students arrived by bus and left by personal vehicle
- One (1) student arrived by bus and walked home
- One (1) student arrived by personal vehicle and walked home

Twenty-four (24) students were noted to participate in some sort of after school activities, which likely contributed to the variation in commute method after school.

Most students had not asked their parent or guardian permission to walk or bike to school (39); though most respondents also said they would never allow their student to walk or bike to school without an adult, left it blank, or marked it as “N/A” (23). This appeared to be primarily due to distance from the school, which also resulted in more respondents saying they would not let their child walk if conditions were changed or improved, since distance is a prohibitive factor that is not easily alleviated.

Aside from *distance* (29%), the next highest ranked reasons for not letting students walk or bike to school aligned with the concerns outlined in the community survey: *speed of traffic* (15%) and *lack of or poor quality sidewalks* (12%). Though, in this case, the *safety of intersections and crosswalks* was identified as much less of a concern (4%). The *amount of traffic* along the school route (11%) and *weather* (11%) were additional factors that informed parents’ decision to let their child commute to and from school without an adult. Like the community survey, respondents could select all that applied, so values above reflect the percentage of the 113 total selected options.



PUBLIC ENGAGEMENT SESSIONS

Meeting 1

At the first public meeting, STC staff introduced this project and summarized previous related planning efforts in the village. Participants engaged in a handful of activities, which included *Agree/Disagree*, *Prompt and Response*, and *Prioritization* of potential target areas for walkability improvements.

Public Walk

Residents and stakeholders participated in an approximately 1.4 mile walk around the most central part of the Village and were encouraged to make observations from a pedestrian-level as they navigated their community by foot. Participants were asked to consider the following throughout the walk:

- Do you feel **safe**? Do you feel **secure**?
- What kind of traffic are you seeing? Semis, dump trucks, passenger vehicles, cyclists, walkers (aside from us)?
- What are some things you notice are impeding or helping you to navigate around the Village?
- What other communities have you enjoyed walking in/around? What did you like about those places? What would you keep for Odessa and what might you change?
- What are *Points of Interest* to you in the Village? Are they easy to get to by foot? Do you walk there now? What would make you more likely to walk to them, as opposed to driving?
- Other questions were asked at various stops along the route to encourage observation and consideration of conditions.

The small group casually discussed their thoughts following the walk over refreshments. In this discussion, it was noted that there was formerly a pedestrian bridge over the Catlin Mills Creek ravine, which provided a



connection between Main Street and MacDowell Road. Participants were encouraged to also participate in the charrette following the walk.

Charrette

A non-traditional **charrette** was set up in the local library for 3 weeks—beginning Monday, March 16th and running through Monday, April 6th. The charrette consisted of 3 activities: Origin/Destination, Priority/Opportunity/Concern Areas, and a Walkability Shopping List.

The simpler, dot-based activities were more popular than the shopping list, which was verbose and relied on participants engaging with educational materials or asking their librarian for help, which may have inhibited the level of engagement. The shopping list may be an effective tool in the future, in a more traditional charrette set up with a professional to help guide participants through the activity and facilitate conversations. The results of the charrette can be found in the Appendix.

Final Meeting

At the final meeting, attendees received an overview of findings, gave feedback on a selection of potential recommended actions, explored case studies, had the opportunity to ask questions, and engaged in a discussion about this planning process and next steps.

What We Heard

Attendees affirmed much of what had been said in previous planning efforts where public input was gathered. While they were unsure of whether they agreed with the 2011 *Commercial District Improvement Strategy's* claim that “Odessa’s revitalization [should] be branded with an identity as the meeting point for Schuyler County agricultural industries”, they agreed that commercial activity along Main Street should feature a diverse mix of permanent retail establishments and temporary market-style businesses and that a public space that functioned as a small plaza or performance space, informal greenspace, a children’s play area, and a location for a regular farmers’/producers market was still a desire. Attendees also agreed that beautification—placement of planters, regular community cleanups, thinning of vegetation around Catlin Mills Creek—could result in “quick wins” for improving walkability, though later discussion indicated that beautification was, while important, much less of a priority than implementing traffic calming measures.

Odessa, like many communities on the outskirts of Seneca Lake, is considered a “gateway to the Finger Lakes”. Attendees expressed a desire for Odessa to be a “pretty town” to tourists passing through and a need for some sort of information center and accompanying wayfinding signage.

Attendees agreed that a consistent network of sidewalks would be the best solution for improving walkability—as was indicated in the 2024 *Community Survey* as the top priority—though they were interested in sidepaths or other supplemental infrastructure to the existing sidewalk network to bridge gaps. Discussion led to a recommendation by an attendee to replace the dying vegetative buffers with a bike lane or shared use path, with other attendees supportive of such a change. The group discussed the potential to use on-street parking to act as a protective barrier to this lane, which could also ensure that parking availability would not be impacted by its creation.

Traffic speeds show up frequently as a major concern for residents in Odessa, both in the *Community Survey* and the *Safe Routes to School Survey*, as reasons why people find it difficult to navigate the village on

foot and why parents would not let their school children walk or bike to school. In noting the high concern of speeding, discussion around the make-up of speeders in the village was discussed. While anecdotal, the group felt that speeding cars often were those passing through Main Street from other communities and tourists, with a smaller yet non-zero cluster being residents themselves. Residents want to see efforts by and with state DOT to reduce speeds, particularly entering the village, and slowing traffic down all around the school, not just in the school zone.

There used to be a flashing yellow light on Main Street that, when removed, was considered to have “really changed” the Village. Given the recurring theme of vehicle speeding concerns, it’s likely this light helped to slow traffic as it passed through Odessa’s primary arterials and allowed for safer crossing of Main Street.

The hill on College Ave was noted to be a concern, both due to the speed of traffic coming down the hill and the steepness of the sidewalk. Attendees suggested a handrail or steps to provide an aid to older or

What does WALKABILITY mean to you?



First meeting entry activity to level set for the planning process

disabled people. The steepness has been noted to inhibit the ability for people to shovel and maintain their sidewalk on this hill, as it creates an added obstacle.

Drainage throughout the Village has been a prevalent issue. Between the topography and road conditions, post precipitation events and during snow melt, stormwater can be seen flowing down sloped streets, puddling on sidewalks and vegetative strips, and widening potholes.

Attendees shared where they access amenities and their level of comfort with the convenience of accessing those amenities. First, the group discussed amenities needed to *survive*, such as groceries, medical, emergency, and pharmaceutical care. The group identified a laundromat, credit union or bank—to replace the one closed two years prior, auto repair, and a car wash as services they would like to see in the village or within a more reasonable distance. Having a grocery store was considered a “dream” amenity to have in the village. Currently, residents travel to neighboring towns to purchase grocery items, fill prescriptions, and receive specialized medical care. Some were willing to pay a fee for grocery delivery for the convenience and were generally content with the access to medical care offered through Cayuga Medical in the Town of Dix. The bus service—provided by The Arc of Chemung-Schuyler—offers daily service that Odessa residents can use to access Tops and Walmart, as well as the hospital.

Next, residents shared where they access amenities they want to *thrive*, such as outdoor recreation, restaurants, and shopping (non-grocery). They identified recreation opportunities in Ithaca, Montour, and Watkins Glen for their trails, hiking paths, and ice skating and were generally content with traveling to access these amenities.

Attendees generally looked to neighboring communities of Elmira, Ithaca, Corning, Watkins Glen, or Montour Falls for their eating out and shopping needs. These were not considered to be particularly inconvenient to access. It was also noted that 3 businesses in Montour Falls had shut down in as many months on their Main Street, in regard to the feasibility

of even providing access to these types of amenities within the village, as they would need to be sustainable to meet that need.

The nearby Cayuga Lake was deemed a “hidden gem” and offers ice fishing in the winter, which attendees suggested could be part of a “winter sporting tour”, with snowshoeing and snowmobiling being other common winter recreation in the region.

The existing Odessa-Hector Rail Trail trailhead was noted to be too steep, particularly for the age of many of the residents, and difficult to access; the trailhead is at the top of an incline from the road, which already begins to increase in elevation leading up to the trail. There is no parking or existing pedestrian amenities to ensure safe access. Residents would be more supportive of efforts to expand and improve the trail if it were maintained and promoted. Southern rail trails go through communities which provides a utilitarian/destination advantage to the trail, as well as connects to businesses to bolster economic development. Despite this comment, the first meeting group was not supportive of extending the existing trail down through the village, following the old Lehigh Valley railroad line. They noted that the topography of the village makes the development of such a trail quite



For ideas that may not be encompassed in this process, attendees were encouraged to still share their thoughts that could be drawn from later.

difficult. Ultimately, the group preferred remedies over the expansion or development of the trail.

Attendees were then asked to come to a consensus on their priority areas for what would make the greatest impact in their community from a list of five (5). They recognized that many priorities overlap or tie in with each other and noted that general safety is their top priority.

Interest in developing a Safe Routes to School Program (STRS) in Odessa has been a longstanding desire. The development of this program within the Village was ranked the number one priority, as attendees felt that establishing safe routes to school was important for youth safety in the Village and that it could serve as a jumping off point for other walkability-related efforts.

Some of the original prompts did not feel appropriate to the attendees, so they were combined or otherwise altered to accurately identify what the group's priorities were. As a result, speed reduction and safety improvements became their own priority and was ranked second highest. Traffic speeds have repeatedly and consistently been brought up as serious concerns by Odessa residents.

Odessa has some sidewalks throughout, but they are not consistent, have mixed conditions, and are not all well-maintained. Residents already walk where existing sidewalk conditions are poor or where there are no sidewalks and could realistically achieve a walkable community without a fully fleshed out sidewalk network if traffic speeds are reduced and safety improvements are made. Additionally, as a small, rural village, improving walkability in Odessa may look different than what traditional

Wayfinding and beautification were lower priorities for attendees, as they felt the greatest impact would come from speed reduction and safety improvements. Similarly, participants felt that expanding the Odessa-Hector Rail Trail would be too costly and time-intensive to prioritize here and would not in itself offer walkability improvements for the village. However, these were not completely written off; some respondents for the Walkability Shopping List indicated a desire for the expansion of the trail and volunteering for some sort of beautification committee was of interest.

1

Develop a Safe Routes to School Program

2

Speed reduction / safety improvements

3

Establish a consistent, quality sidewalk network

4

Wayfinding / navigation

5

Beautify downtown / greenspaces

WAYS TO CONTINUE THE CONVERSATION

COFFEE KLATCHES

Small, informal discussions with a group of people in a private home, usually with light refreshments. Originally the term meant people getting together for coffee and conversation. For public participation purposes, the klatch is more like the coffees scheduled by politicians during a campaign.

Usually a short presentation then Q&A, then discussion. Participants are usually on their best behavior because they are guests in a home. Issues are discussed informally. The intimate setting allows for more personalized conversations and getting to know each other personally, not just in their respective roles or as representatives of an organization.

These are best done as a series (due to the small size). In case studies, these proved to be somewhat staff intensive.

PUBLIC EVENTS

The Village can utilize public events to share relevant information, gather resident feedback, and develop an understanding of how residents and visitors interact and engage with the community.

Are there consistent and/or recurring needs that can be addressed, such as placing permanent waste receptacles or building a public restroom rather than renting port-a-potties? Are certain streets used repeatedly for outdoor events, like Community Days? These might be good areas to target for early beautification efforts.

COMMUNITY WALKS

Host community walks with various stakeholder groups to engage them with Odessa at a pedestrian level. When there are incoming projects or developments, consider how all modes might access and interact with the project.

LIBRARY, SCHOOL, & OTHER ORGANIZATION PROGRAMMING

There are local programs that take place throughout the year and that are sponsored by various groups. Look for opportunities to engage and partner with these groups to accomplish similar or aligned goals.

TRIAL AND ERROR

Through collaborative partners and strategic planning, pursue demonstrations or pilots to try out solutions that are low-cost and non-permanent to collect data, conduct outreach and education, and retrofit or adapt projects prior to investing money and time into them. Every community is different and solutions are not one-size-fits-all. Having strong data, public buy-in, and political will aid in acquiring project funding and ensures there is an existing, established support system to propel any project forward.



Guidance for Improving Accessibility & Walkability

Nearly every trip we take, we begin and end as a pedestrian. Despite this, walkability is often the last thing considered when planning for convenient, safe, and adequate facilities.

Municipal governments are often responsible for providing pedestrian facilities where appropriate and needed, but typically developments prioritize the movement of motor vehicles and maintenance of motor vehicle infrastructure over moving pedestrians and improving and maintaining pedestrian infrastructure. Road design, commercial development standards, and local zoning laws typically exacerbate this prioritization. Even where considerations for pedestrians and cyclists are encouraged, genuine, effective, and safe facilities are often not well-integrated in these designs without specific care taken by the developer or local government.

Pedestrian walkways, if they exist at all, are often inconsistent and disjointed, inadequately maintained, and not accessible for those with mobility difficulties.

If you build it, they will come. Well-designed pedestrian facilities can create a more walkable environment, where pedestrians feel safe and secure and adjacent traffic is not perceived as a threat. If there are safe pedestrian facilities and engaging streetscapes, people will walk.

Conditions of Walkability:

Utility and Functionality. Are people in proximity to their daily needs? Are those needs accessible on foot? Is the design universal and accessible for all?

Safety and Security. Are pedestrians safe from vehicles? Are they secure from people? How do pedestrians perceive their streetscape?

Comfort. Are pedestrians comfortable? Are these spaces designed for all seasons? Do dimensions create a balance of space and enclosure?

Interest. Do pedestrians feel a sense of place? Are the streets alive with other human activity? Are there aspects of the streetscape that draw people in?

STREETSCAPE GUIDELINES

To function properly, pedestrian facilities should provide adequate space for pedestrians to move freely and easily without impediment. Sidewalk networks, or other means of providing pedestrian access, should be continuous and interconnected to connect people to where they want to walk. The surface should be smooth and stable and well-maintained to prevent trip hazards.

ADA Compliance. Sidewalks should comply with the Americans with Disabilities Act (ADA) standards, which requires a continuous, unobstructed width of at least 3 feet and passing spaces at least every 200 feet for any walkway less than 5-foot wide. Narrow sidewalks may create an uncomfortable walking experience; forcing groups to walk single file or bumped up against buildings or motor vehicle traffic. Narrow sidewalks should be limited to short distances and, where expansion is not feasible, wider, intervalled passing spaces should be considered.

Where infrastructure is scarce, pedestrians may also have to contend with cyclists riding on the sidewalk. People with strollers or mobility devices may have trouble passing others on a narrow walkway and may even opt to walk in the street rather than dealing with sidewalk conditions.

Also consider potential obstructions which reduce usable area, even if the width itself is compliant. Utility poles, parking meters, untrimmed trees and shrubbery, garbage bins, and illegally parked vehicles impose upon already limited sidewalk space.

Without accessible pedestrian facilities, people with disabilities have fewer opportunities to engage in employment, school, shopping, recreation, and other everyday activities. Street designs that accommodate people with disabilities create a better walking environment for all.

Continuous sidewalks. Where a sidewalk crosses a driveway or other vehicle entryway, such as a parking lot entrance, the sidewalk surface should be continuous across them and not paved over. This helps maintain a continuous, level surface and clearly indicates the continuation of the pedestrian infrastructure.



Roy Symons

Sidewalk material. When expanding or upgrading sidewalks, they should be constructed with durable material that has similar performance and lifespan of traditional concrete. Pervious pavement is often considered more expensive; however, the permeable material may be an appropriate measure to help alleviate and mitigate drainage issues across the Village.

It may also be more feasible for the Village to use asphalt to connect existing sidewalks to establish a network, either as an interim measure or as preferred treatment if found to be more cost-effective, so long as the effectiveness and accessibility of the sidewalks are retained.

Space for storefront and building access. If a sidewalk abuts a building, ensure there is enough space for doors to open and people to enter and exit without impeding other pedestrian traffic on the sidewalk.

Separation from vehicle travel lanes. Horizontal or vertical separation from the vehicle travel lanes help create a level of security for pedestrians. Horizontal separation is the creation of lateral space between the walking (or biking) area and motor vehicle traffic. Vegetative strips or buffers are the most common form of horizontal separation locally. Vertical separation elevates pedestrian or cyclist infrastructure and/or implements physical separation via trees, bollards, or other barriers, like parked cars. Where horizontal separation creates space, vertical separation creates a barrier between the different modes. Both types of separation can be used in combination with each other to provide added protection.

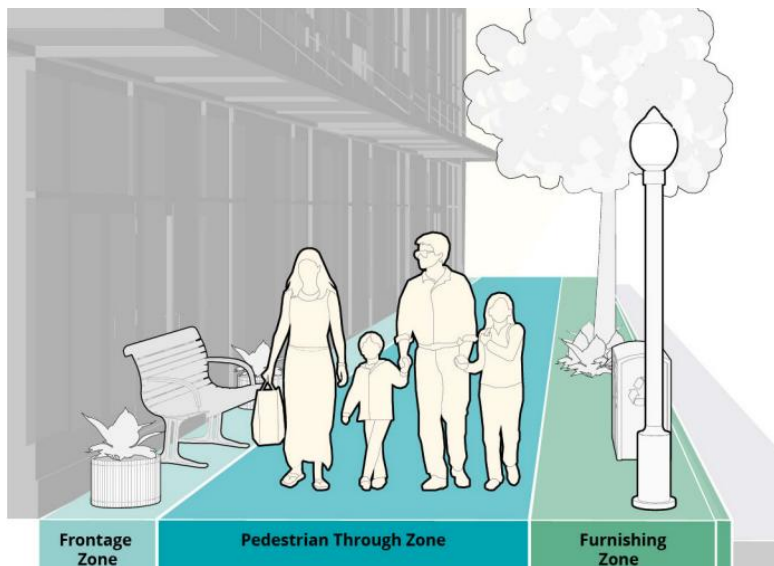


Sidewalk zones. Aside from the primary pedestrian zone—which should be free of obstacles, protrusions, and obstructions—there may also be a buffer zone, frontage zone, and curb.

The buffer zone (or furnishing zone) often consists of a vegetative strip between the sidewalk and street. Items such as signage, utility poles and boxes, fire hydrants, parking meters, and on-street mailboxes should be located in this zone to prevent them from becoming obstacles. This zone serves as that horizontal separation and can house trees and planters to create shade and further separation, as well as make the streetscape more attractive. You might also see public seating or other street furniture

in these areas. The buffer zone also serve as snow storage in the winter months.

The frontage zone is the space between the walkway and the adjacent property line. This is specific for when buildings directly abut the sidewalk and provides that additional space for foot traffic entering and exiting the building and those observing from the outside. This may also be where things like, sandwich board signs, café seating, and protruding display windows are, depending on available space. This would be most applicable for Main Street; however, residents in other communities sometimes use this approximate space on their lawns to place a bench, free library, Take It or Leave It (TIOLI) stand, or something similar.



Crosswalks. Sidewalk networks should be designed to minimize the number of times people need to cross streets when navigating and, when crossing is necessary, minimize the amount of time a pedestrian is within the travel lanes. Crosswalks at intersections are preferred to mid-block crossings, as a signalized or stop intersection not only establishes where motorists can expect pedestrians to cross, but also, ideally, gives the pedestrian time to do so. However, these intersection crossings can be dangerous when motorists are instead focusing on the movement of other vehicles.

Some general considerations:

- ☞ Minimize crossing length and time signals appropriately to allow pedestrians to cross safely. Less exposure to moving traffic reduces the potential for accidents and short distances make it easier for seniors, children, and those with disabilities to cross safely.
- ☞ Crosswalks are implied at every intersection, marked or not, though signage leading up to the crossing helps remind motorists. Motorists should yield to pedestrians in the crosswalk.
- ☞ When the nearest crosswalk is more than 500 feet away, people are more likely to jaywalk than to walk to the crosswalk to cross. For heavier foot trafficked areas or leading to a major pedestrian destination, a mid-block crossing may be appropriate; however, these crossings must be marked and signage should indicate to motorists that they should expect pedestrians to be crossing in these areas.
- ☞ Marked crosswalks can, in themselves, be attractive streetscape elements. The use of pavers or stamped concrete can further distinguish the crosswalk from the rest of the street and provides a nice, simple way to incorporate beauty or local history into the streetscape. Several communities coordinate mural contests or partner with local organizations to paint crosswalks and intersections. Colorful and creative designs draw the attention of motorists and remind them to slow down. These can be especially effective for special crossing areas, such as those leading up to a school.
- ☞ Regardless of method, crosswalks require maintenance to ensure their efficacy. The surface material should be visible, non-slippery, and not pose a tripping hazard, and the selected material's longevity and durability should be considered in the planning process.

Curb ramps. Curb ramps should be installed at all intersections to accommodate pedestrians with disabilities. These also have the added benefit of helping parents with strollers and those wheeling carts or dollies. Curb ramps are required for existing facilities and new construction per the ADA.

Ramps should have tactile treatment to aid those with vision impairments. These treatments can include a colored tactile strip or simply creating rumbles in the material when it is being laid. Curb ramps should have a gentle slope, a maintained threshold with the street for navigability, and should be unobstructed by snow during winter months.



When curb ramps are being added to existing streets and sidewalks, each ramp may need to be designed to best compromise accessibility and safety, given the installation site's limitations. There are 4 general types of curb ramps; however, the most commonly seen (diagonal) is discouraged. While able-bodied pedestrians may be able to easily turn to enter the crosswalk, those using mobility devices or who are visually impaired are directed into the intersection where they may conflict with motorists. Effort should be taken to evaluate other curb ramp options aside from where limitations on space prevent the installation of other ramp types.

Grading and slopes. Ideally, sidewalk grades should not exceed 5% and slopes should be as gradual as possible. If steep grades are unavoidable, sidewalks can be designed to include level landings at regular intervals, which can also house amenities like benches. For areas like the Church Street hill, a handrail is appropriate to provide additional support. Where

feasible, steeper areas should provide enough sidewalk space to allow pedestrians to pass one another. Surfaces should be firm and stable. Cross slopes (for drainage) should not exceed 2% to maintain balance.

Incorporating cyclists. More people cycle when they have safe places to ride, and more riders mean safer streets. Comfortable, low-stress cycling conditions can result in widespread growth of this mode. Drastically more U.S. adults would ride more often, given they had better places to ride, with greater protections (from 6-10% generally comfortable riding in mixed traffic or painted bike lanes to nearly two-thirds and as many as 81% would ride in protected bike lanes).

A lack of quality, connected cyclist networks disproportionately impact low-income communities and communities of color, forcing riders to choose between feeling safe and abiding by the rules of the road, inducing wrong-way and sidewalk riding.

To achieve growth in cycling, design should meet the needs of a broad set of potential cyclists. When evaluating potential bikeway design strategies, identify potential users of those designs while aligning with network goals and the potential to broaden the cyclist user base of a specific street.

There are a variety of major bikeway designs which can be appropriate for relevant street contexts and may involve shared operation with automobiles to limited automobile interaction.

Low-speed, low-volume roadways can be shared. NACTO recommends the following to allow cyclists and motor vehicle traffic to operate in the same space at the same time:

Use both peak-hour volume and off-peak speed to determine whether a shared roadway can serve as an All Ages & Abilities bike facility. High peak period volumes or high off-peak speeds create a high-stress cycling environment. These sources of stress can be addressed through speed management or volume management, or may indicate the need for a separated cyclist facility.

Set a 20 – 25 mph target speed (10 mph on shared streets) for motor vehicles in the majority of urban street contexts. Use the 95th percentile motor vehicle speed, along with the overall speed profile of motor vehicle traffic, to determine whether high outlying speeds exist, since even small numbers of motor vehicles traveling at high speeds can degrade the comfort of people cycling on shared roadways.

Manage motor vehicle speeds through operational and network tools such as speed humps, pinchpoints, and neighborhood traffic circles.

Reduce motor vehicle volume by constructing diverters, prohibiting through traffic, or removing parking. The All Ages & Abilities condition is likely to be reached below approximately 1,000 – 1,500 vehicles per day, or approximately 50 vehicles per hour per direction.*

Use time-of-day analyses to match regulations or access restrictions to demand. Commercial setting can also work with bike boulevards if stressors are managed. Prioritize delivery and freight access off-peak, or allow only transit and bikes at peak periods.*

*These are not likely to be relevant or appropriate for Odessa. Only Main Street/State Route 224 and Church Street/County Road 15 see in excess of 1,000 motor vehicles in a given day. Installing diverters and/or prohibiting through traffic likely would not resolve traffic issues and may direct this traffic onto other residential side streets, and restricted access during peak could not be justified for a similar reason. Accurate, up-to-date traffic data is not readily available for Odessa. Traffic counts could be conducted by Village staff (or a consultant) if there is particular interest in understanding time-of-day analyses. A lack of parking has been a noted concern for the Village so, instead of being removed, addition of parking should be considered a tool for protecting pedestrian or cyclist traffic.

TRAFFIC CALMING & PEDESTRIAN INFRASTRUCTURE

There are several approaches to traffic calming, though this section will only expand on ones found to be potentially relevant for Odessa's conditions and desired outcomes. More information on the various traffic

calming measures and pedestrian facilities can be found in the **Resources for Planning & Implementation** section.

Most of these traffic calming measures can be accomplished with a limited budget and can range from pilots or demonstrations to permanent installations. Just ensure collaboration with the Village, Village DPW, and state DOT, and utilize only street-grade materials if undertaking any community-driven action. Coordination, collaboration, and communication will ensure safety is upheld and that all parties are in the know. Residents and visitors may not understand these changes or know what to do when faced with something new; for successful implementation, communicate early and often with the public.

Bump Outs

A traffic calming device that extends the curb into the roadway, narrowing it at the intersection. This provides a protected area where pedestrians are more visible to oncoming traffic and also reduces crossing distance. Bump outs can be hardened, extending the sidewalk to create this extended curb area, or can be done on a budget with road-grade paint and plastic bollards. Odessa has some permanent bump outs up Main Street.



A low-cost (\$250), short-term set of bump outs installed by concerned neighbors in Anchorage, AK.

Photo Credit: Strong Towns

It may also be called a **curb extension** or a **bulb-out**.

Pinchpoints

These are **curb extensions** applied midblock, as opposed to at an intersection, to slow traffic by requiring drivers to yield to other approaching motorists to prevent an accident, similar to a single lane bridge. They can also be designed to extend the public space. These areas can facilitate midblock pedestrian crossings on low-volume streets and do not need to be marked; though, they can be paired with a (raised) crosswalk if desired or found appropriate.

May also be called a **choker**.

Serpentine/Chicane

Apt in name, a serpentine is a geometric design that creates alternating curves or lane shifts, requiring motorists to navigate the roadway in a snakelike pattern. These keep the drivers' attention on the road, as they must steer back and forth, physically compelling vehicles to slow their speeds. The different segments also provide an opportunity to incorporate parking. Chicanes, like bump outs and pinchpoints, can extend the public space. Unlike pinchpoints, they do not necessarily involve reducing lanes or lane width. If there is sufficient width to accommodate two-way, two lane traffic while implementing the serpentine, this still provides traffic calming effects. They can be made visually appealing, like pinchpoints and curb extensions, but are better for emergency vehicles. They can be implemented cost-effectively and their design is flexible to the community's desires.



Raised Crosswalks

Like bump outs, a raised crosswalk makes pedestrians more prominent in a driver's field of vision. The approach ramps may reduce vehicle speeds and improve motorist yielding. Since the crosswalk is elevated, pedestrians can cross at grade with the sidewalk. Consider bus routes, primary emergency vehicle routes, and snowplowing, as well as drainage, when identifying potential placement.



Photo Credit: Arizona DOT

Mini Roundabouts

Technically a type of intersection rather than just a traffic calming measure, mini roundabouts have a smaller diameter than a regular roundabout and a traversable island, making them suitable for lower speed areas with limited space. Compared to stop signs, roundabouts show more regulated speeds, as drivers slow their approach to navigate them, then slowly get back to speed upon exiting. Because traffic does not need to come to a complete stop, they also reduce excessive delays as minor approaches.



Intersection & Crosswalk Art

Crosswalk and intersection art can create a visual cue to drivers to be more attentive to their surroundings. These installations aid in slow traffic speeds but can also serve as public art installations that can be done through local partnerships. Many communities have created these art installations in front of their schools or at problem intersections where, oftentimes, children have been hit and killed.

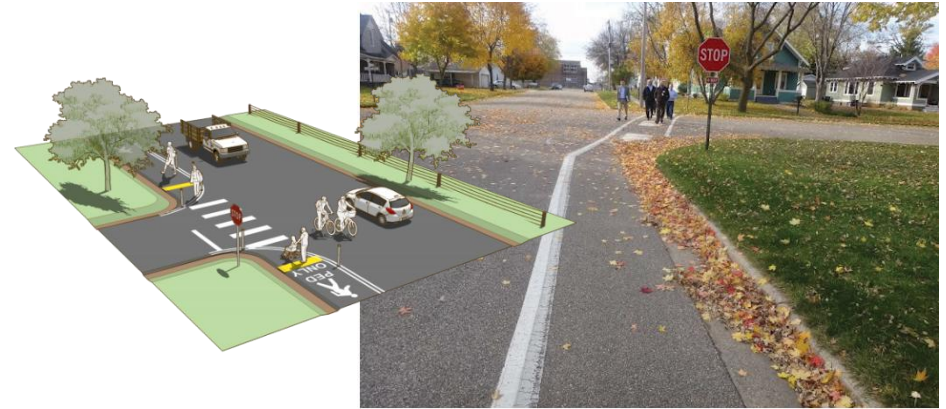
Asphalt art can be used to make most of the above traffic calming measures for relatively low cost (depending on the size of the installations) and offer an opportunity for community members to get involved in the process. They can serve as a placeholder or interim measure while pursuing more permanent installations.



Pedestrian Lane

Considered an interim or temporary pedestrian facility, a pedestrian lane provides a lane on a roadway for exclusive use by pedestrians. They may be on one or both sides of the street and can fill gaps between important destinations in a community without sidewalks. While this is widely considered an interim measure, if it functions as desired, this may provide

an adequate long-term connection to fill gaps in the disjointed sidewalk network.



VISUALLY SEPARATED
PEDESTRIAN LANE IN ST. CHARLES, MN

Pedestrian lanes provide a promptly-snowplowed walking route for school children.

Population
3,695

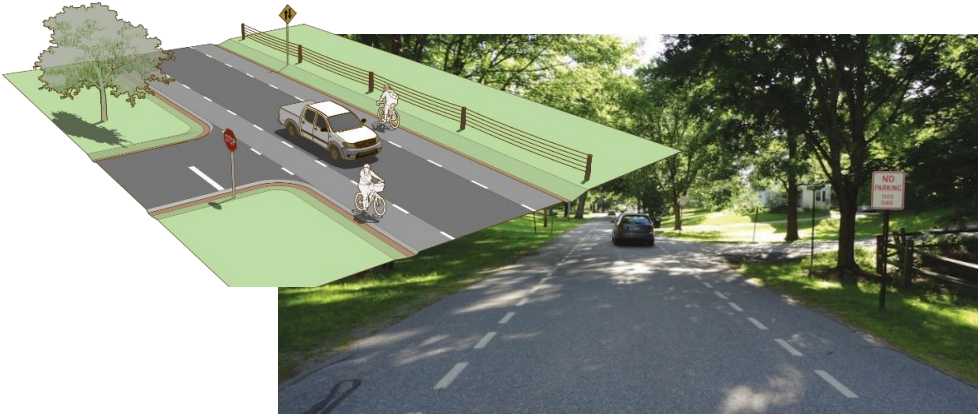
Alta Planning + Design (CC-BY-SA)

Advisory Shoulder

Where streets are too narrow to accommodate a shoulder or defined bike lane, advisory shoulders delineate a usable shoulder for cyclists. Motor vehicles can travel in the shoulder when there are no cyclists present; however, if there are cyclists, the motor vehicle must overtake those users with caution to avoid potential oncoming traffic.

This is a newer treatment type in the United States, so there is no performance data to compare to a substantial body of international experience. In order to install one, **an approved Request to Experiment is required** (detailed in *MUTCD, Section 1A.10*). Despite being a new treatment, its current experiential nature poses an opportunity for Odessa to join other U.S. communities as a case study for small town and rural complete streets approaches.

Hanover, New Hampshire painted advisory shoulders on approximately 400 meters of their Valley Road in 2014, with the support of their DPW and town select board, and general support of the neighborhood. An evaluation in 2016 showed success from their advisory shoulder installation and encouraged consideration of additional installations.



Example of an advisory shoulder in Hanover, NH (pop. 11,250)

Photo Credit: Western Transportation Institute

Sidepath

Similar to a shared-use path, sidepaths offer space for two-way travel for pedestrians and cyclists immediately adjacent and parallel to a roadway and are intended to maintain physical separation from traffic. For some suburban communities, sidepaths are considered a suitable solution for improving cyclist infrastructure.

These paths can be similar to sidewalks, but paved by asphalt rather than concrete which makes these installations easier and less expensive to install and maintain, and do not take space away from the existing street.

Shared-Use Path

These are paved paths separated from motorized vehicle traffic and can be built within a highway right-of-way or an independent ROW. These paths are intended for use by nonmotorized users (aside from motorized wheelchairs) including cyclists, pedestrians, skaters, joggers, mobility device users, and other non-motorized users. However, these can also include snowmobile, snowshoeing, and equestrian uses, as dictated.

With the prevalence of motorized scooters and bikes, it may be valuable to consider these users and where the Village wants them to be directed. If a shared-use path may permit e-bikes and e-scooters (or snowmobiles), establishing a maximum speed and placing markings or signage to indicate how to safely use the path with others can reduce conflicts.

Sometimes called **multi-use path**.



Example of a sidepath in South Lake Tahoe, CA (pop.21,380)

Photo Credit: Tahoe Regional Planning Agency

DRIVER BEHAVIOR

Risk homeostasis is a behavioral theory that suggests that there is an inherent accepted level of risk one is willing to take (health and safety) for an activity to gain a range of associated benefits from that activity. The basic strategy of injury prevention should be to reduce the level of risk people are willing to accept. If something is subjectively perceived as low-risk, a person may modify their behavior in a way that increases their exposure to risk and, conversely, may exercise greater caution for a perceived high-risk. For this reason, people do not always respond as expected to safety initiatives and, instead, adapt their behavior or response according to their own target level of risk. This theory also aligns with the concept of *planning for how people will act rather than how they should act*.

In the context of walkability, the goal is to improve safety (and the perception of security in these spaces) for non-motorized street users to encourage them to utilize these facilities and infrastructure more. For motorized vehicles, this, inversely, seeks to create a feeling of slightly hazardous conditions, which forces both drivers and other users to remain highly alert, resulting in safer, more attentive behavior.

For example, on a street with parking on both sides (serving as a barrier for the sidewalk and/or a bike lane or shared path) and visible, marked midblock intersection crossings, a driver should, theoretically, navigate the street slower to avoid hitting parked cars and be able to yield to pedestrians that may be coming out in front of them. If pedestrians or

cyclists may come into traffic lanes intermittently or if the street layout requires a driver to maneuver around, the driver will instinctively drive slower and observe their surroundings more often.

This is to say that, in some cases, less controls in place of more motivation may be more effective. When subjective perception of risk is greater and people are able to make their own decisions to reduce the risk to level that is acceptable to them, people will behave and adapt accordingly. Additionally, people can be more motivated to be safe through positive gains and fun, rather than extreme bureaucracy and administration (**Fun Theory**).

Key Players & Collaborators

To accomplish the actions and goals outlined in this plan, collaboration and coordination with various entities will be crucial. Utilize partnerships and existing resources and programming to propel efforts forward. Each stakeholder has their own priorities and capacity. The following list is not exhaustive.

COLLABORATOR BREAKDOWN

Village of Odessa

Allocate funds to support efforts outlined in this plan. Facilitate and/or implement recommended actions. Upkeep and maintain this project, propel efforts forward, and keep momentum.

Town of Catharine

Collaborate with the Village on projects and grant opportunities. Document needs and lend support for walkability efforts.

Schuyler County

County / Legislature – Encourage safe operation of county-operated vehicles. Lend support and document needs.

County Planning – Advise and collaborate with the Village on various development projects, multi-municipality efforts, and regional initiatives. Where applicable, provide feedback and necessary permissions/permits

for activities on or involving county roads, county property, or triggers for 239-m. Lend support and document needs.

County Sheriff – Research cyclist and pedestrian safety and laws to ensure equitable protections and advocacy for fair use of the street. Take and pursue opportunities to educate Odessans about traffic safety, including partnering with the high school for driver's education classes and defensive driving courses that involve pedestrian and cyclist safety. Engage all grade levels in pedestrian and cyclist rules of the road, such as the appropriate side of the street to walk or ride on. Lend support and document needs.

County DPW – Align county-owned road maintenance upkeep with complete streets standards.

Local and Regional Organizations

STC – Regional planning board. Provide guidance on funding opportunities, planning support, and project development.

SCOPED/FLX Gateway – Leverage private and public partnerships for economic and workforce development in Odessa.

Offers Schuyler County Façade Improvement Program for small businesses and property owners of mixed-use or commercial buildings and other funding and grant support.

WGACC – Support Odessa businesses through expanding reach of educational, leadership, and collaborative efforts and assist prospective businesses.

State Agencies

DOT – Must collaborate with DOT for work on state routes (224, 228). Look for opportunities to upgrade roads to align with complete streets standards.

Particularly necessary permissions/permits for activities on or involving state routes.

Library

The Dutton S. Peterson Library provides a variety of programming throughout the year which can both support and be supported by recommended efforts outlined in this plan.

The library has expressed interest in expanding and providing outdoor classroom/learning space.

School District

Odessa-Montour School District (OMSD) has a work program for students with disabilities. The Village, Implementation Taskforce, and/or other interested parties can coordinate with OMSD to connect these students with opportunities to support in beautification and simple maintenance tasks. OMSD has various community service-based clubs, such as National Honor Society (NHS), Key Club, Work-Based Learning, Interact Club, and Enviro-Club who can also be engaged in implementation and other beautification efforts. This offers students the opportunity to be an active member of their community, give back, and learn about various roles and responsibilities.

The Arc of Chemung-Schuyler

Collaborate to ensure transit service supports and is supported by walkability efforts.

Businesses

Get involved in efforts to improve your community's walkability as people who live, work, and serve. Facilitate increased foot traffic by supporting active transportation to your business, such as by providing bike parking and outdoor seating. Maintain frontage area to be appealing and unobstructed.

Residents

Care about your community! This plan was built from *your* input and you can help make things happen. Get involved in implementing recommended actions and brainstorming new ones.

Village of Odessa

Wants:

- Playground siting
- Expanded outdoor recreation
- Clear steps to progress walkability
- Funding sources to pursue actions

Assets:

- Village office (meeting and collaboration space)
- Village DPW
- Authority
- Village-owned parcels

Capacity:

- Implement policies
- Pursue and direct funding
- Direct work
- Implement projects
- Coordinate with stakeholders to align projects and priorities

Schuyler County

Capacity:

- Pursue and allocate funding
- Coordinate county-wide/multi-jurisdictional projects
- Traffic safety education and enforcement

Assets:

- GIS staff
- Oversight of county efforts

Businesses/Orgs

Capacity:

- Pursue funding for building renovation and façade repair
- Support local efforts

Assets:

- Customer base and partner network
- Private investment

Library

Capacity:

- Outreach and education
- Pursue and direct funding
- Facilitate or collaborate in joint efforts

Assets:

- Programming
- Destination accessibility and meeting space

School District

Capacity:

- Outreach and education
- Direct student club interaction and partnerships
- Pursue funding

Assets:

- Student clubs
- Parent/guardian connections
- Continuous network of people

Residents

Priorities:

- Slow vehicle speeds
- Establish safe walking and recreating space within the Village
- Implement Safe Routes to School

Wants:

- Have a quaint stopthrough tourist town
- Maintain small town character
- Establish quality sidewalk (or similar) network
- Daily amenities within reasonable distance



Recommendations

The recommendations outlined below have been compiled with consideration to the priority, concern, and opportunity areas and community desires discovered through this process, as well as Village and County priorities and carryover recommendations from past planning projects that are still applicable. The list seeks to be thorough in its recommendations for the Village to undertake, identify potential collaborators and funding sources for recommended actions, and equip the Village and those who will progress this plan forward with materials they will need to pursue the actions and to educate their citizens. These also generally sought to offer solutions that are not cost- or staff-intensive, but could progress walkability efforts.

QUICK WINS

Actions that can be undertaken with little to no resources in the short-term.

- * PA1
- * PA2
- * PA4
- * PA6
- * PA9
- * All of PE
- * All of QC
- * PD2
- * BPS1
- * BPS3
- * BPS4

RECOMMENDED ACTIONS

Use this table to easily assign Lead and identify partners for implementation measures and track progress.

Type	Task	Action / Implementation Measure	Lead and Partners	Status
Policy & Administration	PA1	Formally adopt this plan.	Village Trustees	
		a. Adopt a Complete Streets Policy.		
		b. Adopt a Safe Routes to School Policy (or encompass it in the Complete Streets Policy).		
	PA2	Establish a committee, subcommittee, or taskforce to implement beautification projects and maintain and oversee desired changes outlined in this plan.	Village Trustees, Planning Board, Village DPW, residents, library, OMSD/student clubs, businesses	
		a. Gather <i>committed</i> interest.		
		b. Village Board pass a Resolution to form and support Beautification/Implementation Committee, with representation from DPW and Village staff/officials. <i>This group may be good to task with reviewing and updating this plan at a set interval (such as every 5 years).</i>		
		c. Engage students from OMSD, particularly community service-based clubs and the Disabled Students Work Group.		
		d. Continue and expand community-wide cleanup efforts.		
	PA3	Establish a “violation officer” to enforce Village traffic law.	Village Trustees, County Sheriff	
		Consider amending to include a “No Idling” ordinance, sidewalk maintenance requirements, and direct fees and fines collected from traffic violations to an account used to fund complete streets efforts (pedestrian facilities, sidewalk repair or expansion, façade repair, and other small-scale beautification work) or to match with grants.		
	PA4	Become a Pro-Housing Community.	Village Trustees	
	PA5	Develop a maintenance and improvement schedule for creeks, trails, and public spaces.	Village DPW or Trustees with responsibility to DPW	
	PA6	Work with Public Health to establish a registry of residents who require assistance with snow removal and lawn maintenance and volunteers who can provide assistance.	Schuyler County Public Health, Village, Office of the Aging, beautification or implementation committee, volunteers (OMSD and parents, church congregations, etc.)	

Type	Task	Action / Implementation Measure	Lead and Partners	Status
	PA7	Work with OMSD's buildings and grounds to ensure routes to school are unobstructed and cleared of debris or snow in a timely manner.	OMSD, Village, Village DPW	
	PA8	Adopt a policy that supports and/or incentivizes local food systems and artisans, farmers' markets, farm stands, community gardens, and agriculture broadly, and removes barriers to their creation or operation. <i>This can also include provisions for popup or temporary markets.</i>	Village Trustees, Planning Board, Town of Catharine, County Planning, DOS	
	PA9	Develop a registry of vacant or blighted properties and target these sites for community development grants. <i>This evaluation could also include surveying where the greatest parking need(s) exist.</i>	Village, County Planning (GIS)	
	PA10	Evaluate methods for incentivizing businesses and organizations that provide desired amenities to come to Odessa.	Village Trustees, SCOPED/FLX Gateway, WGACC	
	PA11	Evaluate the feasibility and impact of prohibiting trucks over a certain weight class from taking residential streets, like Church Street, and reroute that traffic to county roads and state routes. Consider a Road Use Agreement.	Village Trustees, Planning Board, County Planning, DOT	
	PA12	When Dandy undergoes parking lot maintenance or receives site plan review from the Planning Board (whichever comes first), require they install a sidewalk on all sides of their parcel, but particularly the western side to connect to the library sidewalk.	Village, Dandy Regional Office, DOT	
		Evaluate feasibility of also incorporating green infrastructure to manage stormwater runoff as part of the request. <i>Requiring sidewalk maintenance will require establishing the responsible party.</i>		
Quick Conction	QC1	Install a handrail along the Church Street hill sidewalk.	Village DPW	
	QC2	Stripe crosswalks at all intersections, prioritizing the highest foot traffic areas first. Accompany striping with pedestrian crossing signage.	Village DPW	
	QC3	Place stop signs, "(No) Parking" signs, and turn restriction signs where described in Local Law 1-2018, where they do not currently exist.	Village DPW	

Type	Task	Action / Implementation Measure	Lead and Partners	Status
Pre-Planning	PP1	Implement a Safe Routes to School (SRTS) Program.	Village, OMSD, County Planning, SCOPED/FLX Gateway	
		a. Focus sidewalk improvements from OMSD outward to promote SRTS.	Village DPW, OMSD, DOT, County Planning	
		b. Pursue Walking School Buses, Corner Captains, Bike Buses, or other similar program with volunteers and parents to support SRTS.	OMSD, Village, library, church congregations, parents	
	PP2	Initiate conversations with regional DOT about implementing a transition speed zone from NY-224 into the Village. <i>This request must be initiated by the Village; DOT will not pursue without municipal support.</i>	Village, DOT	
		a. Discuss options for visually tightening the entryways to the Village to further reduce traffic speeds, such as pinchpoints or medians. Hanging banners can have this effect, as well.		
	PP3	Work with Habitat for Humanity and JHA engineers throughout the proposed development process on Speedway to ensure alignment with this plan and Village goals. Encourage and/or incentivize the inclusion of pedestrian and cyclist infrastructure where feasible.	Village, Habitat for Humanity, SCOPED/FLX Gateway, WGACC, Village DPW	
	PP4	<u>Initiate conversations with Parmenter's about:</u> Use of their lower parcel as a playground area; Use of old tires for playground base; and, Expanding the Odessa-Hector Rail Trail along the old Lehigh Valley railroad line, behind their buildings (and the benefits of providing increased trail and outdoor recreation access)	Village	
		a. Evaluate feasibility and support for Village ownership of subdivided parcel(s) and/or conservation easement(s) on parcel(s) and partnership with Parmenter.		
		b. Pursue Open Space Conservation Grant for acquisition of land, if necessary.		
	PP5	Research pedestrian bridge designs, consult engineers and planners, coordinate with County Planning, and plan for pedestrian/cyclist connectivity to and from the area of the former pedestrian bridge between MacDowell and Main.	Village, County Planning, SCOPED/FLX Gateway, WGACC	
	PP6	Identify where greatest parking needs are in the Village and evaluate creative options for expanding available parking without fracturing the makeup of the community		

Type	Task	Action / Implementation Measure	Lead and Partners	Status
		landscape. Consider using parking to create horizontal and vertical separation between motorists and pedestrians/cyclists.		
	PP7	Evaluate options for improving access up NY-228 (toward Cayuta Lake) for winter sporting connectivity.	Village, County Planning, DOT	
	PP8	Begin conversations with adjacent municipalities and property owners about expanding the Odessa-Hector Rail Trail (Lehigh Valley Rail Trail) and the benefits of trail access on property value. Potential expansion areas include: ☞ From the trailhead, behind Parmenter along former Lehigh Valley line, across Main Street/NY-224 at former railroad bridge area, and connect to Coddington Road (to start). ☞ Connect with Odessa Community Conservation Club land (and/or partner with Odessa CCC for expansion efforts, generally, in alignment with Odessa CCC's mission.) ☞ Begin bridging Odessa and Hector portions of the trail.	Village, County Planning, Town of Catharine, Town of Hector, Village of Burdett, Town of Montour, residents, Odessa Community Conservation Club, Parmenter, DOT, NYS Parks & Trails	
Participate & Educate	PE1	Participate in Bike & Roll to School Day (May) and Walk & Roll to School Day (October).	Village, OMSD, library	
	PE2	Encourage local participation in Bike to Work Day .	Village, businesses, library, OMSD	
	PE3	Promote national holidays and county and local events that align with walking and biking.	Village, businesses, library, OMSD, County Planning	
	PE4	Create a simple newsletter for Village news and make copies available at the Village Office, library, post office, and/or areas where residents are likely to see them. Evaluate the feasibility of sharing these through the existing text alert channel.	Village	
	PE5	Continue hosting Odessa Community Days. Look for opportunities to expand offerings and to understand how people utilize the street network to direct action. <i>Are there things set up each year that can be made permanent?</i>	Village	

Type	Task	Action / Implementation Measure	Lead and Partners	Status
Beautification & Public Space	BPS1	Place and maintain planters along Main Street buffer zone.	Village, businesses, beautification/implementation committee	
	BPS2	Design gateway and wayfinding signage that represents Odessa and its history.	Village, OMSD, Schuyler County, SCOPED/FLX Gateway, WGACC, Scouts groups	
	BPS3	Rehabilitate the area in front of the old pedestrian bridge as an attractive community space and establish connection with College Avenue.		
		<i>This is an interim measure; a long-term recommendation is to evaluate feasibility of reconstructing the bridge to connect to MacDowell Road across the ravine.</i>		
	BPS4	Partner with local arts groups to develop (semi-)public art installations.	OMSD, Dutton S. Peterson Memorial Library, The ARTS Council, SCOPED/FLX Gateway, WGACC	
	BPS5	Clear and maintain road ditch and culvert areas with native plantings for natural stormwater management and drainage control.	Village DPW, DOT, SWCD	
	BPS6	Clear vegetation and brush around Catlin Mills Creek for better visibility, while maintaining stability.	Village DPW, beautification committee	
	BPS7	Improve the route from Sydney Place apartments to the bus shelter attractive and appealing.	Village, Village DPW, The Arc of Chemung-Schuyler, County Planning	
	BPS8	Create a stable walkway from Railroad Street to the Village-owned parcel by the creek. <i>Explore feasibility of adding seating and/or other low-intensity use features that are resilient against high waters.</i>	Village DPW	
	BPS9	Improve safe pedestrian access beyond Mill Street (especially if this area is considered viable for playground/outdoor recreation).		

Type	Task	Action / Implementation Measure	Lead and Partners	Status
Pilots & Demos	PD1	Work with identified partners to establish and fund a mural contest for intersection and/or crosswalk art throughout the Village.	Village, OMSD, Dutton S. Peterson Memorial Library, The ARTS Council, SCOPED/FLX Gateway, WGACC	
		Areas where these would likely be most suitable would be on College Avenue in front of OMSD and the intersection of Church Street and First Street in front of the library. Main Street and the intersection of Speedway and Church Street would also be great areas for murals; however, it may be more difficult to reroute traffic around these areas.		
	PD2	Work with Odessa Methodist and Wesleyan churches to create a demo/pilot pedestrian boulevard.	Beautification Committee, Odessa Methodist, Odessa Wesleyan, Village, Village DPW	
		If it functions as desired, look to permanent installation of ideal/preferred features. Utilize this area as a pilot Safe Routes to School route for students within the denser downtown area.		
	PD3	Trial a pop-up flea/farmers' market (or concert, festival or other local event series).	Village, businesses	
		Given limited Village-owned property, evaluate the impact of hosting these types of events on closed Village streets, akin to Odessa Community Day and <i>Alive After 5</i> events in Elmira, to serve as the venue for continued event programming. Partner with local groups and coordinate trial events around or with other local events to bolster support, attendance, and engagement. These kinds of events are also valuable for getting information out to residents and sharing progress on local efforts.		
Stormwater Management	SWM1	Create bioretention areas at intersection of Church and First (opposite of library) to mitigate stormwater runoff from the Church Street hill.		
	SWM2	Create a rain garden on the slope of the Church Street hill in place of the vegetative buffer.		
		The current landowner expressed difficulty maintaining their yard in this area due to the slope. This can be done in approximately the same location as the <i>proposed 12B bioretention area</i> from the GI study and could be done in conjunction with the installation of a handrail.		

MEASURING PROGRESS

The Village of Odessa, Village DPW, and the Beautification/Implementation Committee will be able to measure progress toward walkability goals and objectives by maintaining a regular schedule of reviewing and reporting on accomplishments, upcoming projects, and status of maintenance and repairs. These updates could be shared at Village Board or Planning Board meetings as a recurring agenda item. If particular interest develops, there could also be a subcommittee of a board that serves as an Advisory Board for complete streets and walkability actions in Odessa.

Objectives:

- ✱ Initiate a Safe Routes to School Program
- ✱ Initiate and/or complete at least 5 recommended actions in 5 years
- ✱ Dedicate funds for streetscape and other complete streets improvements
- ✱ Offer at least one safety, education, and encouragement program or campaign per year for each school
- ✱ Partner with law enforcement to implement one safety campaign or enforcement event per year
- ✱ Host or partner to host at least one community-wide walking or biking encouragement event annually
- ✱ Establish a frequency to review and, if appropriate, update this plan to ensure it is applicable to current conditions and desires

Monitoring and reporting on the following data can keep the action leaders and the community informed and such data can be utilized when applying for funding for walkability and complete streets efforts, as well as other economic development funding opportunities:

- Accident data (where, who, fatalities or serious injury, etc.)
- School participation in safety and educational programming for pedestrian and cyclist safety
- Community events (and rough participation numbers) that involve or encourage walking, cycling, or other alternative modes of travel
- Number/percentage of students walking or biking to school each year
- Tracked installation, repair, and/or maintenance of pedestrian and cyclist infrastructure (sidewalks, crosswalks, traffic calming, etc.)
- How many miles or square feet were installed, repaired, or maintained? How many traffic calming devices were installed?
- Noted behavioral change for drivers, pedestrians, and cyclists and their awareness of traffic laws
- Investments (dollars and time) made in complete streets improvements
- Economic benefits associated with improvements made (return on investment)



POTENTIAL PLAYGROUND SITING

At the outset of this project, there was emphasis on identifying potential locations for installation of a playground. Ideally, this playground site would also create a connection to or extension of outdoor recreation opportunities. There are two existing playgrounds in the area: (1) at Hanlon Elementary and the middle and high school in Odessa and (1) at the Catharine Town Office. From public input collected through this process, there was general acceptance of travel time to outdoor recreation and amenities, though some respondents to the Walkability Shopping List echoed the Village's desire for a public park or playground area and the installation of a playground was a priority for the Village.

For ease of siting, initial efforts tried to concentrate around Village-owned property; however, due to the small size of Odessa and the locations of the Village-owned parcels, utilizing these areas would have constraints that reduced feasibility. Instead, site scouting turned to open parcels that could be reasonably accessed by foot—or where access could be created through recommended changes—that could be adapted to serve as public greenspace and be conserved for future generations. In these instances, it is recommended the Village pursue conservation easements from property owners, secure ownership through acquisition of lands, and/or partner with local organizations or land trusts to acquire and conserve the lands. Acquisition may be of subdivided portions of parcels

For reasons listed above, the most feasible of identified potential playground/park locations were:

- ☞ **Tax ID#: 88.13-4-2** (103 Railroad Street; Parmenter Holdings October LLC)
 - Approximately 1 acre south of the property including existing cleared grassed area and/or portions of forested area
 - Hill creates separation from the street and motor vehicle traffic
 - Parmenter staff will benefit from improved access to outdoor recreation
 - Parmenter could be recognized for their contribution to park space
 - Parmenter tires could be used to create the playground base as another level of partnership
- ☞ **Tax ID#: 88.13-4-10** (215 E Main Street; Village of Odessa)
 - Directly adjacent to the above Parmenter property; parcel is split by Railroad Street
 - Portion to the north of Railroad Street is on a curve and more at-grade with motor vehicle traffic; however, the portion along the creek could be cleared and maintained as public greenspace with amenities or facilities (such as benches and tables, water fountain, etc.) that will not prevent flow during high water events
 - Improve Catlin Mills Creek visibility and water access with limited financial or maintenance investment

- ☞ Tax ID#: 87.16-2-13.1 and to its west (107 W Main Street; Village of Odessa)
 - Regardless of whether the Village will pursue the reconstruction of the pedestrian bridge, steps can be taken to beautify this space and make it pedestrian-friendly
 - Connect to Hanlon Memorial Garden via sidepath or shared use path
- ☞ Tax ID#: 88.13-3-21 (105 Sydney Place; Sydney Place Apartments)
 - This area is away from through traffic, but is also at a dead end street with no pedestrian access on its far end

- ☞ Tax ID#: 88.13-3-53 (105 First Street; Village of Odessa)
 - If the library were to pursue acquisition of the DPW facility parcel for outdoor classroom space, construction could include the placement of playground facilities
- ☞ Tax ID#: 88.13-3-4 (104 First Street; Dandy Property Management LLC) / 88.13-3-1 (102 E Main Street; Dandy Property Management LLC)
 - There is a history of communication with Dandy (particularly by the library) where use of greenspace on their property might be used for playground space without progress
 - This siting is also less ideal due to its proximity to Main Street and Church Street, both of which have the greatest AADT in the Village

Funding Sources

Eligible activities under these grant opportunities may vary by year and be dependent on available funding. Use provided links to either navigate to a grant opportunity's webpage or past RFA/NOFO for reference.

CONSOLIDATED LOCAL STREET AND HIGHWAY IMPROVEMENT PROGRAM (CHIPS) / PAVE-NY/PAVE OUR POTHOLES (POP)

Funding Entity	NYSDOT www.dot.ny.gov/programs/chips
Description	Project types that align with this plan: • Incidental drainage • Bike lanes and wide curb lanes • New drainage systems • Shoulder improvements • Storm sewers and replacement of public utilities impacted by a highway reconstruction project (in-kind replacement costs) • Widening, realignment, relocation of road • Sidewalks, shared use paths, and bike paths within the highway ROW • Roundabouts • Curb (bituminous, concrete, granite) • New signs • New, upgraded, or coordinated traffic signals • Intelligent transportation systems (ITS) • Traffic calming installations (speed humps, etc.) • Transportation storage or transportation maintenance buildings • Transportation-related equipment • Bus shelters within the highway ROW • Mass transportation commuter parking facilities owned by a municipality
Range	Village of Odessa \$54,445.66 (26-27 CHIPS total for Odessa) Town of Catharine 26-27 total: \$159,419.83 <i>Consider partnering on projects benefiting both communities.</i>
Match	All phases of an eligible project which may include: • Construction costs for projects performed by contract • Cost of labor, materials, and project development costs (surveys, etc.) • Equipment usage ○ Purchase (CHIPS/EWR only) ○ Rental, when rented as part of an eligible project • Purchase of necessary right-of-way • Design (whether in-house or by consultant) Construction inspection
Eligibility	Pre-allocated funds. No match, reimbursement-based. Can be used as local match or overmatch for other state or federally funded highway capital projects when they have not been previously municipally bonded (project subject to Complete Streets Law and NYSDOT's Civil Rights reporting requirements)

SUSTAINABLE FLX NEIGHBORHOOD MINI-GRANT

Funding Entity	Sustainable Finger Lakes www.sustainablefingerlakes.org/neighborhood-mini-grant-program-seneca-keuka/	
Description	Small, relatively simple projects that build local equity, self-sufficiency, resilience, and long-term social, economic, and environmental health Project Themes: • Community • Transportation • Reuse • Food • Energy • Environment	Range \$150-\$750
		Match No match required.
		Eligibility Individuals, groups, nonprofits, schools, and businesses <i>Municipalities cannot apply.</i> Can only be awarded once per year (2 rounds per year)

SCHUYLER COUNTY FAÇADE IMPROVEMENT PROGRAM

Funding Entity	FLX Gateway www.flxgateway.com/scfip	
Description	• Façade repairs and exterior renovations • Painting, signage, awnings, and storefront improvements • Masonry, carpentry, window, and cornice repairs • Accessibility improvements to storefront entrances • Site work such as landscaping or parking improvements (public-facing areas only) • Design and engineering services (limited reimbursement)	Range \$5,000-\$25,000
		Match Minimum 50/50 private match <i>Reimbursement-based.</i>
		Eligibility Owners of existing commercial or mixed-use buildings located in Schuyler County and tenants (with written approval from property owner). <i>Buildings that have previously received funding through certain state or local façade or downtown programs are not eligible.</i>

OPEN SPACE CONSERVATION GRANT

Funding Entity	NYSDEC www.dec.ny.gov/sites/default/files/2026-01/ospgprfa.pdf www.dec.ny.gov/nature/open-space/2016-open-space-conservation-plan	
Description	Land acquisition and associated non-land costs. The purpose of this grant program is to support land conservation in order to:	Range \$50,000-\$3,500,000 for each project Projects requesting a total of \$50,000-\$250,000 will be considered Small Projects, with available funding for these projects approximately \$2,000,000
	• protect air and water quality; • provide habitat connectivity; • preserve diverse ecosystems; • mitigate the impacts of climate change; • provide equitable access to open space and recreational opportunities; and promote resilient communities	Match No match.
		Eligibility Municipalities (including a local public authority or public benefit corporation, school district, improvement district, supervisory district, district corporation) and nonprofits. Land could be purchased by a nonprofit from a municipality. Eligible projects must align with a priority project area or conservation goal from the 2016 NYS Open Space Conservation Plan.

ARTS FUNDING

Through funding from NYS Council on the Arts and the Community Foundation of Elmira-Corning and the Finger Lakes.

Funding Entity	The ARTS Council of the Southern Finger Lakes www.earts.org/grants	
Description	Community-focused arts and cultural activities and professional development opportunities. * Community Arts grants support activities of artists and community organizations in service to local residents. * Teaching Artist grants support sequential arts education projects for K-12 students through in-school or after-school projects in schools or community centers. * Individual Artist grants support the creation of new work by individual artists. * Applicants are strongly encouraged to discuss their applications before submitting. Contact Nate Weisenberg , nate@eARTS.org or 607-962-1332 x204 * QuickARTS & Artist Development grants * SFLX Artist Fellowship * Professional Development Grants for Museum * Barbara Dick Poetry Fellowship * Arts and Clean Energy Awareness Grant	Range Varies by program. \$500~\$7,500
		Match No match.
		Eligibility Varies by program.

NEW YORK MAIN STREET

Funding Entity	NYSHCR www.hcr.ny.gov/new-york-main-street www.hcr.ny.gov/system/files/documents/2026/06/nyms-program-guide-6.2.26.pdf
Description	Target area should be an established mixed-use (commercial, civic, and residential) “Main Street” or downtown retail district that is pedestrian-oriented and comprised of traditional mixed-use buildings.
<u>Traditional Target Area Building Renovation Program</u> Applicants may request funds to assist property owners within a concentrated target area. Matching grants may be provided to selected property owners for exterior façade and storefront renovations or interior renovations for commercial or residential units. <u>Streetscape Enhancements</u> These funds may be requested to complement a Target Area Building Renovation program, but cannot be requested as a standalone activity or part of a Downtown Anchor Project. These funds may be used for planting trees, installing street furniture and trash receptacles, providing appropriate signs in accordance with a local signage plan, and performing other activities to enhance the NYMS program target area. <u>Downtown Anchor Project</u> Support a standalone, single site “shovel-ready” renovation project, typically involving substantial interior and/or exterior building renovations. Intended to help establish or expand cultural, residential, or business anchors that are key to local downtown revitalization efforts. Must present a business plan and market analysis to demonstrate viability and sustainability of this project and to support larger investment in a single property.	Range Varies by program. \$500~\$7,500
	Match Must be matched by other funds. Match requirements must be realized on a building-by-building basis, eligible building renovation or soft cost activities and are subject to the two bid minimum requirement, and the Applicant must demonstrate that it will secure sufficient resources to administer the proposed Main Street program.
	Eligibility Units of local government or a NYS nonprofit providing relevant service to the community for at least one year prior to application An eligible target area shall mean an area: i. That has experienced sustained physical deterioration, decay, neglect, or disinvestment; ii. Has a number of substandard buildings or vacant residential or commercial units; And in which more than 50% of residents are persons whose incomes do not exceed ninety percent of the area median income for the county or metropolitan statistical area in which the project is located, or which is designated by a state or federal agency to be eligible for a community or economic development program.

LOCAL GOVERNMENT EFFICIENCY

Funding Entity	NYSDOS www.dos.ny.gov/system/files/documents/2026/01/2025-2026_lge_rfa_jan8.pdf
Description	Two or more local governments are eligible to apply for funding assistance to plan for and implement shared services, functional consolidation and local government consolidations and dissolutions not eligible under the Citizens Reorganization and Empowerment Grant (CREG). Applications evaluated based on the potential return on investment (ROI), project need, service delivery benefits, operational changes, local and regional capacity, project readiness (ability to complete the project in 5 years), and the comprehensiveness and specificity of the budget. <u>LGE Grants may be used to cover costs integral to project implementation including but not limited to:</u> ★ Legal and consultant services ★ Capital improvements and equipment ★ Transitional personnel costs not to exceed three years Range Maximum funding for an Implementation Grant is \$250,000 for each local government, not to exceed \$1,250,000 in total Maximum funding for a Planning Grant is \$20,000 for each local government, not to exceed \$100,000 in total Maximum funding for a Qualification Grant is \$25,000 for each regional planning board or eligible county planning for a regional project Match <u>Implementation:</u> 90/10 <u>Planning:</u> 50/50 If an applicant is implementing a project developed through a successfully completed Planning Grant funded under a previous LGE grant program, the original required local matching funds for developing the plan will be refunded (except for 10% of the total costs of activities under the previously approved and completed grant work plan for the planning grant). Eligibility Municipalities, special improvement districts, fire districts, public libraries, association libraries, public library systems (if they advance a joint application on behalf of member libraries), water authorities, sewer authorities, regional planning and development boards, school districts, and BOCES (only in instances where such board advances a joint application on behalf of school districts and other municipalities within their service region).

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Funding Entity	NYSDOT, FHWA www.dot.ny.gov/tap-cmaq www.dot.ny.gov/divisions/operating/opdm/local-programs-bureau/tap-cmaq/repository/2025%20TAP%20Guidebook%20FINAL.pdf
Description	Range \$625,000-\$8,750,000+ for any single project (min. federal share of \$500,000 and max. federal share of \$7,000,000)
	Match 80/20 <u>Local match sources may include:</u> • Local funds • CHIPS and associated programs capital funds • Contributions made by Project Sponsor or other involved organizations • State funds from OPRHP, DOT (state system projects only), DOS (DRI funds), DEC, Canalway Grant funds, EPF (need pre-approval from DOT and the administering agency) • Recreational Trails Program (RTP) funds • DASNY State and Municipal Facilities Program (SAM) funds • HUD CDBG funds • Certain non-cash sources such as, donations of land, material, and labor, with advance approval by DOT (strongly recommended to be identified during the application pre-review to understand addl. documentation requirements)
	Eligibility • Local governments (counties, towns, cities, and villages) • Transit agencies • Natural resource or public land agencies (NYSDEC, NYSPRHP, local fish and game or wildlife agencies) • Tribal governments • Local or regional governmental entity responsible for transportation <u>Eligible ONLY with Partnership:</u> • School districts • Metropolitan Planning Organizations (MPOs) serving an urbanized area with a population of 200,000 or fewer • Nonprofit organizations • Regional transportation authorities

MUNICIPAL PARKS AND RECREATION

Funding Entity	OPRHP www.parks.ny.gov/grants/municipal-parks-recreation-grant	Regional Grants Administrator: Amanda Marsh Amanda.marsh@parks.ny.gov Office: 607-387-7041 Cell: 607-592-9830
Description	Funds available for the construction of recreational facilities and other improvements to municipally-owned recreational sites and parks. <u>Examples include:</u> * Playgrounds * Courts * Playing fields * Facilities for swimming, biking, boating, picnicking, hiking, fishing, camping or other recreational activities * Preconstruction activities (preparing plans, design specs) may be included in the budget but planning and design without a construction component cannot be funded.	Range Maximum \$900,000 Match 90/10 <i>Reimbursement-based.</i> Eligibility Municipalities that own the property where the proposed project is sited.

COMMUNITY DEVELOPMENT BLOCK GRANT

Funding Entity	US HUD through NYS CFA www.hcr.ny.gov/community-development-block-grant	
Eligibility	Non-entitlement units of general local government (village, cities, towns, or counties)	
Description	Public Infrastructure Funds may be requested for: • Public or private water source development, storage, and distribution • Sanitary sewage collection and treatment • Flood control and stormwater drainage • Municipal utilities • Ancillary public works components such as sidewalks, streets, parking, and open space Repair or replacement of existing systems, construction of new systems, or expansion of existing systems into areas previously unserved that are in compliance with the NYS Smart Growth Public Infrastructure Act and principally benefit low- and moderate-income persons.	Range Maximum \$1,500,000 Or \$2,000,000 with NYS Co-Funding Initiative Match

Open Round: Public Facility	<u>Eligible facilities and improvements include:</u> • Senior centers • Accessibility modifications for the removal of architectural barriers • Neighborhood facilities, including but not limited to, libraries, childcare centers, recreational facilities, parks, playgrounds • Facilities for persons with special needs such as facilities for the homeless or domestic violence shelters, nursing homes, or group homes for the disabled • Infrastructure improvements including construction and installation of streets, curbs, lighting and broadband • Fire stations and equipment • May include energy efficiency improvements and accessibility modifications to comply with the ADA (including improvements to buildings to buildings used for general conduct of government). Accessibility modifications are strictly limited to the removal of architectural barriers, such as installing lifts, automatic doors, or ramps. New accessibility modification construction is not eligible.	Range Maximum \$1,000,000
		Match
		Range Maximum \$50,000
		Match
Open Round: Community Planning	Enable communities to conduct assessments and develop clearly articulated strategies for addressing local community development issues. Study, analysis, and planning should serve as a foundation for identifying eligible projects for subsequent applications. The two categories are: Community Needs Assessments and Project Readiness Plans. Not intended to result in a final/complete project design or bid package. Plan documents must be prepared by a third-party progression service provider.	Range Maximum \$50,000
		Match
		Range Maximum \$50,000
		Match
Open Round: Economic Development	Assist a specific, standalone business or to assist a community establish a microenterprise assistance program to support multiple businesses. <u>Stand-Alone Business Assistance</u> Financial assistance to for-profit businesses for an identified CDBG-eligible activity which with result in the creation or retention of permanent, private sector job opportunities, principally for persons from low-moderate income families. May also include improvement of publicly-owned infrastructure necessary to stimulate business expansion and job creation. • Acquisition of real property • Financing of machinery, furniture, fixtures, and equipment • Working capital, including payroll • Inventory • Employee training expenses • Building construction and renovation	Range \$25,000-\$750,000
		Match
		Match 60/40 NYS CDBG can only fund up to 40% of a total project cost or up to 50% for projects where cash equity meets or exceeds 20% of total project cost.
		Match

<u>Microenterprise Assistance</u> Provide entrepreneurial training and financial assistance to for-profit businesses with five (5) or fewer employees, including the owner(s), for an identified CDBG-eligible activity which will result in the creation or retention of permanent, private sector job opportunities, principally for persons from low-moderate income families. Businesses under this category may also meet HUD requirements if owned by a documented low-moderate income person. • Technical assistance and the cost to attend the required entrepreneurial training • Procurement of machinery, furniture, fixtures, and equipment • Working capital • Inventory • Employee training	Must be used as gap funding to induce the project
	Range \$100,000-\$300,000 to support several microenterprises Must be allocated as a grant to each individual microenterprise between \$5,000 and \$35,000 Grant may not exceed 90% of the total project cost
	Match 10% minimum owner equity contribution

APPALACHIAN REGIONAL COMMISSION AREA DEVELOPMENT GRANTS

Funding Entity	ARC www.arc.gov	Contact STC's Economic Development Specialist, Victoria Ehlen— vehlen@stcplanning.org , 607-962-5092 x211—or visit our website: www.stcplanning.org for local support.
Description	Funds can be utilized to develop a project idea, complete engineering/design, fund construction, or provide 12 months of programmatic funds for projects that achieve any of the 5 ARC goals. STC provides direct assistance through the ARC application process and may offer the opportunity to join a waitlist out of cycle. STC staff can discuss how your project idea fits into any of the goal categories and preferred outcomes, project timeline, and overall funding request. <u>Examples of eligible costs include but are not limited to:</u> • Equipment and supplies purchases • Studies and designs • Labor and personnel • Construction costs	Range Maximum \$250,000 or up to \$500,000 for construction projects <i>Significantly smaller grants (\$12,000-\$18,000 have been funded). The state has expressed preference for funding smaller projects.</i>
		Match Minimum 50% match of cash and/or in-kind <i>Early drawdowns possible.</i>
		Eligibility Municipalities, nonprofits, and public entities, such as, education and healthcare facilities

BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD) GRANT PROGRAM

Formerly RAISE grant

Funding Entity	USDOT www.transportation.gov/BUILDgrants www.transportation.gov/sites/dot.gov/files/2025-12/FY_2026_BUILD_NOFO_Final.pdf	
Description	Eligible planning projects activities include: • Planning, preparation, design, or engineering of eligible surface transportation capital projects described in the Capital Projects section that will not result in construction with FY 2026 BUILD funding. ◦ Examples include feasibility studies, benefit-cost analysis, environmental analysis, permitting, and other pre-construction activities • Development of master plans, comprehensive plans, transportation corridor plans, and integrated economic development, land use, housing, and transportation plans • Risk assessments and planning to identify vulnerabilities and address the transportation system's ability to withstand probable occurrence or recurrence of an emergency or major disaster If an application includes ROW acquisition, project will be considered a capital project. If a project type isn't explicitly listed and eligible or ineligible, applicants should explain its necessity for advancing the BUILD program goals.	
	Range No minimum for planning grant applications. Capital project minimum request \$1,000,000 (for rural areas). Each applicant can submit up to three applications.	
	Match Rural, areas of persistent poverty (AoPPs), and historically disadvantaged communities are eligible for up to 100% federal funding.	
	Eligibility • A unit of local government • A special purpose district or public authority with a transportation function, including a port authority • A transit agency • A federally recognized Tribal Nation or consortium of such Tribal Nations • A multi-state or multi-jurisdictional group of entities that are separately eligible	

CLIMATE SMART COMMUNITIES GRANT PROGRAM

Through the CFA

Funding Entity	NYSDEC www.regionalcouncils.ny.gov/sites/default/files/2026-06/CFA_Available_Resources_2026.pdf www.climatesmart.ny.gov	
Description	Adaptation and mitigation projects that demonstrate and ability to identify, mitigate, and/or adapt to climate change vulnerability and risk	Range \$35,000-\$2,000,000 (for Implementation activities) Design and engineering expenses and outreach or educational components, curriculum or program expenses are limited to a maximum of 15% of the grant request.

or demonstrate potential to reduce greenhouse gas emissions outside the power sector. There are two project categories: Implementation and Certification. Implementation has 3 subcategories: greenhouse gas mitigation, climate change adaptation, and engineering feasibility studies. The Certification category focuses specifically on activities (22 actions) that are part of the CSC program.	Match 50/50 Cannot match with other state or federal funds; only cash and/or in-kind match is permitted. <i>Odessa does not currently qualify for reduced match.</i>
	Eligibility Local governments, local public authorities and public benefit corporations, and Tribal Nations Two or more eligible entities, or an eligible and ineligible entity(ies) may collaborate on a project; however, the applicant must be an eligible entity. Projects benefiting private entities cannot be completed with these grant funds. Registered and certified CSC communities can receive additional points but neither status is mandatory to apply.

ENVIRONMENTAL PROTECTION FUND GRANTS PROGRAM FOR PARKS, PRESERVATION AND HERITAGE

Funding Entity EPF www.regionalcouncils.ny.gov/sites/default/files/2026-06/CFA_Available_Resources_2026.pdf www.parks.ny.gov/grants/environmental-protection-fund		
	Description Must address a single project location. <u>Parks Program</u> for the acquisition, development or planning of parks and recreational facilities open to the public to preserve, rehabilitate or restore lands, waters or structures for park, recreation, or conservation purposes and for structural assessments and/or planning for such projects. <u>Examples of eligible projects include:</u> • Playgrounds • Courts • Rinks • Community gardens • Facilities for swimming, boating, picnicking, hiking, fishing, camping or other recreational activities <u>Historic Preservation Program</u> to acquire, improve, protect, preserve, rehabilitate, or restore properties listed on the State or National Register of Historic Places and for structural assessments and/or planning for such projects. All work must conform to the Secretary of the Interior’s Standards for the Treatment of Historic Properties and professional qualifications as defined in “Historic Preservation Terms and Progressional Qualifications”.	Range Awards capped at \$675,000 Match 50/50 <i>Reimbursement-based.</i> <u>Principal types of applicant share:</u> • Cash (includes other grants, except EPF grant funds (CSCG, WQIP, LWRP, Greenway Conservancy Trail Grant Program, etc.)) • Force account

Eligible budget items include pre-development planning and design, construction, acquisition, and administration (no greater than 10% of the grant amount).

Funding priorities for 2026 include:

- Enhance and/or create opportunities for walkable public spaces
- Enhance, extend, or compliment multi-use pedestrian and cyclist trails, physical and functional connections (for example, landscape and trail improvement and special features or signage to improve programming and interpretation)
- Enhance and/or complement transformational projects across the state to enhance sustainability and resilience, and enhance recreation while fostering stewardship, preserving open space, restoring natural communities, implementing resilient infrastructure, and reducing flood risk
- Projects designed to enhance inclusion by removing barriers, providing accommodation, and expanding visitor access and amenities to welcome new visitors, including:
 - Enhanced gateways to parks, trails and historic properties
 - Signage to improve programming and interpretation with an emphasis on marginalized/underserved populations (i.e. pictorial or multi-lingual signage)
 - Recreational and interpretive facilities serving people of diverse abilities
 - Accessibility compliance
 - Unisex public restroom facilities
 - Reopening (i.e. modernize, rehabilitate, restore) shuttered recreational or historic facilities in distressed neighborhoods

- Professional Services
- Supplies and Materials
- Volunteer Labor
- Equipment Usage
- Real Property

Eligibility

Municipalities, state agencies, public benefit corporations, public authorities, nonprofits that have tax-exempt status

Applicant must have and document an ownership interest in the project property.

Appendices

[Action Areas](#)

[Concepts for a Walkable Odessa](#)

[Complete Streets Policy](#)

[Walkability Charrette Compiled Results](#)

[Resources for Planning & Implementation](#)

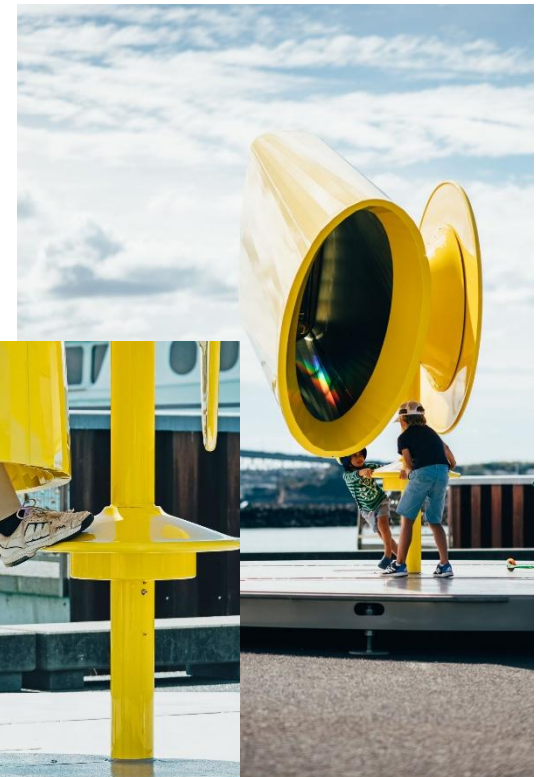
Action Areas



Concepts for a Walkable Odessa

Design wayfinding signage, public art, & other engaging visuals to make for an interesting walking environment.

Low-cost and locally-made alternatives can accomplish the same goals and be equally as functional.





Host or support outdoor events and facilitate a smooth process for permitting these events.

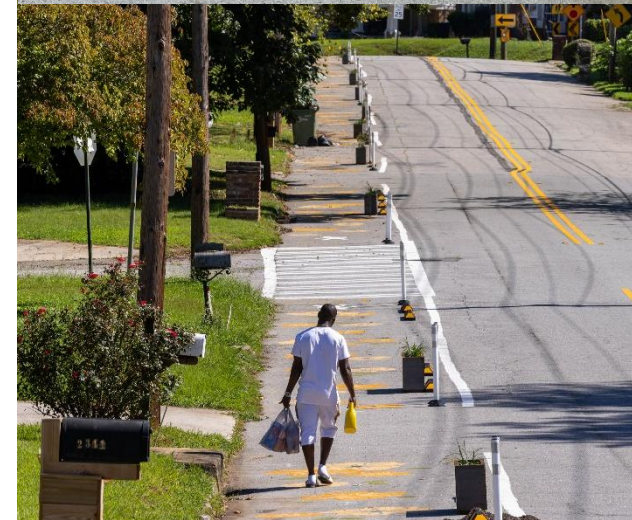
Close low-traffic streets and encourage attendees to walk, bike, and ride transit to and from the festivities, ensuring adequate parking facilities for those who may need this access.

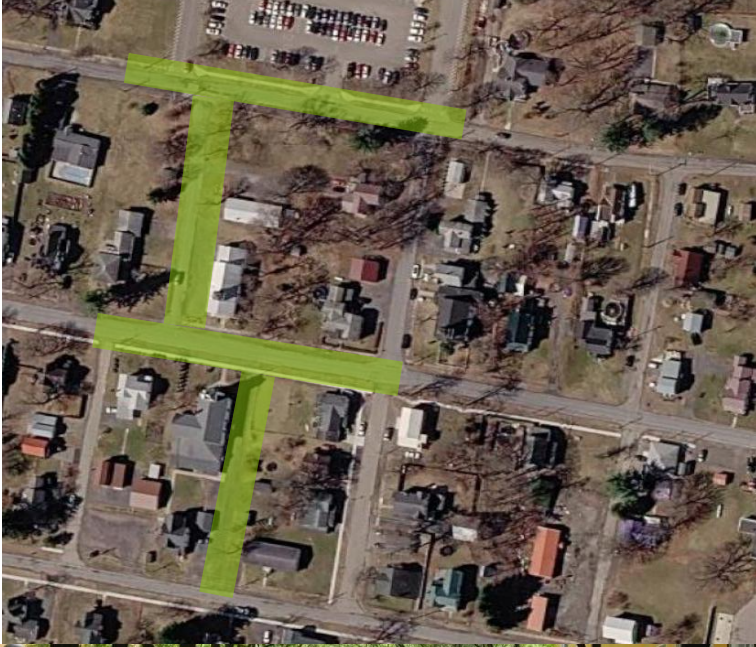
Permitting fees or other costs can be utilized to fund beautification efforts and future events.



Create pedestrian and cyclist facilities and integrate them with the existing street networks.

Evaluate potential for off-street or separated facilities with neighboring jurisdictions to connect people to destinations across borders. Low-cost alternatives can accomplish the same goals and be equally as functional.

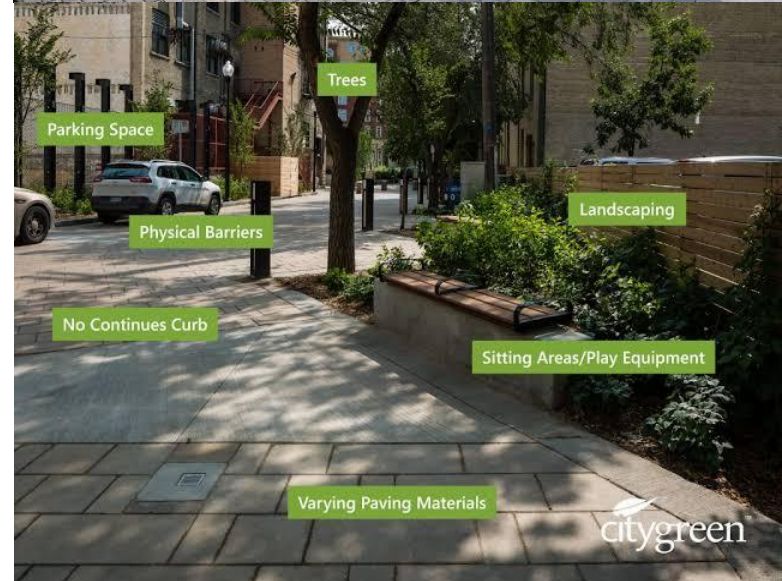




Create a pedestrian boulevard/living street to establish a thoroughfare prioritized for the movement of non-motorized users.

This can be initiated with limited existing or low-cost materials and be built upon based on the community's needs.

Motor vehicles may navigate through this area but should always yield to non-motorized users; though, they can also be restricted to non-motorized users only.

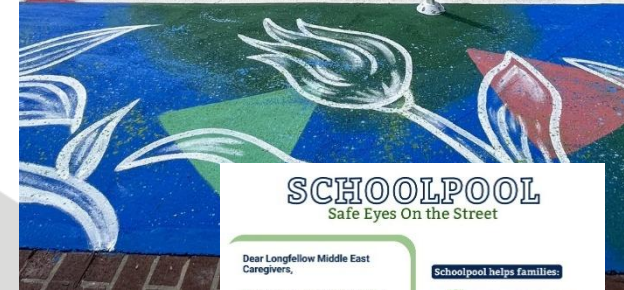




Improve safe, efficient access to and from school and other youth-focused facilities.

Parents, congregants, and other volunteers can help facilitate walking school buses and bike buses, or serve as corner captains to support safe routes to school initiatives.

These activities can precede infrastructure installation but will ultimately be safest when paired with supportive infrastructure.



SCHOOLPOOL Safe Eyes On the Street

Dear Longfellow Middle East Caregivers,

Ready to make the school hustle a little easier? Schoolpool is a way for families to coordinate bike groups, find walking buddies, and connect with other Longfellow East families.

Schoolpool is a way to save your time and increase your child's safety.

Join our Schoolpool on the Flare app. See the flip side and follow 5 simple steps to get started.

Already have the Flare app? Scan the QR code to join our Schoolpool.

Thank you,
The Safe Routes to School team
at Lorain City Schools & Lorain County Public Health

Schoolpool helps families:

Save time and gas by sharing walks/drives to and from school.
Walk or bike to school to **get daily exercise** needs for kids and adults.

Meet other families and **build friendships** in your neighborhood.

Know that corner captains will be your **safe eyes** on the street to help kids get to school safely.

Sample walking route using Schoolpool:

from G Street Park to Longfellow Middle School



Flare App

It's a group communication and management platform.

Join your child's Schoolpool group chat through the Flare app. It's free and simple!

- Step 1:** Download Flare App for free in your app store.
- Step 2:** Sign up with Facebook, Google, or Apple.
- Step 3:** Enter your phone number.
- Step 4:** Enable push notifications.
- Step 5:** Scan this QR code to join Longfellow Middle's (East) Schoolpool Group Chat:





Build the public realm you want to see.

*Shape your public spaces
around the community's
principles, goals, desires, and
history.*

*What do you want visitors to
take away about who Odessa is
and what you have to offer?*

*What will draw people out to
your streets, in winter, on a
rainy day, on a sweltering one?*



Reestablish a pedestrian crossing over the ravine.

While investigating funding options and waiting on grant cycles, begin improving the space in front of the former bridge area and connections to this site.



Connect to and beautify other existing inaccessible public spaces, like the Hanlon Point Memorial Garden.

Integrate green infrastructure in projects where practicable.

Green infrastructure can mitigate drainage issues while also serving as greenspace or protective measures for walkability improvements.



Complete Streets Policy

DRAFT Complete Streets Policy

Village of Odessa

Resolution #: Complete Streets Policy

WHEREAS, the Village of Odessa (“the Village”) received financial assistance of \$10,000.00 from Schuyler County to support the development and implementation of a Complete Streets Plan (“the Plan”) that includes community engagement to assess local infrastructure needs, particularly focusing on sidewalks, school district routes, potential playground installations, and integration with the Odessa-Hector Rail Trail; and

WHEREAS, Southern Tier Central Regional Planning and Development Board (STC) was contracted to provide necessary services to develop the Plan and conduct community engagement sessions to inform its development, with support from Schuyler County Planning Department and Schuyler County Public Health through this provision of funding; and

WHEREAS, commonly used terms in the Plan and Policy shall be understood to mean:

“Complete Streets” is defined as “An approach to street design and planning that ensures safe, convenient access for all users—including pedestrians, cyclists, motorists, and transit riders—regardless of age or ability. It shifts the focus away from car-centric planning to create universal, multimodal, and equitable street networks.”

“Multimodal transportation” is defined as “Provision for and use of more than one mode of transportation to access destinations, such as walking to access public transit.”

“Active transportation” is defined as “Human-powered mobility, including but not limited to biking, walking, skateboarding, roller skating, and mobility devices, and includes e-bikes and e-scooters.”

“Traffic Calming” is defined as “Measures that use self-enforcing physical and psycho-perception means to produce desired effects to support the livability and vitality of residential and commercial areas through improvements in non-motorist safety, mobility, and comfort, typically achieved by reducing vehicle speed or volumes.”

“Pedestrian” is defined as “A person traveling on foot, whether walking, running, or using mobility aids like wheelchairs.”; and

WHEREAS, the Village of Odessa Complete Streets Plan recommends the Village adopt a Complete Streets Policy to formally adopt the Complete Streets Plan and to establish a mechanism to uphold the recommendations outlined in the Plan; and

WHEREAS, the Village may establish a “Complete Streets Partnership” to implement recommendations outlined in the Plan; and

WHEREAS, members of such partnership may be formalized through resolution and in such case shall include, at minimum, (1) representative of the Village Department of Works (DPW), (1) representative from the regional New York State Department of Transportation (DOT) office, and (1) elected Village official; and

WHEREAS, this partnership may be enacted and undertaken as a subcommittee of the regional Bicycle-Pedestrian Advisory Committee (“BACPAC”); and

WHEREAS, the Village of Odessa recognizes the importance of making a concerted effort to thoroughly consider and incorporate the needs of cyclists and pedestrians of all ages and abilities in the planning and design process for all maintenance, reconstruction, and new construction within the Village; and

WHEREAS, “Complete Streets” has been recognized and adopted as law in New York State; and

WHEREAS, the Village recognizes that Complete Streets will increase economic viability, opportunities for multi-modal transportation, capacity and efficiency of the street network, rates of physical activity and related health

outcomes, neighborhood vitality, and social interactions, and incorporate traffic calming, limit greenhouse gas emissions, create a stronger sense of community, strengthen the local economy, and improve the quality-of-life for people in the community; and

WHEREAS, the Village of Odessa and its Department of Public Works have the ability to work with the Odessa Complete Streets Partnership and others to explore the development, maintenance, and enhancement of pedestrian, bicycle, and trail connections, direct a Complete Streets Program to address issues and concerns that arise with these amenities, and to adapt to changing needs and capacity within the program.

NOW, THEREFORE, BE IT RESOLVED, the Village of Odessa hereby recognizes the importance of creating Complete Streets through the planning, design, budgeting and implementation of local highway, street and sidewalk projects undertaken by and in the Village that enable safe multi-modal transportation for people of all ages and abilities, including children, youth, families, older adults and individuals with disabilities; and

BE IT FURTHER RESOLVED, that the Village Board shall establish a Complete Streets Policy as follows:

- 1.) **EDUCATION & OUTREACH:** The Village actively advocates for and supports the promotion of active transportation 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.

The Village is encouraged to coordinate such activities in partnership with the Odessa Complete Streets Partnership, Schuyler County Planning Department, Schuyler County Public Health, the Odessa-Montour Central School District, the Dutton S. Peterson Memorial Library, and other partners, organizations, and businesses, as appropriate.

Furthermore, the Village encourages NYSDOT and Schuyler County to consider a Complete Streets approach to networks under their jurisdiction within the Village of Odessa and adjacent communities.

- 2.) **PLANNING & ENGINEERING:** The Village shall provide safe and efficient accommodations for pedestrians and cyclists by incorporating Complete Streets concepts, design features, and practices in the planning, design, budgeting, and implementation of streets and sidewalk improvement projects, as well as projects which can reasonably involve pedestrian and cyclist accommodations, undertaken by or which are subject to review by the Village of Odessa.

The Village Board of Trustees and Village Planning Board shall encourage accommodations for pedestrians and cyclists, in compliance with a Complete Streets approach, through the review of applications, revision of the zoning law, comprehensive plan updates, and other relevant planning and review processes.

The extent to which Village-directed projects can incorporate Complete Streets considerations may be dependent on financial and staffing capacity; though efforts should be made to incorporate these measures into relevant projects to the greatest extent possible.

Other considerations to planning and engineering include:

- i. 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 to the cost of the larger project.
- ii. 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.

- iii. 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 Odessa.
 - iv. If the Department of Public Works 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 DPW Supervisor shall provide said determination in writing, with supporting documentation, to the Village Board for their information.
 - v. 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.
- 3.) **ENFORCEMENT:** The Village will provide a balanced enforcement of the New York State Vehicle and Traffic law for motorists, pedestrians, and cyclists. This will include enforcement of pedestrians’ right-of-way in crosswalks, cyclists riding with traffic, and all modes sharing roads safely. The Village will collaborate with local law enforcement to ensure this enforcement.
- 4.) **EVALUATION:** The “Advisory Board” shall review the Complete Streets Policy every four years and recommend updates to the Village Board as necessary.

DATE: _____

AYES: _____

NAYS: _____

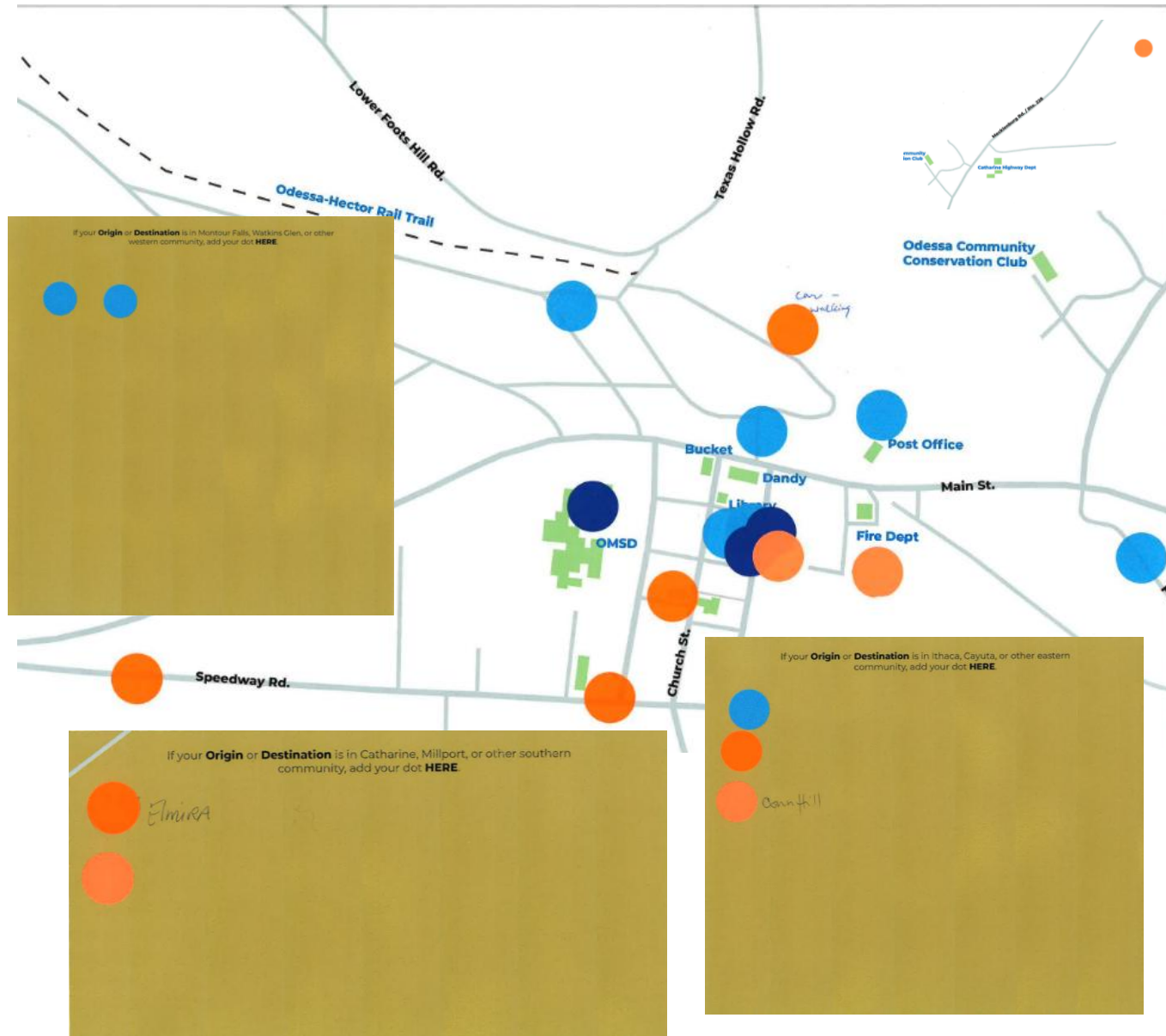
ABSTAIN: _____

Walkability Charrette Compiled Results

Origin/Destination

Participants were prompted to use an **orange** dot to indicate where they begin their day and a **blue** dot to indicate where they commute to. If participants make multiple stops, such as dropping kids off at school, picking up groceries, then going to work—known as trip linking, they were prompted to place their dot on their furthest destination. If participants originated or ended outside of Odessa, they were prompted to put their respective dot in the approximate direction. Twelve participants engaged with this activity, 6 of which noted their origin to be within the approximate “downtown” area—or the denser area—of Odessa. Two participants indicated their origin in the outskirts of Odessa (up Rte. 228 toward Mecklenburg and down Rte. 15), 2 from communities to the East of Odessa (one marked themselves as originating at “Conn Hill”, or Connecticut Hill, in the Alpine/Newfield area), and 2 from communities South of Odessa (one marked themselves as originating in Elmira). Most of the respondents (9) indicated their destination as within the Odessa municipal boundary, while 2 indicated their destination in a community to the West of Odessa, and 1 to a community to the East.

Conversations with residents indicate that many people pass through Odessa’s Main Street/Route 224 any given day. This is supported by NYSDOT’s annual average daily traffic (AADT), which shows the actual 2024 value at 3,538 vehicles on Main Street, with a pretty even split between easterly traffic (1,778) and westerly traffic (1,760).



Priority, Opportunity, & Concern Areas



Walkability Shopping List

Participant	Selected Remedies	# Remedies	Chips Spent (out of 50)
1	Street Furniture & Beautification: Benches; Bike Racks; Planters; Infrastructure: Bioswale; Shared-Use Path or Sidepath; Speed Reduction & Pedestrian Access: Speed Table	6	47
2	Infrastructure: Expand Trail	1	50
3	Street Furniture & Beautification: Functional Art; Playground; Infrastructure: Crosswalks; Bike Boulevard; Speed Reduction & Pedestrian Access: Speed Table; Pinchpoint/Choker (wrote in: speed bumps); Volunteer: Beautification Committee	7	44
4	Street Furniture & Beautification: Benches; Planters; Infrastructure: Sidewalk; Crosswalks; Speed Reduction & Pedestrian Access: Intersection/Crosswalk Markings; Stop Signs	6	39
5	Street Furniture & Beautification: Benches; Playground; Infrastructure: Sidewalk; Pedestrian Lane/Advisory Shoulder; Speed Reduction & Pedestrian Access: Intersection/Crosswalk Markings; Stop Signs; Volunteer: Beautification Committee	6	50

Popular Fixtures from Prompts

Benches Planters Playground Sidewalks Crosswalks Intersection/Crosswalk Markings Stop Signs

Respondents' selected remedies varied but generally involved something from each category, indicating that they recognized the importance of taking multiple approaches to improving walkability and the public realm. Responses also showed that community members were interested in less-traditional approaches to creating pedestrian access and connectivity. Additionally, despite feedback received during the first meeting, the charrette showed that there was considerable interest in beautification efforts and interest in the expansion of the trail; so much so that the respondent had crossed off their other selected remedies to use all of their "chips" for this remedy.

Resources for Planning & Implementation

Pedestrian & Cyclists Annual Events

Bike & Roll to School Days

May 6, 2026

May 5, 2027

May 10, 2028

<https://www.walkbiketoschool.org/plan/how-to-plan/future-dates/>

National Bike Month

Promoted by the League of American Bicyclists

<https://bikeleague.org/events/bike-month/>

National Bike to Work Week/Day

Promoted by the League of American Bicyclists to encourage commuting to work by bike

National Bike Week 2027 will fall on Monday, May 17th through Sunday, May 23rd, with National Bike to Work Day on Friday, May 21st

<https://bikeleague.org/events/bike-month/dates-events/>

Walk & Roll to School Days

October 7, 2026

October 6, 2027

October 4, 2028

<https://www.walkbiketoschool.org/plan/how-to-plan/future-dates/>

Helpful Links

Design Guides & Infrastructure

<https://tacticalurbanismguide.com/>

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf

<https://ruraldesignguide.com/>

<https://crosswalksla.org/how-to-guide.html>

<https://nacto.org/publications/design-guides/>

<https://www.vta.org/cdt/street-design-home-page/shared-street-woonerf>

<https://ruraldesignguide.com/mixed-traffic/advisory-shoulder>

<https://ruraldesignguide.com/visually-separated/pedestrian-lane>

<https://ruraldesignguide.com/visually-separated/paved-shoulder>

<https://ruraldesignguide.com/physically-separated/sidepath>

<https://ruraldesignguide.com/physically-separated/shared-use-path>

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/page05.cfm

https://www.portland.gov/sites/default/files/2021/pbot-pedestrian-design-guide_public-review-draft.pdf

<https://www.dot.ny.gov/programs/completestreets/repository/CompleteStreetsManual2012nyltap.pdf>

https://nacto.org/wp-content/uploads/fhwasa10007_MiniRoundabouts.pdf

<https://www.brla.gov/348/Types-of-Traffic-Calming-Methods>

<https://sdg.minneapolismn.gov/design-guidance/bikeways/sidewalk-level-protected-bike-lanes>

<https://sdg.minneapolismn.gov/design-guidance/bikeways/shared-use-paths>

<https://sdg.minneapolismn.gov/design-guidance/bikeways/advisory-bike-lanes>

<https://sdg.minneapolismn.gov/design-guidance/bikeways/neighborhood-greenways>

<https://nacto.org/publication/urban-bikeway-design-guide/designing-safe-intersections/unsignalized-intersections/red-indications/>

https://nacto.org/wp-content/uploads/chokers_and_crossing_islands_oxon.pdf

Safe Routes to School

<https://www.saferoutesinfo.org/>

<https://www.saferoutesinfo.org/toolbox/#teachingyoungpedestrians>

https://www.walkbiketoschool.org/wp-content/uploads/2025/06/SRTS_BikeBusGuide_2025.pdf

<https://alamedacountysr2s.org/our-services/plan-an-event/reboot-your-commute/>

<https://www.mass.gov/doc/pop-up-projects-for-safe-routes-to-school-may-2022/download>

Designing for All Ages and Abilities

https://nacto.org/wp-content/uploads/NACTO_Designing-for-All-Ages-Abilities.pdf

<https://missingmiddlehousing.com/>

<https://www.tn.gov/health/healthyplaces.html>

Public Realm

<https://asphaltart.bloomberg.org/projects/?status=completed-projects>

<https://www.here.la/urban-design>

<https://www.madeyoulookbaltimore.org/>

<https://www.groundshift.studio/about-chalk-riot>

Case Studies

<https://nacto.org/latest/how-austin-cut-speeds-by-20-mph-near-a-neighborhood-park/>

<https://www.letspropelatl.org/tactical-urbanism-workshop-recap>

<https://www.fox5atlanta.com/news/tactical-urbanism-volunteers-install-protected-walking-lane-sw-atlanta>

<https://assets.bbhub.io/dotorg/sites/43/2022/04/Asphalt-Art-Safety-Study.pdf>

Economic Development & Walkability

<https://bikeleague.org/sites/default/files/Bicycling%20Benefits%20Business.pdf>

https://nacto.org/wp-content/uploads/bike_corrals_miesel.pdf

<https://www.sportworks.com/about-sportworks/blog/the-economic-revolution-of-bike-parking>

Supporting Local Food Systems

<https://healthyfoodpolicyproject.org/>

<https://healthyfoodpolicyproject.org/framework>

<https://agriculture.ny.gov/system/files/documents/2019/10/communityfarmersmarketguide.pdf>

Green Infrastructure

<https://cornellbotanicgardens.org/conservation/going-green/sustainability-at-home/rain-garden-resources>

<https://wiki.sustainabletechnologies.ca/wiki/Bioretenction>

https://stormwater.pca.state.mn.us/stormwater_and_rainwater_harvest_and_use/reuse

Outreach & Education

<https://bikeleague.org/wp-content/uploads/2026/04/2026BikeMonthGuide.pdf>

<https://visionzeronetwork.org/>

Resourcing & Advocating

<https://places.nfg.org/wp-content/uploads/sites/2/2022/04/Resourcing-Rural-Organizing-Infrastructure-compressed.pdf>

<https://archive.strongtowns.org/journal/2022/5/4/how-to-calm-a-street-starting-with-your-own-anger>

Risk Homeostasis

<https://safetyrisk.net/risk-homeostasis-theorywhy-safety-initiatives-go-wrong/>

<https://pmc.ncbi.nlm.nih.gov/articles/PMC1123100/>

<https://lauravanderkam.com/2013/02/risk-homeostasis/>

Fun Theory

<https://youtu.be/2lXh2n0aPyw?si=vp5gLMW9FjYr0ifK>

<https://youtu.be/zSiHjMU-MUo?si=k9Pe5jcHfOpnWn6u>

<https://youtu.be/cbEKAwCoCKw?si=mF5FGPyh2HashCx5>

Considerations for Policies for Local Food Systems

- What are the possible urban agriculture activities in our community?
- What can be allowed in a widespread way with little controversy and what is controversial?
- What can be allowed, but controlled?
- What can be allowed, but only in certain places?
- Are there some places where specific activities should be encouraged?
- Who are the likely participants and how can positive relationships be fostered?

“Food Systems” are complex networks that include all the steps from production to consumption, along with food loss and waste reduction and recovery. Local and regional food systems refer to food systems where production, aggregation, storage, processing, distribution, consumption, and food recovery and recycling happen in the locality or region where the final product is marketed to consumers. The idea is that consumers receive information at the point of purchase about a food’s origin and that the community benefits from the system and its product.

Farms, food businesses, and markets in local and regional food systems often span urban, peri-urban (where urban transitions to rural), suburban, and rural communities. Approximately 78 percent of local food farms sell all their local food products within 100 miles of their farm. Metropolitan communities, with their larger concentrated populations, often serve as an important outlet for rural producers. More than half of local food farms are in metropolitan counties, where rural farm communities frequently reside near city borders. With the rise of urban agriculture in the U.S., cities are home to community and school gardens and commercial production too.

Local and regional food markets often overlap with direct-to-consumer markets, where producers sell experiences, such as farm tours, or products directly to consumers through farmers’ markets, roadside stands, agritourism destinations, or Community Supported Agriculture (CSA) programs. These markets often overlap but only sometimes. For example, Alaskan fishers may sell products directly to consumers in the Midwest or East Coast through purchasing cooperatives or by mail. Local and regional food and direct-to-consumer markets offer producers an opportunity to receive a larger share of profits while increasing the quality of food available to consumers.

These policies should seek to recognize the importance of healthy, sustainably-produced and locally-grown foods, community gardens, and other forms of urban agriculture; and to identify how to promote the production, distribution, and consumption by and for the residents of the community and its regional neighbors.

