

Parking Action Items (Group B)

B1 Parking Lot Pedestrian Signage

Responsible Organizations: Village officials and staff, Walkable Committee, Chamber of Commerce Beautification Committee, relevant building owners

Estimated Cost: moderate

Estimated Time: 2 years

As stated in Recommendation A5 - Pedestrian Laneway Improvements, well designed signage and obvious pedestrian pathways/sidewalks through the parking lot (crosswalks, plantings etc.) should help direct pedestrians to the lane leading to Main Street. Working with the building owners, even a large painted wall sign on the rear of the Main Street buildings might be considered. By making the preferred pedestrian route more obvious and attractive, people should be discouraged from following the railroad tracks to Main Street.

B2 Parking Signage

Responsible Organizations: Village officials and staff, Walkable Committee, Chamber of Commerce Beautification Committee, New York State Department of Transportation

Estimated Cost: minimal to moderate

Estimated Time: 2 years

Existing signs directing motorists to the village's public parking lot are small and difficult to see. These should be replaced with improved and attractive signs and/or banners directing motorists to the public parking lot. As stated in Recommendation A2 - Church Street Intersection, these signs could be placed on traffic light mast arms at the intersection.

B3 Village Parking Lot Reconfiguration/Renovation

Responsible Organizations: Village officials and staff, Walkable Committee, Chamber of Commerce Beautification Committee

Estimated Cost: minimal to high

Estimated Time: 1-2 years for short term improvements; 3-10 years for long term improvements

The village parking lot is currently a large expanse of gravelly asphalt containing approximately 170 spaces and bisected by the actively used Arcade and Attica Railroad tracks. The parking lot backs up to Cattaraugus and Clear Creeks, where a deteriorating steel guard rail protects mo-

torists from falling into the creeks.

Making the parking lot as attractive as possible should be a priority for the Village and anyone concerned with downtown Arcade. This is where many people, including visitors, park and presents the “first impression” people get of the village as a pedestrian.

In the short term, recommended improvements include:

1. Adding planter boxes, lights, and signs to the Church Street entrance
2. Replacing the jersey barriers with more attractive fencing
3. Replacing the rusting steel guard rails with more attractive barriers, such as thick wooden posts and wooden guard rails.
4. Re-stripping the parking lot to provide pedestrian pathways through it to link with the lane to Main Street
5. Working with the Arcade and Attica Railroad to plant attractive, low maintenance plants along the railroad tracks through the parking lot



Above: Example of Short Term Recommended Improvement #3: replacing steel guard rails with wooden barriers. This example is from a village parking lot, Lyons, NY.

In the long term, recommended improvements include:

1. Reconstructing the Church Street entrance with curbs, planted islands, trees, attractive lighting, and signs
2. Repaving the entire parking lot
3. Constructing a sidewalk from the north end of the revitalized pedestrian laneway between the building to the north edge of the parking lot.
4. Constructing a pedestrian trail along the creek through the parking lot.



Above: Example of Long Term Recommended Improvement #3: constructing a pedestrian sidewalk through the parking lot. This example is from the Main-Plymouth parking lot, Rochester, NY.

See also Recommendation A1 - Church Street, Recommendation A5 - Pedestrian Laneway Improvements, Recommendation A6 - Cattaraugus Trail, and Recommendation B1 - Parking and Pedestrian Signage

B4 Screen large parking areas

Responsible Organizations: Chamber of Commerce Beautification Committee, Walkable Committee, relevant property owners (including Village lot)

Estimated Cost: minimal to moderate

Estimated Time: 1-5 years

Map 11 - Parking Areas Adjacent to Pedestrian Walkways



Example of a simple and effective way to screen parking areas from pedestrian sidewalks. Main Street near Gibbs Street, downtown Rochester, NY.

Large parking lots, especially in what should be a pedestrian oriented area such as downtown, significantly detract from the walkability of the community. Pedestrians walking next to a large parking lot feel exposed and vulnerable: there is nothing interesting to look at, and, in the worst cases, there is no barrier to stop vehicles from rolling into the pedestrian area of the sidewalk.

There are several instances of large exposed parking areas, most of which occur on the south side of Main Street between Park and Bixby Hill Road (while there are many more instances of this farther west on Main Street, the priority for rectifying the problem should be on the more central locations).

The Village and/or the Chamber's Beautification Committee should work with the various property owners to explain the problem and offer solutions. A relatively inexpensive solu-

tion is to remove a few feet of asphalt and plant a low hedge of evergreen or perennial plants. More elaborate solutions can involve low brick or stone walls, low wrought iron or wooden fences, or even “false facades” of buildings. Rural type fencing such as split rail should be avoided, as should chain link fencing. The goal is to attractively screen the parked cars and create a barrier between the cars and the pedestrians.

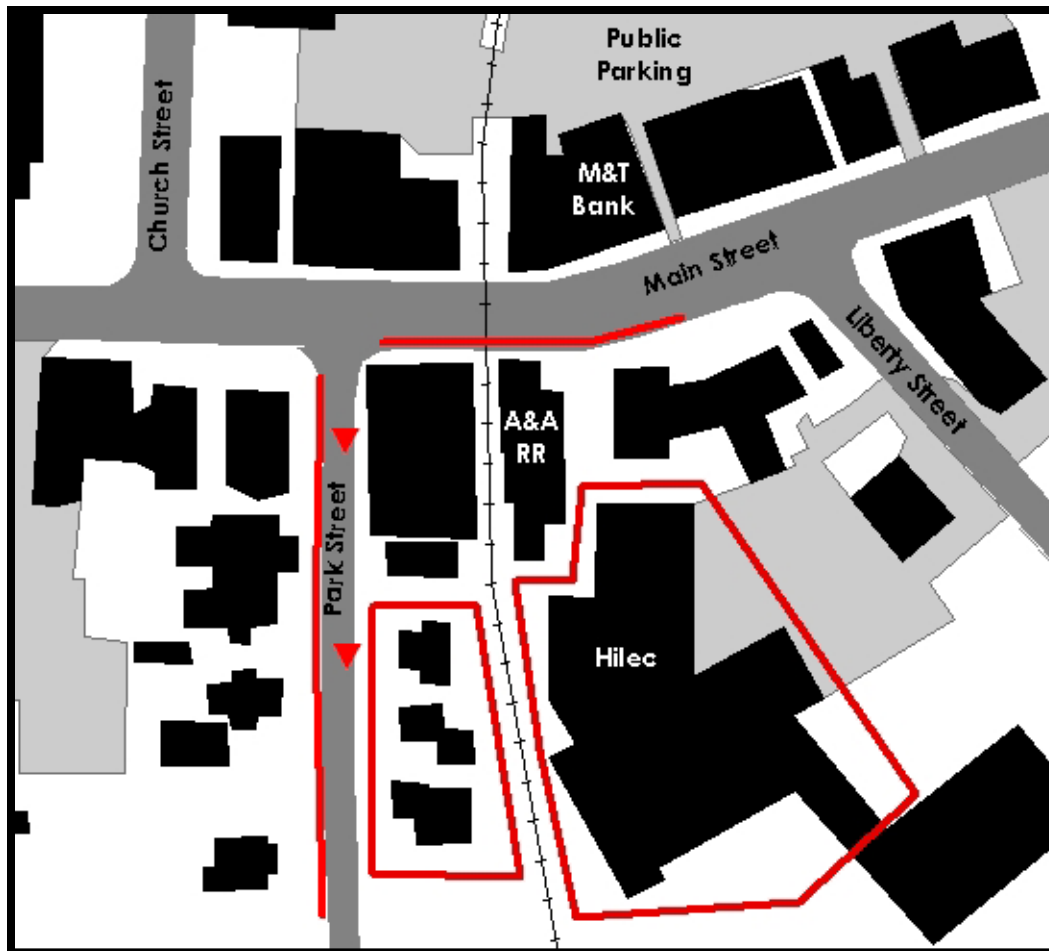
B5 Southside Parking

Responsible Organizations: Village officials and staff, Walkable Committee, Chamber of Commerce Beautification Committee, New York State Department of Transportation, Wyoming County Planning and Development, Wyoming County IDA, Empire State Development, county, state, and federal elected officials, Arcade and Attica Railroad, Hilec and other affected property owners

Estimated Cost: minimal to extremely high

Estimated Time: 1-2 years for short term solution, 5-10 for long term solution.

Map 12 - Southside Parking



Parking on the south side of Main Street has been identified by the Strategic Planning Committee as a key need. Not only is the Attica and Arcade Railroad station, a significant tourist attraction, located on the south side of Main Street, there are also several historic storefronts at the corner of Park and Main that remain difficult to lease due to a lack of parking.

One of the easiest solutions would be to work with the State Department of Transportation and re-stripe Main Street so that on-street parking is concentrated more on the south side of the street, rather than the north side of the street, as is currently the case. While this solution would see the north side of Main Street lose on-street parking, the north side properties are already adequately served by the village parking lot.

Another relatively easy solution is to designate Park Street as a one-way street southbound to its intersection with Mill Street. This would provide enough room to create approximately 23 on-street parking spaces on Park Street.

A longer term solution, albeit a more expensive one, would be the purchase and demolition of the northern-most three houses on the east side of Park Street. A small parking lot could be constructed in that location. This would help attract tenants to the vacant, and historically significant, block of buildings at the corner of Park and Main.

The most substantial solution, as well as the most expensive, would involve the relocation of Hilec. Hilec, an electrical components manufacturer, is currently located in the center of the block bound by Main, Liberty, Mill and Park. The current facility is outmoded and difficult to access. With an appropriate package of public benefits, Hilec could be relocated to a suitable industrial parcel at the edge of the Village. This would retain the employment base in the village, while providing Hilec with a more efficient, modern facility. It would also follow the pattern of industry relocating from the historic core of the village.

The site then could be used for a large public parking lot, to serve the Arcade and Attica Railroad as well as the businesses on the south side of Main Street. Despite the expense of purchasing and relocating Hilec, the village would gain an ideally-located large parking area that would contribute to the success of downtown Arcade. The parking lot would also serve the Arcade and Attica Railroad, a regionally significant tourist destination. Thus, outside funding from the county, state, or federal level would be appropriate to facilitate this project.

This recommendation, however, should not be construed as to advocate for the general demolition of buildings for parking. In general, the community should be *discouraging* automobile oriented land-uses in the downtown area, not *encouraging* them. However, in this instance, certain circumstances point to the advantages of this course of action:

1. The parking is in the center of the block, mostly screened by buildings facing the street
2. The parking would help make historic buildings on Main Street more commercially viable
3. The parking would serve a regional destination

*To facilitate the formatting and flow of this multi-part document once printed,
this page has been intentionally left blank.*