ONEIDA COUNTY

Main Street Program

Plan Report

CITY OF ROME

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 City of Rome is reimagining its public realms and transportation networks 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 Oneida County Main Street Program will provide better access to local businesses, accommodate pedestrians and bicyclists, support climate-smart investments, complement existing assets, visually enhance streetscapes, and create vibrant places.

The Oneida County Main Street Program provided $500,000 to be used for planning services. Oneida County procured professional consulting 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 program will allow the City of Rome to build on existing land use and transportation planning efforts that have already been undertaken. Specifically, the City is interested in developing a formal complete streets strategy that would compile and prioritize ongoing and anticipated projects and maximize impacts by forging connections between project areas. Furthermore, the City is interested in developing a plan that will guide districtwide street design projects and alternative transportation efforts, including multimodal transportation best practices along key corridors, greenways, and bike routes, for the foreseeable future. The City is concerned that without a comprehensive complete streets strategic plan, the potential benefits related to connecting the residents via a safe multimodal system could be limited and inconsistent.

The City of Rome Street Design Guidebook 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 Street Design Guidebook is responsive to local conditions and reflects the most pressing needs and concerns of the community.

Background Information

The City of Rome is in the center of Oneida County. The City is comprised of two distinct taxing districts, those being the inside and outside districts. The inside district is the more urbanized and public infrastructure rich area, and the outside district is more rural in nature with tremendous agricultural and wetland tracts. The City's Inside District is composed of many streets and roadways shared by pedestrians, bicyclists, and drivers alike. Rome's inside district is home to the major transportation routes of NYS Routes 46 (Erie Boulevard and Black River Boulevard), 26, 49, and 365. These roadways connect the downtown core to the outer district and points beyond. These routes double as Rome's commercial corridors and support a variety of services, businesses, and industries. These include Rome Memorial Hospital, Griffiss Business and Technology Park, several large grocery stores and retailers, and hundreds of small businesses.

According to the 2020 U.S. Census Redistricting Data, the City of Rome is Oneida County's second most populated municipality with a population of 32,127 residents. Per the 2019 U.S. Census ACS 5-year Estimates, a breakdown of Rome's population by age reveals that 22% of the population is under the age of 18, while 17.8% of the population is over the age of 65. The median age of residents in the City is 39 years old, which is just two years younger than that of Oneida County as a whole. About 1 in 5 residents (19.5%) in Rome are living in poverty, which is a higher poverty rate than found at the county, state, or national levels. Factors influencing mobility include 16.6% of the City's population having a disability and 12.9% of households not owning a vehicle.

Final Project Area Map

Project Area

The project area includes key nodes and corridors within the City of Rome inside district. Corridors and roadways included Floyd Avenue, James Street, Dominick Street, Liberty Street, Chestnut Street, Garden Street, Bloomfield Street, Black River Boulevard, Erie Boulevard, and other key streets within the City. Within the project area, there are many transition areas where different street typologies converge, such as at the intersections of West Liberty Street/James Street, Harbor Way/Mill Street, and West Linden Street/Turin Street/Laurel Street.

The project area purposely includes streets and areas where prior planning studies or projects have taken place, with the intent to fill in the gaps and create cohesiveness throughout the neighborhoods of the City. The City intends to prioritize projects within the areas identified as part of a comprehensive approach that would fully achieve each project's transformative potential and forge connections between key nodes.

Vision & Goals

Within the City's Comprehensive Plan Sustainability Appendix, adopted in 2018, The City of Rome has identified a Multimodal Transportation Policy to "Create an accessible, efficient, multi-modal, regional transportation system that meets the needs of the public and commerce, while minimizing risks to health, safety and the environment." The Transportation Policy has 4 distinct focus areas and are as follows:

1. As new development or redevelopment occurs, it should promote greater connectivity utilizing a "Complete Streets" philosophy, where rights-of-way are designed and operated to enable safe access for all users.
2. The City must encourage alternate modes of transportation in order to reduce transportation costs, improve air quality, ease traffic and parking congestion, and provide accessibility for all individuals.
3. New and existing development must participate in consistent signage and wayfinding methods in use to support the larger system.
4. Smart Growth and Complete Street practices must be recognized as an opportunity when maintaining existing infrastructure.

The primary objective of this Street Design Guidebook is to coordinate and expand upon existing site-specific planning and transportation projects to fully realize the myriad of benefits associated with a cohesive multimodal accessibility strategy. The City envisions streetscapes that are safe, accessible to all, business friendly, and beautified through connective greenspace.

The City would like to integrate multimodal transportation planning current best practice components into its overarching strategy. These components include but are not limited to, pedestrian and bicycle accommodations, greenspace, placemaking amenities to encourage economic activity, and traffic calming strategies. The City envisions a plan that encourages the use of bicycles, buses, walking, and electric vehicles among other modes through the development of a Guidebook. This plan would also use strategic placemaking to facilitate community gatherings for regular or special events.

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 October, Planning Department staff met with City of Rome staff to discuss their application and understand their needs. It was determined that the Main Street Plan would aim to cohesively unify the visions and designs developed in previous planning efforts.

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 staff and members of the Consultant Team. Following the Site Visit, several online meetings with City staff were held to discuss Guidebook ideas. This Guidebook intends to inform the City's strategy for future Complete Streets and placemaking efforts, building on the previous and ongoing work the City is already doing successfully.

Recent, Ongoing, and Proposed Plans and Projects

The City of Rome has undertaken numerous studies that recommended projects relevant to the Main Streets Program.

In the last decade, the City of Rome has identified improvements to the public realm as a priority in several documents covering specific areas of the City. These include:

- *City of Rome Comprehensive Plan (2004)*
- *Comprehensive Plan Sustainability Appendix (2018)*
- *City of Rome Zoning Code: Article XXII – Right-of-Way & Access Standards*
- *Rethink Woodhaven Revitalization Plan*
- *Woodhaven Complete Streets Study*
- *City of Rome Downtown Revitalization Initiative*
- *Downtown Rome Brownfield Opportunity Area Plan*
- *Erie Boulevard Brownfield Opportunity Area Plan*
- *Waterfront Village Project*
- *Rome Urban Design Plan*
- *City of Rome Community Needs Assessment*

In addition to these plans, the City has implemented or is currently in the process of implementing various transportation projects including:

The Mohawk River Trail, a multi-use trail along the Mohawk River stretching from Bellamy Harbor Park to Delta Lake State Park (Phase 1 completed in 2014, and Phase 2 completed in 2022).

Shared used markings (sharrows) along the roadway of the 200 block of East Dominick Street (completed in 2017).

Improved pedestrian and bicycle infrastructure (dedicated bicycle lanes) with traffic calming on West Dominick Street between South George Street and South Madison Street (completed in 2020).

An enhancement to the Mohawk River Trail by way of a multi-use trail along Culverton Road (completed in 2021).

Improved pedestrian infrastructure with traffic calming on Erie Boulevard between James Street and South Madison Street (in progress 2023).

The third phase of the multi-use trail along the Mohawk River, from Wright Settlement Road to Delta Dam (under design 2023).

The following is a summary of significant documents and relevant codes and regulations when considering Main Street projects.

CITY OF ROME PLANS AND PROJECTS

2004

City of Rome Comprehensive Plan

2006

Rome Urban Design Plan

2018

Comprehensive Plan Sustainability Appendix · Zoning Code Article XXII- Right of Way and Access Standards · Waterfront Village · Downtown Revitalization Initiative Plan

2019

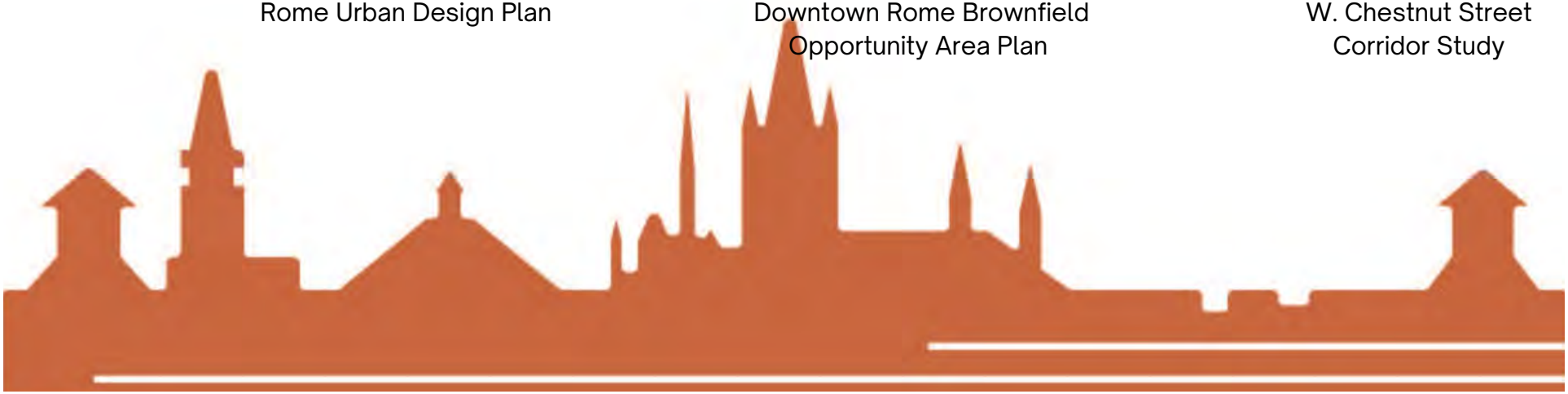
Downtown Rome Brownfield Opportunity Area Plan

2022

Woodhaven Complete Streets Study

2023

W. Chestnut Street Corridor Study



City of Rome Comprehensive Plan (2004)

The earliest plan identified as containing information and recommendations relevant to the Street Design Guidebook planning effort is the City's Comprehensive Plan from 2004. Several concepts and alternatives were identified as well as specific recommendations for corridors leading into, and through, the Central Business District (CBD).

Improvements were proposed to extend along West Erie Boulevard through the CBD. Some specific proposals included a call to eliminate the access lane on the north side of West Erie Boulevard to provide adequate width for sidewalks on both sides of the street, the addition of on-and off-street parking, and the installation of a median that includes low-maintenance trees and vegetation. The landscaping improvements and new pedestrian facilities were proposed to connect the CBD to the Freedom Plaza retail center, with infill development at the corner of North James and West Erie, the site of the former Living Bridge, and the corner of South George and West Erie, improved to provide sites that would generate new tax base and help lead to a more coherent and attractive streetscape. Additionally, a second set of "front facades" on the rear of Dominick Street buildings that back onto West Erie were proposed to provide a primary entrance for these buildings on Erie Boulevard.

Principles Underlying the Streetscape Plan

The proposed approach outlined streetscape strategies and urban design recommendations to improve the corridors, including:

- **Aesthetics**
- **Street Trees & Landscaping**
- **Safety**
- **Street Lighting**
- **Maintenance/Durability**
- **On- Street Parking**
- **Pedestrian Improvements**
- **Specific North James Street Improvements**

Comprehensive Plan Sustainability Appendix

In 2018, Rome adopted a multimodal transportation policy and strategy as part of a Sustainability Appendix to the City's Comprehensive Plan. This document featured four policies intended to accommodate a variety of transportation modes (such as private vehicles, public transit, walking, and cycling) in efforts to improve accessibility, environmental conditions, and quality of life for residents. The policies advocated design guidelines for the pedestrian way, expansion of the multi-use path network, improved signage and wayfinding, and integration of Smart Growth and Complete Streets principles into infrastructure projects. The document specified strategies to complement these policies including implementation of a bicycle route plan and adoption of Complete Streets legislation.

Zoning Code Article XXII – Right-of-Way and Access Standards

Section 80-22.6 – Right-of-Way Dimensions details the different types of streets and notes that all rights-of-way must match one of the listed types. The Zoning Code also includes detailed write-ups and graphics showing the 15 different types of right-of-way typologies or distinct roadway types. The code states that typologies can serve as the basis for standardizing and simplifying the planning process with only minor variations needed to address differences in existing/proposed conditions.

Woodhaven Complete Streets Study

In 2022, the City completed a study to assess potential improvements to the Woodhaven area with regards to improving pedestrian and alternative transportation safety and connectivity, especially in anticipation of future growth. The study assessed existing conditions for all road infrastructure and sidewalks within the Woodhaven area, with a particular focus on Floyd Avenue, Park Drive, and Ellsworth Road. Recommendations from the study included an Overall Connectivity Plan which identified several bicycle and pedestrian connectivity improvements and traffic calming elements at certain locations within the study area. The study also included specific complete street design recommendations for areas of concern along Floyd Avenue, Park Drive, and Ellsworth Road.

Rome DRI Plan

The City of Rome was selected as a DRI community for the Mohawk Valley Region in 2017. As noted on the romerises.com website, "The City's DRI goals are focused around providing a sustainable and diverse range of housing, developing a high-quality public realm, creating an environment that attracts and fosters economic opportunity and celebrates diversity, leveraging existing historic and cultural resources, and establishing downtown as art and cultural hub."

The Downtown Rome Strategic Investment Plan Area (DRI Area) is the central business district of the City and includes 160 acres from Madison Street to the west, Court Street to the north, Black River Boulevard to the east, and Ridge Street to the south. The DRI Area includes the historic Fort Stanwix, the Capitol Theatre, the West Dominick Arts and Cultural District, City Hall, and the Erie Boulevard commercial corridor.

The project identified Erie Boulevard as a streetscape project. The project is proposed to include the design and implementation of the streetscape and pedestrian improvements from James Street to Madison Street, Madison Street from Erie Boulevard to Ridge Street, and Ridge Street from Madison Street west to South Jay Street. Additional enhancements were proposed to the Erie Boulevard/George Street intersection including the installation of enhanced crosswalk treatments, curb replacement where needed, and new ornamental lighting and planters. Improvements on Erie Boulevard, Madison Street, and Ridge Street include enhanced crosswalk treatments, sidewalk replacement where needed, and pedestrian lighting, all of which were designed and included in an implementation plan. The Plan also assessed the Downtown CENTRO Transportation Center. The findings resulted in a proposed project to design and construct a new CENTRO Transfer Station and to undertake other site improvements adjacent to the City Hall parking lot on Liberty Street.

Waterfront Village

This waterfront implementation project, developed as part of the Downtown Rome Brownfield Opportunity Area Plan and a Local Waterfront Revitalization Planning and Design Grant, included a series of shared-use pathway typologies to be implemented along the Erie Canal. These were designed to integrate with the landscape, have limited habitat impact, and support leisure/recreational cycling and walking activities. Road connections to the Erie Canal were also identified as part of the project.

Rome Urban Design Plan

This 2006 urban design plan Connecting Rome's Waterfront focused on connecting the waterfront areas along both the Erie Canal and the Mohawk River. The Plan noted that both waterways were underutilized for passive and active recreational opportunities, but that even Bellamy Harbor Park is isolated and not well linked to the City's street system. This Plan called for specific improvements for the North and James Street commercial zone.

Existing Conditions – Street Typologies

The existing City streets can generally be classified by the following typologies:

Downtown Urban Core

This typology is found in denser areas of Rome that are home to a variety of uses. These roadways tend to experience and accommodate the highest level of vehicular traffic, including trucks and buses. As they exist amongst a high density of amenities, they see notable levels of pedestrian activity, despite their generally auto-oriented design.

The singular example of this typology is Erie Blvd W., from Madison St. to the Black River Blvd. interchange. The portion of this street within Rome's downtown is a divided four-lane route, with an accompanying access road on the northern side. Development along this stretch is a mix of suburban style strip mall and hotel to the south, and the rear of buildings lining Rome's civic and commercial core along West Dominick Street to the north. Pedestrian infrastructure exists, but large crossing distances inhibit pedestrian comfort amidst heavy traffic.

Commercial Corridor

These roadways tend to feature suburban-style designs prioritizing motor vehicles. In Rome, buildings lining these corridors are often set back from the street edge and accompanied by plentiful off-street parking, often to the front. Common uses along these streets include retail and services. Residences are scarce along these high-traffic volume routes. The prioritization of auto-oriented commercial uses is characterized by frequent curb cuts to accommodate driveways to businesses.

Rome's commercial corridors include Erie Blvd. (west of Madison St. and east of the Black River Blvd. Interchange) and Black River Blvd. Along Erie Blvd. W., industry sometimes blends with commerce along the southern edge of the road, while commercial uses dominate the northern edge. In general, the prevalence of large-scale retailers and chain stores (as opposed to small businesses, shops, and services) increases along these commercial corridors as proximity to Rome's core decreases.

Mixed-Use Corridors

These streets feature compact, dense development with the highest pedestrian volumes in Rome. Serving as main streets, these centers of mixed-use development are characterized by buildings constructed to the street edge, on-street parking, and generous sidewalk widths. These corridors accommodate mostly local vehicle traffic with little freight activity.

Examples within Rome's core include W. Dominick St., E. Dominick St., and N. James St. As the City's main streets, these corridors feature a mix of uses with dining, entertainment, and services close to residences. W. Dominick St. also serves as Rome's civic core. Rome's mixed-use corridors tend to feature streetscape amenities such as designated seating, outdoor dining, and trash receptacles.

Transition Areas

There are many areas in Rome where multiple street typologies converge. These are important areas where successfully transitioning from one treatment to the next can help knit together places with different built forms, aesthetics, and amenities. Rome's transition areas occur at places where there is a notable change in the character of roadways or accompanying built form (building density, roadway width, roadway volume, land use, etc.). They frequently involve the interface between Rome's residential neighborhoods and other uses such as institutional, industrial, or strip commercial.

A few examples of such places are the intersections of West Liberty Street/James Street, Harbor Way/Mill Street, and West Linden Street/ Turin Street/Laurel Street. At West Liberty Street/James Street, a mixed-use downtown core transitions to high volume residential. The Harbor Way/Mill Street intersection exhibits a transition from industrial to recreational at Bellamy Harbor Park and the Erie Canal. West Linden Street/Turin Street/Laurel Street is representative of a low volume residential to institutional transition as these streets converge near two school campuses, surrounded by single family housing.

Residential High Volume

Rome's high-volume residential streets also support occasional institutional and small-scale retail uses. Single and multi-family housing units are typically setback from the street edge along these residential through streets. Where right-of-way is limited and conditions warrant, bicyclists can share the road.

Turin St. (from W. Linden St. to W. Chestnut St.) and Floyd Ave. (E. Garden St. to Lori Ln.) are typical high-volume residential streets. Each traverse relatively dense residential areas, but also attract through traffic and offer public-transit access along bus routes.

Residential Low Volume

Rome's low-volume residential streets primarily serve single-family homes. There may also be a few institutional uses, recreational amenities, or multi-family residences along these routes. Setbacks tend to be generous (except for garages in alleys) and traffic is generally local. Slow speeds allow for shared use by bicyclists. Joggers and children may be found using travel lanes for recreational purposes.

Residential streets with low traffic volumes include N. Madison St., N. George St (north of Turin St.), and many more streets and alleyways throughout Rome's neighborhoods. Many of these streets evoke a suburban character and some terminate in culs-de-sac. Most of Rome's residential low volume streets do not tend to feature streetscape amenities beyond standard sidewalks, vehicular lighting, and the occasional crosswalk.

Existing Conditions – Placemaking Districts

Numerous geographic districts are generally identified by the following placed-based names and characteristics:

Downtown

In the City's downtown core, the presence of placemaking amenities varies based on the accompanying street typology. Along downtown's high-volume traffic corridors, placemaking features a historic/patriotic theme building off the presence of Fort Stanwix. Aside from the presence of this National Monument and visitor center amidst Rome's downtown, a patriotic mural of Paul Revere is visible along Erie Blvd. W. across from the "Freedom Plaza" shops. There is also periodic wayfinding signage, but pedestrian connectivity to greenspace is limited by the presence of multi-lane, high-volume State routes such as Erie Blvd. and Black River Blvd.

Rome's downtown mixed-use corridors such as W. Dominick St. feature a greater variety of placemaking amenities including wayfinding signage, planters and bollards, benches, pedestrian scale lighting, banners, trash receptacles, and street art. Several eateries and coffee shops scattered throughout downtown maintain outdoor dining amenities during warmer months. W. Dominick St. has recently been the focus of efforts to integrate placemaking into a revitalized streetscape at Copper City Commons, Griffo Green, and the Oneida Carrying Place Sculpture. Additional opportunities in downtown Rome include integrating placemaking into plans for the Liberty James garage, potential improvements at Veteran's Memorial Park, and the possibility to introduce a "woonerf" (low-speed, shared-street) concept to alleyways in the core.

Residential

Residential areas feature amenities that promote active transportation to nearby greenspace, introduce placemaking elements, or provide improved access to public transit. Parks and other greenspaces such as the Mohawk River Trail are located adjacent to residential areas. Rome's Parks often feature a variety of amenities such as playgrounds, ball fields, benches, tables, trash receptacles, and signage. Examples of these elements can be found in Franklyn Field and Triangle Park, which are centrally located in major residential areas along Franklyn St., Cedar St., Lyndale Dr., Kent St. respectively. Signage for access to public transit can be found along these residential corridors, which serve as a means for access to downtown businesses, Griffiss Tech Park, and recreational areas. Rome is somewhat unique within the region in that it has many low-speed alleyways among its residential areas. Though these are often used for storing personal vehicles or informal recreation, there may be an opportunity to introduce more formalized recreation amenities such as bicycle boulevards by using the existing alley network. Many of Rome's residential neighborhoods do not currently feature wayfinding amenities or pedestrian-scale lighting.

Waterfront

The City's historic relevance as the place where the ground was broken for the Erie Canal, has created significant placemaking opportunities. Today, the Erie Canal is a major part of Rome's accessible waterfront area, which extends from S. James St. to just east of Mill St. Although plentiful canal frontage exists close to downtown, much of this is undeveloped land owned by the State of New York. Rome's Gryziec Field and Bellamy Harbor Parks are located along the northern side of the canal.

Bellamy Harbor Park is divided by a historic bridge that extends over the Mohawk River. Placemaking elements are scattered throughout the park. Docks used for fishing and boating, swing benches, bottle filling stations, bike racks, and plenty of open greenspaces attract residents and visitors to the area by creating a space for picnicking and other recreations. Bollards, planters, trees, and pedestrian-scale lighting exist on the easternmost side of the park and draw upon the already existing natural beauty of the area. Also, in the eastern portion of the park, a recently constructed pavilion with accompanying restroom accommodations sits in the shadow of Rome's iconic water tower, a signature placemaking element for the City.

Rome's waterfronts provide alternative transportation routes, as the Empire State Trail along Erie Canal connects with the Mohawk River Trail at Bellamy Harbor Park. The Mohawk River Trail, which traverses north towards Delta Lake, creates a popular paved pathway for both pedestrians and bicyclists. The trail contains benches at several points and provides a close-up view of the locality's wildlife.

Commercial

Rome's commercial areas generally lack placemaking amenities and do not convey a shared identity. The commercial strips along Erie Blvd. and Black River Blvd. tend to be auto oriented with large lighted signs and off-street parking lots built to the street edge. These corridors support retail establishments, big-box stores, gas stations, and strip plazas that often lack unique or localized attributes. Generous lot sizes, curb cuts, and setbacks support motor vehicle access and parking but create barriers to active transportation as long distances between locations limit accessibility for users of those modes.

Neighborhood Commercial

Streets such as E. Dominick St. and N. James St. Serve as Rome's local main streets. These are places that have benefited from streetscape enhancements in recent years but still have unrealized opportunities. Plantings, pedestrian-scale lighting, permeable sidewalk buffer areas, bike racks, and themed signage are present to varying degrees. In some places along these corridors, there are geographic gaps where amenities are scarce or opportunities to extend or build off a successful existing streetscape treatment.

Griffiss Business & Technology Park

This unique campus setting for business and technology resulted from a 1995 master plan vision to redevelop a 3,500-acre former military base. The City of Rome is in the process of taking ownership of the public rights-of-way and transportation infrastructure at the Tech Park. This public infrastructure supports various uses including technology, manufacturing, distribution, aviation, office, education, residential, retail, and recreation. Technology and aviation anchor the placemaking themes at the Tech Park, resulting from both the site's present business activity and history as a US Air Force Base. Of note is a decommissioned B-52 on display along NYS Route 825. Public art is also a placemaking focus as the Griffiss International Sculpture Garden and Nature Trail boasts approximately 30 sculptures, designed by artists of international renown from the nearby Sculpture Space residency program. Some of these sculptures extend to the NYS Route 365 streetscape as they are located within the many roundabouts in the Tech Park. Nature and recreation are additional placemaking themes as evidenced by the plentiful birdhouses and birdwatching opportunities along the Nature Trail, access to the popular Mohawk River Trail, the presence of numerous baseball diamonds, and the Bomber Disc Golf course nestled among the Sculpture Garden.

Historic District

Rome has an existing Scenic and Historic Preservation District and proposed Residential Historic District along N. George St., to the northeast of the downtown core. At present, few public realm amenities express the historic nature of the area. Instead, architectural features of private residences signify the area's past relevance to the City's growth. Notable exceptions are present at Vogel Park and the Gansevoort-Bellamy Historic District's James Street Park. These public spaces feature landscape design, monuments, benches, and lighting that evoke Rome's past. There are plentiful opportunities to further these themes in these public spaces and along N. George St. and W. Court St.

Section 2: DESIGN GUIDEBOOK

The City of Rome has undertaken many efforts to create and promote sound land use and transportation policy recommendations, strategies, and projects. While these efforts have been cohesive and synergetic, they span many years and many documents, making it difficult for investors in public spaces and streetscapes to fully understand the City's current goals and vision. The Main Street Program introduced the Design Guidebook concept to create a consolidated and unified resource for future developers.

The Design Guidebook aims to promote safety, reduce traffic conflicts, improve connectivity, promote pedestrian and cyclist safety, realize environmental benefits, stimulate economic activity, and support the continued revitalization of the City as a place to both live and work.

The Guidebook is organized into two main sections: and.

Street Typologies

Street typologies shape the streetscape and influence how someone travels through a particular area. Although used interchangeably at times, the term streetscape is used to generally describe the natural and built fabric of the street. A community expresses itself through the design of its streets and the streetscape design can facilitate community. Streetscapes are used to foster a successful and sustainable community through a range of street typologies and tenure options, open spaces, retail, leisure, employment, community, and cultural developments supporting the needs of residents, workers, and visitors while defining the community's aesthetic quality and supporting economic activity. Streetscapes and their visual experience largely influence public places where people interact.

Placemaking Themes

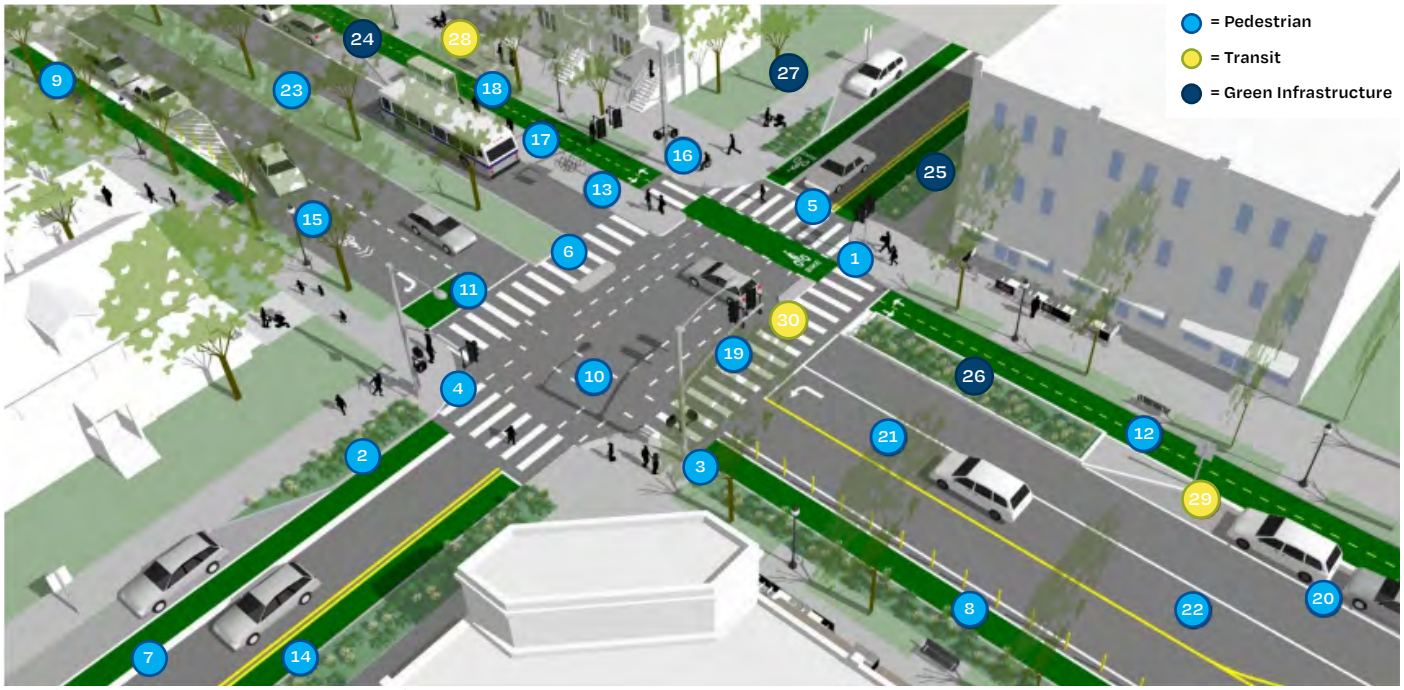
Placemaking maximizes the social value of space by developing connections between it and the people who use it, effectively utilizing an urban space within its greater context. The impact of placemaking and attracting people to a place can create and stimulate economic opportunities. Placemaking can encourage transformative change, by offering ways to reimagine space and express a space's identity and functional place in the community. As a result, the way we shape our communities can touch people's lives in a multitude of ways.

All roads have multiple users and serve many functions, each streetscape design must be context sensitive. Transportation systems must consider the context or physical setting and use design approaches and materials that are consistent with local conditions.

Street Typologies

The City's Zoning Code defines right-of-way dimensions for many of Rome's street typologies and suggests opportunities for multimodal use. The Street Typologies described in this Guidebook further refine desired right-of-way attributes and dimensions based primarily upon National Association of City Transportation Officials (NACTO) best practices. For each typology, there is a description of the street (for example, commercial corridor, along with key elements and proposed attributes). The incorporation of streetscape elements and additional details regarding design speeds, traffic calming potential, walking accommodations, bicycling accommodations, green and public space, and business accommodations promote safety on the roadway for all users.

Because implementing reimagined streetscape will largely require retrofits, right-of-way may be limited, and existing conditions may create significant obstacles to implementation. Flexibility is necessary both for dimensions and design of infrastructure elements. There is no "one size fits all" approach and any changes to streets will need to be based on a detailed engineering analysis.



Source: (City of Albany, Complete Streets Policy & Design Manual)

Street Markings:

- On-street Parking 20 29
- Traffic Markings 21 22

Signage:

- Wayfinding 28
- Traffic Control
- Walking & Bicycle Safety 15

Traffic Control:

- Road Diets 7 8 14
- Speed Cushions
- Traffic Circles & Roundabouts

Walking Enhancements:

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- Walking Signals 16
- Enhanced Crosswalks 6 19

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- Human-level Lighting
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- Decorative Lighting

Greenspace:

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- Pervious Pavements 26
- Planters & Rain Gardens 2 26
- Street Trees 3 8

Bicycling Enhancements:

- Bikeway 12
- Bike Lane 8 14 15
- Bicycle Storage

Other Main Street Principles:

- Outdoor Dining
- Benches
- Recreational Activity Areas
- Bus Shelters 28

Typology Overview

Each street typology in this Guidebook includes illustrative cross-sections indicating appropriate pedestrian and bicycle infrastructure, travel lane widths, buffer areas, and other dimensions. Existing City streets representative of each typology are included for reference. The illustrative cross-sections in this section are intended to exemplify many of the possible street configurations based on best practices and existing conditions but are not necessarily an exhaustive list of all possibilities. Land use context, design speed, traffic volumes, physical constraints, and tradeoffs between possible elements may require further adjustments to dimensions based upon available right-of-way and funding.

Within the City of Rome, streets are generally defined as follows:

- *Downtown Urban Core*
- *Commercial Corridor*
- *Mixed-Use Corridor*
- *Transition Area*
- *Residential High Volume*
- *Residential Low Volume*

Key considerations for the development of typologies include:

General Dimensions

Minimum dimensions for each right-of-way type are influenced by existing conditions in the City of Rome. Variations in dimensions may be necessary due to the context and character each street section.

Design Speeds

Design speeds are used to determine the geographic features of the roadway. For example, the wider the road, the faster vehicles will generally travel. Physical elements such as narrower travel lanes or slow turn wedges will generally slow vehicles down. Medians, curb extensions (bump-outs), street trees, on-street parking, and other elements narrow the field of view of drivers, resulting in slower speeds.

Walking Accommodations

Sidewalks should be a minimum of 5′ (ADA-compliant width) to support the passage of two pedestrians. Sidewalks that support small businesses, large offices, and/or services should be able to support a high level of pedestrian traffic with widths of 10′ or greater. Sidewalks should be as wide as possible to encourage pedestrian activity while remaining consistent with neighborhood context.

Bicycling Accommodations

Minimum bike lane widths are included in the cross-sections. Preferred widths are dependent on the appropriate bike infrastructure and context and should follow the NACTO Urban Bikeway Design Guide. As implementation will be primarily undertaken as retrofits to existing corridors, bicycle lanes are only possible if sufficient right-of-way is present and physical constraints allow.

Green & Public Space

Details about street trees and green infrastructure are found under the Landscaping and Green Infrastructure Best Practices and Parks, Parklets, and Plazas Best Practices.

Business Accommodations

Items such as EV charging stations, wayfinding signage, and outdoor dining furniture are appropriate for certain typologies as they support local businesses and entice customers to visit establishments in the area.

Downtown Urban Core

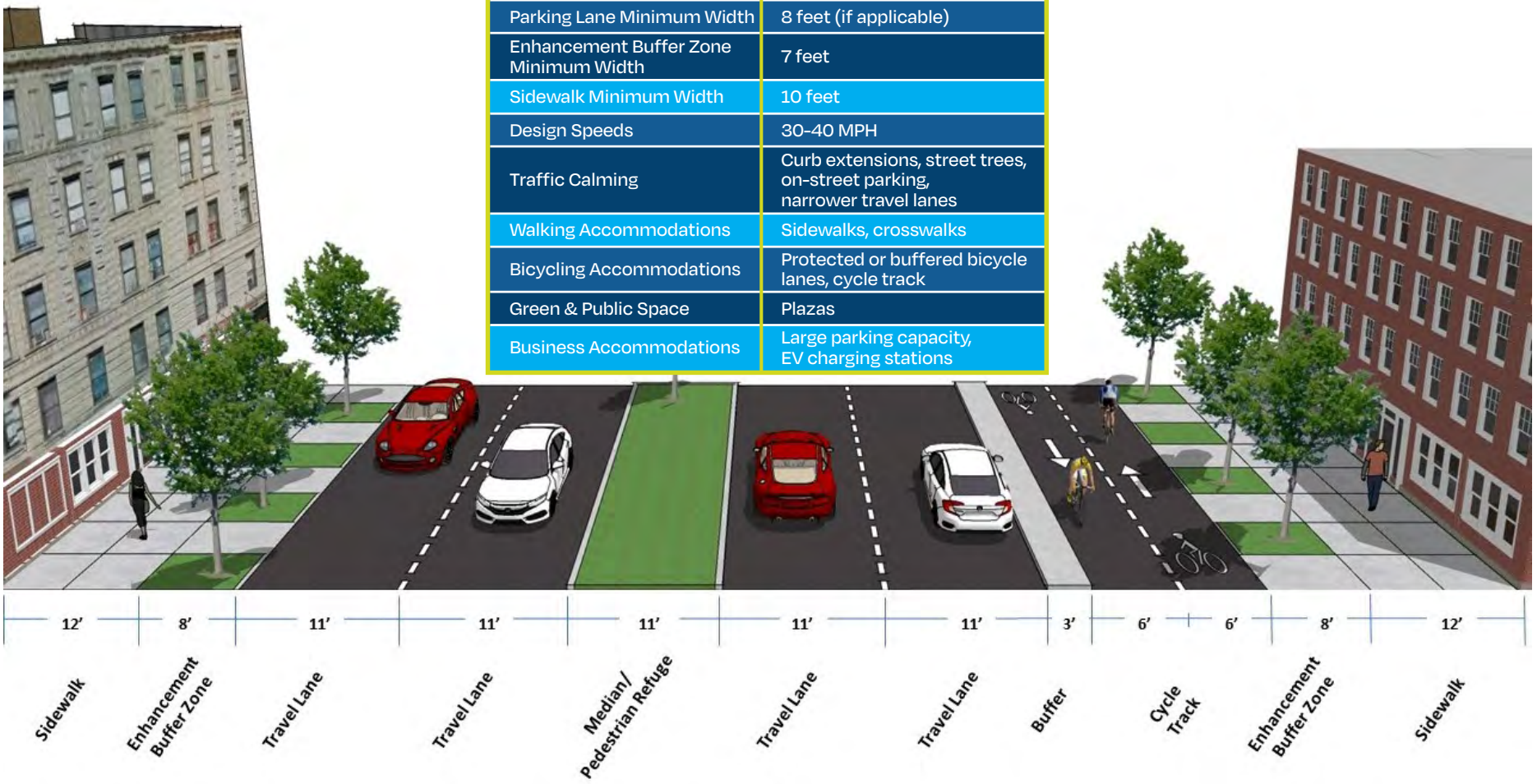
These streets include State-owned, high-volume roads. These streets have mixed-use areas with retail, offices, services, restaurants, and residential uses. These streets may have buildings built to the sidewalk or common spaces between the building and the sidewalk. Sidewalks are designed to handle significant pedestrian traffic.

Example Streets: Erie Blvd. W., from Madison St. to Black River Blvd. interchange

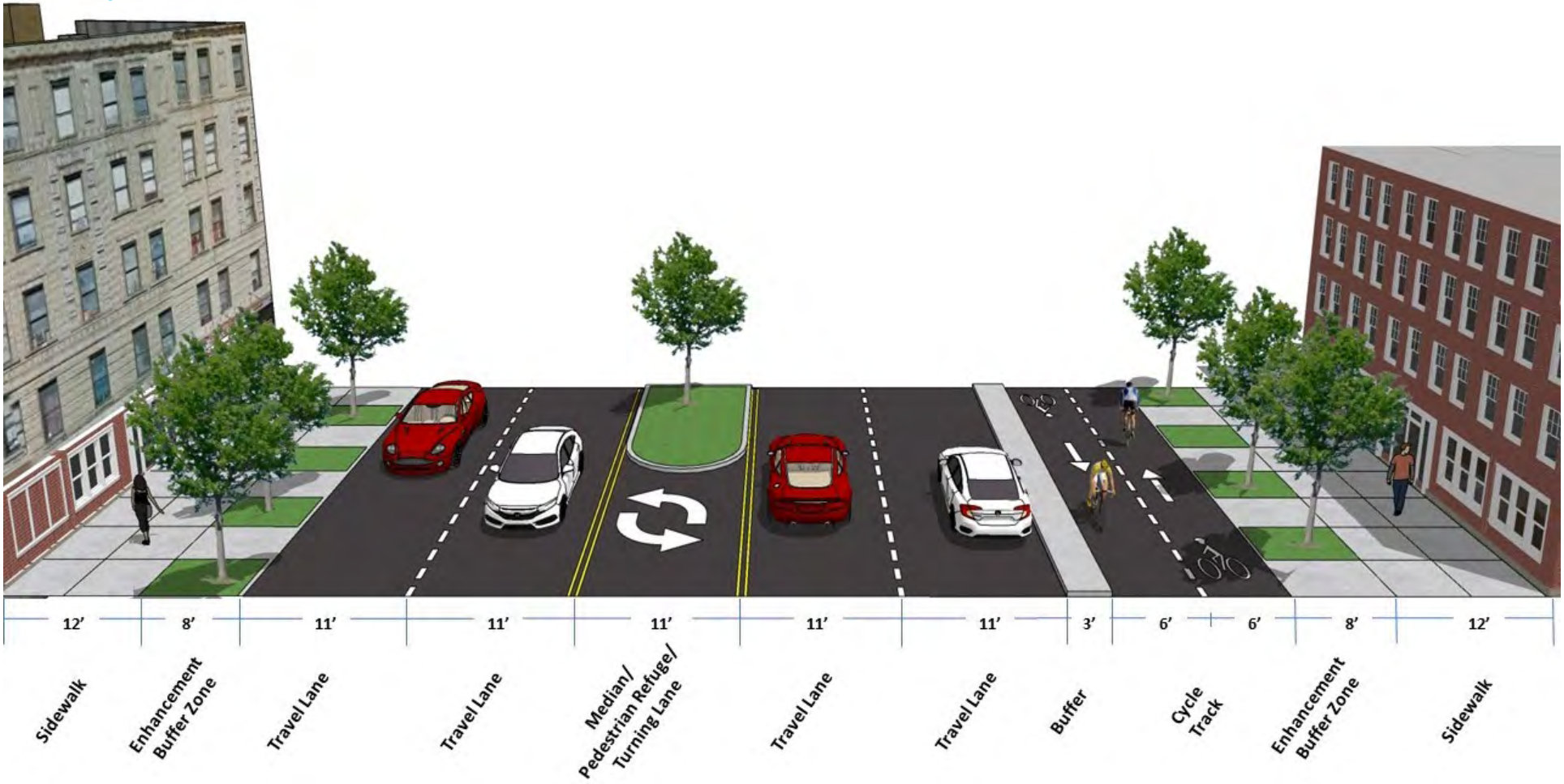
Preferred dimensions for each cross-section are listed below. Variations in dimensions may be necessary based on existing conditions and available right-of-way:

KEY ELEMENTS	STANDARDS
Travel Lane Minimum Width	11 feet
Median Minimum Width	4 feet
Bike Lane Minimum Width	5 feet with a buffer
Buffer Minimum Width	3 feet
Parking Lane Minimum Width	8 feet (if applicable)
Enhancement Buffer Zone Minimum Width	7 feet
Sidewalk Minimum Width	10 feet
Design Speeds	30-40 MPH
Traffic Calming	Curb extensions, street trees, on-street parking, narrower travel lanes
Walking Accommodations	Sidewalks, crosswalks
Bicycling Accommodations	Protected or buffered bicycle lanes, cycle track
Green & Public Space	Plazas
Business Accommodations	Large parking capacity, EV charging stations

Downtown Urban Core street with cycle track & median/pedestrian refuge island



Downtown Urban Core street with cycle track & turning lane



Commercial Corridor

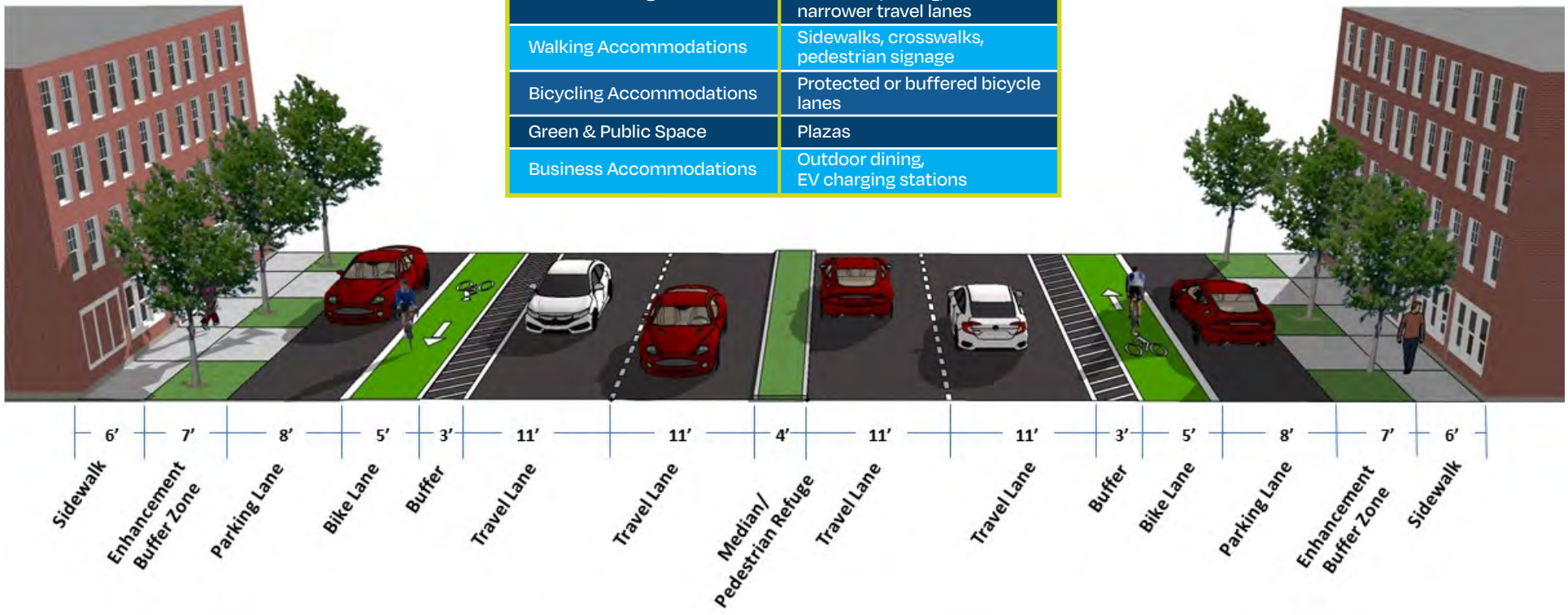
Commercial corridors are streets that have uses such as shopping centers, auto services, and offices. Commercial streets have more frequent driveways to provide access to services.

Example Streets: Erie Blvd (west of Madison St. and east of the Black River Blvd. Interchange), Black River Blvd

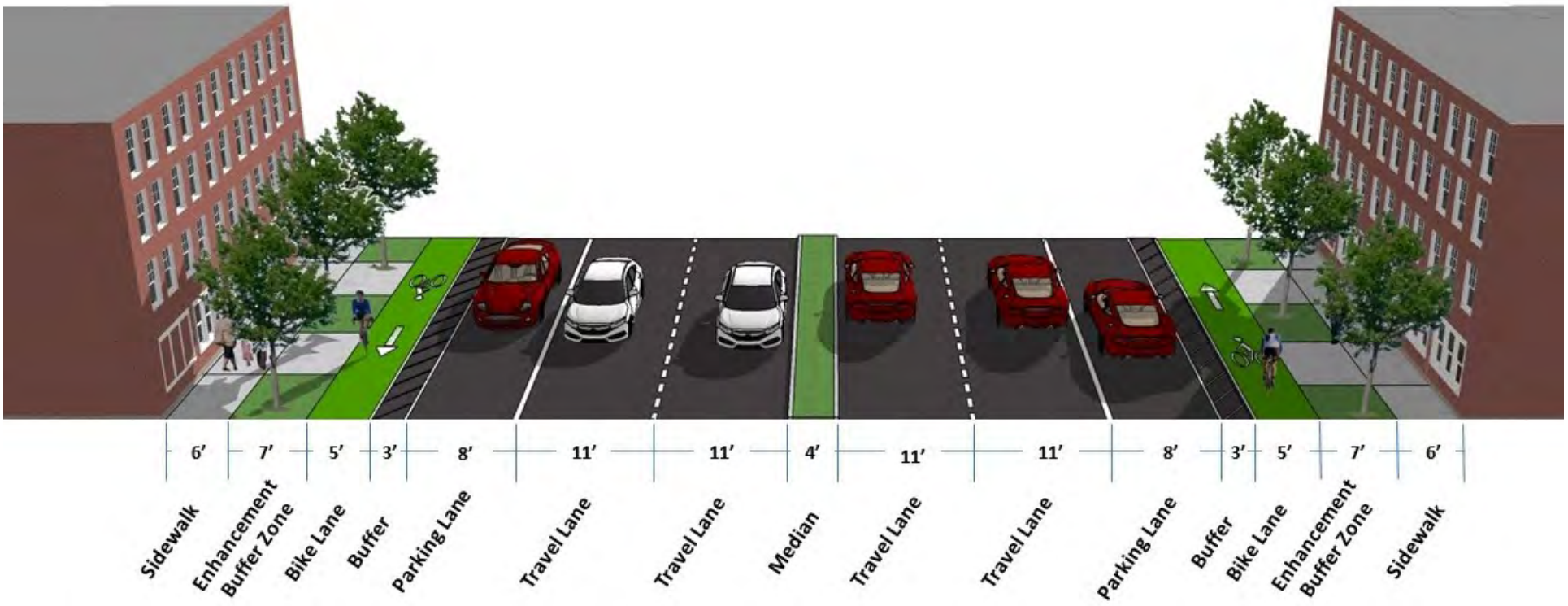
Preferred dimensions for each cross-section are listed below. Variations in dimensions may be necessary based on existing conditions and available right-of-way:

KEY ELEMENTS	STANDARDS
Travel Lane Minimum Width	11 feet
Median Minimum Width	4 feet
Bike Lane Minimum Width	5 feet with a buffer
Buffer Minimum Width	3 feet
Parking Lane Minimum Width	8 feet (if applicable)
Enhancement Buffer Zone Minimum Width	7 feet
Sidewalk Minimum Width	6 feet
Design Speeds	30-40 MPH
Traffic Calming	Curb extensions, street trees, on-street parking, narrower travel lanes
Walking Accommodations	Sidewalks, crosswalks, pedestrian signage
Bicycling Accommodations	Protected or buffered bicycle lanes
Green & Public Space	Plazas
Business Accommodations	Outdoor dining, EV charging stations

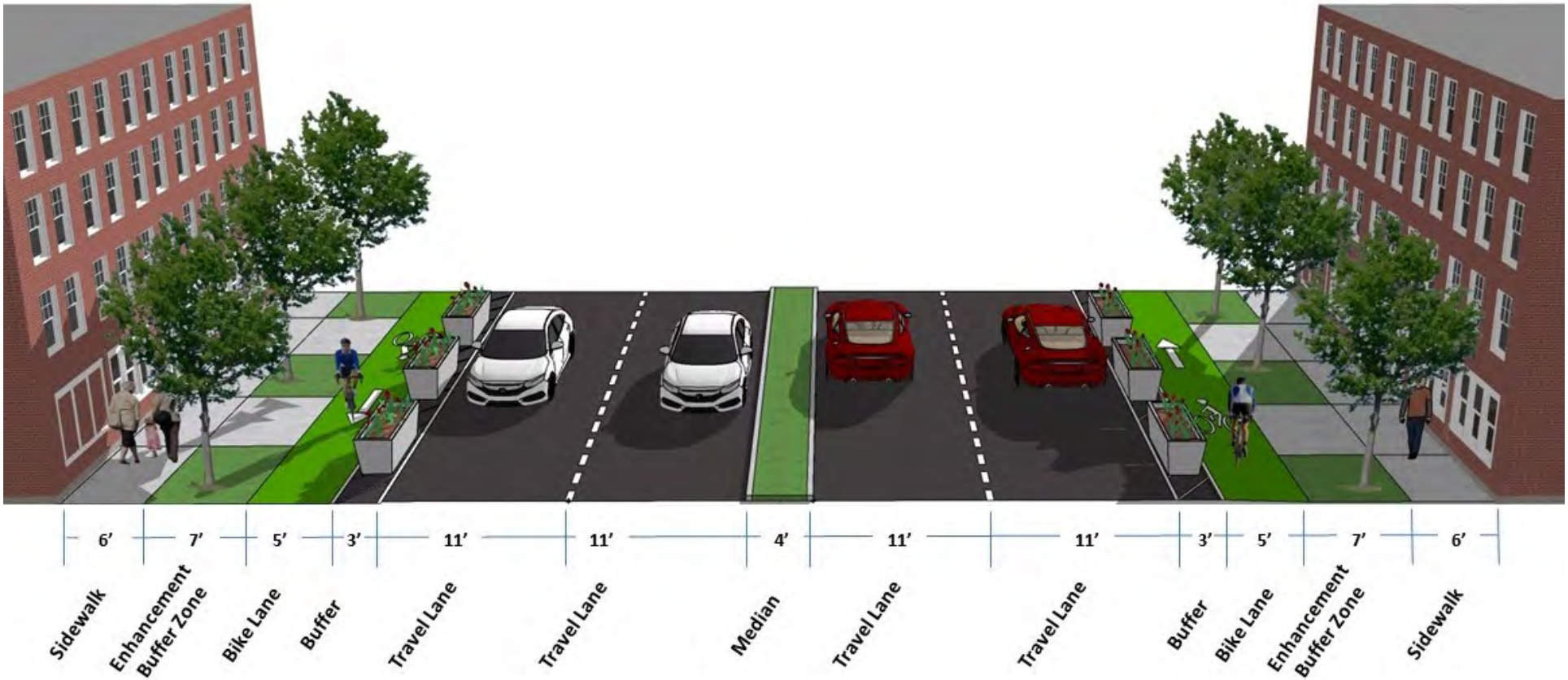
Commercial Corridor with paint-buffered bicycle lanes & 2-side on-street parking



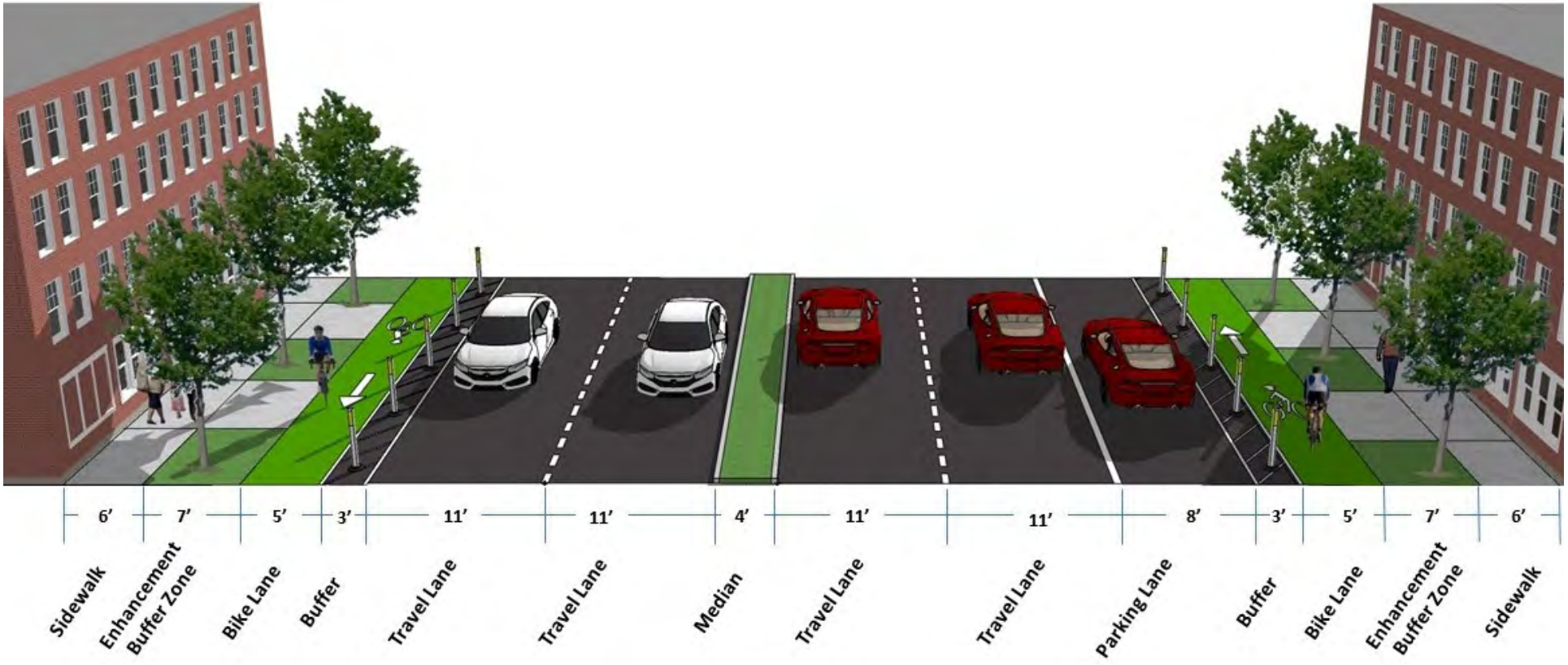
Commercial Corridor with bicycle lanes protected by 2-side on-street parking



Commercial Corridor with planter-buffered bicycle lanes



Commercial Corridor with delineator-buffered bicycle lanes & 1-side on-street parking



Mixed-Use Corridor

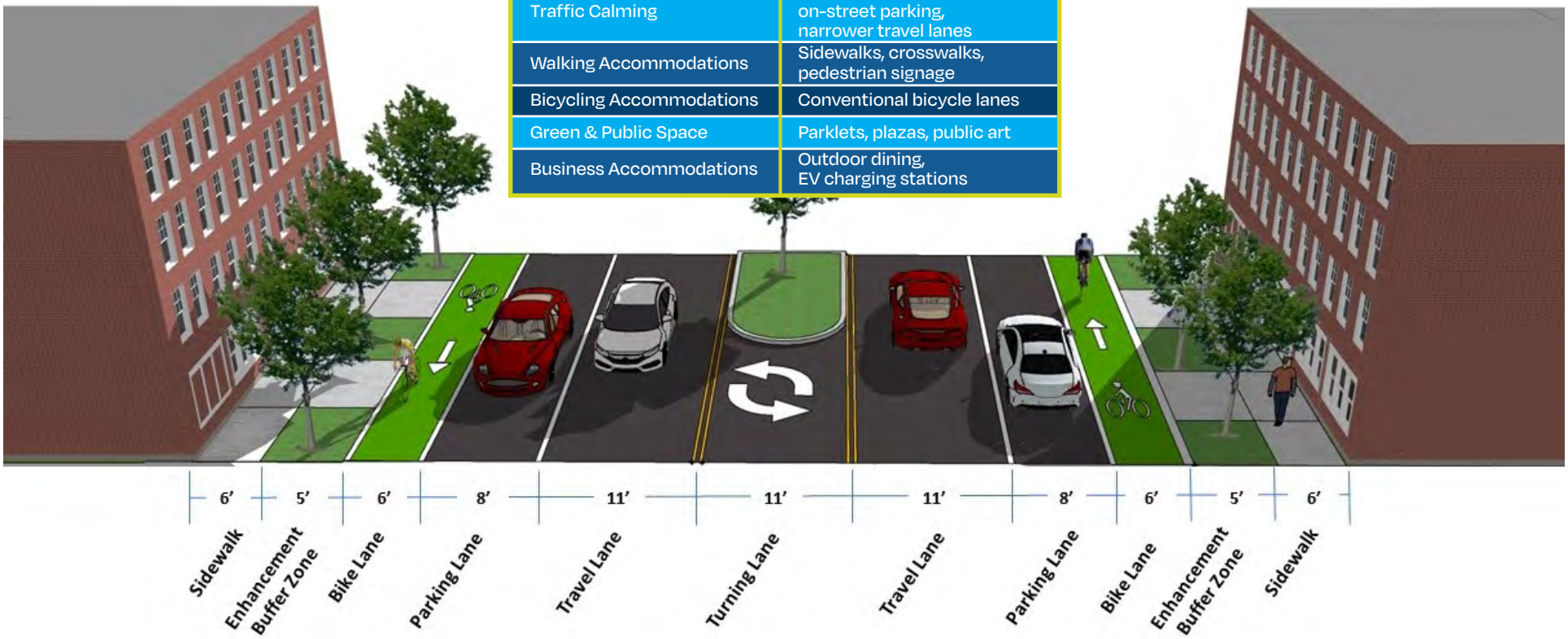
Mixed-use corridors are streets with various uses including retail, offices, services, restaurants, and residential uses. These streets are more pedestrian-oriented.

Example Streets: W Dominick St., E. Dominick St., N. James St.

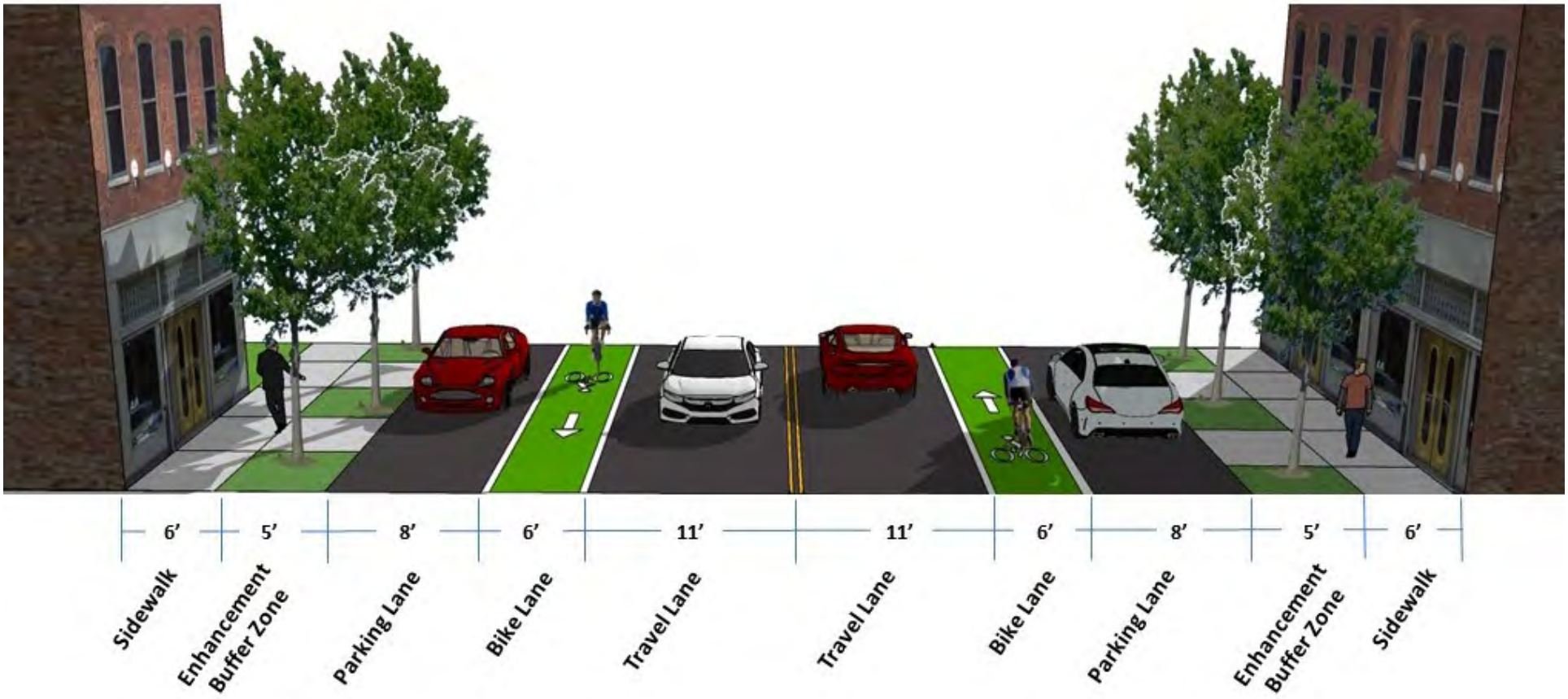
Preferred dimensions for each cross-section are listed below. Variations in dimensions may be necessary based on existing conditions and available right-of-way:

KEY ELEMENTS	STANDARDS
Travel Lane Minimum Width	11 feet
Bike Lane Minimum Width	6 feet without a buffer (no buffer proposed as right-of-way for this typology is typically more constrained)
Parking Lane Minimum Width	8 feet (if applicable)
Enhancement Buffer Zone Minimum Width	5 feet
Sidewalk Minimum Width	6 feet
Design Speeds	25-35 MPH
Traffic Calming	Curb extensions, street trees, on-street parking, narrower travel lanes
Walking Accommodations	Sidewalks, crosswalks, pedestrian signage
Bicycling Accommodations	Conventional bicycle lanes
Green & Public Space	Parklets, plazas, public art
Business Accommodations	Outdoor dining, EV charging stations

Mixed-Use Corridor with center turning lane, bicycle lanes protected by 2-side on-street parking



Mixed-Use Corridor with conventional bicycle lanes & 2-side on-street parking



Transition Area

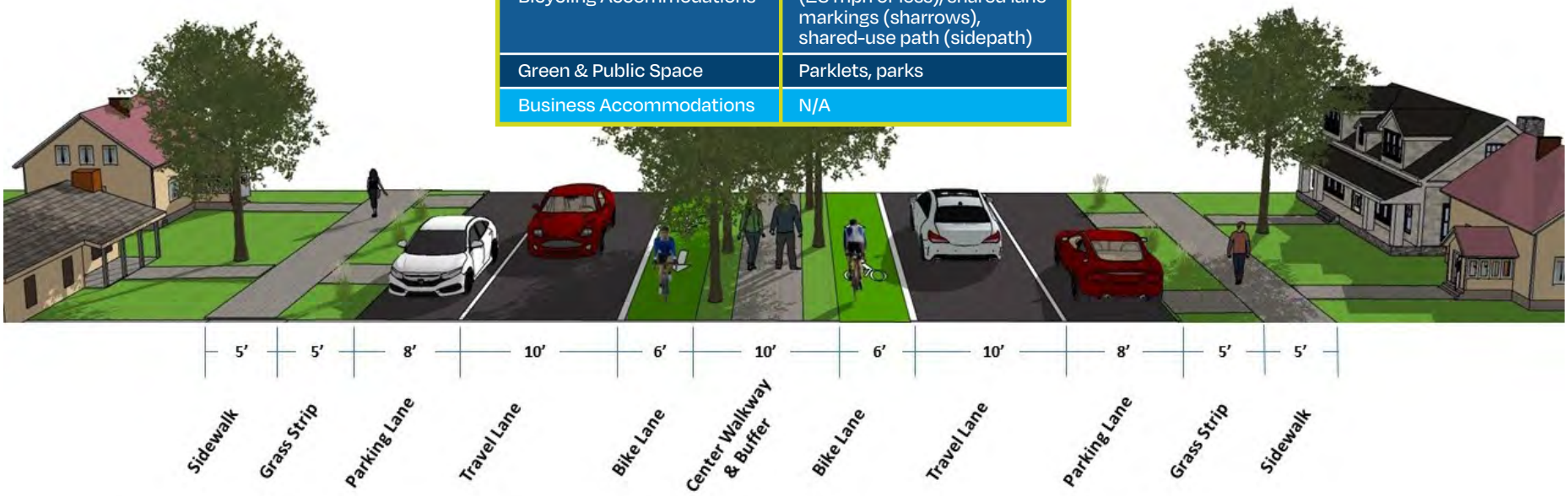
Transition areas are streets that shift in the type of land use character. Examples include institutional and residential areas, industrial and residential areas, or residential uses adjacent to a strip commercial area.

Example Streets: West Linden St./Turin St./Laurel St., Harbor Way/Mill St., Liberty St./James St.

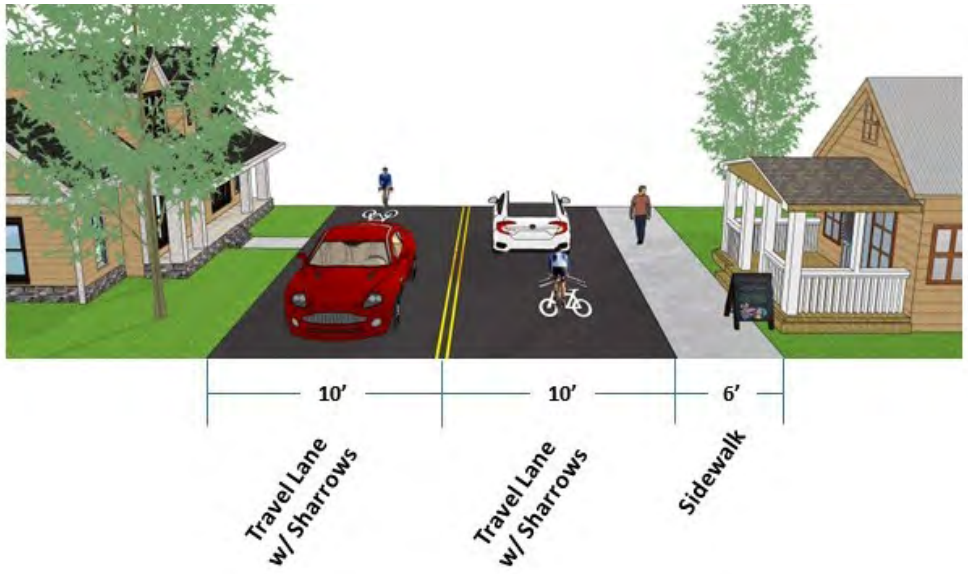
Preferred dimensions for each cross-section are listed below. Variations in dimensions may be necessary based on existing conditions and available right-of-way:

KEY ELEMENTS	STANDARDS
Travel Lane Minimum Width	10 feet
Median Minimum Width	10 feet (if applicable)
Bike Lane Minimum Width	5 feet with a buffer, 6 feet without
Buffer Minimum Width	3 feet for a buffered bike lane and 6.5 feet for sidepath
Parking Lane Minimum Width	8 feet (if applicable)
Grass Strip Minimum Width	5 feet (if applicable)
Sidewalk Minimum Width	5 feet
Design Speeds	25-35 MPH
Traffic Calming	Curb extensions, street trees, on-street parking, narrower travel lanes
Walking Accommodations	Sidewalks, crosswalks, shared-use path (sidepath)
Bicycling Accommodations	Buffered bike lanes, conventional bike lanes (25 mph or less), shared lane markings (sharrows), shared-use path (sidepath)
Green & Public Space	Parklets, parks
Business Accommodations	N/A

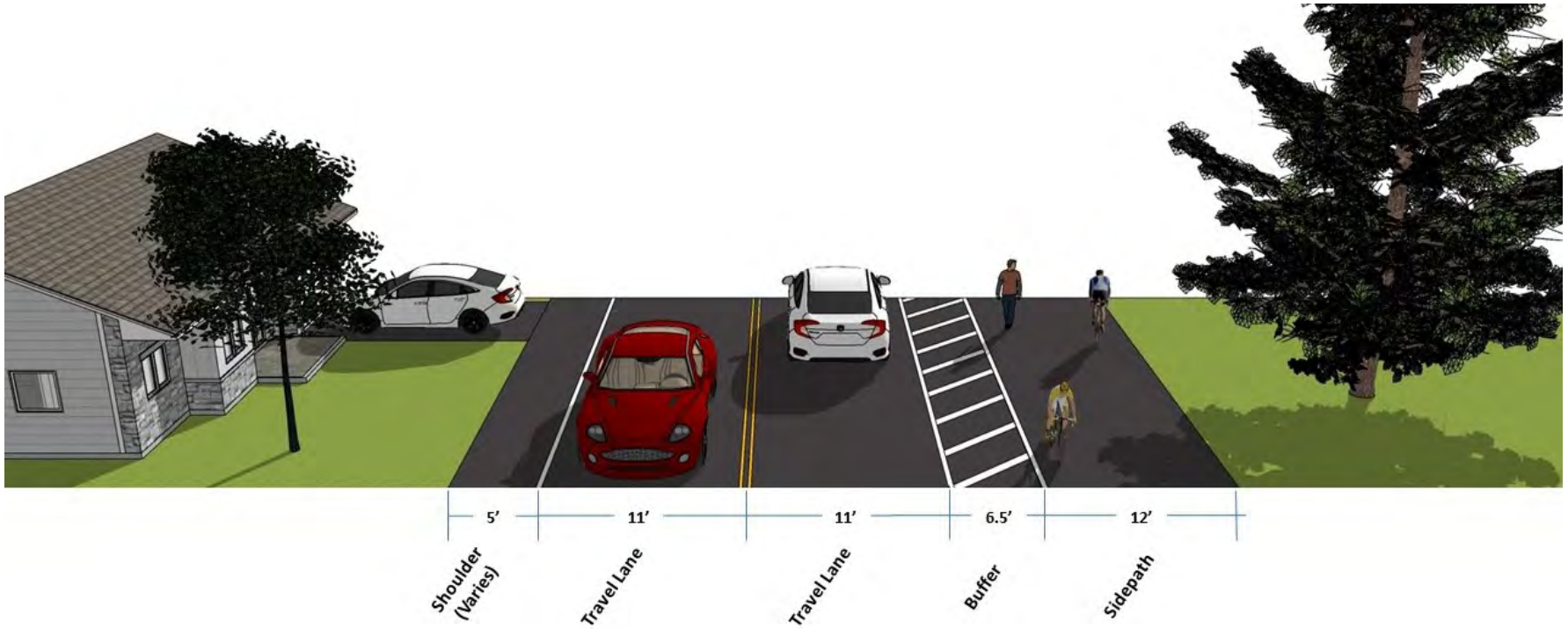
Transition area with median walkway, conventional bicycle lanes & 2-side on-street parking



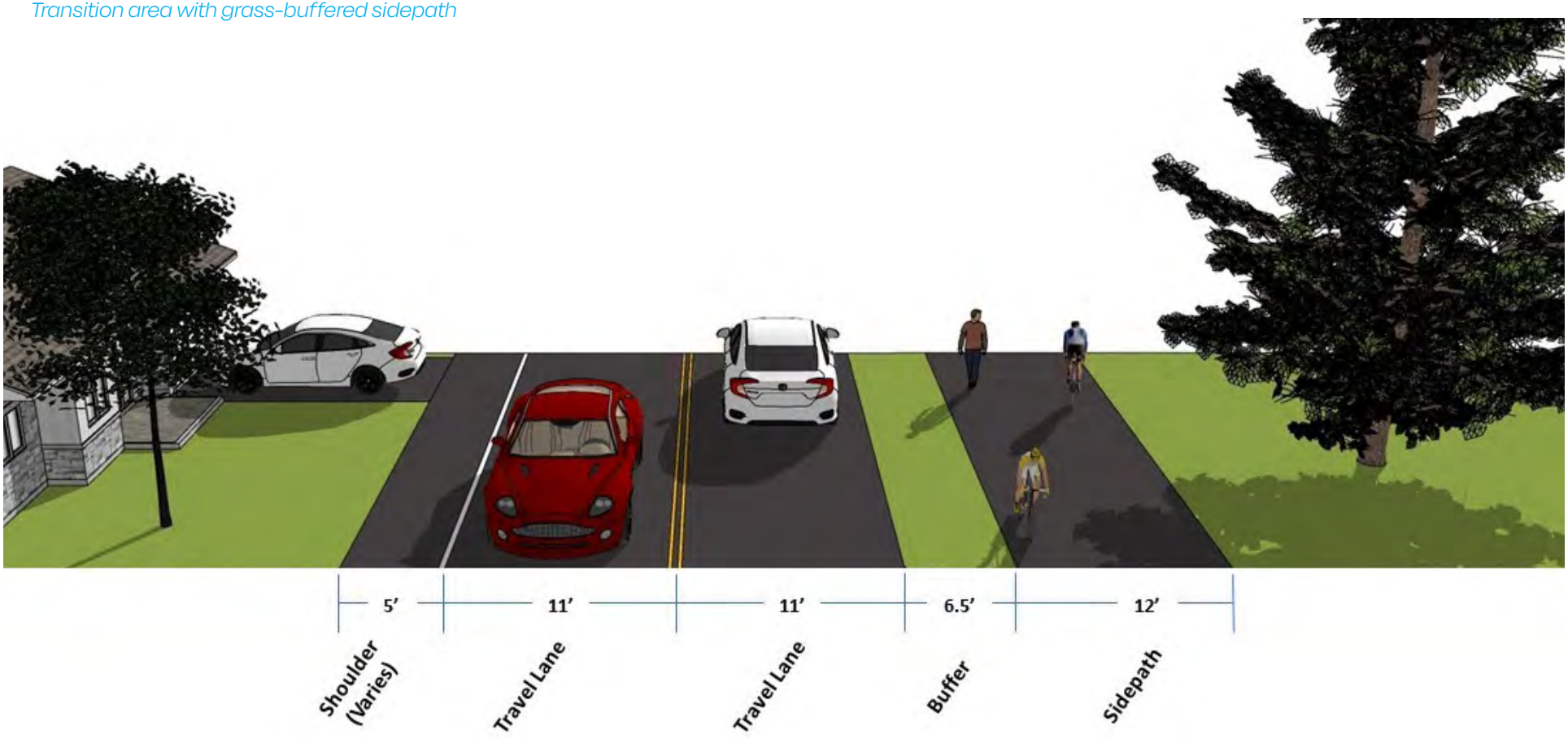
Transition area with shared lane markings (sharrows)



Transition area with paint-buffered sidepath



Transition area with grass-buffered sidepath



Residential High-Volume

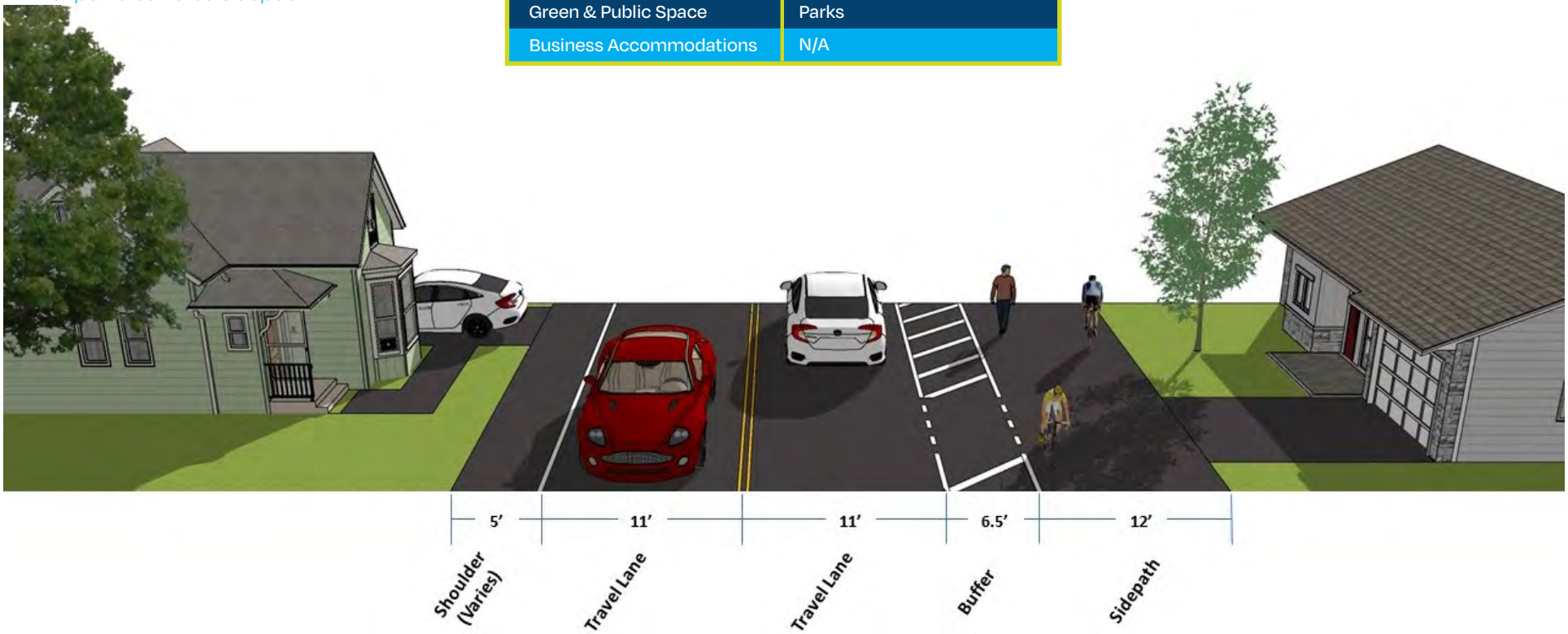
Residential high-volume roads primarily serve residential uses with some institutional uses and occasional small-scale retail uses. Buildings are setback from the street. These streets serve as residential through streets.

Example Streets: Turin St. (from W. Linden St. to W. Chestnut St.), Floyd Ave. (E. Garden St. to Lori Ln.)

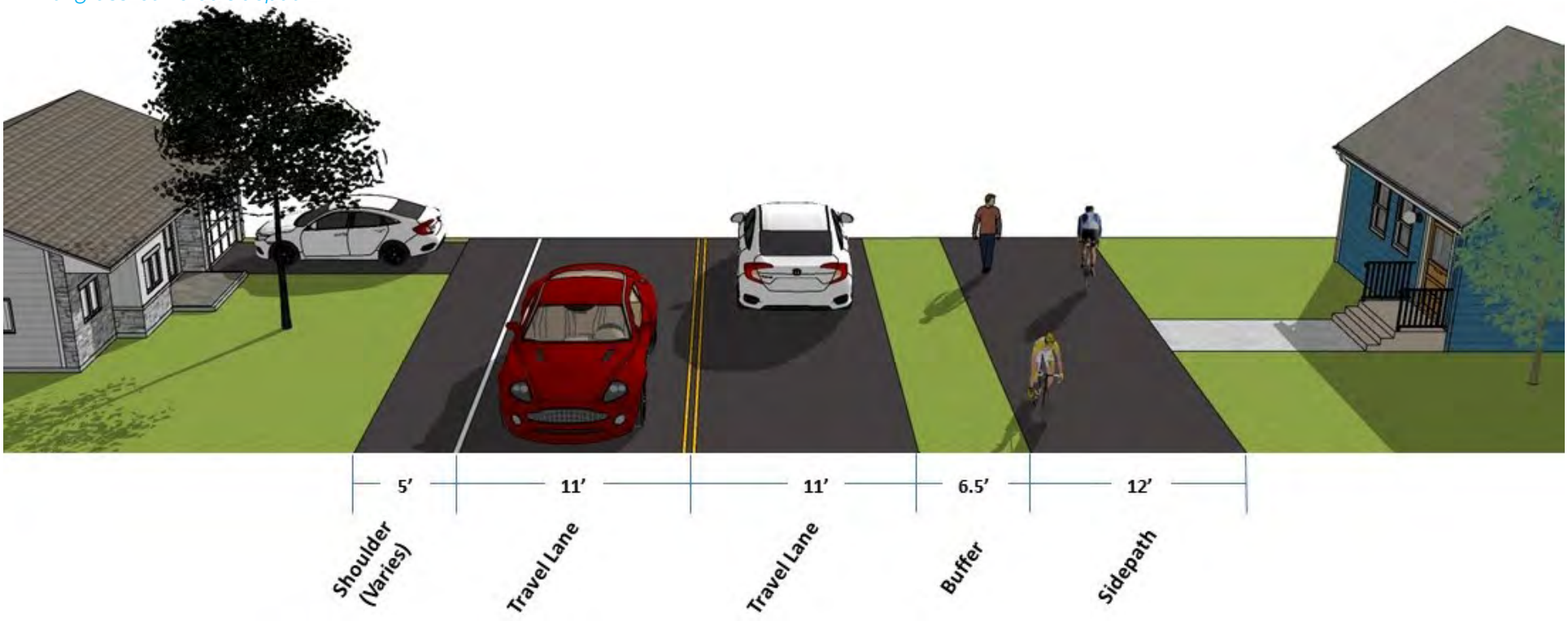
Preferred dimensions for each cross-section are listed below. Variations in dimensions may be necessary based on existing conditions and available right-of-way:

KEY ELEMENTS	STANDARDS
Travel Lane Minimum Width	10 feet
Parking Lane Minimum Width	8 feet (if applicable)
Grass Strip Minimum Width	5 feet (if applicable)
Sidewalk Minimum Width	5 feet
Design Speeds	25 MPH
Traffic Calming	Curb extensions, street trees, on-street parking, narrower travel lanes
Walking Accommodations	Sidewalks, crosswalks
Bicycling Accommodations	Sidepath
Green & Public Space	Parks
Business Accommodations	N/A

Residential High-Volume street with paint-buffered sidepath



Residential High-Volume street with grass-buffered sidepath



Residential Low-Volume

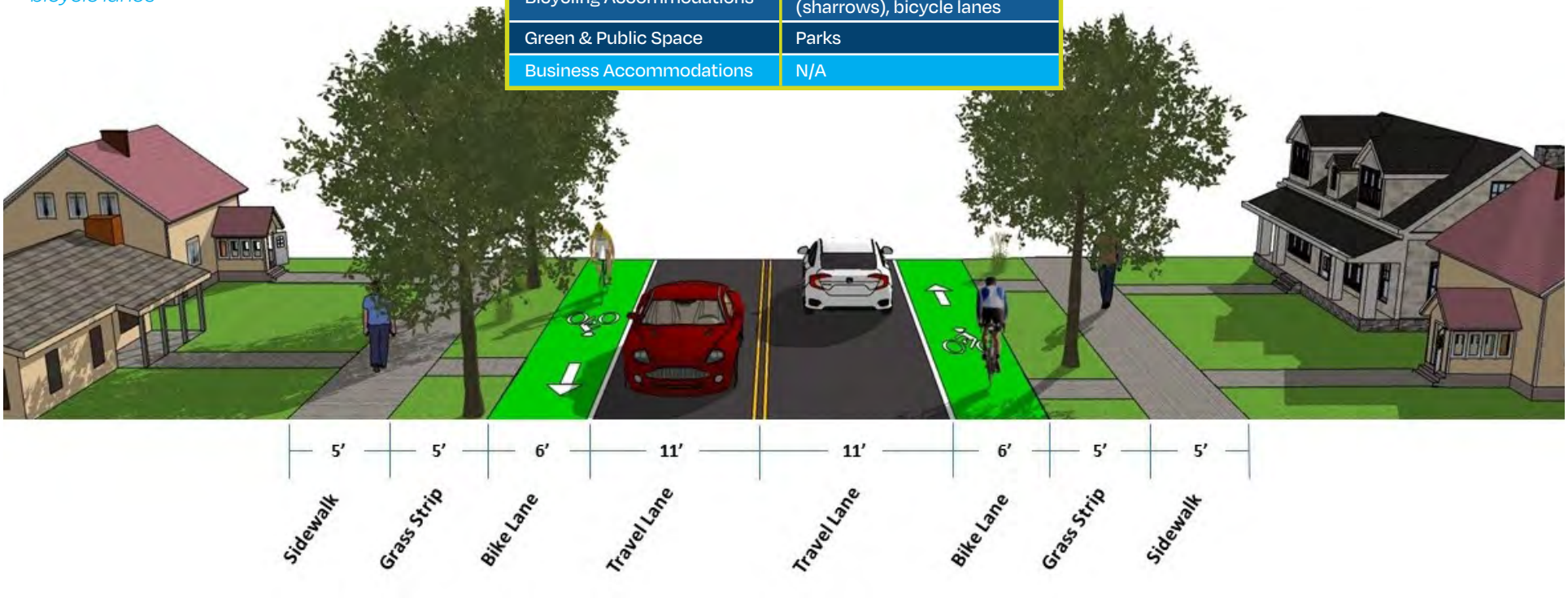
Residential low-volume streets almost exclusively serve residential uses. Buildings (except for garages in alleys) are setback from the street. There is less through travel on these streets and slower speeds.

Example Streets: Oakwood St., N. George St (north of Turin St.), W. Embargo St.

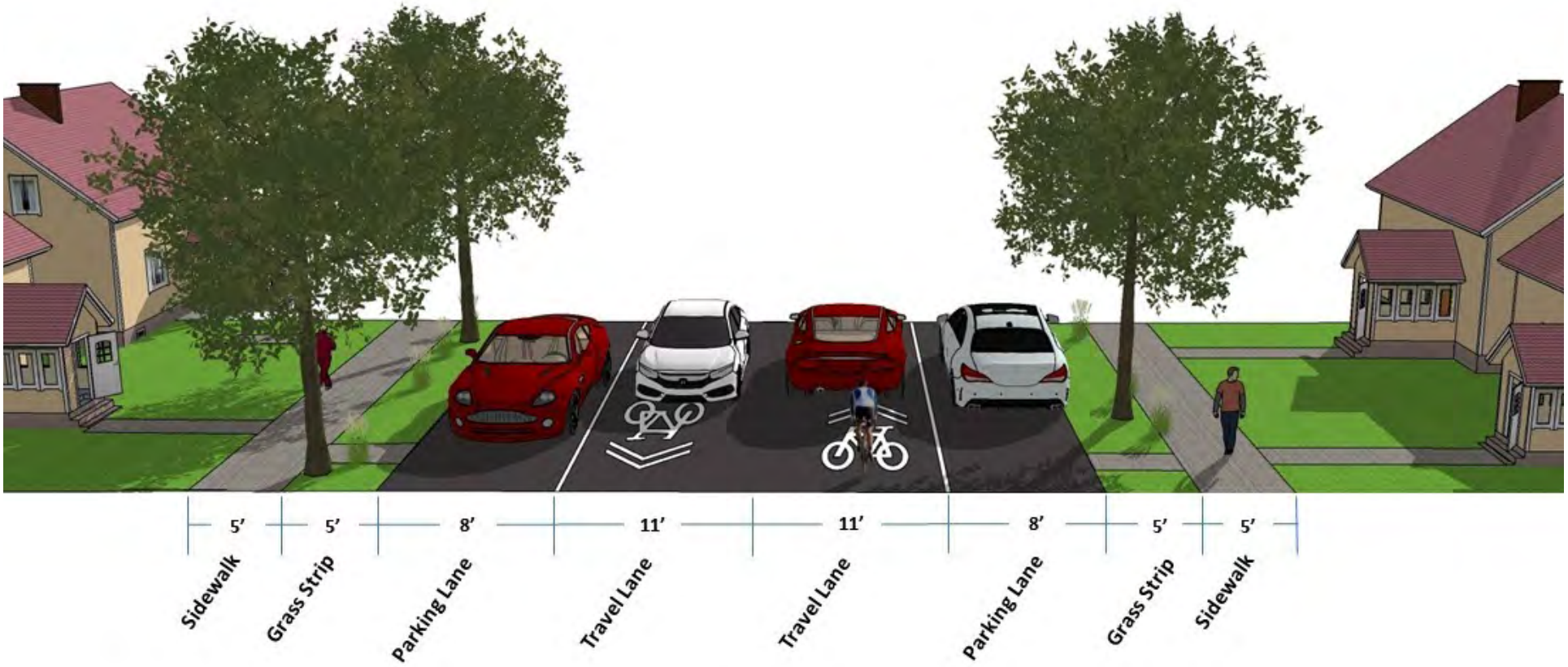
Preferred dimensions for each cross-section are listed below. Variations in dimensions may be necessary based on existing conditions and available right-of-way:

KEY ELEMENTS	STANDARDS
Travel Lane Minimum Width	10 feet
Parking Lane Minimum Width	8 feet (if applicable)
Grass Strip Minimum Width	5 feet (if applicable)
Sidewalk Minimum Width	5 feet
Design Speeds	25 MPH
Traffic Calming	Curb extensions, street trees, on-street parking, narrower travel lanes
Walking Accommodations	Sidewalks, crosswalks, shared-use path (sidepath)
Bicycling Accommodations	Shared-lane markings (sharrows), bicycle lanes
Green & Public Space	Parks
Business Accommodations	N/A

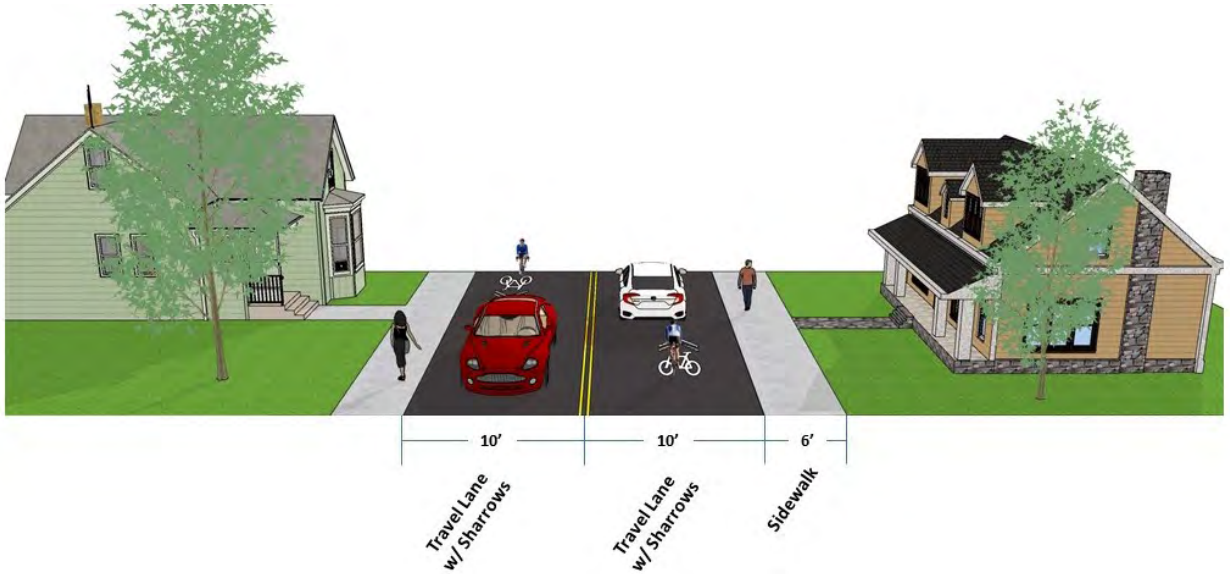
Residential Low-Volume street with traditional bicycle lanes



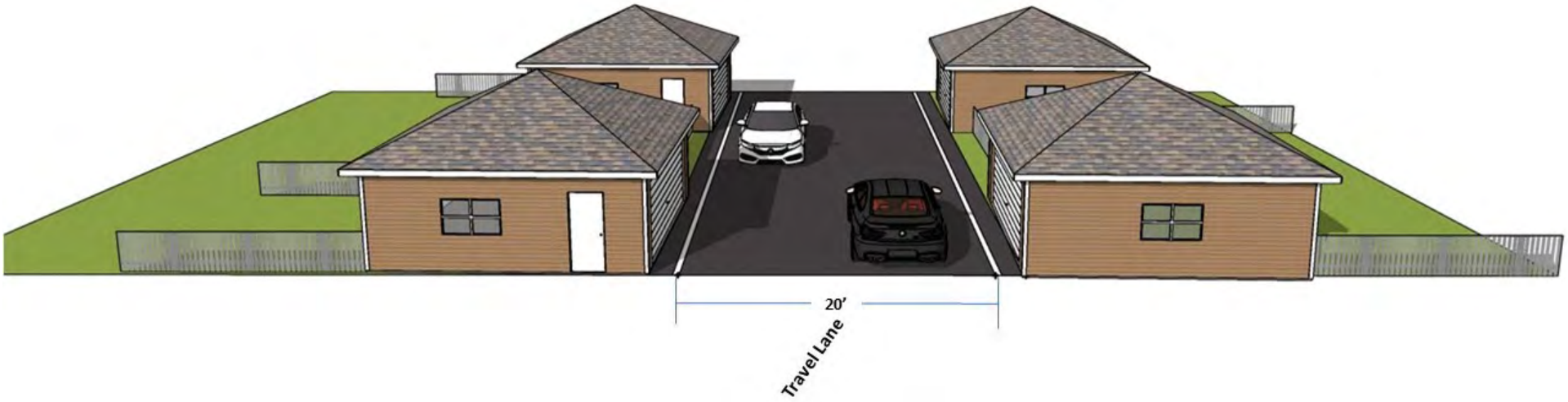
Residential Low-Volume street with shared lane markings (sharrows) & 2-side on-street parking



Residential Low-Volume street with shared lane markings (sharrows)



Residential Low-Volume alley with shared travel lane (no markings required)



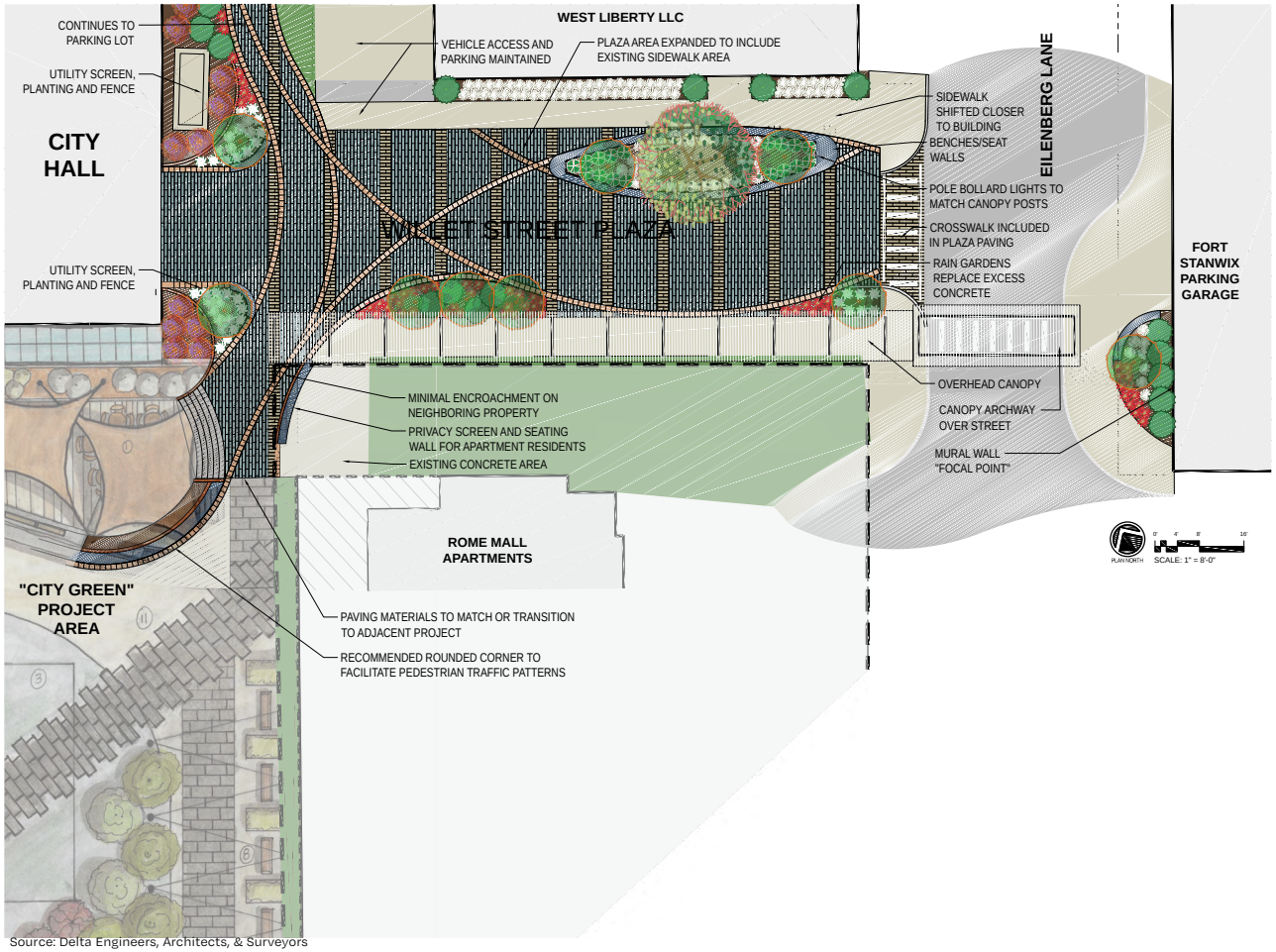
Woonerf

Woonerf is a Dutch urban planning concept which means "living street". This street model of shared space, low-speed limits and traffic calming was first implemented in the Netherlands and Belgium. One characteristic feature of Woonerf is landscaping. Through community gardens, plant boxes and thriving city trees throughout the area, people can experience optimal health and community benefits when traveling through their local city streets.

A Woonerf design places emphasis on the overall quality of life, rather than the speed of it. It's for this reason that street furniture or speed reduction measures like bollards, limited sight distance and narrow paths of travel are utilized to lessen the volume of traffic, offering residents a greater sense of ease, safety and comfort when making use of city streets. By implementing Woonerf techniques, an urban street is transformed to become a wide social space where pedestrians are encouraged to make use of the entire roadway, move freely from one point to another and participate in recreational activities.

A Woonerf-designed street creates no division between vehicles and people. Hence, it is referred to as a "shared space" that is open for cars but is also catered to giving citizens a pedestrian-friendly and welcoming environment.

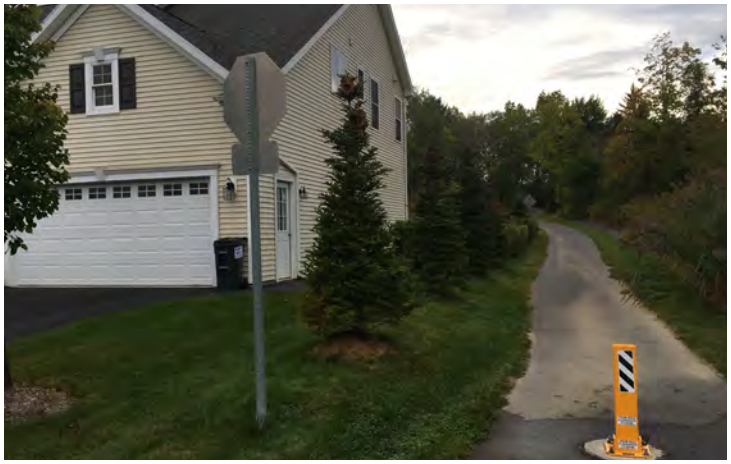
Conceptual Woonerf Design for Willet Street

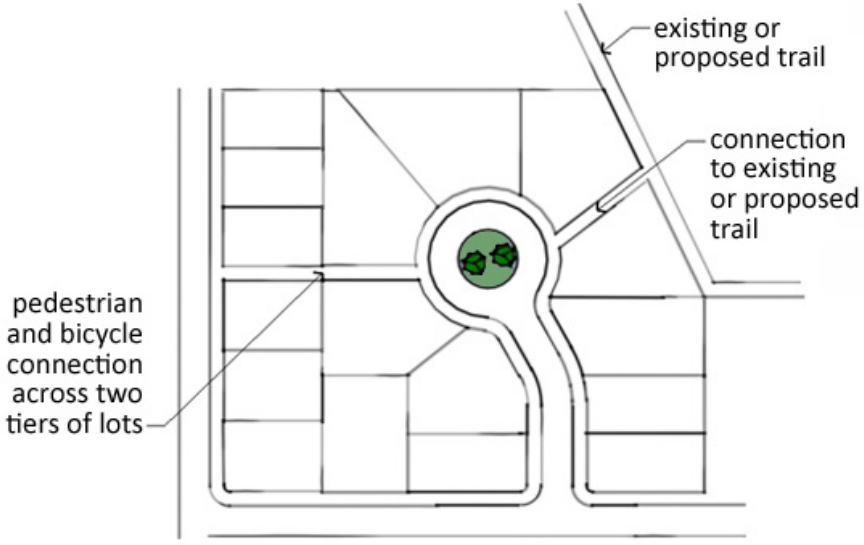


Source: Delta Engineers, Architects, & Surveyors

Cul-De-Sac

Many streets terminating in a cul-de-sac or dead end currently exist in Rome. In some cases, new streets of these typologies have been proposed due to development constraints in the Inner District. The cul-de-sac design inhibits thru-traffic and does not typically provide connectivity supportive of active transportation. However, introducing multi-use paths where streets terminate to vehicular traffic is one way of connecting these otherwise isolated areas of the active transportation network. Rome should consider this option in retrofitting current streets to further connectivity. The City should also encourage this type of design in new proposals, in cases where the cul-de-sac cannot be avoided altogether in favor of a connected street grid.





Source: City of Cuero Unified Development Code, 2015

Placemaking Themes

Placemaking is a multi-faceted approach to the planning, design, and management of public spaces. Placemaking is both a process and a philosophy that helps unite people around a larger vision for a particular place. The goal of placemaking is to make streets a destination, not just a means of through travel.

To enhance Rome's neighborhoods, a series of Placemaking themes have been developed with appropriate streetscape amenities for each theme. The intention is for streetscape amenities to fit the character and context of each neighborhood.

Theme Overview

Each placemaking theme described in this Guidebook includes an example of a similar existing area in the City. The theme tables present options for upgrades or additions to uniquely define each area.

Within the City, areas can generally be categorized in the following themes:

- *Downtown*
- *Residential*
- *Waterfront*
- *Commercial*
- *Neighborhood Commercial*
- *Historic*
- *Griffiss Business & Technology Park*

Downtown

The Downtown Placemaking Theme follows an urban contemporary style. The downtown core will become all about activity on the streets, sidewalks, parks, and plazas, coupled with cultural centers and businesses that draw more people into the City. Black metal and dark stained wood are the recommended colors for the Amenity Package.

Example Streets: 200 block of W. Dominick St.

Collection - Downtown

Urban Contemporary - Example Streets: W. Dominick

Bench

Manufacturer: Maglin
Model: MLB 1200 Series Bench with arms

Trash Receptacle

Manufacturer: Landscape Forms
Model: Lakeside Litter Grass Side Open

Bike Rack - Individual

Manufacturer: Landscape Forms
Model: Emerson Bike Rack

Pedestrian Light Pole

Manufacturer: Sternberg Lighting
Model: Lunaria Luminaire

Table

Manufacturer: Maglin
Model: 720 Table and Benches

Planter

Manufacturer: Earth Planter
Model: Metro Tapered Square Planter

Bike Rack - Mass Parking

Manufacturer: Landscape Forms
Model: Emerson Bike Rack

Lighted Bollard

Manufacturer: Sternberg Lighting
Model: Lunaria Bollard

Residential

The Residential Placemaking Theme fits in with the character of Rome's neighborhoods and housing stock. Residential placemaking focuses on creating a shared space for residents of a given neighborhood or cluster of neighborhoods to gather. This eliminates the burden of extensive traveling for recreational enjoyment, and many placemaking elements such as playgrounds, ball fields, and tables can be centrally placed at a neighborhood park. Black is the recommended color for the Amenity Package.

Example Streets: Franklyn St., Cedar St., Lyndale Dr., Kent St.

Collection - Residential

Example Streets: 1200 block of N. James, 500 block of East Garden

Bench

Manufacturer: Victor Stanley
Model: CM-138

Trash Receptacle

Manufacturer: Victor Stanley
Model: SD-42 Ironsites Collection

Bike Rack - Individual

Manufacturer: Victor Stanley
Model: BRBS-302 Bike Rack

Pedestrian Light Pole

Manufacturer: Sternberg Lighting
Model: SCP-LED Central
Color: Black
Manufacturer: Sternberg Lighting
Model: 5200 Barrington Pole

Table

Manufacturer: Victor Stanley
Model: N-364 Table

Planter

Manufacturer: Earth Planter
Model: Large Urban Vase EPMV41

Bike Rack - Mass Parking

Manufacturer: Victor Stanley
Model: BK-4 Cycle Sentry Bike Rack

Lighted Bollard

Manufacturer: Sternberg Lighting
Model: Euro LED Bollard

Waterfront

The Waterfront Placemaking Theme utilizes a riverfront/nautical theme. The natural beauty of waterfront locations becomes a setting for outdoor and water-based recreation, while also serving as an escape from an otherwise urbanized environment. Boating and fishing docks, tables, recreational trails, bike racks, swing benches, and water filling stations provide the means for a unique outdoor experience for families. Black and teal are the recommended colors for the Amenity Package.

Example Streets: Mill Street/E. North Street at Ann Street (Dewitt Clinton Apartments)

Collection - Waterfront

Waterfront Parks and Greenways - Example Streets: Mill, East North at Ann

Bench

In Use

Manufacturer: Victor Stanley
Model: CM-138

Trash Receptacle

Manufacturer: Victor Stanley
Model: SD-42 Ironsites Collection

Bike Rack - Individual

Manufacturer: Victor Stanley
Model: BRBS-302 Bike Rack

Pedestrian Light Pole

In Use

Manufacturer: Sternberg Lighting
Model: SCP-LED Central
Color: Black
Manufacturer: Sternberg Lighting
Model: 5200 Barrington Pole

Table

Manufacturer: Belson Outdoors
Model: E-Series Picnic Table

Planter

Manufacturer: Earth Planter
Model: Urban Vase

Bike Rack - Mass Parking

Manufacturer: Victor Stanley
Model: BK-2 Bike Rack

Lighted Bollard

Manufacturer: Sternberg Lighting
Model: Norwood Bollard

Commercial

The Commercial Placemaking Theme supports Rome's various local businesses and strip commercial areas, typically found along high-volume corridors. Attractive landscape elements, active transportation amenities, and outdoor dining options should be introduced in the proximity of complementary businesses. These elements should be used to mask undesirable viewsheds and activate space towards the street edge. Black is the recommended color for the Amenity Package.

Example Streets: Black River Blvd., Erie Blvd. W.

Collection - Commercial

General Commercial, Strip Commercial - Example Streets: Black River Blvd, W. Erie

Bench

Manufacturer: Victor Stanley
Model: RB-28 Steel Sites Bench

Trash Receptacle

Manufacturer: Victor Stanley
Model: SD-42 Ironsites Collection

Bike Rack - Individual

Manufacturer: Victor Stanley
Model: BRBS-302 Bike Rack

Pedestrian Light Pole

Manufacturer: Sternberg Lighting
Model: SCP-LED Central
Color: Black
Manufacturer: Sternberg Lighting
Model: 5200 Barrington Pole

Table

Manufacturer: Belson Outdoors
Model: E-Series Picnic Table

Planter

Manufacturer: Earth Planter
Model: Large Urban Vase EPMV41

Bike Rack - Mass Parking

Manufacturer: Belson Outdoors
Model: U-Rack with Lean Bar

Lighted Bollard

Manufacturer: Sternberg Lighting
Model: RWxx Bollard

Neighborhood Commercial

The Neighborhood Commercial Placemaking Theme is to be used in small-scale, neighborhood commercial areas. This theme supports Rome's many local service businesses and dining establishments. Introducing the recommended theme in conjunction with distinct branding, outdoor dining amenities, and public art can create a distinct experience. The incorporation of historic or cultural elements can help differentiate and represent each of Rome's neighborhoods in a manner reflective of community values. Black is the recommended color for the Amenity Package.

Example Streets: E. Dominick St., W. Dominick St., Floyd Ave. (west of the Mohawk River), 400 block of N. James St.

Collection - Local/Neighborhood Main Street

Local Commercial, Small-Scale Commercial, Neighborhood Commercial - Example Streets: E. Dominick, 400 block of N. James

Bench

In Use

Manufacturer: Victor Stanley
Model: CM-138

Trash Receptacle

Manufacturer: Victor Stanley
Model: SD-42 Ironsites Collection

Bike Rack - Individual

Manufacturer: Victor Stanley
Model: BRBS-302 Bike Rack

Pedestrian Light Pole

In Use

Manufacturer: Sternberg Lighting
Model: SCP-LED Central
Color: Black
Manufacturer: Sternberg Lighting
Model: 5200 Barrington Pole

Table

Manufacturer: Victor Stanley
Model: N-364 Table

Planter

Manufacturer: Earth Planter
Model: Large Urban Vase EPMV41

Bike Rack - Mass Parking

Manufacturer: Victor Stanley
Model: BK-4 Cycle Sentry Bike Rack

Lighted Bollard

Manufacturer: Sternberg Lighting
Model: Euro LED Bollard

Historic

The Historic Placemaking Theme is used to evoke sentiments of a bygone era. The Amenity Package has a more traditional, ornate style with black metal materials and rich wood elements. The theme is appropriate for the Gansevoort-Bellamy Historic District and public spaces, such as Vogel Park, that are nestled among Rome's many historic homes.

Example Streets: 400-1200 blocks of N. George St.

Collection - Historic

Historic Areas - Example Streets: 400-1200 block of N. George

Bench

Manufacturer: Victor Stanley
Model: C-10

Trash Receptacle

Manufacturer: Victor Stanley
Model: SD-42 Ironsites Collection

Bike Rack - Individual

Manufacturer: Victor Stanley
Model: BRBS-302 Bike Rack

Pedestrian Light Pole

Manufacturer: Sternberg Lighting
Model: SCP-LED Central
Color: Black
Manufacturer: Sternberg Lighting
Model: 5200 Barrington Pole

Table

Manufacturer: Victor Stanley
Model: C-9 Table

Planter

Manufacturer: Earth Planter
Model: Mediterranean Globe

Bike Rack - Mass Parking

Manufacturer: Victor Stanley
Model: BK-4 Cycle Sentry Bike Rack

Lighted Bollard

Manufacturer: Sternberg Lighting
Model: 5801 LED Boston Bollard

Griffiss Business & Technology Park

The Business & Technology Theme evokes technological advancement and modern recreation. Amenities within the Tech Park should incorporate cutting edge technology, focus on artistic expression, celebrate the site's ties to aviation, accommodate employees of onsite businesses, and encourage recreational uses. Modern styles are appropriate for this area with materials such as brushed metal evoking aviation history. Additional sculptures and other large-format artwork are appropriate, given the generous land available along the rights-of-way.

Example Streets: NYS Route 825, Hangar Rd., Otis St., Perimeter Rd., Ellsworth Rd.

Collection - Griffiss Business & Technology Park

Urban Contemporary - Example Streets: NYS Route 825, Hanger Rd., Otis St., Perimeter Rd., Ellsworth Rd.

Bench

Manufacturer: Maglin
Model: 400 Series Bench with arms

Trash Receptacle

Manufacturer: Landscape Forms
Model: Presidio Litter Side Open

Bike Rack - Individual

Manufacturer: Landscape Forms
Model: Emerson Bike Rack

Pedestrian Light Pole

Manufacturer: Sternberg Lighting
Model: Lunaria Luminaire

Table

Manufacturer: Belson Outdoors
Model: E-Series Picnic Table

Planter

Manufacturer: Earth Planter
Model: Metro Tapered Square Planter

Bike Rack - Mass Parking

Manufacturer: Landscape Forms
Model: Emerson Bike Rack

Lighted Bollard

Manufacturer: Sternberg Lighting
Model: Lunaria Bollard

Rome Streetscape Amenities

	Placemaking Theme	Manufacturer	Model Name/Style	Model Number	Material	Color	Link
BENCHES	Downtown	Maglin	MLB 1200 Series Bench backless with arms (6')	MBE-1200-00021	Seat - Ipe Bench Ends - Cast Aluminum	Seat - Ipe Bench Ends - Black gloss finish	https://www.maglin.com/product/1200-backed-backless-benches
	Commercial	Victor Stanley	SteelSites Bench (6')	RB-28	Solid Steel	Black	https://victorstanley.com/product/rb-28/
	Local/Neighborhood Main Streets Residential	Victor Stanley	GreenSites Bench	CM-138	Steel, Recycled Plastic	Black frame Maple slats	https://victorstanley.com/product/cm-138/
	Waterfront	Victor Stanley	GreenSites Bench	CM-138	Steel, Recycled Plastic	Teal frame Maple slats	https://victorstanley.com/product/cm-138/
		The Porch Swing Company	Keystone Amish Co. Franklin Recycled Plastic Porch Swing (5')	KAC-024	Recycled Plastic	Cedar	https://theporchswingcompany.com/products/keystone-amish-co-franklin-recycled-plastic-porch-swing
	Historic	Victor Stanley	Classic Collection Bench (backed bench with arm)	C-10	Steel, Recycled Plastic	Black frame Maple slats	https://victorstanley.com/product/c-10/
		Victor Stanley	Classic Collection Bench (backless bench for matching C-9 table)	C-7	Steel, Recycled Plastic	Black frame Maple slats	https://victorstanley.com/product/c-7/
	Griffiss	Maglin	400 Series - 400 Backed Bench	MBE-0400-00017	Steel tube & flat bar ends - metal seat & back, Seat - metal Laser Design 2 - Grass Pattern, Two End Arms	Gunmetal	https://www.maglin.com/product/400-backed-backless-benches/
TABLES	Downtown	Maglin	720 Table & Benches	MTB-0720-00002	Slats - Ipe Frame - Cast Aluminum	Slats - Ipe Frame -	https://www.maglin.com/product/720-table-and-benches
	Commercial	Belson Outdoors	E-Series Rectangular Picnic Table (ADA-Double Overhang/ Diamond Pattern)	238H-EV8	Thermopolastic Coated Steel	Black top & benches black frame	https://www.belson.com/E-Series-Steel-Picnic-Table-Rectangular
	Local/Neighborhood Main Streets Residential	Victor Stanley	AnthroSites Radial Table w/ integrated seats	N-364	Steel, Recycled Plastic	Black frame Maple slats	https://victorstanley.com/product/n-364/
	Waterfront	Belson Outdoors	E-Series Rectangular Picnic Table (ADA-Double Overhang/ Diamond Pattern)	238H-EV8	Thermopolastic Coated Steel	Green top & benches black frame	https://www.belson.com/E-Series-Steel-Picnic-Table-Rectangular
	Historic	Victor Stanley	Classic Collection Table (matching benches ordered separately)	C-9	Steel, Recycled Plastic	Black frame Maple slats	https://victorstanley.com/product/c-9/
	Griffiss	Maglin	510 Table & Benches (tabletop and 2 backless benches)	MTB-0510-00001	Steel flat bar & H.S. steel tube frame	Gunmetal	https://www.maglin.com/product/510-table-and-benches/

Placemaking Theme	Manufacturer	Model Name/Style	Model Number	Material	Color	Link
TRASH RECEPTACLES						
Downtown	Landscape Forms	Lakeside Litter (side open)	N/A	Steel	Black gloss	https://www.landscapeforms.com/en-US/product/Pages/Lakeside-Litter.aspx
Local/Neighborhood Main Streets Residential	Victor Stanley	Ironsites Litter Receptacle (side open) (rain bonnet lid)	SD-42	Steel	Black	https://victorstanley.com/product/c-7/
Waterfront	Victor Stanley	Ironsites Litter Receptacle (side open) (rain bonnet lid)	SD-42	Steel	Teal	https://victorstanley.com/product/c-7/
Griffiss	Landscape Forms	Presidio Litter (side open)	N/A	Steel and aluminum	Steel	https://www.landscapeforms.com/en-US/product/Pages/Presidio-Litter.aspx
BICYCLE RACKS						
Downtown	Landscape Forms	Emerson Bike Rack (2 bike capacity)	N/A	Cast Aluminum	Black	https://www.landscapeforms.com/en-US/product/Pages/Emerson-Bike-Rack.aspx
Commercial	Belson Outdoors	U-Rack Bike Rack on Rails with Lean Bar (8 bike capacity)	UX238-LB-8-P	Steel	Black	https://www.belson.com/Extended-U-Bike-Racks-on-Rails-with-Lean-Bars
Commercial Local/Neighborhood Main Streets Residential Historic	Victor Stanley	Cycle Sentry Bike Rack (3 bike capacity)	BRBS-302	Steel	Black	https://victorstanley.com/product/brbs-302-2/
	Victor Stanley	Cycle Sentry Bike Rack (7 bike capacity)	BK-4	Steel	Black	https://victorstanley.com/product/bk-4/
Waterfront	Victor Stanley	Cycle Sentry Bike Rack (3 bike capacity)	BRBS-302	Steel	Teal	https://victorstanley.com/product/brbs-302-2/
	Victor Stanley	Parsons Collection Bike Rack (6 bike capacity)	BK-2	Steel	Teal	https://victorstanley.com/product/bk-2/
Griffiss	Landscape Forms	Emerson Bike Rack (2 bike capacity)	N/A	Cast Aluminum	Steel	https://www.landscapeforms.com/en-US/product/Pages/Emerson-Bike-Rack.aspx
PLANTER						
Downtown	Earth Planter	Metro Tapered Square (Self-Watering)	EPMTS32	Linear Low-Density Polyethylene	Blackstone	https://earthplanter.com/shop-self-watering-planters/metropolitan-tapered-square/
Commercial Local/Neighborhood Main Streets Residential Parks & Greenway Waterfront	Earth Planter	Large Urban Vase (Self-Watering)	EPMV-41	Linear Low-Density Polyethylene	Blackstone	https://earthplanter.com/shop-self-watering-planters/urban-vase-41/
Historic	Earth Planter	Mediterranean Globe (Self-Watering)	EPMG34	Linear Low-Density Polyethylene	Blackstone	https://earthplanter.com/shop-self-watering-planters/mediterranean-globe/
Griffiss	Earth Planter	Metro Tapered Square (Self-Watering)	EPMTS32	Linear Low-Density Polyethylene	Gray Granite	https://earthplanter.com/shop-self-watering-planters/metropolitan-tapered-square/

	Placemaking Theme	Manufacturer	Model Name/Style	Model Number	Material	Color	Link
DRINKING FOUNTAIN	All Themes	Elkay	Elkay Outdoor ezH2O Upper Bottle Filling Station Bi-Level Pedestal Non-Filtered Non-Refrigerated	LK4420BF1UBLK	Laminated Stainless Steel	Black	https://www.prodrinkingfountains.com/elkay-lk4420bf1u-bottle-filling-station/
LIGHTED BOLLARD	Downtown	Sternberg Lighting	Lunaria Bollard	LU300	Cast Aluminum	Black	https://www.sternberglighting.com/products/316/lu300-lunaria-bollard
	Commercial	Sternberg Lighting	Rialta Bollard	RW3xx	Aluminum	Black	https://www.sternberglighting.com/products/367/rw3xx-rialta- bollard
	Neighborhood Main Streets Residential	Sternberg Lighting	Euro LED Bollard	E250LED-887B	Extruded Aluminum	Black	https://www.sternberglighting.com/products/99/e250lede260led-euro-led-bollard
	Historic	Sternberg Lighting	Boston Bollard	5801 LED	Cast Aluminum	Black	https://www.sternberglighting.com/products/503/5801led-boston
	Waterfront	Sternberg Lighting	Norwood Bollard	4577 LED	Cast Aluminum	Black	https://www.sternberglighting.com/products/112/4577led-norwood
	Griffiss	Sternberg Lighting	Lunaria Bollard	LU300	Cast Aluminum	Urban Silver	https://www.sternberglighting.com/products/316/lu300-lunaria-bollard
PEDESTRIAN LIGHTING	Downtown	Sternberg Lighting	LU760 Lunaria Luminaire (use with Lunaria Pole)	LU760	Cast Aluminum	Black	https://www.sternberglighting.com/products/318/lu760-large-lunaria
		Sternberg Lighting	LU900 Lunaria Pole (use with Lunaria Luminaire)	LU900	Cast Aluminum	Black	https://www.sternberglighting.com/products/331/round-poles-450-550-lu900-sl900
	Commercial Local/Neighborhood Main Streets Residential Historic Waterfront	Sentry Lighting	Central Park Luminaire (use with Sternberg Barrington Pole)	SCP	Cast Aluminum	Black	https://www.sentrylighting.com/product/Central-Park/SCP
		Sentry Lighting	LU900 Lunaria Pole (use with Lunaria Luminaire)	5200	Cast Aluminum	Black	https://www.sternberglighting.com/products/134/5200-barrington-pole
	Griffiss	Sternberg Lighting	LU760 Lunaria Luminaire (use with Lunaria Pole)	LU760	Cast Aluminum	Black	https://www.sternberglighting.com/products/318/lu760-large-lunaria
		Sternberg Lighting	LU900 Lunaria Pole (use with Lunaria Luminaire)	LU900	Cast Aluminum	Black	https://www.sternberglighting.com/products/331/round-poles-450-550-lu900-sl900

Streetscape Best Practices and General Design Guidelines

Landscaping and Green Infrastructure Best Practices

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 safeguard the health of street trees, and proper tree maintenance will maximize the life of a street tree.

An annual maintenance and planting program is overseen by Rome's Urban Forestry Department and included in the annual City Budget process. The following recommendations are suggested to continue a successful street tree program in the City of Rome.

- *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 to prevent mass loss if any one species becomes overtaken by disease or infestation. Another option is to use different cultivars within a species to provide variety. This approach would combat disease while also promoting a cohesive aesthetic throughout the planting area.*
- *Generally, there should be a balance between newly planted and young trees, with established, maturing, and mature trees present in lower numbers. The Urban Forestry Department's annual maintenance and planting program ensures that the street canopy does not die off at the same time by replacing removed trees with new plantings.*
- *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

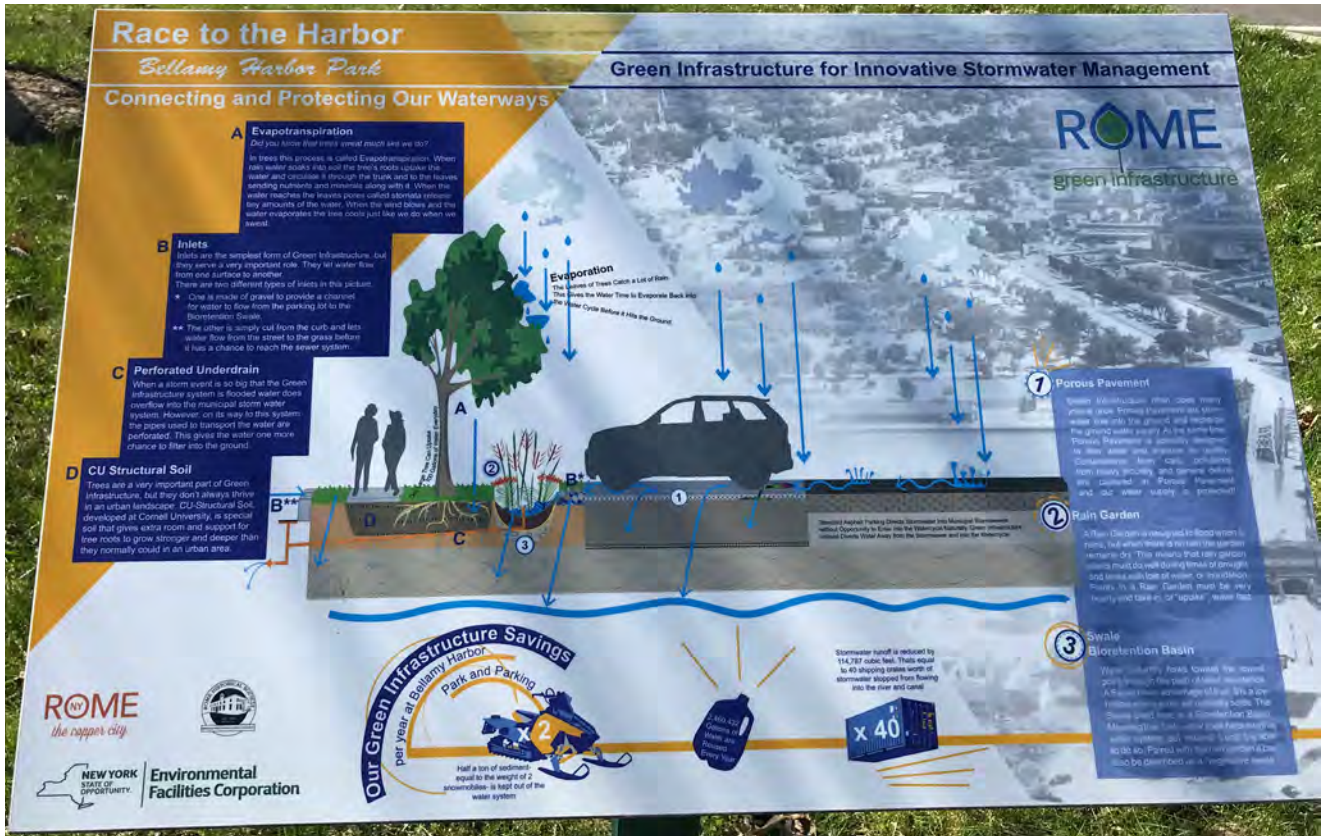
Need a growth space of at least 32 sq. ft. or more. These should not be planted under overhead utilities. Because these trees have a large canopy width, they may not be appropriate near buildings. The planting distance between trees should be approximately 40'.

- *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). Note, many species (such as Hackberry, Sour Gum, Hornbeam, Redbud, Silver Linden, Crabapple, Oak, and Red Maple) require special attention for fall digging and planting may need to be containerized if introduced in an incompatible planting season.*
- *For existing planting areas that are too small for a street tree, or located in the Enhancement Buffer Zone, include a variety of landscape plantings to provide year-round interest (e.g., spring flowering bulbs, summer flowering annuals, and perennials and plants that offer showy fall color).*
- *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. Structural soil is comprised of a crushed stone and soil mix to support surrounding pavement while also allowing for growth of tree roots.*
- *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.*
- *Consider trees with year-round interest (e.g., spring flowers, fall color, texture, etc.).*

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)***



Parks, Parklets, and Plazas Best Practices

Greenspaces such as parks, parklets, and plazas throughout main street areas increase the attractiveness and comfort of downtown and encourage greater investment by businesses, residents, and community members in an area. 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 commercial 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. Greenspaces should also be accessible by walking, biking, and public transit with welcoming wayfinding signage at key entrances. Streetscape amenities including bike racks, trash receptacles, pedestrian-scaled lighting, and seating should be incorporated into greenspaces. Comfort stations should also be provided, particularly for large parks and plazas. Parks, parklets, and plazas could accommodate events such as farmers' markets, art fairs, food truck rodeos, and more.

Parks

Larger parks support a recreational model that brings people with diverse interests out into the community. This includes physically active members of the community, as well as individuals with varying physical abilities who would benefit from improved access to greenspace. The City has several large parks including, but not limited to, Wiggins Park, Haselton Park, Vogel Park, Triangle Park, and Bellamy Harbor Park.

In addition to providing recreation, parks often can be used as event spaces and provide a variety of programs including daytime and nighttime programs and throughout all seasons. Parks should be able to be reached easily by all ages within a 10–15-minute walk.

Source: https://www.gametime.com/projects/harbor-regional-fitness-park

Parklets

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 parklets, wider sidewalks, or extra space in parking lots or alleys. Parklets are small 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. Parklets are effective gathering spaces, 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. Parklets could be placed almost anywhere in the City where there is existing on-street parking, though lower-speed roads are most appropriate for conversion to parklets.

Examples of where parklets can be located could include in front of businesses along N. James Street, E. Dominick Street, and W. Dominick Street, particularly in front of restaurant establishments. 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 permitting process.

Source: San Francisco Parklet Manual, 2019

Plazas

Plazas are open public spaces that are easily accessible and visible from the street and can have their own identity. Their design can range from a fully paved surface to a mix of greenspace and paved elements. Plazas should be well-lit and have a mix of defined spaces with seating that could be low walls, benches (some with backs and some backless), and/or moveable chairs and tables. Some seating should be located near the sidewalk edge to encourage the use of the plaza. Seating should remain clear of any pedestrian through traffic. Trash receptacles should be placed throughout, and trees should be provided to shade the plaza naturally while umbrellas, trellises, and canopies can also add visual interest and provide shade.

Figure 6 - https://www.cnu.org/sites/default/files/Larkin3.jpeg

Public Art Best Practices

Public art is an important way of creating local identity, fostering community pride, and supporting cultural figures and institutions. Common forms of public art include monuments, memorials, civic statues, wall art, and sculptures. Potential locations and types of public art include underneath overpasses, on paintings on building walls, in high visibility public 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. Public art can also be integrated into the fabric of the streetscape with banners, murals, signage, specialty pavements and sidewalks, and furnishings. Public art can also be transitory, in the form of performances, dance, theatre, poetry, graffiti, posters, and temporary installations, and can be a low-cost method of beautification requiring minimal regulation to offer an effective synergy between community and government.

The City of Rome continues to invest in and promote the art community and the rich history of the region by encouraging temporary and permanent public art installations throughout the City. Existing examples of public art in the City range from integrally stamped artwork on the road at the intersection of South James Street and West Dominick Street, to murals on downtown building walls, to the Oneida Carrying Place Sculpture on West Dominick Street and the Griffiss International Sculpture Garden. Recently, the West Dominick Street Arts District was established including an Art Walk Corridor. After successfully receiving funding from the New York State Brownfield Opportunity Area Program, the City of Rome will site additional art installations along the corridor to use strategic placemaking through art as a way to strengthen the downtown district.

Trails and Off-roadway Best Practices

Trails and off-road bicycle and pedestrian pathways present opportunities to create routes outside of traditional roadways. They can support both purposeful commutes as well as leisurely and recreational travel, often through both natural and built environments. These pathways should accommodate varying levels of capacity and allow safe and accessible movement of pedestrians and cyclists. Common trail elements include bridges, embankments, and surface grading.

Trail Materials

Materials used to create trails and off-road pathways are determined by use and location. Paths through parks and natural habitats should allow for easy infiltration of stormwater and be durable enough to support variable differences in temperature and weather conditions. These surfaces should be constructed with ADA compliant materials and practices. Paths near a roadway or in an urban context should be built using durable materials such as pavement or stone to facilitate heavy use and regular maintenance (such as snow and seasonal debris clearing).

Trail Dimensions and Placement

Shared use paths should generally be 8′ to 16′ wide. The 8′ width supports two-way pedestrian traffic, while wider designs allow for combinations of one- or two-way pedestrian and/or bicycle traffic. The optimal design for shared use pathways allows 6′ separation from active roadways to buffer the pathway from vehicular risks. Sidepaths can be 2′ from the active roadway but should include buffers and plantings to prevent mode conflicts. Connections through physically-constrained areas may require alternative trail typologies and design approaches.

Traffic Calming Best Practices

Traffic calming measures augment street design through the narrowing and realignment of roadways and the introduction of raised and textured surface elements. These measures should have the intended effect of improving safety for all users, including motorists, cyclists, and pedestrians. Improvements can be made in staged processes using temporary-to-permanent implementation methods to allow for phased adoption and augmentation.

Surface Variation

The surface variation affects the speed and behavior of motorists through changes to either (or in some cases both) the material or construction of a roadway. Material variation can involve the use of pavers, cobblestone, pervious rubber pavement, and more, to create uneven surfaces that make drivers more alert and cautious. These treatments can have the added benefit of improving the aesthetics of the neighborhood, with material forms of wayfinding being especially useful. Construction variations can be the raising of crosswalks or portions of streets and the implementation of speed bumps and rumble strips. Implementation of material and/or construction variations to a roadway surface is an effective method of traffic calming that doesn't require alterations to rights-of-way, road layout, or curb format.

Curb extensions

Curb extensions narrow a roadway by extending the curb either abutting or into the travel lane. This produces a tightening of space used by vehicles and can calm traffic by forcing drivers to be more cautious. Their implementation benefits pedestrians by narrowing the road surface they need to cross at intersections and through the provision of the new curb space. Bicycle facilities can be incorporated into curb extensions with space being given over to the mode through the narrowing process. Cyclists and pedestrians both benefit from curb extensions, especially at intersections and crossings.

Medians

Medians create division and space within a roadway and can vary in size and purpose. Narrow medians can reduce traffic speed by reducing travel lane width and preventing vehicles from drifting across markings or lanes. Larger medians have the same effect but can also provide pedestrian refuge space, plantings and landscaping, traffic signal infrastructure, and barriers between travel lanes with speed differentials. Medians that function as pedestrian refuge islands should be over 4′ wide to properly support cyclists and pedestrians.

Roundabouts

Roundabouts can vary in size and scale; in each case they remove the conventual intersection condition replacing it with a central island and circular traffic pattern. Roundabouts prevent vehicles from making direct roadway crossings and left turns, which reduces instances of mode conflict. This and the curvature of the roundabout improve motorist awareness and speed control, and the angle of entry of a vehicle into a roundabout typically reduces the impact of a crash versus a traditional perpendicular intersection. Pedestrian and bicycle conditions at roundabouts can vary, though nonvehicular movements do benefit from reduced mode conflicts and narrower crossings provided by a roundabout. The minimum radius for a standard roundabout is 45′ to 80′ (there are mini roundabouts that are used in low volume, unique intersection situations). Where conditions necessitate accommodating larger vehicles such as trucks and service vehicles, larger diameters tend to be implemented to prevent dangerous or inefficient driver behavior.

Wayfinding and Gateway Signage Program

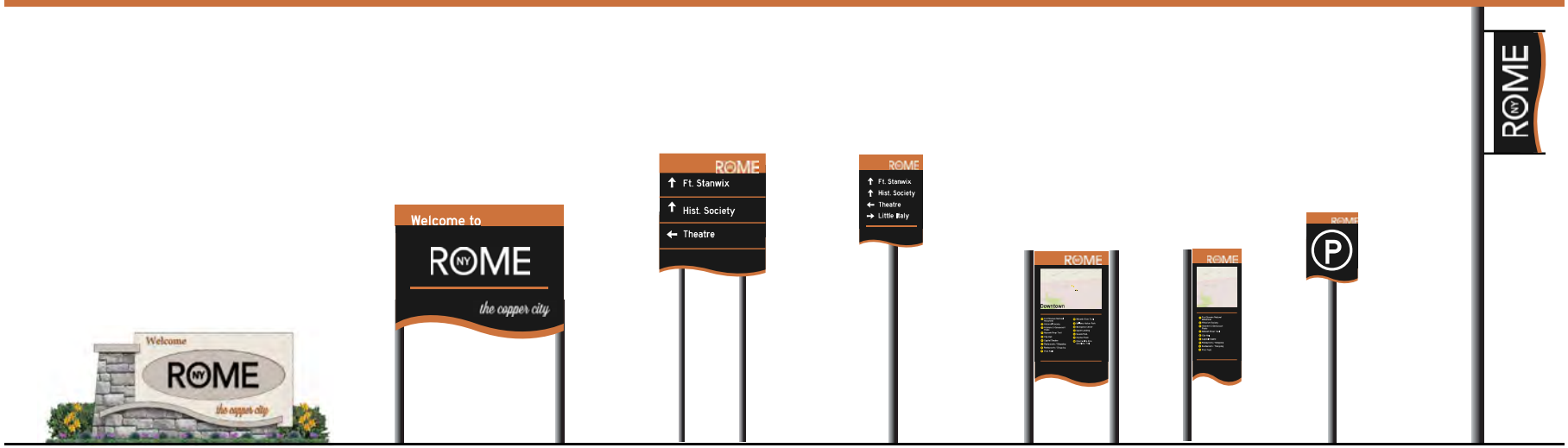
Wayfinding and gateway signage is an effective and simple placemaking tools, allowing for municipalities and neighborhoods to express their individuality within a region. Signage can highlight community sensibility, assist with navigation and orientation, and express community style. Ideally, the styles 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.

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 on 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.

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, and should attract attention while following 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.

As part of the Erie Boulevard BOA from March 2020, a wayfinding program was developed. The wayfinding signage system includes the following signs: gateway signs, directional signs, kiosks, parking signs, light pole banners, park identification signs, trail identification signs, mile markers, and event signs. The branding utilizes a black, white, and copper color palette to go along with the “Copper City” nickname of the City.

Vehicular + Pedestrian Wayfinding Sign Palette



Gateway Monument | Gateway Identification | Vehicular Directional | Pedestrian Directional | Major Kiosk | Minor Kiosk | Parking | Light Pole Banner

Park + Trail Identification Sign Palette

Park Identification Large | Park Identification Medium | Rule and Regulation | Trail Identification | Mile Marker | Events

Street Tree List

The following Street Tree List was developed to apply broadly to Oneida County municipalities participating in the Main Street Program. This list may serve as an additional resource, highlighting species selected for climate and salt tolerance, while recognizing that the City of Rome currently has a street tree list already in place for their municipality.

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*

Visualization of Concepts

West Linden Street/Turin Street/Laurel Street Transition Area

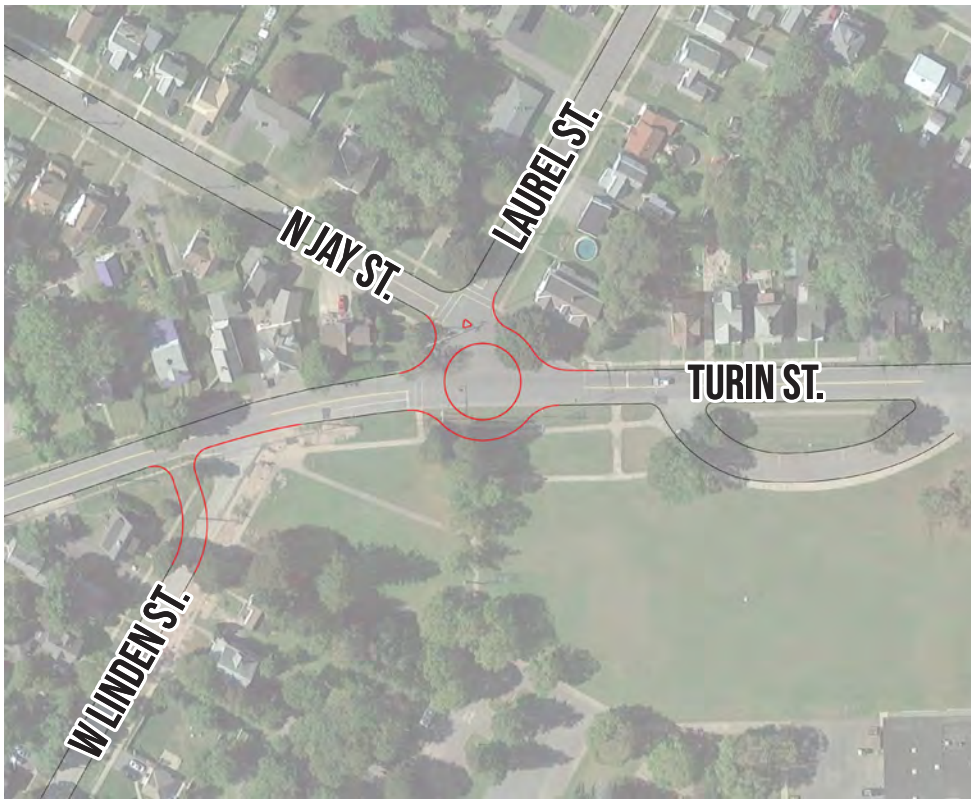
The intersection of West Linden Street, Turin Street, and Laurel Street is a transition area with several large institutions such as the NYS School for the Deaf and the Rome Free Academy Stadium, as well as recreational facilities and public parks. The area is mostly comprised of single-family housing. Surrounding land use patterns, Turin Street's designation as a State Route (Route 26) with increased speeds, and the complex geometry of the intersection make this a particularly unconventional intersection.

Improvements

Constraints

Complex intersections present various constraints when evaluating options for realigning roadways. In the case of West Linden Street, Turin Street, and Laurel Street these include:

- *Potential encroachment on private property*
  - *Jay St/St Laurel and Turin St*
  - *W Linden St and Turin St*
- *Potential encroachment on public (school) property*
  - *W Linden St and Turin St*
- *Convergence of multiple intersections in a single area*
  - *Jay St and Laurel St*
  - *Jay St/St Laurel and Turin St*
  - *W Linden St and Turin St*
- *Public opinions on changing traffic patterns*



Alternatives

When evaluating potential improvements for this intersection, several alternatives common to complex intersections were considered, including the installation of a:

- *Roundabout (see preliminary conceptual plan)*
- *Min-roundabout*
- *Triangle-shaped island*
- *Curb extension*
- *Peanut/dumbbell roundabout*
- *Dead end*

Tradeoffs

Each possible solution presents a variety of tradeoffs informing appropriate design approaches. Many potential tradeoffs have been inventoried as follows:

Roundabout

- *Would likely encroach on surrounding public or private properties*
- *Configurations would not require confusing traffic movements presented by the triangle and curb extension options*
- *Possibilities for bringing W Linden St directly into the intersection*
- *Signal control at the intersection of Laurel St and Jay St may require to a stop-controlled intersection*
  - *In this scenario, it would be recommended that W Linden St be realigned further from the intersection, requiring a more significant encroachment onto the adjacent parcel*

Mini-Roundabout

- *Similar constraints to the roundabout*
- *Difficulty accommodating large vehicles, such as buses*

Triangle-Shaped Island

- *Eliminates excess pavement between Jay St and Turin St*
- *Creates separate travel-ways for those going through on Turin St and those bearing onto Laurel St or Jay St*
- *Curb extension and striping improvements could slow down right turning vehicles traveling from W Linden St onto Turin St and better accommodate bicyclists*
- *Potential new conflict points at Laurel St and Jay St as a double-stop would be needed*
- *Few private property impacts*

Curb Extension

- *Similar issues to triangle-shaped island*
- *Low cost and least disruptive solution*

Peanut/Dumbbell Roundabout

- *Similar constraints to the roundabout*
- *One of largest encroachments onto private property*

Dead End

- *Allows a variety of options for additional configurations*
- *Potentially controversial among residents and commuters*

Further evaluation of possibilities, feasibility studies, and extensive public engagement is recommended to arrive at a preferred alternative for West Linden Street, Turin Street, and Laurel Street or similarly complex intersections in other areas of the City.

Harbor Way/Mill Street Transition Area

The intersection of Harbor Way and Mill Street is located southeast of downtown Rome and just north of the Erie Canal. This area is a main gateway into the community from the south including connections to Route 365 and Route 49 highways. Mill Street crosses the canal via a truss bridge, adjacent are Bellamy Harbor Park, a public parking lot, several local trailheads, manufacturing businesses, and public works facilities. These conditions are what make the area transitional, with downtown, public, industrial, and rural elements converging at the intersection. Integration of bicycle and pedestrian facilities must address the need for interconnection between these conditions, as well as the wide variety of vehicular types operating through the area.

The City is planning to enhance Bellamy Harbor Park and its surroundings as a vital community and waterfront destination, developing a large recreational complex to the northwest, new pathways along the waterfront, and a large residential village to the east. These improvements are anticipated to greatly increase the number of pedestrians, cyclists, and vehicles moving through the area. New infrastructure should consider the likely dramatic rise in roadway and bicycle and pedestrian facility usage over the coming decade. The City has already begun implementing pedestrian-scale lighting and new facilities in preparation for this development.

Improvements

Rapid Rectangular Flashing Beacons (RRFB) and Pedestrian Improvements

The intersection has considerable pedestrian facilities implemented, these include sidewalks, shared use pathways, curb cuts, and standard crosswalks. However, these crossings lack proper signalization and visibility for the intersection conditions that exist. The implementation of Rectangular Rapid Flashing Beacons (RRFB) at intersections along Mill Street would greatly improve upon the current infrastructure and decrease the level of stress experienced by pedestrians and cyclists alike. In addition to the proposed RRFBs, ladder crosswalks are proposed to be installed with brick pavers to add a decorative element for the crossings.

Curb Extensions

Current speed conditions allow for rapid vehicular movement along Mill Street (north-south), especially on the northward departure from the bridge. Introducing curb extensions at intersections along Mill Street would curtail this behavior and improve upon the efficacy of RRFBs implemented at the same crossings. A key variable to consider in their implementation and design is the use of this street by trucks which require wider and more gradual turn conditions. Painted curb extensions, pavers, or stamped and colored concrete with or without flexible delineators can be effective options to minimize potential large vehicle conflicts and still provide for effective narrowing to be implemented if more significant enhancements to the intersection are not feasible. More permanent extensions should be used for crossings at the park and at stopping points along Mill Street. The latter should also have a barrier and reflective elements to reduce the potential for curb-hopping and nighttime collisions.

Bicycle Facilities

This location would benefit from the implementation of shared-lane markings (sharrows). Bicycle facilities leading towards the waterway would bring increased pedestrian and bicyclist traffic down to the shared-use paths.

Monument Signage

As part of placemaking for the area, the City is proposing to install a cargo propeller as a welcoming element to the Harbor Way Gateway. The photo rendering shows the propeller on a masonry wall with Harbor Way signage and landscaping around the installation.

EXISTING

PROPOSED

West Liberty Street/James Street Transition Area

The intersection of West Liberty Street and James Street is in downtown Rome between Fort Stanwix and the City's main shopping area. The intersection's location and interconnecting roadway types make it a key transitional node. Liberty Street functions as a major downtown artery supporting both large pedestrian and vehicular facilities, while James Street transitions from a local/neighborhood street into a wide feeder road into Erie Boulevard (Route 46). These conditions lead to higher levels of vehicular and pedestrian traffic, more frequent congestion, and potentially greater instances of mode conflict.

Improvements

Downtown Walking Conditions

The pedestrian and transit-friendly conditions that currently (and are planned too) exist on Liberty Street in combination with new protected bicycle facilities should be expanded onto the north-south segment of James Street. This could include wider sidewalks, dedicated transit spaces, added pedestrian signage, and narrowed travel lanes for vehicles. Additionally, removing the slip lane on Liberty Street (southward) would create new pedestrian and leisure space opportunities. These improvements would help to connect the downtown area to Fort Stanwix and, by extension, the waterfront. They would also simplify the road conditions of the City's core and create more business-friendly and service accessible street level conditions.

Bike/Transit Connections

As part of a redesign of the City's transit network, Liberty Street will function as a higher capacity transit corridor, with bus lanes inhabiting the outer travel lanes of the street, creating wide pedestrian buffers in the process. Improved bicycle and pedestrian access to these services are recommended along this corridor, with bicycle lanes and storage locations at bus stops, wider sidewalks for queuing, and bus shelters. Alternatively, a shared-use path (sidepath) rather than bicycle lanes could be considered. These improvements should encourage first/last-mile bicycle and pedestrian journeys, promote multimodal travel, and improve safety for non-transit users.

Public Art

As part of the proposed improvements and the removal of the Liberty James garage, there is an opportunity to add public art in this area. In the proposed photo rendering below, random copper wire art is shown on both sides of James Street playing off the Rome Copper City logo and creating a consistent theme on both sides of James Street. An artist could customize the artwork to further incorporate and highlight the City of Rome's history.

EXISTING

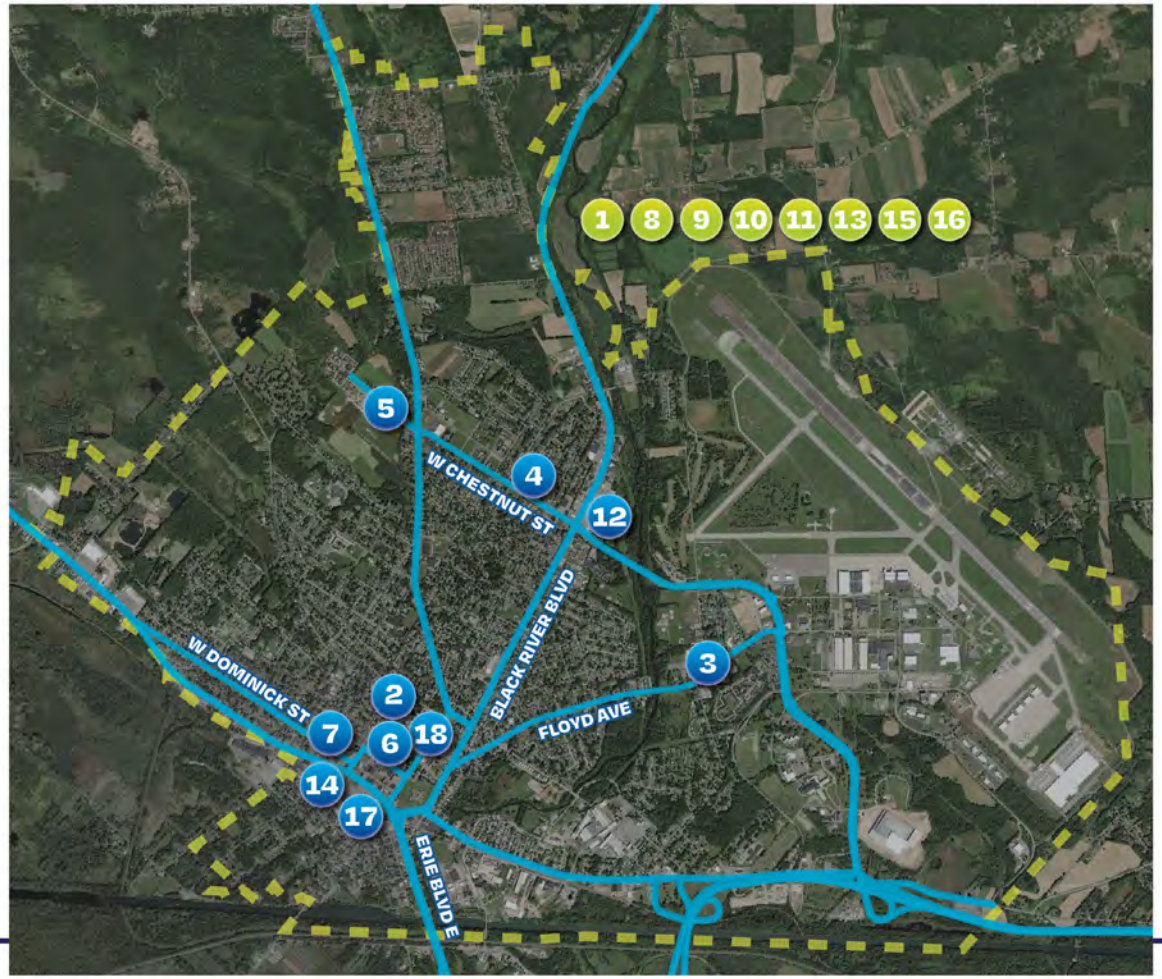
PROPOSED

Capital Project List and Map

The Capital Project List for the City of Rome is presented in this section. These cost estimates represent a reasonable opinion of cost based upon 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 upon 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 City Hall green
- 3 Floyd Ave complete street
- 4 Chestnut St complete street
- 5 Merrick Rd complete street
- 6 Liberty St road diet / complete street
- 7 West Dominick art walk
- 12 Mohawk River Trail extension
- 14 Downtown pedestrian connections
- 17 Visual Enhancements with planters and landscaping
- 18 Bellamy Gansevoort historic district imporvements and ADA enhancements

PROJECT AREA IMPROVEMENTS

- 1 Main Street Report
- 8 Wayfinding signage connections
- 9 Streetscape program
- 10 Pedestrian improvements
- 11 Level 2 EV charging station
- 13 Wayfinding signage strategic placement
- 15 Bicycle improvements
- 16 Street tree program

Oneida County Main Street Program - Project List for City of Rome

ID#	Project Name	Project Type	Project Description	Location	Total Project Cost (est.)
1	Main Street Report	Planning & Design	Final plan document	City of Rome	$50,000
2	City Hall Green	Placemaking; Business Accommodations	Reconstruction of the main street public plaza to foster economic development within the downtown area	198 North Washington Street	$2,000,000
3	Floyd Avenue Complete Street	Pedestrian Enhancements; Traffic Safety	Reconstruction of a public right of way to accommodate complete street features including but not limited to bike/pedestrian safety improvements.	Floyd Avenue from Rt. 825 to Oakwood Street	$2,000,000
4	Chestnut Street Complete Street	Pedestrian Enhancements; Placemaking	Reconstruction of a public right of way to accommodate complete street features	Chestnut Street from Black River Boulevard to Turin Road	$3,000,000
5	Merrick Road Complete Street	Pedestrian Enhancements; Traffic Safety	Reconstruction of a public right of way to accommodate complete street features	Merrick Rd. from Turin Street to its western terminus	$1,000,000
6	Liberty Street Road Diet/Complete Street	Pedestrian Enhancements; Traffic Safety	Reconstruction of a public right of way to accommodate complete street features	Liberty Street from James Street to Madison Street	$1,000,000
7	West Dominick Art Walk	Placemaking	Construction of additional public art sites along the main street corridor and the downtown area	West Dominick Street from James Street to George Street	$1,000,000
8	Wayfinding Signage Connections	Placemaking	Unification of wayfinding signage throughout the City and complete missing sections to facilitate easier movement through the community and trail system	Project Area	$200,000
9	Streetscape Program	Placemaking	Installation of streetscape amenities to update or complete small and/or missing sections in existing areas	Project Area	$450,000
10	Pedestrian Improvements[3] (outside downtown areas)	Pedestrian Enhancements; Traffic Safety	Replacement of sidewalks and curb ramps where needed	Project Area	$220,000
11	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
12	Mohawk River Trail Extension	Pedestrian Enhancements; Bicycle Enhancements	New/improved Shared Use Path (see 2021 TAP Project Proposal)	Mohawk River Trail	$357,600
13	Wayfinding Signage Strategic Placement[2]	Signage; Placemaking; Business Accommodations	Installation of wayfinding and informational signage	Project Area	$250,000
14	Downtown Pedestrian Connections	Pedestrian Enhancements; Traffic Safety	Use 2021 TAP Project Proposal	Downtown Area	$1,059,200
15	Bicycle Improvements[3]	Bicycle Enhancements; Traffic Safety	Upgrade existing facilities for safe bicycle movements; delineation of bicycle route using sharrows	Project Area	$350,000
16	Street Tree Program[2]	Greenspace & Landscaping	Installation of street trees	Project Area	$234,800
17	Visual Enhancements with Planters and Landscaping[2]	Greenspace & Landscaping	Replacement of existing street trees with size-appropriate street trees for the location, installation of planters where street trees are not appropriate	Downtown Area	$315,000
18	Bellamy Gansevoort Historic District improvements and ADA enhancements	Pedestrian Enhancements; Placemaking	Reconstruction of the main street corridor site to accommodate ADA improvements and SHPO-approved historic district features pre-identified within the DRI strategic investment plan as a pipeline project	Downtown Area	$600,000
				Total Cost of Projects:	**$14,123,100**

Notes:

[*] 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

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/departments/planning/main-street-program/

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/departments/planning/environment-and-water/flood-mitigation/

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

Mohawk River Watershed Grants

The NYS Department of Environmental Conservation (NYS DEC) provides funding through the Mohawk River Basin Program to implement priorities outlined in the Mohawk River Basin Program Action Agenda. Funding comes through the NYS Environmental Protection Fund (EPF) and is available to communities within the Mohawk River Watershed Area.

https://www.dec.ny.gov/lands/98799.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.

https://ocgov.net/departments/planning/transportation/local-transportation-planning-assistance-program/

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).

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/

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

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 Parking

A place to stow a bicycle when not in use; facilities such as bike racks, bike lockers, and indoor parking areas.

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.

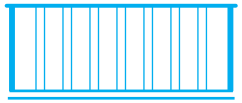
Bicycle Racks to Avoid

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.

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.

Bicycle Signage

Signage that marks routes, facilities, and amenities available for cyclists.

Bike Box

A designated area between a vehicle stop bar and crosswalk, marked, or painted to give bicyclists a safe space to stop at an intersection.

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.

Buffered Bicycle Lane

A striped lane with physical protections (or buffers) for cyclists. The protections can range from flexible rubber posts to concrete barriers.

Bus Stop Location and Design

The placement of bus stops in positions that consider their ability to both support ridership and provide a certain level of mobility access.

Conflict Markings

Markings applied where bicycle facilities pass driveways, intersections, and other curb cuts to alert drivers to the presence of bicyclists.

Crosswalk Types

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.

Cul-de-sac

A street design that is closed to vehicular travel at one end, with a circular area of pavement allowing for U-turns.

Curb Ramps

The portion of the sidewalk that slopes down to meet the roadway. ADA curb ramps are required by law at 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 they are leaving or entering the street.

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 extensions can also be implemented at mid-block crossings. Curb extensions reduce crossing distances, slow turning vehicles, and improve pedestrian visibility.

Design Speeds

Vehicular behavior (speed) influenced by the design of the route.

Divider Medians

A raised and/or demarcated portion of roadway typically in the functional center that separates traffic directions and/or modes.

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

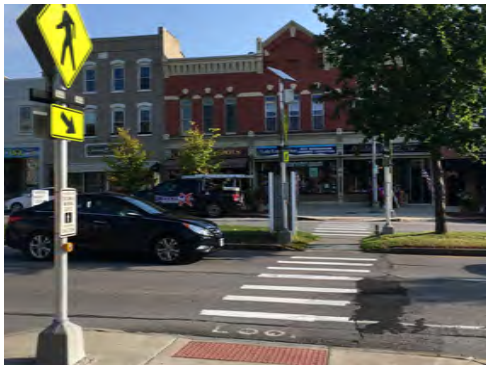
A cost-effective, resilient approach to managing wet weather impacts that provide many community benefits. It reduces and treats stormwater at its source while delivering environmental, social, and economic benefits.

Greenspace

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

Mid-block Crossings

Are those that are outside of an intersection. They are appropriate along long blocks or blocks with high pedestrian activity. Crossings should be paired with a high visibility crosswalk and appropriate signage.



Parking (On-street)

A portion of the roadway designated for the parking of vehicles.

Parklet

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

Ped/Bike Inclusion

The introduction of pedestrian and bicycle facilities within a roadway alignment to allow for multimodal use.

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.

Pedestrian Refuge Island

Provide 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.

Placemaking

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

Protected Intersections

An intersection configuration that protect cyclists from motor vehicle traffic by setting back the bikeway from turning cars and using corner islands to encourage slower turns.

Public Space

A space that is accessible and designed for use by the general public.

Rain Garden

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

Raised Crossings

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.

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.

Repair Station (Bicycle)

Locations where bicyclists can do minor maintenance and upkeep for their bicycle.

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.

Roundabouts

A circular intersection system, that uses the vehicle behavior of merging and yielding to create a more efficient and safe intersection. The integration of bicycle and pedestrian infrastructure is more possible because of this, allowing for greater multimodal network development.

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.

Shared Lane Markings (Sharrow)

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

Shoulder

An outer element of a roadway that creates buffer space between the road and curb.

Sidepath

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

Sidewalk Zones

To gauge the optimal width of sidewalk it should be treated as a series of zones between buildings and the street.

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 sidwalk area. This zone should be a minimum of 5' wide for accessibility of all users. Ideally, it should be a 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 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.

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.

Surface Variation

Textural and material changes to a roadway or pathway that keep users aware and engaged.

Striped Bicycle Lane

A striped lane that demarcates a right-of-way that is designated for bicycle use only.

Travel Lane

A lane through which a vehicle will travel.

Two-Way Bike Lane (Cycle Track)

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

Traffic Calming

Roadway elements that counteract unsafe conditions road conditions for both non-vehicular and vehicular traffic.

Two-Stage Turn Queue Box

A safer way for bicyclists to make a left-turn on multi-lane signalized streets.

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)