

3. Background

Main Street in American History

Retail districts developed early in American history. Colonial towns along the East coast developed with streets where retail uses were concentrated. This mirrored developments in British towns as they continued to shift from a medieval to an early industrial economy. Since almost all in-town transportation in these places was on foot, the development was necessarily compact and mixed use, with stores, residences, warehouses, schools, churches, government buildings, and industrial establishments all in very close proximity.

This pattern continued in the United States after the American Revolution and through the 19th century, when most towns in Upstate New York were first established. Architectural styles and technologies changed, but the basic pattern of development remained constant with compact, mixed use, communities. Location on a canal or turnpike, or later, a railroad, was often the crucial determinant as to whether a community would continue to grow and develop or stagnate and decline.

After the Civil War, towns that continued to grow began to expand, with tree-lined residential streets of large Victorian homes. A new generation of downtown commercial structures, often built of brick, replaced earlier wooden buildings. In most cases, downtown featured row-type buildings that were directly adjacent to each other. This density was vital because motorized transportation had not yet been introduced. Most people still traveled by foot in downtown, so it was important for many different types of land uses to be located near one another.

This is the era that saw the development of the streetscape that many people today associate with small town America. Already, however, the forces of centralization were at work. Economic and cultural life focused on larger towns with rail access, and rural dwellers began to bypass smaller crossroads communities.

These forces accelerated in the early 20th century, as the automobile was introduced and made affordable to large segments of the population. However, this era is considered by many the golden age of the American Main Street. For town dwellers, all of life's necessities could be acquired within a short walk. Specialty or luxury items could be ordered from larger urban areas, and bulky purchases delivered to the home.

In addition to being the center of economic life, Main Street was the center of cultural and civic life. Citizens could find the post-office, library, places of worship, and other institutions of importance. Streets and sidewalks were usually busy with people going to and from work or doing daily errands. It is important to remember that many people worked and lived downtown as well. Professional offices and residential apartments existed above retail establishments and offered lower priced housing (what today would be termed "affordable housing") and commercial space.

Economic, cultural, and technological forces that had been present since the late 19th century reached a critical mass at the end of World War II. In many cases, the economics of centralization continued and smaller industrial facilities were closed in favor of larger and/or newer ones, which were often located in the suburbs of larger cities, the South or West, or even overseas. Employees followed the jobs. Members of the armed forces returning from the war were eligible for government-backed mortgages that made home ownership a reality for millions of families. However, the programs were structured to favor new homes over renovation of existing homes. Government investment in highways accelerated the growth of the personal automobile as a mode of transportation. Railroads and interurban streetcar lines received no such government support. With affordable cars and good roads, wide open stretches of the countryside were seen as desirable places to live.

Large cities, small villages, and communities of all sizes in between, began to feel the effects of these forces. The “centralization” of retailing accelerated. Small towns within an hour or two drive of a large city (which now included places up to 90 miles away, thanks to improved roads), often saw their retailing decline. Consumers could drive a reasonable distance and have a wider variety of goods to choose from in the larger city. The first auto-oriented retail plazas opened in the 1950s, including Thruway Plaza (later Thruway Mall and now the site of a Tops, Wal-Mart and Home Depot) in suburban Buffalo. Small town Main Streets, being a collection of businesses and property owners working independently, had difficulty competing with professionally managed plazas or malls.

This process continued throughout the 1960s, 1970s, and 1980s. Beginning around 1970, however, people began to realize what was being lost on Main Streets. Drawing from both the historic preservation and environmental movements, communities around the country re-discovered the value in a vibrant Main Street. Perhaps the best local example is Corning, New York, which committed to revitalizing its downtown Market Street area after the devastating floods of 1972.

However, Main Street success stories are scattered. Many seem to depend on the presence of a large local corporation (Corning), a college or university (Fredonia, Geneseo), tourism (Ellicottville, Wyoming), a strategic location within easy commuting distance of a large city (East Aurora), or some combination of these attributes (Saratoga Springs). In the absence of any of the previously mentioned advantages, a community *must* develop sustained commitment, energy, and focus. The National Trust for Historic Preservation’s Main Street Approach (see Appendix B) is one way, and judging from its results around the country, a very successful way to revitalize Main Streets.

At the start of the 21st century, many small town (and larger city downtowns, for that matter) are still struggling to find their place in the retail and real estate market. Trends of the past sixty years are, to a large degree, dependent on the continued availability of cheap oil, a premise that is uncertain at best. However, at the present time, these trends are likely to continue for at least the foreseeable future. To again become a valued part of the community, and someplace that can be pointed to with pride, Main Street needs to become the focus of committed, cooperative, engagement from elected leaders to the business community to individual citizens.

Geography and History of Arcade's Main Street

Adapted from material prepared for the Strategic Plan for Downtown Arcade by Jeffrey C. Mason, Historian of the Town and Village of Arcade, November 2004

Physical Geography

The Town of Arcade occupies the southwest corner of Wyoming County. Most of the town's land is made up of rolling hills, and significant portions of the town remain in active agriculture. The principal valley follows the Cattaraugus Creek southwesterly through the town from the Town of Java, through the hamlets of East Arcade, Arcade Center and then the Village of Arcade. The creek flows out the west side of the town, where it becomes the boundary between Erie and Cattaraugus counties. Clear Creek flows northward from the Town of Freedom and joins Cattaraugus Creek in what is now downtown Arcade.

The junction of the two creeks accounts for the fact that the present downtown area became the principal economic center of the town within a few years of the first settlement. Although water-powered milling and other economic activities directly associated with the creeks became obsolete before the end of the 19th century, the downtown area remained the principal economic center until half a century ago. After 1950, economic activity began to shift to the area along Main Street west of the central part of the village, as well as adjacent areas of the Town of Yorkshire.

The localized hill and valley topography has had a great impact on traffic patterns and has contributed to the difficulty in locating any sort of potential bypass to reduce traffic congestion downtown and along the West Main Street corridor.

History

Early Settlement and Population Growth

Although no evidence has been found of a permanent Native American settlement, it is clear that native peoples hunted and fished within the present town. Native title to the land was removed through a series of treaties just after the American Revolution and most of Western New York came under the control of a group of Dutch investors and speculators known as the Holland Land Company. What would become Arcade was entirely within the Holland Land Company's purchase. Joseph Ellicott's internal survey for the Holland Land Company was completed by 1807, and many of the lots were arranged to secure water rights for the early settlers.

Due to its distance from established transportation routes, and the fact that the Holland Land Company's principal land office was at Batavia, Arcade did not receive its first settlers as early as the towns in the northern part of the present Wyoming County. Settlement was particularly difficult until the present Telegraph or Genesee Road was laid out west from Pike and the Cattaraugus Road (the present Routes 77 and 98) was laid out south from Sheldon.

The first settlement in the town was made early in 1807 when Silas Meech settled and made a payment on land on Lot 28, Range 3, a few miles northeast of the present village.

Within a few years, several families settled in the town, and a sawmill and a grist and flour mill were built. Enough settlement had taken place in the present downtown area by 1813 that the first school and the first church were established. The pace of settlement slowed down for a few years due to the war with Great Britain, 1812-1814, and the infamous “year without a summer” in 1816.

When the first settlers arrived in 1807, the present Town of Arcade was part of the Town of Batavia, Genesee County. The Town of Sheldon was created the following spring. By 1818, however, the southern portion of the Town of Sheldon had grown enough to permit creation of the Town of China, which included the present Towns of Arcade and Java. The northern half of China then grew enough to permit the present Town of Java to be set off in 1832, leaving the Town of Arcade (then called the Town of China) with its current boundaries. Wyoming County, one of the younger counties in New York State, was not created from Genesee until 1841.



Interior view of the first Reynolds Arcade, Steele Avenue, Rochester

The principal settlement in the Town of China, at the junction of Cattaraugus and Clear creeks, was first known as “Hinckley's Station,” in honor of Walter Hinckley, a tavern keeper, major landowner, and deacon of the first church. The name "Arcade" came into common use after the late 1820s, apparently because a local businessman was impressed with the new Reynolds Arcade Building in downtown Rochester.

In 1866, the name of the Town was changed from China to Arcade, and the village was incorporated in 1871 with the Arcade name. Several annexations have increased the physical size of the village, most recently at the top of the Park Street hill and in the “industrial park” area of Edward and William Streets and

Since China (Arcade) was a part of Sheldon until 1818, and included Java until 1832, the first reliable population figure for the present town came in the 1835 state census, which listed 1,279 people. The vast majority of these were Protestants who had come from New England or the eastern part of New York State. A high of 2,108 was reached in 1855, followed by a decline to 1,742 in 1870. That decade saw the town population rise again to 2,000, followed by another decline for twenty years.

The population did not rise above 2,000 again until 1910. Except for a slight decline in 1930, the town population rose for the next several decades. The rapid growth between 1830 and 1850 was no doubt aided by the influx of the Irish into the East Arcade area. The presence of industries and other job opportunities, especially in the Village, seems to have prevented the severe population decline suffered by many of Arcade's neighboring towns between the Civil War and

World War II. The postwar baby boom, the reduced driving time to Buffalo, and increases in local employment have accounted for much of the growth since 1950. The 2000 census counted 4,184 people in the town.

The first census for the Village of Arcade came in 1880, when 762 people resided within the village limits. This figure doubled by 1915, and a plateau in the 1600 range was reached between 1920 and 1940. The village population passed 1,800 in 1950, and has hovered near the 2,000 mark for the past 40 years. As of 2000, the population stood at 2,026.

At the start of this century, about half of the town's population resided in the village. Between 1920 and 1950, this proportion rose to about two-thirds, but recent censuses have revealed a much faster growth rate in the portion of the town outside the village.

Development of Main Street

As with all of the county's towns, Arcade was primarily a dense forest prior to the arrival of the pioneers, so streams and blazed trees provided the only routes for the first settlers. Eventually, primitive paths were cleared. The Holland Land Company expected most internal improvements to come at the expense of the settlers, so the early "roads" were only as good as the locally appointed pathmasters could provide with the labor and/or money collected from the taxpayers in their respective highway districts. The town used the system of pathmasters and a labor system of taxation until 1906, when a referendum authorized a switch to the monetary taxation system.

Main Street was laid out between downtown and Yorkshire in the 1810s, as were Liberty Street between downtown and Sandusky and Bixby Hill Road between Main Street and Elton. Joseph Ellicott of the Holland Land Company had envisioned Genesee Road as a major east-west highway, but the present East Main Street was laid out from downtown and on to the east as a shorter route to Eagle. With its many hills, Genesee Road never matched the traffic found along the present Main Street corridor.

West Main Street was paved in 1914, followed by East Main and the road to Eagle during the next decade. As the state developed its system of numbered highways, these became part of Route 39, which crosses Wyoming County diagonally as it goes between Avon in Livingston County and Sheridan in Chautauqua County. Liberty Street, which runs south from Main, and Water Street, running north from Main, became part of Route 98, as did the quarter-mile of Main between Water and Liberty.

A major change took place in 1974-75, when the state Department of Transportation removed the trees along West Main Street, constructed an overpass above the Conrail and Arcade & Attica Railroad tracks, and widened the two miles of Route 39 between downtown and the county line at Yorkshire. (Route 39 from the county line west to Route 16 had already been widened in the 1960s.)

Along with improvements to Routes 16 and 39 in the Yorkshire area and the completion of the

Route 400 expressway as far south as South Wales, this project made it possible to travel from downtown Arcade to downtown Buffalo in less than an hour with a minimum of stops. This corridor, combined with Route 98 south from downtown Arcade, is the principal route between the Buffalo metropolitan area and Allegany County, which accounts for much of the traffic along Main Street.

In addition to Liberty, Water and Bixby Hill, the other streets laid out from Main during the 19th century were West, Church and Sanford to the north, and Park, Prospect and Pearl to the south. Sanford, which at one time crossed Cattaraugus Creek downtown, is now little more than a driveway, so its impact on Main is negligible. Although Prospect has no outlet, the rear parking lot from the Prestolite plant is accessed from Prospect, which leads to some traffic congestion, particularly on school afternoons, when traffic leaving the elementary school combines with traffic at the end of the first shift at Prestolite.

The development of several more side streets off East Main to the east of Pearl in the 19th and 20th centuries produces additional traffic in the downtown area. In the decades since World War II, Park Street has been extended and several more side streets have been developed off Liberty and Park.

At the western end of the village, Edward and William Streets and Steele Avenue have developed during the past 25 years. This area was originally envisioned as an industrial park, and there are a few industries there, bringing truck traffic onto and out of West Main. An even greater impact, however, has been caused by the proliferation of non-industrial uses on these streets, including various small businesses, Genesee Community College's campus center, and the large Pioneer Credit Recovery building.

Although it is west of the village line, the continuing development of a large manufactured housing community at Arcade Valley Estates since the early 1970s has impacted West Main Street in ways that were probably not envisioned by DOT planners when they widened it from two to four lanes.

Railroads

Arcade was rather inaccessible to the rest of the world until 1871. The poor roads made it difficult, at best, to travel to Buffalo. Thus, Arcade had to wait for the arrival of a railroad before it would be easy to transport people, mail and products to distant places. Buffalo capitalists had tried to tap into the coal and timber resources of Pennsylvania as early as 1831, but the attempts to build such a railroad were scuttled by national economic problems late in the 1830s and again in the 1850s. Finally, a successful project was begun in 1867 and was routed into Arcade because the town bonded itself for \$50,000 to entice planners to bend the line east toward Arcade. One of the most significant days in local history was October 25, 1871, when the first train from Buffalo reached Arcade, carrying dignitaries from the railroad and the city.

Instead of an all-day trip, it was now possible to go from Buffalo to Arcade in 50 minutes. Before long, hotels were erected near the depot, and several trains a day carried commuters, milk

and other items between Arcade and the city. In 1900, the line became part of the Pennsylvania Railroad system.

The growth of auto traffic led to the demise of the commuter trains by 1948, and no passenger service has existed now for about 40 years. The growth of the trucking industry led to a gradual decline of freight traffic as well. The absorption of this line into the Conrail system in the 1970s led to improvements in the trackage, and the Blue Seal feed mill opened in 1981 with a siding on the Conrail tracks. The nearby freight depot, however, had closed and been demolished by that time. This line is now part of the Norfolk Southern system.

The initiative for constructing the present Arcade & Attica Railroad came from Attica, an early rail center on the Erie Railroad mainline. As with the Buffalo interests, Atticans desired a rail connection to the south, but their plans backfired on at least three occasions between 1836 and 1870. The narrow-gauge Tonawanda Valley Railroad was built from Attica to Curriers in 1880, with an extension planned westward toward Sardinia. Once again, Arcade money persuaded railroad planners to route their line in another direction, and the line reached Arcade in 1881.

Before long, a bridge across Cattaraugus Creek brought the line into downtown Arcade to a depot diagonally across the street from the present depot. In 1882 the railroad was extended another thirty miles to connect with the other main branch of the Erie Railroad at Cuba. The southern half of this narrow-gauge line, however, was a financial disaster and was taken up in 1886. The remainder of the line was re-laid in standard gauge in 1895, and an extension was built to the present Norfolk & Southern tracks two years later. It is this extension that enables the present local railroad to connect its customers with a nationwide rail network.

For a period in the early 1900s, this local line was absorbed by the ill-fated Buffalo & Susquehanna Railroad, which the Goodyear family built between Buffalo and Wellsville. When this line failed and the tracks were being taken up in 1917, the farms, businesses and residents along the previously successful section between Arcade and Attica were faced with the loss of freight and passenger service. As a result, over 300 people, mostly residents of the western side of the county, formed the present corporation and acquired the trackage between the two towns, with corporate offices located in Arcade.

Passenger service suffered the same fate as the Pennsylvania Railroad, with service terminated in 1951. Freight traffic also declined, and the line suffered a disaster when a January thaw in 1957 washed out portions of the track along Tonawanda Creek. As a result, service was permanently discontinued north of North Java. The turning point for the A&A came in 1962, when its president, Richard I. Cartwright, decided to purchase an old steam locomotive and two passenger coaches in the hopes of attracting a few riders yearning for a nostalgic ride through the countryside.

The plan succeeded beyond anyone's wildest dreams. Thousands of riders flocked to Arcade between August and October 1962, and a second steamer and additional coaches were soon acquired and put into service. Hundreds of thousands of passengers have taken the 14-mile round trip between Arcade and Curriers over the past 42 years, even while the steam engine has been

out of service during the past three years.

The Arcade & Attica continues to operate as a year-round freight railroad, with the Reisdorf Brothers feed business near North Java as its principal customer.

Community Services Along Main Street

The downtown portion of Main Street, as with the main street of most villages, originally contained a heavy concentration of retail businesses and offices. As will be detailed in a later section, many of the downtown retail businesses have either moved westward along the corridor or disappeared altogether. As a result, the percentage of downtown space devoted to retail activity has declined in recent decades. The corridor between Water Street and the western village line also includes a variety of other community services.



North side of Main Street, looking west, early 1900s

The northwest corner of Church and Main has been the site of the local school since 1863, with the exception of the 1927-28 school year, when classes were held in other locations during the demolition of the old buildings and the construction of the front portion of the present building. This school housed all grades until 1969, after which the Pioneer Central School District was formed and a new junior-senior high school opened in Yorkshire. The construction of a middle school in Yorkshire in 1975 reduced the scope of the Arcade building to grades K-4, but the building has been extensively renovated and enlarged.



North side of Main Street, looking west, early 2000s. All buildings are still present, although note the significant changes to the facades of the Howlett's/Simar building (center) and M&T Bank (just left of center)

The northeast corner of Church and Main has been the site of a church since 1834. The present United Church of Christ building has been there since 1877. Other churches in the corridor include the Baptist and United Methodist churches, constructed in the 19th century, and Sts. Peter & Paul Roman Catholic Church, constructed in the early 20th century. Sts. Peter & Paul also has a cemetery along the corridor.

A major portion of the present M&T Bank building downtown was constructed in 1877, and has always contained a bank. Another bank operated for two decades a short distance to the east, but it went out of business during the Great Depression. The village's other bank is a newer one, the Bank of Castile, on West Main Street.

Some of the remaining older homes between Prospect and West streets have been partially or completely converted to non-residential use, including the Arcade Free Library, the Arcade Historical Society, a funeral home, two medical buildings, a travel agency, two legal offices, and a liquor store.

The local fire hall was located for a century just off Main Street on lower Liberty Street, but a newer hall was opened on North Street in 1982.

The local post office was always located on Main Street until 1998, when it was moved to Edward Street near the west end of the village.

Industries

Prior to the advent of zoning over 40 years ago, several industrialists located their plants along the Main Street corridor. Some of these industries prospered, leading to the need for more space for parking lots and buildings, which then led to increased traffic along the corridor.

Probably the greatest impact came from Motorola. This started out as a small machine shop operated by Lee J. Drennan. After World War II, the plant was used for manufacturing by Sylvania, and then was acquired by Motorola in 1955, primarily for the production of automobile radio tuners and automotive alternators. The business expanded rapidly, as did the size of the plant. Several additions to the east of the original plant necessitated the moving or the demolition of several large homes along the south side of West Main Street and most of the homes along the west side of Prospect Street. Motorola eventually needed a more modern plant and built a new facility next to the Route 400 Expressway in Elma. The Arcade plant has since been operated by Prestolite.

The K.R. Wilson plant for the manufacture of auto service tools was developed in the 1920s in the interior portion of the downtown block bounded by Main, Liberty and Mill streets and the Arcade and Attica Railroad tracks. Parts of that plant are now used by Hilec.

William and Louise McNair developed their Pant-Ease Infant Wear business next to the railroad line at the west end of the village in the 1930s. Since the construction of the overpass in the 1970s, that building is barely visible from West Main Street.

Charles Aronson began his welding positioner business in a building near the west village line in 1946. A decade later, he opened a new and larger plant to the east, and that has since seen some major additions.

A lumber mill and business was located along Main Street near the west village line from the

early 1900s until the late 1990s. The business relocated to another community several years ago and the large property stands mostly vacant.

The village has seen additional industrial growth in the past 30 years, but it has taken place in the “industrial park” south of West Main Street or near the edges of the village on Liberty or North Streets.

Fires, Floods, and Reconstructions

The biggest single disaster to strike downtown Arcade was the fire in December 1898. It took place on a bitterly cold night, and wind nearly prevented firemen from getting it under control. The fire destroyed the buildings on the north side of Main between Sanford Avenue and the east side of the bank. It also destroyed buildings on the south side of Main on both sides of the Clear Creek bridge, and then rounded the corner and destroyed buildings on the east side of lower Liberty before being brought under control.

Although several brick buildings existed downtown by this time, nearly all of the buildings in the path of the fire were older wooden structures. The fire was a mixed blessing, since it provided an opportunity to build more substantial brick business buildings on the sites of the smaller wooden ones.

Less than four years later, in 1902, a devastating flood hit the village. The junction of the two creeks had led to early settlement in that part of the town, but it also makes the village susceptible to flood damage when both creeks rise at the same time. One building next to the creek junction was swept away, claiming the life of a woman. A less severe flood struck in 1989, followed in 1998 by another major one. The most visible result of that flood along the corridor was the demolition of three small homes at the corner of Water and Main and the development of a small park there.

The prosperity of the community after World War II created a temptation for several owners of downtown buildings to remodel their “old-fashioned” facades. The decorative elements of the present Howlett’s and Simar building were removed in the early 1950s. At the end of that decade, the third story of the bank building was removed and the decorative exterior of the remaining two stories and a structure next door were covered with the present white marble cladding.

Other businesses followed suit with remodelings and additions, and by the 1970s most of the buildings downtown had lost their original character with the efforts to “modernize.” This development took place at about the same time many of the large older homes on West Main Street were moved or razed, followed by the removal of the trees along West Main and the widening of the roadway.

Westward Movement

A trend that has accelerated since the end of World War II has been the demise of many of the smaller businesses and the expansion of most of the remaining businesses. This expansion has

led several downtown businesses to construct and move to newer structures, generally on West Main Street. Westward from Bixby Hill Road to the county line, the four-lane West Main Street contains a large number of commercial structures. The most visible evidence of West Main Street's development as a second commercial center was the opening of a McDonald's restaurant near the railroad overpass in 1981.

The stores and businesses in the downtown area have traditionally lent themselves to pedestrian traffic, with their proximity to each other and their sidewalks. The removal of old horse sheds and other structures behind the downtown buildings on the north side of Main created a large free parking lot. The businesses on the south side and lower Liberty, on the other hand, are faced with a lack of public parking spaces to the rear and a decrease in the number of on-street parking spaces when the road was widened.

The western portion of the corridor, with its detached buildings and individual parking lots, is less walkable. Due to the poor planning of the entrances and exits and the proliferation of curb cuts, this area is also difficult for motorists to navigate smoothly and safely.

Socio-Economic and Demographic Background

Before planning for a community's future, it is necessary to understand something of its present. One simple way to do this is to review socio-economic and demographic data collected by the U.S. Census. The most recent census was done in 2000. For purposes of comparison and perspective, the data for the Village of Arcade is shown with other villages in the surrounding area (East Aurora, Perry, Springville, and Warsaw).

Table 2 - Population

	1990	2000	Percent Change
Arcade	2081	2026	-2.71%
East Aurora	6647	6673	0.39%
Perry	4219	3945	-6.95%
Springville	4310	4252	-1.36%
Warsaw	3830	3814	-0.42%

Arcade, like many villages throughout Upstate New York, shows a small decline in population from 1990 to 2000.

Table 3 - Age Distribution

	Percent of Population 19 and Under	Percent of Population 65 and Over
Arcade	32.6	12.7
East Aurora	27.1	18.9
Perry	28.9	15
Springville	27.4	19.1
Warsaw	26.5	21.6

Arcade shows a comparatively younger population than its neighbors. Nearly one third of the population is 19 or under, while only 12.7% is 65 or older.

Table 4 - Educational Attainment

	Percent of Population with a High School Diploma or higher	Percent of Population with a Bachelors Degree or higher
Arcade	85.3	13.5
East Aurora	86	38.3
Perry	79.8	13.3
Springville	85.3	21.3
Warsaw	81	15.7

Arcade has a higher percentage of its population that has completed high school than its Wyoming County neighbors (Warsaw and Perry), but a lower percentage of residents with a bachelors degree than all neighboring villages except Perry.

Table 5 - Housing

	Total Housing Units	Percent Owner Occupied	Percent Renter Occupied
Arcade	785	62.1	37.9
East Aurora	2488	67.5	32.5
Perry	1623	61.3	38.7
Springville	1634	58.1	41.9
Warsaw	1405	55.9	44.1

Arcade has a higher percentage of owner-occupied housing than all neighboring villages except East Aurora.

Table 6 - Family Income and Poverty

	Number of Families	Median Family Income	Percent of Families below the Poverty level
Arcade	551	\$42,687	4.9
East Aurora	2577	\$49,028	1.9
Perry	1085	\$41,090	6.5
Springville	1087	\$49,422	5.4
Warsaw	1459	\$35,592	9.8

Arcade is in the middle of the five comparison villages when it comes to median family income, ahead of its two Wyoming County neighbors. Amongst all five villages, Arcade has the second lowest percentage of families living below the poverty line.

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