

Village of Lakewood, New York

# Active Community Enhancements

## Project Summary and Recommendations



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## Active Community Enhancements Program Description:

The Village of Lakewood, New York was one of three communities across Chautauqua County awarded a competitive Active Community Enhancements (ACE) mini-grant from the Chautauqua County Department of Health and Human Services Community Transformation Grant program. The ACE program was created to assist communities in visioning and planning for improved safety and/or connectivity for pedestrians and cyclists. The program was developed with the expectation that communities awarded ACE grants will be better prepared to apply for funding to improve walkability and bikeability in the community.

The ACE awards included over 40 hours of technical assistance provided by County staff, along with a concept drawing by a landscape architect to provide a visual representation of a possible project. Each ACE community also took advantage of a unique opportunity to meet with representatives from New York State Department of Transportation and local foundations to learn more about the various funding opportunities available to them. Lakewood Village Board member David DiSalvo convened Lakewood's ACE Project Committee. Members included the Village Highway Superintendent, along with several community members. Chautauqua County Department of Health and Human Services consultant Lisa Schmidtfrerick-Miller acted as project facilitator.

Committee members initiated the project by conducting walkability assessments throughout the Village to evaluate potential safety issues, and discussed the results. (Sample attached.) Key findings of the walkability assessments included lack of safe pedestrian crossing of Route 394, perception of high vehicle speeds on some streets, and lack of sidewalks or space for cyclists on busier streets in the Village. Many locations, however, were identified as being well-suited to pedestrian use. The ACE committee was then tasked with identifying potential projects for infrastructure improvements, selecting a location or project to focus on for an architectural drawing, and gathering public input. The process and outcomes of these steps are the focus of this report.

This report is divided into 5 sections:

1. Village of Lakewood Project Summaries – This section summarizes 6 potential projects discussed by the ACE Committee. These summaries could be used as a basis for a project narrative on future grant applications.
2. Developing a Vision: Winchester Road Pedestrian Bridge – Describes why the committee chose the Winchester Pedestrian Bridge for development of an image detailing the vision of a pedestrian bridge, along with a picture of the final product.
3. The Public Input Process – This section summarizes the community survey conducted as part of this project.
4. Key Recommendations
5. Attachments –
  - A: Walkability assessment tool used by the ACE Committee
  - B: Copy of the community survey.

## **I. Village of Lakewood Project Summaries**

### **East Summit Avenue:**

#### **Sidewalk/path from Veteran's Park to Shadyside Road.**

##### **Description and Rationale:**

Despite its narrow gravel road shoulder and lack of sidewalk beyond Shadyside Avenue, East Summit is popular with cyclists and pedestrians. In most places, pavement on this section extends only a few inches beyond the travel lane. Average annual daily traffic is 3751 vehicles per day. According to the Lakewood-Busti Police Department, traffic speed on this section of roadway tends to be higher than other areas of the Village. This is likely due to the straight, flat terrain and the fact that there are fewer driveways or cross streets than on West Summit.

East Summit connects with East Terrace at its eastern terminus, as well as via numerous north/south streets. This creates loops that are popular with walkers, joggers, and cyclists. Residents use this road to access the ball fields and play spaces at Packard Field, ball fields and courts at LaGrega Field, and the playground and ball court at Veteran's Park. The Lakewood Dog Park is located just beyond Summit Avenue to the east.

##### **Existing Plans:**

The Village has a concept drawing for a physically separated sidewalk and on-road bike lanes which was provided by the Chautauqua County Department of Health and Human Services as part of its Complete Streets outreach. Several years ago, the County submitted an application for a "Lakewood-Jamestown Connector" to New York State Department of Transportation (NYSDOT) Transportation Enhancements Program (TEP) to, among other improvements, widen and pave the road shoulders along Summit, which is a County Road. The application was not awarded and has not been re-submitted due to other eligible projects taking priority. However, preliminary engineering needs and estimates were completed for the TEP application, and would just need to be updated to account for cost increases.

### **West Summit Avenue:**

#### **Sidewalk from Vista Way to Brooks Street.**

##### **Description and Rationale:**

West Summit Avenue is popular with cyclists and pedestrians, and provides the only through-connection from Chautauqua Avenue to the western border of the Village, other than Fairmount Avenue. Part of this West Summit runs along the Lake. The average annual daily traffic count for West Summit is 2051 vehicles per day, significantly lower than East Summit. Pavement on West Summit Avenue extends less than one foot, and in most cases just inches beyond the travel lane. The road has a narrow gravel shoulder. This road is popular with cyclists, walkers, and joggers wishing to avoid Fairmount Avenue, and with the many residents of the streets perpendicular to Summit. Destinations along West Summit include the Village Hall and the Lakewood Memorial Library, along with the businesses on Chautauqua Avenue. Two popular local ice cream businesses which are located on Fairmount Avenue are often accessed via West Summit.

##### **Existing Plans:**

The Village has concept drawings for a sidewalk along West Summit which had been completed some time ago by a local architect. Several years ago, the County submitted an application for a

“Lakewood-Jamestown Connector” to New York State Department of Transportation (NYSDOT) Transportation Enhancements Program (TEP) to, among other improvements, widen and pave the road shoulders along all of Summit Avenue, which is a County Road. The application was not awarded and has not been re-submitted due to other eligible projects taking priority. However, preliminary engineering needs and estimates were completed for the TEP application, and would just need to be updated to account for cost increases.

**Winchester Road Bridge:  
Re-establishing a pedestrian and bicycle connection over the Western New York and Pennsylvania (WNY&P) railroad tracks.**

**Description and Rationale:**

In 1993 the Winchester Bridge was closed to vehicular traffic due to concern about structural integrity, but it remained accessible to pedestrians and cyclists. In 2007, the Bridge had deteriorated to the point that it was closed to all users, and it was demolished in 2008. Throughout the process of determining that the Bridge needed to come down, area residents expressed concern at Town and Village Board Meetings and to the WNY&P Railroad about the impact this decision would have on walkability and connectivity for pedestrians and cyclists in the Village. Residents living south of the railroad tracks must now walk or bicycle well out of their way along a busy stretch of West Fairmount Avenue (NYS Route 394) with no sidewalk to reach either Chautauqua Avenue to the east or Green Street to the west, in order to access the Lake, the Village and Town Halls, Library, and other destinations north of the railroad track. With the bridge gone and factories located on Winchester closed, the daily traffic on Winchester Road is very low.

**Existing Plans:**

As part of the ACE Award, a concept drawing of a pedestrian bridge spanning the railroad tracks has been completed. There are also public records and published comments available online of residents who spoke out in favor of maintaining pedestrian access to the Village via Winchester Road.

**West Fairmount Avenue:  
Sidewalks from Chautauqua Avenue west to Summit Avenue.**

**Description and Rationale:**

This stretch of Fairmount is a two-lane State road with paved shoulders, and an average daily traffic count in excess of 10,000 vehicles per day. West Fairmount is mix of single-family, multi-family, and commercial properties. Destinations along West Fairmount include the Lakewood Post Office, a bank, and other retail. Despite the lack of sidewalk and the high volume of motor vehicle traffic, people can be seen walking on this road every day.

**Existing Plans:**

The New York State Department of Transportation website does not list a sidewalk project in this location as being a project in development; however, representatives from the New York State Department of Transportation have visited the area to assess the feasibility of adding sidewalks to

future projects involving this road. In addition, future repair or rebuilding of this road would require that NYSDOT consider the needs and safety of pedestrians in accordance with New York State's Complete Streets law as well as the Village of Lakewood Complete Streets policy.

### **East Fairmount Avenue:**

#### **Sidewalks from Chautauqua Avenue east to Elmcrest Avenue.**

##### **Description:**

This stretch of Fairmount is a two-lane State road with paved shoulders, and an average daily traffic count in excess of 10,000 vehicles per day. From approximately Elmcrest Avenue east, there are sidewalks on both sides of Fairmount Avenue through the Town of Ellicott and into the City of Jamestown. Also, from that point east, the road becomes 4-5 lanes, paved curb-to-curb, with no shoulder and a high concentration of commercial destinations. East Fairmount Avenue has a mix of residential and commercial properties. Destinations include the Lakewood Branch of the YMCA, and a variety of restaurants, retail, and other commercial properties.

##### **Existing Plans:**

As is the case with West Fairmount, the New York State Department of Transportation website does not list a sidewalk project in this location as being a project in development; however, representatives from the New York State Department of Transportation have visited the area to assess the feasibility of adding sidewalks to future projects involving this road. In addition, future repair or rebuilding of this road would require that NYSDOT consider the needs and safety of pedestrians in accordance with New York State's Complete Streets law as well as the Village of Lakewood Complete Streets policy.

### **Terrace Avenue:**

#### **Improving and/or extending sidewalk, additional traffic calming**

Terrace Avenue was not included on the list of projects that the community was asked to rank in the survey, as there were no existing plans from which to build upon. However, Terrace is a Village-owned street that was clearly identified by the ACE committee as handling a high volume of pedestrian and bicycle traffic. Terrace Avenue lacks bike lanes or paved shoulders, lacks sidewalks on some stretches, and much of the existing sidewalk is in need of repair. The right-of-way is narrow along much of Terrace, although in some areas there is on-street parking. In many cases, there is limited space available to add sidewalks, bike lanes, or paved shoulders. On a positive note, traffic speeds already tend to be lower on Terrace than on Summit. This is likely due to the narrower right of way and road width, more trees, houses, driveways, and curves, all of which factor in to calm traffic. The frequent presence of pedestrians and cyclists may also cause motorists to drive more cautiously. Drivers looking to either avoid Fairmount Avenue or to reach Fairmount Avenue are probably more likely to utilize Summit Ave, so traffic volumes are lower on Terrace as well.

##### **Recommendations for Terrace Avenue:**

Survey respondents expressed many concerns with conditions on Terrace, and made well-reasoned suggestions to improve safety. The Village might first consider employing a variety of traffic-calming measures to make the road safer and more comfortable for all users. These strategies could include elimination of centerline markings in favor of edge line striping, strategically placed speed

tables, signage reminding drivers to slow down for pedestrians, enforcing a lower speed limit, or other lower-cost measures. Repair or replacement of existing sidewalk is another improvement that would enhance the safety and walkability of the Village and bring the sidewalks into compliance with the Americans with Disabilities Act standards. As a Village street, improvements to Terrace are under the Village's control and should remain a priority for the Village.

## 2. Developing a Vision: Winchester Road Pedestrian Bridge

The Winchester Bridge project was selected by the committee as the location for the architectural drawing that was included with the Active Community Enhancement award. The Committee concluded that a drawing might help community members and potential project funders to visualize how a well-designed pedestrian bridge would not only improve connectivity between Village neighborhoods, but also greatly enhance the appearance of the neighborhoods near the bridge. Additionally, the committee took into account efforts underway in the Town of Busti to create a rail-with-trail project, and the potential for a pedestrian bridge to integrate with a rail-with-trail project below. A bridge would offer scenic views of the tracks and greenspace below, and the east-west views an ideal place for sunrise and sunset viewing.



## 3. The Public Input Process

### Selecting Potential Projects

The project areas selected for the community's input included sidewalks on East and West Fairmount Avenue, bicycle and pedestrian accommodations on East and West Summit Avenue, and building a pedestrian bridge over the tracks on Winchester Road to re-establish a connection from neighborhoods south of the railroad tracks to the Village center and Chautauqua Lake. These five projects each had some momentum already behind them in terms of planning, design, or community input.

A survey was developed to gather public input regarding the 5 potential projects that the committee identified, as well as to solicit community input on other issues relating to walking, bicycling, and driving in the Village of Lakewood. (Attachment B) A total of 147 people responded to the Lakewood ACE survey. 111 people responded online and 36 paper surveys were collected. The survey was promoted through local newspaper, social media, and direct email from ACE committee members, and was available on the Village website. Paper surveys were available in the local library, the Village hall, and several local businesses. The only graphic provided with the survey was a project location map:



*This map was included with the survey, along with project description and scope for each proposed segment.*

### Survey Results:

#### Project Rankings

Survey participants first viewed a map which identified 5 possible infrastructure improvement projects, along with a description of each project and its scope. Respondents were then asked to rank the projects from 1 to 5, with 1 being their highest priority project, 2 the next highest priority, and so on, and were asked to assume that money and right-of-way were not barriers.

20 of the 147 surveys completed were not included in the ranking results, due to individuals having assigned equal ranking to more than one project. Their responses to all other questions were, however, included in the survey results and analysis.

The table below shows the projects listed by average rank. Also included are the number of #1 rankings and number of #5 rankings that each project received. The East Summit and West Summit projects received the highest overall rankings, as well as the fewest number of “5” rankings. Winchester Bridge had the highest number of “5” rankings, but still ranked third overall and had the second-highest number of “1” rankings after East Summit.

<b>Rank/ Project:</b>	<b>Average Rank:</b>	<b># of '1' Ranks</b>	<b># of '5' Ranks</b>
1: East Summit Ave.	2.45	35	9
2. West Summit Ave.	2.64	28	13
3. Winchester Bridge	3.08	29	43
4. East Fairmount	3.22	24	27
5. West Fairmount	3.48	11	35

The rankings were cross-tabulated by whether respondents lived north or south of the railroad tracks which bisect the Village. As might be expected, the results differed once the respondent’s locations were taken into consideration. A total of 60.5% responses came from those living north of the tracks, and 21.8% from those living south of the tracks. The location of the remaining respondents could not be identified.

<b>Residence of Respondent</b>	<b>Number</b>	<b>Percent</b>
North of Railroad Tracks	89	60.5%
South of Railroad Tracks	32	21.8%
Location undetermined whether N. or S. (e.g. Shadyside Ave.)	18	12.2%
Other(no response/live elsewhere)	8	5.1%

For those living south of the railroad tracks, Winchester Bridge was the highest ranked project, and West Fairmount a close second. This makes sense, as many of those families currently need to travel along West Fairmount to reach streets which connect them to the Village Center or to Chautauqua Lake. Winchester Bridge would provide a more convenient connection but would still require some to walk on West Fairmount to reach Winchester Road.

Those living north of the tracks identified East Summit as the highest-ranked of the five projects, closely followed by West Summit. The Winchester Bridge received the third-highest ranking.

<b>Project Ranking by those SOUTH of RR</b>	<b>Avg. Rank</b>	<b>Project Ranking by those NORTH of RR</b>	<b>Avg. Rank</b>
Winchester Bridge	2.77	E. Summit	2.23
W. Fairmount	2.81	W. Summit	2.28
E. Summit	2.94	Winchester Bridge	3.16
E. Fairmount	2.94	E. Fairmount	3.53
W. Summit	3.55	W. Fairmount	3.80

## Other Potential Locations or Projects

As a follow-up to the ranking exercise, survey participants were asked if there were walking, bicycling, or safety projects that were not on the list that they would have included for consideration. 49 individuals responded to this open-ended question, and their responses are summarized below. The complete list of responses is included at the end of the survey summary. The most-frequently suggested project was improvements to Terrace Avenue, followed by the Town of Busti's proposed Rail-with-Trail project, the LoCo Trail, other trails, and traffic signals on Fairmount.

Other Location or Project?	Number	Percent
Improve Terrace for walking/biking	19	39%
Complete the Busti rail-with-trail	10	20%
Trails – other than Busti rail-with-trail	6	12%
Traffic signals on Fairmount	4	8%
Miscellaneous responses	10	20%

## Who Completed the Survey?

Approximately three-fourths of respondents report bicycling or walking at least 2 times per week, with 42.9% reporting daily walking or bicycling activity. The survey was titled and promoted as the "Lakewood Active Community Survey", which may have led to more individuals who are interested in walking and biking completing the survey. Regardless, this indicates an active community that values safe conditions for walking and biking.

Frequency of walking or biking	Number	Percent
Do not walk or bike in village	9	6.1%
1-2 times per month	14	9.5%
1 time per week	14	9.5%
2-3 times per week	47	32.0%
Daily	63	42.9%

The majority of responses came from those aged 51-70. Only one respondent was under age 17.

Age of Respondent	Number	Percent
Declined to answer	2	1.4%
Under 17	1	0.07%
17-50	51	34.7%
51-70	80	54.4%
71 or above	13	8.8%

## How important is it for Lakewood to continue to improve safety, walkability, and bikeability?

Survey participants overwhelmingly support the Village continuing to improve safety for all users of roadways in the Village.

Support improving conditions for safe walk/bike/traffic?	Number	Percent
Yes	139	94.6%
No	2	1.4%
Neutral	3	2.0%
No Response	3	2.0%

### Open-ended Comments

The final survey question offered respondents to add any additional comments regarding walking, bicycling, or general traffic safety in the Village. Their responses are listed below, and offer good insight and suggestions regarding the community's needs. Based on these comments, it is apparent that residents value Lakewood as a walkable and bikeable community.

#### Please share any other comments you have about walking, bicycling, or traffic safety concerns in the Village!

Nice job!

Are there bike racks anywhere on Chautauqua Ave?

Create bike lanes, clean side of roads, and maintain road surfaces on sides for biking.

Consider reducing E. Fairmount Ave to 3 lanes to Ellicott& 2 bike lanes

In favor of any improvements to walking paths in the village

The outcroppings of hardscape on Chautauqua Ave are a hazard to vehicular traffic and should be pulled back a few feet to remove the hazard. Many merchants watch motorists repeatedly hit those curbs sustaining damage to their autos and endangering the public when doing so!

Auto speed limits do not seem to be enforced.

Speeding on W. Summit and drivers rolling thru stop signs.

It's a must for quality of living to develop these trails. This community wants to attract young professionals these trails will help improve this. Additionally, public transportation is deplorable Lakewood is building many jobs but we need to have a safe way for those to commute to work and bike trails could be a solution

Speed limits need more enforcement

One long SAFE bike loop in the residential village.

I currently do not walk in the neighborhoods because there are no sidewalks. It is too difficult to walk on the side of the roads and having to watch out for cars, etc. It is just much safer to have sidewalks because they designate walking lanes and I think are much safer for folks walking either individually, in groups or walking pets.

The Hollyloft Ski & Bike Shop on E. Fairmount (483-2330) has an active bike club, and has a fully-developed plan for an asphalt bike trail along the railroad right-of-way, all the way from Celeron, through Lakewood, and up to Hunt Road. They're just trying to get enough funding. Why not add your grant to this and get it done?

Keep up the good work!

Safety a must.

Sidewalks would be great on W Summit and E Summit because of the number of distracted drivers I see while walking.

it is dangerous for bikes and walkers

Consider changing street parking from angled to parallel on the west side of Chautauqua Avenue.

Walking in the street, should just not be acceptable!

Thank you for continuing to push for this important project. I love driving through Warren and seeing all the people using the walking/biking path.

This is not a bike friendly county, period.

Conditions of heaving sidewalks in areas that have them is a concern. We need to upkeep existing walkways as well and not add more if they are not kept up.

We live in a beautiful area that should be supporting outdoor activity by providing safe places to run,walk,bike

Signs should announce that Lakewood is a healthy community and that we have walkers, joggers, bikers, etc., and that motorists should give the right of way to these folks.

if you can't install sidewalk, eliminate drainage ditches by burying storm sewer pipes (perhaps as part of an environmental project to eliminate storm sewers entering into the lake without retention efforts to remove sediment) and then widen and pave the shoulder

A complete walking and biking Community

There should be bike lanes to all recreational places in the Village so children and adults can get physical exercise and cut down on carbon emissions that add to global warming and climate change.

Thanks for taking this project on!

Given the amount of current vehicular traffic on Fairmount Ave and proposed commercial development I would not recommend providing pedestrian facilities along 394.

NOT on the railroad tracks

Consider asking the state to place multiple stop signs along Summit to discourage traffic that uses Summit instead of Fairmount. Very dangerous. Also be sure to make community owned property obvious so people use it along the lake.

I feel nervous driving by runners/walkers on the road in winter

Would love to walk more often to activities in the village but walking on Fairmount with no sidewalk is extremely unpleasant.

I love having all the historical markers.

Reliable, even walkways in the village would encourage more walking, which would result in better health.

Terrace Ave is a major safety problem. Thanks

Have a safety campaign promoting not only a person's own safety, but also as a consideration of others, especially drivers, for walking/biking in the dark. People need to wear large reflective strips or lights so they can be seen in the dark. As an example, there are two women who walk on Summit at about 5:30 AM +/- who are dressed in all dark clothing and it is very difficult to see them, in addition to watching out for deer jumping into the road. Really, the police should talk to them before someone hits them someday.... they really NEED to make themselves more visible! You would think adults would have more sense, but apparently they don't.

Biker and walker respect for traffic & visa versa

East summit east of Shadyside is dangerous to walk or bike on because of no shoulder

Why not make Summit one way east-bound and Terrace one way west-bound, with the opposite lanes of each reserved for bikes & walking both ways? No construction, and very little cost.

I am on Summit Avenue daily as a walker, runner, and/or cyclist. This is a residential area and should be considered safe for such activity. While there are many considerate drivers, there are many who do not feel that we "belong" on the side of the road and choose to "scare" us by coming as close as possible just short of making contact. What they do not understand is that this is no different than pointing a loaded gun at someone. In a time when obesity is becoming epidemic and Chautauqua County is being scrutinized for its poor health and morbidity statistics, it is vital we take steps to encourage the activities that will reverse this trend. By providing sidewalks and perhaps a bike lane, we are attempting to promote a safe environment for all.

would love to have a walking/biking trail somewhere for safety

Police cars at excessive speed on Summit

Such a great idea!!

Walking, biking and fitness is not only healthy, but a great topic to rally all residents for a better village. More surveys on other subjects a great idea too.

I have been injured riding my bike on Fairmont due to aggressive drivers I also jog a lot in the Village area would love to feel more safe when I exercise

It should be VERY high priority

live on Jones, run dog in Village

Some people MUST walk on Fairmount to get places; it's unsafe and needs fixed. Thanks!

VERY much in favor of improving conditions

Addition of bike path along RR Cummins to Jamestown

Thank you

I feel that the bicycle should obey traffic laws just as cars do - they often do not. We need trails for bikes and walkers.

Please repave Terrace as it is in very poor shape. If you are trying to attract business for Chautauqua Ave you need to start on Terrace.

Cite property owners that allow vegetation to overgrow sidewalks. Rehab existing sidewalks so kids can use them in winter.

Upgrade repair existing infrastructure

E & W Fairmount sidewalks are a stupid idea because no one will ever use them. W. Summit is really dangerous without sidewalks.

Upgrade repair sidewalks we have.

### Open-Ended Responses to Question # 2, projects not on ranking list:

#### Are there any other walking/bicycling/safety projects that you would have included on this list?

crosswalks or pedestrian crossing light at Fairmount and Big Tree

Bicycle racks at convenient locations might encourage more riding when running errands; bicycle lanes or wider/smooth shoulders to encourage riders to stay on road and off of sidewalks

More lighting in the village.

Loco trail!

Traffic light/crosswalk at Big Tree Rd & Summit on Fairmount

E Terrace where there are currently no sidewalks

Continuing sidewalks on East Terrace from Marvin east.

a trail that would connect to the planned trail from Celeron to Jamestown. a scenic paved trail away from traffic for family and recreation use. Possibly up by the brewery or off of Baker?

Build stairs at Hartley Park to allow people to safely access the lower areas of the park.

Wider shoulders for bike lanes

Shadyside Summit to Fairmount

Safe "residential" streets in the village for biking. Summit and Terrace are NOT safe for biking or walking!! The circle off Winchester is great except one family has a large lab dog that is not fenced in - he chases bikes.

E Terrace where there are currently no sidewalks

All of Terrace Ave.

Terrace Avenue

Loco Rail Trail

E. Fairmount to the mall if that's not already included.

There should be an interconnect between the brewery and the mall along the village's south border or just to the south of it. And, a connection from Vukote area to the brewery. The pedestrian bridge is a great idea; the money might be better focused in other areas.

Side walk on Vista Way should be usable - Shrubs hang over and you cannot utilize the sidewalk.

Full Length Summit and Terrace

Bike lanes on the entire length of Terrace and Summit so residents can safely bike on those busy streets

Suggest a plan to interface with the proposed Loco bike trail.

Create interconnections between all roads that are adjacent to the lake to create one lakefront walking path along the roadway, and including the "paper street between Park and Winchester.

LoCo Trail

East Terrace Avenue - Sidewalks

make sure the bike riders know they have to obey ALL traffic laws, like stop signs, traffic control lights, turn signals

Terrace Ave...East and west for walking and strollers

Some older sidewalks have frost-heaved up, or cracked, causing potential tripping hazards, especially for the elderly. Terrace St. and other downtown areas.

E Terrace where there are no sidewalks.

Include Terrace. That's where people want to bike & walk.

Sidewalk on Terrace Ave

east terrace ave sidewalk

Bike Lane on East and West Summit.

Chautauqua Ave

LoCo Rail Path

walking/bike trail around the lake

West Terrace Avenue existing sidewalk at the light where hedge is growing over sidewalk - Monagle property.

Sidewalks on Terrace

more boat and dock access

Loco Trail!

Bike paths everywhere, please!

Bike path to Ashville and Rt 474 would be great

traffic control light at E. Fairmount and Shadyside would be great

Continue sidewalk on Terrace from Marvin to Canal. A walking path along Terrace would be awesome!

Extend sidewalk terrace from Marvin to where sidewalk resumes on lower E. Terrace. E. Summit from Beechwood to Shadyside

Chautauqua Ave is an accident waiting to happen. Who engineered the parking spaces?

The Village needs to budget more \$\$ annually to upgrade existing sidewalks

Shadyside and Fairmount intersections need traffic light

## 4. Key Recommendations

Residents of the Village of Lakewood place high value on living in a walkable, bike-friendly community. A case could be made for any of the proposed projects, but this report did not get into details such as rights-of-way, project cost, or how a project might relate to a long-term plan for improved bicycle and pedestrian connections throughout the Village. Those details would help to determine how to prioritize potential projects. Understanding those limitations, we offer the following general recommendations:

1. The importance of planning for infrastructure improvements was made very clear by the New York State Department of Transportation representatives at our ACE project funding workshop. While the ACE project has given its communities a strong head start, the Village should seek opportunities to do additional planning for such improvements. This could be as simple as a five-year sidewalk plan. Projects can then be completed in phases as resources and opportunities allow.
2. New York State Department of Transportation's Transportation Alternatives Program, like other federal funding sources, requires a local share which is typically 20% of the project cost. While in-kind services (such as the highway department providing manpower) can make up part of this share, the Village might consider allocating funds, at whatever level is acceptable, to annual sidewalk or other pedestrian-oriented infrastructure improvements. These funds could be leveraged as local share of grant funding if needed.
3. Because Terrace Avenue is a local (meaning Village) road and therefore under the Village of Lakewood's control, it makes sense to start here with improvements suggested in the ACE Report, as the Village's resources allow.
4. Maintaining regular communication with the County DPF, who is responsible for Summit, and the NYSDOT, who is responsible for Route 394/Fairmount Avenue, is important. Each entity should be made aware of the Village's desire to improve conditions on Summit and Fairmount, respectively. Funding opportunities sometimes arise on very short notice, and there could be opportunities to work pedestrian or bicycle improvements into what at first glance might seem to be an unrelated project, such as drainage work. Even mill and overlay work presents an opportunity to re-stripe pavement to create wider shoulders or crosswalks.
5. Efforts underway in neighboring municipalities, such as the City of Jamestown's Riverwalk and the Lucy Trail (McCrea Point Park to Celoron Park, funding has been secured) should be considered as opportunities to build and expand connectivity between local municipalities.
6. The Chautauqua 20/20 Comprehensive Plan offers numerous recommendations relating to improved walkability for communities across the County. The Chautauqua County Greenway Plan places an improved on-road connection from Jamestown to Ashville, through Lakewood, as a "Significant Priority" recreation greenway project. Both of these plans should be carefully reviewed and referenced to support future funding applications.