

ONEIDA COUNTY
Main Street Program
Plan Report
Town of New Hartford



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

The Oneida County Main Street Program provided \$500,000 to be used for planning services. Oneida County procured professional community and complete street planning professional services to deliver the Program. Municipalities applied to be part of the Program and had to demonstrate a vested interest in fostering safety, accessibility, transportation concerns, and the future development of their community.

The Town of New Hartford's project centers on reimagining Oneida Street to activate the streetscape and catalyze redevelopment in the hamlet of Chadwicks. The Town would like to promote safety and active transportation while introducing amenities to enhance the local business environment. A reimagined Oneida Street corridor would focus on improvements at important nodes such as the Elm Street and Grange Hill Road intersections and introduce welcome archways and wayfinding signage that highlights Chadwick's history.

Background Information

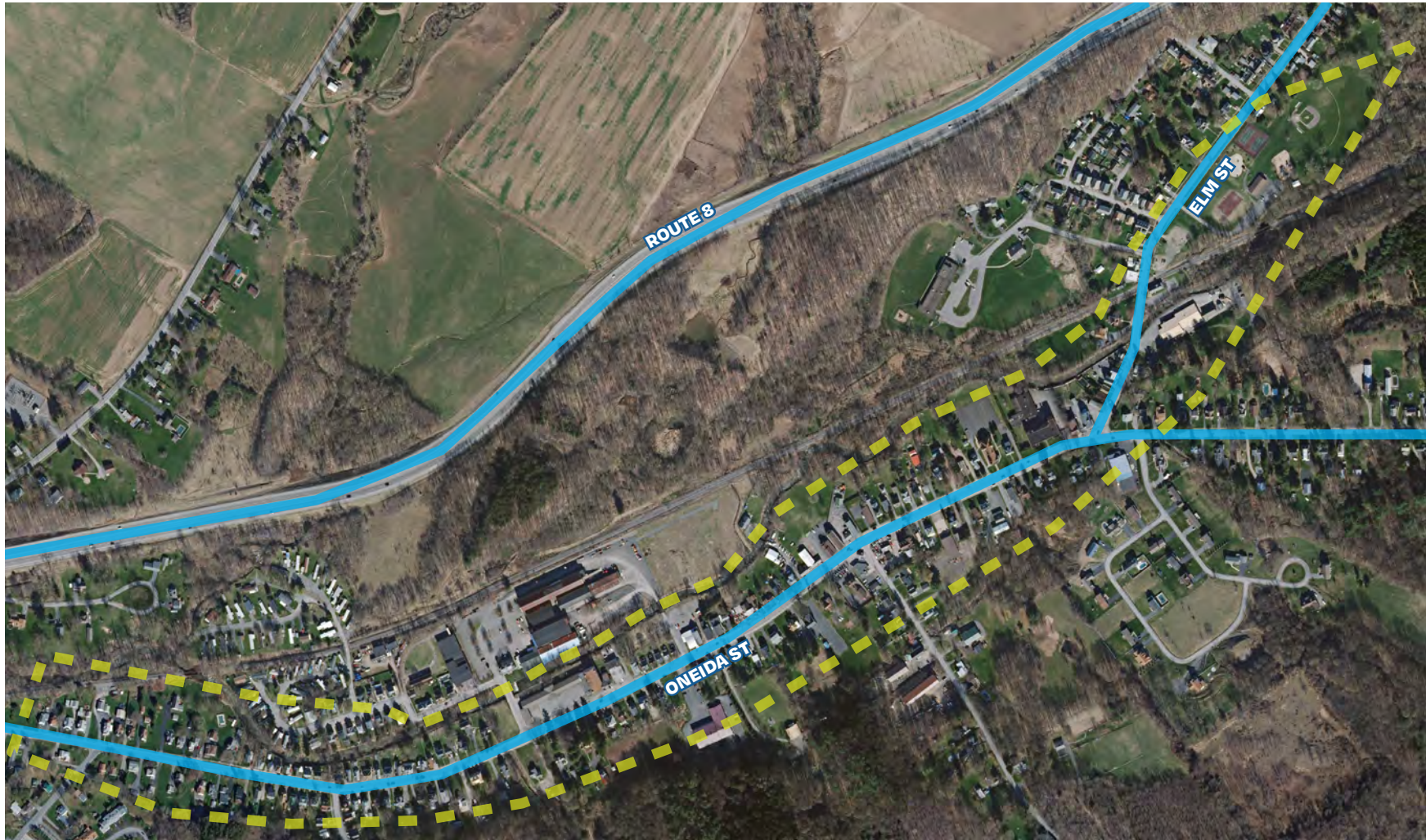
The Town of New Hartford comprises 25.4 square miles in southeastern Oneida County. The Town's northeastern border is shared with the City of Utica. The Village of New Hartford is located near the center of the Town's land area. The Town is comprised of several geographically distinct areas including the hamlet of Chadwicks and Washington Mills.

According to the 2020 U.S. Census Redistricting Data, the Town of New Hartford is home to 21,836 people across 9,046 households. Per the 2019 U.S. Census ACS 5-year Estimates, 18.3% of the population is under the age of 18 and 25.4% is over the age of 65. The poverty rate in the Town is 5.5%. Factors influencing mobility include 12.2% of the Town's population having a disability and 5.5% of households not owning a vehicle.

New Hartford is currently working towards increasing walkability in the hamlet of Chadwicks. The Town is interested in introducing amenities such as wayfinding, gateway signage, pedestrian crossings, bike routes, and improved lighting to promote redevelopment and investment in this historic community.



Final Project Area Map



Project Area

The project area encompasses Chadwicks, a hamlet situated in the Sauquoit Creek basin. Chadwicks is positioned along Oneida Street (a local route connecting to the Village of New Hartford and the hamlet of Washington Mills to the north) and NYS Route 8, a four-lane highway providing access to the City of Utica within eight minutes. Oneida Street serves as the spine of Chadwicks, with the NYS Route 8 overpass approximating the hamlet's northern boundary and the Town of Paris boundary delineating the southern end. The project area includes an established business district with a mix of businesses including a local supermarket, gas station, retail establishments, and dining options alongside several community services.

Vision & Goals

The Town of New Hartford would like to promote safety, active transportation, and investment in the historic hamlet of Chadwicks. The Town would like to infuse life into the hamlet by celebrating its history and making strategic improvements to revitalize the hamlet as a vibrant place to live and do business.

The Town envisions leveraging several of Chadwicks' significant assets. Such assets include the hamlet's geographic position between two major traffic arteries (Oneida Street and NYS RT 8) and proximity to Utica. The aesthetically pleasing Sauquoit Creek Basin, which traverses throughout the hamlet, provides a scenic backdrop that can serve as an anchor for recreational facilities. These assets complement the established business district which features building blocks for economic development such as a local supermarket, the heralded Ice Cream Factory, and the historic Willowvale Hotel, all of which serve as building blocks for the hamlet to become a more vibrant and revitalized community.

The Town of New Hartford would like to focus on several planned improvements in Chadwicks including wayfinding signage celebrating the community's history and points of interest, welcome gateways at hamlet access points, sidewalk and crossing improvements for pedestrians, a shared use pedestrian and bike path (sidepath), landscaping and green infrastructure, and streetscape amenities supportive of local businesses.



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.

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, Town elected officials, and members of the Consultant Team. Following the site visit, a Design Ideas Workshop was held in June with Town leaders, Oneida County staff, and members of the Consultant Team to refine ideas on multi-modal transportation options, streetscape amenities, and project ideas.

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



Initial Site Visit Map



KEY

- = Existing Condition Item
- = Potential Improvement Item

- | | | |
|--|---|--|
| <ul style="list-style-type: none"> A. Chadwicks Train Station B. Church parking lot (Church currently for sale) C. Donovan Memorial Park D. Elm Street flooding E. Opportunity to adjust intersection and add welcome gateway signage F. Outdoor dining opportunity at Ice Cream Factory and Willowvale Dinner G. Crosswalk opportunity at convenience store | <ul style="list-style-type: none"> H. Chadwicks Mall containing Joan’s Diner laundromat, self-storage, Aikido martial arts, Empire Pizzeria, Fix-to-Fast Appliance Repair, Season’s USA, bottle return, smoke shop I. Vacant lot at corner of Bleachery Place and Oneida Street, currently green space J. Area of flooding K. Willowvale Hotel L. 2 Ac and 3 Ac detention basins uphill on Grange Hill Road | <ul style="list-style-type: none"> M. Fire Station N. Luxury Apartment Building O. Mill buildings P. Trailer Home Community Q. Area of flooding - residents have needed rescue in past R. Residential area S. Overhead utilities on East Side of Oneida Street T. Proposed flood bench U. Vehicular Bridge |
|--|---|--|

Section 2:

WALKING ACCOMMODATIONS

Inventory & Analysis

Chadwicks has existing sidewalks along portions of Oneida Street, along both sides from the intersection with Oxford Road to just north of Bleachery Place. The condition of these sidewalk segments varies, but they are generally of average condition. The principal issue in this location, particularly on the western side of the street, are the gaps between sidewalk segments that force pedestrians to walk along the shoulder for an extended period. In proximity to Bleachery Place, the sidewalk generally ends and transitions to a large shoulder with an additional paved area on both sides of the street. This area is often used for vehicle parking, particularly in front of residential properties.

The segment of Oneida Street from Bleachery Place to Grange Hill Road is comprised exclusively of asphalt shoulder. South of Grange Hill Road, there are sections of concrete sidewalk on both sides of Oneida Street, sometimes interrupted by asphalt. The sidewalk on the east side of Oneida Street continues to its terminus south of Elm Street. In places where there is a large expanse of asphalt, pedestrians are walking on the shoulders which are frequently shared with bicyclists and vehicles parking along the corridor.

Along Elm Street, from Oneida Street to the east side of the railroad tracks, there is no sidewalk, but a generally wide asphalt shoulder exists on the northern side of Elm Street. Sidewalks resume along both sides of Elm Street from just past the tracks to Donovan Memorial Park on the south side of the road and beyond the park on the north side of the road.

There are no crosswalks directly connecting pedestrians on the northern sidewalk on Elm Street to Donovan Park, nor are there crosswalks in the vicinity of the intersection of Oneida Street and Elm Street. However, there are crosswalks at the intersection of Oneida Street and Grange Hill Road and across Bleachery Place. Overall, the provision of pedestrian accommodations in the hamlet varies depending on the location and they are not currently connected, thereby serving a limited purpose.



Walking Accommodations Best Practices

Sidewalks

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

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

FRONTAGE ZONE

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

PEDESTRIAN ZONE

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

FURNISHING ZONE

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

ENHANCEMENT BUFFER ZONE

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



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

Americans with Disabilities Act (ADA) Access

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

ADA Curb Ramps

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



Crosswalk Design

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

In-street Pedestrian Crosswalk Sign

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



High Visibility Crosswalks

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

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

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

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

Grade Separated Crossing

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



Mid-Block Crossings

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



Beacons

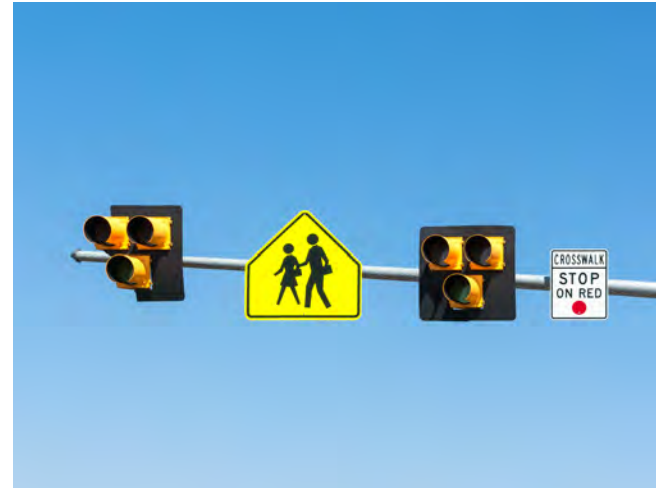
Rectangular Rapid Flashing Beacons (RRFB)

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



Pedestrian Hybrid Beacons ("HAWKS")

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



Crossing Islands & Median Treatments

Pedestrian Refuge Island

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.



Raised Crossings and Intersections

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



Slow Turn Wedge

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



Curb Extensions

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



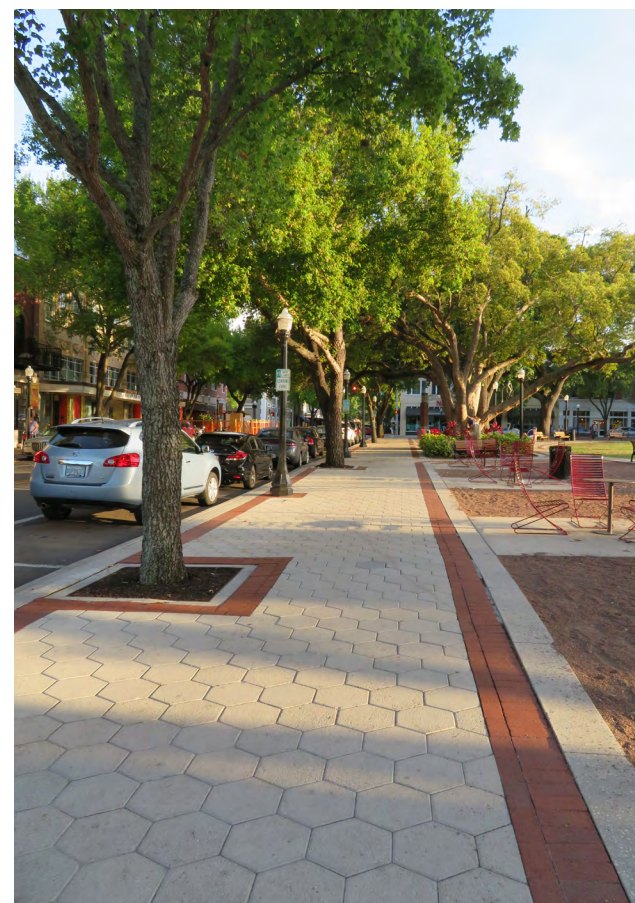
Sidewalk Repairs & Rehabilitation Programs

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

Increasingly, communities in main street and downtown areas have considered creating a special district such as a Business Improvement District (BID) that assumes the responsibility to both replace and maintain sidewalks including winter snow removal. Oneida County municipalities sometimes take on the responsibility of winter maintenance and snow removal for their main street areas rather than relying on private property owners

to clear the sidewalks in that location. More details about setting up a BID can be found in Section 5. Sidewalk assessment districts are also being considered by communities within New York State where the property owners are assessed for the costs of sidewalk replacement and the property owner is responsible for a portion of the cost of sidewalk replacement, but the community would do the sidewalk installation.

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



Community-Paid Repair & Maintenance

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

MUNICIPAL WORKFORCE

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

IMPROVEMENT DISTRICTS

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

HOMEOWNERS ASSOCIATIONS

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

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

Property-Owner Repair & Maintenance

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



Proposed Improvements

The Town of New Hartford has identified installing pedestrian improvements along Oneida Street. Safety upgrades are proposed to provide facilities for pedestrians and bicyclists. These improvements include the installation of a sidepath along Oneida Street and sidewalks where there are currently gaps. The sidepath is recommended to be paved with Ruby Lake Glass to differentiate the space from surrounding driveways and parking lots. In the future, there is an opportunity to continue the sidepath or similar type of bicycle and pedestrian infrastructure along Oneida Street towards the hamlet of Washington Mills. The proposed pedestrian safety improvements are visually identified in Section 7.

Upgraded crosswalks are proposed at several intersections along Oneida Street including Oxford Road, Red Hill Road, Grange Hill Road, the Willowvale Fire Department, and Elm Street, and Donovan Memorial Park on Elm Street. Each of these crossings should use high visibility ladder bar striping, with signage at each intersection indicating pedestrian movement. For crossings on Oneida Street, with a posted speed limit over 25 mph, additional signage should be considered such as Rectangular Rapid-Flashing Beacons (RRFBs) or potentially High-Intensity Activated Crosswalk Beacons (HAWKs), if feasible.

To improve pedestrian and bicycle safety by increasing the visibility of new facilities, it is recommended that the Town use Ruby Lake Glass. This material provides for the retro-reflectivity of surfaces which enables drivers to better see these facilities in clear conditions, poor light, and poor weather conditions as the material reflect both natural and vehicular light. Ruby Lake Glass is more climate durable than regular road paint, retains its color longer, and reduces surface heat radiation in high temperatures. There is also greater color flexibility and specificity, should the municipality wish to create a specific color scheme.



Section 3:

BICYCLING ACCOMMODATIONS

Inventory & Analysis

There are no formal or dedicated bicycling accommodations along Oneida Street in Chadwicks and no off-road trail or path system. A large asphalt shoulder on both sides of the street frequently provides an informal space for bicyclists to travel out of the vehicular travel lane. However, this is often used for vehicle parking, particularly in front of residential properties. This area is over 13' wide, including the shoulder/on-street parking and additional paved area. Bicyclists along Oneida Street who could utilize the shoulder area to stay out of traffic tend to travel between the wide shoulder area and the travel lane or ride in the travel lane, due to the lack of dedicated infrastructure and uncoordinated use of shoulders for parking.



Bicycling Accommodations Best Practices

Bicycle Infrastructure

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

Shared On-Street Facility (“Sharrow” or Neighborhood Greenway)

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

Striped Bike Lane

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

Buffered Bike Lane

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

Two-Way Bike Lane (Cycle Track)

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

Shared Use Paths

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

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



Sidepath

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

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



Proposed Improvements

This Plan calls for development of a formal sidepath along the eastern side of Oneida Street. This sidepath will provide a shared separate facility for pedestrians and bicyclists. The sidepath is proposed to be 10' wide. A functional, yet decorative surface treatment, such as Ruby Lake Glass should be utilized to add a unique texture, highlight that the path is meant for use by both bicyclists and pedestrians, and demarcate the area as a non-vehicular space. With Oneida Street being a local road, there are many possibilities for Ruby Lake Glass colors and styles. Utilization of surface treatment such as Ruby Lake Glass provides an opportunity for seamless integration of the sidepath onto the side of Oneida Street to connect into Washington Mills.

Long-term, there is a potential opportunity to tie this new infrastructure to adjacent communities (particularly the Village of New Hartford, the City of Utica, and the Village of Clinton) to build out a larger continuous network of bicycle facilities in central Oneida County. In particular, the Town values creating connections stemming from Oneida Street to Kellogg Road, Chapman Road, Oxford Road, and Genesee Street. The 2019 Herkimer & Oneida Counties Bicycle & Pedestrian Trail Guide highlights existing trails and opportunities. Additionally, the Town can support cycling by installing bike racks or repair stations at key locations. These may include spaces adjacent to outdoor dining and popular destinations such as the Ice Cream Factory, Chadwicks Mall plaza, and Donovan Memorial Park.



Section 4:

GREEN & PUBLIC SPACES

Inventory & Analysis

The Town of New Hartford's Donovan Memorial Park is located on the southern side of Elm Street, less than a quarter mile east of Oneida Street. This park encompasses 17 acres bordered by an active railroad line to the west, Elm Street to the north and east, and private property to the east and south. There is a sidewalk along the entire park frontage on Elm Street. The Sauquoit Creek runs along much of the western side of the park, where it is fenced off and prevents access by parkgoers. Park amenities include a picnic shelter, pavilion, picnic sites, a baseball field, two tennis courts, a basketball court, a modular playground system, a splash pad, and handicapped accessible restrooms.

The Town of New Hartford's Washington Mills Athletic Park is located to the north, along NYS Route 8 where the highway crosses over Oneida Street. This park is just beyond the project area limits but is within walking and bicycling distance of Chadwicks.

The Town of New Hartford owns the Chadwicks Rail Depot on Elm Street adjacent to the railroad tracks and near Donovan Memorial Park. This building is currently underutilized in its capacity as a police substation. The property includes approximately 12 on-site parking spaces, a limited amount of lawn/undeveloped land, and over 200' of frontage along Sauquoit Creek. The building is currently not utilized as a public space but provides an opportunity to be explored that would maximize the use of the site as it is a historic place in a desirable location.

There has been significant investment from local, state, and federal partners in the Sauquoit Creek Floodplain Restoration project. The project was envisioned after repetitive flooding events impacted homes and businesses in the Village of Whitesboro, the Town of Whitestown, and the Town of New Hartford. In its August 2021 Stream Sediment and Debris Management Plan, the Sauquoit Creek Basin Intermunicipal Commission proposed structural engineering strategies including the construction of three flood benches, bridge widening, and dam removal along the portion of Sauquoit Creek within the Main Street project area. In addition, numerous basin-wide management strategies were recommended. As snowmelt and heavy rainfall tend to cause flooding in the project area and other places along the creek, the incorporation of green infrastructure should be incorporated into streetscape design and public space development initiatives to reduce surface runoff making its way to the creek and mitigate future flood impacts.



Green & Public Space Best Practices

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

Street Trees

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

The following recommendations are suggested for a successful street tree program in the Town of New Hartford:

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

SMALL TREES

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

MEDIUM TREES

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

LARGE TREES

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

Green Infrastructure

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

Filter Strips

Rain Gardens

Rain Barrels

Permeable or Porous Pavement

Stormwater Planters

Bio-Swales (Vegetated Swales)



Proposed Improvements

Several opportunities exist for the Town to improve and enhance green and public space. The first is to create a dog park at Donovan Memorial Park. The popularity of the existing dog park at Sherrill Brook Park in the northwestern portion of the Town indicates this is a desirable amenity for residents of the Town. A dog park will provide an additional activity center to attract people and reactivate Chadwicks as a destination place. Development of the dog park will require additional amenities for human comfort as well as dog comfort. An Amenity Package in Section 10 was developed for the Town and presents options for public spaces including benches, trash receptacles, lighting, and signage.

Another project is to re-imagine the Town owned Chadwicks Rail Depot on Elm Street adjacent to the railroad tracks. This building is currently utilized as a police substation; however, the Town sees an opportunity to better utilize the space by converting the historic building into a destination public space. The building could be used to host community events, provide educational programming, serve as a historical center, or become a flex-use space to complement Donovan Memorial Park which is very near. Connecting to the park would require the land between the Depot and Park, currently, a gravel church parking lot, to have formal dedicated public access. This would require a permanent easement or acquisition of the land by the Town and will need to pursue at the local level for full ability to develop.

Green infrastructure elements should be integrated into the framework of future park upgrades, where possible, as these provide both greenspace and flood mitigation benefits. Filter strips, stormwater planters, and bioswales are recommended for these improvements as these can be implemented in connection with the creation of new transportation improvements pedestrian and vehicular facilities, and stormwater and flood mitigation efforts. These vegetative elements should use plant species that are native to the area and that require low or effective no maintenance as these will better integrate into the existing habitat. New greenspace created through these methods will further beautify the urban context and bring about an improved streetscape and quality of life for the area. In addition to landscaping improvements, the Town should consider the use of porous pavement on parking lots and paved trails, where feasible. The use of this material will reduce stormwater runoff and lessen stress on local drainage infrastructure.

This Plan supports the Town working to bring back its street tree canopy through the implementation of a street tree program. The Town would like to add street trees along Oneida Street. To support the re-treesing of the Town, the Oneida County Street Tree list was developed. The Street Tree List considers size, disease and pest resistance, seed or fruit set, form, growth rate, and environmental tolerances; the list is in Section 11. The recommended trees on this list were selected because of key characteristics and will thrive in most soil and climate conditions throughout Zone 5 on the USDA Plant Hardiness Zone Map. Key characteristics include size, disease and pest resistance, seed or fruit set, form, growth rate, and environmental tolerances.



Section 5:

BUSINESS ACCOMMODATIONS

Inventory & Analysis

The hamlet of Chadwicks is home to a mix of residential, commercial, light industrial/automotive, and other service uses. Oneida Street has many small businesses, several dining options, and shops offering services to those who live nearby and those who primarily travel to businesses by motor vehicle. Pedestrian and bicycle access to these businesses are limited, as there are notable gaps in the existing active transportation network.

The hamlet does not host a Farmers Market at any point throughout the year. However, the Village of New Hartford, the Village of Clinton, and Oneida County each host regionally popular Farmers Markets, the closest being the Village of New Hartford located just 3 miles north. The hamlet is surrounded by several popular farms with farm stands.

Chadwicks is a historic area and is home to various structures that would benefit from beautification and façade improvements. Realizing such opportunities, while maintaining desirable historic features, could enhance the overall aesthetic of the hamlet and support business retention and development in the core area.

While the Chadwicks area is known locally, gateway signage is not present to alert visitors to their entry into the hamlet and welcome them to the hamlet. Outdoor dining is not available currently, however, there is space available to accommodate outdoor dining adjacent to the hamlet's restaurants.



Business Accommodations Best Practices

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

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



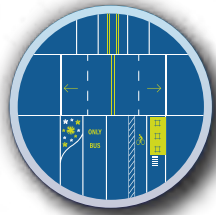
In many cases, the Main Street Program can cultivate new businesses by creating a public realm suitable for the introduction of programming such as farmers' markets, food trucks, and other opportunities for vendors and spin-off or support businesses. Strengthening local communities strengthens the local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



Creating Outdoor Seating/Dining Spaces

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

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



Curbside Pick-Up & Delivery Zones

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



Façade Improvement Program

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



Improvement Districts

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



Festivals & Pop-Ups

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



Farmers Markets

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



Marketing & Branding

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

Proposed Improvements

The Town should continue to support the existing mix of businesses in Chadwicks through public investment and encouraging private investment. There is a possibility of attracting development by encouraging ground floor retail and commercial space development and with options to convert upstairs of building to apartments. Following the national trend of creating an attractive streetscape supportive of first floor retail, casual dining and third places (locations beyond one's home or work, such as a bakery or coffee shop) would spur economic development and positively benefit the community.

Green space and underutilized public spaces can be used to support the local business community through the hosting of events such as art fairs, festivals, and community events. Public space can also be utilized to support a small-scale farmers market that complements neighboring markets by operating on their off days. The development of a Farmers Market should be coordinated with the Cornell Cooperative Extension office Public Market Coordinator, which will help with promotion. A locally based market will improve access to fresh produce for residents, which will have a positive health impact on the community in addition to strengthening the local economy.

The Town should attempt to support existing restaurants by expanding outdoor dining capacity (tables, chairs, etc.) in public places. Introducing outdoor dining opportunities serves the dual purpose of attracting customers seeking this experience, while also activating the key corridor. Outdoor dining can also be helpful in beautification and creating an aesthetically pleasing façade (using plants, colorful tables, painted surfaces, and visual connections with hamlet themed elements). Furthering such placemaking elements in Chadwicks is crucial to attracting new uses to sites such as the Chadwicks Mall plaza, the former school building, or St. George's Episcopal Church.

The possibility of introducing gateway signage along Oneida Street at key entrances to Chadwicks is discussed in Section 6. This type of formal entrance can create a strong psychological indicator that one has arrived at a specific place and is supportive of developing a cohesive identity for the hamlet as a recognizable destination to shop, dine, socialize, or conduct business.

To encourage economic activity within the project area, the Town may wish to consider adding electric vehicle (EV) infrastructure. The installation of EV charging stations should be focused on areas where the benefit for the traveling public is coupled with the economic benefits of having access to businesses, restaurants, and other conduits of economic activity. HOCTC's 2021 Electric Vehicle Charging Station Plan encourages municipalities and businesses to install Level 2 EV charging stations. Publicly available EV charging stations allow residents to charge their vehicles when infrastructure is not available in their homes and assist people traveling who might otherwise not be able to make the trip.

Within the project list, a project has been included for the installation of charging stations, which can be installed at a publicly owned facility (park) or a business with an available parking area. EV Charging stations could be installed at Donovan Memorial Park, along Oneida Street, in the lot of the Chadwicks rail depot, or at other suitable locations near the hamlet core. Additional resources are available to help area businesses identify locations for future EV charging stations and access financial assistance in the HOCTC's 2021 Electric Vehicle Charging Station Plan.



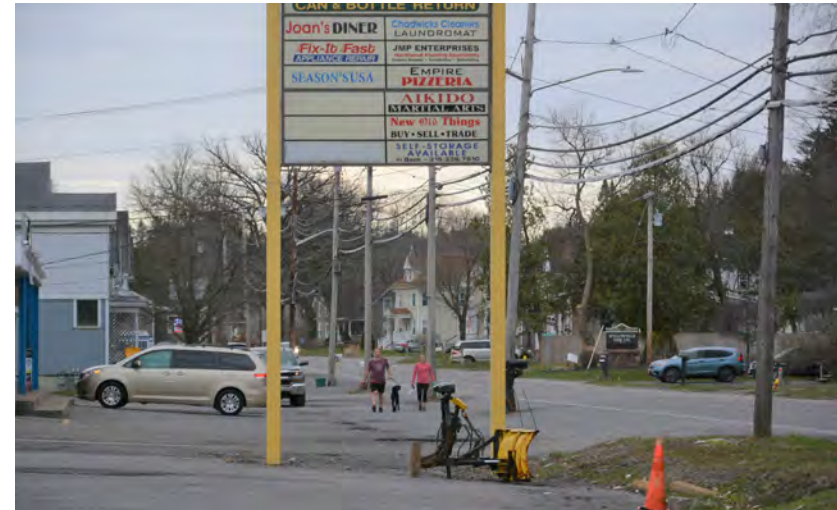
Section 6:

PLACEMAKING

Inventory & Analysis

The hamlet of Chadwicks is currently lacking elements that denote the area as having a unique sense of place, aside from the tight-knit and walkable land use development pattern that differs from other segments of Oneida Street. Historically the hamlet was a hub of activity with a rail depot and many farms dotting the landscape. Over the years, the hamlet transformed into a rural version of highway commercial activity. This is where people typically only travel to or through a place to patronize a particular business and leave immediately when the transaction is completed.

Chadwicks is generally known for several established places, the Willowvale Fire Department (which hosts weekly bingo games), the Ice Cream Factory, and the Willowvale Hotel. Beyond these places, there is nothing notable to define Chadwicks, let people know you are in a place or provide a reason for them to stay for longer than required. Within Chadwicks there are sidewalks but no formal streetscape amenities, outdoor dining, signage, landscaping, or other elements that define the place. However, the hamlet does have significant potential to be a more active, visible, and cohesive neighborhood through strategic improvements and upgrades to the streetscape.



Placemaking Best Practices

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

STRATEGIC PLACEMAKING

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

CREATIVE PLACEMAKING

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

TACTICAL PLACEMAKING

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

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



Demonstration Projects (Temporary Quick Response Projects)

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

<p>EXTRA SPACE FOR PEOPLE TO WALK</p> <p>This can encourage walking and support business by creating a more inviting environment.</p>	<p>BIKEWAYS & BIKE LANES</p> <p>Creating a dedicated space exclusively for bicyclists can induce more people to travel by bicycle as the level of comfort and perceived safety is increased.</p>	<p>OUTDOOR DINING</p> <p>By increasing the available space that restaurants have to serve customers, the amount of people that are able to be served can be increased.</p>	<p>PARKLET & OTHER BEAUTIFICATION</p> <p>A small area of the street can be dedicated to decorative planters containing shrubbery, flowers, or trees. This can increase the sense of place and beautify the main street with relatively simple materials.</p>	<p>PICK-UP & DROP-OFF ZONES</p> <p>This change can make it easier for people to receive a to-go order from a restaurant or get picked up or dropped off by ride sharing, by making a dedicated spot on the curb near the business for quick turnover (5 minutes or less).</p>	<p>DELIVERY ZONES</p> <p>Similar to pick-up and drop-off zones, these types of spots at the curb would be dedicated exclusively for transportation services and commercial business such as USPS, FedEx, UPS and local delivery services to make deliveries.</p>
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Part of the process to install a demonstration/temporary/pop-up event will be coordinating with local officials and agencies (police department, public works/highway department, fire department, etc.) to find safe and viable alternative routes around the modified street design or closure. Coordination with area businesses will also be critical to hosting a successful event. To create a temporary installation, communities can use/need:

Barrier Elements

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

Surface Treatments

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

Landscaping Elements

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

Street Furniture

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

Signage

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

Streetscape Amenities

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

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

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

Lighting

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



Public Art

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



Benches

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



Waste Receptacles





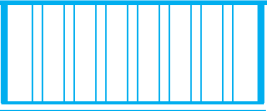




Reduce litter and provide for convenient disposal of waste and recyclable products. Receptacles should not clutter the sidewalk or block the pedestrian travel-way. When possible, waste receptacles should be located near lighting. Receptacles should be corrosion resistant and able to resist corrosion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



Bicycle Racks

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

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

Recommended Bicycle Racks	Bicycle Racks to Avoid	
 <p>Inverted U</p> <p>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.</p>	 <p>Wave</p> <p>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.</p>	 <p>Wheelwell</p> <p>Racks that cradle bicycles with only a wheelwell do not provide suitable security, pose a tripping hazard, and can lead to wheel damage.</p>
 <p>Post and Ring</p> <p>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.</p>	 <p>Schoolyard (comb)</p> <p>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.</p>	 <p>Coathanger</p> <p>This style has a top bar that limits the types of bicycles it can accommodate.</p>
 <p>Wheelwell Secure</p> <p>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.</p>	 <p>Spiral</p> <p>Despite possible aesthetic appeal, spiral racks have functional downsides related to access, real-world use, and the need to lift a wheel to park.</p>	 <p>Bollard</p> <p>This style typically does not appropriately support a bicycle's frame at two separate locations.</p>

Landscaping & Greening

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



Tree Pits

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

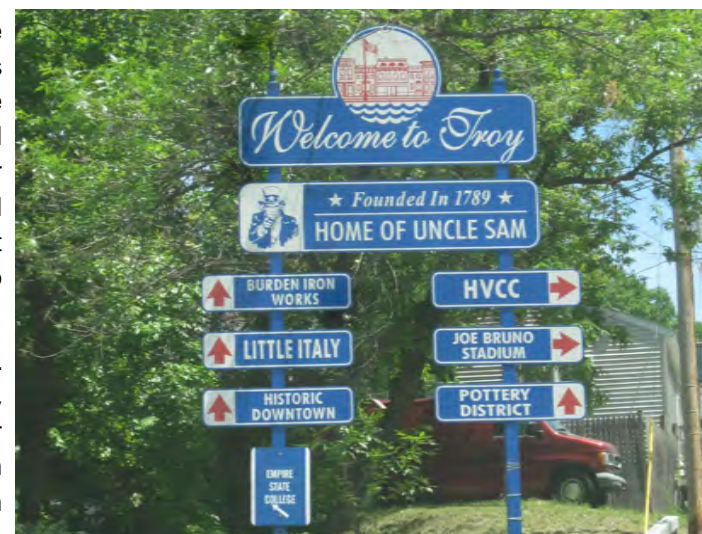


Wayfinding & Gateway Signage

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

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

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



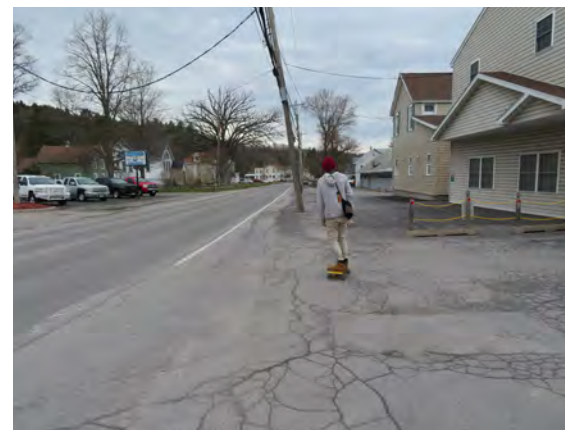
Proposed Improvements

The Town of New Hartford sees significant opportunities to improve the sense of place in Chadwicks through several projects. Placemaking is the culmination of all the elements to create a distinct place or location with a particular identity and brand. The Oneida Street corridor has the building blocks of all these elements and a sense of place will be re-established with the implementation of the proposed streetscape improvements.

Gateway signage is a quick and high impact placemaking element. The installation of overhead gateway signage at the main access points in Chadwicks will create a clear visual indicator that travelers are entering a unique area. These gateways are proposed for the Elm Street and Oxford Road intersections with Oneida Street, and it is recommended that they be constructed of brick and wrought iron, in a traditional style. The locations will serve to bookend the core area of Oneida Street and set the framework for additional improvements.

Streetscape amenities, especially benches, pedestrian-scaled lighting, waste receptacle, street trees, green infrastructure, and planters throughout the project area is proposed. Installing benches and bicycle racks orient the place to people that are not traveling by automobile. The bonus is that this creates an atmosphere of social engagement and provides an opportunity for people to park their automobiles and still safely travel through the corridor.

Based on conversations with the Town of New Hartford, low-maintenance, traditional, and hybrid styles of streetscape furniture are recommended. The Amenity Package in Section 10 details streetscape amenities that are appropriate to the Town. The selected amenities include benches, tables, waste receptacles, bollards, planters, and lighting. Six families of streetscape amenities are included in the package with a variety of price ranges. Each family is described by its elements and how it relates to the theme, the form of the streetscape amenities, recommended materials, and recommended colors. Multiple colors and features are available for these options, but metal, blacks, greys, and reds are recommended to reflect the area's mixed heritage.



Section 7:

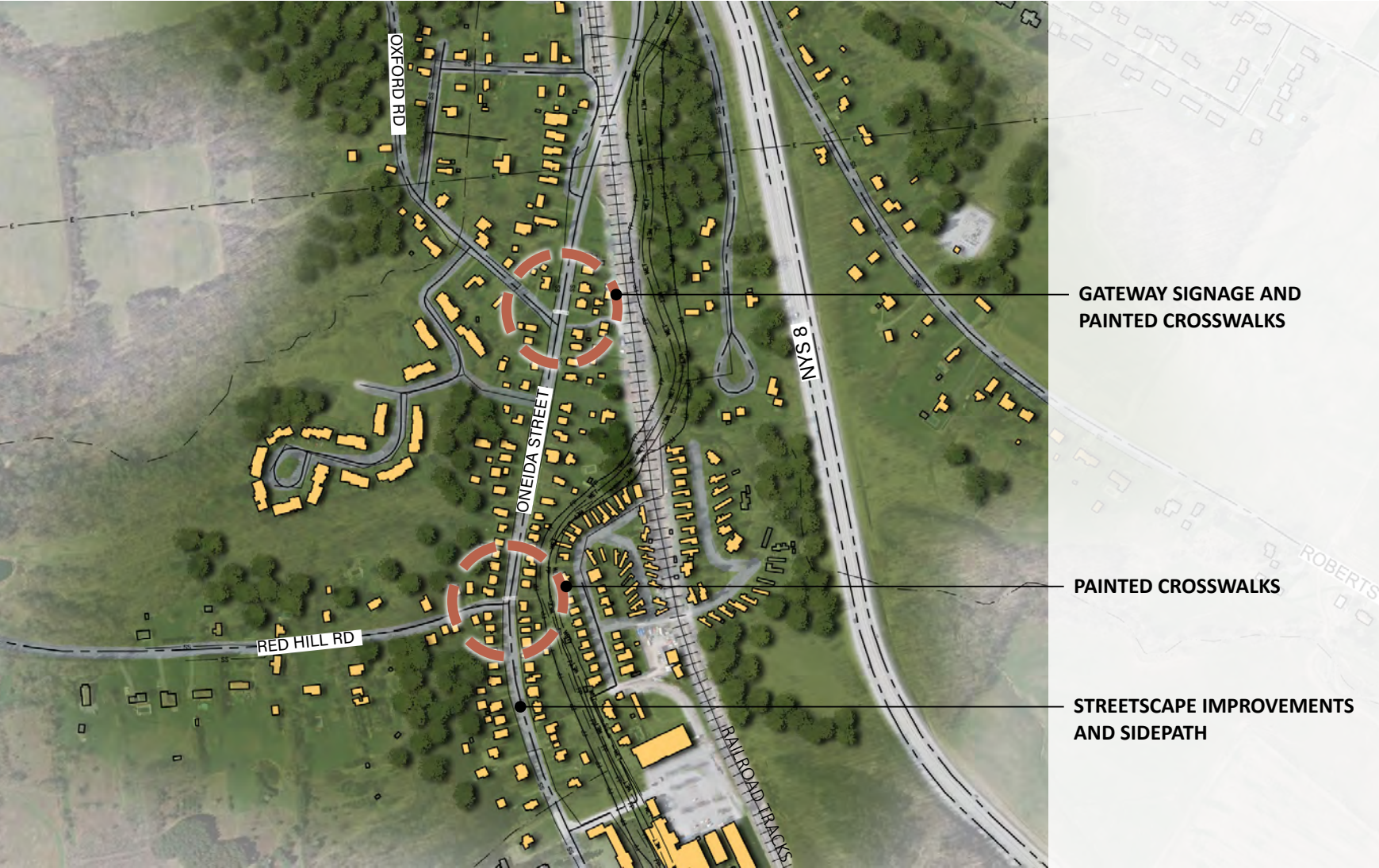
CONCEPT PLANS & VISUALIZATION

Potential Outcomes

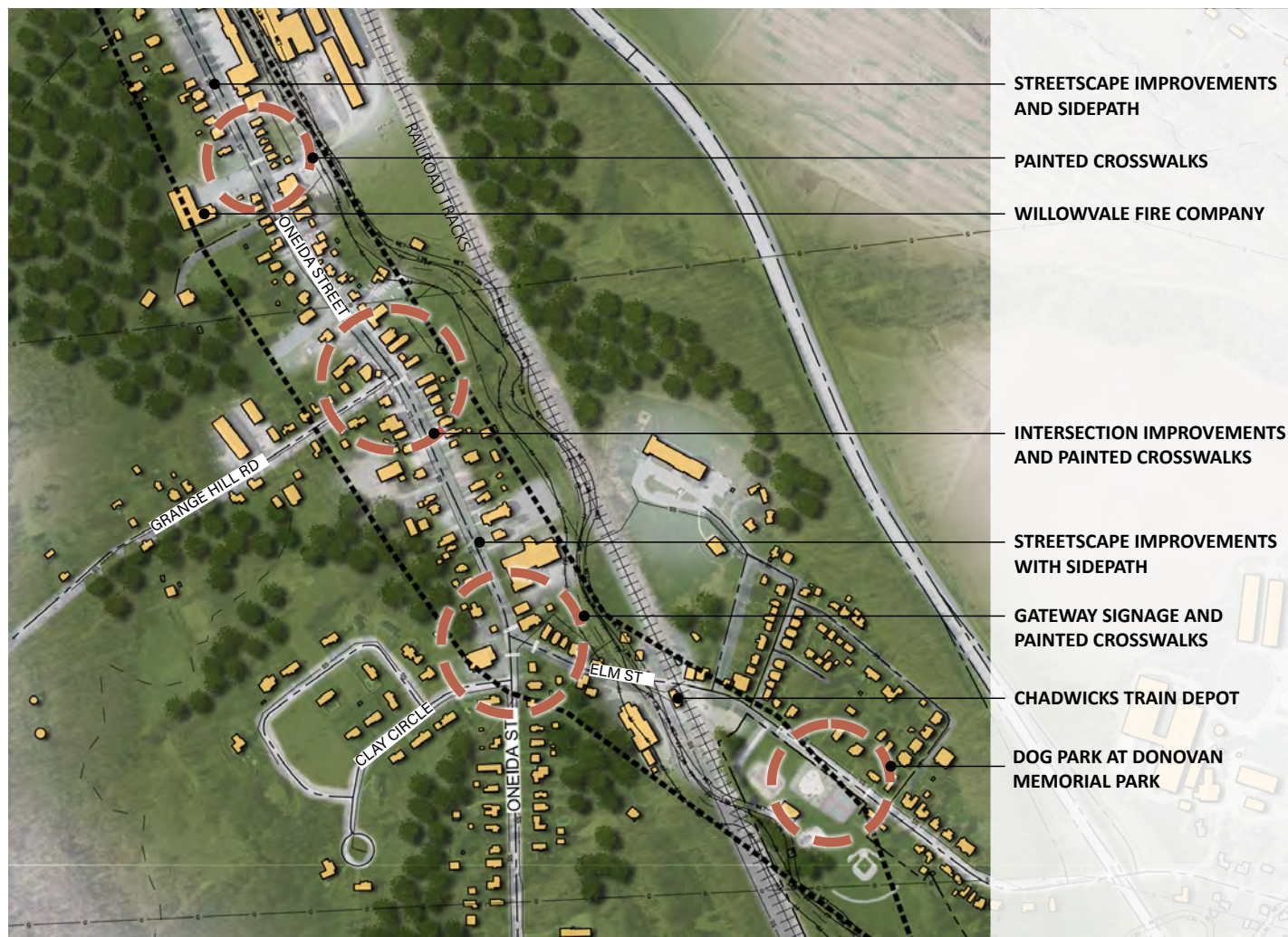
Concept plans and visualizations for selected projects for the Town of New Hartford are presented in this Section. The complete list of projects and map are in Section 8. The projects include:



Locations of Proposed Main Street Program Improvements: Northern Chadwicks



Locations of Proposed Main Street Program Improvements: Southern Chadwicks



Pedestrian / Bike Improvements

The concept plan for Oneida Street facing north as shown below includes a sidewalk of 5' and a grass buffer area that can accommodate street trees, a lawn area, and pedestrian-scaled lighting on the west. Vehicle travel lanes are proposed to be 10'. On the east side, a combined parking lane and buffer area with lawn bump-outs are proposed. Parking would be situated between the utility poles as shown in the below concept. The 10' sidepath allows for shared use by cyclists and pedestrians. Pedestrians would be able to utilize either the sidewalk or the sidepath, whereas bicyclists would be directed with signage to utilize only the sidepath. Ruby Lake Glass would be an appropriate option for the sidepath to differentiate the path from parking areas or to be perceived as a standard sidewalk. A color that would contrast and define this area is proposed with Ruby Lake Glass offers nearly every option for colors. Pedestrian-scaled lighting arms are proposed to be added to the utility poles to improve visibility over the sidepath as a more economical way to utilize existing light structures while scaling the lighting to pedestrians.

Oneida Street: Proposed Street Configuration



Placemaking

Placemaking is the cornerstone of this Main Street Plan Report. Chadwicks has unlimited potential to be an active hamlet that is a distinct place for people to visit or live. Placemaking is the culmination of all the elements to create a distinct place or location with a particular identity and brand. The Oneida Street corridor has the building blocks of all these elements and a sense of place will be re-established with the implementation of the proposed streetscape improvements. Opportunities are created for new signage to define the place and support businesses, outdoor dining, and envision the future that can be realized when all the elements are implemented. A cohesive wayfinding signage template is proposed that incorporates several sign types including a gateway sign, an information kiosk, a site feature/identification sign, a directional sign, and a parking sign. There is an opportunity for proposed wayfinding and signage for the Town of New Hartford to complement that of the Village by sharing a similar aesthetic.

Streetscape amenities including benches, pedestrian-scaled lighting, waste receptacle, street trees, green infrastructure, and planters throughout the project area are included. Planters can be installed around area businesses and adjacent to outdoor dining, particularly along the east side of Oneida Street where there is less room for street trees around the utility poles. Streetscape furniture will support the business community by encouraging residents and visitors to enjoy hamlet amenities for longer periods and adding a beautifying element to the area.

Placemaking elements dovetail with green infrastructure practices and provide a significant opportunity to make lasting investments in the Town. Adding street trees to downtown provides a continuous aesthetic throughout the core area and ensures the benefits of green space are accessible and experienced by all residents and visitors. Filter strips, stormwater planters, and bioswales are recommended for these improvements with native plantings. There is also an opportunity to include porous surfacing on parking lots, where feasible. The utilization of green infrastructure supports ongoing flood mitigation efforts.

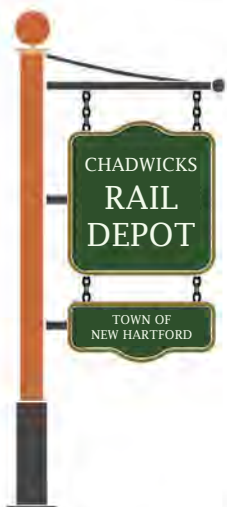
Proposed Wayfinding & Signage Package



Gateway Signage Example



Information Kiosk Example



Site Feature Signage Example



Directional Signage Example



Parking Signage Example

Oneida Street: Reimagined Streetscape



EXISTING



PROPOSED

Proposed Pedestrian Improvements



Crosswalk Improvements

Ladder crosswalks and ADA curb ramps promote safety and accessibility along Oneida Street by providing a visual cue to automobiles to expect pedestrians and defining the area for pedestrian movement to take place. These approaches would be effective crossing treatments at the intersection of Oneida Street with Oxford Road, Red Hill Road, Grange Hill Road, Elm Street, and the Willowvale Fire Department. The addition of crosswalks along Oneida Street will provide several opportunities to cross the street from the sidepath to the sidewalk for pedestrian use. Additional crossing upgrades are recommended at Donovan Memorial Park for Elm Street. Safety improvements contribute to a welcoming atmosphere for those of all ages and physical abilities, facilitating efficient and comfortable access to the many businesses and points of interest in Chadwicks.

Gateway Signage

Gateway signage is a simple way to define a place and have a lasting impact on the traveling public. The Town of New Hartford expressed interest in creating two gateway signs, one on each end of the Oneida Street corridor. Proposed locations for the two gateways are Elm Street and Oneida Street (shown below) and Oxford Road and Oneida Street, creating identical bookends to define the place of Chadwicks and promote an identity.

The proposed rendering looking north at the Elm Street intersection shows two brick pillars on either side of Oneida Street with a wrought-iron span in the middle. The styling is traditional, and materials were selected to reflect the railroad history, industrial heritage as home to many mills along Sauquoit Creek, and early development as a company town for employees of the Willowvale Bleachery.



EXISTING



PROPOSED

Dog Park

The success of the dog park at the Town of New Hartford's Sherrill Brook Park led Town leaders to desire to construct an additional dog park at Donovan Memorial Park. Dog parks are typically fenced-in areas with large open spaces to allow dogs of all shapes and size the freedom to play as they naturally would. It's imperative to create space for people just as much as it is for their dogs. The proposed dog park would feature a functional layout in a fenced area with benches, waste stations, bag dispensers, a hydration station for pets and humans, and trees for shade. Dog parks allow fellow dog owners to meet, increasing the sense of community.

Rail Depot Reuse

The Rail Depot reuse concept has been included as a feasibility study to determine the appropriate future use to maximize it as an asset of the Town. It is located along the scenic Sauquoit Creek and is currently underutilized. Donovan Memorial Park is located just past the Depot on Elm street, looking broadly the opportunity exists to connect both Town assets to create a larger public space amenity. The Rail Depot and park could be connected with a vacant lot that exists between the two sites. The vacant lot is owned by the church, presently for sale, thus an opportunity is present for the Town to acquire the lot for the future connection of the two assets. For cost estimating purposes, the project list includes only the cost of a feasibility study and does not include costs associated with upgrading the vacant lot or connecting to Donovan Memorial Park.

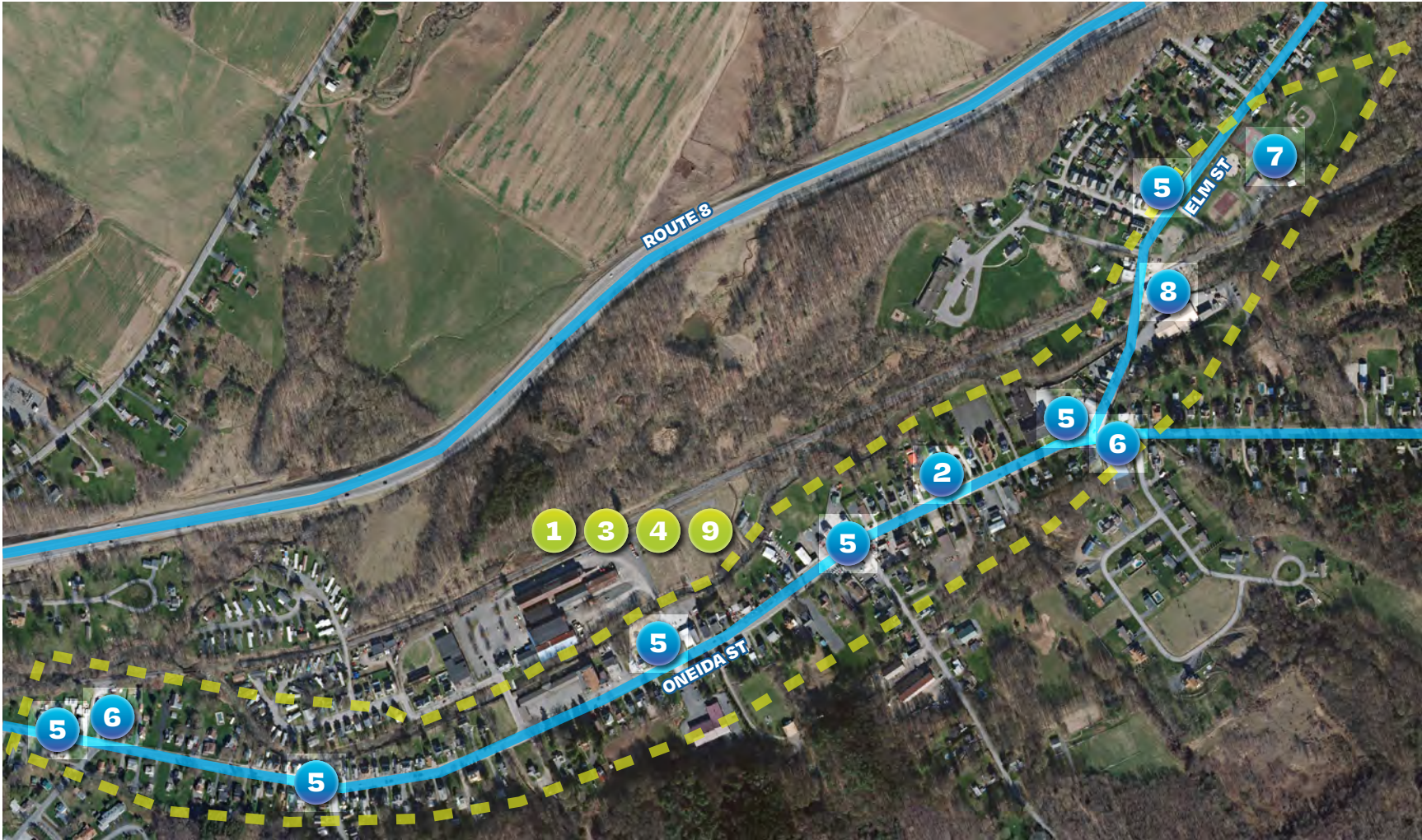


Section 8:**CAPITAL PROJECT MAP & LIST**

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

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

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



Project Map Key:

SPECIFIC SITE IMPROVEMENTS

- 2** Pedestrian / Bicycle Improvements
- 5** Crosswalk Improvements
- 6** Gateway Signage
- 7** Dog Park
- 8** Rail Depot Reuse

PROJECT AREA IMPROVEMENTS

- 1** Main Street Report
- 3** Streetscape Enhancements
- 4** Streetscape Furniture
- 9** Level 2 EV Charging Station

Oneida County Main Street Program - Project List for Town of New Hartford

ID#	Project Name	Project Type	Project Description	Location	Total Project Cost (est.)
1	Main Street Report	Planning & Design	Final plan document	Town of New Hartford	\$24,200
2	Pedestrian / Bike Improvements ²	Pedestrian Enhancements; Bicycle Enhancements; Traffic Safety	Implementation of safety upgrades to provides facilities for pedestrian and bicyclists to safety travel - sidepath option, installation of sidewalk where there are gaps	Oneida St.	\$782,100
3	Streetscape Enhancements ²	Placemaking	Addition of landscaping, street trees, planters	Project Area	\$718,300
4	Streetscape Furniture ²	Placemaking; Business Accommodations	Installation of streetscape furniture	Project Area	\$98,010
5	Crosswalk Impovements ²	Pedestrian Enhancements; Traffic Safety	Upgrade crosswalks for safety and accessibility	Oxford Rd. / Oneida St., Red Hill Rd. / Oneida St., Grange Hill Rd. / Oneida St., Elm St. / Oneida St., Donovan Memorial Park crossing Elm St., Willowvale Fire Dept. crossing Oneida St.	\$308,000
6	Gateway Signage ²	Placemaking	Develop and place gateway signage at main access point in Chadwicks	Oneida / Elm St. and Oneida / Oxford Rd.	\$400,000
7	Dog Park ³	Placemaking	Create a new dog park at the existing town park	Donovan Memorial Park	\$128,700
8	Rail Depot Reuse ³	Placemaking; Business Accommodations	Explore options to reuse and better utilize the existing Chadwicks Rail Depot as a community resource - feasibility study	Rail Depot on Elm St.	\$33,000
9	Level 2 EV Charging Station	Business Accommodations	Install Level 2 EV charging station (dual port bollard unit); includes connection to electric infrastructure, 5-year warranty/maintenance plan, & cloud network connectivity	Project Area	\$36,500

Total Cost of Projects: \$2,528,810

Notes:
¹ All cost estimates shown include a 10% contingency.
 These estimated items represent a reasonable opinion of cost based on a combination of NYSDOT pay items, RS Means pricing, and past and recent contractor bids. We assume future bids for these projects will fluctuate according to market conditions at the time of bidding, level of detail used in the preparation of the design documentation and 1 specifications, final material selection, the bidding environment, and other variables. These preliminary estimates of probable construction costs are expected to fall within a range of bids from multiple competitive bid submissions from multiple qualified contractors.
² Capital Project ³ Long-term Project ⁴ NYSDOT approval and coordination required

Section 9:

IMPLEMENTATION STRATEGY

Proposed Timeline

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

Potential Funding Sources

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

Oneida County Based Programs

Oneida County Main Street Capital Program

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

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

Oneida County Flood Mitigation Grant Program

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

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

Street Trees/Vegetation Grant Programs

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

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

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

NYS Department of Environmental Conservation - Forestry Service

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

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

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

Statewide Economic Development-Related Funding

NY Forward

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

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

Downtown Revitalization Initiative (DRI)

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

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

Regional Economic Development Councils (REDC)/Consolidated Funding Application

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

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

Statewide Transportation-Focused Funding

Statewide Transportation Improvement Program (STIP)

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

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

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

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

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

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

Bridge NY

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

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

Federal Funding

HOCTC Local Transportation Planning Assistance Program

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

<http://www.hoctc.org>

Long-Term USDOT & FTA Grant/Funding

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

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

Existing FTA Transit funding website: [Grant Programs | FTA \(dot.gov\)](#)

(IIJA/BIL)

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

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

Thriving Communities Program

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



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

Section 10:

AMENITY PACKAGE

Themes - Chadwicks Train Station, Brick & Wrought Iron, Industrial Heritage

Attributes - Metal (Industrial), Blacks, Greys, Reds (Industrial)

New Hartford	Bench	Table	Waste Receptacle	Bike Rack	Bollard	Planter	Lighting
<p>Family A- Traditional (Budget)</p> <p><i>Ornate, industrial</i></p> <p><i>Metal</i></p> <p><i>Black</i></p>							
<p>Family B- Traditional (Affordable)</p> <p><i>Square forms, angular</i></p> <p><i>Mix of metal & wood</i></p> <p><i>Colors to be greys and reds, dark woods</i></p>							
<p>Family C- Traditional (Expensive)</p> <p><i>Concrete / Metal</i></p> <p><i>Ornate finishes</i></p> <p><i>Color black</i></p>							
<p>Family D- Hybrid (Budget)</p> <p><i>Angular forms</i></p> <p><i>Metal / Concrete</i></p>							
<p>Family E- Hybrid (Affordable)</p> <p><i>Circle / arced forms, train</i></p> <p><i>Metal</i></p> <p><i>Colors to be red & green</i></p>							
<p>Family F- Hybrid (Expensive)</p> <p><i>Industrial-like forms</i></p> <p><i>Metal</i></p> <p><i>Colors to be blacks / greys & reds</i></p>							

Benches

<https://dumor.com/node/72>
<https://victorstanley.com/product/camillebackless/>
<https://www.landscapeforms.com/en-US/product/Pages/Towne-Square-Bench.aspx>
<https://www.belson.com/Decora-Style-Park-Benches-with-Steel-Frame>
<https://victorstanley.com/product/cr-16/>
<https://urbanaccessories.com/product/reh/>

Tables

<https://dumor.com/node/40>
<https://victorstanley.com/product/camt/>
<https://www.landscapeforms.com/en-US/product/Pages/Tables.aspx>
<https://www.belson.com/English-Series-Square-Steel-Picnic-Table>
<https://www.maglin.com/app/uploads/2020/09/mtb-0510-series.jpg?x72621>
<https://www.forms-surfaces.com/tangent-table-ensemble>

Waste Receptacles

<https://dumor.com/node/126#slideshow-6>
https://www.maglin.com/app/uploads/2020/09/mtr-1050-series_hdpc-charcoal.jpg?x72621
<https://www.landscapeforms.com/en-US/product/Pages/Plainwell-Litter.aspx>
<https://www.belson.com/Breckenridge-Series-Steel-38-Gallon-Trash-Receptacles>
<https://victorstanley.com/product/psa-32/>
<https://www.landscapeforms.com/en-US/product/Pages/Presidio-Litter.aspx>

Bike Racks

<https://www.belson.com/Extended-U-Bike-Racks-with-Lean-Bars>
<https://victorstanley.com/product/brns-301/>
<https://urbanaccessories.com/product/curves/>
<https://www.belson.com/Metro-Collection-Bike-Racks>
<https://victorstanley.com/product/brhs-101/>
<https://www.landscapeforms.com/en-US/product/Pages/Loop-Bike-Rack.aspx>

Bollards

<https://dumor.com/node/282>
<https://www.maglin.com/product/970-bollards/#eyJtYXRlcmlhbnC16imgtcy1zdGVlbC10dWJlLWNhc3QtYWx1bWludW0tdG9wLWZC1iYXNliiwibW91bnRpbmdfdHlwZSI6JEtZGlyZWVlbnNOLWJ1cm1hbnC1sinJlZmxlY3RpdmVfdGFwZSI6Im5vliwiZXIIYm9sdHMiOiJubyJ9>
<https://urbanaccessories.com/product/san-jose/>
<https://www.belson.com/Fairfax-Series-Steel-Bollards>
https://www.maglin.com/app/uploads/2020/09/mbo-0650-series_2.jpg?x72621
<https://urbanaccessories.com/product/classic-bollards/>

Planters

<https://dumor.com/node/181>
https://www.maglin.com/app/uploads/2020/09/mpl-1050-series_wood_1.jpg?x72621
<https://www.landscapeforms.com/en-US/product/Pages/Plaza-Planter.aspx>
<https://www.belson.com/Arcadia-Collection-Steel-Planters>
<https://victorstanley.com/product/tp-36/>
<https://www.forms-surfaces.com/miter-planter>

Lighting

<https://www.springcity.com/>
<https://www.currentlighting.com/kimlighting>

Section 11:

STREET TREE LIST

Large Tree (mature height >50')							
Scientific Name	Common Name	Height/Spread	Growth Rate	Form	Fall Color	Environmental Tolerances	Other Notes
<i>Celtis Occidentalis</i>	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
<i>Gleditsia Triacanthos</i> var. <i>inermis</i> 'Shade Master'	Thornless Honey Locust	60-80'/25-40'	Fast	Rounded	Golden-Yellow	Wet, salt, drought, high wind, pollution and high pH tolerant	
<i>Gleditsia Triacanthos</i> var. <i>inermis</i> 'Skyline'	Thornless Honey Locust	35-45'/25-35'	Medium	Vase-Oval	Yellow	Wet, salt, drought, high wind, pollution and high pH tolerant	
<i>Nyssa Sylvatica</i>	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, transplant in spring
<i>Quercus Rubra</i>	Northern Red Oak	50-75'/50-75'	Medium	Rounded	Maroon	Salt and drought tolerant, air pollution	
<i>Tilia Cordata</i> 'Chancellor'	Little-leaf Linden	50-70'/30-50'	Medium	Pyramidal	N/A	Sensitive to excessive salt, drought tolerant	Small fragrant flowers in spring
<i>Tilia Tomentosa</i> 'Green Mountain'	Silver Linden	65'/40'	Medium	Rounded Upright Pyramidal	Yellow	Salt and shade tolerant	Small fragrant flowers in spring
<i>Ulmus</i> 'Homestead'	Hybrid Elm	55-60'/30-50'	Fast	Oval	Yellow		
<i>Ulmus</i> '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
<i>Acer Rubrum</i> '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
<i>Acer Rubrum</i> '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	
<i>Acer Rubrum</i> '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
<i>Carpinus Betula</i> '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
<i>Ginkgo Biloba</i> 'Autum Gold' (male only)	Ginkgo	40-50'/25-30'	Slow	Upright	Yellow	Tolerates air pollution, narrow growing spaces and clay soil, salt	
<i>Koelreuteria Paniculata</i>	Golden Raintree	30-40'/30-40'	Slow	Rounded	Yellow	Tolerates pollution, small growing spaces and high pH soils, salt	
<i>Ulmus</i> '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
<i>Cercis Canadensis</i>	Eastern Redbud	20-30'/25-35'	Medium	Rounded	Yellow	Shade and high pH tolerant, salt	Spring flowers, multiple cultivars
<i>Malus sp.</i>	Crabapple	15-20'/15-20'	Slow	Rounded	Red/Yellow	Salt and drought tolerant	<i>M. zumi</i> , 'Donald Wyman', Spring Snow are seedless
<i>Prunus 'Accolade'</i>	Flowering Cherry	20-25'/15-25'	Medium	Rounded	Red	Tolerates salt and acid to neutral pH	Pink flowers in spring
<i>Prunus Sargentii</i> '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
<i>Syringa Reticulata</i> 'Ivory Silk'	Japanese Lilac Tree	20-25'/15-20'	Medium	Rounded	Yellow	Tolerates small growing spaces, shade and drought, salt too	White flowers in May

Section 12:

APPENDIX

DEFINITIONS

Access Management

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

Bicycle Lane

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

Bio-Swales

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

Buffer

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

Curb Extension (Bump-out)

An extension of the sidewalk or curb into the parking lane which reduces the effective street width, thereby reducing the pedestrian crossing distance.

Curb Ramps

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

Fixed Object (In relation to a bike lane)

A fixed object is something in the buffer that cannot physically be moved and is a permanent part of the roadway, such as a steel bollard.

Gateway Signage

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

Green Infrastructure

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

Greenspace

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

Parklet

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

Pedestrian Hybrid Beacon (PHB)

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

Pervious (Porous) Pavement

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

Placemaking

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

Rain Garden

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

Rectangular Rapid Flashing Beacon (RRFB)

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

Rightsizing

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

Right-of-Way

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

Roadway

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

Semi-Fixed Object

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

Shared Use Path

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

Sharrow

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

Sidepath

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

Slow-Turn Wedge

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

Street

A segment of roadway that includes the travelway or cartway.

Two-Way Bike Lane (Cycle Track)

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

Wayfinding Signage

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

Resources

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

Business Improvement District

[A to Z of Business Improvement Districts \(pps.org\)](#)

[Starting a Business Improvement District: A step-by-step guide](#)

CDTC Open Streets

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

Farmers Market

[Introduction \(ny.gov\)](#)

[Resources — Farmers Market Federation of New York \(nyfarmersmarket.com\)](#)

Main Street America and Branding and Marketing

[5 Tips for Main Street Marketing](#)

<https://www.mainstreet.org/home>

[Handbooks and Guides - Main Street America](#)

[New York Main Street | Homes and Community Renewal \(ny.gov\)](#)

NACTO Global Street Design Guide

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

NACTO Urban Bikeway Design Guide

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

NACTO Urban Street Design Guide

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

New Jersey Complete Streets Design Guide

[NJCS_DesignGuide.pdf \(state.nj.us\)](#)

NYC Open Streets

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

New York City Street Design Manual

[Street Design Manual | NYC Street Design Manual](#)

NYS DOT Complete Street Planning

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

Open Streets

[The Open Streets Guide](#)

Parklets

[People St. Kit of Parts for Parklets](#)

[Seattle Department of Transportation Parklet Handbook](#)

Project for Public Spaces

<https://www.pps.org>

Sidewalk Rehabilitation Program

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

Smart Growth America

<https://smartgrowthamerica.org>

Temporary/ Pop-Up Demonstration Projects

[Activating Communities Using Pop-Up Designs \(planning.org\)](#)

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

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

[NACTO_Streets-for-Pandemic-Response-and-Recovery_2020-07-15.pdf](#)

[SRTS Street Pop-up Events | LADOT Livable Streets](#)

[The Pop-Up Placemaking Toolkit](#)

U.S. DOT – Complete Streets

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

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

[Small Towns - Publications - Bicycle and Pedestrian Program - Environment - FHWA \(dot.gov\)](#)

