ONEIDA COUNTY

Main Street Program

Plan Report

VILLAGE OF NEW YORK MILLS

Anthony J. Picente Jr.
County Executive

Acknowledgment

This plan and the capital project list were developed through the Oneida County Main Street Program, an economic development and infrastructure initiative created by Oneida County Executive, Anthony J. Picente, Jr. and approved by the Oneida County Board of Legislators.

The Oneida County Department of Planning administered and staffed the Main Street program. The Program was delivered through direct coordination with the local municipalities and municipal leadership.

The Main Street program was provided planning and technical support from the consultant team of Planning4Places, Weston & Sampson, Sam Schwartz Engineering, and CLA Site Design.

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Section 1: INTRODUCTION

The Village of New York Mills is reimagining its public space as part of the Oneida County Main Street Program. This countywide initiative supports local municipalities in efforts to redesign key corridors, better serve users of all transportation modes, promote business activity, and strengthen downtowns across the region. The program provides financial and planning support to aid in economic recovery and creates places that are equitable, safe, and accessible for users of all ages and abilities. The Main Street Program will provide better opportunities to establish access to local businesses, accommodates pedestrians and bicyclists, supports climate-smart investments, complements existing assets, visually enhances streetscapes, and creates vibrant places.

The Village of New York Mills Main Street Plan incorporates best practices and guiding principles of complete streets development introduced by the National Association of City Transportation Officials (NACTO) Global Street Design Guide, the National Complete Streets Coalition, the New York State Department of Transportation (NYSDOT) Complete Streets Program, and the Federal Highway Administration (FHWA). The Main Street Plan is responsive to local conditions and reflects the most pressing needs and concerns of the community.

The Oneida County Main Street Program provided $500,000 to be used for planning services. Oneida County procured professional community and complete street planning professional services to deliver the Program. Municipalities applied to be part of the Program and had to demonstrate a vested interest in fostering safety, accessibility, transportation concerns, and the future development of their community. The Village of New York Mills presented an application that linked past investments and planning work with a future vision that builds on the character and uniqueness of the community.

The Village of New York Mills' project centers on the creation of Centennial Park, which will be located on Main Street between Mill Street and Maple Street. The Village is focusing on enhancing safety, accessibility, and economic development potential with pedestrian amenities and visual improvements to Main Street. The Village envisions a strong parks network connecting existing parks and memorials to newly reimagined public spaces. This would link together assets such as Centennial Park, Pietryka Park, and Pulaski Park. A key focus area for connectivity is the intersection where Main Street splits into Burrstone Road and Clinton Street at the entrance of Pietryka Park.

Background Information

The Village of New York Mills spans the border of the Towns of Whitestown and New Hartford. Main Street has historically been, and remains, a key corridor at the center of the 1.2 square mile Village. New York Mills is bordered by the heavily trafficked NYS Route 5A, comprised of Commercial Drive to the west and Oriskany Boulevard to the north. Most of the businesses within the Village are located along Main Street, which splits into Burrstone Road and Clinton Street to the south and terminates near Oriskany Boulevard (NYS Route 5A) to the north. Main Street serves as a geographical link between several high-traffic areas including St. Luke's Hospital, Utica College, Sangertown Square Mall, and a variety of businesses along NYS Route 5A. As the primary thoroughfare of the Village, Main Street is often the first point of access for both residents and visitors.

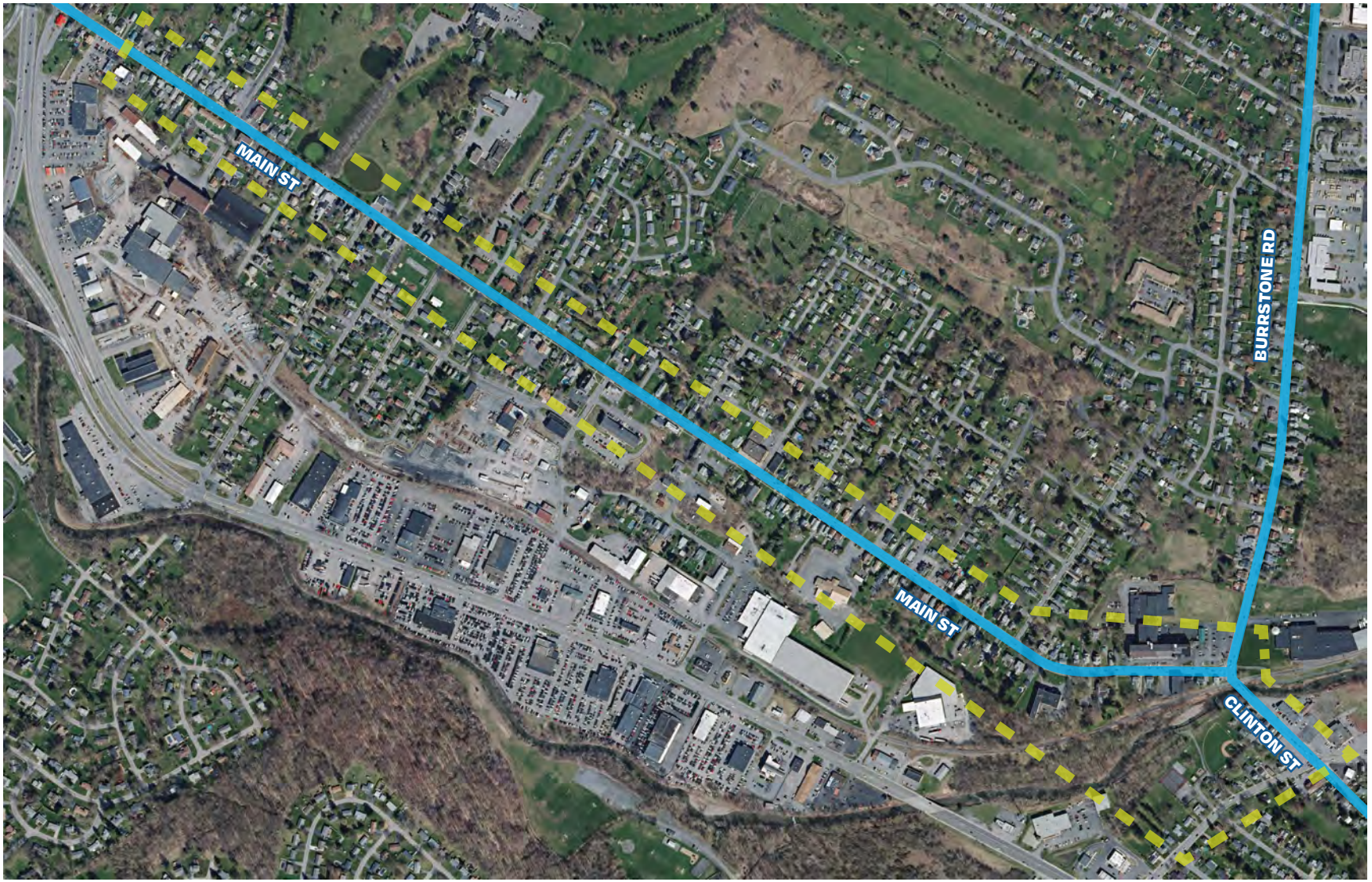
According to the 2020 U.S. Census, the Village of New York Mills has a population of 3,244 people. Per the 2019 U.S. Census ACS 5-year estimate, the Village contains 1,667 households and has a population density of 1,389 residents per square mile. Among the population, 22.6% are over the age of 65 and 17.7% are under the age of 18. The poverty rate in the Village is 17.0%, with a slightly higher rate of 18.3% for those over the age of 65. Factors influencing mobility include 15.7% of the Village's population having a disability and 9.7% of households not owning a vehicle.

The Village is interested in beautifying Main Street through a newly planned park, as well as a series of ADA-compliant sidewalks that make the park and surrounding area accessible to all. The Village is also concerned about the safety and accessibility of the walkways at the intersection where Main Street splits into Burrstone Road and Clinton Street, specifically near the entrance of Pietryka Park.

This Plan is an extension of various planning and Main Street development activities that New York Mills has undertaken in recent years. This includes a Main Street Storm Sewer project, in which the Village received $490,000 through CDBG funding to reduce flood risks for the community and alleviate the impacts of disinvestment by local property owners. The Village is also a recent recipient of New York Main Street Technical Assistance (NYMS-TA) funds to be used towards the redevelopment of the historic Mill #3 into becoming the site of over 40 affordable/senior housing units.

New York Mills continues to pursue additional funding sources to develop the housing and transportation conditions throughout the Village. This includes CDBG Housing Rehabilitation Program funds and funding for the Village's ongoing LED lighting project. Finally, New York Mills has recently established a Codes Committee and a Project Selection and Advisory Board to help the Village take advantage of opportunities for growth over the next four years and beyond.

Final Project Area Map



Project Area

The project area is Main Street, in its entirety, from the intersection with Burrstone Road and Clinton Street traversing north to the Village line within feet of Oriskany Boulevard (NYS Route 5A). Main Street is the heart of the Village and has two anchor properties, Mills number 1 and 3. Within this study area, special attention is given to the section of Main Street located between Mill Street and Maple Street, where the Village plans to create a new public space, Centennial Park.

Vision & Goals

The Village of New York Mills aims to make Main Street more visually appealing, accessible for all members of the community, and attractive for economic investment. The Village hopes to create a centrally located space in the community where residents can gather and connect. Crucial to this idea is the development of Centennial Park, which combines placemaking elements and pedestrian enhancements in the development of a new community asset. Centennial Park is part of the Village's broader plans to celebrate the 100th anniversary of its incorporation and will give residents and passersby a new place to visit. Centennial Park will add benches, improved lighting, a monument, planters, flowerbeds, and ADA-accessible sidewalks to a centrally located public space.

Beyond the development of Centennial Park, a focus of the planning process was to identify ways to improve connectivity between and accessibility at important nodes in the Village, while also enhancing the pedestrian experience along the entire Main Street corridor. New York Mills envisions structurally improved and beautified sidewalks and the installation of crosswalks along the length of Main Street. These walking accommodations are intended to connect residential neighborhoods, businesses, and recreational opportunities at places such as Pietryka Park, Pulaski Park, the pocket parks, and the Rayhill Memorial Trail.

In addition to connecting the parks, the Village also envisions improving Pietryka Park, Pulaski Park, and its many pocket parks. The Village also would like to enhance its streetscape, add new amenities, and create a bicycle network to the Rayhill Trail.

Planning Process

Oneida County Executive Anthony Picente first announced the launch of the Main Street Program on July 28, 2021. Following the program's launch, participating municipalities were required to submit an application in which they identified potential project ideas and outlined several best practice components to be included as part of their proposed projects. In August 2021, Planning Department staff met with local leaders to discuss improving access to and amenities in the parks, planning efforts underway, supporting business growth, addressing roadway safety issues, accommodating bicyclists, and creating a pleasing pedestrian environment within the Village of New York Mills.

The Main Street planning process included site visits and meetings with stakeholders from each community. In April 2022, a site visit and preliminary discussion of needs and opportunities took place. Attending the site visit were Oneida County/HOCTC staff, Village elected officials, Village consultants, and members of the Oneida County Consultant Team. Following the site visit, a Design Ideas Workshop was held in June with Village officials, staff, the Village's consultants, Oneida County/HOCTC staff, and members of the County's Consultant Team to refine ideas on multi-modal transportation options, streetscape amenities, and project ideas.

The outcome of the site visit and follow-up design workshop is represented on the site-visit map. This map shows the linkages between existing elements, concerns, and features of the community and the proposed, conceptual, and envisioned projects for the community. This method of capturing the present and future aspirations of the community allows for the realization and shaping of the community's vision and goals for its future.

Initial Site Visit Map

KEY

● = Existing Condition Item

● = Potential Improvement Item

A. Pietryka Park
B. Dog Park
C. Future Centennial Park area
D. Ongoing Pavement & Sidewalk Improvements to school
E. New York Mills Union Free School District
F. Pulaski Park
G. Pothole improvement needed in these areas, poor condition throughout Main Street
H. Speed signs / slow traffic signs
I. Traffic calming & speed signs needed throughout area. Way-finding signage for park connections. Investigate off-main street bike route
J. NYMSTA, vacancies for new tenants / residents
K. CDBG Grant for storm sewer improvements, milling & paving, lane markings
L. NYSDOT project ongoing to widen road
M. Flood bench area, ongoing floodplain project
N. Area of flooding concern, ongoing survey project
O. Urban forest area
P. National Grid demolition & paving ended, flooding / ponding issues
Q. Pedestrian & bicycle accommodations
R. Improvements to existing pocket parks along Main Street and identify location for future COVID-19 Memorial Park

Section 2: WALKING ACCOMMODATIONS

Inventory & Analysis

The Village of New York Mills is a very walkable community and there are sidewalks along Main Street in the core area. Existing crosswalks are, in most cases, painted lines (either of the ladder or standard style). During the Site Visit, it was noted that crosswalks need to be restriped within the project area. Crosswalks also need to be installed on Clinton Street between Pizza Boys and Pietryka Park, along Main Street at the Maple and Mill Street intersections (on either side of Centennial Park), and at other intersections throughout the Village. Crossing Burrstone Road at Main Street is particularly difficult as the pedestrian countdown timer only provides approximately ten seconds to cross. Typically, a wide intersection like this needs a longer period of time for pedestrians to cross prior to the light changing.

The Village is currently studying its ADA compliance as part of a HUD-funded CDBG project. An assessment of the existing conditions found that sidewalks in the Village are generally 5', which is the minimum width currently recommended for a pedestrian through zone. Sidewalk replacements will be prioritized as roads are being repaved and in select high pedestrian traffic locations (such as connections to parks, schools, and other frequent pedestrian destinations such as the post office or businesses). Additional sidewalk connections could be added from the primary side streets used by pedestrians to connect to the east and west sides of Main Street.

The Clinton Street Bridge over the Sauquoit Creek is planned to be replaced due to structural deficiencies (as part of a separate project). Local stakeholders see the replacement project as an opportunity to create a more flood resilient community by ensuring that the new bridge is wider and realigned. The project will address and attempt to mitigate ongoing sediment erosion concerns along the Sauquoit Creek underneath the Clinton Street Bridge, which has severely reduced pedestrian accessibility to The Philip A. Rayhill Memorial Trail System. Properties that experience repetitive incidences of flooding are also proposed to be demolished in this area. The project will increase infrastructure durability and transportation safety creating a more resilient community in the process. In addition to the bridge replacement, pedestrian facilities will be incorporated connecting to The Philip A. Rayhill Memorial Trail system.

The Philip A. Rayhill Memorial Trail is an accessible, asphalt trail that runs through the Towns of New Hartford and Whitestown, the Village of New York Mills, and runs parallel to NYS Route 840. The 5.22-mile South portion of the trail connects New York Mills to the Town of New Hartford whereas the 4.95-mile North section continues to the Town of Whitestown. From the New Hartford Street Parking area, the South section crosses the Sauquoit Creek into New York Mills. Sidewalks connect Pietryka Park to the trailhead. Trailhead parking is found at Clinton Street, New Hartford Street, Clark Mills Road, and Middle Settlement Road. There are signalized crossings at NYS Route 5A, the Consumer Square entrance, Middle Settlement Road at BOCES, Clark Mills Road, and Halsey Road. There are mile marker signs and on-pavement painted markings every tenth of a mile, several trailside overlook/fishing platforms, landscaping, and benches. The trail is intended for use by pedestrians and cyclists. Although it is located in a central area of the Village, it is relatively disconnected from the parks and requires challenging pedestrian movements to access at a high traffic volume intersection in the Village.

Walking Accommodations Best Practices

Sidewalks

Physical infrastructure within communities. They serve as the initial and last step in the trips people take and help to facilitate economic activity within the Village. Enhancing and investing in sidewalks can maximize foot traffic to businesses on main streets, as well as provide a social benefit to the public. Walking accommodations provide a sense of safety when visiting a place and encourage walking.

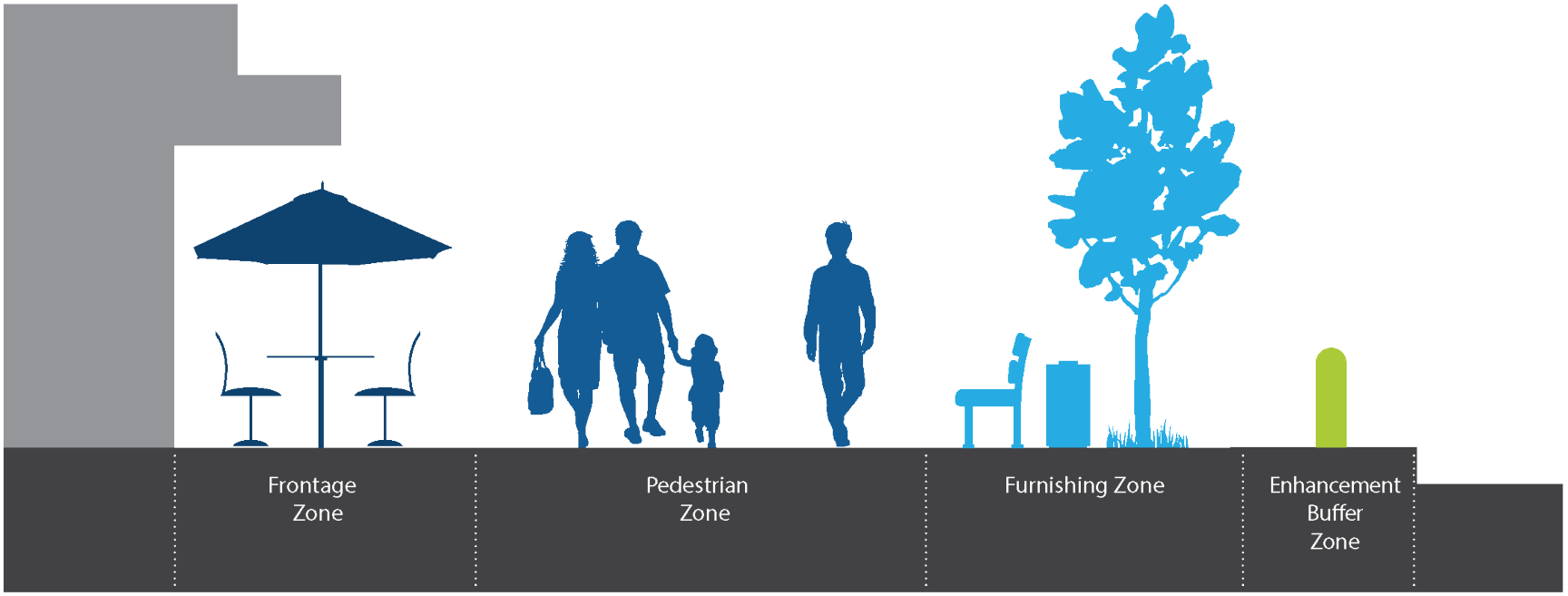
Attention to detail with sidewalk design, use, and maintenance is critical to the Main Street Program. A standard 5′ wide sidewalk, free of obstructions may be sufficient in a general neighborhood setting, however, to facilitate the varying movements that occur in the sidewalk zone in downtown or main street area, wider sidewalks are recommended. Sidewalk components include:

FRONTAGE ZONE
in the sidewalk area is the area immediately in front of buildings. This area can act as an extension of the business providing outdoor seating, a sales area, and advertising space. Sidewalks that support small businesses, large offices, and/or services should be able to support a higher level of traffic with sidewalk widths of 10′ or greater.

PEDESTRIAN ZONE
is typically the central sidewalk area. This zone should be a minimum of 5′ wide for accessibility of all users. Ideally, it should be as large as practical.

FURNISHING ZONE
is the area in between the walking zone and the curb of the street. This zone provides space for utilities, lighting, street trees, greenspace, storage areas for bicycles, and transit accommodations.

ENHANCEMENT BUFFER ZONE
is the space immediately next to on-street parking or travel lanes. It should be able to support safety elements and accessibility features such as transit stops and ADA compliant crosswalks. Enhancement Buffer Zone and Furnishing Zone elements can be combined when appropriate.



Sidewalk placement (not width) can vary as needed to accommodate large tree roots and to allow for adequate tree growth. The finish materials and pattern of the sidewalk should be maintained through driveways, alleyways, and curb ramps. Sidewalk height should remain consistent through driveways or other vehicular access points to ensure continuous pedestrian travel.

Americans with Disabilities Act (ADA) Access

In some cases, accessibility can be difficult due to uneven sidewalk surfaces, curb cuts, and adjacent areas. Oneida County communities are addressing this by repairing and replacing sidewalks where needed based on available funding. All new installations shall meet the standards set forth in the Americans with Disabilities Act (ADA) and, on state highways, NYSDOT's standards for the accessible design of pedestrian facilities as established in Highway Design Manual Chapter 18, based on the Proposed Rights of Way Accessibility Guidelines (PROWAG).

ADA Curb Ramps

Required by law at street crossings to allow people with mobility limitations to safely and comfortably cross. Curb ramps must include detectable warning tiles to indicate to visually impaired pedestrians that they are leaving or entering the street. Curb ramps also benefit people in wheelchairs, sidewalk users with strollers, and people wheeling objects such as personal shopping carts or dollies for deliveries.

Crosswalk Design

Painted crosswalks alert motorists of a crossing and can be used to improve pedestrian safety. The desirable path alignment at a street crossing is 90 degrees or perpendicular to the crossing street to maximize sight lines and minimize the crossing distance, the time needed to cross, and the general exposure of crossing pedestrians or cyclists.

In-street Pedestrian Crosswalk Sign

Temporary or permanent signs placed in the street, adjacent to crosswalks (separation of 10'), to alert motorists to the presence of a crossing. In-street pedestrian crosswalk signs have proven to be more effective than signs outside of the curb-to-curb area, particularly because a sign on the road can increase motorist caution, increase awareness of a crossing, and decrease vehicle speed as a result. Creating a gateway using in-street signs paired with curb extensions is particularly effective at increasing motorist yielding at crosswalks.

High Visibility Crosswalks

The striping of a crosswalk is important as it creates a high level of visual contrast with the surface of the roadway to draw both pedestrian's and drivers' attention. Some striping styles are more visible than others.

STANDARD
Consists of latitudinal striping perpendicular lengthwise to the curb, does increases visibility for approaching vehicles but only at slower speeds and when properly maintained.

CONTINENTAL
Consists of longitudinal striping parallel to the lane lines, which creates higher yielding behavior by turning vehicles and increased visibility.

LADDER
A combination of standard and continental crossings with the former bounding the latter's markings. This combination creates maximum impact by benefiting from the vehicle behaviors and visibilities of each.

Grade Separated Crossing

Such as overpasses or underpasses, give pedestrians and bicyclists the safest and easiest method to cross a street with high vehicle speeds and/or volumes. These are, however, quite expensive and require significant space on either side of a road, making the viability of their installation possible only in limited circumstances.

Mid-Block Crossings

Positioned outside of an intersection. They are appropriate along long blocks or blocks with high pedestrian activity. They are also appropriate where a trail crosses a street outside of an intersection. Mid-block crossings can benefit from curb extensions, or chokers, and should feature parking restrictions within 20′ of crossings to ensure driver visibility of pedestrians and bicyclists. Crossings should be paired with a high visibility crosswalk and appropriate signage.

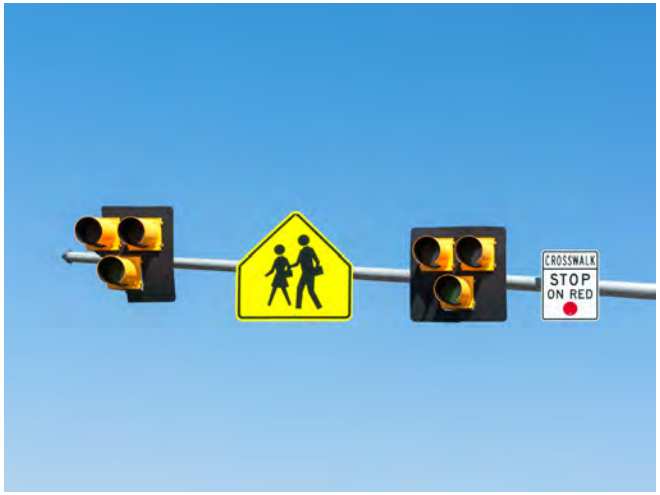
Beacons

Rectangular Rapid Flashing Beacons (RRFB)

User-activated warning lights. Bicyclists and pedestrians push a button to activate the warning lights before attempting to cross the roadway. The unique flashing pattern of the RRFBs have been shown to induce vehicle yielding at a much higher rate than traditional warning lights. Care should be taken to ensure that the button used to activate the RRFB is easy to reach for a bicyclist (without dismounting the bicycle), children, and people in wheelchairs. Roadway geometry such as sightlines, design speed, and grade should be taken into consideration when implementing RRFBs. Crosswalk warning lights can also be added to the crosswalk.

Pedestrian Hybrid Beacons ("HAWKS")

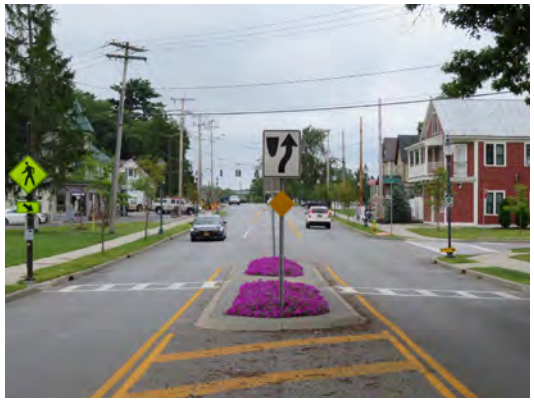
Overhead, pedestrian-activated signals placed at uncontrolled, marked crosswalks that, when activated, stop motor vehicle traffic, and allow pedestrians and/or people biking to safely cross the roadway. Pedestrian hybrid beacons are often installed at locations where pedestrians need to cross the street and vehicle speeds and/or volumes are high, but traffic signal warrants are not met.



Crossing Islands & Median Treatments

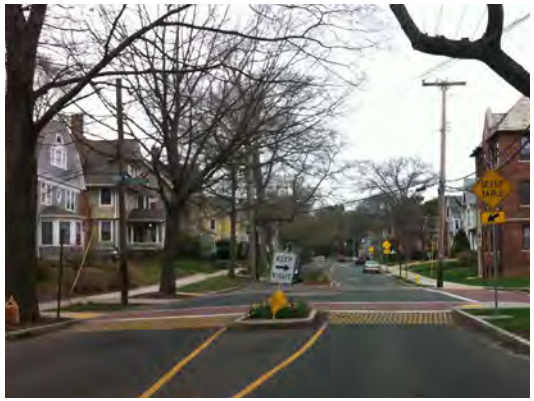
Pedestrian Refuge Island

Provides a protected space in the middle of the street to help people walk safely across the street. On wide streets, refuge islands can make a long crossing distance safer by providing a safe waiting space for pedestrians and can work to increase driver attention. Refuge islands can be installed at signalized and non-signalized locations.



Raised Crossings and Intersections

Maintains the level of the sidewalk through the intersection or a mid-block crossing. Raised crossings reinforce slow speeds and encourage drivers to yield to pedestrians. Raised crossings may require reconfiguring current drainage.



Slow Turn Wedge

Uses paint, low plastic barriers, and plastic flexible delineators to create a tighter turn radius. Slow-turn wedges are an appropriate short-term solution before permanent curb work can be completed or can be a long-term solution that allows emergency vehicles, buses, garbage trucks, or other large vehicles to still make a turn.

Curb Extensions

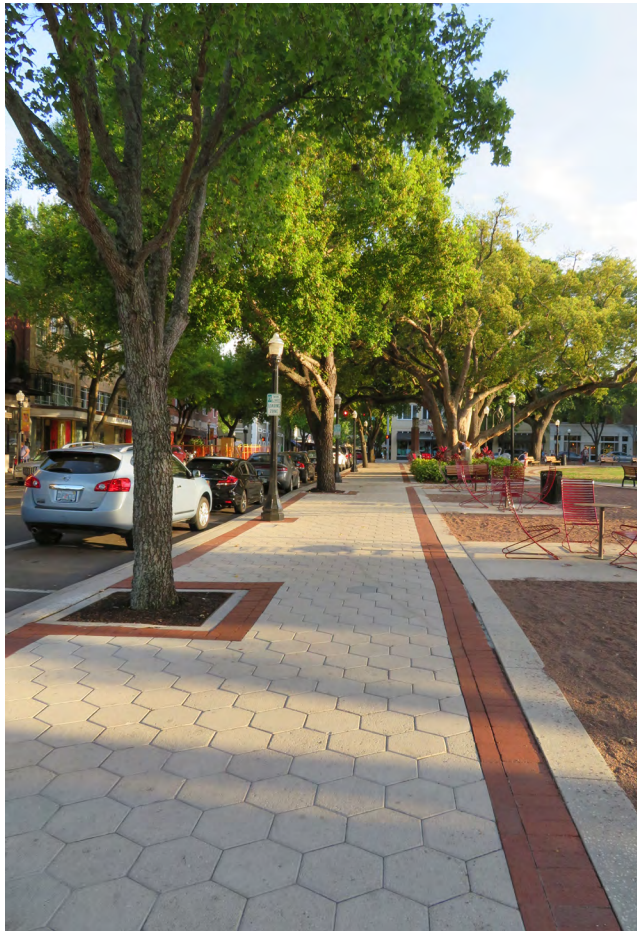
Extend the sidewalk and align with the parking lane. They can be implemented at intersections and mid-block crossings. They reduce crossing distances for pedestrians, slow turning vehicles, calm traffic, and improve pedestrian visibility. In the short-term, curb extensions can be installed using paint, bollards, and/or planters. When installed permanently, curb extensions require rebuilding the curb and sidewalk.

Sidewalk Repairs & Rehabilitation Programs

Typically funded through a community's general fund. In some cases, sidewalks are repaired or replaced as part of a larger street project. Funding can come from property and sales tax revenue, through allocations from state-aid such as the Consolidated Local Street and Highway Improvement Program (CHIPS) or via federal-aid programs like the Community Block Grant Program (CDBG) and Transportation Alternative Program (TAP). The challenge for many municipalities is how to continually fund the sidewalk program. Often there are funding limitations to the amount of sidewalk repair and replacement that can be done each year.

Increasingly, communities in main street and downtown areas have considered creating a special district such as a Business Improvement District (BID) that assumes the responsibility to both replace and maintain sidewalks including winter snow removal. Oneida County municipalities sometimes take on the responsibility of winter maintenance and snow removal for their main street areas rather than relying on private property owners to clear the sidewalks in that location. More details about setting up a BID can be found in Section 5. Sidewalk assessment districts are also being considered by communities within New York State where the property owners are assessed for the costs of sidewalk replacement and the property owner is responsible for a portion of the cost of sidewalk replacement, but the community would do the sidewalk installation.

The first consideration is how sidewalks are legally set up to be maintained – i.e., are they maintained by the municipality or through a community-paid repair and maintenance program, or is maintenance and repair required to be undertaken by the property owner? Depending on the answer to this question, there are different considerations to take into account all of which are summarized below and found in more detail in the following guide: A Guide for Maintaining Pedestrian Facilities for Enhanced Safety - Safety | Federal Highway Administration (dot.gov)



Community-Paid Repair & Maintenance

These programs/laws/regulations treat sidewalks as a community asset and as such, they are paid for and maintained by the community (or by an organization like a Business Improvement District or Neighborhood Group). The types of methods that are commonly utilized for maintenance include, but are not necessarily limited to, the following:

MUNICIPAL WORKFORCE

This is where the municipal Public Works Department staff, or others including contractors, are tasked with maintaining the sidewalk system as a municipal function. Funding for this type of program or action typically comes from a municipal general fund (taxes and/or special assessments), a line item for Public Works Department, or a specific maintenance line item in a municipal budget.

IMPROVEMENT DISTRICTS

These are special districts that may fund sidewalk improvements, among others, and typically include Business Improvement Districts (BIDs) and/or Downtown Development Districts. Their funding can come from several sources, often through assessments and/or fees charged to property owners within their geographic area.

HOMEOWNERS ASSOCIATIONS

These are legally existing entities charged with overseeing the maintenance and operations of some or all functions within a particular area (such as a subdivision, development, or complex). Their funding is typically through assessments of property owners within the geographically defined association area.

The benefit of these types of programs is that the cost is borne by the entire community/municipality or geographic area of an Improvement District or Homeowners Association, thereby distributing the cost to every property within the said area and resulting in each property owner paying a respectively small amount. Beyond funding from property owners for a specific geographic area, funds can potentially be acquired from State and federal programs (though this can be difficult as most funding programs are intended for the construction of facilities, not maintenance), special taxes, taxes set up through special districts (like a lighting district), and/or fees. A municipality or other entity should coordinate with their attorney to discuss the most appropriate and feasible option as there is no one-size-fits-all approach to maintaining infrastructure.

Property-Owner Repair & Maintenance

These types of programs/laws/regulations assess the cost of repair and maintenance to the property owner for the segment of said facility that traverses through or across their property. Communities can hold the property owner responsible for the full cost of maintenance and repair, even placing a lien on a property, if needed, to undertake maintenance or repair if a property owner does not and the municipality deems said effort necessary. Some communities require the entire cost to be borne by the property owner while others provide a cost-sharing option (typically a reimbursement of a certain amount per properly completed square feet or linear feet of sidewalk maintained or repaired).

Proposed Improvements

Following the conclusion of the ADA compliance survey, the Village will have a prioritized list of recommended improvements. As part of the Oneida County Main Street Program, the Consultant Team provided a cost estimate for all the Main Street crosswalks and curb ramps, should the Village need to replace all the crosswalks and curb ramps. The details of which intersections will need repair and replacement is subject to the CDBG study and will need additional engineering assessment and design.

During the Design Ideas Workshop, it was recommended that three crosswalks be installed using Ruby Lake Glass to further accent the area around the Centennial Park location at Main Street and Maple Street and Main Street and Mill Street. The Village also expressed interest in installing speed signs, moveable pedestrian crossing signs, raised crosswalks, and RRFBs where appropriate. For the purposes of cost estimating, ladder crosswalks, ADA curb ramps, and the three Ruby Lake Glass crosswalks were included in the estimate. Installing raised crosswalks or RRFBs would require further study.

The crossing of Burrstone Road to the Philip A. Rayhill Memorial Trail is a critical connection. During the Site Visit, it was observed that the existing crossing from Main Street has a very short pedestrian crossing cycle (about 10 seconds). Given the crossing distance, 45-60 seconds would be preferable, and it is recommended that the crossing timing be adjusted accordingly to provide additional time for pedestrians crossing the road. Adjusting the signal timing and installing additional wayfinding signage (described further in Section 6) will create better access to this important trail. Installing colored crosswalks at this location would be advantageous as it would highlight the presence of the trailhead and act as an aesthetic extension of this amenity into downtown New York Mills.

Section 3: BICYCLING ACCOMMODATIONS

Inventory & Analysis

The Village of New York Mills is optimally located at a key juncture to connect existing and proposed regional bicycle infrastructure. At its southern end, the Village has access to the Philip A. Rayhill Memorial Trail, an off-road trail used for biking and walking. As described in Section 2 Walking Accommodations: Inventory & Analysis, the plan for the replacement of the Clinton Street Bridge over the Sauquoit Creek will provide new connectivity to the Rayhill Trail system. However, at the time of this report, there is no other existing bicycle infrastructure in the Village.

Bicycling Accommodations Best Practices

Bicycle Infrastructure

Bicycle infrastructure could include shared on-street facilities and shared lane markings ("sharrows"), striped bike lanes, shared use paths, and sidepaths.

Shared On-Street Facility ("Sharrow" or Neighborhood Greenway)

Are streets where bicyclists share the same street space with cars. Because shared facilities do not provide separate spaces for bicyclists, they should only be used on low-volume (fewer than 3,000 vehicles per day), low-speed (speed limit of 25 mph or less) roadways. Roadway configuration, such as the number of travel lanes and the presence of on-street parking, should also be taken into consideration when determining whether a shared facility is appropriate. Shared facilities should not be installed on streets with more than two lanes and should always be accompanied by robust traffic calming measures to encourage safe speeds. "Sharrow" markings are placed in existing travel lanes, and they indicate where in the roadway bicyclists should be.

Striped Bike Lane

Demarcates the right-of-way that is designated for bicyclists. The addition of green paint or Ruby Lake Glass can be used to draw additional attention to the bicycle lane or specific conflict points. Striped bike lanes are most appropriate on streets with low to moderate travel volumes and speeds. If space is available, a buffer should be delineated between the vehicle travel lane and the bike lane. A buffer area can increase comfort for bicyclists as physical separation from vehicles provides a safety benefit.

Buffered Bike Lane

Striped bike lanes with physical protections for cyclists. The protections can range from flexible rubber posts to concrete barriers.

Two-Way Bike Lane (Cycle Track)

Physically separated facility (the width of two bicycle lanes) that permits bicycle movement in both directions on one side of the road. Physical separation (flexible rubber posts or concrete barriers) is recommended for busier areas but is less needed for low traffic volumes. The minimum width for a cycle track should be 12', however, in constrained areas, it can be reduced to as narrow as 8'.

Shared Use Paths

Shared bicycle and pedestrian path that is physically separated from vehicular traffic by an open space or barrier. It can be either within the street right-of-way or independent of the right-of-way and often does not follow a road alignment. Shared use facilities are recommended for corridors with high vehicle speeds and/or volumes. In areas with high pedestrian volumes, it may be necessary to designate separate spaces for people walking and those biking.

- *The desired width for a shared-use path is 10 - 14'. Minimum width of 8' is permitted if physically constrained.*
- *A physical separation of 6' is recommended between the path and the street. A minimum of 2' is acceptable when physically constrained.*

Sidepath

Immediately adjacent to, and parallel to, a road. A sidepath is typically within the street right-of-way or immediately adjacent to the right-of-way. Sidepaths are recommended for roads with high volumes, and moderate to high-speed motor vehicle traffic.

- *The desired width is 10', although 8' is permitted if physically constrained.*
- *A physical separation of 5' is recommended. If there is less than 5' between the sidepath and the street, a physical barrier can be used.*

Proposed Improvements

Proposed improvements to the bicycle network start with the creation of a signage program directing bicyclists to the Rayhill Memorial Trail from Main Street. Sharrows are recommended along Main Street to also assist in bringing cyclists to the Trail and more formally designate Main Street as a formal connector to the trail. There also is an opportunity to create a signed, off-Main Street bicycle network that would bring cyclists to the Rayhill Memorial Trail. All these improvements can assist the Village of New York Mills in formalizing its bicycle network.

The 2019 Herkimer & Oneida Counties Bicycle & Pedestrian Trail Guide highlights existing trails and opportunities within the County. The Village has previously discussed utilizing the Sauquoit Creek corridor as a possible connection link and, in the future, there is an opportunity to tie this network to adjacent communities (possibilities include the Towns of Whitestown and New Hartford). Integrating cycling amenities with other nearby municipalities could position New York Mills as a key destination within a continuous regional network of active transportation options using bike lanes, paths, and trails.

Section 4: GREEN & PUBLIC SPACES

Inventory & Analysis

The Village's extensive green and public spaces along Main Street present an opportunity to be connected further via enhanced pedestrian and bicycle accommodations and through a wayfinding signage program that connects the parks together and celebrates the Village's mill history.

The Village of New York Mills has two larger parks (Pietryka and Pulaski Parks) and several memorials and pocket parks. Pietryka Park on Henderson Street is home to the New York Mills Little League Field and the Village Tennis Courts, with on-site recreational amenities including a pavilion and a playground. Pulaski Park, located on Main Street, includes a playground, pavilion, gazebo, and basketball courts. This Park is home to a popular summer concert series (in the pavilion) and a children's summer program.

The Village also has two memorial parks, the 9/11 Memorial Park with a fountain and seating located near the Senior Center, and the Veterans Memorial which has a monument and seating. Two other public spaces are owned by the Village and both have statue bases, but no statues. It is unknown what statues previously existed at these locations. The Village also has several other memorial pocket parks in a row along Main Street which present an opportunity for improvement to enhance the memorial walk along the corridor.

The Village is interested in installing additional street trees throughout the area as the street canopy is not consistent throughout the Main Street area, particularly in Pulaski Park and in the parking lot adjacent to Centennial Park. Currently, there are a variety of trees within the Village, including cherry trees which create maintenance issues due to height and tree litter.

There has been significant investment from local, state, and federal partners in the Sauquoit Creek Floodplain Restoration project. The project was envisioned after repetitive flooding events impacted homes and businesses in the Towns of Whitestown and New Hartford. In the fall of 2019, the first phase of the floodplain restoration project along NYS 5A/Commercial Drive was completed with the construction of two large floodplain benches, bank stabilization, and in-stream structures on municipally owned land just north of Pietryka Park. The Sauquoit Creek Basin Intermunicipal Commission has hired a consultant to study the area and develop a conceptual design for floodplain restoration projects at Pietryka Park and south of the Clinton Street Bridge. Additionally, the Village received $490,000 in Community Development Block Grant (CDBG) funding to help with flooding issues on Elm and Main Streets.

Green & Public Space Best Practices

Greenspaces throughout main street areas create an experience that is environmentally friendly and improves the safety of all street users. Greenspaces provide visual improvements to the appearance of the streetscape, particularly in downtown locations that feature significant impervious surfaces. At the most basic level, greenspaces include street trees and the conversion of impervious areas to vegetated areas. These improvements increase the attractiveness and comfort of downtown and encourage greater investment by businesses, residents, and community members in an area. Greenspaces can be incorporated into a larger park and support a recreational model that brings people with diverse interests to the main street. This includes physically active members of the community, as well as individuals with varying physical abilities who would benefit from improved access to green areas. Greenspaces can provide space for gatherings and provide restaurant patrons with additional outdoor space to enjoy a meal. As a result, people will more actively engage in supporting businesses and the community by visiting downtown more often, staying for a longer duration, and spending more money at local businesses. In addition to the recreational benefits of greenspace development, communities would benefit from improved stormwater drainage, reduced flood impacts, and a safer environment. The incorporation of greenspaces throughout the public realm has the potential to improve the recreational, safety, economic, and operational performance of main streets within all communities.

Street Trees

Along with environmental and aesthetic benefits, street trees can improve the function and atmosphere of streets, making them feel narrower and calming traffic. Street trees also enhance the pedestrian experience, provide shade to reduce the heat island effect, and provide physical separation of travel modes. Ensuring the 'right tree, right place' is important to ensure the health of street trees, and proper tree maintenance will maximize the life of a street tree.

The following recommendations are suggested for a successful street tree program in the Village of New York Mills:

- *Each street tree type (species) should not exceed more than 20% of the community's street trees, thus a variety of street trees is recommended.*
- *Generally, there should be more newly planted and young trees, with established, maturing, and mature trees present in lower numbers. This will ensure that the street canopy does not die off at the same time. When trees are removed, ensure that another tree is replaced within the neighborhood to continue the street canopy.*
- *When possible, avoid using tree grates unless in a constrained right-of-way. Planting beds and ground covers are better treatments for the base of a tree.*
- *At planting, balled and burlapped (B & B) trees are recommended to be at least 2.5" caliper while bareroot trees should be at least 1.25" caliper (and more appropriate to be planted in the fall).*
- *For existing tree pits that are too small for a street tree, or for planting beds in the Enhancement Buffer Zone, include landscaping with year-round interest (e.g., spring flowers, fall color, etc.).*
- *When possible, the vertical distance between the sidewalk surface and tree canopy should be at least 8' and not more than 12'. Other suggested spacing includes 15' minimum spacing from utility/light poles, fire hydrants, and utility boxes; 5' minimum distance from driveway curb cuts; and 3' minimum distance from underground utilities, water access covers, etc.*
- *Tree pits should be as large as possible to allow for sufficient growing space for the tree roots and the crown and have a range of 32 to 36 sq. ft. or more of surface area such as 6'x6', 5'x7' or 4'x8', unless structural soil is used under the surrounding paved area.*
- *Consider trees with year-round interest (e.g., spring flowers, fall color, texture, etc.).*
- *Placement of trees and other landscape materials should not interfere with sight lines for motorists or pedestrians.*
- *Anticipated tree size at maturity is dependent upon the selected tree species, soil conditions, and other environmental factors. The growth space and distances outlined below are a guide to adequate tree placement when working within a variety of site opportunities and constraints.*

SMALL TREES

Need a growth space of at least 24 sq. ft. These trees can be planted under overhead utilities. The planting distance between trees should be approximately 20'.

MEDIUM TREES

Growth space of at least 32 sq. ft. These should not be planted under overhead utilities. The planting distance between trees should be approximately 30'.

LARGE TREES

Need a growth space of at least 32 sq. ft. or more. These should not be planted under overhead utilities. Because these trees have a large canopy width, they may not be appropriate near buildings. The planting distance between trees should be approximately 40'.

Green Infrastructure

Green infrastructure reduces stormwater runoff, filters pollutants, and improves air and water quality. Installing green infrastructure can reduce the damaging effects of runoff discharging into rivers and streams, often adding character and aesthetic benefits to the street. Disconnecting or at least diverting some flow from storm sewers and directing runoff to natural systems such as landscaped areas, bio-swales, and rain gardens reduces water velocity, encourages infiltration and groundwater recharge, and treats stormwater runoff. Natural stormwater systems can also reduce storm sewer pipe size. Green infrastructure options (subject to site conditions and in conjunction with other stormwater efforts) often include the following:

- ***Filter Strips***
- ***Rain Gardens***
- ***Rain Barrels***
- ***Permeable or Porous Pavement***
- ***Stormwater Planters***
- ***Bio-Swales (Vegetated Swales)***

Proposed Improvements

For the purposes of this program, the creation of Centennial Park will be a high-priority improvement. All the Village's parks are within a short distance from each other near Main Street, providing an opportunity to create a wayfinding program that connects them. There are also opportunities to expand the pocket park system and make the most of the currently underutilized Village-owned land to create a COVID-19 Memorial Park.

The Village would also like to improve Pietryka Park and Pulaski Parks and recommendations for improvements have been included in this Plan. New comfort stations including handicapped bathroom stalls and access, a charging station for electronic devices, a water bottle filler, a shade structure with bleachers/seating, ADA accessible path, and signage to the park are proposed. Additionally, both Pietryka and Pulaski Parks would benefit from additional seating. Connecting the improved park system will be accomplished through a wayfinding signage program further discussed in Section 6.

To assist in implementing improvements in the Village, an Amenity Package was developed which can be used to improve green and public spaces. The Package presents options that are appropriate for the Village for benches, trash receptacles, lighting, and signage. In terms of lighting, the Village will continue to utilize its resources to continue installing the traditional style green lights that exist in several locations. This is a typical design approach that will help create a coherent look and feel throughout the Village. The Amenity Package is located in Section 10.

This Plan supports the Village working to bring back its urban street tree canopy through its street tree program and to that end is applying for Tree City USA status. The Village would like to add street trees in Pulaski Park and the parking area next to Centennial Park. Additionally, tree replacements are needed or will soon be needed along Main Street as the trees are nearing maturity or causing serious issues for municipal infrastructure. To support the re-treeing of the Village, as part of this Plan the Oneida County Street Tree list was developed.

The Street Tree List considers size, disease and pest resistance, seed or fruit set, form, growth rate, and environmental tolerances; the list is located in Section 11. The recommended trees on this list were selected because of key characteristics and will thrive in the majority of soil and climate conditions throughout Zone 5 on the USDA Plant Hardiness Zone Map. Key characteristics include size, disease and pest resistance, seed or fruit set, form, growth rate, and environmental tolerances.

Section 5: BUSINESS ACCOMMODATIONS

Inventory & Analysis

The Village and its business support a small close-knit community and the larger population of the neighboring municipalities and the City of Utica. Many of the businesses have been in existence for more than 10 years and give back to the community through the support of Village events. Numerous events happen throughout the year; however, the Village is particularly active in the summer months with music, celebrations, and programmed events in public spaces. These events support the local economy and are also a strong driver of the rationale and basis for investing public funds into a community – to bring about local economic development.

One successful event is the Tuesday night concert series that runs from June to August every year in Pulaski Park. As of 2022, the concert series is being held in partnership with the Village of Yorkville. Another annual event is the outdoor movie in Pulaski Park. In 2022, the Village celebrated its centennial on July 9th and marked the day with a vendor fair, live music, a food truck rally, and fireworks.

Connecting the dots, the Village applied for and was awarded New York Main Street Technical Assistance (NYMS-TA) funding to redevelop its historic Mill #3. This project will add 40 affordable/senior housing units to the mixed-use anchor property, located near Pulaski Park. The introduction of these housing units has the potential to increase local business activity in the core of the Village. New York Mills is home to several restaurants near its parks and recreational assets such as the Rayhill Trail. Despite the popularity of these establishments, there are few outdoor dining opportunities.

Business Accommodations Best Practices

As improvements to walkability, appearance, and recreational opportunity are implemented, a revitalized main street experience will increase foot traffic and attract people to local businesses. As opportunities to participate in events or recreational activities increase, the public will begin to have improved and expanded access to areas where they can relax and enjoy the revitalized main street, and they will be more likely to stop into a business to shop or grab a bite to eat.

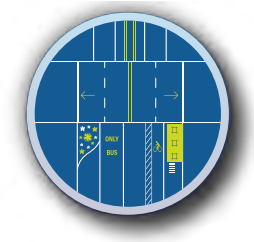
Elements of the Main Street Program that can benefit businesses are wider sidewalks for outdoor seating, wayfinding signage to orient visitors to key locations in the community, increased access to commerce for users of all travel modes, placemaking to create a welcoming business environment, and programming to encourage people to stay in the area longer.

In many cases, the Main Street Program can cultivate new businesses by creating a public realm suitable for the introduction of programming such as farmers' markets, food trucks, and other opportunities for vendors and spin-off or support businesses. Strengthening local communities strengthens the local economy. Positive impacts of creating welcoming downtowns include increased sales, more customers, coordinated marketing efforts, increased pop-up events, and multi-seasonal opportunities. Finally, as businesses experience an increase in foot traffic and have the renewed opportunity to expand capacity, there can be an expected increase in the number of jobs available and attractiveness for visitors to discover or rediscover the communities. To build on streetscape investments, communities and local businesses are encouraged to participate in a façade improvement program to refresh existing storefronts. These improvements can be undertaken through business associations or municipal government programs.

Creating Outdoor Seating/Dining Spaces

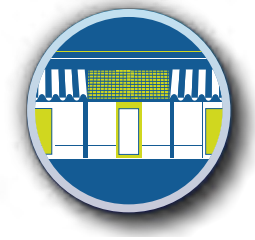
During the beginning of the pandemic as a response to complying with physical distancing requirements, many restaurants expanded their outdoor dining areas or established new outdoor dining areas. Outdoor dining interest remains strong, and there are ways to establish new areas through utilizing parking spaces (known as a parklet) or establishing areas on main streets with wider sidewalks or extra space in parking lots or alleys. This could be done temporarily or on a semi-permanent basis through a municipal outdoor dining program. For locations along a Department of Transportation owned street, there is a permit process.

Parklets are small built public spaces taking the place of a parking space or unused paved areas. They can be temporary or permanent, with a wide range of design types, and are effective forms of gathering space creation, especially in areas where space is limited. In many cases, they are paired directly with a café or restaurant and used as seating for that specific business.



Curbside Pick-Up & Delivery Zones

One of the outcomes of the COVID-19 pandemic has been the increase in the need for parking for pick-up and delivery. Both online shopping and pick-up for restaurants, pharmacies, groceries, and other essential services have become expected for businesses. The community may want to consider designating curbside parking spaces or lanes to accommodate 10-minute pick-up and drop-off. During the pandemic, this sometimes was accomplished with temporary cones or other temporary signs but given how this is likely to be desired by businesses and their customers in the long-term, designated delivery and pick-up locations with signage could be made permanent. Periodic evaluation of how these spaces are utilized should be considered so that adjustments can be made if more or less space is needed for pick-up and delivery.



Façade Improvement Program

Façade improvement programs are created to encourage property owners to improve their building's façades. These programs are often set up through a Business Improvement District (BID) or through an overall municipal program and provide a financial incentive to property owners. These incentive programs are often implemented as a result of a main street, revitalization, or historic preservation plan. Design assistance often is provided to assist property owners when they are determining modifications or improvements to their buildings. Typically, façade improvement programs have a design guidelines document with standards related to appropriate techniques for property improvements. These programs are generally for commercial properties but could include residential or other areas. Often an application process is used to receive the incentive for eligible activities.

Improvement Districts

The Consolidated Laws of New York, Chapter 24 – General Municipal Law, Article 19-A (as of 7-29-22) regulates the establishment, operation, and financing of business improvement districts in the State of New York. Article 19-A, Section 980-b: "Local adoption of the article" states that "Every municipality shall be authorized to adopt a local law, subject to permissive referendum, providing that the provisions of this article shall be applicable to the establishment or extension of districts in the municipality."

Festivals & Pop-Ups

Partial or full street closures for outdoor events or festivals are an opportunity for Main Street communities to bring residents and visitors to central areas they may, or may not, otherwise visit. These can be set up in a community center, on a low-volume street, a commercial main street corridor, or a municipal or organization-owned parking lot, even utilizing a community center or other building for indoor activities. Best practices include installing temporary traffic barriers and having volunteers help with the festival or pop-up set-up. Part of the set-up will require installing temporary signage, and ensuring traffic circulation for vendor set-up, deliveries, and access for emergency vehicles.

Farmers Markets

Many communities have established Farmers Markets to provide a place for local farmers to sell their products but also to provide fresh, local produce, and goods to residents. The Guide to Developing A Community Farmers Market highlights the process for establishing a Farmers Market from setting up a steering committee, undertaking a research effort, planning the market, selecting a site for the market, and having volunteers available to manage the market on-site, establishing an organizational structure and/or volunteers who will determine rules and regulations, overall organization, marketing, farmer recruitment, and financing. Part of the long-term success of a Farmer's Market involves evaluating the market continuously to determine what works and what is less successful. The publication provides further information on those details.

Marketing & Branding

Marketing and branding go hand in hand to celebrate a community and encourage local and nearby residents and tourists to spend money in your community. As part of the Main Street Program discussions, Oneida County staff, Village staff, and the Consultant Team discussed the key attributes of each community – what makes it special, and unique, and what could be celebrated through capital improvement projects and long-term projects. Ultimately, a cohesive identity will help attract visitors and investment along the main streets. The Oneida County Main Street communities, including New York Mills, have a lot to celebrate – from their recreational, crossroads, and industrial history to their future potential.

Proposed Improvements

The Village expressed interest in exploring the development of a Farmer's Market to complement other successful programming in its parks such as the concert series and movie night. Continued investment in Main Street and surrounding public spaces will generate activity and facilitate temporary business opportunities such as pop-up vendors and food trucks. Parks and underutilized public spaces could accommodate events such as art fairs, food truck rodeos, and more.

In addition, the Village can support existing restaurants in expanding outdoor dining capacity (tables, chairs, etc.), by providing seating and tables in nearby public parks. Introducing outdoor dining opportunities will serve the dual purpose of both attracting customers seeking this experience and activating key properties and connections in the Village. Outdoor dining can also be helpful in activating or better utilizing greenspace, creating an aesthetically pleasing space (using plants, colorful tables, and painted surfaces), and visually connecting the Village through a consistent theme of amenity elements.

To encourage economic activity within the project area, the Village may wish to consider adding electric vehicle (EV) infrastructure. EV infrastructure is an important business accommodation because users, from the traveling public to residents, business owners, and employees, often seek out locations with chargers and are likely to partake in other activities such as dining or shopping while their vehicle charges. The installment of EV charging stations should be focused in areas where the benefit for the traveling public is coupled with the economic benefits of having access to businesses, restaurants, and other conduits of economic activity.

HOCTC's 2021 Electric Vehicle Charging Station Plan encourages municipalities and businesses to install Level 2 EV charging stations. Publicly available EV charging stations allow residents to charge their vehicles when infrastructure is not available in their homes and assist people traveling who might otherwise not be able to make the trip. Within the project list, a project has been included for the installation of charging stations, which can be at a publicly owned facility (park) or a business with an available parking area. Additional resources are available to help area businesses identify locations for future EV charging stations and access financial assistance in the HOCTC's 2021 Electric Vehicle Charging Station Plan.

Section 6: **PLACEMAKING**

Inventory & Analysis

The Village of New York Mills has a history tied directly to the mill industry that utilized the Sauquoit Creek for power. As the Village developed, a key feature became its large parks, smaller pocket parks, and memorials lining Main Street. To pay homage to the mills' history, representative objects (mill stones and mill bells) have been strategically located in Village public spaces.

Although there is a significant collection of public spaces, the signage directing people to them and connections among them are limited. Currently, wayfinding signage exists but is limited to the Rayhill Trail trailhead and along Main Street leading to the 9/11 Memorial Park. Other signs in the Village highlights the mill and mill bell theme, showing their importance to local heritage. Additional signage would celebrate these community resources and tie them together. The extensive park, pocket park, and memorial park system (including Pietryka and Pulaski Parks) create a tremendous opportunity for presentation as a linked network of recreational assets. Such a linkage would foster a cohesive sense of place and identity for the Village.

In a proactive initiative, the Village will be completing an LED lighting installation program. The Village started placing banners on light poles and plans to continue this after the LED lighting installation is completed. Banners will promote events and identify key members of the community such as Veterans for their service to the community and country. Graduating seniors and the Village's history will also be highlighted using this approach. Banners are proposed to be swapped out throughout the year on a rotating basis to celebrate the Village's unique identity.

Placemaking Best Practices

The goal of placemaking is to make streets a destination, not just a means of through travel. Placemaking draws people into an area, taking a space that would typically be seen as a pass-through and transforming it into a place of gathering for residents and visitors alike. Placemaking can take many different forms and is an umbrella term for several different sub-categories of placemaking. These include strategic placemaking, creative placemaking, and tactical placemaking.

STRATEGIC PLACEMAKING
revolves around the premise of attracting people to the area, in this case, the Village of New York Mills. This includes greater integration of multi-modal transportation systems near the main street such as the placement of bus shelters, the inclusion of infrastructure for bicyclists, and marked crosswalks.

CREATIVE PLACEMAKING
uses art and other creative mediums to brighten an area. This could include the placement of a large mural on pavement or a building, sidewalk art, sculptures made by local artists, youth cultural arts programs, and the engagement of arts and civic groups to utilize a particular space.

TACTICAL PLACEMAKING
is making small changes using limited resources to demonstrate future larger improvement projects. It allows the public to see changes before they are made permanent. The first step is a demonstration, which is presenting how a project will look for a short period using movable tools and props. The second step is a pilot project that can be done by using more substantial objects such as picnic tables or pavement markings. The final step is the permanent incorporation of these elements.

Placemaking is what provides each community with the opportunity to make its main street unique from other municipalities. Through placemaking, an empty lot can become a small park, a street block can become a vibrant public space, and a street corner can become a space to sit and enjoy all the amenities that the revitalized street offers. With placemaking, eating and shopping opportunities can move outside – creating a unique atmosphere and enhancing the visibility of businesses in the Village.

Demonstration Projects (Temporary Quick Response Projects)

In advance of full capital investment in the main street, the tools and planning necessary to implement temporary changes can be provided. Through a temporary change, the community can collect feedback on how the community is using the space, and if the changes achieve the desired outcome for the community. The temporary nature ensures there is a feedback loop, the project is responsive to the community, and the planning process is holistic. These interim setups would mimic what an end product may look like, but with an opportunity for adjustment based on feedback prior to permanent installation. Examples of temporary quick response projects include the use of materials such as signs, cones, plastic bollards, delineator posts, pavement markings, planters, café tables, raised platforms (such as plywood or other temporary installation), and crowd safety or concrete jersey barriers to increasing space available for uses other than vehicle travel and parking. By shifting the usage of street space, communities can explore creating the following elements on their main street:

EXTRA SPACE FOR PEOPLE TO WALK	BIKEWAYS & BIKE LANES	OUTDOOR DINING	PARKLET & OTHER BEAUTIFICATION	PICK-UP & DROP-OFF ZONES	DELIVERY ZONES
This can encourage walking and support business by creating a more inviting environment.	Creating a dedicated space exclusively for bicyclists can induce more people to travel by bicycle as the level of comfort and perceived safety is increased.	By increasing the available space that restaurants have to serve customers, the amount of people that are able to be served can be increased.	A small area of the street can be dedicated to decorative planters containing shrubbery, flowers, or trees. This can increase the sense of place and beautify the main street with relatively simple materials.	This change can make it easier for people to receive a to-go order from a restaurant or get picked up or dropped off by ride sharing, by making a dedicated spot on the curb near the business for quick turnover (5 minutes or less).	Similar to pick-up and drop-off zones, these types of spots at the curb would be dedicated exclusively for transportation services and commercial business such as USPS, FedEx, UPS and local delivery services to make deliveries.

Part of the process to install a demonstration/temporary/pop-up event will be coordinating with local officials and agencies (police department, public works/highway department, fire department, etc.) to find safe and viable alternative routes around the modified street design or closure. Coordination with area businesses will also be critical to hosting a successful event. To create a temporary installation, communities can use/need:

Barrier Elements

Semi-fixed and/or heavy objects that improve the safety of and delineate space for cyclists and pedestrians. These elements are divided into four general categories: posts and cylinders, solid Jersey barriers, planters, and curbing. Posts and cylinders are effective in instances of narrow street widths and busy pedestrian areas as they need minimal space and allow for easy non-vehicular movement. Solid barriers are more substantial and are used in areas of increased bicycle and pedestrian stress, such as road sections with higher speeds or busy intersections. Planters serve a similar purpose but can also beautify blocks and provide additional shade. Curbing is a low fixed element that creates a raised area above the road and physical demarcations for bicycle and/or pedestrian facilities.

Surface Treatments

Markings that redefine space through paint and surfacing materials. These can be applied in the form of stencils, matting, and taping. These methods are often the most cost-effective and can be implemented quickly while needing only minimal skill by creators. Stenciling can be used to mark new bicycle and pedestrian routes, using variations of standard markings and recognizable wayfinding. Matting and taping can better formalize quick alterations, by creating visual barriers and zones for alternative use.

Landscaping Elements

Placemaking tools that have the added benefit of local beautification and providing shade. Plantings can come in the form of laid turfing, potted plants and trees, and landscaping on non-paved areas.

Street Furniture

Tool for placemaking, and its introduction can easily transform spaces into places for gathering and leisure. Furniture types can range from movable furniture to bolted benches or tables. These can be configured in response to fit local community and business needs and be easily removed when necessary.

Signage

Communicates the intent, advocacy, planning, construction, and operation of tactical urbanism projects. They can be made by the community in conjunction with the municipality or collaborating organization such as a Main Street/downtown organization, Rotary Club, etc. These organizations are often critical in supporting a project and making temporary projects permanent.

Streetscape Amenities

Streetscape amenities help to create a sense of place and create a vibrant Main Street and offer important elements for security, comfort, and congregation. Streetscape amenities include seating, planters, bike racks, waste receptacles, bollards, and lighting. Street furniture and its placement can create places of gathering, leisure, and rest. Its design can convey its location, use, and purpose, acting as a form of wayfinding and local identity.

As a part of the planning process, the Village of New York Mills was asked what the preferred streetscape style would be in the future. Images showing traditional, hybrid, and contemporary styles were shown and from that discussion, a streetscape amenity package was developed. Whatever options are selected, the materials and finishes should be consistent with other streetscape elements, unless a wholesale change for the Village is proposed. All streetscape amenities don't need to be the same throughout the Village. Different contexts might have different furniture families – for example, there might be different selections made for a park versus along Main Street.

A few key design considerations should be considered when selecting and installing streetscape amenities:

Lighting

Effective placemaking tool by creating defined illuminated areas of gathering and movement. Lighting elements should be placed in a way that properly illuminates obstacles, key features, pathways, and routes. Pedestrian-scale lighting illuminates walking and biking accommodations. Lighting should be full cut-off lighting which reduces light pollution, is dark sky compliant, and minimizes light intrusion into nearby buildings. Pedestrian-scale lights should be 14′ in height while streetlights should be 18′ in height. Variations in height for pedestrian-scale and streetlights may be needed in areas with low street tree canopies.

Public Art

Important way of creating local identity and supporting cultural figures and institutions. It is a low-cost method of beautification that requires minimal regulation and is an effective synergy between the arts and government/community. Common forms of public art include murals, signage, and sculptures. Potential locations and types of public art include underneath overpasses, on building walls, in high visibility areas (for important elements such as sculptures), in proximity to water features in public parks and plazas, and sequential artworks placed along main pedestrian thoroughfares.

Benches

Functional and accessible locations where users can reach them directly from public sidewalks or pathways in all weather conditions. Benches with backs and armrests are preferred and are more comfortable for people with physical disabilities. When possible, locate benches near lighting and plantings, particularly trees. Nearby trees provide shade during the day and shelter from the rain.

Waste Receptacles

Reduce litter and provide for convenient disposal of waste and recyclable products. Receptacles should not clutter the sidewalk or block the pedestrian travel-way. When possible, waste receptacles should be located near lighting. Receptacles should be corrosion resistant and able to resist corrosion from road salt during the winter. They should be securely mounted onto the surface and placed where they will get the most use.

Bicycle Racks

Secure parking facilities for bicycles. The level of bike rack design determines the accessibility and safety of bike storage. For businesses, the design of a rack can support business branding and ease of use can improve commerce. Bike racks should be able to support a u-lock that connects to the frame and at least one wheel for optimal security.

- *Placement of bike racks should be in easily accessible locations and have proper adjacency to appropriate bike infrastructure. Bike racks should be located within 50' of the main entrance to the businesses they serve and be placed in such a way that they can be used as intended, not placed against a wall or in other ways impacting usability.*

Recommended Bicycle Racks

Inverted U

Common style appropriate for many uses; two points of ground contact. Can be installed in series on rails to create a free-standing parking area in variable quantities. Available in many variations.

Post and Ring

Common style appropriate for many uses; one point of ground contact. Compared to inverted-U racks, these are less prone to unintended perpendicular parking. Products exist for converting unused parking meter posts.

Wheelwell Secure

Includes an element that cradles one wheel. Design and performance vary by manufacturer; typically contains bikes well, which is desirable for long-term parking and in large-scale installations (e.g., campuses); accommodates fewer bicycle types and attachments than the other two styles.

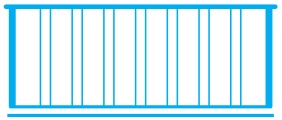
Bicycle Racks to Avoid

Wave

Not intuitive or user-friendly; real-world use of this style often falls short of expectations; supports bicycle frame at only one location when used as intended.

Wheelwell

Racks that cradle bicycles with only a wheelwell do not provide suitable security, pose a tripping hazard, and can lead to wheel damage.



Schoolyard (comb)

Does not allow locking of frame and can lead to wheel damage. Inappropriate for most public uses but useful for temporary attended bicycle storage at events and in locations with no theft concerns.

Coathanger

This style has a top bar that limits the types of bicycles it can accommodate.

Spiral

Despite possible aesthetic appeal, spiral racks have functional downsides related to access, real-world use, and the need to lift a wheel to park.

Bollard

This style typically does not appropriately support a bicycle's frame at two separate locations.

Landscaping & Greening

Elements not only provide a decorative touch but can also provide a pop of color. Options for landscaping include planters, plantings in bump-outs or Enhancement Buffer Zone, window boxes, and hanging baskets with live plantings. Planters can be either moveable (and removed during the winter months) or permanent.

Tree Pits

Too small for a street tree, or for planting beds in the Enhancement Buffer Zone, should be replanted to include landscaping with year-round interest (e.g., spring flowers, fall color, etc.).

Wayfinding & Gateway Signage

Wayfinding and gateway signage is an effective and simple placemaking tool, allowing for municipalities and neighborhoods to express their individuality within a region. Signage can highlight community sensibility, assist with navigation and orientation, and express community style. Ideally, the styles can be in the form of localized branding with specific color palettes and/or typography. The branded signage creates a sense of place and pride for residents and visitors.

Wayfinding signage assists visitors and residents of all ages and abilities to locate important destinations within a community. Typical wayfinding signage provides information for pedestrians, bicyclists, and motorists. Simple wayfinding signage should attract attention and follow a common theme. Wayfinding signage could be banners, directional signs, general information signs (kiosks), landmark signs, or could be part of a colored pavement system to mark an important route. Signs should indicate the direction people need to travel and may include the distance to important destinations. They can be located at predictable intervals and turns along a route to help people confirm they are on a designated route and at turns along the route.

Gateway signage provides a visual cue at an entrance or key crossroads in a community. These are often selectively placed at a physical boundary such as a river, highway, intersection, or railroad underpass. They are a great way to make a first impression for a community. Gateway signage is often a larger freestanding or monument sign with accompanying landscaping and lighting, an art piece with incorporated sign text, or an arch sign over the street.

Proposed Improvements

The recommended streetscape package builds on the mill theme utilizing brick, wood, and metal accents to reflect the appearance of the specific materials used in the construction of the various historic mills. Color schemes include blue, white, and orange, and the use of textile accents, which are currently utilized by the Village. These are also the local school colors. New lighting elements will continue to use the traditional green color that is already in use.

Traditional and hybrid styles of streetscape furniture are recommended to complement the historic mill theme. Traditional amenities are suggested for the Main Street areas while the parks could have more of a hybrid look. Multiple colors are available for these options. The Village also expressed interest in branding its streetscape furniture and designing a custom bike rack design, potentially tying it into the established Mill theme.

The Amenity Package, located in Section 10, details streetscape amenities that are appropriate to the Village. The selected amenities include benches, tables, waste receptacles, bollards, planters, and lighting. Six families of streetscape amenities are included in the package with a variety of price ranges. Each family is described by its elements and how it relates to the theme, the form of the streetscape amenities recommended materials and recommended colors.

A wayfinding and gateway signage program will promote a sense of place throughout the Village. The wayfinding component is critical to help people move throughout the Village with gateway signs, pedestrian kiosks, and educational/interpretive signs helpful for both visitors and residents. The proposed wayfinding program will tie the Village's green and public spaces together and highlight the Village's mill history. This program is further illustrated in Section 7.

Section 7: CONCEPT PLANS & VISUALIZATION

Potential Outcomes

Concept plans and visualizations for selected projects for the Village of New York Mills are presented in this Section. The complete list of projects and map are in Section 8. The projects include:

- *Centennial Park*
- *COVID-19 Memorial Park*
- *Bicycle Access Improvements*
- *Wayfinding/Kiosk Signage*
- *Pocket Park Developments*
- *Street Tree Program*
- *Park Improvement For Pietryka & Pulaski Parks*
- *Pedestrian Safety Improvements*
- *Level 2 EV Charging Station*

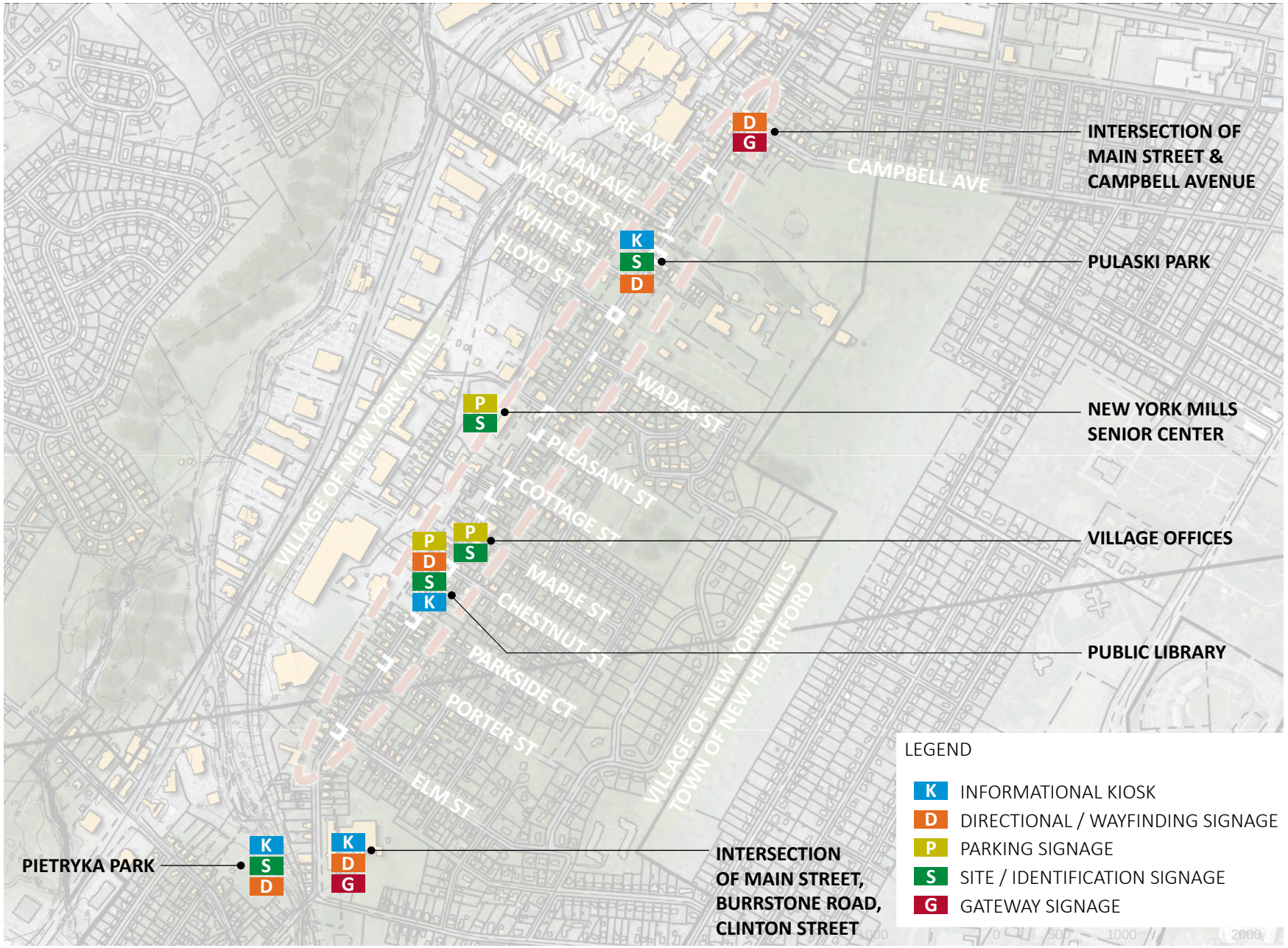
Centennial Park

The creation of Centennial Park is a key focus of the Village. The park will have a donated boulder with a commemorative plaque, planters, lighting to include typical period-style lamp posts and pathway lights, and benches. Alberta spruce trees are proposed to screen the adjacent property, as well as wrought iron fencing on the western and southern ends of the pocket park. The park will utilize brick, wood, and metal materials. The building materials being used to build the park were selected to resemble the materials originally utilized to construct the historic mills located throughout the Village. New ADA compliant sidewalks will also be installed with pedestrian-scaled lighting.

Wayfinding Program

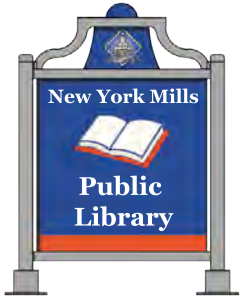
The Village would like to develop a wayfinding program that promotes knowledge and accessibility of its community spaces. New York Mills is unique in that it maintains several small parks while envisioning a cohesive strategy to connect the spaces together along a single corridor. The walk could be branded as the "Mill Walk" or "Mill Bell Walk" or a similar theme evocative of the unique historical aspects of the community. A cohesive wayfinding signage template is proposed that incorporates several sign types including a gateway sign, an information kiosk, a site feature/identification sign, a directional sign, and a parking sign. Suggested locations for wayfinding and gateway signage are proposed on the map below.

The information kiosks are proposed to be installed in the major parks, at the Rayhill Memorial Trail, and along the proposed Main Street ("Mill Walk" or "Mill Bell Walk") walking route. The kiosks would note the current location ("you are here") and highlight the full route. Wayfinding signage can be placed at the smaller parks including Fireman's Park, 9/11 Memorial Park, the bell at the playground, and the new pocket parks.


INTERSECTION OF MAIN STREET & CAMPBELL AVENUE
PULASKI PARK
NEW YORK MILLS SENIOR CENTER
VILLAGE OFFICES
PUBLIC LIBRARY
PIETRYKA PARK
INTERSECTION OF MAIN STREET, BURRSTONE ROAD, CLINTON STREET
WETMORE AVE
GREENMAN AVE
WALCOTT ST
WHITE ST
FLOYD ST
CAMPBELL AVE
WADAS ST
PLEASANT ST
COTTAGE ST
MAPLE ST
CHESTNUT ST
PARKSIDE CT
PORTER ST
ELM ST
VILLAGE OF NEW YORK MILLS
TOWN OF NEW HARTFORD
LEGEND
K INFORMATIONAL KIOSK
D DIRECTIONAL / WAYFINDING SIGNAGE
P PARKING SIGNAGE
S SITE / IDENTIFICATION SIGNAGE
G GATEWAY SIGNAGE

Gateway Signage Example

Information Kiosk Example



Site Feature Signage Example

Directional Signage Example

Parking Signage Example

Reimagined Streetscape with Kiosk Sign

Park Improvements for Pietryka & Pulasaki

As part of placemaking efforts, site amenities are proposed for Pietryka Park and Pulaski Park. Enhancements can include new benches, trash receptacles, and tables that provide a better user experience. Additional planting and landscaping elements can also be added to create a space where someone may wish to stay a bit longer. A final element would be to include lighting upgrades, using Village resources as is being done currently, to enhance safety and promote comfort among all park users, at times convenient to them.

COVID-19 Memorial Park

The Village would like to create a new COVID-19 Memorial Park. During the Site Visit, several suitable locations were identified along Main Street where the Village owns the property. The COVID-19 Memorial Park would best fit further west of the Main St/Pleasant St intersection at an existing hardscape cutaway in the fence near the 9/11 Memorial. This location would build on the placemaking efforts of the Village by tying into the existing park network that runs along Main Street.

Pocket Park Developments

As part of the Site Visit and during the Design Ideas Workshop, it was discussed that there are additional opportunities for further development of the Village-owned pocket parks along Main Street. As these spaces currently have no amenities, there are opportunities to turn them into unique assets and become part of the larger network of public spaces envisioned for the community. The addition of streetscape furniture, landscaping, lighting, mill theme elements, and signage will contribute to growing the park network in the Village.

Pedestrian Safety improvements

There are opportunities for the replacement of sidewalks, upgraded crosswalks, and ADA curb ramps to ensure continuous pedestrian accommodations throughout the Village. Burrstone Road and Main Street are key locations where these upgrades would enhance pedestrian safety.

Near Centennial Park at Main Street/Maple Street and Main Street/Mill Street, three ladder crosswalks are proposed utilizing Ruby Lake Glass in the school colors of blue and orange. New ADA compliant curb ramps and pedestrian crossing signage are also proposed.

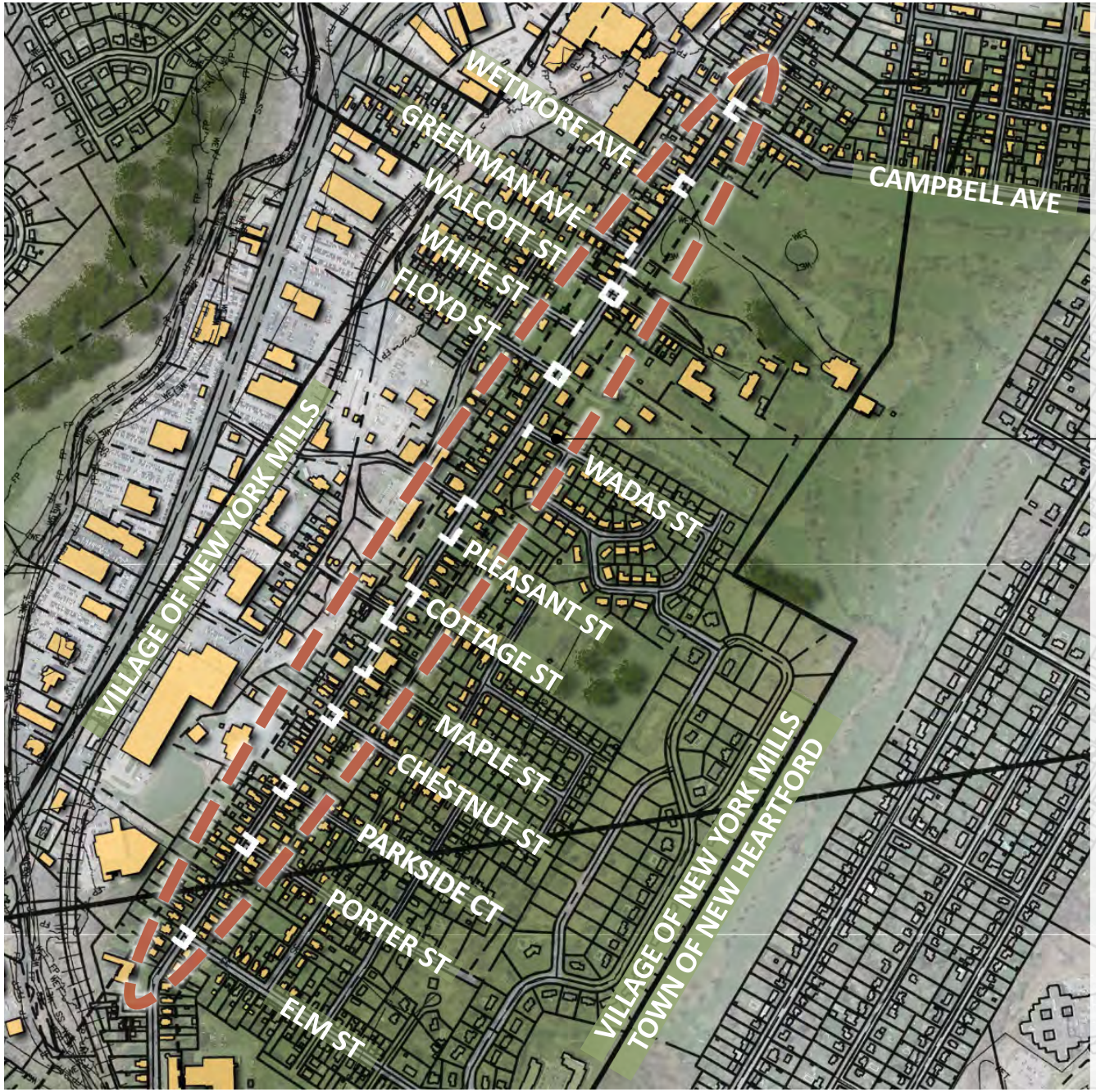
Bicycle Access Improvements

The creation of a bicycle network and accompanying signage program is proposed to assist in connecting the community to the Rayhill Memorial Trail. The first step to the implementation of a network is the installation of sharrows along Main Street. Routes through the residential section of the Village, parallel to Main Street, could also be signed to connect bicyclists to the Trail. Eventually, additional connections to the Trail along the Sauquoit Creek would expand the network. Sharrows along Main Street and signage are included in the cost estimate for this program.

Street Tree Program

There are opportunities for street tree installation, in appropriate locations, to combat general tree loss in the Project Area. It was noted that Pulaski Park and the parking area next to Centennial Park could use additional street trees. Adding additional street trees provides a continuous aesthetic throughout the core area and ensures the benefits of green space are accessible and can be experienced by all residents and visitors. Additional street trees will provide shade, heat protection, and other environmental benefits. Street trees also increase property values and the quality of life for residents.

Proposed Main Street Crosswalk Improvements



WAYFINDING SIGNAGE, INFORMATIONAL KIOSK, STREET TREE PLANTINGS, AND PAINTED CROSSWALKS. STREETSCAPE AMENITIES INCLUDE BENCHES, TABLES, AND TRASH RECEPTACLES

Proposed Main Street Crosswalk Improvements: Pulaski Park Area

Proposed Main Street Crosswalk Improvements: Centennial Park Area

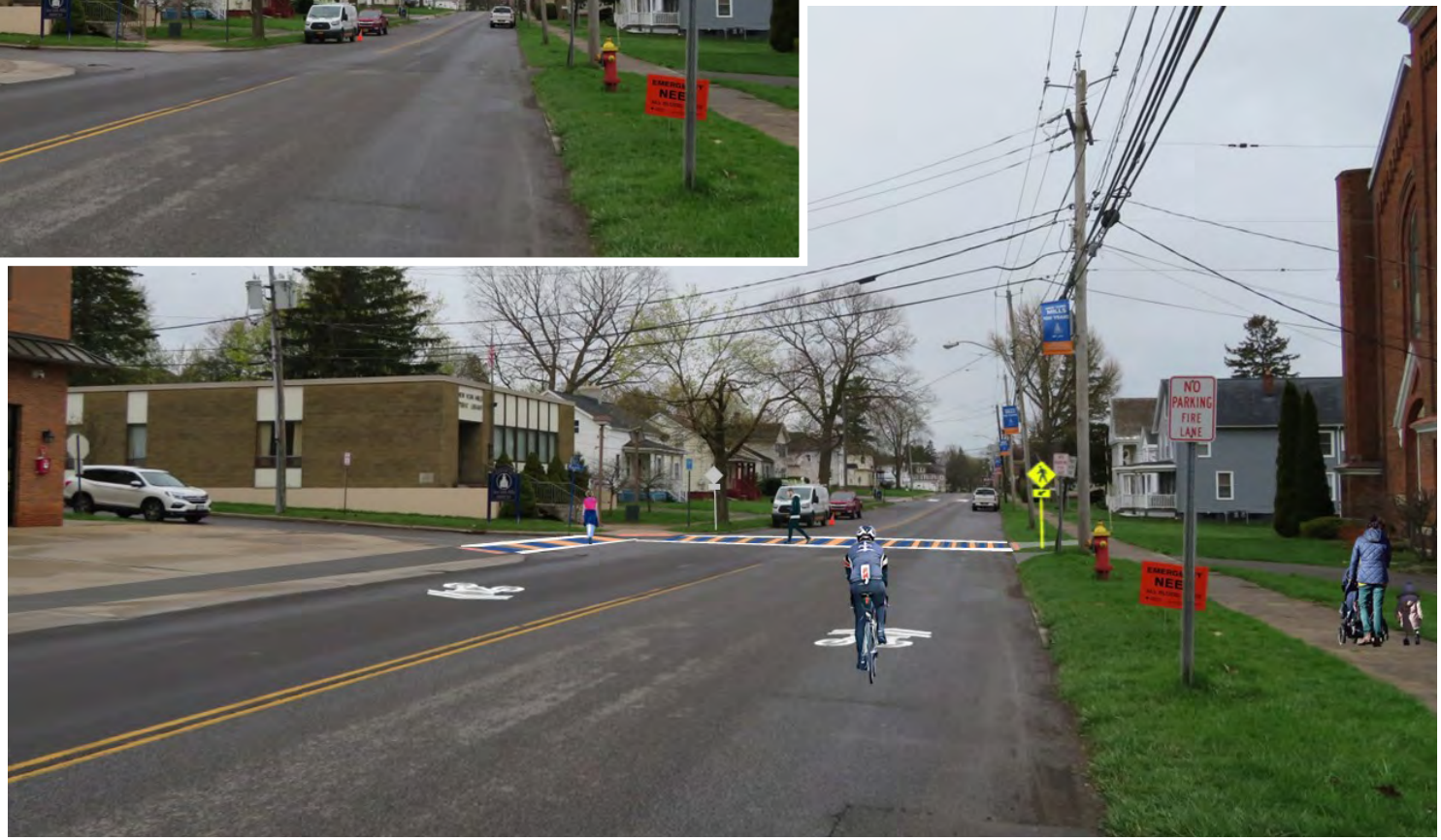
Decorative Crosswalks: Main St. / Maple St. (North Facing)

EXISTING

PROPOSED

Decorative Crosswalks: Main St. / Maple St. (South Facing)

EXISTING



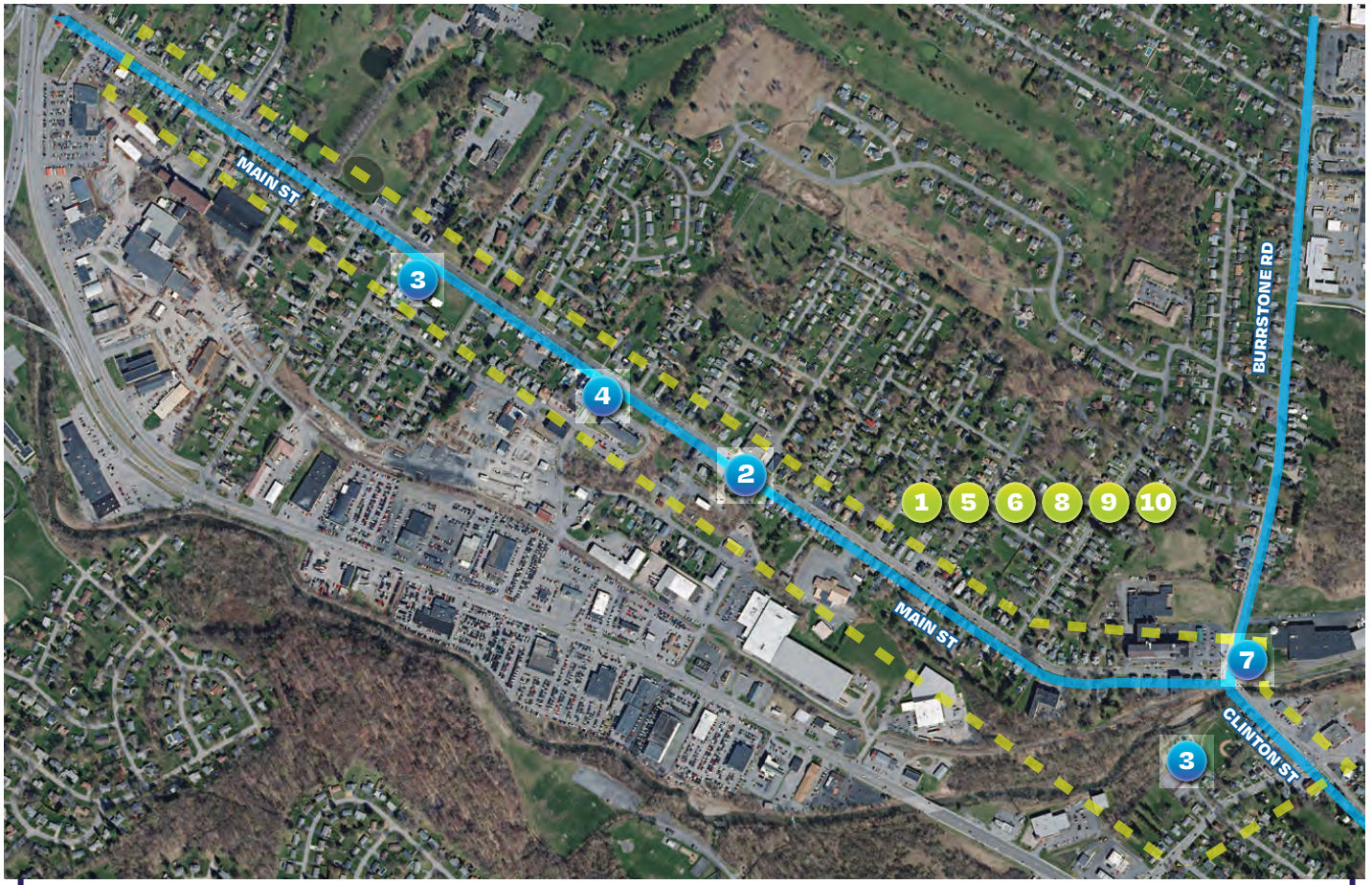
PROPOSED

Section 8: CAPITAL PROJECT MAP & LIST

The Capital Project List for the Village of New York Mills is presented in this section. These cost estimates represent a reasonable opinion of cost based on research using the criteria specified for each project, as discussed during consultations with the municipality. These estimations represent a reasonable opinion of cost based on a combination of NYSDOT pay items, RS Means pricing, and past and recent contractor bids. We assume future bids for these projects will fluctuate according to market conditions at the time of bidding, the level of detail used in the preparation of the design documentation and specifications, final material selection, the bidding environment, and other variables.

These preliminary estimates of probable construction costs are expected to fall within a range of bids from competitive bid submissions from multiple qualified contractors. An additional 10% blanket contingency was added to account for the possibility of future fluctuations in market conditions and to account for the duration of the Oneida County Main Street Program timeline (described in Section 9). Final costs are subject to change based on design documentation and specification at the time of submission of an application for a Capital Project to the Main Street Program. For all eligible projects, municipalities will be required to submit an application that includes documentation of cost and local share.

It is assumed that funds available through the Oneida County Main Street Program are unlikely to cover the total cost of all projects included in the project list. This is intentional and provides the municipality flexibility in how they choose to dedicate funds and prioritize projects. Cost estimates for projects not undertaken as part of the Oneida County Main Street Program will provide a foundation for applying for alternative sources of funding.



Project Map Key:

SPECIFIC SITE IMPROVEMENTS

- 2 Centennial Park
- 3 Park Improvements
- 4 COVID-19 Memorial Park
- 7 Pedestrian Safety Improvements

PROJECT AREA IMPROVEMENTS

- 1 Main Street Report
- 5 Pocket Park Developments
- 6 Wayfinding / Kiosk Signage
- 8 Bicycle Improvements
- 9 Street Tree Program
- 10 Level 2 EV Charging Station

Oneida County Main Street Program - Project List for Village of New York Mills

ID#	Project Name	Project Type	Project Description	Location	Total Project Cost (est.)
1	Main Street Report	Planning & Design	Final plan document	Village of New York Mills	$24,200
2	Centennial Park[2]	Placemaking; Greenspace & Landscaping	Create a park to commemorate anniversary of Village	Main St. across from Fire Department	$214,500
3	Park Imporvements[2]	Placemaking	Park improvements including benches, trash receptacles & similar amenities for Pietryka & Pulaski Park	Pietryka & Pulaski Park	$125,400
4	COVID-19 Memorial Park[2]	Placemaking; Greenspace & Landscaping	Creation of new COVID-19 Memorial Park	West of Main St./Pleasant St. intersection at existing hardscape cutaway in fence near 9/11 Memorial	$66,000
5	Pocket Park Developments[2]	Placemaking; Greenspace & Landscaping	Plan and develop pocket parks in underutilized village owned properties	Project Area	$88,000
6	Wayfinding/Kiosk Signage[2]	Pedestrian Enhancements; Placemaking	Design and install wayfinding signage to promote knowledge of and accessibility to community space	Project Area	$122,100
7	Pedestrian Safety Improvements[2&4]	Pedestrian Enhancements; Traffic Safety	Crosswalk installation and ADA ramps	Burrstone Road, Main St. intersections	$382,800
8	Bicycle Improvements[3&4]	Bicycle Enhancements; Traffic Safety	Creation of a bicycle network & signage program; delineate bicycle route using sharrows along Main St.; improve connection to the Rayhill Memorial Trail	Project Area	$44,000
9	Street Tree Program[2]	Greenspace & Landscaping	Installation of street trees	Project Area	$250,800
10	Level 2 EV Charging Station	Business Accommodations	Install Level 2 EV charging station (dual port bollard unit); includes connection to electric infrastructure, 5-year warranty/maintenance plan, & cloud network connectivity	Project Area	$36,500
				Total Cost of Projects:	**$1,354,300**

Notes:

[1] All cost estimates shown include a 10% contingency.
These estimated items represent a reasonable opinion of cost based on a combination of NYSDOT pay items, RS Means pricing, and past and recent contractor bids. We assume future bids for these projects will fluctuate according to market conditions at the time of bidding, level of detail used in the preparation of the design documentation and 1 specifications, final material selection, the bidding environment, and other variables. These preliminary estimates of probable construction costs are expected to fall within a range of bids from multiple competitive bid submissions from multiple qualified contractors.

[2] Capital Project [3] Long-term Project [4] NYSDOT approval and coordination required

Section 9: IMPLEMENTATION STRATEGY

Proposed Timeline

Capital projects proposed are ideally implemented by end of 2024, dependent upon the availability of funding. These projects could be done in phases, again based on available funding, in which case, they may require implementation that extends past 2024. The current round of funding for the Oneida County Main Street Program will remain available through the end of 2026 or until expended. Longer-term projects may need additional sources of funding and/or further planning and engineering analysis as applicable.

Potential Funding Sources

The following is a list of common sources of funding, in New York State/Central New York that are relevant to the types of projects proposed for the Main Street Plans. This is not intended to be considered a comprehensive list of all potential funding opportunities.

Oneida County Based Programs

Oneida County Main Street Capital Program

Oneida County has designated $5 Million in CARES Recovery Act funds toward the implementation of Main Street projects detailed in Main Street plans developed through the Main Street program. The funding process for this program is facilitated by the County in consultation with County Planning staff.

https://ocgov.net/oneida/planning/mainstreetprogram

Oneida County Flood Mitigation Grant Program

This funding program can be used for a variety of projects. The program is a unique local program created to combat recent, historic, devastating flooding events allowing communities to rebuild stronger and safer. Grant applications need a local match, which can include in-kind labor and equipment or other state and/or federal grant funds.

https://ocgov.net/oneida/sites/default/files/exec/Flood/FloodMitigationBrochure5.21.20.v4%20%28003%29.pdf

Street Trees/Vegetation Grant Programs

SLELO PRISM (St. Lawrence Eastern Lake Ontario Partnership for Regional Invasive Species Management

The Partnership offers a program for municipalities where they will pay up to $5,000 for the community to plant non-invasive species. This grant could be used for tree planting and planting other native species.

https://www.sleloinvasives.org/

NYS Department of Environmental Conservation - Forestry Service

The NYSDEC Trees for Tribs is a statewide program to plant trees and shrubs along streams to create a forested riparian (streamside) buffer that helps decrease erosion, reduce flooding damage, improve wildlife, and stream habitat, and protect water quality.

The Buffer in a Bag program provides organizations and private landowners with free tree and shrub seedlings to help establish or improve a stream buffer on their property. Anyone who owns or manages land in New York State with at least 50′ along a stream or waterbody is eligible to receive a free bag of seedlings. Organizations or individuals with permission to plant on a given property with stream or waterbody access may also participate. Applicants are limited to one bag per property

https://www.dec.ny.gov/animals/77710.html

Statewide Economic Development-Related Funding

NY Forward

This new program (Summer 2022) is intended to "invigorate and enliven downtowns in New York's smaller and rural communities – the type of downtowns found in villages, hamlets, and other small, neighborhood-scale municipal centers. The program utilizes the same "Plan-then-Act" strategy as the DRI and has an allocation of $100M for the first round. Each of the State's Regional Economic Development Councils (REDCs) will have the option of recommending two communities for $4.5M or three communities one of which would receive $4.5M and two with an award of $2.25M.

https://www.ny.gov/programs/ny-forward

Downtown Revitalization Initiative (DRI)

The DRI program is strategic planning and project implementation Initiative where communities submit applications to their Regional Economic Development Council (REDC) for potential nomination by the REDC. Led by the Department of State (NYS DOS) in partnership with Empire State Development (NYS ESD), NYS Homes and Community Renewal (NYS HCR), and New York State Energy Research and Development Authority (NYSERDA), selected communities are awarded nearly $10M to advance "...the most transformative projects from the Strategic Investment Plan."

https://www.ny.gov/programs/downtown-revitalization-initiative

Regional Economic Development Councils (REDC)/Consolidated Funding Application

The Consolidated Funding Application (CFA) was created to "...support the Regional Economic Development Council (REDC) initiative" through a streamlined and expedited grant application process for state resource allocation. The programs and funding initiatives can, and do, change periodically so assessing the current program via the CFA website is the best option to fully understand what funding opportunities are available through this process.

https://apps.cio.ny.gov/apps/cfa/

Statewide Transportation-Focused Funding

Statewide Transportation Improvement Program (STIP)

The Statewide Transportation Improvement Program (STIP) is a comprehensive list of projects proposed to receive funding under Title 23 U.S.C. and 49 U.S.C Chapter 53 for a four-year period (the current STIP was approved on October 24, 2019, and runs through September 30, 2023). The STIP is developed by the New York State Department of Transportation in consultation with MPOs and for rural areas, and local officials. The STIP includes highway, transit, and non-motorized projects in both urban and rural areas.

https://www.dot.ny.gov/programs/stip

Transportation Alternatives Program (TAP) & Congestion Mitigation Air Quality (CMAQ)

TAP and CMAQ are Federal Highway Administration funds that provide up to 80% of total project costs (20% match). The programs are administered by the NYSDOT. A competitive solicitation process is utilized to assess how proposed projects would increase the use of non-vehicular transportation alternatives, reduce vehicle emissions, and/or mitigate traffic congestion.

TAP and CMAQ projects promote environmentally friendly modes of travel and make it easier and safer to walk, bike or hike. Support the construction of new sidewalks, shared use paths, and other enhancements that facilitate the use of non-motorized modes of travel. Funds are also focused on projects that benefit Environmental Justice Communities (low-and-moderate-income families living in identified geographical areas).

https://www.dot.ny.gov/divisions/operating/opdm/local-programs-bureau/tap-cmaq

Bridge NY

The New York State Department of Transportation (NYSDOT) solicits candidate projects under the BRIDGE NY program which provides enhanced assistance for local governments to rehabilitate and replace bridges and culverts. Projects that address poor structural conditions; mitigate weight restrictions or detours; facilitate economic development or increase competitiveness; consider Environmental Justice; improve resiliency and/or reduce the risk of flooding are prioritized. FY 2021 – $150M funding was available for bridges; $50M for culverts.

https://www.dot.ny.gov/bridgeny

Federal Funding

HOCTC Local Transportation Planning Assistance Program

This program provides access to professional transportation planning and engineering design expertise for local transportation projects that are consistent with Herkimer-Oneida Counties Transportation Council (HOCTC) goals.

http://www.hoctc.org

Long-Term USDOT & FTA Grant/Funding

Many ongoing federal funding programs have ongoing existed for decades. Many federally funded programs are managed/programmed by MPOs, Transit Agencies, the NYSDOT, and others (such as the New York State Thruway Authority). A list of existing federal funding lines from USDOT and FTA follows below:

Existing USDOT funding website: https://www.transportation.gov/grants

Existing FTA Transit funding website: Grant Programs | FTA (dot.gov)

(IIJA/BIL)

The Infrastructure Investment and Jobs Act (IIJA, also known as the Bipartisan Infrastructure Law – BIL) is a $550 billion long-term federal investment in infrastructure from the Fiscal Year 2022 – 2026, for roads, bridges, mass transit, water infrastructure, resilience, and broadband. Within this program is $350 billion for highway programs. While there are many new programs within IIJA/BIL, the program also sponsors long-term programs (see above).

Summary of IIJA/BIL Programs: https://www.whitehouse.gov/wp-content/uploads/2022/01/BUILDING-A-BETTER-AMERICA_FINAL.pdf#page=14

Thriving Communities Program

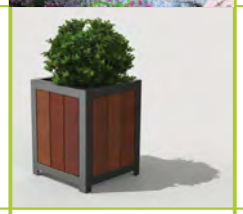
The USDOT Thriving Communities Program supports communities with planning and project development of transformative infrastructure projects that increase affordable transportation options, enhance economic opportunity, reduce environmental burdens, improve access and quality of life, and provide other benefits to disadvantaged communities. DOT partnership HUD.

https://www.transportation.gov/grants/thriving-communities

Section 10: AMENITY PACKAGE

Themes - Mill/Mill Bells, Memorial Parks

Attributes - Brick & Metal (Old Mills), Blue, White & Orange (Colors per School Branding), Textiles (Mill Function)

New York Mills	Bench	Table	Waste Receptacle	Bike Rack	Bollard	Planter	Lighting
Family A- Traditional (Budget) *Ornate features/deatailing circle shapes like mill* *Colors to be blue & white* *Mix of Metal & Wood*							
Family B- Traditional (Affordable) *Square forms, angular* *Mix of Wood and Metal* *Colors to be greys & reds, dark woods*							
Family C- Traditional (Expensive) *Circle Shapes, mimic millstones* *Mix of metal & wood*							
Family D- Hybrid (Budget) *Concrete, Metal, Stone (Memorial Materials)* *Natural colors + blue/white/orange*							
Family E- Hybrid (Affordable) *Metal & Concrete* *Parabolas, mimic mill bells*							
Family F- Hybrid (Expensive) *Millstone patterns & shapes*							

Benches
https://dumor.com/node/437
https://victorstanley.com/product/camillebackless/
https://urbanaccessories.com/product/544/
https://www.belson.com/Concrete-Flat-Bench-with-Contour-Seat
https://victorstanley.com/product/cm-16/
https://www.forms-surfaces.com/copenhagen-bench

Tables
https://dumor.com/node/40
https://victorstanley.com/product/camt/
https://www.landscapeforms.com/en-US/product/Pages/Tables.aspx
https://www.belson.com/Round-Concrete-Picnic-Table-with-Detached-Seats
https://victorstanley.com/product/ella-table/
https://www.forms-surfaces.com/citrus-table

Waste Receptacles
https://dumor.com/node/157
https://www.maglin.com/app/uploads/2020/09/mtr-1050-series_hdpc-charcoal.jpg?x72621
https://urbanaccessories.com/product/ot-3/
https://www.belson.com/Redondo-Series-Square-Concrete-Trash-Receptacle
https://victorstanley.com/product/prs-36/
https://www.landscapeforms.com/en-US/product/Pages/Central-Park-Conservancy-Recycling-System.aspx

Bike Racks
https://www.belson.com/Classic-Bollard-Bike-Rack
https://victorstanley.com/product/brns-301/
https://urbanaccessories.com/product/crease/
https://www.belson.com/Vault-Series-Square-Bike-Bollards
https://www.maglin.com/app/uploads/2021/10/mbr-3100-series-bikerack_1.jpg?x72621
https://www.landscapeforms.com/en-US/product/Pages/Loop-Bike-Rack.aspx

Bollards
https://www.belson.com/Hampton-Series-Steel-Bollards
https://www.maglin.com/product/970-bollards/#eyJtYXRlcmlhbCI6Imgtcy1zdGVlbC10dWJlLWNhc3QtYWx1bWludW0tdG9wLWFuZC1iYXNlIiwibW91bnRpbmdfdHlwZSI6IjEtZGlyZWN0LWJ1cmlhbCIsInJlZmxlY3RpdmVfdGFwZSI6Im5vIiwiZXllYm9sdHMiOiJubyJ9
https://urbanaccessories.com/product/remko/
https://www.belson.com/Architectural-Monolithic-Concrete-Bollard
https://www.maglin.com/app/uploads/2020/09/mbo-0200-series_black_1.jpg?x72621
https://urbanaccessories.com/product/san-jose/

Planters
https://dumor.com/node/179
https://www.maglin.com/app/uploads/2020/09/mpl-1050-series_wood_1.jpg?x72621
https://www.landscapeforms.com/en-us/site-furniture/pages/all-planters.aspx
https://www.belson.com/Redondo-Series-Hexagon-Concrete-Planters
https://victorstanley.com/product/tp-36/
https://www.landscapeforms.com/en-US/product/Pages/Lena-Planter.aspx

Lighting
https://www.springcity.com/
https://www.springcity.com/

Section 11: STREET TREE LIST

Large Tree (mature height >50')

Scientific Name	Common Name	Height/Spread	Growth Rate	Form	Fall Color	Environmental Tolerances	Other Notes
Celtis Occidentalis	*Hackberry*	*40-60'/40-60'*	*Slow*	*Pyramidal*	*N/A*	*Tolerates salt, acid to alkaline soil, drought, wind and heat*	*Transplant in the spring, somewhat slow to establish*
Gleditsia Triacanthos var. inermis 'Shade Master'	*Thornless Honey Locust*	*60-80'/25-40'*	*Fast*	*Rounded*	*Golden-Yellow*	*Wet, salt, drought, high wind, pollution and high pH tolerant*	
Gleditsia Triacanthos var. inermis 'Skyline'	*Thornless Honey Locust*	*35-45'/25-35'*	*Medium*	*Vase-Oval*	*Yellow*	*Wet, salt, drought, high wind, pollution and high pH tolerant*	
Nyssa Sylvatica	*Sour Gum*	*40-70'/20-30'*	*Medium*	*Pyramidal*	*Red*	*Salt and wet tolerant*	*Should be planted only in wet areas difficult to transplant - use small sizes and B&B only, translpant in spring*
Quercus Rubra	*Northern Red Oak*	*50-75'/50-75'*	*Medium*	*Rounded*	*Maroon*	*Salt and drought tolerant, air pollution*	
Tilia Cordata 'Chancellor'	*Little-leaf Linden*	*50-70'/30-50'*	*Medium*	*Pyramidal*	*N/A*	*Sensitive to excessive salt, drought tolerant*	*Small fragrant flowers in spring*
Tilia Tomentosa 'Green Mountain'	*Silver Linden*	*65'/40'*	*Medium*	*Rounded Upright Pyramidal*	*Yellow*	*Salt and shade tolerant*	*Small fragrant flowers in spring*
Ulmus 'Homestead'	*Hybrid Elm*	*55-60'/30-50'*	*Fast*	*Oval*	*Yellow*		
Ulmus 'Princeton'	*Hybrid Elm*	*50-70'/30-50'*	*Fast*	*Vase*	*Yellow*	*Tolerates alkaline, clay, dry soils and occasional flooding, and road salt*	

Medium Tree (mature height 35-50')

Scientific Name	Common Name	Height/Spread	Growth Rate	Form	Fall Color	Environmental Tolerances	Other Notes
Acer Rubrum 'Brandywine'	*Red Maple*	*35-50'/25-40'*	*Fast*	*Oval*	*Red-Purple*	*Tolerates wet soil and air pollution; develops large surface roots - do not plant in small planting beds*	*Fall color typically lasts 14 days longer*
Acer Rubrum 'October Glory'	*Red Maple*	*40-50'/30-40'*	*Fast*	*Rounded-Oval*	*Orange-Red*	*Tolerates wet soil and air pollution; develops large surface roots - do not plant in small planting beds*	
Acer Rubrum 'Red Sunset'	*Red Maple*	*40-50'/30-40'*	*Fast*	*Oval*	*Orange-Red*	*Tolerates wet soil and air pollution; develops large surface roots - do not plant in small planting beds*	*Often the first to color up in fall*
Carpinus Betula 'Fastigiata'	*European Hornbeam*	*30-40'/20-30'*	*Slow*	*Rounded-Oval*	*N/A*	*Tolerates air pollution, salt, drought, small growing spaces and shades*	*Best for narrow spaces*
Ginkgo Biloba 'Autum Gold' (male only)	*Ginkgo*	*40-50'/25-30'*	*Slow*	*Upright*	*Yellow*	*Tolerates air pollution, narrow growing spaces and clay soil, salt*	
Koelreuteria Paniculata	*Golden Raintree*	*30-40'/30-40'*	*Slow*	*Rounded*	*Yellow*	*Tolerates pollution, small growing spaces and high pH soils, salt*	
Ulmus 'Frontier'	*Hybrid Elm*	*30-40'/20-30'*	*Fast*	*Broadly Oval*	*Purple-Red*	*Tolerates salt and droughty soil*	

Small Tree (mature height <35′)							
Scientific Name	Common Name	Height/Spread	Growth Rate	Form	Fall Color	Environmental Tolerances	Other Notes
Cercis Canadensis	*Eastern Redbud*	*20-30′/25-35′*	*Medium*	*Rounded*	*Yellow*	*Shade and high pH tolerant, salt*	*Spring flowers, multiple cultivars*
Malus sp.	*Crabapple*	*15-20′/15-20′*	*Slow*	*Rounded*	*Red/Yellow*	*Salt and drought tolerant*	*M. zumi, 'Donald Wyman', Spring Snow are seedless*
Prunus 'Accolade'	*Flowering Cherry*	*20-25′/15-25′*	*Medium*	*Rounded*	*Red*	*Tolerates salt and acid to neutral pH*	*Pink flowers in spring*
Prunus Sargentii 'Pink Flair'	*Sargent Cherry*	*25′/15*	*Medium*	*Narrow Vase*	*Red/Orange*	*Tolerates salt and acid to neutral pH*	*Pink flowers in spring - blooms later than most cherries avoiding frost damage*
Syringa Reticulata 'Ivory Silk'	*Japanese Lilac Tree*	*20-25′/15-20′*	*Medium*	*Rounded*	*Yellow*	*Tolerates small growing spaces, shade and drought, salt too*	*White flowers in May*

Section 12: APPENDIX

DEFINITIONS

Access Management
The balancing of mobility and access through cooperation with municipalities, property owners, and state agencies to improve local safety conditions by decreasing the number of conflict points between modes and separating or eliminating conflict points, to the extent feasible.

Bicycle Lane
A space for the travel of people on bicycles that is on the roadway. It can be separated by a painted stripe, painted buffer, or physical buffer from driving lanes. Bicycle lanes vary between 4 – 6′ wide and are one-directional.

Bio-Swales
A bio-swale (also known as a vegetated swale) is a grassy depression at low points along roadways, parking lots, and building sites and is an effective form of green stormwater management. Bio-swales use plants and turf to absorb runoff, over time they can develop carbon-rich peat that is an effective form of carbon capture.

Buffer
A portion of the street, typically in the roadway, which serves to separate different travel modes or uses.

Curb Extension (Bump-out)
An extension of the sidewalk or curb into the parking lane which reduces the effective street width, thereby reducing the pedestrian crossing distance.

Curb Ramps
The portion of the sidewalk that slopes down to meet the roadway.

Fixed Object (In relation to a bike lane)
A fixed object is something in the buffer that cannot physically be moved and is a permanent part of the roadway, such as a steel bollard.

Gateway Signage
Provides a visual cue at an entrance or key crossroads in a community and is selectively placed at a physical boundary such as a river, highway, intersection, or railroad underpass.

Green Infrastructure
A cost-effective, resilient approach to managing wet weather impacts that provide many community benefits. It reduces and treats stormwater at its source while delivering environmental, social, and economic benefits.

Greenspace
An area of the street that contains grass, trees, vegetation, or plantings for aesthetics and/or providing a buffer between street uses.

Parklet
A small seating area that can incorporate elements of greenspace, created as a public amenity in a former roadway parking stall.

Pedestrian Hybrid Beacon (PHB)
Also known as a "HAWK." A traffic control device activated by pedestrians that are used to increase motorists' awareness of pedestrian crossings at uncontrolled marked crosswalk locations.

Pervious (Porous) Pavement
A type of pavement that is designed with high porosity materials that allow rainwater to infiltrate its surface and pass into the ground below. These materials can replace asphalt and concrete surfaces with porous ones like gravel, meshed grass, and pumice-based asphalt.

Placemaking
The process of creating a quality place that people want to be in through the incorporation of unique attributes.

Rain Garden
A garden that lies below the level of its surroundings that is designed to absorb runoff rainwater.

Rectangular Rapid Flashing Beacon (RRFB)

Two rectangular-shaped yellow indicators with an LED light source that flashes in an alternating pattern, when activated by pedestrians, to enhance the visibility of a pedestrian crossing.

Rightsizing

The redesigning of a street to better serve all users, often to increase safety, implement Complete Streets concepts, and create or enhance non-vehicular infrastructure.

Right-of-Way

A public space that is owned by the governing municipality that allows people to be in and travel between places.

Roadway

The paved portion of the street that is contained between the curbs.

Semi-Fixed Object

In relation to a bike lane, a semi-fixed object is something in the buffer than can be physically moved and is a temporary part of the roadway such as planters and concrete barriers.

Shared Use Path

Also referred to as a "trail." A shared bicycle and pedestrian path that is physically separated from vehicular traffic by an open space or barrier.

Sharrow

A painted marking that indicates a part of the roadway that should be used by people riding bicycles and drivers of motor vehicles.

Sidepath

A shared-use path that is immediately adjacent to, and parallel to, a road.

Slow-Turn Wedge

A tighter turn radius made out of paint, low plastic barriers, and/or plastic flexible delineators.

Street

A segment of roadway that includes the travelway or cartway.

Two-Way Bike Lane (Cycle Track)

A physically separated facility that permits bicycle movement in both directions on one side of the road.

Wayfinding Signage

A system of signage installed in a location to create a greater sense of place and assist visitors in navigating to specific destinations.

Resources

These resources provide additional information for main streets and Complete Streets principles.

Business Improvement District

A to Z of Business Improvement Districts (pps.org)

Starting a Business Improvement District: A step-by-step guide

CDTC Open Streets

https://www.cdtcmpo.org/page/457-open-streets

Farmers Market

Introduction (ny.gov)

Resources — Farmers Market Federation of New York (nyfarmersmarket.com)

Main Street America and Branding and Marketing

5 Tips for Main Street Marketing

https://www.mainstreet.org/home

Handbooks and Guides - Main Street America

New York Main Street | Homes and Community Renewal (ny.gov)

NACTO Global Street Design Guide

https://nacto.org/publication/global-street-design-guide/

NACTO Urban Bikeway Design Guide

https://nacto.org/publication/urban-bikeway-design-guide/

NACTO Urban Street Design Guide

https://nacto.org/publication/urban-street-design-guide/

New Jersey Complete Streets Design Guide

NJCS_DesignGuide.pdf (state.nj.us)

NYC Open Streets

https://www1.nyc.gov/html/dot/html/pedestrians/openstreets.shtmlpedestrians/openstreets.shtml

New York City Street Design Manual

Street Design Manual | NYC Street Design Manual

NYS DOT Complete Street Planning

https://dot.ny.gov/programs/completestreets/planning

Open Streets

The Open Streets Guide

Parklets

People St: Kit of Parts for Parklets

Seattle Department of Transportation Parklet Handbook

Project for Public Spaces

https://www.pps.org

Sidewalk Rehabilitation Program

A Guide for Maintaining Pedestrian Facilities for Enhanced Safety - Safety | Federal Highway Administration (dot.gov)

Smart Growth America

https://smartgrowthamerica.org

Temporary/ Pop-Up Demonstration Projects

Activating Communities Using Pop-Up Designs (planning.org)

https://www.fortworthtexas.gov/files/assetspublic/tpw/documents/atp/pop-up.pdf

Main Spotlight: Pop-Up Retail: Not Just for Start-Ups, And Other Learnings From Its Evolution (mainstreet.org)

NACTO_Streets-for-Pandemic-Response-and-Recovery_2020-07-15.pdf

SRTS Street Pop-up Events | LADOT Livable Streets

The Pop-Up Placemaking Toolkit

U.S. DOT – Complete Streets

https://transportation.gov/mission/health/complete-streets

U.S. DOT – Federal Highway Administration Small Town and Rural Multimodal Networks

Small Towns - Publications - Bicycle and Pedestrian Program - Environment - FHWA (dot.gov)