

**ONEIDA COUNTY**  
Main Street Program  
**Plan Report**  
VILLAGE OF CAMDEN



Anthony J. Picente Jr.  
County Executive

# Acknowledgment

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

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

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

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## Section 1:

## INTRODUCTION



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

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

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

The Village would like to support businesses in its core by enhancing accessibility, safety, wayfinding, and placemaking. The development of a recreational trail network will help realize these goals by utilizing and bringing together Camden's existing assets. The Village of Camden's project centers on further upgrading and connecting the River Walk in the downtown area to recreational areas such as Forest Park and the informal Skunk Trail. This includes improving pedestrian crossings at the intersection of Mechanic Street and Main Street (NYS Route 13) and formalizing pedestrian connections along Mechanic Street and between the informal Skunk Trail and Forest Park. Improved trail access at Taberg/Church Street and behind the DPW garage are also important elements of the plan.

## Background Information

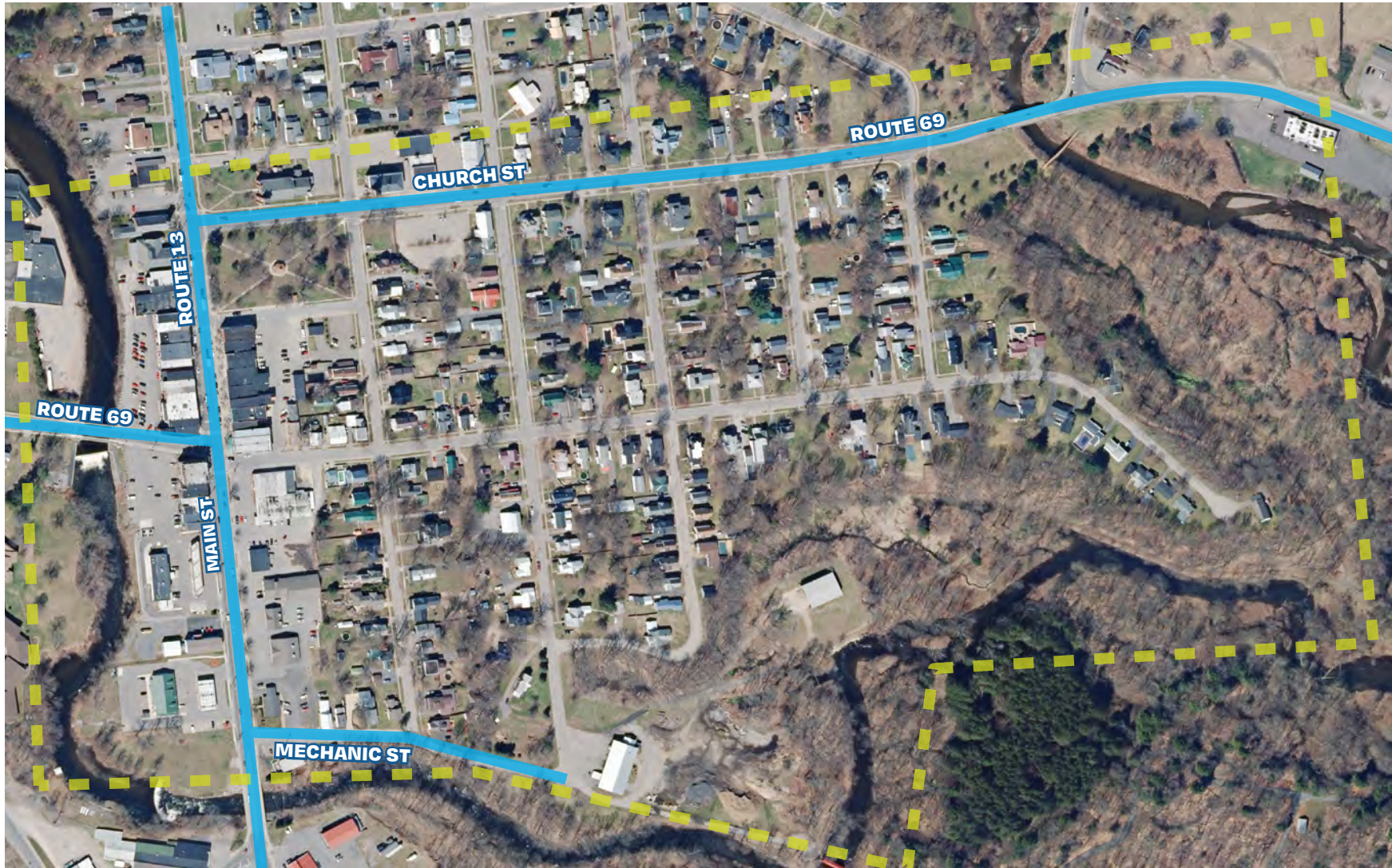
The Village of Camden is located in northwest Oneida County in the Town of Camden. The Village currently has a number of paths, trails, and streets within its 2.4 square miles that provide active transportation options for its residents. The Village would like to enhance connectivity among these assets to form a cohesive active transportation network supportive of downtown development.

According to the 2020 U.S. Census Redistricting Data, the Village of Camden is home to 2,196 people across 1,031 households. Per the 2019 U.S. Census ACS 5-year Estimates, 23.6% of the population is under the age of 18 and 23.4% is over the age of 65. The poverty rate in the Village is 13.7%. Factors influencing mobility include 20.6% of the Village's population having a disability and 14.9% of households not owning a vehicle.

The Village is interested in providing safe access to its commercial core and recreational amenities for users of all ages, abilities, and transportation modes. Camden's key recreational amenities include the River Walk, the informal Skunk Trail, and Forest Park. In 2018, the Village received \$160,300 from the NYS Office of Park Acquisition, Development, and Planning for the River Walk and park improvements. These improvements included benches, picnic tables, and lighting components along the River Walk to improve its overall appeal, accessibility, and recreational value. The Village expressed interest in furthering recent improvements at the River Walk to create a stellar recreational asset, and to serve as a catalyst to connect other recreational assets throughout the community.



## Final Project Area Map



### Project Area

The project area covers the eastern and southern portions of the Village including the informal Skunk Trail, River Walk, and Mechanic Street areas and surroundings. The proposed Village-wide trail system would create a cohesive network utilizing the existing River Walk and parking access at the eastern end of Mexico Street to either end of the informal Skunk Trail. Pedestrian improvements along Mechanic Street would link the current River Walk terminus at Main Street to the southern end of the informal Skunk Trail at the DPW garage. The informal Skunk Trail and trailhead areas at Taberg/Church Street and the DPW garage at Nichols Lane are also a focus.

## Vision & Goals

The Village of Camden would like to tie together components of its existing formal and informal trail system, furthering connections between its many downtown business and community assets and increasing access for all users. In doing so, the Village will improve safety and enhance its wayfinding program. The Village would also like to build upon the existing River Walk, parks, and trail amenities to create a more inviting and cohesive area for residents and visitors to enjoy.

The Village has identified its existing River Walk and Mechanic Street areas as focal points for building out its active transportation network and connecting its downtown area to recreational amenities such as Forest Park and the informal Skunk Trail. Improvements at the periphery of the Village would formalize the informal Skunk Trail by incorporating placemaking at Church Street, a trailhead at Nichols Lane, and a connective trail to Forest Park. These efforts would improve pedestrian access to downtown and link recreational assets to activate the Village core in support of the local business activity. The goals of the Main Street project include increasing patronage at businesses, providing recreational opportunities, and allowing for comfortable and safe active transportation in the Village. The Village envisions incorporating traffic markings, wayfinding signage, improved lighting, pedestrian crossings, benches, sidewalk improvements, and building out trail connections to realize its goal.



## Planning Process

Oneida County Executive Anthony Picente first announced the launch of the Main Street Program on July 28, 2021. Following the program's launch, participating municipalities were required to submit an application in which they identified potential project ideas and outlined several best practice components to be included as part of their proposed projects. In September 2021, Planning Department staff met with local leaders to discuss connecting the River Walk to Forest Park and the informal Skunk Trail. Opportunities to create a closed trail system were highlighted by Village officials to address areas where trails abruptly end. Village officials identified several structures and assets, including a bridge on Church Street, which could serve as placemaking points along the network comprised of local trails, streets, and sidewalks.

The Main Street planning process included site visits and meetings with stakeholders from each community. In April 2022, a site visit and preliminary discussion of needs and opportunities took place. Attending the site visit were Oneida County/HOCTC staff, Village leaders, and members of the Consultant Team. Following the site visit, transportation options, streetscape amenities, and project ideas were refined.

The outcome of the September and April site visits 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

- |  |  |   |
|--|--|---|
| <p><b>A.</b> Existing pedestrian bridge, potential trail head opportunity, add covered bridge to existing pedestrian bridge, signage for fishing access</p> <p><b>B.</b> Potential overlook opportunity</p> <p><b>C.</b> Opportunity for trail connection from pedestrian bridge to south side of DPW storage facility</p> <p><b>D.</b> DPW operational facility</p> <p><b>E.</b> DPW Storage facility</p> <p><b>F.</b> DPW stockyard</p> <p><b>G.</b> Skunk Trail</p> | <p><b>H.</b> Finish sidewalk connection</p> <p><b>I.</b> Trail head opportunity in parking area</p> <p><b>J.</b> Add crosswalk and RRFB to connect &amp; widen sidewalk on Mechanic Street</p> <p><b>K.</b> Replace painted "sidewalk" connection to Skunk Trail and Forest Park Trail with another treatment (multi-use path or sidewalk)</p> <p><b>L.</b> Byrne Dairy, expand outdoor dining area</p> <p><b>M.</b> Pavilion overlook area, opportunity to add seating and formalize area, potential outdoor dining and / or bench area</p> | <p><b>N.</b> River Walk, opportunity to additional seating areas</p> <p><b>O.</b> Mexico Street connection to River Walk</p> <p><b>P.</b> Add mid-block crossing connection</p> <p><b>Q.</b> Forest Park Trail system (pedestrian and snowmobile trail)</p> |
|--|--|---|

## Section 2:

## WALKING ACCOMMODATIONS

## Inventory &amp; Analysis

The Village has an extensive sidewalk network throughout downtown and a growing trail system that includes the River Walk, the informal Skunk Trail, and the Forest Park Trail system. The Village would like to encourage additional pedestrian use of the approximately 4-mile loop that would come about when these trail systems are combined. Additional pedestrian access is needed to connect to the River Walk from the downtown and a comprehensive wayfinding signage program for the overall trail system is needed. At its western terminus, Mechanic Street intersects with NYS Route 13, which currently sees a large amount of traffic flowing in and out of the Village, including freight traffic. This intersection has a crosswalk but remains unsignalized. It was observed that a safer crossing for pedestrians and bicyclists (from points south and east) would allow for comfortable access to the River Walk, while further activating this amenity at the southern edge of the Main Street business district.

Throughout the Village, there are areas where sidewalk improvements are needed, including sidewalk segment replacements and ADA accessible curb ramps. At the intersection of Main Street (NYS Route 13) and Mechanic Street, there is a significant volume of traffic, including freight trucks. This intersection is the primary linkage from the southeastern terminus of the River Walk to Forest Park and the informal Skunk Trail at the end of Mechanic Street. Currently, there is a signed crosswalk, but the intersection remains unsignalized.

On Mechanic Street, sidewalk replacement is needed between Main Street and 2nd Street where the existing sidewalk is approximately 4' wide and flush with the road pavement, which results in no physical separation or sense of protection for pedestrians and bicycles from roadway traffic. Currently, there is no formalized sidewalk on Mechanic Street from 2nd Street to the 3rd Street and Nichols Lane intersection, to access the Forest Park trailhead or the informal Skunk Trail. The area indicated for pedestrian movement on this portion of Mechanic Street is a narrow 4' wide painted path on the east side of the street. The painted path then ends at the Village Highway Garage without signage indicating the way to Forest Park or the informal Skunk Trail.



The existing southern terminus of the informal Skunk Trail is at 3rd Street, to the front (west) side of the DPW garage. This access creates a conflict between pedestrians and DPW employees operating large machinery. During the site visit, it was discussed that access to the informal Skunk Trail would improve if pedestrian access were provided behind (east) the DPW building rather than in front of it. There is also an opportunity to expand trailhead access with parking and a connective trail between the informal Skunk Trail and Forest Park paths at this location.

In the past, the school cross-country team has used the trail for practice and competitions. These activities could be accommodated again with upgrades to the trail/walking accommodations. Beyond pedestrian use, the informal Skunk Trail is a multi-season community asset that permits snowmobiling in the winter.

At the northern terminus of the informal Skunk Trail near Taberg/Church Street, there is no pedestrian connection from the Village sidewalk network that ends at the flagpole near Church Street to the end of the trail. There is also no formal connection from the trail to a nearby pedestrian bridge, parking area, and fishing access to the east. Improved pedestrian infrastructure at this location would better connect Johnson Veterans Memorial Park to the trail network and aid in improving pedestrian access and connections to community assets.

## Walking Accommodations Best Practices

### Sidewalks

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

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

#### FRONTAGE ZONE

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

#### PEDESTRIAN ZONE

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

#### FURNISHING ZONE

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

#### ENHANCEMENT BUFFER ZONE

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



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

Americans with Disabilities Act (ADA) Access

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

ADA Curb Ramps

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



Crosswalk Design

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

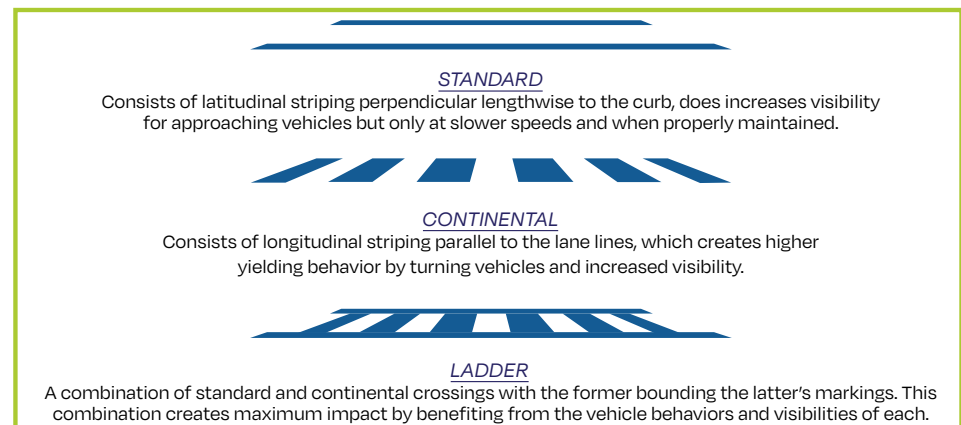
In-street Pedestrian Crosswalk Sign

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



High Visibility Crosswalks

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



*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*

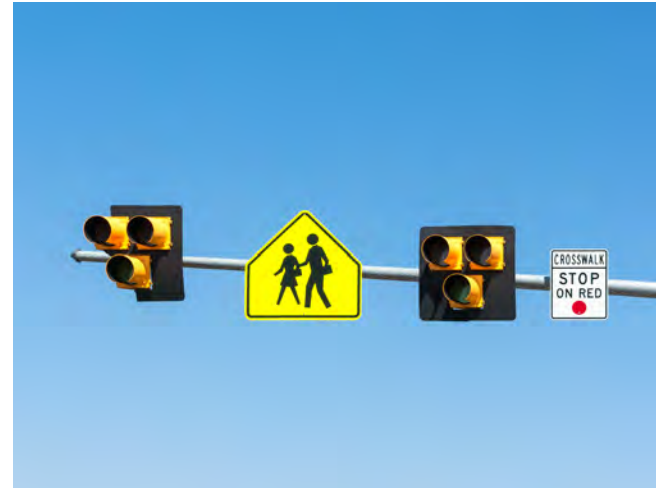
*Rectangular Rapid Flashing Beacons (RRFB)*

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.



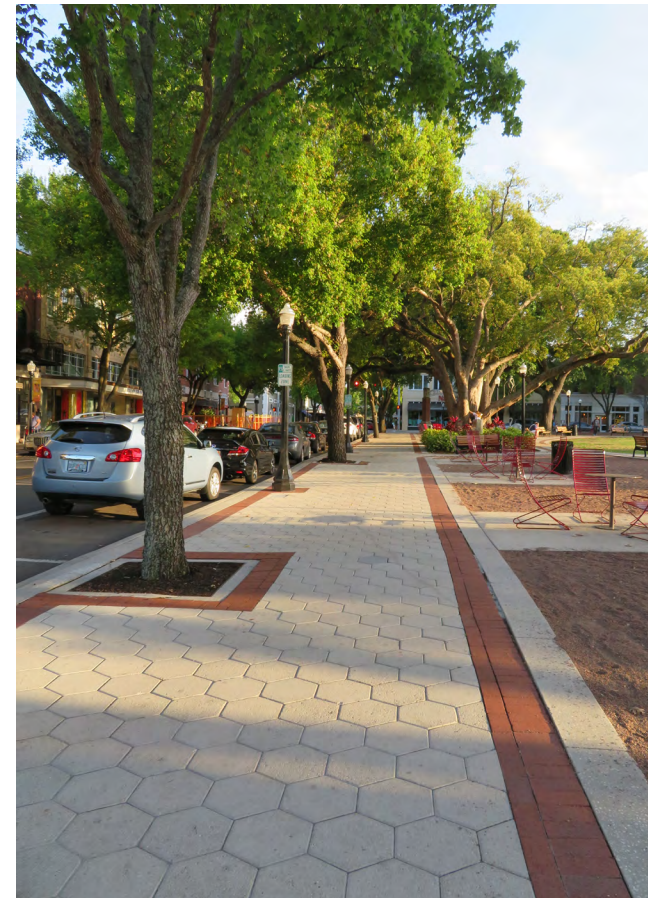
### Sidewalk Repairs & Rehabilitation Programs

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

A critical recommended improvement is for the Village's informal Skunk Trail. The Skunk Trail could be formalized by adding stone dust material to make it easier to walk during wet or muddy conditions. The trail would benefit from a raised grade to the northeast of the DPW garage, as this is a low spot. Additionally, Village leaders noted that there may be a partnership opportunity to utilize the Forest Park trail groomer to maintain groomed cross-country skiing and snowshoeing along the trail during the winter months. A new sidewalk or trail extension is proposed at the northern terminus of the Skunk Trail to connect with the Village sidewalk network at Church Street. At this location, a path would be extended from the sidewalk network, down a gentle slope to a junction with the Skunk Trail terminus and connect eastward to the pedestrian bridge and fishing access at the northern trailhead on NYS Route 69. These improvements connect and formalize the 4-mile looped trail network throughout the Village.

Pedestrian improvements are proposed to provide additional access to the River Walk, along Mechanic Street, and throughout the downtown core to improve safety and accessibility at sidewalks and crossings. Sidewalk segment replacements and ADA accessible curb ramps are proposed to aid in providing additional access and to create a continuous sidewalk network through the project area.

At NYS Route 13, a pedestrian crossing with a beacon is proposed to increase the visibility of pedestrians crossing between the River Walk and Mechanic Street. This improved connection across NYS Route 13 ties together the Village pedestrian network and is addressed in greater detail in Section 7. Improvements along Mechanic Street bringing pedestrians to Nichols Lane are proposed to facilitate access to the Skunk Trail and Forest Park (at its covered bridge entrance). A reimagined trailhead, parking area, and connector trail are also planned at this site and would accommodate snowmobiles, given their popularity in winter months.

The goal of these proposed improvements is to create a safer, more seamless pedestrian experience between the River Walk, NYS Route 13, the Skunk Trail, Forest Park trail systems, Church Street, and the downtown core area. This continuous sidewalk and trail system would provide access to natural amenities along the Fish Creek and the Mad River, recreational opportunities, memorials, scenic covered bridges, and downtown businesses.



## Section 3:

# BICYCLING ACCOMMODATIONS

## Inventory & Analysis

Biking in the Village of Camden is primarily done in Forest Park, particularly when vehicular access is limited. When taking into consideration existing conditions of the path, the informal Skunk Trail is more comfortable for pedestrians, but biking is allowed. The paved River Walk is also available for biking and can connect bicyclists directly to Mexico Street (NYS Route 69) or NYS Route 31. The existing sidewalk network is not conducive to bicycle movements, nor recommended to be used as such. There are no signed bike routes through the village, nor roadway marking to indicate bicycles are allowed in lanes or for motorists to be aware to share the road.

While there are no on-road bicycle facilities, the trail systems do provide opportunities for biking. Off Main Street, signed neighborhood bike routes could easily be developed to accommodate cyclists. There are currently just a few bike racks available within the downtown core area or adjacent to the trails, creating a more challenging situation for bicyclists wishing to access businesses and points of interest. The existence of sidewalks, trails, and parks creates an opportunity for enhancing bicycling facilities in the Village.



## Bicycling Accommodations Best Practices

### Bicycle Infrastructure

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

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

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

#### *Striped Bike Lane*

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

#### *Buffered Bike Lane*

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

#### *Two-Way Bike Lane (Cycle Track)*

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

#### *Shared Use Paths*

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

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



### Sidepath

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

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



## Proposed Improvements

The Village of Camden can benefit from an established bicycle network connection that links the trail pathways to the downtown core, and bicycle infrastructure to support the bicyclists using this network. The recommended next steps for implementing the Village of Camden's bicycle network center around the formalization of a cohesive network. This could include the installation of bicycle route signage and the implementation of demarcated (paint or Ruby Lake Glass) on-road bicycle facilities such as bicycle lanes, sharrows, or shared lane markings. Bicycle route signage can be installed to direct bicyclists to desired routes or the nearest trailhead. Maps indicating preferred bike routes could be displayed at key locations in the Village such as the community bulletin board at the gazebo or the Village Hall.

Additionally, the Village can support cycling by installing bike racks at key locations. These may include places such as downtown near popular businesses (restaurants, convenience stores, small businesses, etc.), along the River Walk at established leisure areas, and along key points along the trails (trailheads, scenic views, and covered bridges).



## Section 4:

## GREEN & PUBLIC SPACES

### Inventory & Analysis

The new River Walk connects Mexico Street along the eastern wall of Fish Creek to Mechanic Street on a paved trail. In addition to a gazebo, benches, and lighting are located throughout the River Walk, transforming the space into a popular outdoor eating location that overlooks a small spillway near NYS Route 13. Upon crossing NYS Route 13 eastbound, this path then connects to Forest Park via the sidewalk system and painted path on Mechanic Street.

The unpaved and informal Skunk Trail can also be accessed at the DPW salt shed at 3rd Street and follows Fish Creek and the Mad River to Taberg/Church Street. Both the Mad River and Fish Creek are key natural corridors within the Village of Camden and are a major part of the community's identity. The trails along these waterways provide walking, running, biking, hiking, fishing, cross-country skiing, snowshoeing, and snowmobiling opportunities. While the Mad River is not used for paddling, it sometimes is used for tubing where people start at the northern end and get picked up at the southern end.

Forest Park, located at the end of Ripley Road off NYS Route 13, is located mostly outside of the project area. The trailhead and covered bridge are found within the project area and provide access to Forest Park by foot or bicycle. The Park is a popular destination for walking, biking, cross-country skiing, and snowshoeing in the winter. Unlike the informal Skunk Trail, snowmobiling and ATVs are not permitted. Trails are regularly groomed to maintain the condition of the trail. Vehicular traffic is only permitted in the summer and the Park is closed to vehicles from Monday through Wednesday. Gazebos and playgrounds are also found in the park. Forest Park is sponsored and maintained by the Friends of Forest Park, a non-profit volunteer organization.

Johnson Veterans Memorial Park, located on Church Street, is a frequent scenic destination for weddings and other photos. The Village Park at the intersection of Church Street (NYS Route 69) and Main Street (NYS Route 13) serves as a central green for the Village. This Park features a gazebo and hosts Village events and vendors.



## Green & Public Space Best Practices

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

### Street Trees

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

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

- *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

Proposed green space and public space improvements include the creation of a new trailhead behind the DPW salt storage building adjacent to the Skunk Trail and Forest Park. These improvements would build on the formalization of the Skunk Trail, as discussed in Section 2. Improving the Skunk Trail by creating a new connecting trail to the Skunk Trail east of the DPW salt storage building and providing amenities along the River Walk and Skunk Trail systems.

Improvements to the Skunk Trail access point to the east of the DPW salt storage building are recommended to limit interaction between pedestrians and large municipal vehicles accessing the building. Wayfinding signage in this section of the trail will identify the Skunk Trail access point and bring more awareness to the recreational offering for non-resident visitors. The new connecting trail would allow a seamless transition between the Skunk Trail and Forest Park trail system via the existing covered bridge.

Improvements are recommended for the interior sections of the Skunk Trail by providing designated access points to the Mad River for fly fishermen and stationary fishermen. At trail access points, information/wayfinding kiosks can be installed. These kiosks will provide information about local restaurants, businesses, activities, and points of interest within the Village and note the location and distance to each. Information about the native fish, wildlife, flora, and fauna found in the area can be incorporated at the kiosk locations.

The addition of amenities along the River Walk will expand upon investments the Village made in 2018. The amenities should include components that enhance the comfort of users, provide outdoor dining opportunities, and encourage residents and visitors to utilize the recreational space, which also provides quick access to adjacent businesses. Additional benches, tables, pedestrian lighting fixtures, and trash receptacles that fit the current theme of the River Walk amenities are recommended to meet this objective. With a focus on the southern section of the River Walk overlooking the spillway, these improvements will make maximum use of scenic Village resources. In addition to beautifying the River Walk, the expansion of amenities will support placemaking efforts by improving the capacity and appeal of the public space to better facilitate events, festivals, and other activities. Wayfinding signage should be introduced on both Mexico Street and Main Street (NYS Route 13) to increase the visibility of the public space to passersby. Enhanced connections to the Skunk Trail and Forest Park via an improved crosswalk to Mechanic Street, across Main Street, will increase the appeal of the space, further activating the Village's downtown core.

An Amenity Package was developed for the Village and can be used to build-out the green and public spaces. The Package presents options that are appropriate for the Village, including benches, trash receptacles, and lighting. The Amenity Package is in Section 10.

The Village can fill in gaps or expand its urban street tree canopy through the Main Street program. The included Oneida County Street Tree List is in Section 11. The list considers size, disease, and pest resistance, seed or fruit set, form, growth rate, environmental tolerances, and provides growth space requirements. These trees have been selected because of their characteristics which make them suitable for local conditions. The suggested trees will thrive in the majority of soil and climate conditions throughout Zone 5 on the USDA Plant Hardiness Zone Map.





## Section 5:

# BUSINESS ACCOMMODATIONS

## Inventory & Analysis

The Village, known as “the Queen Village,” has a quaint small-town setting with a mix of commercial and residential uses. The Village’s 2002 Downtown Revitalization Strategic Plan notes that the Village’s setting in the foothills of the Tug Hill Plateau and its location near the Adirondack Park, Oneida Lake, and Lake Ontario are important to highlight as the Village begins to focus more on tourism. The Village would like to be a recreational destination by promoting its trails. Camden’s Victorian architecture is an existing tourism draw that could be enhanced by further incorporating historical elements into all facets of the Village. The Plan notes four goals for the Village: improving the appearance of the retail and office buildings in the downtown core, creating a common streetscape theme, creating a trail system along the Mad River and Fish Creek that loops throughout the whole Village, and promoting the area as a tourism destination (particularly for seasonal recreation).

Many of the Village’s downtown businesses are located along Main Street (NYS Route 13), which serves as the primary corridor for vehicle traffic. Several businesses on the west side of Main Street are positioned directly adjacent to the River Walk, sometimes with entrances facing both the River Walk and Main Street. Two parking lots exist on the River Walk, on either side of Mexico Street, where residents and visitors can park to access recreational amenities and businesses. The Village has some existing events including the Curtis Harlander Memorial Concert Series held on Thursday evenings in the Village Park in the summer. The annual Homecoming Festival includes the Copper Wire 5K run and a parade, with booths and music at the Village Park. There is also the Fireman’s Field Days and parade in addition to holiday parades.

## 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.



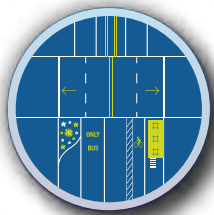
In many cases, the Main Street Program can cultivate new businesses by creating a public realm suitable for the introduction of programming such as farmers' markets, food trucks, and other opportunities for vendors and spin-off or support businesses. Strengthening local communities strengthens the local 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 COVID-19 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 in 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 the 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.



### 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.



### 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."



### Farmers Markets

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



### Marketing & Branding

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

## Proposed Improvements

The Village of Camden should continue to highlight itself as a historic recreational tourism destination, as proposed in the 2002 Downtown Revitalization Strategic Plan. There is an opportunity to add mile markers, nature-related educational signage, and wayfinding signage throughout the Village's trail system. This branding would help market the Village recreational assets to encourage tourists to visit for the purposes of both recreation and to frequent the charming Main Street shops and restaurants. Camden has an established theme and relationships with local businesses, as is publicly evident from the Main Street banners, which can provide the basis for additional branding and marketing efforts. Identifiable community assets such as covered bridges could also be strong imagery to serve as an anchor for Village branding.

With the proposed streetscape program, the Village should anticipate increased interest in businesses looking to upgrade their properties. Coupled with the continued investment in Main Street and surrounding public spaces generates activity and facilitates temporary business opportunities can be realized. Parks, underutilized public spaces, and even parking lots (at off-peak times or in cases of excess capacity) could accommodate events such as a farmers' market, art fair, food truck rodeos, and similar. Specifically, the southernmost section of the River Walk or the River Walk parking lot would be ideal locations to facilitate these events throughout the year. This could be especially effective with an accompanying expansion of placemaking amenities to draw residents and visitors to the area.

It is recommended that the Village encourage the expansion of outdoor dining, build upon existing outdoor events, and program new inviting spaces to highlight the Queen Village and its recreational offerings throughout the community. This can include expanding outdoor dining areas in public spaces and nearby public parks. Outdoor dining opportunities provide a new opportunity to attract customers and activate the space. Focusing on existing businesses will support their current customers and bring additional customers. Outdoor dining can also be helpful in beautification, creating an aesthetically pleasing façade (using plants, colorful tables, painted surfaces, and visual connections with Village theme elements).

The expansion of outdoor dining will likely have the greatest impact along NYS Route 13 where frontage space allows. For businesses that are adjacent to the River Walk, the parking lot spaces on the western side of businesses could be transformed to serve as a unique outdoor dining experience. The Village could also consider designating a section of the River Walk specifically for use as an outdoor dining/seating area with accompanying signage to direct visitors looking for take-out dining options.

To encourage economic activity within the project area, the Village may wish to consider adding electric vehicle (EV) infrastructure. EV infrastructure is an important business accommodation because users, from the traveling public to residents, business owners, and employees, often seek out locations with chargers and are likely to partake in other activities such as dining or shopping while their vehicle charges. The 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.

Included in the project list is the installation of charging stations, which can be installed at a publicly owned facility (park) or a business with an available parking area. Specifically, the two parking lots located on the northern section of the River Walk are ideal locations where charging stations can be added. This is due to their proximity to existing electrical infrastructure and frequent use by residents and visitors. Additionally, charging stations could be installed at the parking lots located near the north Skunk Trail access point or at the parking lot located behind the DPW salt storage building. However, installation at these locations will likely come with greater electrical infrastructure related costs. 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

Part of Camden's quaint charm is its Victorian architecture, putting the Village in a unique position to continue to celebrate its identity as the Queen Village and utilize it in designing future improvements. There is also a tremendous opportunity to highlight its recreational amenities along the Mad River and Fish Creek. The existing covered bridge to the east of the DPW salt storage building is a unique feature that the Village would like to highlight – it is so loved that the Village would like to create a new covered bridge at the northern terminus of the Skunk Trail, where an uncovered bridge currently exists. The current covered bridge is a frequent photo destination for residents and visitors and serves as a nexus point for people accessing the Village via snowmobile in the winter months.

Outdoor seating is limited in the downtown area and is only adjacent to restaurants and convenience stores. For example, there is no seating in or near the gazebo along the River Walk. Beyond the few businesses and existing benches, seating is limited along existing trails and nearly non-existent within the more residential areas.

Wayfinding signage is also limited throughout the project area, including in the areas of highest recreational value and business activity. As a multi-season recreational destination, Camden has plentiful opportunities to introduce signage to help create a sense of place and highlight its important community assets for residents and visitors.



## Placemaking Best Practices

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

### **STRATEGIC PLACEMAKING**

revolves around the premise of attracting people to the area, in this case, the Village of Camden. 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 Village.



Demonstration Projects  
(Temporary Quick Response Projects)

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

<p><b>EXTRA SPACE FOR PEOPLE TO WALK</b></p> <p>This can encourage walking and support business by creating a more inviting environment.</p>	<p><b>BIKEWAYS &amp; BIKE LANES</b></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><b>OUTDOOR DINING</b></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><b>PARKLET &amp; OTHER BEAUTIFICATION</b></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><b>PICK-UP &amp; DROP-OFF ZONES</b></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><b>DELIVERY ZONES</b></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 Village of Camden was asked what the preferred streetscape style would be in the future. Images showing traditional, hybrid, and contemporary styles were shown and from that discussion, a streetscape amenity package was developed. Whatever options are selected, the materials and finishes should be consistent with other streetscape elements, unless a wholesale change for the Village is proposed. All streetscape amenities don't need to be the same throughout the Village. Different contexts might have different furniture families – for example, there might be different selections made for a park versus along Main Street.

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

### *Lighting*

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



### *Public Art*

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



### *Benches*

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





**Waste Receptacles**





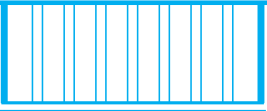




Reduce litter and provide for convenient disposal of waste and recyclable products. Receptacles should not clutter the sidewalk or block the pedestrian travel-way. When possible, waste receptacles should be located near lighting. Receptacles should be corrosion resistant and able to resist corrosion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



**Bicycle Racks**

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

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

Recommended Bicycle Racks	Bicycle Racks to Avoid	
 <p><b>Inverted U</b></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><b>Wave</b></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><b>Wheelwell</b></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><b>Post and Ring</b></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><b>Schoolyard (comb)</b></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><b>Coathanger</b></p> <p>This style has a top bar that limits the types of bicycles it can accommodate.</p>
 <p><b>Wheelwell Secure</b></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><b>Spiral</b></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><b>Bollard</b></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 is an effective and simple placemaking tool, allowing for municipalities and neighborhoods to express their individuality within a region. Signage can highlight community sensibility, assist with navigation and orientation, and express community style. Ideally, the styles can be in the form of localized branding with specific color palettes and/or typography. The branded signage creates a sense of place and pride for residents and visitors.

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

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



## Proposed Improvements

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

Based on conversations with the Village of Camden, traditional and hybrid styles of streetscape furniture are recommended to go along with promoting a theme focusing on outdoor recreation, water, and the natural environment. Multiple colors are available for these options.

As a multi-season destination, the wayfinding component is critical to help people move throughout the Village with gateway signs, pedestrian kiosks, and educational/interpretive signs. A cohesive wayfinding signage program should be developed to visually connect the three trails: the River Walk, Skunk Trail, and Forest Park. An example of this is a unique icon that is representative of each trail and that is incorporated consistently as a part of the larger trail system. The wayfinding signage program could also highlight the Village's Victorian architectural history and civic buildings.

Public areas with seating, views, or additional amenities will encourage people to stop and enjoy the Village. Key installation points are at the endpoints of the River Walk, new or existing trailheads, and at the bridges. The River Walk seating is a more traditional style which is highlighted in the architecture in the downtown area. Amenities along the trail heads and throughout the system could be a mix of different styles including backless and backed benches, dependent on if the location were more remote or closer to the downtown.

The covered bridge that links the Village to Forest Park is iconic. The bridge is used year-round to access and utilize the recreational assets of the Village. A second bridge exists at the informal Skunk Trail head located on NYS Route 69. To brand Camden as a unique place through iconic features, and create landmarks for a wayfinding system, the Village can cover this bridge to create a second covered bridge. Tying these amenities together with both physical (trails, wayfinding, etc.) and psychological connections (branding, history, architectural or recreational themes) will further a cohesive local identity for the Village. The double covered bridges provide an opportunity for the Village to market itself and promote a unique element to draw visitors in.



**Section 7:****CONCEPT PLANS & VISUALIZATION****Potential Outcomes**

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

*Skunk Trail  
Improvements*

*Pedestrian Crossing  
at Mechanic St &  
Pedestrian Safety  
Improvements.*

*Wayfinding  
Signage*

*Covered Bridge  
and Trailhead*

*Trailhead Improvements  
at the DPW Area*

*Street Tree Program*

*River Walk Amenities*

*Connecting Trail  
East of DPW*

*Streetscape Program*

*Pedestrian Access  
to River Walk*

*Parking Lot  
East of DPW*

*Bicycle Improvements*

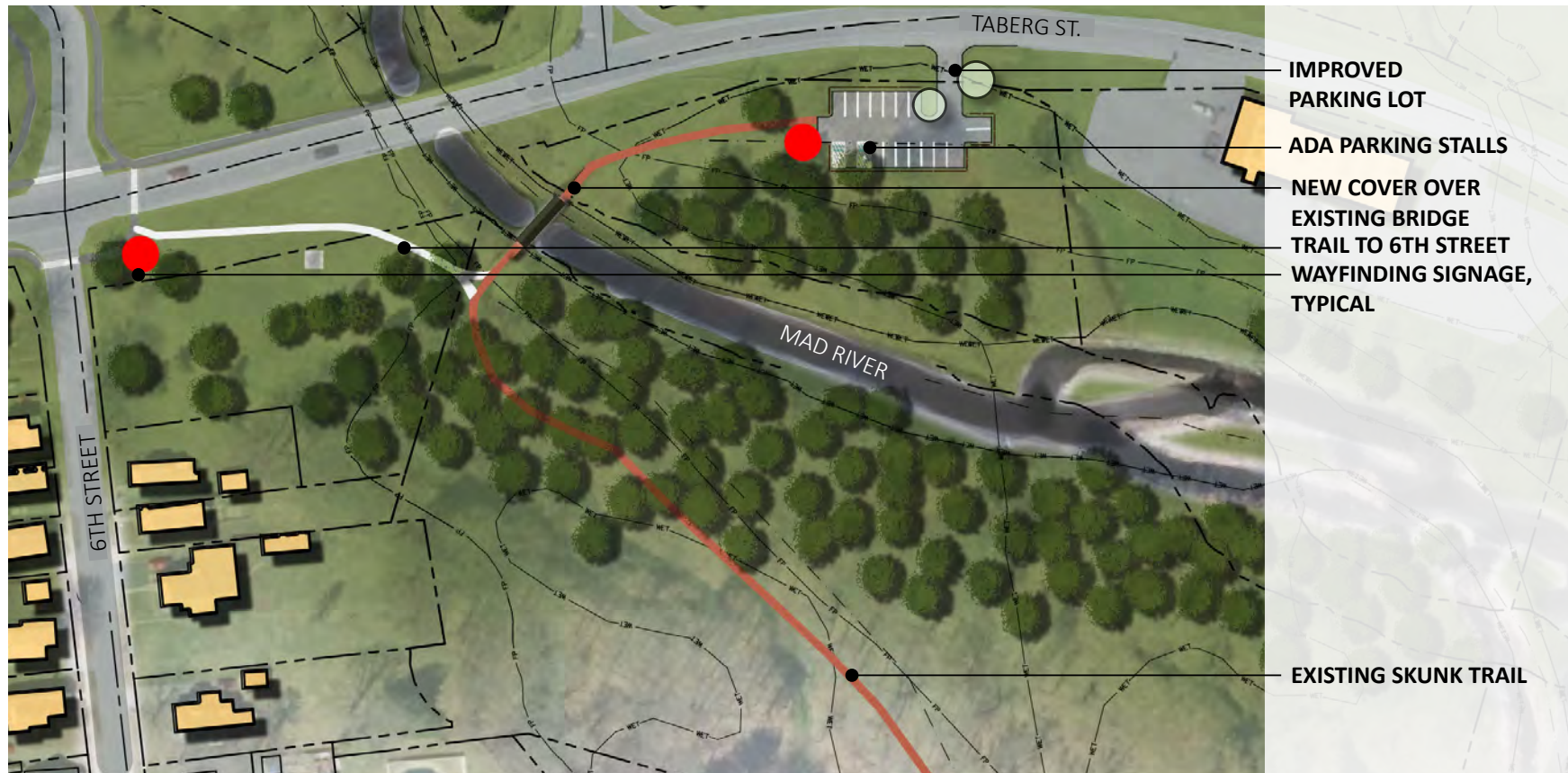
*Level 2  
EV Charging Station*

Locations of Proposed Main Street Program Improvements



Skunk Trail Improvements

This project begins with the formalization of the Skunk Trail by the Village. Improvements include adding stone dust, regrading and leveling, and infilling wet or low areas for the length of the trail. Stone dust is a great option for a trail. It has advantages over softer materials such as bark mulch, which deteriorates, requires constant replenishment, holds moisture, and generally prohibits accessibility for mobility limited individuals. The stone dust trail should be continued at the northern end to both Church Street and the existing parking on Taberg Street (NYS Route 69). By formalizing the trail and extending the endpoints, the Trail would be linked to Forrest Park and then Mechanic Street. The trail improvements will create a continuous loop through the Village, with this project improving trail conditions between the Mechanic Street/Nichols Lane parking area and Taberg/Church Street.

Covered Bridge and Trailhead

This project includes constructing a covering for the existing bridge, a continuation of the sidewalk from the northern Skunk Trail terminus to Taberg/ Church Street, and improving the parking lot on Taberg Street (NYS Route 69) with a formalized connection to the bridge and trail. Amenities proposed for installation include benches, trash receptacles, and wayfinding signage as a part of the overall wayfinding signage program for the Village.

The proposed wooden covered bridge concept is a stand-alone structure over the existing bridge, it does not directly attach to the existing bridge as the existing bridge was not built to support the weight of this type of structure. The structure will limit snow and debris on the bridge and provide a picturesque entrance to the trail system at a highly visible location to motorists traveling on Taberg Street (NYS Route 69).

Proposed Bridge CoveringRiver Walk Amenities

The Village would like to finish installing its current amenity package along the River Walk which includes benches, bollards, and lighting. Additional amenities are proposed including trash receptacles, bike racks, and seating at the gazebo. Installation of these features will further transform the River Walk as a signature asset for Camden and entice visitors to remain in the Village for extended durations, enjoying a bite to eat or taking in the scenic beauty of the rushing waters at the River Walk's edge.

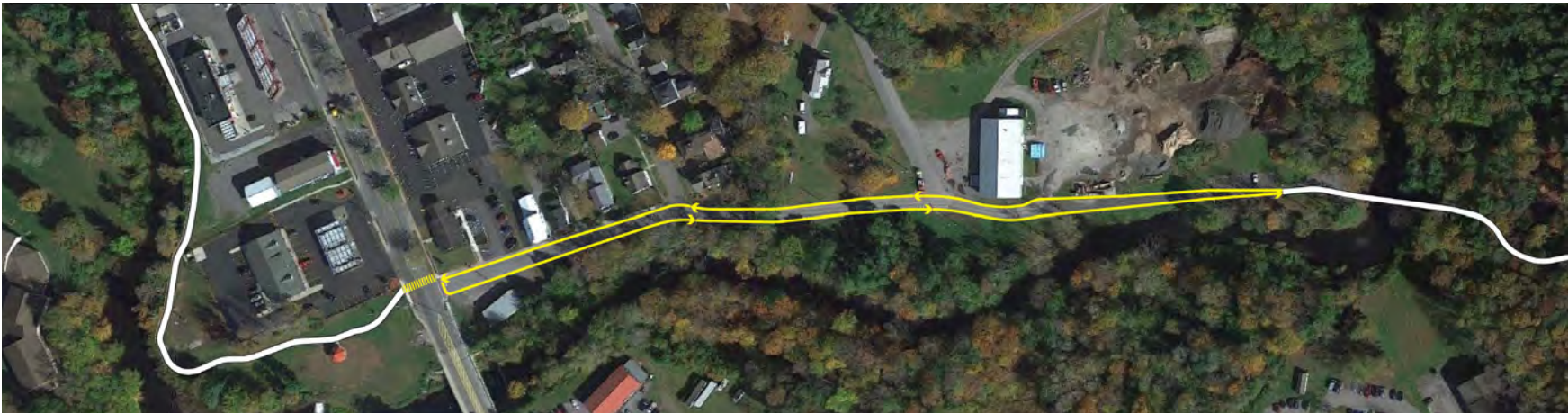
### Pedestrian Access to River Walk

Improved pedestrian connections to the River Walk are proposed at the Main Street (NYS Route 13) and Mexico Street (NYS Route 69) intersection. Improvements focus on building from the existing sidewalks along Mexico Street to and through the parking lot behind Main Street businesses to the River Walk. This could be done with simple paint markings or in a more decorative style using colored or textured elements (such as Ruby Lake Glass) to create a visual linkage to the River Walk. The demarcation of the access to the River Walk provides several benefits including increasing visibility, visual appeal, defining the areas of movement, and reducing conflict between cars and pedestrians or bicycles. Creating more defined access provides the opportunity to locate a wayfinding kiosk and incorporate local information for the area to promote the downtown and general directional signage, to help both residents and visitors more easily navigate the Village.

### Pedestrian Crossing at Mechanic St. and Pedestrian Safety Improvements

To connect the growing trail network, a route via Mechanic Street from the River Walk path to Forest Park and the Skunk Trail is proposed. Pedestrian safety improvement concepts include adding crosswalks, widening the sidewalk along Mechanic Street, and upgrading the current painted path to further separate it from Nichols Lane.

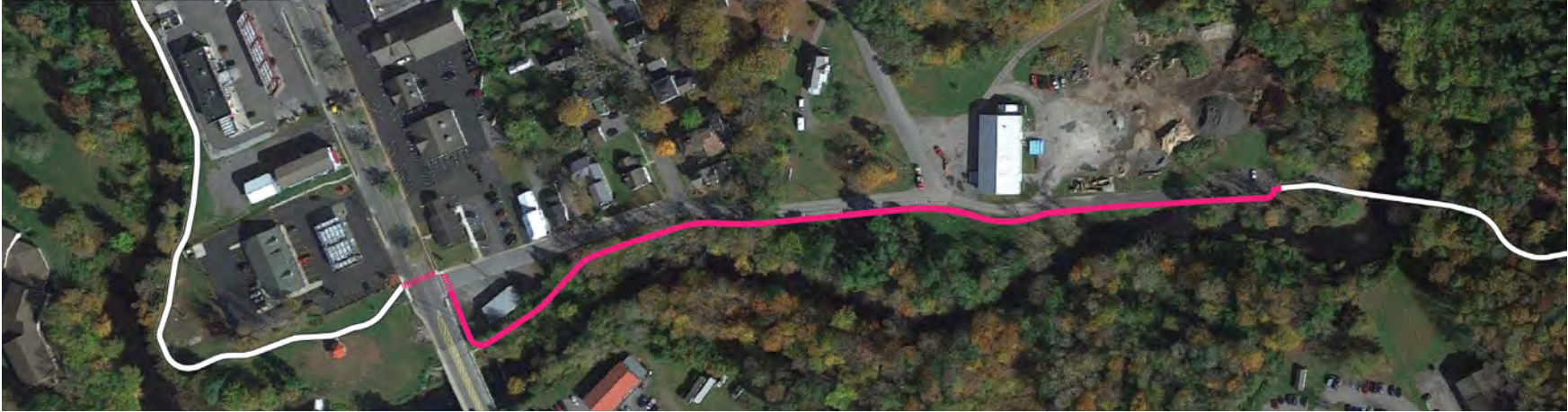
Additionally, the installation of one set of Rapid Rectangular Flashing Beacons (RRFBs) across NYS Route 13 at Mechanic Street is recommended to improve the safety of pedestrians. These beacons are activated signal systems controlled by pedestrians so that the slowing of vehicles is only indicated when a pedestrian is at the crossing. The location of this beacon, or signage, is best placed at the head of the path directly in line with the sidewalk on Mechanic Street. In this position, it can generate an effective crossing and fit into the broader proposed link between the trails. Specific details regarding sidewalk materials, crosswalk materials and placement, and RRFB locations will need to be determined during the engineering process and in consultation with NYSDOT related to NYS Route 13. Three options for pedestrian crossing and pedestrian safety improvements and bicycle infrastructure are described. Option 1 was utilized for cost estimate purposes.



#### *Option 1: On-Street*

In this option, sharrows on either side of Mechanic Street between Main Street and the Forest Park trailhead would be implemented. It would require no alterations to travel lane widths and allow cyclists to travel with traffic on the street. Pedestrian improvements include widening the sidewalk along Mechanic Street with the existing pedestrian routing is maintained. The lack of right-of-way space may limit the level of improvements that can be completed.





### Option 2: Off-Street

In this option, a shared bicycle and pedestrian sidepath would be created parallel to Mechanic Street between the Forest Park trailhead and 2nd Street and then follow Fish Creek and Main Street around Pizza Plus to the crosswalk at Mechanic and Main Street. It would be the most protected option for cyclists, with lower levels of stress and potential conflict but it has higher impacts and costs. The segment of pathway along the creek would need proper flood defenses in line with those used on the River Walk. Additional financial resources would need to be obtained to implement as this option would require acquisition, an easement, engineering design, and construction costs.



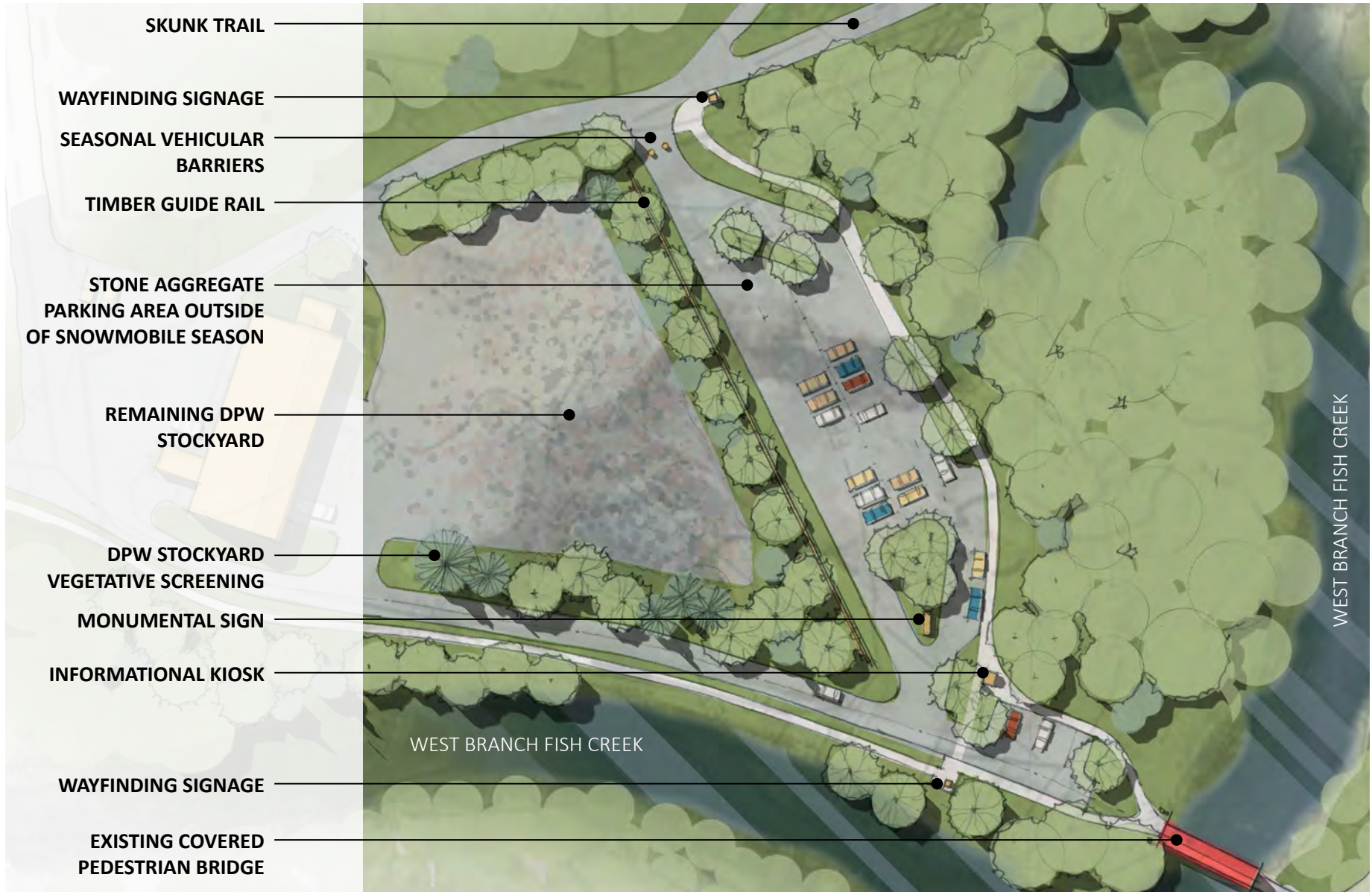
### Option 3: Hybrid

This option combines options 1 and 2, taking advantage of the spatial conditions of the route to the best effect. The composition would be sharrows along Mechanic Street from Main Street to 2nd Street and a shared sidepath parallel to the street from 2nd Street to the Forest Park trailhead. Additional financial resources would need to be obtained to implement as this option would require acquisition, an easement, engineering design, and construction costs.

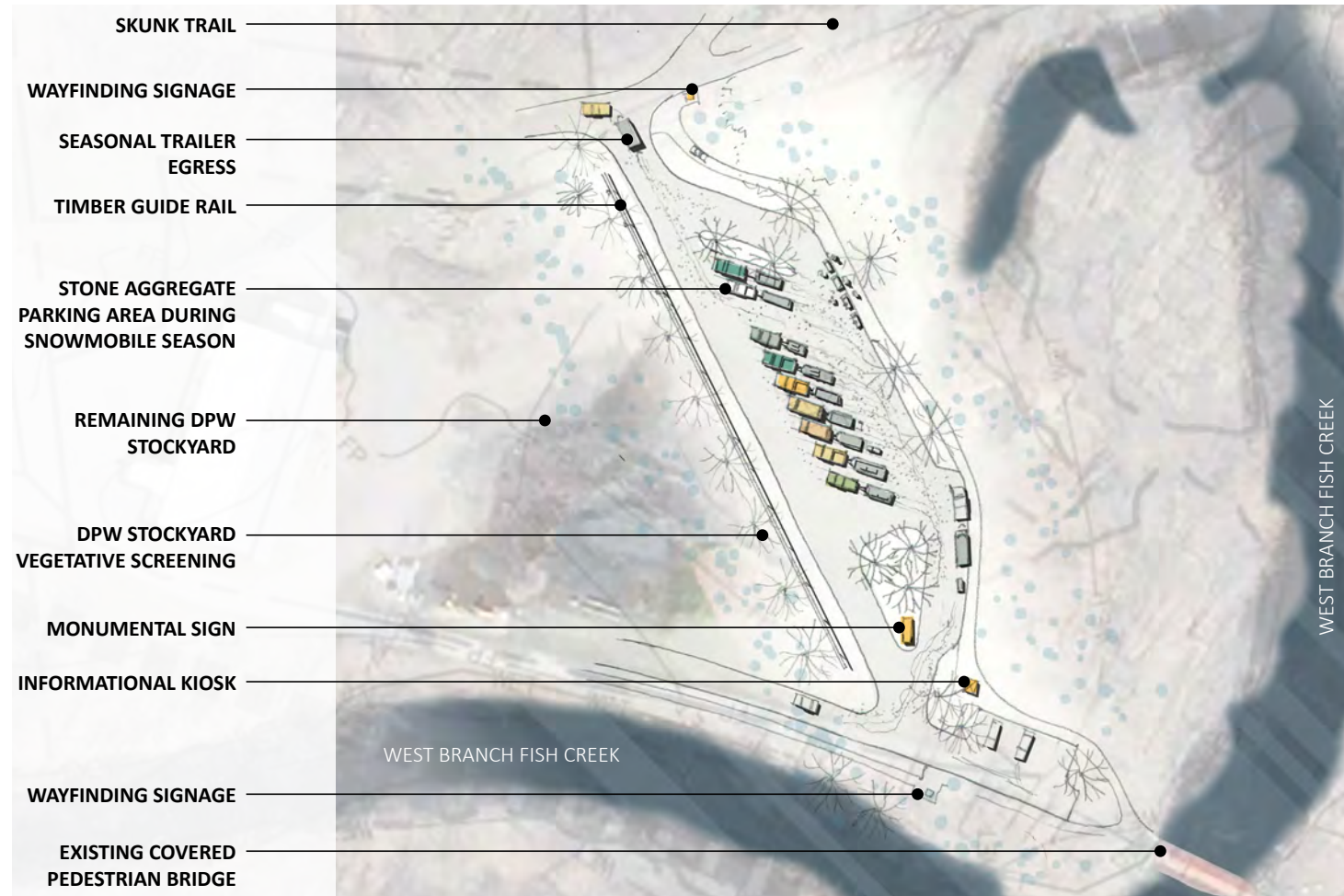
Trailhead Improvements as the DPW area

The concept shows a new trailhead at the southern end of the Skunk trail. This access would be aligned adjacent to the existing covered bridge that provides access to Forest Park. Alignment of the access points provides for shared parking, signage, and amenities such as benches and picnic areas. Wayfinding signage is proposed at the entry to the parking area.

Nichols Lane: Reimagined Trailhead (Summer)



Nichols Lane: Reimagined Trailhead (Winter)



Connecting Trail East of DPW

A new stone dust trail east of the DPW would connect the new trailhead to the current end of the Skunk Trail. This will help in formalizing the Skunk Trail and realizing the vision of the trail. The new loop to the Skunk Trail will link to the Forest Park trail system at the covered bridge. Additional wayfinding signage is proposed along the connecting trail to inform visitors of nearby destinations and trail options.

Parking Lot East of DPW

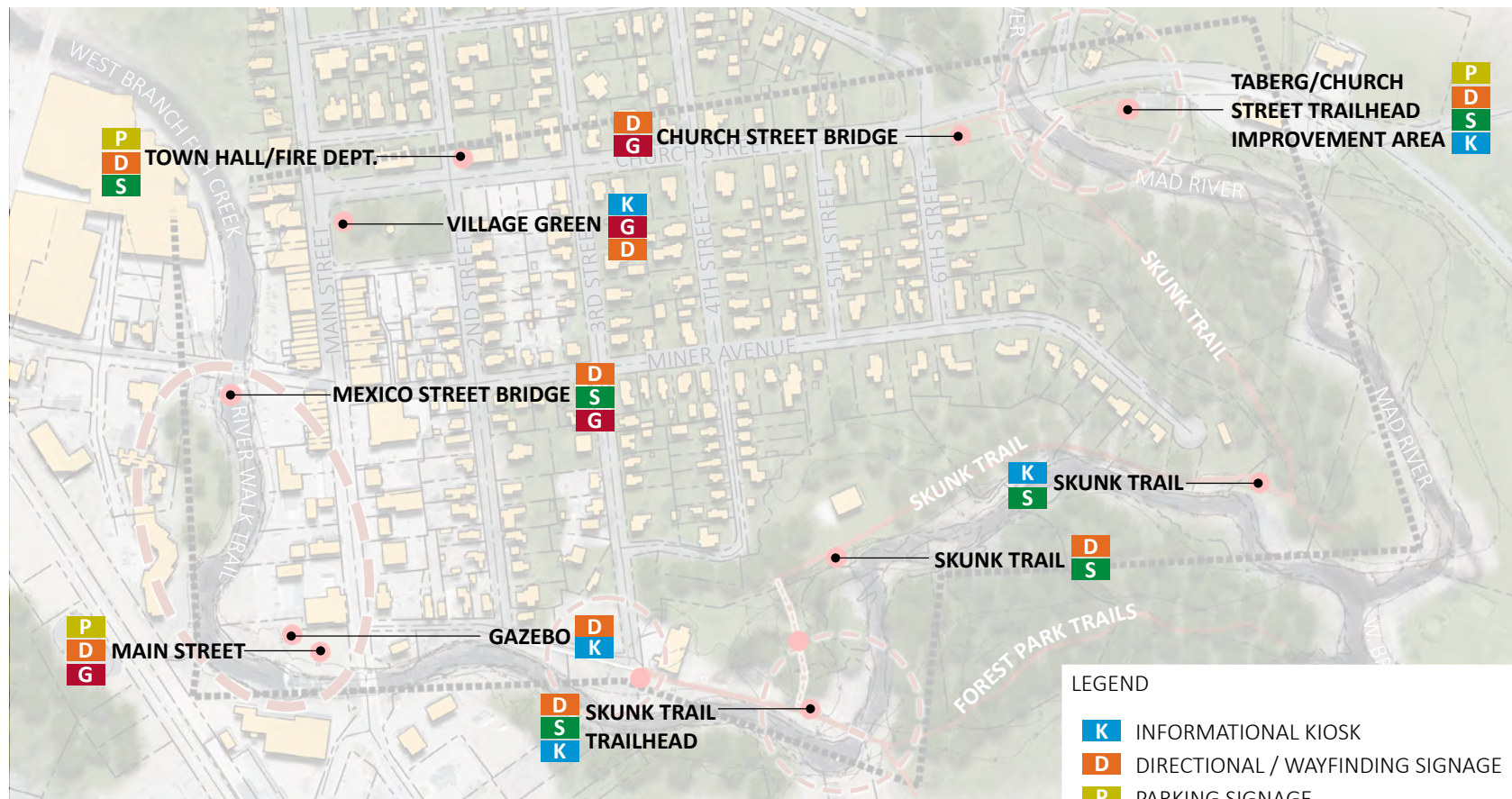
This proposed project includes creating a new stone aggregate municipal parking area to the east of the DPW building. A timber guiderail is proposed along the parking area to separate it from the DPW. This new parking area could be used for access to the Skunk Trail, Forest Park, and snowmobile trails in the winter. A pull-through snowmobile parking option is included in the concept plan, which shows the winter circulation pattern. Snowmobiles could exit at the northern end of the parking lot. In the summer, seasonal barriers are proposed to limit vehicular access to the exit due to anticipated higher pedestrian traffic.

Wayfinding Signage

The Village would like to develop a wayfinding signage program that promotes education of, and accessibility to, important destinations for the community and the entire trail system. Each trail (the Skunk Trail, the River Walk, and the Forest Park Trail) should have an icon utilizing an overall common wayfinding graphical approach. It is recommended that the trail signage be simple, one-dimensional, icon signage. The icons can then be used on maps, at kiosks, and in branding the trails and system.

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. Animal icons have been suggested for each of the trail systems to represent the area's habitat and wildlife – a fish for the River Walk, a frog for the wooded Forest Park system, and a skunk for the Skunk Trail. Suggested locations for wayfinding and gateway signage are proposed on the map below.

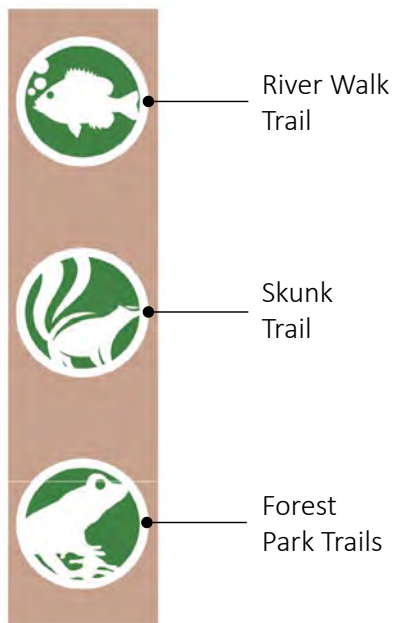
The information kiosks are proposed to be installed at the trailheads and the Village Green. The kiosks would note the current location (“you are here”) and highlight the full loop. Wayfinding signage can be placed at locations along the full loop such as at key entrances to the River Walk and Skunk Trail.



Proposed Wayfinding & Signage Package



Gateway Signage Example



Logo Examples



Information Kiosk Example



Site Feature Signage Example



Directional Signage Example



Parking Signage Example

*Riverwalk: Reimagined Entrance from Main Street*



### Street Tree Program

There are opportunities for street tree installation, in appropriate locations, to combat general tree loss in the Project Area. Adding street trees to downtown provides a continuous aesthetic throughout the core area and ensures the benefits of green space are accessible to be experienced by all residents and visitors. Street trees will provide shade, heat protection, help clean the air, and generally benefit the quality of life for residents.

### Streetscape Program

As part of the placemaking efforts, streetscape amenities are proposed downtown. Amenities include benches, tables and chairs, bike racks, and planters. Streetscape furniture will contribute to the business community by encouraging residents to spend time downtown for longer periods while adding a beautifying element to the area.

### Bicycle Improvements

To support bicycling, the Village of Camden should further formalize the network through the installation of bicycle route signage as well as painting on-road bicycle facilities such as bicycle lanes and/or shared lane markings. For cost estimate purposes, sharrows (shared lane markings) were assumed to be included.



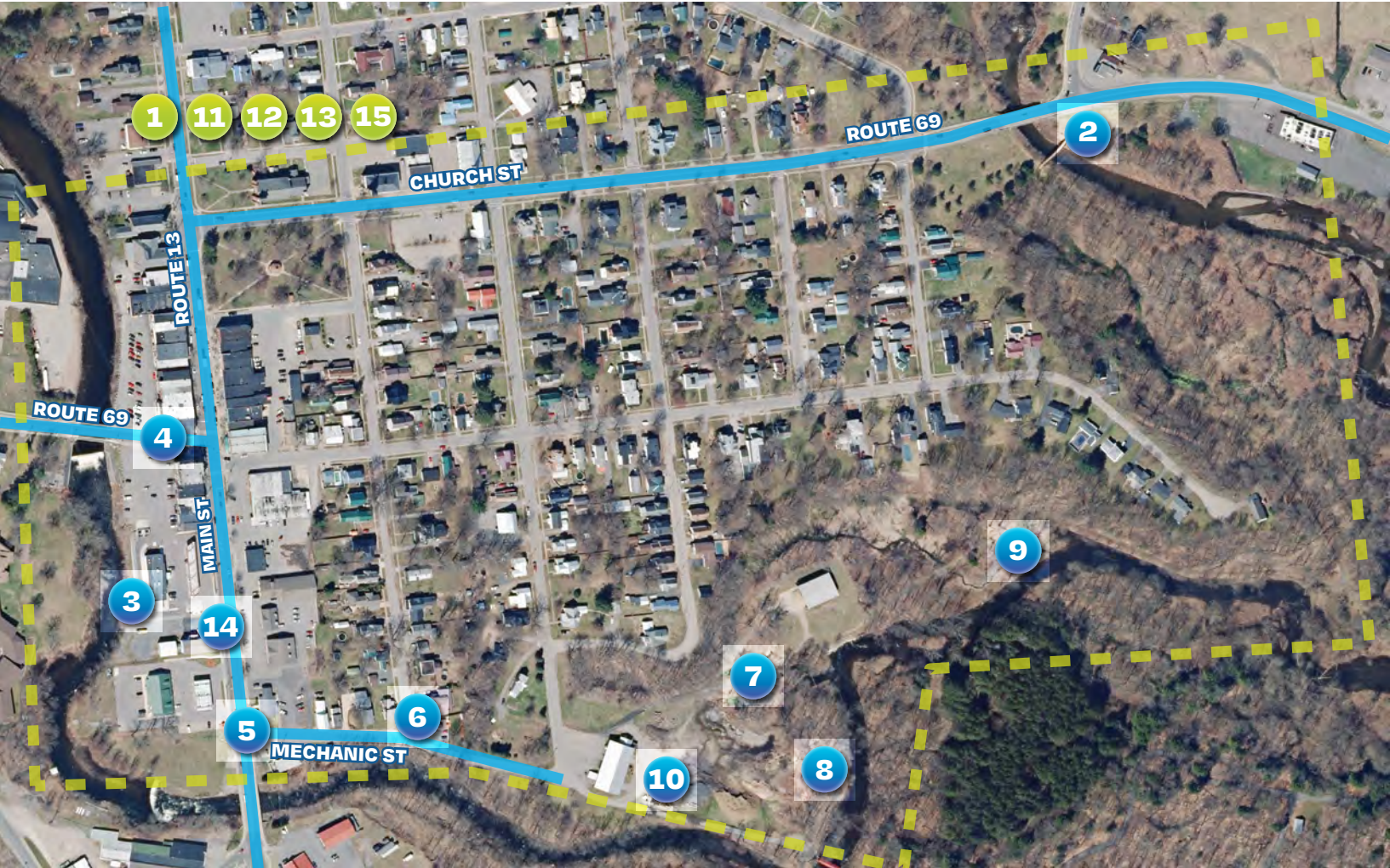
**Section 8:****CAPITAL PROJECT MAP & LIST**

The Capital Project List for the Village of Camden 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** Covered Bridge and Trailhead
- 3** River Walk Amenities
- 4** Pedestrian Access to River Walk
- 5** Pedestrian Crossing at Mechanic St.
- 6** Pedestrian Safety Improvements

- 7** Trailhead Improvements at DPW Area
- 8** Connecting Trail East of DPW
- 9** Skunk Trail Improvements
- 10** Parking Lot East of DPW
- 14** Bicycle Improvements

**PROJECT AREA IMPROVEMENTS**

- 1** Main Street Report
- 6** Wayfinding Signage
- 7** Street Tree Program
- 8** Streetscape Program
- 10** Level 2 EV Charging Station

Oneida County Main Street Program - Project List for Village of Camden					
ID#	Project Name	Project Type	Project Description	Location	Total Project Cost (est.)
1	Main Street Report	Planning & Design	Final plan document	Village of Camden	\$27,500
2	Covered Bridge and Trailhead <sup>2</sup>	Pedestrian Enhancements; Placemaking	Construct a covering for the existing bridge, continue sidewalk and trail to connect to existing parking lot, install site amenities	Along NYS 69, at north end of Skunk Trail	\$477,400
3	River Walk Amenities <sup>2</sup>	Pedestrian Enhancements; Placemaking; Business Accommodations	Installation of benches, lighting, trash cans, bike racks, add seating at pavilion	On existing River Walk	\$225,000
4	Pedestrian Access to River Walk <sup>2</sup>	Pedestrian Enhancements; Placemaking	Create improved pedestrian connection to the River Walk	From NYS 13/NYS 69 intersection, along NYS 69 and through parking lot to River Walk	\$71,500
5	Pedestrian Crossing at Mechanic St. <sup>2</sup>	Pedestrian Enhancements; Traffic Safety	Install pedestrian crossing across NYS 13 with RRFBs connecting with River Walk to Skunk Trail and Forest Park access	NYS 13 at Mechanic St. to DPW garage	\$137,500
6	Pedestrian Safety Improvements	Pedestrian Enhancements; Traffic Safety	Crosswalks facilitating safe street crossings at DPW garage, sidewalk widening along Mechanic St., safety improvements for grade/physical separation along Nichols Ln.	Mechanic St. and Nichols Ln.	\$107,800
7	Trailhead Improvements at DPW Area <sup>2</sup>	Placemaking	Install a new trailhead at southern end of Skunk Trail	East side of DPW	\$124,300
8	Connecting Trail east of DPW <sup>2</sup>	Pedestrian Enhancements	Install connecting trail from southern end of Skunk Trail (new trailhead) to Forest Park trailhead at existing covered bridge	East side of DPW; south end of Skunk Trail (new trailhead) to Forest Park trailhead at existing covered bridge	\$213,400
9	Skunk Trail Improvements <sup>3</sup>	Pedestrian Enhancements; Placemaking	Complete Skunk Trail to formalize and create a loop from Mechanic St. to Church St. (NYS 69)	East side of DPW building to NYS 69; connecting to the sideways system into the Village core	\$475,200
10	Parking Lot east of DPW <sup>6</sup>	Traffic Safety; Placemaking	Construct a municipal parking location behind DPW garage for the Skunk Trail, Forest Park, and snowmobile trail access. Add timber guiderail along the parking area	East side of DPW	\$807,400
11	Wayfinding Signage <sup>2</sup>	Signage; Business Accommodations	Develop a uniform wayfinding signage plan for the community and its trail system	Project Area	\$85,800
12	Street Tree Program <sup>2</sup>	Greenspace & Landscaping	Installation of street trees	Project Area	\$149,600
13	Streetscape Program <sup>2</sup>	Placemaking; Business Accommodations	Installation of streetscape amenities in the downtown core	Project Area	\$94,600
14	Bicycle Improvements <sup>3</sup>	Bicycle Enhancements; Traffic Safety	Upgrade existing facilities for safe bicycle movements; delineate bicycle route using sharrows	Mechanic St. and NYS 13	\$24,200
15	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

Notes: **Total Cost of Projects: \$3,057,700**

<sup>1</sup> 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.

<sup>2</sup> Capital Project    <sup>3</sup> Long-term Project    <sup>4</sup> 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](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.





















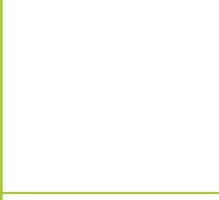
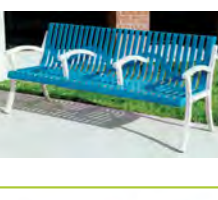





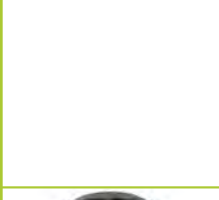





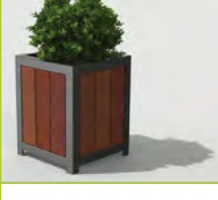








<https://www.transportation.gov/grants/thriving-communities>

Section 10:

AMENITY PACKAGE

Themes - Outdoor Recreation, Water, Natural Environment

Attributes - Wood, Blue & Green (Water / Nature)

Camden	Bench	Table	Waste Receptacle	Bike Rack	Bollard	Planter	Lighting
<p>Family A- Traditional (Budget)</p> <p><i>Weathered look (from water)</i></p> <p><i>Colors to be wood or white, faded tones</i></p>							
<p>Family B- Traditional (Affordable)</p> <p><i>Ornate features / detailing</i></p> <p><i>Color to be green</i></p> <p><i>Metal &amp; Wood</i></p>							
<p>Family C- Traditional (Expensive)</p> <p><i>Simple forms</i></p> <p><i>Natural wood</i></p>							
<p>Family D- Hybrid (Budget)</p> <p><i>Curved forms (River)</i></p> <p><i>Colors to be black / navy</i></p> <p><i>Metal</i></p>							
<p>Family E- Hybrid (Affordable)</p> <p><i>Simple, sleek forms</i></p> <p><i>Mix of metal &amp; wood</i></p> <p><i>Colors to be green</i></p>							
<p>Family F- Hybrid (Expensive)</p> <p><i>Wood construction</i></p> <p><i>Block forms</i></p>							

*Benches*

<https://dumor.com/node/98>  
<https://victorstanley.com/product/c-10/>  
<https://www.landscapeforms.com/en-US/product/Pages/Wellspring-Bench.aspx>  
<https://www.belson.com/Casino-Series-Classic-Style-Park-Benches-with-Steel-Frame>  
<https://victorstanley.com/product/eva-backless/>  
<https://www.forms-surfaces.com/udson-bench>

*Tables*

<https://dumor.com/node/64>  
<https://victorstanley.com/product/c-9/>  
<https://www.landscapeforms.com/en-US/product/Pages/Wellspring-Dining-Table.aspx>  
<https://dumor.com/node/423>  
<https://victorstanley.com/product/cm-565/>  
<https://www.forms-surfaces.com/apex-table-ensemble>

*Waste Receptacles*

<https://www.belson.com/T-Series-Recycled-Plastic-Trash-Receptacle-with-Steel-Frame>  
<https://victorstanley.com/product/rth-24/>  
<https://www.landscapeforms.com/en-US/product/Pages/Wellspring-Litter.aspx>  
<https://www.belson.com/Square-Covered-Trash-Receptacle>  
<https://victorstanley.com/product/ren/>  
<https://www.forms-surfaces.com/cordia-litter-recycling-receptacle>

*Bike Racks*

<https://www.belson.com/Single-Loop-238-Bike-Racks>  
<https://victorstanley.com/product/brbs-103/>  
<https://www.landscapeforms.com/en-US/product/Pages/Bola-Bike-Rack.aspx>  
<https://www.belson.com/Orion-Square-Tube-Bike-Racks-with-Lean-Bars>  
<https://victorstanley.com/product/brws-161/>  
<https://www.landscapeforms.com/en-US/product/Pages/Emerson-Bike-Rack.aspx>

*Bollards*

<https://dumor.com/node/278>  
[https://www.maglin.com/app/uploads/2020/10/mbo-0500-series\\_1.jpg?x72621](https://www.maglin.com/app/uploads/2020/10/mbo-0500-series_1.jpg?x72621)  
<https://urbanaccessories.com/product/st-louis/>  
<https://www.belson.com/Cast-Aluminum-Bollards>  
<https://victorstanley.com/product/w89/>  
<https://www.landscapeforms.com/en-US/product/Pages/Profile-Bollard.aspx>

*Planters*

<https://www.belson.com/36-Inch-Concrete-Outdoor-Planters-with-Decorative-Cast-Band>  
[https://www.maglin.com/app/uploads/2020/09/mpl-1050-series\\_wood\\_1.jpg?x72621](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/Summerfield-Series-Square-Planter>  
[https://www.maglin.com/app/uploads/2020/09/mpl-1050-series\\_wood\\_1.jpg?x72621](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>

*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 \(dot.gov\)](#)

