

TOWN OF WARRENSBURG

River Street Streetscape Revitalization Plan

WHERE HISTORY & WATER MEET



APRIL 2015

THE CHAZEN COMPANIES



TABLE OF CONTENTS

INTRODUCTION.....	1
HISTORICAL CONTEXT	3
VISION & OBJECTIVES	5
RIVER STREET CONCEPT PLAN	7
PRELIMINARY COST ESTIMATES & IMPLEMENTATION STRATEGY ...	18

APPENDICES:

A: EXISTING CONDITIONS ANALYSIS

INTRODUCTION

Classified as a “Rural Minor Collector” roadway, River Street in the Town of Warrensburg (NYS Route 418 and County Route 14) may not seem like it is a significant transportation corridor.¹ However, as an Adirondack gateway community, Warrensburg’s roadways serve as a vital link to a sizable portion of the Adirondack Park, particularly for northern and western portions of Warren County. River Street is no exception. As one of the primary connections to the Town of Thurman (including Thurman’s recently redeveloped railroad station), River Street has long been conduit for locals, recreationists, visitors, and business alike.

Approximately 2.3 miles in length, River Street runs parallel to the Schroon River’s southern bank, providing important



Residents and visitors enjoying the bustling local farmers market located along Rivers Street

¹ NYS Department of Transportation (NYSDOT) functional classification

waterfront access. Between Judd Bridge and Richards Avenue, River Street is owned by Warren County and designated as County Route 14. West of Richards Avenue, the roadway is owned by New York State and designated as NYS Route 418. The western portion of the corridor is the principal collector road to the Town’s Adirondack Park Agency (APA) southern Hamlet Area. It also serves as an important link to Main Street (NYS Route 9, via Richards Ave and Judd Street bridges) as well as to Warrensburg Elementary School and the Town’s Recreation Field (via Milton Street Bridge and Library Avenue) for residents that live south of the Schroon River.

Approximately 0.25 miles beyond the Milton Street intersection (near the National Grid Substation) the corridor becomes increasingly rural in nature, offering splendid views of the Schroon River and nearby forested mountain landscape (see Study Area Map located at the end of this section).

Adjoining land uses include a concentration of residential neighborhoods along Alden, Commercial, Mill, Ridge, and Burdick Avenues. There are also a variety of recreation and commercial uses: the proposed Paper Mill Park (former Warrensburg Board & Paper Mill site), the Town’s Historic Mills District Park and Riverfront Farmer’s Market, Grist Mill Restaurant, River Street Plaza, Curtis Lumber, and Hickory Ski Center. This mix of land use supports a small but vibrant and revitalizing community center.

The Town desires to enhance the River Street corridor. A handful of pocket parks, a disconnected network of sidewalks, variable roadway conditions, and a number of impediments within the right of way result in a streetscape that is visually unappealing and may contribute to a number safety related concerns among residents.² Among the greatest concerns is the number of vehicular accidents involving utility poles as well as the lack of pedestrian accommodations in select areas. The River Street Existing Conditions Analysis (see Appendix A) provides a summary of these conditions.

In light of these issues, the Town of Warrensburg, with funding and technical support from the Adirondack/Glens Falls Transportation Council (A/GFTC), has developed the River Street Streetscape Revitalization Plan to address these issues. The River Street Streetscape Revitalization Plan is also intended to create a strategy that will help further revitalize the corridor by attracting funding opportunities for improvements, promote new private investments, encourage new visitors, and provide facilities that meet the needs of existing and future residents. This plan does not obligate Warren County or the New York State Department of Transportation to any specific improvements. Although the Town does not directly control the roadway, it is hoped that the collaborative process which was used to create this plan

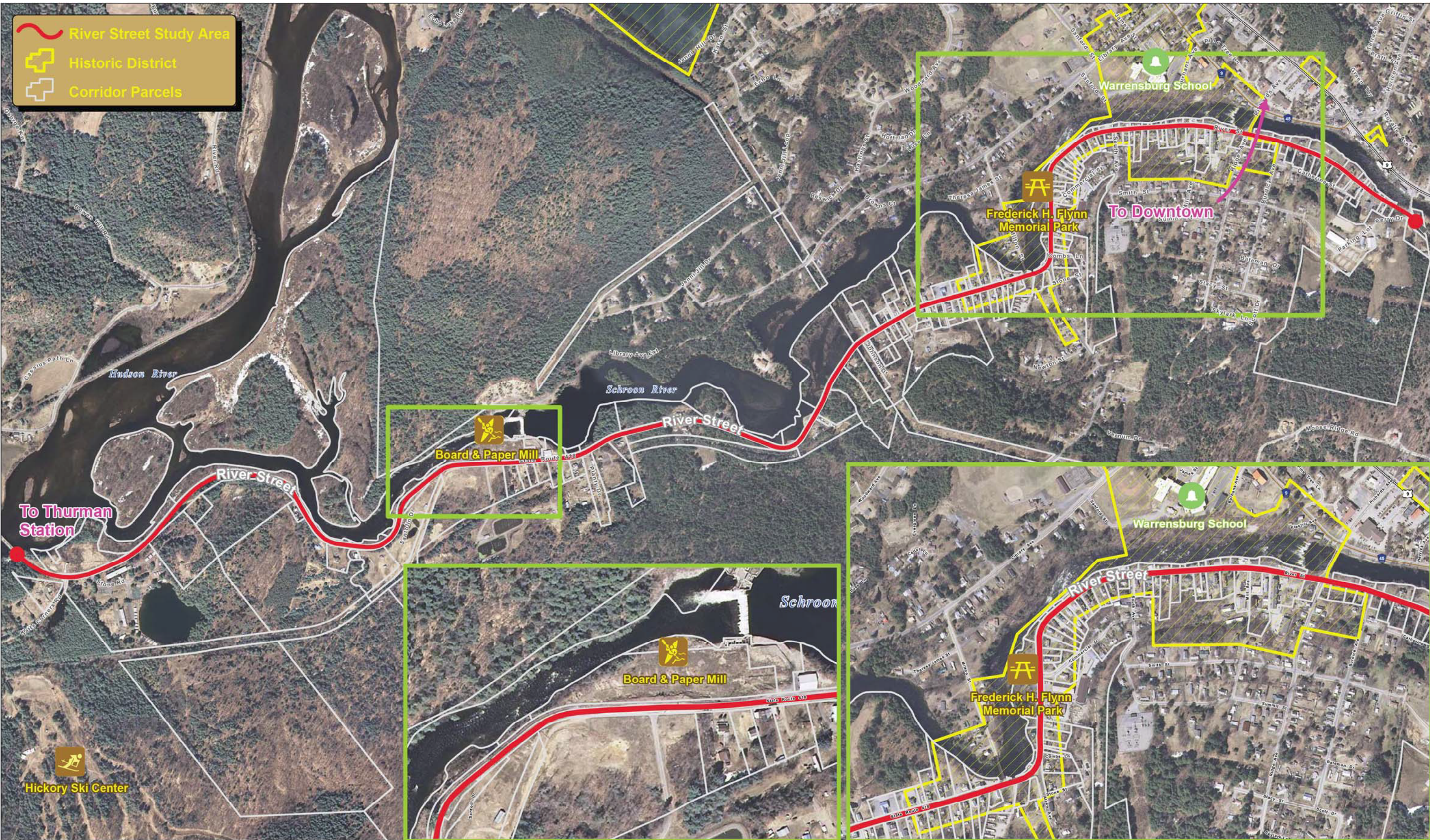
² Note that further technical analysis may be required in order to verify safety concerns that were identified by the Town and/or community.

will be carried forward as projects are completed in the future.



From local commuting to recreationist, anecdotal evidence suggest that cycling has increased in popularity along the River Street corridor

Developed by a committee that consisted of local staff and elected officials, as well as A/GFTC, Warren County, and NYS Department of Transportation representatives, the River Street Streetscape Revitalization Plan was prepared following an extensive inventory and analysis process, walking tours of the corridor, Farmers Market visits, stakeholder input, and a Town Board workshop that was held April 8, 2015. This participatory planning approach has resulted in a plan that is based on a shared community vision. Furthermore, the plan acknowledges that there are a limited local, state, and federal funding opportunities. Therefore, the plan is intended to be both practical in design and implementable through strategic partnerships and with diverse range of grant support.



HISTORICAL CONTEXT

Rivers Street's close proximity to the Schroon River (and confluence with the Hudson River) has had a strong influence on the Town's industrial heritage. According to the Historical Park and Riverfront Farmer's Market plaque (located along River Street), "timber, water, location...this winning combination sparked development and fortunes of early Warrensburg."³ This convergence of natural resources led to the growth of sawmills, gristmills, planing mills, and tanneries along the Schroon River in early nineteenth century, supporting job growth and development of working-class residential neighborhoods. During this time period River Street evolved to accommodate the demands of these industrial land uses.

In 1870, Thomas C. Durant brought the 'Adirondac' railroad to nearby Thurman.⁴ In 1909 a dam along the Schroon River was constructed, forming a large impoundment (Schroon River Pond) and providing hydropower to the nearby Schroon River Pulp Company (eventually renamed Warrensburg Wood & Paper Corporation).⁵ This, coupled with roadway reconstruction in 1912 by the NYS Department of Highways

(now NYSDOT), buoyed the production and shipment of goods and services, as well as visitors to the region.



However, according to the National Park Service (NPS), much of this industrial base quickly "succumbed to the economic pressures of expanding national markets..." throughout the early part of twentieth century. While a handful of operations (particularly milling) continued through the middle twentieth century, a precipitous decline in local manufacture resulted in the shuttering of many business along the River Street corridor (including the end of passenger and freight service at

³ The eastern portion of River Street is located within the Warrensburg Hamlet Historic District (01NRO1752)

⁴ Lake to Locks Passage (www.lakestolocks.org)

⁵ Warren County Historical Society (www.warrencountyhistoricalsociety.org)

Thurman Station). In the absence of manufacturing, recreation and tourism emerged as the region's economic base industry. Throughout the latter part of the twentieth century this economic shift resulted in the adaptive reuse of several buildings, which were turned into locally owned shops and restaurants. For example, in 1976 the Grist Mill was sold and converted into a restaurant and museum. Later, the Empire Shirt Factory was converted into the River Street Plaza, a mix of commercial uses that include office, retail, and dining space. In addition to these conversions several sites were redeveloped into open space resources. For example, the Town's Historic Mills District Park was once home to the J.R. Foster's Shoe Peg Factory and the proposed Paper Mill Park was once the Warrensburg Wood & Paper Corporation. These changes have resulted in a River Street corridor that is significantly different from its industrial past. From its charming commercial district and quaint residential neighborhoods to its open space and outdoor recreation

resources, the River Street corridor is now a place where residents and visitors can enjoy shopping, dining out, riding their bike, paddling, fishing, picnicking, or just watching the Schroon River float on by.

As interest in heritage tourism, cycling, and water-based recreation continues to grow, coupled with an increasing desire among Baby Boomers and Millennials to live, work, and play in more walkable mixed use communities, there are many new opportunities to capitalize on when it comes to the continued revitalization of the River Street Corridor (as well as the entire Town of Warrensburg). These opportunities include new and improved waterfront access, expanded cultural and recreational resources, improved pedestrian access and amenities, historic interpretation design features, wayfinding signage, aesthetic enhancements, and increased multimodal opportunities (e.g., cycling, leveraging the reopening of Thurman Station passenger service, etc.).

VISION & OBJECTIVES

Today River Street is an important transportation, residential, commercial, recreation, waterfront, and historical access corridor. On any given day you will find residents going about their daily lives, walking, shopping, and traveling to school and work. You may also find outdoor and recreation enthusiasts fishing, kayaking, canoeing, jogging, or cycling up and down the roadway and along the Schroon River. Local shops and restaurants are often filled with patrons, particularly during the warm months when seasonal residents and tourists fill the area. In order to support the continued revitalization of the River Street corridor, the future vision for its streetscape is multifaceted and needs to address the following:

- Improved vehicular, multimodal, and pedestrian access and safety for existing users and to support future demands, taking into consideration new businesses, cultural and recreational opportunities.
- Improved physical and visual access to existing and new recreation and waterfront facilities.
- Improved interpretation of the corridor’s historic resources and industrial legacy.
- Improved aesthetic quality of the corridor in order to encourage new private investment and increased visitation.
- Encouraged use of the Thurman Station by improving physical and informational (e.g., signage, web based,

etc.) connectivity to River Street business and the Town’s hamlet center.

- Acknowledgment that the corridor is not homogenous when it comes nearby land uses and/or physical settings and that pedestrian related improvements need to be context sensitive.

Ultimately the design objective for the River Street corridor is to create a more “complete street.” While traditional roadway designs use a classification system based on increasing volumes and speeds, a more “complete street” integrates various design features to control access and speed, thereby making for a safer, convenient, and comfortable travel and access experience for users of all ages and abilities regardless of their mode of transportation. This integrated design approach helps to reduce vehicle miles traveled and promotes pedestrian mobility. Formally recognized by the NYS Complete Streets Act in 2011 and by the Warrensburg’s Complete Streets policy in 2012 and Complete Streets ordinance in 2013, a complete streets approach often includes a variety of design features that make streets and communities more livable.

According to the National Complete Streets Coalition (NCSC), “a complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and

accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.”⁶ The NCSC further states, “A complete street in a rural area will look quite different from a complete street in a highly urban area, but both are designed to balance safety and convenience for everyone using the road.”

The River Street corridor consists of two (2) distinct land use patterns, a more developed eastern portion and a rural western portion. Therefore, a complete streets design approach that recognizes these differences is appropriate. More specifically, it is recommended that the area between the Judd Bridge and just beyond the Milton Street bridge neighborhood include more robust streetscape improvements. In turn, it is recommended that the western portion (towards Thurman) incorporate more subtle improvements, including additional safety signage and wider road shoulders wherever practicable.

Although complete streets enhancements can at times be cost prohibitive, the River Street Streetscape Revitalization Plan acknowledges this and advances a new vision for the corridor by using practical and cost-effective design solutions. Furthermore, future improvements are intended to be done iteratively, thus spreading the potential costs over a longer

⁶ <http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/complete-streets-faq>

period of time or as part of series of interrelated public and private projects.



Residence and adaptively reused buildings line the eastern portion of the River Street corridor (courtesy Google Street View)



Western portions of the River Street corridor is predominantly defined by a more rural characteristic (courtesy Google Street View)

RIVER STREET CONCEPT PLAN

The River Street Streetscape Revitalization Concept Plan (located at the end of this section) is divided into four (4) sections: Judd Bridge to west of Mill Avenue (Figure 1); west of Mill Avenue to Alden Avenue (Figure 2); Alden Avenue to the National Grid Substation (Figure 3); and the National Grid Substation to the Thurman Bridge (Figure 4). Figures 1-3 provide a detailed rendering of the proposed corridor improvements. Given the more rural character of the corridor's western portion, Figure 4 provides a general overview of the proposed improvements.

While the River Street Streetscape Revitalization Concept Plan illustrates site-specific improvements, it is important to note that the proposed design elements are conceptual in nature and do not commit the Town of Warrensburg, Warren County, AGFTC, or NYSDOT to fund any of these improvements. Furthermore, additional analysis of the proposed design elements is necessary (e.g., traffic safety analysis, warrant analysis, etc.) during future design phases and/or before any financial commitments can be made. Finally, it will also be important to work with willing land owners in order to implement select features. This includes any design elements

that extends beyond the right of way limits and onto privately owned lands.⁷

As part of the Town's 2012 Comprehensive Plan's hamlet sustainability and complete streets goals, it is important to recognize that the revitalization of the River Street corridor is a priority initiative for Warrensburg. As part of this effort, Warren County recently repaved their portion of the roadway and is in the process of installing select improvements to the Judd Bridge intersection.

Currently the repaving of the NYS-owned portion of the roadway is not scheduled until 2017 at the earliest. This is a case where the New York State Region 1 paving schedule is asynchronous to the local priorities. The Town could work with NYSDOT to determine if the State schedule has flexibility for the paving to move forward sooner. However, given that the Town also desires additional improvements, which would not be part of a strict pavement preservation project, it may be beneficial for the local agencies to pursue funding for the non-preservation elements (such as lighting, signage, etc.) in

⁷ Note the River Street right of way (ROW) is approximately 50 feet. Based on real property data, approximately five (5) or six (6) parcels may be impacted by the proposed improvements. Please note this estimate does not include in-kind replacement of existing sidewalks or the relocation select utility poles onto adjoining parcels. Furthermore, expanded road shoulders may result in additional encroachments.

the meantime. This may allow the Town to coordinate with the State to complete these additional improvements in tandem with the scheduled pavement preservation projects, resulting in less disruption to the roadway. This is particularly true where/if full depth reconstruction is required. However, if NYSDOT is going to invest in roadway improvements, even for preservation purposes, elements of the River Street Streetscape plan should be taken into consideration in order to support future growth and economic development opportunities.

For organizational purposes the River Street Streetscape Revitalization Plan recommendations (next page) have been divided into the following categories: pedestrian safety and amenities; multimodal access and safety; vehicle access and safety; waterfront access and recreation; and interpretation, wayfinding, and visual enhancements.



Recently repaved section of River Street near the Judd Bridge Intersection. Note Warren County plans to install new crosswalks and stop signs.



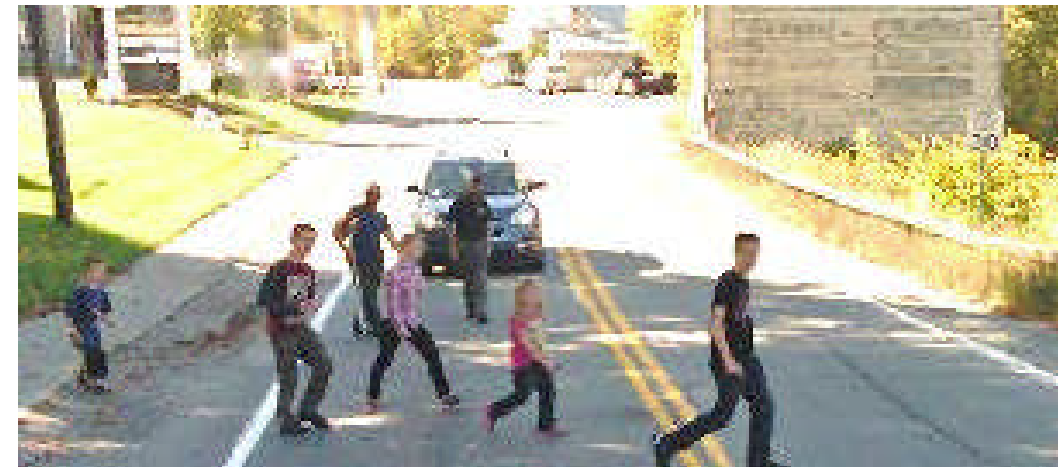
Pedestrian Access & Amenities:

Proposed pedestrian enhancements to the River Street corridor include sidewalk replacements from the Judd Bridge to the National Grid Substation. It also includes new sidewalks that are intended to enhance safety and improve connectivity between existing sidewalk segments and adjoining places of interest. This includes the Richards Avenue Bridge Park, the southern side of River Street between Richards Avenue and Mill Avenue, and between the Historical Park and Riverfront Farmer's Market (hereafter 'Farmers Market Park') and National Grid Substation. Please note that some these improvements may require minor realignment of the roadway and/or intersection and guiderail reconfiguration.

Sidewalks must comply with ADA accessibility requirements and be maintained during winter months. Wherever sidewalks are impracticable due to existing infrastructure, site access, or parking configurations (e.g., Judd Bridge, Grist Mill, Curtis Lumber, etc.), pedestrian spaces may be defined using striping or textured/contrasting surfaces (e.g., at grade concrete, etc.).

The plan also calls for improved crosswalks and new crossing opportunities throughout the corridor. At a minimum it is recommended that all existing crosswalks should be restriped. Existing, relocated, modified, and proposed crosswalks at Judd

Bridge, Veterans Park, Richards Avenue, Mill Avenue, Commercial Avenue and Farmers Market, Alden Avenue, and Milton Avenue should be well-connected to the pedestrian access and/or intersection improvements. For example, the proposed Veterans Park midblock crosswalk should link with the respective pedestrian walkway improvements. These improvements may also include modification to the existing guiderails as well.



In the absence of crosswalks pedestrians are more likely to cross at unsafe or illegal locations (courtesy Google Street View)

In addition to the above physical improvements, enhanced pedestrian signage should be used to alert drivers. This not only includes crosswalk signage but flashing beacons as well. If warranted, flashing beacons in advance of the Veterans Park midblock crosswalk as well as the crosswalks at Mill and Commercial avenues (Farmers Market) should be considered. In effort slow vehicle traffic approaching the Milton Avenue Bridge neighborhood, a variable speed sign west of the National Grid Substation should be considered.



Multimodal Access & Amenities: Cycling continues to increase in popularity as a mode of transportation, a method of exercise, and as a recreational activity. In response, the River Street Streetscape Plan calls for a number of cycling related improvements. While narrow travel

lanes, slower travel speeds, relocation of problematic utility poles, and the installation of more bicycle friendly stormwater grates will (and already do) encourage and support cycling between Judd Bridge and the National Grid Substation, expanded road shoulders from the substation to the Thurman Bridge, coupled with shared roadway signage, are recommended in order to enhance the cyclist’s experience throughout the remainder of the River Street corridor. Ongoing maintenance (e.g., street cleaning, snow removal, etc.) of these improvements will further encourage safe cycling as well. Additionally, bicycle racks at Veterans Park, Richards Avenue Park, Farmers Market Park, and the proposed Paper Mill Park will help facilitate cycling.

The redevelopment and expanded use of Thurman Station presents additional multimodal opportunities for the River Street corridor and Town of Warrensburg. With increased ridership, the Town, Warrensburg Chamber of Commerce, or an alternative entity may consider providing scheduled shuttle service from the Thurman Station to points along River Street

and downtown Warrensburg. Improvements to River Street should take into consideration possible transit service stops.



Narrow and poor road shoulder conditions along River Street can deter cycling and can be contribute to a number of safety related concerns



Passenger train service at the Thurman Station continues to increase in popularity (courtesy of flickr user Ironmike9)



Vehicle Access, Travel & Safety: While the primary focus of the River Street Streetscape Revitalization Plan is to improve pedestrian access and aesthetic quality of the corridor, several vehicular related improvements were identified through the planning process.

(It is important to reiterate that traffic related improvement will require further traffic safety and warrant analysis during subsequent design and/or funding phases.)

Proposed vehicle related improvements include the installation of stop signs at each approach to the Judd Bridge intersection. The current configuration, which currently has a single yield sign at the Judd Street approach, can be confusing to drivers, conducive to fast turning speeds, and does not provide an opportunity for pedestrians to cross. Reduced turning radii using restriping and guiderails, coupled with new signage, stop lines, crosswalks, and walkway and sidewalk segments is believed to make a safer intersection for all users. The Town and County are already collaborating to make some of these improvements, especially concerning the installation of stop signs.

Similar improvements to the Richards Avenue intersection are proposed. According to the existing conditions analysis there a number of vehicle accidents at this intersection. Based on community input and a review of crash data, limited line of

sight and the current two-way stop configuration may play a role. The lack of a crosswalk is a cause for concern among residents. As such, the installation of four-way stop, the narrowing of turning radii, and the moving of stop lines in order to improve line of sight is suggested. Turning radii need to accommodate truck traffic. Further traffic analysis is needed to ensure that these improvements will have a



Poor striping, no stop lines, lack of crosswalks, wide turning radii, and an awkward stopping configuration make for seemingly unsafe intersection (courtesy of Google Street View)

positive impact. An alternate, more subtle approach, may include simple restriping to accommodate truck traffic or a mountable curb, and clearly defined stop lines and crosswalks.

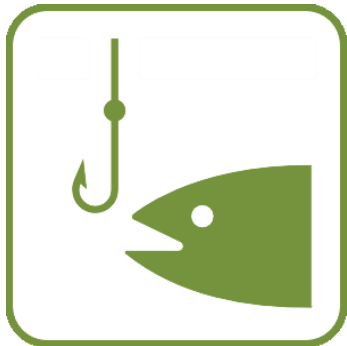
The Alden Avenue intersection may be improved by slightly realigning (to make a T-intersection) and narrowing the

intersection in order to reduce turning speeds and limit the distance pedestrians must cross.

Finally, the plan calls for a number of vehicle related access, travel, and safety enhancements. This includes resurfacing or reconstruction of the roadway, traffic calming measures (e.g., additional speed limit signage, variable speed signs, etc.), and select access management improvements. Perhaps one of the most important improvements is the relocation of utility poles that are located within close proximity to travel lanes. According to the existing conditions report there are a number of accidents that have involved problematic utility poles, some of which have resulted in personal injury. It also appears that a handful of utility poles have also been struck by snow plows, which may impact the structural integrity of the poles.



Evidence of vehicle and/or snow plow impacts can be seen on several utility poles within the corridor. Other utility poles are considerably closer to the travel lane.



Waterfront Access & Recreation: There are several formal and informal points of access to the Schroon River within the River Street corridor. This includes Veterans and the Farmers Market parks, as well as small pocket parks at Richards and Milton Avenues. Each offers opportunities for both active (primarily fishing) and passive recreation. The Town is also currently in the process of developing a new waterfront park at the former Warrensburg Board & Paper Mill Company site, which was recently named

Paper Mill Park. In addition to these park facilities are a number of informal locations where outdoor enthusiasts can access the waterfront via the River Street right of way. However, these locations tend to be overgrown with vegetation, located along steep embankments, and/or have limited parking opportunities.

While canoe and kayak enthusiasts may take advantage of these waterfront opportunities, the only formal boat launch is located directly above the Schroon River hydroelectric dam. The site is owned by Boralex and the boat launch is required as part of their Federal Energy Regulatory Commission (FERC) license. This access point allows paddlers to enjoy the Schroon River Pond impoundment, which extends from the dam to the Milton Avenue Bridge. There are no formal access

opportunities below the dam or above the Richards Avenue Bridge.

The plan identifies several fishing and canoe and kayak access improvements in order to enhance recreational opportunities within the Schroon River corridor. This includes enhancements to Richards Avenue pocket park (a popular fishing location) as well as the pocket park opposite Alden Avenue. More specifically, improved sidewalk connectivity and small



With no sidewalks and only small gap in the guiderail, the small pocket park located opposite the Alden Avenue intersection has limited accessibility (courtesy of Google Street View)

riverfront trails at both locations should help increase accessibility and usage. It also includes a more well-defined parking area at Richards Avenue pocket park. The plan also includes a new waterfront park at the National Grid

substation. The proposed park includes a parking area and a cartop boat launch, which would provide access to the upper reaches of the Schroon River Pond impoundment.

Finally, the plan supports the Town of Warrensburg's effort to develop Paper Mill Park at the site of the former Warrensburg Board and Paper Mill Company. The proposed park is currently in the design phase and the Town is now identifying elements of the project that can be done using local labor forces. Once complete, the park will include a portage from the existing boat launch located above the dam to a cartop boat launch that will be located below the dam. This will not only improve accessibility for users of the park, it may also support through paddlers and perhaps be part of a future Hudson River and Schroon River blueway trail. A concept plan for the proposed Paper Mill Park is included as the end of this section (see Figure 5).



The Town's proposed Paper Mill Park will provide enhanced waterfront access below the Schroon River Dam. The park will also include a host of other passive and active recreation opportunities



Interpretation, Wayfinding, and Visual Enhancements: Two of the Town of Warrensburg’s greatest resources are the Hamlet of Warrensburg and Warrensburg Mills Historic Districts. As previously noted a significant portion of the study area is within these historic district boundaries. Signage identifying the hamlet and historic district is generally lacking. The River Street corridor should include informational signs that better identify the limits of the historical districts and help interpret its

historical resources. Additional signage that helps visitors navigate points of interest and local business should also be included.

The River Street Streetscape Revitalization Concept Plan identifies several locations where wayfinding signage is recommended (note certain wayfinding is subject to Manual on Uniform Traffic Control Devices standards). This includes: town-wide, historic district, and River Street gateway signage at the Thurman Bridge, National Grid substation, and Judd Bridge, respectively; natural resource signage at select River Street pull offs; a comprehensive wayfinding signage system at the proposed Paper Mill Park; and historical interpretive and waterfront access signage at the Farmers Market, Richards Avenue, and Veterans parks, and proposed Schroon

River Overlook (see below for more information). It is important to note that such signage should be attractive, include uniform and complementary design elements,



appropriately scaled for the intended user (e.g., vehicular traffic verse pedestrians), and highlight landmarks, points of interest and access, and local businesses. The Town should consider a preferred signage design strategy to

ensure visual continuity. It may consider using the signage design scheme that is currently being developed for the Paper Mill Park (see image left).

Finally, the Town should explore additional ways to improve visual access to the Schroon River waterfront and enhance the aesthetic quality of corridor. For example, a unique design feature that was identified during the planning process was the Schroon River overlook near the Grist Mill Restaurant. The concept includes a proposed walkway along the existing Grist Mill parking lot that connects to an observation deck situated

along the Schroon River riverbank. The walkway and overlook could incorporate a number historical interpretive signs and or features (e.g., historical industrial equipment that is currently located on the property). While located on private property, a public private partnership could bring this unique opportunity to fruition.

As for the aesthetic quality of the corridor, a host of landscaping improvements, reconfiguration of select parking areas, and pedestrian scale design features and amenities can be employed to beautify the River Street streetscape and its adjoining public spaces. Often referred to as corridor beautification, the use of attractive period lighting (that compliments the historic district), banner, pavers or pressed asphalt, street furniture, planters, street trees, flowerbeds, as well as public art displays not only instill a sense of local pride and foster a greater sense of place, it can help attract new investments and promote tourism. A rendering that illustrates these design elements along the River Street is provided below (see Figure 6 next page).



Streetscape elements that are designed to complement one another provide for an attractive and unique user experiences. These features, coupled with landscaping and other enhancements, will help improve the visual quality of the River Street corridor

New sidewalks and striping can be used to reduce curb cuts, improve access management, and enhance safety

Wayfinding signage should be used to help residents and visitors navigate the corridor and to identify local business and points of interests

Encourage local property owners to reinvest in properties along the corridor. Provide support through funding opportunities and/or technical assistance

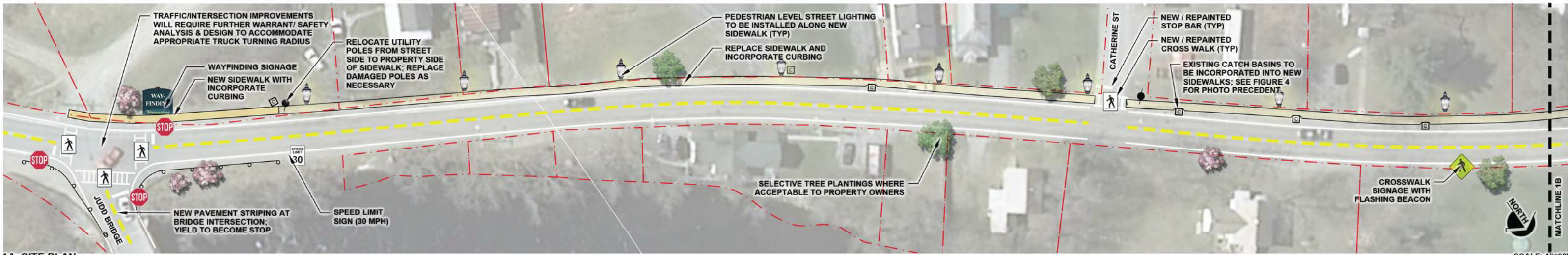
Attractive streetscape features such as period lighting, bollards, benches, banners, plantings and landscaping are important design elements



Narrower travel lanes (wherever practicable) along with thoughtfully planned and designed crosswalks are important pedestrian safety and traffic calming features

New or improved sidewalks, wider shoulders and/or on-street parking, as appropriate,, and relocated utility poles, coupled with additional pedestrian and bicycle signage, will make for a safer

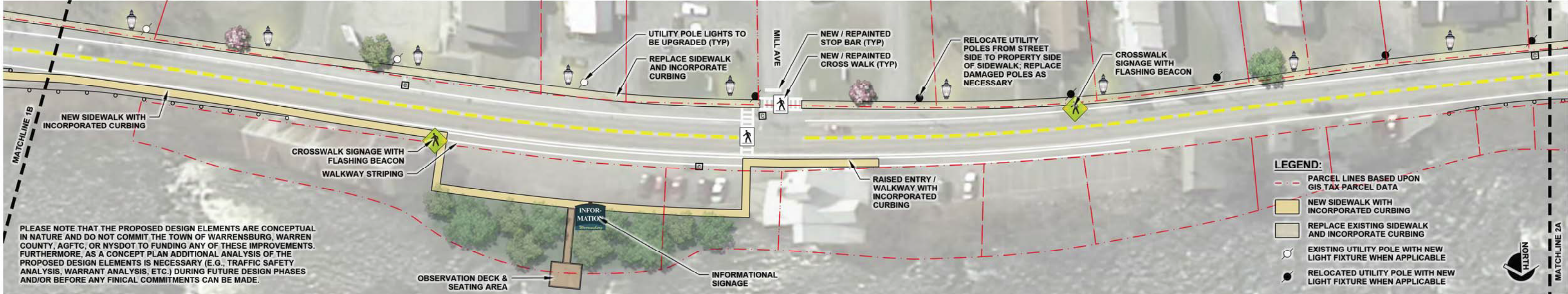
Figure 6: River Street Revitalization Rendering



1A. SITE PLAN



1B. SITE PLAN

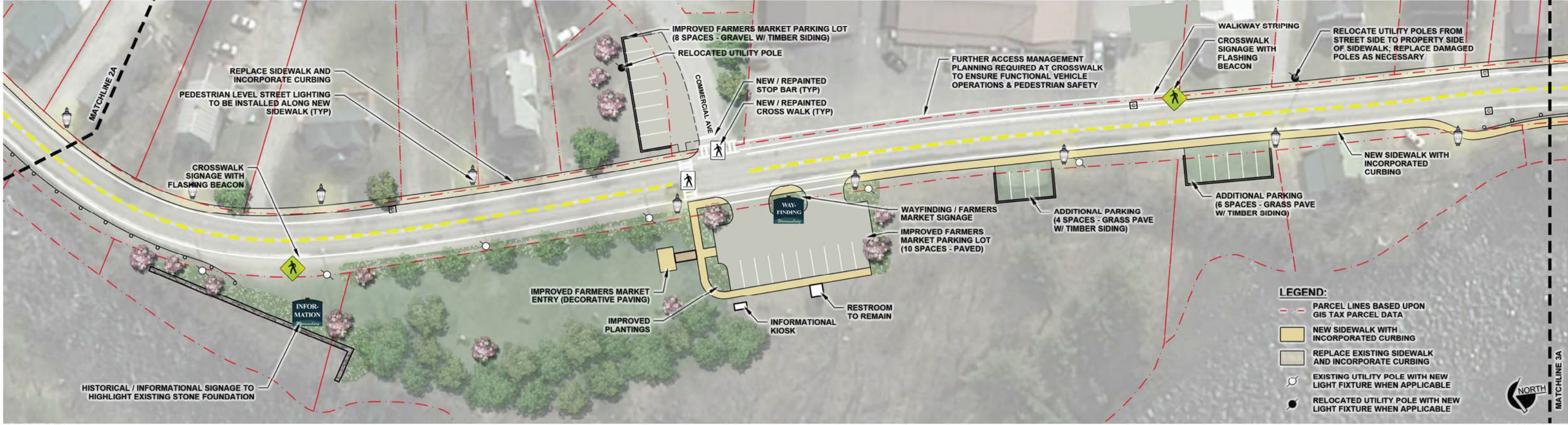


1C. SITE PLAN



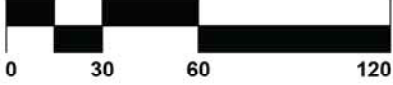


2A. SITE PLAN



2B. SITE PLAN

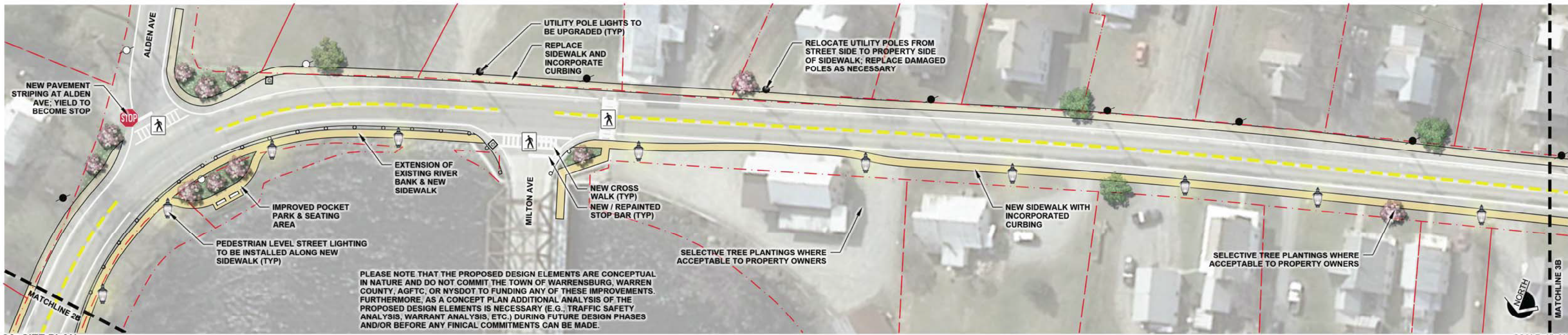
TOWN OF WARRENSBURG, NY
MARCH 6, 2015



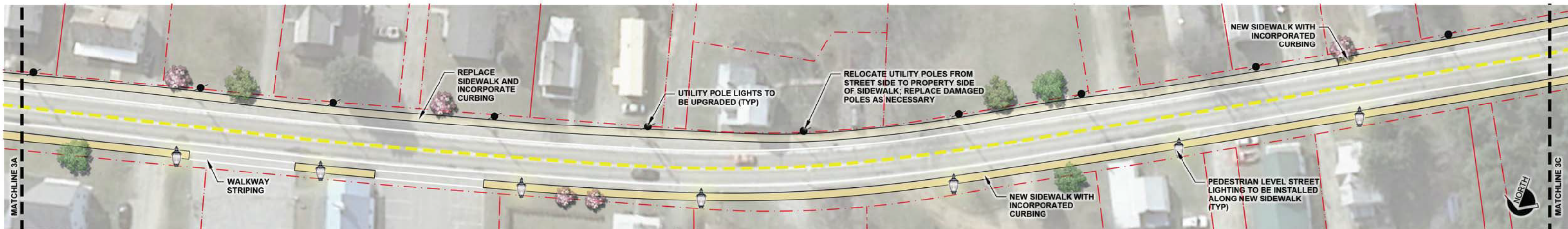
PROPOSED STREET IMPROVEMENTS
WARRENSBURG ROUTE 418 & RIVER STREET

CONCEPT PLAN: FIGURE 2





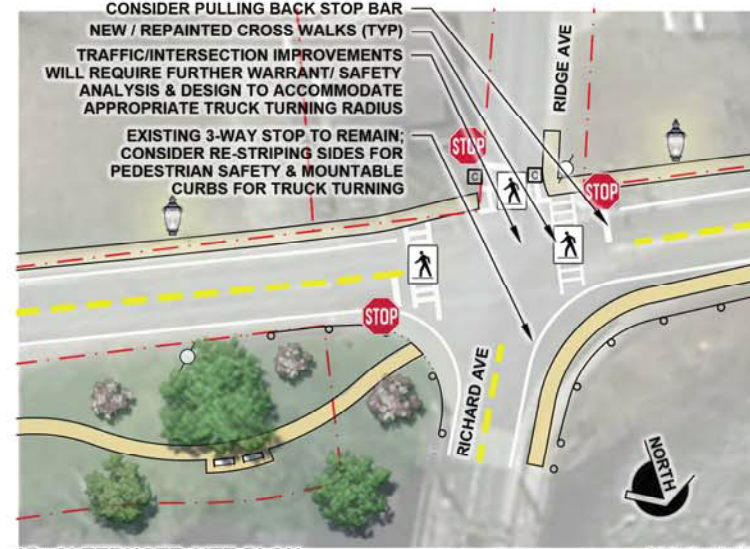
3A. SITE PLAN SCALE: 1"=60'



3B. SITE PLAN SCALE: 1"=60'



3C. SITE PLAN SCALE: 1"=60'



1B. ALTERNATE SITE PLAN SCALE: 1"=60'



VARIABLE SPEED SIGN



INTEGRATED CATCH BASIN / CURB INLET

- LEGEND:**
- PARCEL LINES BASED UPON GIS TAX PARCEL DATA
 - NEW SIDEWALK WITH INCORPORATED CURBING
 - REPLACE EXISTING SIDEWALK AND INCORPORATE CURBING
 - EXISTING UTILITY POLE WITH NEW LIGHT FIXTURE WHEN APPLICABLE
 - RELOCATED UTILITY POLE WITH NEW LIGHT FIXTURE WHEN APPLICABLE

TOWN OF WARRENSBURG, NY
MARCH 6, 2015

PROPOSED STREET IMPROVEMENTS
WARRENSBURG ROUTE 418 & RIVER STREET

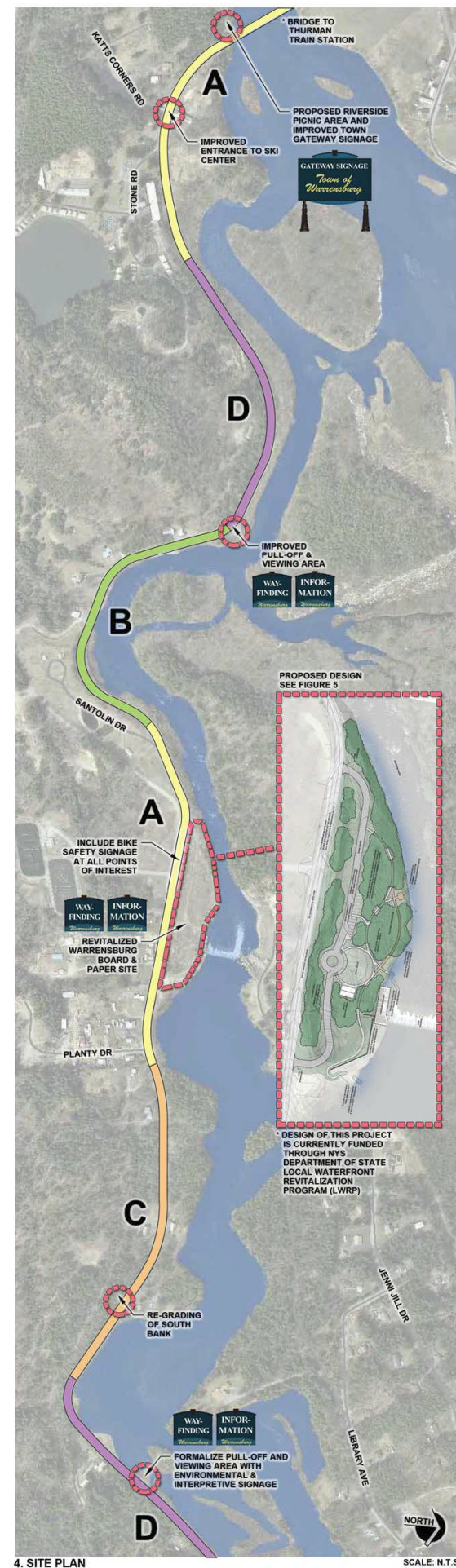
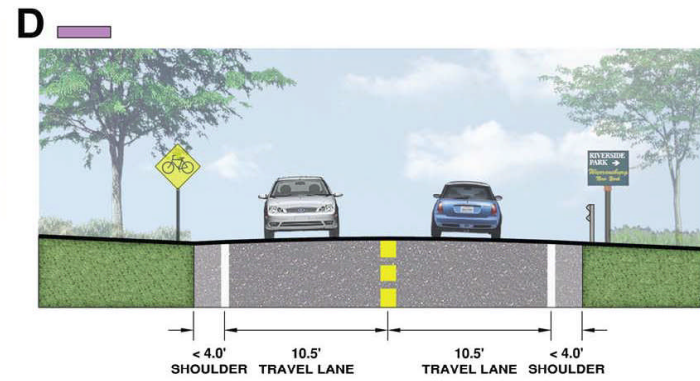
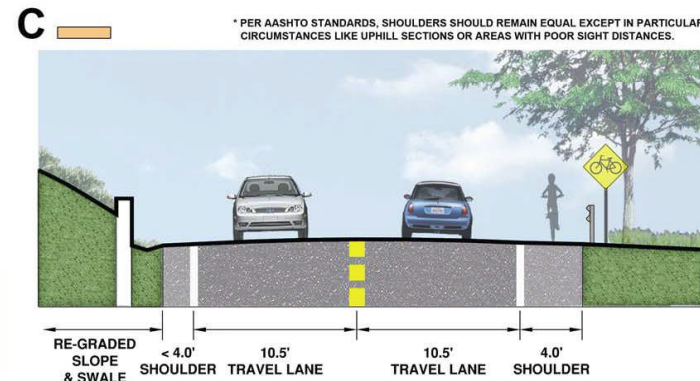
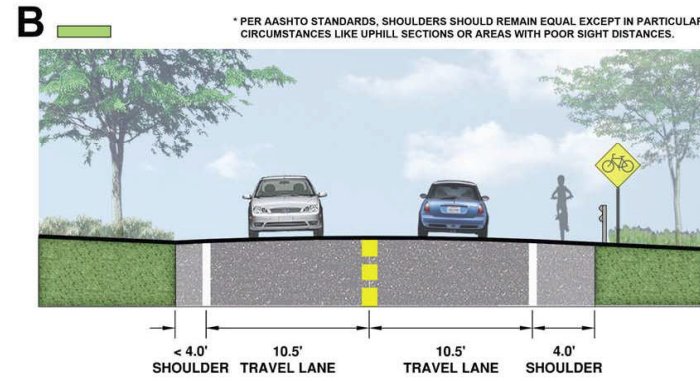
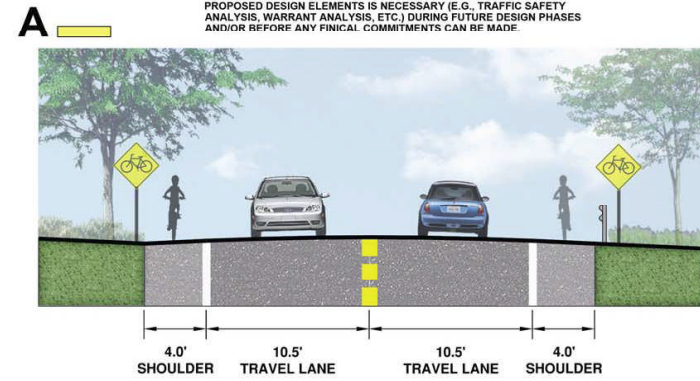
CONCEPT PLAN: FIGURE 3



RIVER STREET RURAL ROAD SEGMENT

THE WESTERN PORTION OF WARRENSBURG'S RIVER STREET (NYS 418) CAN BE DESCRIBED AS MORE RURAL IN NATURE, WITH FEW PEDESTRIAN GENERATING LOCATIONS OR ACTIVITIES. HOWEVER, CYCLING CONTINUES TO BE A POPULAR ACTIVITY ALONG THIS SECTION, AS IS FISHING & SIGHTSEEING. WHILE RIVER STREET'S RIGHT-OF-WAY LIMITS PROVIDE ENOUGH ROOM FOR EXPANDED PEDESTRIAN ACCESS (E.G. INCREASED ROAD SHOULDERS), SUCH IMPROVEMENTS ARE LIKELY COST PROHIBITIVE DUE TO A NUMBER OF PHYSICAL CONSTRAINTS INCLUDING STEEP UPLAND AND RIVERSIDE EMBANKMENTS, ROCK OUTCROPPINGS, WETLANDS, AND STORMWATER SWALES. NEVERTHELESS, GIVEN THE POOR CONDITION OF THE ROADWAY, FUTURE IMPROVEMENTS REMAIN NECESSARY. DUE TO VARIATIONS IN THE ROADWAY, A NUMBER OF DESIGN SOLUTIONS SHOULD BE EMPLOYED WHEN MAKING FUTURE UPGRADES. BELOW ARE 4 SECTIONS THAT REPRESENT THE DESIRED IMPROVEMENTS IN LOCATIONS THAT RANGE FROM LEAST TO MOST CONSTRAINED.

PLEASE NOTE THAT THE PROPOSED DESIGN ELEMENTS ARE CONCEPTUAL IN NATURE AND DO NOT COMMIT THE TOWN OF WARRENSBURG, WARREN COUNTY, AGTC, OR NYSDOT TO FUNDING ANY OF THESE IMPROVEMENTS. FURTHERMORE, AS A CONCEPT PLAN ADDITIONAL ANALYSIS OF THE PROPOSED DESIGN ELEMENTS IS NECESSARY (E.G. TRAFFIC SAFETY ANALYSIS, WARRANT ANALYSIS, ETC.) DURING FUTURE DESIGN PHASES AND/OR BEFORE ANY FINICAL COMMITMENTS CAN BE MADE.

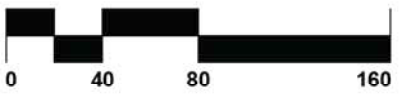




TOWN OF WARRENSBURG, NY
 MARCH 6, 2015

PROPOSED STREET IMPROVEMENTS
 WARRENSBURG ROUTE 418 & RIVER STREET

PAPERMILL PARK CONCEPT: FIGURE 5



PRELIMINARY COST ESTIMATE & IMPLEMENTATION STRATEGY

There are several potential funding sources that may be used to implement River Street Streetscape Revitalization Plan. However, no one source will likely fund the project in its entirety. As such, it is important to explore and leverage all funding opportunities. Given the variety of funding sources and strategies, it is important to continually examine

priorities, possible alternatives, and implementation strategies to champion the projects that are identified with this plan. The estimated 2015 project cost for the River Street Streetscape Revitalization Plan is approximately \$4.0 to \$5.9 million. Below is a summary of this estimate:

RIVER STREET STREETScape REVITALIZATION PRELIMINARY COST ESTIMATE

River Street Roadway (resurface vs. reconstruction)	\$865,000-\$4,100,000 ¹
Sidewalk Improvements (new segments only vs. new segments and replacement of existing)	\$236,400-\$1,004,000 ²
Intersection Improvements (Judd Bridge, Ridge Avenue, Alden Avenue)	\$63,000 ³
Other Pedestrian Safety Improvements (e.g., bike safe stormwater drainage grates)	\$11,00
Other Streetscape Improvements (trees, lighting, utility pole relocation, gateway signage)	\$454,00
Select Park Improvements (Veterans, Richards Ave Bridge, Proposed Grist Mill Overlook , Historic Mills District, Alden Ave Riverfront , Proposed Schroon River Waterfront Access)	\$274,000
Total	\$1,903,400 - \$5,906,000⁴

¹Estimate does not include Warren County Portion of River Street

²From Judd Bridge to National Grid Substation

³Includes full depth reconstruction, paving striping, and select signage and guide rail improvements

⁴Estimate does not include Paper Mill Park project cost estimates

IMPLEMENTATION STRATEGY

While NYSDOT may be responsible for roadway repairs and/or improvements, many projects (particularly improvements that fall outside the limits of the right of way or along adjoining properties) are the responsibility of the Town, and will therefore require strong local leadership. The portion of River Street between Judd Bridge and Richards Avenue Bridge will also require strong support from Warren County. Because of this the Town will need to partner with NYSDOT, Warren County, and adjoining landowners in order to implement the River Street Streetscape Revitalization Concept Plan. Given the scale of the project it is suggested that the Town consider dividing it into phases or priorities in order to make it more attainable and attractive to a variety of funding programs. This may include: 1) roadway improvements; 2) sidewalks and pedestrian connections; 3) wayfinding and gateway signage; and, 4) recreation and waterfront access.

- **Roadway improvements:** It is assumed that the NYSDOT will complete a majority of the roadway reconstruction and/or resurfacing as a component of ongoing maintenance and preservation efforts. As such, early engagement with the NYSDOT is recommended in order to help foster a positive and proactive partnership with the Town. According to the NYSDOT, other routes within the region have a higher priority (e.g., NYS Route 9L, Route 28N, and Route 8)

and repaving of River Street will not occur until 2017 at the earliest. As such, the Town should have ongoing discussions regarding scheduling with AGFTC, NYSDOT, and elected officials in order to establish a clearer/more predictable timeframe.

- **Sidewalk, pedestrian connections, and amenities:** Many pedestrian improvements could be incorporated into a NYSDOT funded work plan. Alternatively, with grant funding and through a Betterment Agreement with NYSDOT, the Town could construct select pedestrian improvements (in conjunction with repaving/reconstruction efforts) that are considered a local priority. The Town could also construct select streetscape amenities (e.g., lighting, wayfinding signage, etc.), park improvements, and waterfront access opportunities (e.g., the proposed Grist Mill Overlook and Schroon River waterfront access area) as well. This would also include any improvements that are not within the NYSDOT right-of-way.
- **Wayfinding and gateway signage:** Certain wayfinding signage could be installed (in accordance with the Manual on Uniform Traffic Control Devices standard) throughout the corridor as part of a standalone initiative or as a compliment to site specific (e.g., parks) improvements. The timing and layout of future improvements must be considered to avoid

subsequent impact, removal, or replacement when making other physical improvements. Because wayfinding and gateway signage often require more in-depth design or branding considerations, it is recommended that the Town develop a wayfinding strategy (e.g., logos, signal art elements, etc.) for the corridor in the near-term in order to achieve the desired results (i.e., a visually appealing, uniform, and well-coordinated user experience). The Town may consider expanding the wayfinding strategy that is currently being developed for the Paper Mill Park for the entire River Street corridor.

- **Site-specific enhancements:** The Town may choose to design and construct other site-specific projects identified in the River Street Streetscape Revitalization Plan (i.e., Veterans, Richards Ave Bridge, Proposed Grist Mill Overlook, Historic Mills District, Alden Ave Riverfront, Proposed Schroon River Waterfront Access, Paper Mill Park). The Town could select a single site to focus their initial efforts and manage costs. On a larger-scale the Town could choose to pursue funding for all the site-specific projects. This latter strategy would likely be more successful if the individual projects were woven together by a single theme (e.g., as one single waterfront and/or historic resource access initiative). Finally, absent NYSDOT support, the

Town may choose to advance select streetscape improvements.

POTENTIAL FUNDING SOURCES

Given the overall cost to revitalize the River Street corridor, responsibility cannot solely be borne by the Town of Warrensburg. As such, funding assistance and material support is essential in order for the project to be successful. Because of limited federal and state funding, NYSDOT is primarily focused on “preservation” of roadways and is less likely to take on more elaborate reconstruction initiatives. The Town of Warrensburg will have to take a greater leadership role when it comes to advocating for redevelopment of the corridor.

With the exception of Urban Local, Rural Minor Collector, and Rural Local classified roadways, all state road are eligible for federal funding.⁸ As noted in the Existing Conditions Analysis (Attachment A), River Street is classified as a Rural Minor Collector and is therefore not a “Federal Aid” eligible roadway. However, there is some precedent for using Federal Surface Transportation Program (STP) Funds for safety and bicycle/pedestrian-related priority projects, regardless of location on or off the federal-aid system. The River Street corridor is noted as a priority in the A/GFTC Bicycle Priority

⁸ <https://www.dot.ny.gov/divisions/engineering/technical-services/highway-data-services/functional-class-maps>

Network. In addition, the River Street bicycle-pedestrian improvements may soon be listed as an "Illustrative Project" in the regional Transportation Improvement Program. An "Illustrative Project" is one in which current funding is not available; if funding becomes available in the future, the project may be considered for inclusion in the TIP. In order to determine the availability of funds and/or project eligibility the Town should meet with NYSDOT and A/GFTC representatives to discuss next steps in this process.

The Town should also work with the representatives from the Capital Region Economic Development Council (CREDC) in order to identify priority project or Consolidated Funding Application (CFA) opportunities.⁹ Some of these opportunities are identified below while others are standalone funding initiatives and programs:

- **A/GFTC Make the Connection Program** is intended to assist with small-scale projects that “will improve the region’s bicycle and pedestrian travel network.” Announced on annual basis, the Make the Connection Program requires a 20 percent local match and can be used for a variety of small projects. However, it is important to note that funding is limited and project administration can be technically difficult in relation to award amount due to administrative guidelines and/or requirements. Nevertheless, the program may help

⁹ <http://regionalcouncils.ny.gov/content/capital-region>

implement a critical piece of the River Street Streetscape Revitalization Plan.

- **NYSDOT Transportation Alternative Program (TAP)** provides funding for transportation alternatives including “on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation.” Because the proposed improvements are primarily focused on transportation alternatives, several aspects of the project may be eligible for funding through TAP program. It is also important to note that River Street provides access to the Warrensburg Elementary School for nearby students. As such, certain aspects of the project may be eligible for TAP funding, specifically the Safe Routes to School funding category.
- **New York State Department of State (NYSDOS) Local Waterfront Revitalization Program (LWRP)** funds are available through the State’s Consolidated Funding Application (CFA) process. As a Hudson River community, and with the Schroon River recently being identified as a designated inland waterway, monies from the State’s Environmental Protection Fund (EPF) may be used to prepare a wide variety of community planning initiatives and projects. Because the Town has already developed a partnership with the NYSDOS

through its LWRP funded Comprehensive Plan, there is a greater likelihood of being awarded funding support. When pursuing LWRP funding for the River Street Streetscape Revitalization Plan the Town should focus on Schroon River access and waterfront revitalization. LWRP Grant requirements include a 50 percent local match.

- Also available through the State’s CFA process are **New York State Office of Parks, Recreation, and Historic Preservation Parks (OPRHP)** funded programs. This includes its Parks and Historic Preservation programs. These individuals programs could be used to advance a number of the plan recommendations. This includes proposed park improvements, building preservation, and select pedestrian improvements (if pitched as a transportation alternative or historic trail experience). If the Town does choose to pursue OPRHP funding it should leverage River Street’s historic district designations.
- **The NYS Environmental Facility Corporation (EFC) Green Innovation Grant Program** is a highly competitive grant program that uses funding from the US Environmental Protect Agency (EPA) and is administered under the Clean Water State Revolving Fund. The Green Innovation Grant Program will provide seed money for projects which spur green innovation, build green capacity, and facilitate

technology transfer throughout the State. Eligible projects should be designed to water quality and demonstrate sustainable wastewater infrastructure in communities across the State. The Town could use this funding source to design and construct stormwater management features that are part of the proposed River Street Streetscape Revitalization Plan.

Particularly for any design features that would focus on improvements Schroon River water quality.

- Through the **NYS Department of Environmental Conservation (NYSDEC) Adirondack Park Smart Growth Implementation Grants**, municipalities and not-for-profits may request up to \$75,000 (with no required match) for “smart growth” related projects that are wholly within the Adirondack Park. This includes “capital projects and community development initiatives that link environmental protection, economic development and community livability within the special conditions of the Adirondack Park.” Given the flexibility of this program, funding could be used for a number of recommended River Street improvements.
- **NYSDEC Urban and Community Forestry Grants Funding** seeks to encourage and assist municipalities as they develop and implement sustainable local urban forestry programs. Grants are designed to encourage communities to actively enhance tree cover along their

streets and in their parks, to properly care for and maintain their community trees, to develop tree inventories and management plans, and to inform their residents of the value and benefits of urban trees. The Town should consider pursuing this funding for street trees along River Street.

- **Glens Falls Hospital’s Creating Healthy Places to Live, Work & Play** program provides monies for projects, after the adoption of a local complete streets resolution or through its grant program, that meet its programs goals. This may include monies for signage and small site-specific improvements. The Town of Warrensburg has adopted a complete streets resolution and worked with Glens Falls Hospital on a number of complete streets initiatives. The Town should continue to work with Glens Falls Hospital in order to identify new funding and partnership opportunities.