Pedestrian Circulation

A pedestrian friendly main street corridor begins with one that is scaled to the individual. This is achieved by separation of vehicular and pedestrian traffic; creating safe intersection crossing points, appropriate street tree plantings, installation of site amenities, correctly scaled street lights, and clear directional signage. Benches, trash receptacles, and bike racks also scale the main street corridor to the pedestrian.

A brief inventory of the main street and residential side-streets in the villages reveals sidewalks that are in relatively good condition with curbing, green space and concrete walks separating pedestrians from vehicular traffic. This pattern should continue in the vicinity of the main street corridor. Both sides of residential streets and the main street corridor should have at a minimum 4.5’ wide sidewalks separated from the curb line by green space (6’ to 8’ wide) and street trees.

Improvements to community trails should increase safety for bicyclists and pedestrians (street crossings included) and provide additional connections into the main street corridor and through residential areas and open space.
Parking Lot Location

Parking lots exposed to the main street corridor degrade the friendliness of pedestrian environments. On the main street corridor, no new parking lots should be allowed to be exposed to the street frontage. New parking lots should be configured in the rears of existing and new buildings. If necessary, parking located in sideyards is acceptable when properly screened. Ideally, only parking lot entrances should be visible from the main street corridor.

For existing parking lots with street frontage, the addition of a 3 to 4’ ornamental fence or wall built at the street side property line greatly improves the pedestrian environment.

Within the higher density sections of the main street corridor, off-site parking should be considered for owners and employees. Building occupants should be able to satisfy their parking requirements with spaces located no further than a quarter-mile away (a five minute walk).

Parking lot quality

Surface parking lots too often turn into seas of asphalt leaving an uninviting, bleak appearance for pedestrians. All parking lots should have street trees planted within them. Trees can be located in curbed tree strips or islands. A common practice is to allow one tree for every 10 cars.
Street Lighting

The style and height of street lights, including the pole and fixture are important to the appearance of the main street corridor. Main Street vehicular lighting should be on poles not exceeding 30’ in height. These poles should be placed at the sidewalk curb zone. This will create a more uniform lighting intensity that will promote better visibility and minimize the visual impact of the current highway lighting installation. Specific spacing of poles should be considered after lighting design levels are determined. A 50’ to 60’ spacing is recommended, creating a diagonal pattern with lights located across the street. The fixture and luminaire should complement nearby architectural styles. Streetlight poles can also serve as mountings for pedestrian level street signs and banners.

Lighting fixtures for parking lots should be between 15 and 25 feet in height and utilize a similar fixture.

Building mounted lighting should only be considered in areas where either pole mounted fixtures or access to underground electrical supply are impractical. Fixtures should be similar in style to other types used within the corridor.
Wayfinding Signage

Standards should be set for a public informational, educational and directional signage system. Public signage can be used to unify a commercial district and create a positive image regarding the goods and sources available.

Specific recommendations for public signage are as follows:

- Directional signage should be a uniform size and color coordinated with regional signage systems; (i.e. Olympic Trail Byway signage)
- Directional signage should be located on uniform information/light poles;
- Street signalization (traffic lights) should be hung on redesigned street poles;
- The signage system should be employed outside the main street corridor to coordinate tourism efforts, (i.e. historic properties, farmer’s market, snowmobile gathering points and parks).

Additionally, centrally located directories should be placed at major pedestrian intersections along the Main Street corridor, including the intersection of Main Street and Bridge Street in West Carthage and the intersection of Mechanic and State Street in Carthage.
Street Trees

The importance of street trees within a streetscape cannot be overstated. Street trees not only provide shade, but also enhance pedestrian safety by separating people from moving traffic and aesthetically by enclosing the street and defining the edge between the public realm and private space. The addition of street trees also reduces and defines the scale of the pedestrian space. More trees should be planted along the main street corridor at approximately 30’ on center. At sections of the corridor with retail frontage, the trees that are planted should be large enough so the canopy is above storefront windows.

The removal of street trees along the main corridor should be discouraged. However, as individual trees within the district show distress or decline, removal should be considered after seeking the advice of a NYS Certified Arborist.

In an effort to improve the site-specific condition of existing trees, we recommend expanding the green space below the tree canopy of each tree. New or replacement trees should be selected from suitable street tree varieties that are reasonably disease resistant, complement the architecture and do not interfere with street lighting. Additionally, street trees and green ways along side streets should be continuous to enhance the pedestrian circulation patterns within the corridor.