# ONEIDA COUNTY

## Main Street Program

## Plan Report

### VILLAGE OF BOONVILLE

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.

Prepared for Village of Boonville
February 2023

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# Section 1: INTRODUCTION


The Village of Boonville 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 Boonville 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. Funds were awarded to municipalities that applied and demonstrated a vested interest in fostering safety, accessibility, transportation concerns, and the future development of their community.

As a gateway to the Adirondacks and Tug Hill region, the Village of Boonville's project centers on pedestrian and bicycle safety and accessibility to local businesses, community amenities, and recreational areas such as Erwin Park. Improvements at the intersection of NYS Route 12 and NYS Route 12D, on Main Street, and along the trail way connecting to Tops Friendly Markets will provide greater access to points of interest for residents and visitors.

## Background Information

The Village of Boonville covers 1.7 square miles within the Town of Boonville in northeast Oneida County. The Village's Main Street has historically been identified as a segment of NYS Route 12D, extending southeast from State Route 46 to intersect with NYS Route 12. Many of the small businesses within the Village are located along NYS Route 12D, with a portion of the Village's commercialized area, including chain stores, extending south on NYS Route 12. The intersection between NYS Route 12 and NYS Route 12D serves as an important linkage between residential neighborhoods, Erwin Park, and the walking trail connecting Stewart's Shops to Tops Friendly Markets and the surrounding commercial area.

According to the 2020 U.S. Census Redistricting Data, a population of 2,020 resides in the Village of Boonville with a population density of 1,200 per square mile. Per the 2019 U.S. Census ACS 5-year Estimates, seniors comprise 22.8% of the population and those under the age of 18 make up 21.1%. The Village has a higher poverty rate than found at the County, State and National levels with 23.1% of the population below the poverty line. Factors influencing mobility include 16.6% of the Village's population having a disability and 11.9% of households not owning a vehicle.

The Village of Boonville seeks to ensure that their Main Street is safe and accessible for users of all transportation modes. However, the Village is concerned that the intersection between NYS Route 12 and NYS Route 12D lacks adequate accommodations that would provide bicyclists and pedestrians safe access to Main Street, recreational areas, and local businesses. Furthermore, the Village hopes to substantially invest in improving its existing trail system along NYS Route 12 to provide safer access to commercial establishments along the corridor.

Prior to the development of this plan, The Village of Boonville adopted a Complete Streets Resolution in 2017. The resolution emphasizes planning, developing, and maintaining streets that are safe, comfortable, and accessible for all users regardless of their transportation mode. Since the passing of this resolution, the Village of Boonville has participated in the Oneida County Safe Streets program and, in 2018, hosted a Healthy Community Design and Development workshop. These initiatives identified the mobility needs of the community and provided several recommendations for improvements. The Village continues to look for funding opportunities to improve their streetscapes to be safer and more accessible to all residents.

## Final Project Area Map


## Project Area

The project area includes the BREIA Trail that connects NYS Route 12D to Tops Friendly Markets at the southeast of the Village and Main Street, and a segment of NYS Route 12D that extends from NYS Route 12 to Schuyler Street. Central to the project area is the intersection of NYS Route 12 and NYS Route 12D which is the focus of a NYSDOT improvement project aiming to increase safety and traffic flow. The Village seeks to identify ways to improve accessibility, safety, and connectivity between these locations and to improve the pedestrian and bicyclist experience along the entire Main Street corridor.

## Vision & Goals

The Village of Boonville has set a goal of creating a safe, connected, sociable, and walkable community over the next few years. Central to this idea is the improvement of roadways, sidewalks, and other types of transportation infrastructure that directly connect its residents to where they need to go most. Access to areas such as retail and recreational locations are of the highest priority. The Village envisions a Main Street that draws residents and visitors to local businesses and hopes to attract some of its current pass-through traffic by focusing on street beautification, strategic placemaking, and commercial connectivity improvements.

The Village of Boonville's Main Street Plan considers several components related to the development of a comprehensive streetscape design. These components include active transportation amenities, plantings, and business accommodations. Specifically, the Village seeks to improve walking and bicycling conditions by introducing improved lighting and signage, designated bicycle infrastructure, pedestrian amenities, and traffic calming measures. The amenities are intended to be beautified through the placements of planters, benches, wayfinding signage, and other visual improvements.

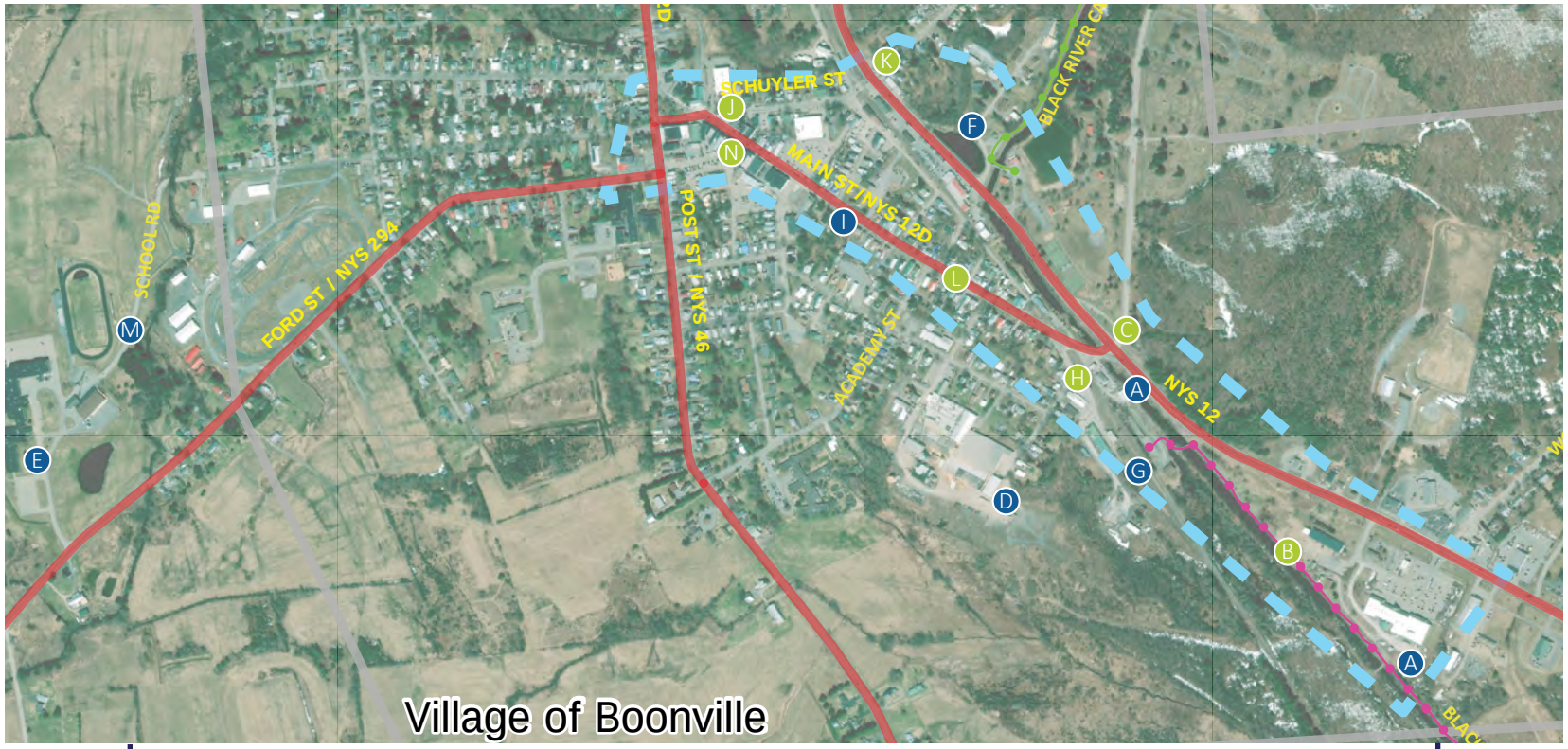
## Planning Process

Oneida County Executive Anthony Picente first announced the launch of the Main Street Program on July 28, 2021. Following the program's launch, participating municipalities were required to submit an application in which they identified potential project ideas and outlined several best practice components to be included as part of their proposed projects. In August 2021, Planning Department staff met with local leaders to discuss improving the pedestrian experience, its trail system, and identifying safety concerns within the community. Local leaders expressed concern for the lack of access to the Village's only grocery store for individuals without a vehicle, and were interested in safely connecting residents and tourists to the Village's many recreational and commercial locations.

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

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

# Initial Site Visit Map




KEY

= Existing Condition Item

= Potential Improvement Item

**A.** Existing year-round trial connection to Village Center along the canal

**B.** Investigate asphalt pavement over ex-stone trail, clear brush, and add signage for connection to Tops Market

**C.** Potential intersection improvement by NYSDOT to improve vehicular intersection and pedestrian accessibility

**D.** 30 Acres for sale, previously occupied by Ethan Allen and Delta Hardwood. Access to Route 12, rail lines active

**E.** Adirondack High School

**F.** Sargent Pond-Canal Authority overflow from Canal, formerly used for fishing events until deemed unsafe due to proximity to NYS Route 12

**G.** Existing former building with mural anticipated to be demolished

**H.** Improve pedestrian Connection from Stewart's to the Downtown area

**I.** Vacant lot which has been purchased for private development

**J.** State created a sitting area at Walgreens, considered pedestrian improvements including bump-out design concern over losing parking stalls, plowing and tractor trailer traffic prohibited installation - investigate turning radii, drainage and opportunities for bump-out instillation

**K.** Sight distance concern at Lower Schuyler Street

**L.** Main Street could use improvements to become more bicycle friendly, or provide a bike route off of Main Street. Street trees are too close to buildings and are not the appropriate size. Several trees have dedication plaques. Planters or containers should be considered - a bench & planter system has been developed by local tech & agriculture students

**M.** Location of one of the few bicycle signs within the project area

**N.** Replace street trees along narrow portion of sidewalk

# Section 2: WALKING ACCOMMODATIONS

## Inventory & Analysis

### *Downtown Core*

The Village has an extensive sidewalk network that is concentrated in and around the downtown area. Sidewalks are of average condition, however some sidewalks in the downtown area are painted orange to mark potential tripping hazards from cracked or uneven surfacing. Some sidewalks could be widened and upgraded ADA access could be installed to provide improved entry to the downtown area. The pedestrian tunnel to the municipal parking lot is currently unlit and does not have signage indicating its location.

Recent streetscape projects include the installation of bump-outs and new sidewalks along Schuyler Street. Other pedestrian infrastructure recently installed includes a Ruby Lake Glass green-colored raised crosswalk installation at the school. The Village DPW was trained in the installation of Ruby Lake Glass.

### *BREIA Trail (Boonville Black River Canal Trail)*

The Boonville Black River Canal Trail follows the original southern section of the canal connecting the Black River Environmental Improvement Association (BREIA) Trail system, the Boonville Youth Athletic Association (BYAA) ballfields, and the Tops Friendly Markets (Headwaters Shopping Plaza). The Trail ends south of Pixley Falls State Park at the BREIA trailhead on NYS Route 46. The trail is dirt, grass, and gravel in sections and trailhead locations are found at the Boonville Search & Rescue building at Headwaters Plaza (NYS Route 12), BREIA (Egypt Road), and Pixley Falls State Park (NYS Route 46). Along the BREIA trail, two bridges were recently restored with new decking and structural enhancements.

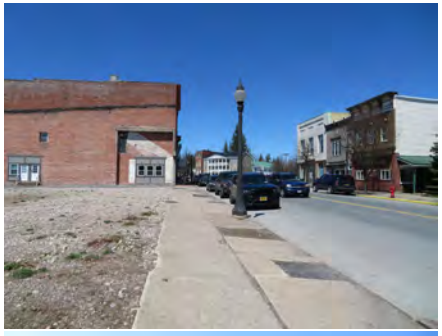
The Village would like to see safer pedestrian accommodations along the trail to Tops Friendly Markets to discourage pedestrians using NYS Route 12. Currently the Boonville section from Stewart's Shops to Tops Friendly Markets is packed gravel. The Boonville section of the trail also includes a wooden fence that serves a safety barrier for trail users along the Black River Canal. The fence exhibits signs of decay and disrepair in certain sections.

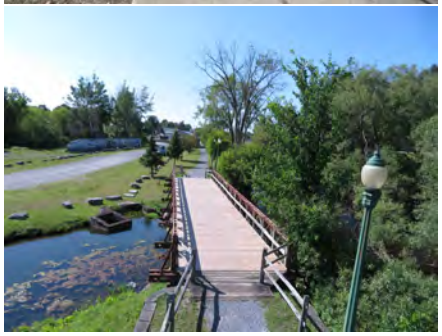
### *Black River Feeder Canal Trail*

The Black River Feeder Canal Trail follows a canal towpath from Forestport to Erwin Park. The trail extends approximately 10-miles and consists of stone dust and dirt. Trailhead locations are found at Erwin Park (Feeder Street) and at Dutch Hill Road in Forestport.

### *Additional Pedestian Connection*

*The Boonville Village: Workshop Summary (2018)* noted that there is an unfinished sidewalk from downtown to the Fairgrounds and the High School. Crossing NYS Route 12 to Erwin Park is noted as difficult and unsafe, despite the recent addition of a crosswalk at this location. A current NYSDOT safety project is slated to improve the pedestrian experience and vehicular traffic flow in the vicinity of Stewart's Shops and the NYS 12 crossing to Erwin Park. Long-term, there may be an opportunity for NYSDOT to install a sidewalk along NYS Route 12. There is also a substantial opportunity to improve the NYS Route 12 crossing from Schuyler St to E. Schuyler St and the informal pedestrian entrance to Erwin Park.






# Walking Accommodations Best Practices

## *Sidewalks*

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

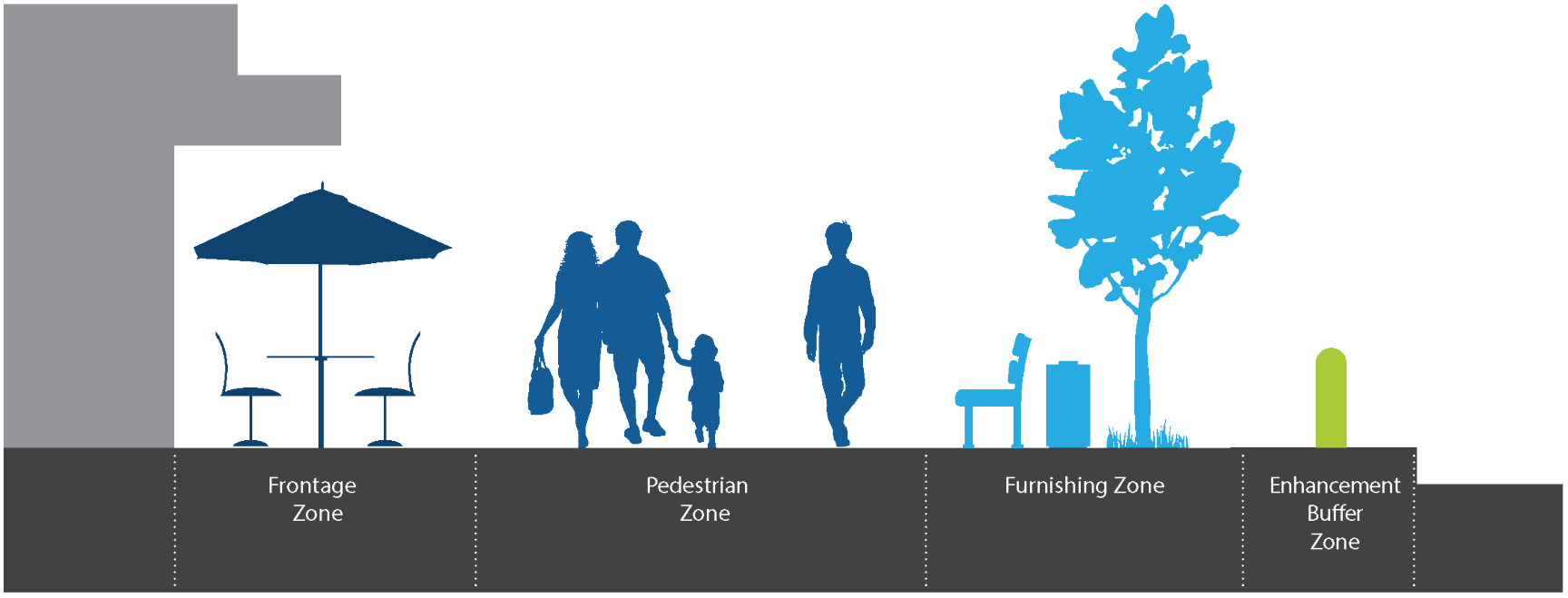
Attention to detail with sidewalk design, use, and maintenance is critical to the Main Street Program. A standard 5′ wide sidewalk, free of obstructions may be sufficient in a general neighborhood setting, however, to facilitate the varying movements that occur in the sidewalk zone in downtown or main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

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

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

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

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




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

## Americans with Disabilities Act (ADA) Access

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

### ADA Curb Ramps

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

## Crosswalk Design

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

### In-street Pedestrian Crosswalk Sign

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

### High Visibility Crosswalks

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

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

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

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

### *Grade Separated Crossing*

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

### *Mid-Block Crossings*

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

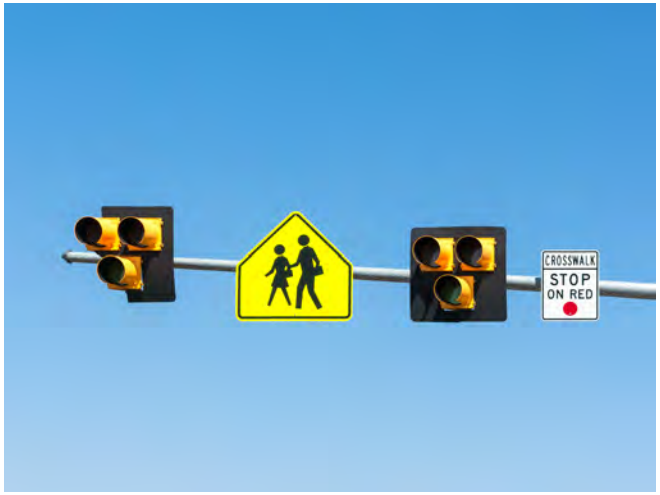
## *Beacons*

### *Rectangular Rapid Flashing Beacons (RRFB)*

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

### *Pedestrian Hybrid Beacons ("HAWKS")*

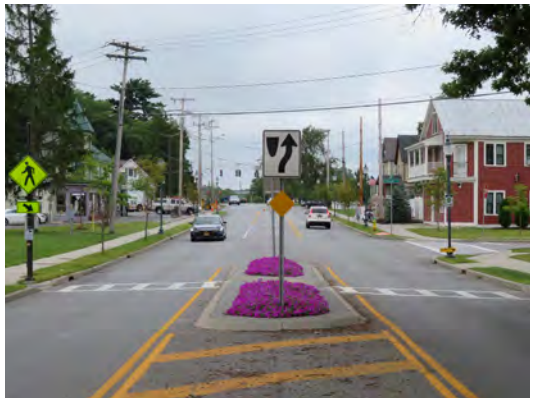
Overhead, pedestrian-activated signals placed at uncontrolled, marked crosswalks that, when activated, stop motor vehicle traffic, and allow pedestrians and/or people biking to safely cross the roadway. Pedestrian hybrid beacons are often installed at locations where pedestrians need to cross the street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




## *Crossing Islands & Median Treatments*

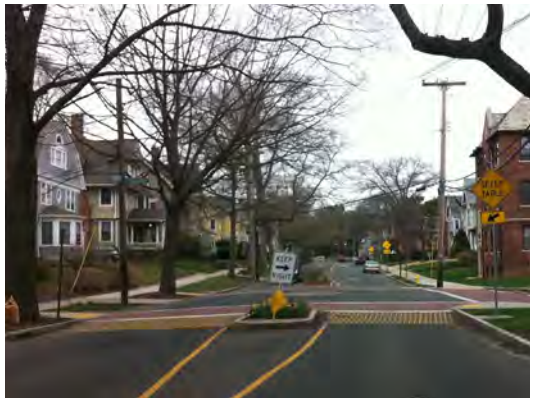
### *Pedestrian Refuge Island*

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



### *Raised Crossings and Intersections*

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



### *Slow Turn Wedge*

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

### *Curb Extensions*

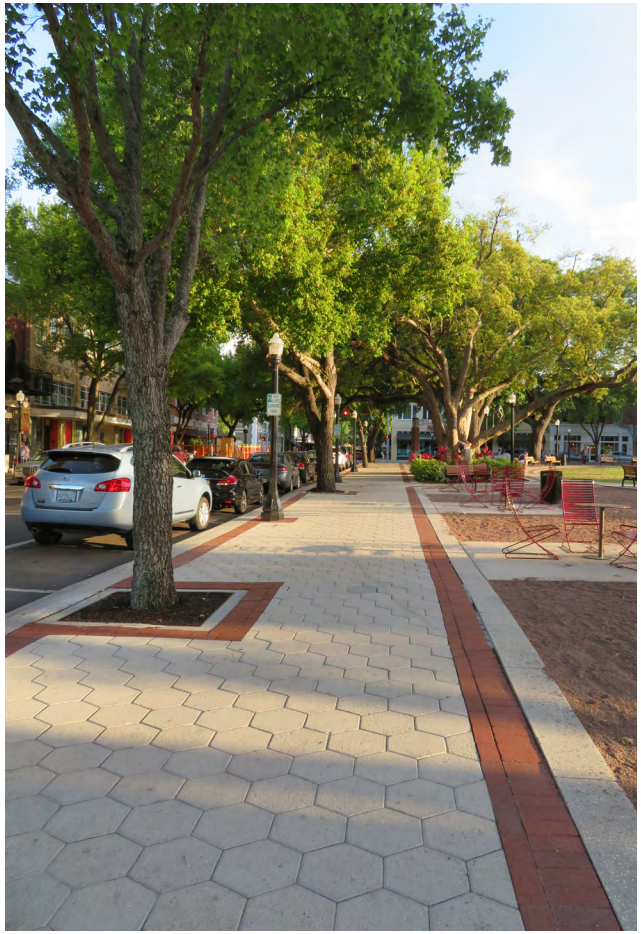
Extend the sidewalk and align with the parking lane. They can be implemented at intersections and mid-block crossings. They reduce crossing distances for pedestrians, slow turning vehicles, calm traffic, and improve pedestrian visibility. In the short-term, curb extensions can be installed using paint,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

### *Sidewalk Repairs & Rehabilitation Programs*

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

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

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



*Community-Paid Repair & Maintenance*

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

### MUNICIPAL WORKFORCE

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

### IMPROVEMENT DISTRICTS

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

### HOMEOWNERS ASSOCIATIONS

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

The benefit of these types of programs is that the cost is borne by the entire community/municipality or geographic area of an Improvement District or Homeowners Association, thereby distributing the cost to every property within the said area and resulting in each property owner paying a respectively small amount. Beyond funding from property owners for a specific geographic area, funds can potentially be acquired from State and federal programs (though this can be difficult as most funding programs are intended for the construction of facilities,

not maintenance), special taxes, taxes set up through special districts (like a lighting district), and/or fees. A municipality or other entity should coordinate with their attorney to discuss the most appropriate and feasible option as there is no one-size-fits-all approach to maintaining infrastructure.

*Property-Owner Repair & Maintenance*

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

## Proposed Improvements

The Village proposes to pave the BREIA trail from Stewart's Shops to the Top's Friendly Markets (Headwaters Plaza) to allow for better access to Top's Friendly Markets for the food, pharmacy, and other shopping opportunities it provides. Regrading of an existing unimproved area to create a new ADA compliant access is proposed at the Search and Rescue Building. This improvement will allow mobility impaired individuals to reach Headwaters Plaza more easily. Replacement of the fencing along this section of the BREIA trail is also recommended, especially in areas with missing sections or sections that need repair.

There is also an opportunity to expand the BREIA trail to the western side of the canal utilizing the existing towpath. This would involve clearing the brush that has grown along and over the towpath. Trail expansion will provide an additional recreational loop and provide scenic views along the historic canal.

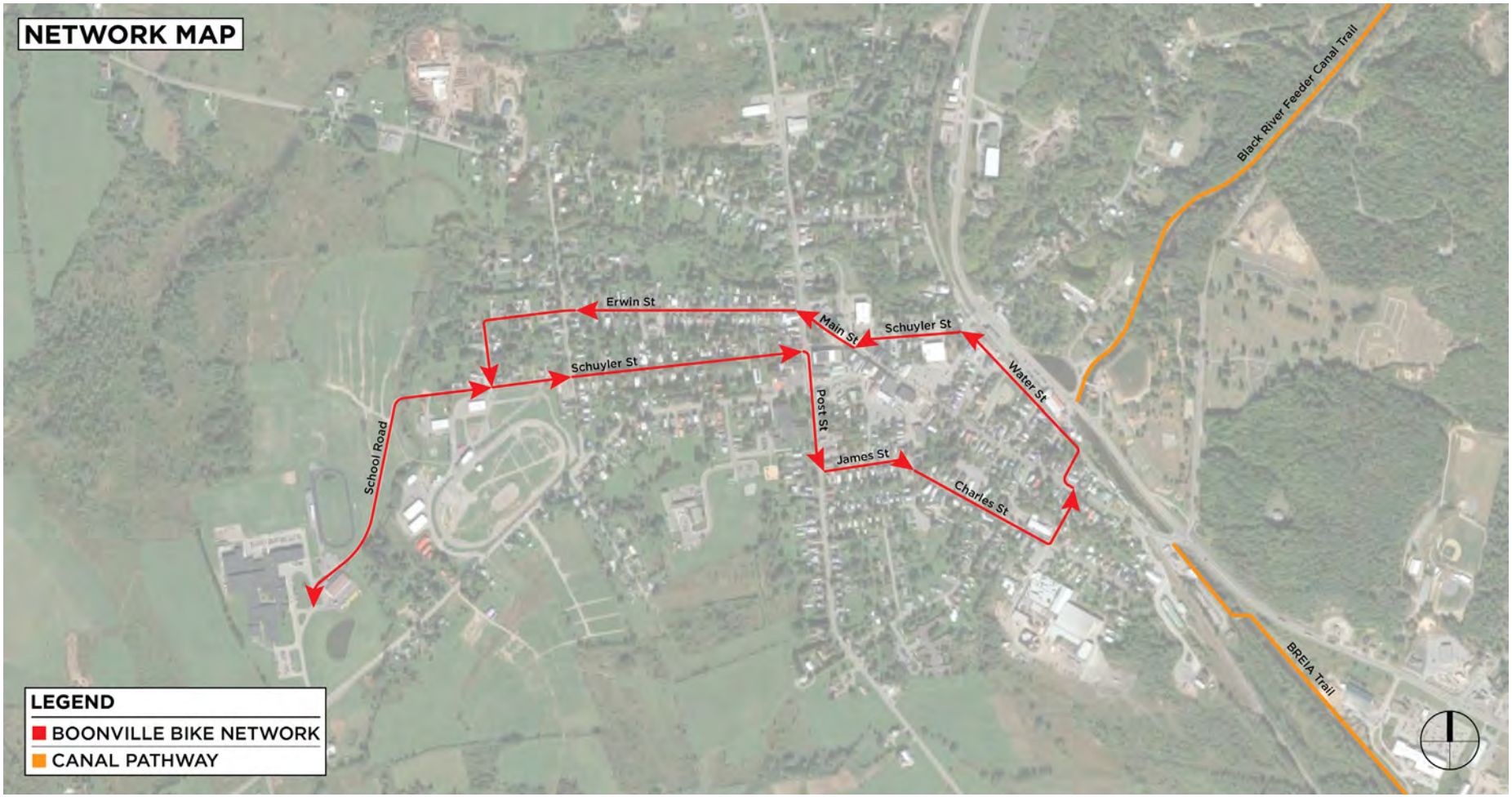
As part of an upcoming NYSDOT project, intersection improvements are proposed at NYS Route 12 and NYS Route 12D, as well as Cemetery Road. Crosswalks will be installed around the Stewart's Shops and the Black River Canal Museum area at NYS Route 12D, Park Avenue, and Water Street. Safety improvements at a pedestrian crossing from the Village to Erwin Park will be included in the project and access management is proposed to provide safer pedestrian and vehicular access in the vicinity of Stewart's Shops. The access management improvements, will improve local safety conditions by physically separating modes and introducing physical improvements that eliminate existing conflict points.

In the downtown area, sidewalks in need of repair are proposed to be replaced and accessible curb ramps will be installed as needed. Pedestrian-scale lighting added to the pedestrian tunnel will improve visibility and provide safer access to the municipal parking lot. On Schuyler Street, adjusting the curb extensions and a making a slight adjustment to the eastern alignment of the street is proposed to increase pedestrian safety and accessibility.

# Section 3: BICYCLING ACCOMMODATIONS

## Inventory & Analysis

The Village of Boonville has created a bicycle network linking downtown to the Village's educational and recreational facilities, passing through several residential areas. The network, consisting of the routes shown in the map below, has no physical elements forming the central loop, however, sharrows were previously installed utilizing a Village-owned sharrow stencil. Networks like these are effective tools to encourage the use of bicycles as they show the operable efficiency of the mode and create a basis upon which new bicycle infrastructure can be implemented. These networks excel at encouraging bicycle use by providing efficient and navigable routes that connect points of interest throughout the community including the Adirondack Senior High School, the downtown area/historic district, Village Green, and the Black River Canal Museum. An existing kiosk indicates the Hunt House, the Erwin Library, the Black River Canal, the Hulbert House, the First Baptist Church of Boonville, and the Grandstand as key locations along the Historic Boonville: Village Bicycle Loop. While bicyclists are desired and welcomed, they often lean their bicycles against buildings in Downtown Boonville, showing a need for bicycle parking/bike racks to temporarily store them.




In addition to its on-road bike network, Boonville has opportunities for trail cycling via the Black River Feeder Canal Trail and the BREIA Trail (Boonville Black River Canal Trail). These assets provide recreational opportunities, but also connect residents to points of interest such as Erwin Park and Headwaters Plaza.

# 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 recommended next steps for implementing the Village of Boonville'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. Once established, public community engagement events like "Bike Boonville" can be launched and promoted to encourage usage of the mode and network.

Paving the BREIA trail from Stewart's Shops to the Tops Friendly Markets (Headwaters Plaza) will improve riding conditions for bicyclists, especially under poor weather conditions. Additionally, the Village can support cycling by installing bike racks at key locations. These may include places such as downtown, near trailheads, and at key points along the trail adjacent to popular destinations such as Tops Friendly Markets, Stewart's Shops, Erwin Park, and the welcome mural.

# Section 4: GREEN & PUBLIC SPACES

## Inventory & Analysis

The Black River Canal is a key feature within the Village of Boonville and is a major part of the community's identity. The canal also serves as a popular recreational asset throughout the year. The towpath is frequently used for walking, biking, hiking, cross-country skiing, and snowmobiling. The cross-country ski trails are maintained by the Black River Environmental Improvement Association (BREIA). The southern section of the canal once connected the City of Rome to the Village of Boonville (25 miles apart). The northern section of the canal connected the Village of Boonville to Lyons Falls (10 miles apart). The historic canals have found a second life as recreational and ecological corridors that provide a linear greenway throughout the Village. The Black River Feeder Canal is popular for fishing, canoeing, and kayaking.

Located east of NYS Route 12, along the Black River Scenic Byway, is the 22-acre Village-owned Erwin Park. Within the Park is the Erwin Park covered bridge, which connects the park to the Black River Feeder Canal Trail. The park has a paved walking trail with lighting, playgrounds, tennis courts, restrooms, changing facilities, horseshoes, basketball courts, a softball diamond, picnic areas, a splash pad, and three pavilions with charcoal grills. Additional walking trails with exercise stations are planned. The walking trail goes over Park Hill leading to the Boonville Youth Athletic Association (BYAA) ball fields (Robert Smith Sports Complex).

## 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 Boonville:

- *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.*
- *Placement of trees and other landscape materials should not interfere with sight lines for motorists or pedestrians.*
- *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.*
- *When possible, avoid using tree grates unless in a constrained right-of-way. Planting beds and ground covers are better treatments for the base of a tree.*
- *Consider trees with year-round interest (e.g., spring flowers, fall color, texture, etc.).*

- *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 reimagining the area along the "Welcome to Boonville" mural at the BREIA trail located at the Soper Building ruins. The mural and Soper Building would benefit from renovation and repainting to be more inviting to travelers and trail users. Improvements to the structure and mural should be conducted in a manner that maintains the historical integrity of the structure in line with the Village's overall thematic image. This proposed space would serve as a renewed focal point and gathering area through the introduction of various placemaking strategies introduced in section 6 of this plan. The proposed reuse of the second canal towpath would also add green space for recreational uses.

An Amenity Package was developed for the Village which can be used in green and public spaces. The Package presents options that appropriate for the Village for benches, trash receptacles, lighting, and signage. The Amenity Package is located in Section 10.

The Village can also bring back the urban street tree canopy through use of a street tree program. To support re-treeing of the Village, as part of this Plan the Oneida County Street Tree list was developed. The Street Tree List considers size, disease and pest resistance, seed or fruit set, form, growth rate, and environmental tolerances; the list is located in Section 11. The recommended trees on this list were selected because of key characteristics and will thrive in the majority of soil and climate conditions throughout Zone 5 on the USDA Plant Hardiness Zone Map. Key characteristics include size, disease and pest resistance, seed or fruit set, form, growth rate, and environmental tolerances. Where sidewalk areas are too narrow to accommodate street trees (particularly in the downtown area), planters could be installed.

# Section 5: BUSINESS ACCOMMODATIONS

## Inventory & Analysis

The Village of Boonville is a gateway to the Adirondacks and Tug Hill region, as well as being home to the Boonville-Oneida County Fair, NYS Woodsmen's Field Days, and the Black River Canal Museum which brings tourists into the Village. These attractions support the local economy and are also a strong driver of the rationale and basis for investing public funds into the community – to bring about local economic development. The proposed pedestrian and bicycle improvements discussed in this Plan will connect Headwaters Plaza to the overall sidewalk network in the Village core. Sidewalk improvements will also better connect the fairgrounds to the Village core. These accommodations will also improve resident access to businesses and services and connect tourists to key destinations.

NYS Route 12 is a major freight corridor bringing goods to and from Canada with connections to the I-90 NYS Thruway, Binghamton, and Pennsylvania. This freight corridor is a major economic driver for the Village of Boonville and provides for several redevelopment opportunities centered around freight. The former Ethan Allen facility and recent home of Delta Hardwood Flooring are currently for sale and are advertised on the Mohawk Valley Edge website. The sale includes 30 acres of undeveloped land (the total site is about 53 acres). Future development in industry and/or logistics could utilize NYS Route 12 or railroad accessibility to access a broader market. In the downtown area, there are several infill opportunities, including five wood-framed historic commercial buildings from the 1880s and 1890s that housed six businesses, but were lost to a fire. The newest owners of the lot, who maintain strong ties with the Village, have developed plans to turn the property into a multi-use facility consisting of a local market, second story apartment units, and an open side lot dedicated for use by the Village for facilitating cultural events.

Publicly available EV charging stations would serve as a connection point for tourists who frequently travel through Boonville to access the Adirondack Park and might otherwise not be able to make the trip utilizing an electric vehicle. The Village of Boonville currently maintains a publicly available level-2 charging station in the Erwin Library Parking Lot and has plans to install additional level-2 charging stations in 2023.


## 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.

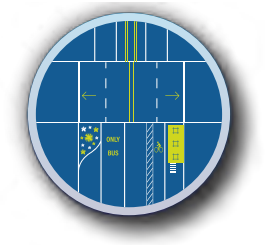
Parklets are small built public spaces taking the place of a parking space or unused paved areas. They can be temporary or permanent, with a wide range of design types, and are effective forms of gathering space creation, especially in areas where space is limited. In many cases, they are paired directly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

### *Façade Improvement Program*

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

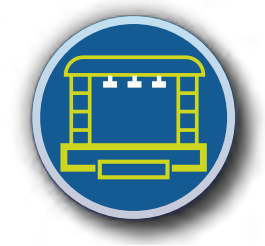
### *Improvement Districts*

The Consolidated Laws of New York, Chapter 24 – General Municipal Law, Article 19-A (as of 7-29-22) regulates the establishment, operation, and financing of business improvement districts in the State of New York. Article 19-A, Section 980-b: "Local adoption of 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."



### *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.



### *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.

### *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 Village of Boonville, have a lot to celebrate – from their recreational, crossroads, and industrial history to their future potential.

## Proposed Improvements

The Village of Boonville should continue to highlight itself as a tourism destination and a gateway to the Adirondacks, while also continuing to celebrate its canal history and its recreational offerings. Improvement of the BREIA Trail will provide connectivity between the business district and NYS Route 12. With the proposed streetscape program, the Village should anticipate an increased interest in businesses looking to upgrade their properties.

In addition, the Village should attempt to support existing restaurants in expanding outdoor dining capacity (tables, chairs, etc.) by maximizing usage of greenspace and other open spaces to include outdoor amenities. Introducing outdoor dining opportunities serves the dual purpose of attracting customers seeking this experience, while also activating key corridors in the Village. Focusing on existing businesses will support their current customers and bring additional customers. Outdoor dining can also be helpful in providing additional greenspace, creating an aesthetically pleasing façade (using plants, colorful tables, painted surfaces), and visually connect the Village with theme elements.

Continued investment in downtown and public spaces generate activity and facilitates temporary business opportunities such as pop-up vendors and food trucks. Parks, underutilized public spaces, and even parking lots (at off-peak times or in cases of excess capacity) could accommodate events such as farmers markets, art fairs, food truck rodeos, and more.

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

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


## Inventory & Analysis

The historic Village downtown has an octagonal bandstand (the Grandstand) built in 1882 in the center of the Village. The Village Green is used for Village celebrations and provides a central gathering space within the Village. The Village Green and downtown also have banners and flags throughout which create a unique sense of place and shows pride within the Village. Beyond downtown, there are other areas that could undergo placemaking enhancements.

The wooden tunnel connecting the municipal parking lot to the downtown area is a unique feature that the Village would like to improve and highlight. Improved signage would direct pedestrians, bicyclists, and motorists to the parking lot location where they could then use the tunnel to get into downtown. The Village would also like to install pedestrian-scale lighting in the tunnel to improve safety and aesthetics.

An original bowstring cast-iron truss bridge (Whipple Bridge) was installed on the trail system and is one of the few original Whipple Bridges remaining. The "Welcome to Boonville" mural at the Soper Building ruins highlights the Village's logging history, and the Village's entire trail system celebrates the Black River Canal history.


## 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, Village of Boonville. This includes greater integration of multi-modal transportation systems near the main street such as the placement of bus shelters, the inclusion of infrastructure for bicyclists, and marked crosswalks.

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

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

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

## *Demonstration Projects (Temporary Quick Response Projects)*

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

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

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

### *Barrier Elements*

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

### *Surface Treatments*

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

### *Landscaping Elements*

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

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

### *Lighting*

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

### *Public Art*

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

### *Benches*

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

### *Waste Receptacles*

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


### *Bicycle Racks*

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

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

## Recommended Bicycle Racks

**Inverted U**

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

**Post and Ring**

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

**Wheelwell Secure**

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

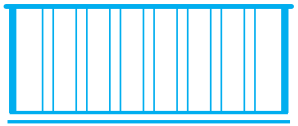
## Bicycle Racks to Avoid

**Wave**

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

**Wheelwell**

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



**Schoolyard (comb)**

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

**Coathanger**

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

**Spiral**

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

**Bollard**

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

### *Landscaping & Greening*

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

### *Tree Pits*

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

### *Wayfinding & Gateway Signage*

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

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


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

## Proposed Improvements

The Village of Boonville has an opportunity to focus its placemaking efforts on its location as a connector to the Adirondacks and the Tug Hill region, and as a destination for outdoor recreation in the summer and winter months. As home to the Oneida County Fair, NYS Woodsmen's Field Days, and the Black River Canal Museum, additional wayfinding signage will assist in providing information and directions to these areas and other key locations. Signage at the improved pedestrian tunnel downtown is also proposed and this amenity itself can be highlighted on signs throughout to increase awareness of its presence. A new gateway sign and seating area at the trail will create an additional gathering space and provide a welcoming entrance to the main section of the Village. The Village is interested in utilizing wooden signs for its wayfinding signage.

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. Wayfinding and gateway signage will promote a sense of place throughout the Village. The wayfinding component is critical to help people move throughout the Village with gateway signs, pedestrian kiosks, and educational/interpretive signs helpful for both visitors and residents.

Based on conversations with the Village of Boonville, traditional and hybrid styles of streetscape furniture are recommended to go along with its theme. Multiple colors and features are available for these options but green, gold, brown, white, and black are common colors currently used in the Village. These colors represent the Village's past as a center for timber production and a critical stop on New York's Canal System.

Additional seating areas and benches can be added throughout the Village, with a traditional style preferred in the downtown area. Amenities along the trail could be a mix of different styles including backless and backed benches. The preferred fencing material along the trail is a 3-prong Ponderosa style fence (wood/metal). A 4-prong style is shown in the catalogue example found in the Section 10.


# Section 7: CONCEPT PLANS & VISUALIZATION

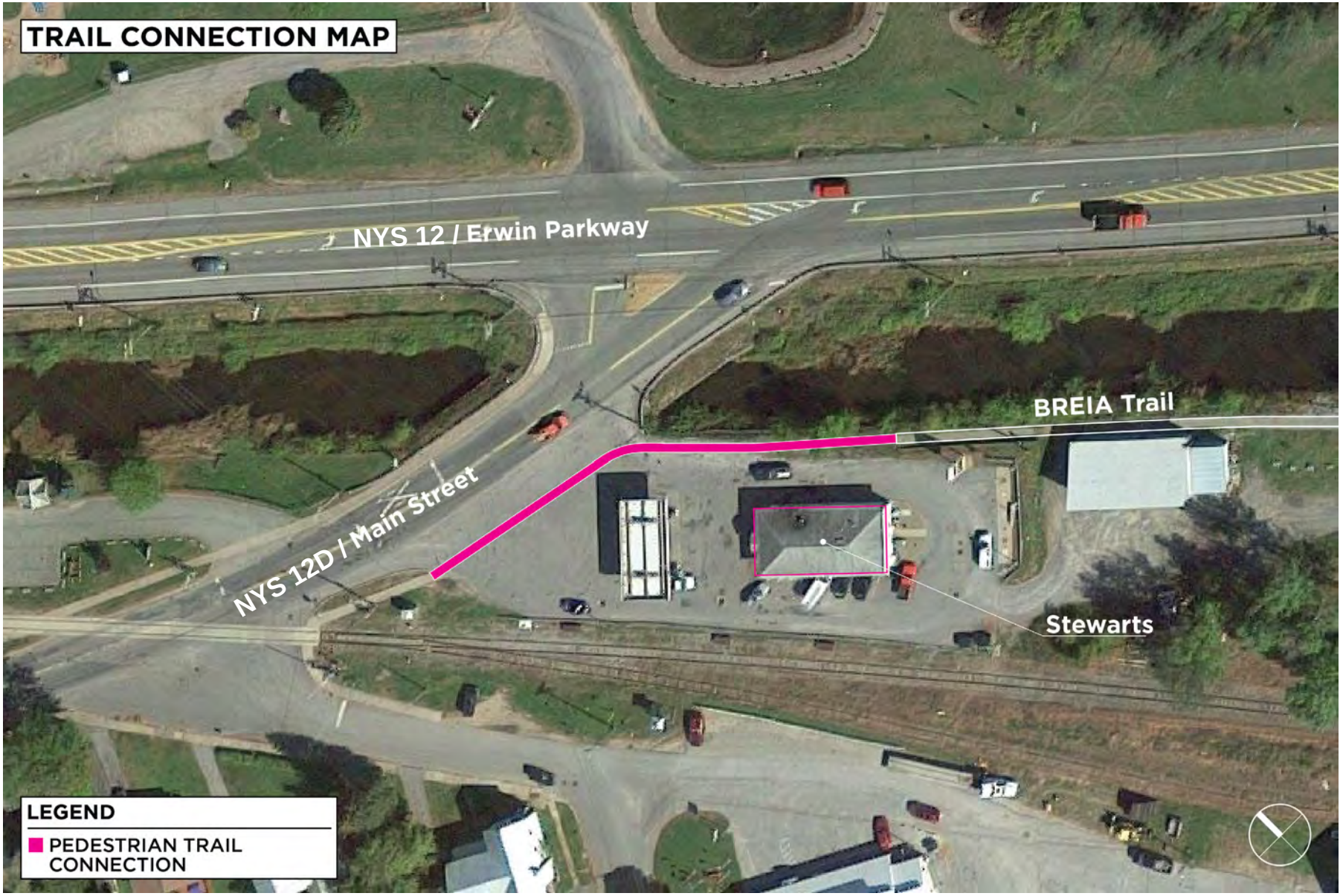
## Potential Outcomes

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

- Pedestrian Trail Connection to NYS Route 12D
- Pedestrian Trail Upgrade to ADA-Compliant, year-round amenity
- Trail Benches
- Gateway Signage and Mural Park
- Street Tree Replacement/ Installation of Planters and Landscaping
- Streetscape Furniture
- Bicycle Improvements
- Pedestrian Improvements
- Local Trail Connections/ System Expansion Implementation
- Wayfinding Signage
- Bump-out on Schuyler Street/NYS Route 12D
- Level 2 EV Charging Station

*Locations of Proposed Main Street Program Improvements*

*BREIA Trail Terminus at NYS 12D/Main Street*



*Pedestrian Trail Connection to NYS Route 12D*

East of downtown, the Boonville Black River Canal Trail is used by pedestrians and hikers during spring, summer, and fall and cross-country skiers in the winter (the trail is not plowed). The trail begins at Pixley Falls State Park and terminates in the Village of Boonville at the Stewart's Shops convenience store and gas station. To better connect the walkway to the Downtown, a continuation of the formalized path along the front access to the store (in line with the adjacent sidewalk infrastructure) is recommended. Along the eastern side of the parking lot, the route could be protected with a buffered pathway. It would then span the front entrance to the lot with a marked lane to the sidewalk on the southern side of Main Street. The path could be buffered with plastic delineators as these can be removed during winter months, to facilitate proper snow removal.

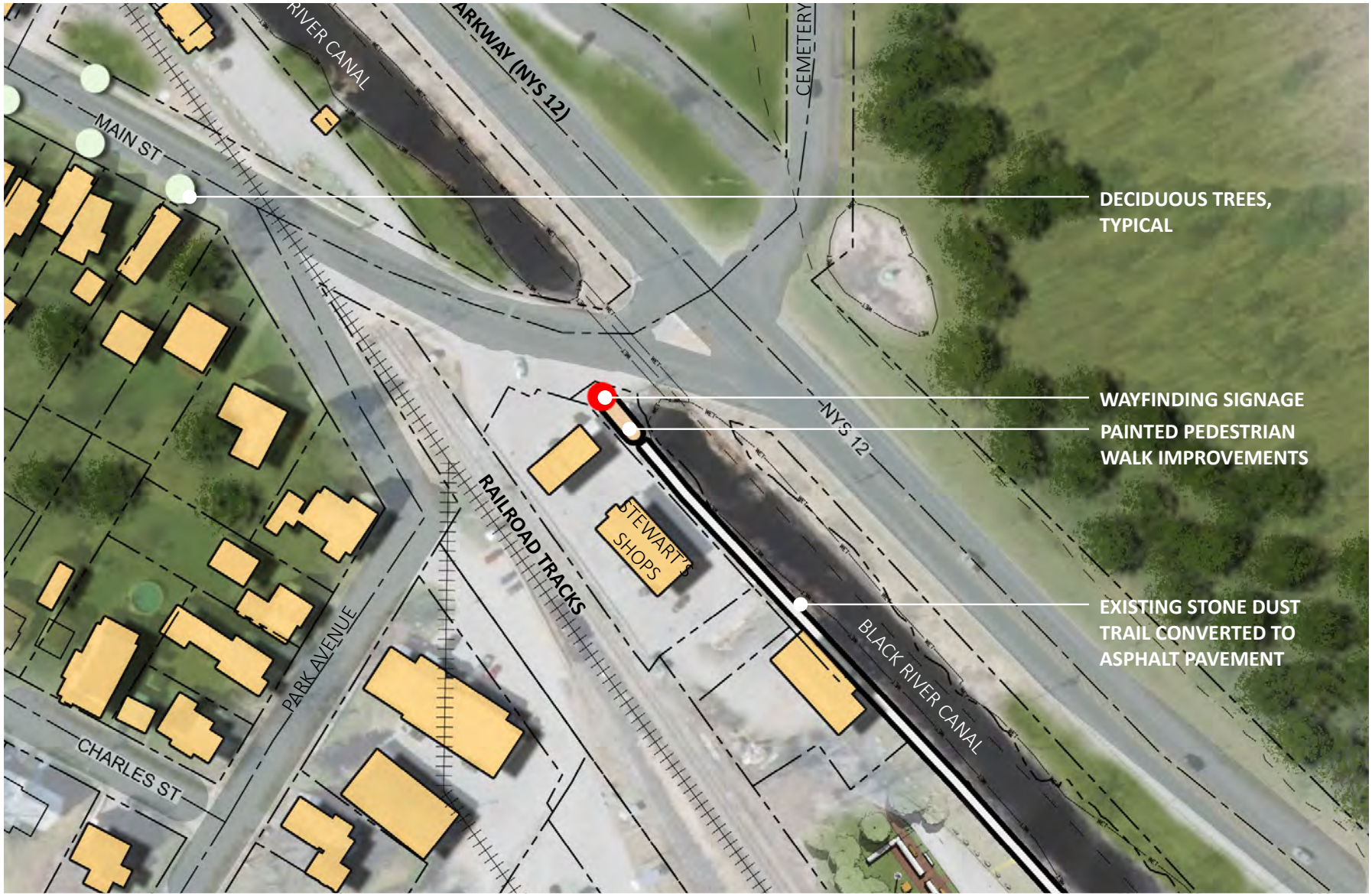
*EXISTING*

*PROPOSED*

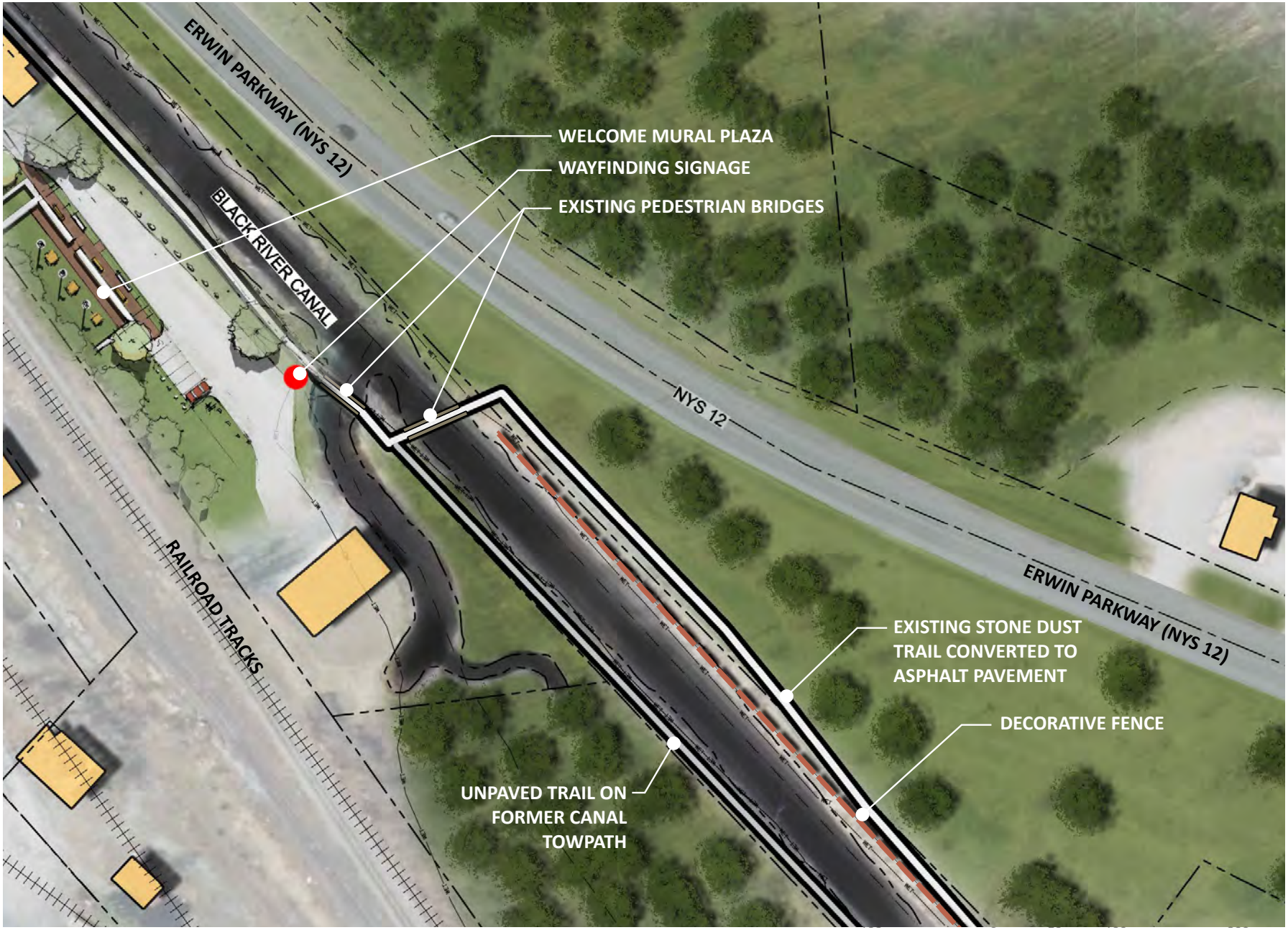
*Pedestrian Trail Upgrades to ADA-Compliant, year round amenity*

This proposed project includes upgrading the existing BREIA trail to allow for year-round access, which will provide improved access to fresh food for individuals without a vehicle. This upgrade will redirect pedestrian and bicycle traffic from NYS Route 12 and create a safer and more accessible connection to Tops Friendly Markets. The proposed improvements include paving the trail from the Stewart's Shops on NYS Route 12D to the Headwaters Plaza on NYS Route 12. The Village expressed interest in installing a new 3-prong metal and wood fence along the trail. A re-graded, ADA-accessible landscaped path from the Search and Rescue building to Tops Friendly Markets would also be added. Paving the section of the trail will require coordination with the State of New York given its location along the Canal.

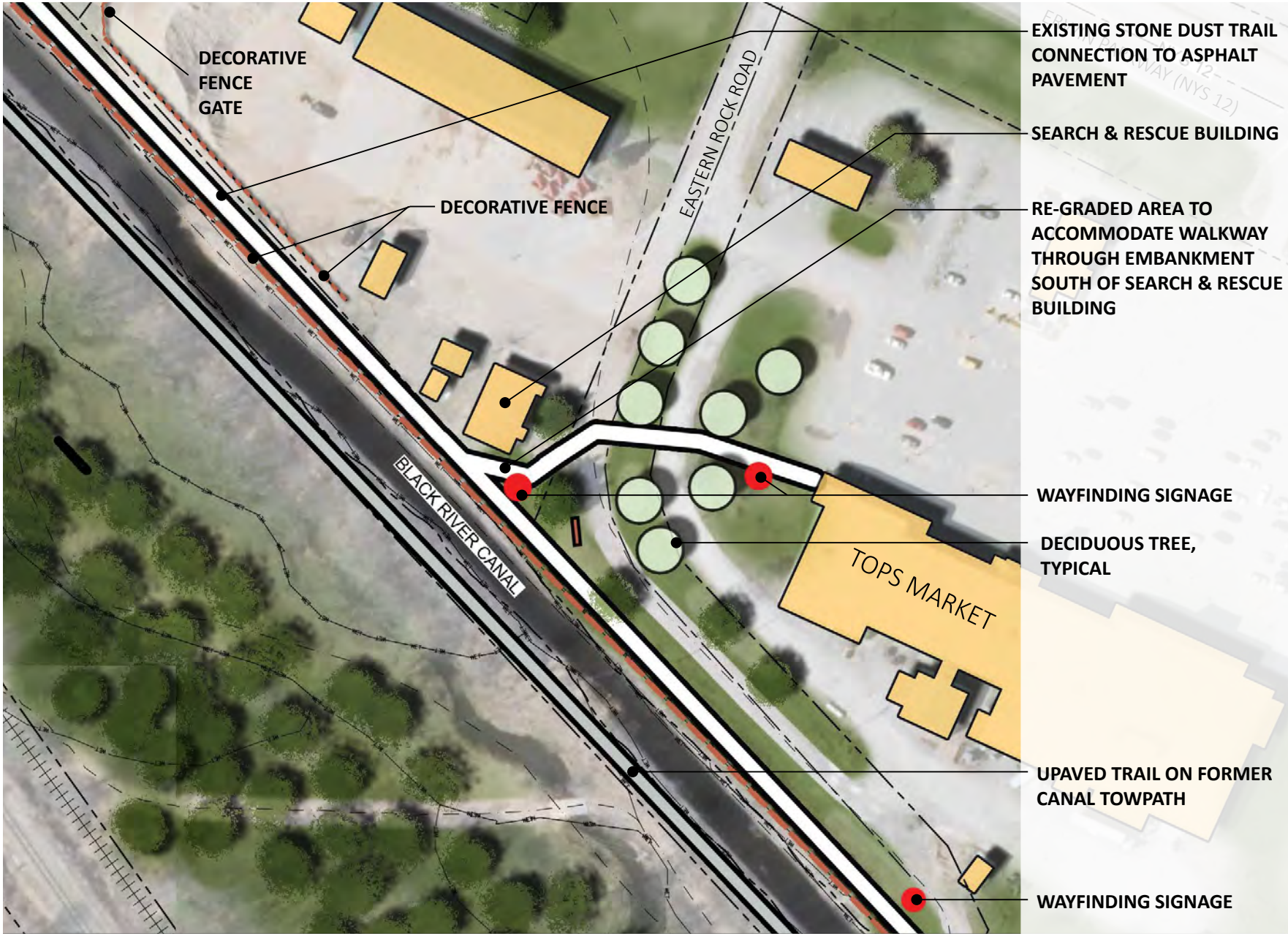
*Proposed BREIA Trail Upgrades: Northern Segment*



*Proposed BREIA Trail Upgrades: Middle Segment*



*Proposed BREIA Trail Upgrades: Southern Segment*



### *Trail Benches*

Additional benches along the BREIA trail are proposed from Stewart's Shops on NYS Route 12D to the Headwaters Plaza on NYS Route 12. It is recommended that benches be spaced out about every 250 feet along the length of the trail. The cost estimate assumes nine benches (which can be backed or backless benches) consistent with the design indicated in the Amenity Package.

### *Gateway signage and Mural Park*

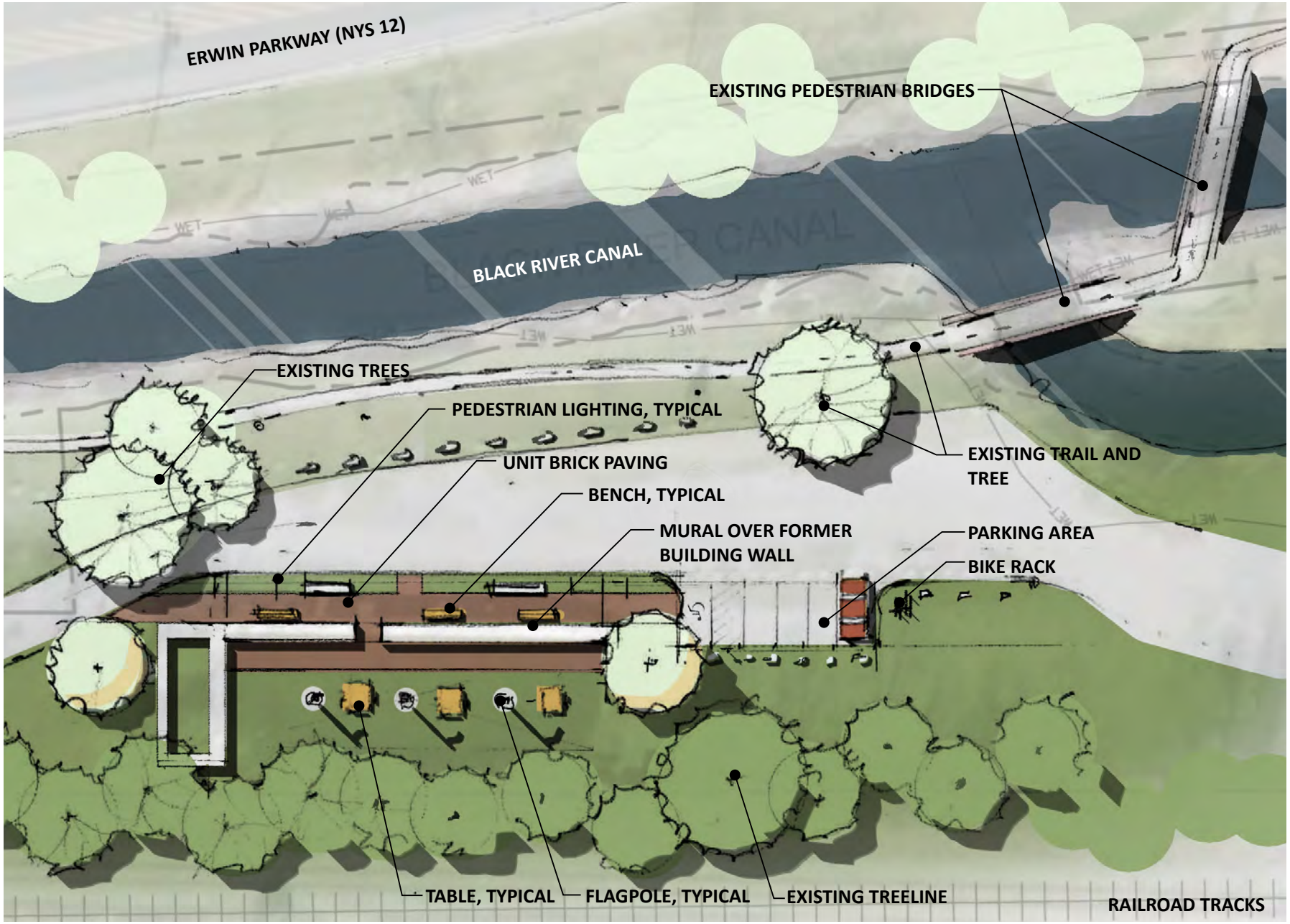
There is a great opportunity to refresh and create a welcoming gateway space at the Soper Building ruins. This new space will serve as a gateway to the BREIA trail system and the Village. The proposed concept plan includes a plaza seating area with benches, tables/chairs located on the interior of the mural, flags, landscaping, a bike rack, and a new parking area with the key focus being a refreshed "Welcome to Boonville mural." There are two alternatives shown in the concepts below – refreshing the current mural or painting a new mural on the wall ruins utilizing an Adirondack Mountain scene.


*EXISTING*


*PROPOSED - REFRESH*


*PROPOSED - REIMAGINE*

*Mural Park Plan*



### *Street Tree Replacement/Installation of Planters and Landscaping*

There are several opportunities to replace street trees in downtown, in appropriate locations, to combat general tree loss in the Project Area. If there is not enough room for a street tree – planters can be installed, when appropriate. Adding additional street trees to downtown provides a continuous aesthetic throughout the core area and ensures the benefits of green space are accessible and can be experienced by all residents and visitors. Additional street trees will provide shade, heat protection, and other environmental benefits. Street trees also increase property values and quality of life for residents. At East Schuyler Street and Main Street (NYS Route 12D), there are a number of opportunities to add planters and street trees. Additional detail for the proposed bump-outs is included later in this section (Option 3 is shown in the Site Plan).

### *Streetscape Furniture*

As part of the placemaking efforts, streetscape amenities are proposed in the 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 of time, while adding a beautifying element to the area.

### *Bicycle Improvements*

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

### *Pedestrian Improvements*

There are opportunities for the replacement of sidewalks and curb ramps where needed throughout the Project Area to ensure continuous safe and accessible pedestrian accommodations throughout the Village. The Village would also like to improve the pedestrian tunnel to the parking lot in the downtown by incorporating pedestrian lighting for safety.

### *Local Trail Connection/System Expansion Implementation*

Many towpath canal trails are found on both sides of the canals that pass through the Village. Currently the BREIA trail parallels NYS Route 12 from Stewart's Shops to Tops Friendly Markets. To further expand the network, the municipality could consider installing an additional towpath trail parallel to the existing trail, on the opposite side of the canal from where the trail exists today. The Black River Canal is owned by the State of New York, so adding an additional towpath trail will require coordination with the State. This section of the trail is proposed to be unpaved, and it adds to the overall recreation network. Access to the new trail would be via the existing access point at the parking lot behind Stewart's Shops.

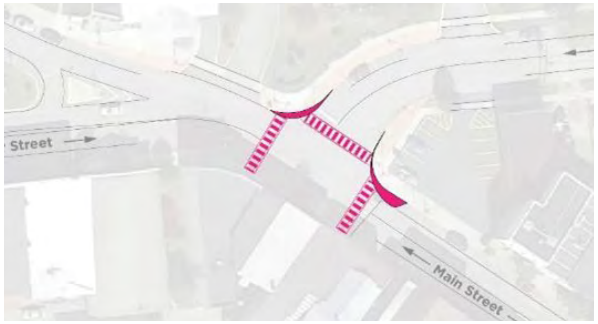
### *Wayfinding Signage*

The Village would like to develop a wayfinding signage program that promotes education of, and accessibility to, important destinations and parking locations. One of these key locations is the pedestrian tunnel to the Downtown parking lot. Wooden signs are preferred for wayfinding signs following the style of the Black River Canal Museum.

*Bump-outs on Schuyler Street/NYS Route 12D*

The intersection of Schuyler Street and Main Street is in the center of the Village's downtown. In 2008, alterations were made to the intersection by adding curb extensions and a making a slight adjustment to the eastern alignment of Schuyler Street to increase pedestrian safety and accessibility. To further improve these conditions, additional curb extensions would be an effective option. To evaluate the community's comfort with the change, a temporary demonstrated project with a painted area and flexible delineators, or other temporary street furniture, could be implemented. The primary factors to consider at the intersection during a test period would be the ability for larger trucks to make the tighter turns, the comfort of pedestrians using the intersection's crosswalks, and the overall impact the changes would have on vehicular traffic rates and behavior.

*Option 1 Concept*:




Curb Bump-Out on the northern corners of the intersection of Schuyler Street and Main Street. This concept uses ladder crosswalks to improve visibility and safety for pedestrians. The bump outs slow turning traffic and reduce pedestrian exposure and mode conflict, allowing for greater pedestrian operability, safety, and accessibility.

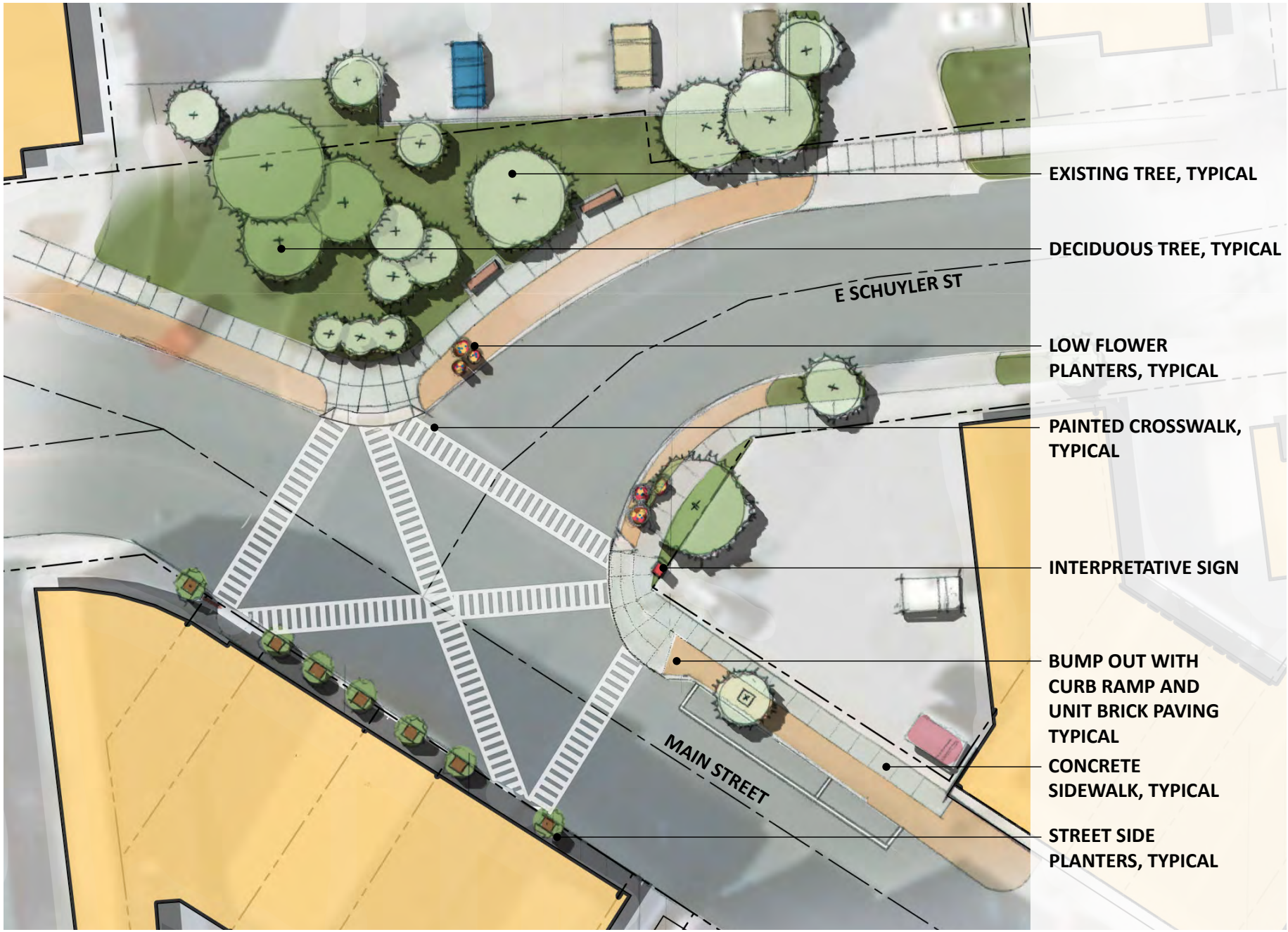
*Option 2 Concept*:


This option builds on Option 1 with curb bump-outs on the northern corners of the intersection of Schuyler Street and Main Street. It uses ladder crosswalks in a pedestrian scramble (or Barnes Dance) configuration, with diagonal crosswalks. Four-way signal stops allow for safer and easier pedestrian movement. This option would require the completion of a signal warrant analysis for installation of a signal. It would replace the existing stop-controlled operation at the intersection.

*Option 3 Concept*:


This option builds on Options 1 and 2 with curb bump-outs on the northern corners of the intersection of Schuyler Street and Main Street with a Barnes Dance ladder crosswalk configuration. It closes the western parking lot entrance to Walgreens that connects directly to the intersection. The removal of this driveway would improve access to the intersection by decreasing mode conflict, simplifying the intersection layout, and adjusting turning patterns and behaviors. Furthermore, it would expand public greenspace created by the previous reconfiguration of the intersection. This option would require installing a signal, replacing the existing signage at the intersection, and realignment of on-site movements for Walgreens, and likely widening the entrance of Walgreens on Schuyler Street.

*Left Turn Signal & Intersection Improvements*



# Section 8: CAPITAL PROJECT MAP & LIST

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

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

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


## Project Map Key:

### SPECIFIC SITE IMPROVEMENTS

- 2 Pedestrian Trail Connection to NYS 12D
- 3 Pedestrian Trail Upgrades to ADA-compliant, year round amenity
- 4 Trail Benches
- 5 Gateway Signage and Mural Park
- 10 Bicycle Improvements
- 11 Bump-out on E. Schuyler St. / NYS 12D
- 12 Local Trail Connections / System Expansion Implementation

### PROJECT AREA IMPROVEMENTS

- 1 Main Street Report
- 6 Street Tree Replacement / Installation of Planters and Landscaping
- 7 Streetscape Furniture
- 8 Wayfinding Signage
- 9 Pedestrian Improvements
- 13 Level 2 EV Charging Station

## Oneida County Main Street Program - Project List for Village of Boonville

| ID# | Project Name | Project Type | Project Description | Location | Total Project Cost (est.) |
|---|---|---|---|---|---|
| 1 | Main Street Report | Planning & Design | Final plan document | Village of Boonville | $38,500 |
| 2 | Pedestrian Trail Connection to NYS 12D[2] | Pedestrian Enhancements; Traffic Safety | Painted path formalizing connection from the north end of trail to NYS 12D (beside Stewart's Shops property); add delineator posts for safety | Stewart's on NYS 12D to north end of Boonville Black River Canal Trail | $11,000 |
| 3 | Pedestrian Trail Upgrades to ADA-Compliant, Year-Round Amenity[2] | Pedestrian Enhancements; Traffic Safety | Upgrade of existing Boonville Black River Canal Trail segment to year-round amenity allowing access to fresh food; meet ADA specifications; include fence installation | Stewart's on NYS 12D to the Headwaters Plaza on NYS 12 | $1,034,000 |
| 4 | Trail Benches[2] | Placemaking | Installation of additional benches along Boonville Black River Canal Trail segment | Stewart's on NYS 12D to the Headwaters Plaza on NYS 12 | $49,500 |
| 5 | Gateway Signage and Mural Park[2] | Placemaking; Greenspace & Landscaping | Refresh of existing mural to serve as a gateway and park area to the Village | Adjacent to trail behind Stewart's on NYS 12D | $432,300 |
| 6 | Street Tree Replacement/Installation of Planters and Landscaping[2] | Greenspace & Landscaping | Replace existing street trees with appropriate street trees for the location, install planters where street trees are not appropriate | Project Area | $269,500 |
| 7 | Streetscape Furniture[2] | Placemaking | Installation of streetscape furniture | Project Area | $89,100 |
| 8 | Wayfinding Signage[3] | Signage; Business Accommodations | Develop a uniform wayfinding signage plan for the community | Project Area | $62,700 |
| 9 | Pedestrian Improvements[3] | Pedestrian Enhancements; Traffic Safety | Replacement of sidewalks and curb ramps where needed; installation of pedestrian scaled lighting at various locations including the village tunnel | Project Area | $110,000 |
| 10 | Bicycle Improvements[3] | Bicycle Enhancements; Traffic Safety | Delineate bicycle route using sharrows along NYS 12D | NYS 12D from Park Avenue to Post Street | $23,100 |
| 11 | Bump-outs on E. Schuyler St./NYS 12D[3] | Pedestrian Enhancements; Traffic Safety | Install temporary or permanent wider radius bump-outs | E. Schuyler St./NYS 12D | $63,800 |
| 12 | Local Trail Connections/System Expansion Implemntation[3] | Pedestrian Enhancements | Install additional towpath parallel to the existing trail | Parallel to exiting Boonville Black River Canal Trail from NYS 12D to Headwaters Plaza on NYS 12 | $165,000 |
| 13 | Level 2 EV Charging Station | Business Accommodations | Install Level 2 EV charging station (dual port bollard unit); includes connection to electric infrastructure, 5-year warranty/maintenance plan, & cloud network connectivity | Project Area | $36,500 |
| | | | | **Total Cost of Projects:** | **$2,385,000** |

Notes:

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

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

# 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 upon available funding, in which case, they may require implementation that extends past 2024. The current round of funding for the Oneida County Main Street Program will remain available through the end of 2026 or until expended. Longer-term projects may need additional sources of funding and/or further planning and engineering analysis, as applicable.

## Potential Funding Sources

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

### *Oneida County Based Programs*

#### *Oneida County Main Street Capital Program*

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

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

#### *Oneida County Flood Mitigation Grant Program*

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

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

### *Street Trees/Vegetation Grant Programs*

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

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

https://www.sleloinvasives.org/

#### *NYS Department of Environmental Conservation - Forestry Service*

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

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

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

## Statewide Economic Development-Related Funding

### NY Forward

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

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

### Downtown Revitalization Initiative (DRI)

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

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

### Regional Economic Development Councils (REDC)/Consolidated Funding Application

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

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

## Statewide Transportation-Focused Funding

### Statewide Transportation Improvement Program (STIP)

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

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

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

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

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

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

*Bridge NY*

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

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

## *Federal Funding*

*HOCTC Local Transportation Planning Assistance Program*

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

http://www.hoctc.org

*Long-Term USDOT & FTA Grant/Funding*

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

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

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

*(IIJA/BIL)*

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

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

*Thriving Communities Program*

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

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

# Section 10: AMENITY PACKAGE

## Themes - Black River Trail, Historic District, Outdoor Recreation

*Attributes - Timber (Historic) or Metal (Bridge), Green & Gold (Colors per School Branding), Brown & White (Historic Signage), Black (Black River)*

| Boonville | Bench | Table | Waste Receptacle | Bike Rack | Bollard | Planter | Lighting |
|---|---|---|---|---|---|---|---|
| Family A- Traditional (Budget)<br>*Ornate features/detailing*<br>*Colors to be green & gold*<br>*Mix of Metal & Wood* |  |  |  |  |  |  | |
| Family B- Traditional (Affordable)<br>*Orante features / detailing*<br>*Color to be black*<br>*Metal* |  |  |  |  |  |  |  |
| Family C- Traditional (Expensive)<br>*Simple forms*<br>*Natural Wood* |  |  |  |  |  |  | |
| Family D- Hybrid (Budget)<br>*Curved forms (River)*<br>*Colors to be black & navy (River)*<br>*Metal* |  |  |  |  |  |  | |
| Family E- Hybrid (Affordable)<br>*Simple, sleek forms*<br>*Mix of metal & wood*<br>*Colors to be green & gold* |  |  |  |  |  |  |  |
| Family F- Hybrid (Expensive)<br>*Curved forms*<br>*Natural material colors*<br>*Mix of metal & wood* |  |  |  |  |  |  | |

*Benches*
https://www.belson.com/Wood-Victorian-Park-Benches
https://victorstanley.com/product/cs-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.landscapeforms.com/en-US/product/Pages/Gretchen-Bench.aspx

*Tables*
https://www.belson.com/Recycled-Plastic-Picnic-Tables-with-Aluminum-Frame
https://www.maglin.com/app/uploads/2020/09/mtb-0510-series_1.jpg?x72621
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.landscapeforms.com/en-US/product/Pages/Gretchen-Picnic-Table.aspx

*Waste Receptacles*
https://dumor.com/node/126#slideshow-1
https://victorstanley.com/product/s-4524/
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.landscapeforms.com/en-US/product/Pages/Gretchen-Litter.aspx

*Bike Racks*
https://www.belson.com/Sentry-Bike-Racks
https://victorstanley.com/product/brcs-101/
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.forms-surfaces.com/projects/royal-palm-beach-park

*Bollards*
https://www.belson.com/Cast-Aluminum-Lighted-Bollards
https://www.maglin.com/app/uploads/2020/09/mbo-0650-series_2.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/Guide-Bollard.aspx

*Planters*
https://www.belson.com/Regency-Style-Wood-Planter-with-Steel-Frame
https://victorstanley.com/product/dyn-428/
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.landscapeforms.com/en-us/site-furniture/pages/all-planters.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 |
|---|---|---|---|---|---|---|---|
| *Celtis Occidentalis* | *Hackberry* | *40-60'/40-60'* | *Slow* | *Pyramidal* | *N/A* | *Tolerates salt, acid to alkaline soil, drought, wind and heat* | *Transplant in the spring, somewhat slow to establish* |
| *Gleditsia Triacanthos var. inermis 'Shade Master'* | *Thornless Honey Locust* | *60-80'/25-40'* | *Fast* | *Rounded* | *Golden-Yellow* | *Wet, salt, drought, high wind, pollution and high pH tolerant* | |
| *Gleditsia Triacanthos var. inermis 'Skyline'* | *Thornless Honey Locust* | *35-45'/25-35'* | *Medium* | *Vase-Oval* | *Yellow* | *Wet, salt, drought, high wind, pollution and high pH tolerant* | |
| *Nyssa Sylvatica* | *Sour Gum* | *40-70'/20-30'* | *Medium* | *Pyramidal* | *Red* | *Salt and wet tolerant* | *Should be planted only in wet areas difficult to transplant - use small sizes and B&B only, translpant in spring* |
| *Quercus Rubra* | *Northern Red Oak* | *50-75'/50-75'* | *Medium* | *Rounded* | *Maroon* | *Salt and drought tolerant, air pollution* | |
| *Tilia Cordata 'Chancellor'* | *Little-leaf Linden* | *50-70'/30-50'* | *Medium* | *Pyramidal* | *N/A* | *Sensitive to excessive salt, drought tolerant* | *Small fragrant flowers in spring* |
| *Tilia Tomentosa 'Green Mountain'* | *Silver Linden* | *65'/40'* | *Medium* | *Rounded Upright Pyramidal* | *Yellow* | *Salt and shade tolerant* | *Small fragrant flowers in spring* |
| *Ulmus 'Homestead'* | *Hybrid Elm* | *55-60'/30-50'* | *Fast* | *Oval* | *Yellow* | | |
| *Ulmus 'Princeton'* | *Hybrid Elm* | *50-70'/30-50'* | *Fast* | *Vase* | *Yellow* | *Tolerates alkaline, clay, dry soils and occasional flooding, and road salt* | |

## Medium Tree (mature height 35-50')

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

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

# Section 12: APPENDIX

## DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

***Rectangular Rapid Flashing Beacon (RRFB)***

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

***Rightsizing***

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

***Right-of-Way***

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

***Roadway***

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

***Semi-Fixed Object***

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

***Shared Use Path***

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

***Sharrow***

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

***Sidepath***

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

***Slow-Turn Wedge***

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

***Street***

A segment of roadway that includes the travelway or cartway.

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

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

***Wayfinding Signage***

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

# Resources

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

***Business Improvement District***

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

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

***CDTC Open Streets***

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

***Farmers Market***

*Introduction (ny.gov)*

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

***Main Street America and Branding and Marketing***

*5 Tips for Main Street Marketing*

*https://www.mainstreet.org/home*

*Handbooks and Guides - Main Street America*

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

***NACTO Global Street Design Guide***

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

***NACTO Urban Bikeway Design Guide***

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

***NACTO Urban Street Design Guide***

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

***New Jersey Complete Streets Design Guide***

*NJCS_DesignGuide.pdf (state.nj.us)*

***NYC Open Streets***

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

***New York City Street Design Manual***

*Street Design Manual | NYC Street Design Manual*

***NYS DOT Complete Street Planning***

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

***Open Streets***

*The Open Streets Guide*

***Parklets***

*People St: Kit of Parts for Parklets*

*Seattle Department of Transportation Parklet Handbook*

***Project for Public Spaces***

*https://www.pps.org*

***Sidewalk Rehabilitation Program***

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

***Smart Growth America***

*https://smartgrowthamerica.org*

***Temporary/ Pop-Up Demonstration Projects***

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

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

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

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

*SRTS Street Pop-up Events | LADOT Livable Streets*

*The Pop-Up Placemaking Toolkit*

***U.S. DOT – Complete Streets***

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

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

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