Circulation, Accessibility, & Parking

Final Report

February 2010

Village of Fairport, New York

VILLAGE OF FAIRPORT

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Executive Summary

The *Village of Fairport's Central Business District Circulation, Accessibility & Parking Study* has been commissioned by the Genesee Transportation Council (GTC) under their Circulation, Accessibility, and Parking (CAP) Program. This program is designed to enhance the livability and economic vitality of villages, city neighborhoods, and hamlets throughout the Genesee-Finger Lakes Region.

STUDY PURPOSE/ OBJECTIVE: The purpose of the *Village of Fairport Circulation, Accessibility & Parking Study* is to develop feasible transportation planning and design concepts that will improve circulation, accessibility, and parking for pedestrians, bicyclists, and motorists. This plan will aid officials in guiding future development in such a way as to achieve a balance among modes of transportation and land uses and to promote Fairport's goals as stated in the Comprehensive Plan.

STUDY AREA: The study area includes eleven intersections within the Village and is encompassed by Main Street between Deland Park A and Church Street, as well as Liftbridge Lane East & West, Village Landing, Pleasant Street, Parker Street and Perrin Street.

COMMUNITY ENGAGEMENT PROCESS: The Steering Committee and the Consulting Team held a community design workshop on Tuesday, July 21st at the Village Hall. Approximately 20 knowledgeable and engaged citizens attended the workshop. The purpose of the workshop was to solicit input on the effectiveness of the transportation system within the Village and the adequacy of the parking supply and location. Members of the community have shared valuable opinions and insights regarding:

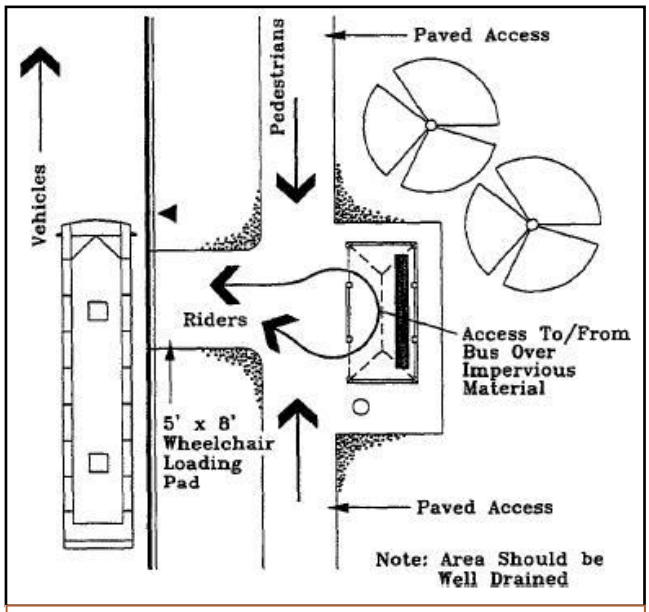
- Pedestrian and bicycle circulation and connectivity
- Parking availability and proximity,
- Cut-through traffic at Village Landing,
- Issues surrounding the Parker Street bridge and traffic signal
- Safety and operations at the Gateway/Four Corners intersection.

COMMUNITY OBJECTIVES: The information gathered at the workshop has proven to be instrumental in identifying transportation and parking related issues, opportunities, and the potential for improvements in the

This study employs several guiding principles tailored to the unique challenges faced by Fairport. These guiding principles are:

- Enhance the pedestrian experience along the major corridors
- Enhance parking facilities to integrate better with the Business District
- Construct gateways to enhance the sense of arrival

RECOMMENDATIONS:



Conceptual Shelter Layout

TRANSIT ACCOMMODATIONS

It is recommended that a transit shelter be installed at the bus stop opposite Railroad Street to provide accommodations for pedestrians waiting for RTS bus service. The illustration above shows an example of how a bus shelter could be installed in the proposed area. Photos of sample themed bus shelters are shown on page 43.

VILLAGE LANDING TRAFFIC SIGNAL

The following recommendations for the Village Landing intersection will improve traffic operations along Main Street between the Liftbridge and Church Street:

RECOMMENDATIONS:

VILLAGE LANDING TRAFFIC SIGNAL (CONTINUED)

- Secure and maintain the existing easement for access to Packetts Landing
- Upgrade all traffic signal equipment
- Coordinate the traffic signal with the signal at Church Street
- Install countdown pedestrian signals
- Pursue a maintenance agreement with NYSDOT
- Consider pursuing a jurisdictional transfer of Main Street with NYSDOT

In order to gain the full operational benefit of upgrading and coordinating the traffic signals, there are two existing parking spaces on the east side of Main Street, between that must be removed.

In addition, the Village should pursue a request to NYSDOT to designate an alternate truck route using Whitney Road, Turk Hill Road, and Route 31F (Church Street) to direct trucks to bypass Main Street in the Village whenever possible.

CURB EXTENSIONS AND ON-

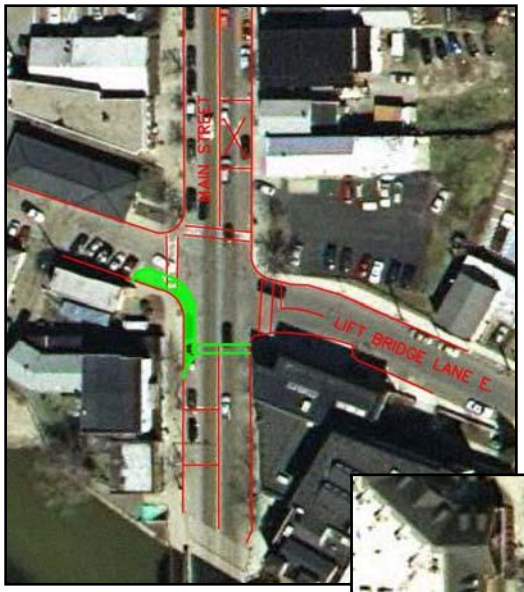
Option 1: Remove two parking spaces and restripe turn lane

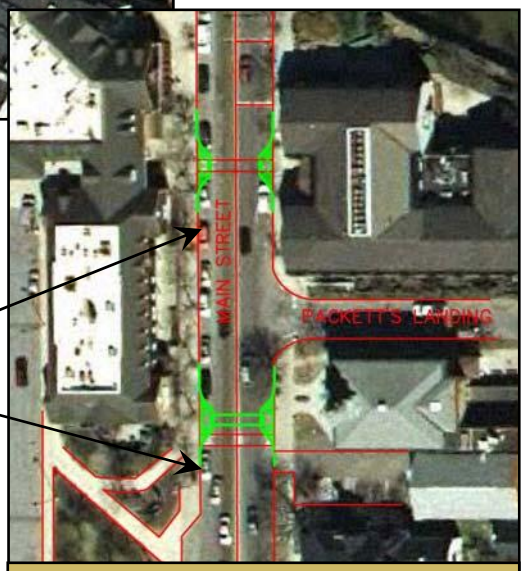
Option 2: Remove one parking space, add curb extension, and restripe

STREET PARKING

Install curb extensions in the locations indicated above. Delineate on-street parking with parking "T's" to promote more efficient use of on-street parking.

RECOMMENDATIONS:





Install curb extensions

Relocate crosswalk at Village Hall to the north to accommodate curb extension

LIFTBRIDGE LANE WEST & CANAL TRAIL ACCESSIBILITY

It is recommended that the Village evaluate the feasibility of adding an ADA accessible ramp near the stair under the north side of the liftbridge. Liftbridge Lane West should be designed and reconstructed to safely accommodate trail users.

RECOMMENDATIONS:

PREFERRED ALTERNATIVE

Two alternatives were presented to the Steering Committee and evaluated by the Consultant team. Both alternatives envision a well designed pedestrian street that accommodates all users. However, Alternative 1 is the preferred alternative. Due to the one-way travel and diagonal parking there are 4 additional parking spaces; 2 on-street and 2 off-street. In addition, there are circulation and operation advantages that are not available in Alternative 2.

PEDESTRIAN & BICYCLE CONNECTIONS

The recommendations below are based on the pedestrian quality-of-service evaluation conducted as part of this study. The following recommendations apply to Main Street between Liftbridge Lane and Deland Park A, Liftbridge Lane East, and West Avenue.

- Add street furniture and shade trees;
- Improving the first floor transparency of buildings as redevelopment and/or façade improvement take place;
- Buildings should be moved close to the street, with the primary entrance on Main Street, including a high level of first floor transparency and parking in the rear or side yard as redevelopment occurs in the area between Railroad Street and Deland Park A;
- Install share-the-road signs, high visibility crosswalks with appropriate signage, and sharrows to indicate to motorists that they must share the travel lane with bicyclists.

DEVELOP WAYFINDING SIGN PROGRAM

The Village should develop and implement a comprehensive wayfinding sign program to help improve parking utilization in the public lots and provide a better experience for all visitors. It should be integrated into the existing Fairport brand including the public parking signs and other promotional programs and materials. The signs should identify services, such as public parking lots, as well as destinations including the Fairport Junction Festival

Example of a "sharrow" marking

RECOMMENDATIONS: Site, Thomas Creek Wetland Boardwalk, and the Canal Trail.

EXPLORE TROLLEY/SHUTTLE/VALET POSSIBILITIES

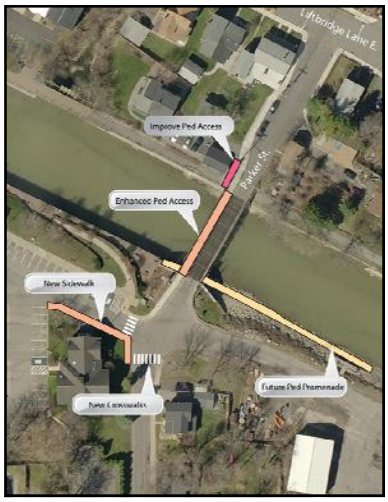
Over the next decade, if the lack of convenient parking remains an issue, the Fairport Village Partnership and/or the Fairport Perinton Merchants Association should explore other solutions such as a rubber tired trolley, shuttle and/or a district valet service for peak times.

Back-in Parking

Back-in angled parking requires vehicles to back into a stall at an angle with the front of the vehicle facing out and with the direction of traffic flow. This parking system is used by various cities, especially in areas where bicycle traffic is prevalent. Cities such as Fremont, CA, Chico, CA, Santa Rosa, CA, Tucson, AZ, Vancouver, WA, and Kelowna, BC, Canada currently use or are considering the use of this system

Preferred Alternative 1 Concept Plan: One-way travel with back-in parking

RECOMMENDATIONS:



IMPROVE CANAL PEDESTRIAN CROSSINGS

Strengthening the existing pedestrian connections and exploring new connections over the canal along with wayfinding signs will lead to better utilization of existing public parking lots.

STREETSCAPE / GATEWAY FEATURE ENHANCEMENTS & FUTURE REDEVELOPMENT IN THE FOUR CORNERS AREA

Both the Main Street Streetscape Plan and the Southern Gateway Sub-area Committee Report call for improvements at the intersection of Main Street and Church Street, also know as the "Four Corners" or the southern gateway to the central business district.

The following streetscape improvements are recommended :

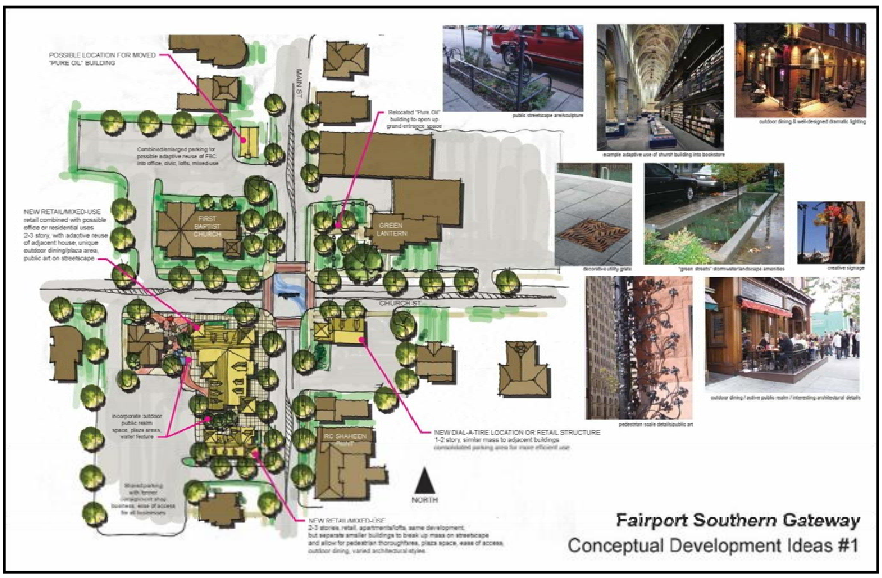
- Enhanced/decorative crosswalks without pavers in the entire intersection,
- Park like areas at all four-corners, and
- Plant materials that provide four-season appeal.

FUTURE REDEVELOPMENT IN THE FOUR CORNERS AREA

In addition to supporting the goals in the Southern Gateway Sub-area Committee Report finalized in December 2008, it is recommended that the Village carefully evaluates and considers the potential impacts of any development and/or redevelopment within the Four Corners area. The northwest quadrant between West Church Street and Fairport Village Landing and Main Street and Perrin Street is of particular concern. Recommended actions include:

RECOMMENDATIONS:

- Initiate a consolidated access and parking approach
- Explore a connection to Perrin Street
- Limit impacts on the Church Street / Main Street intersection by controlling access and development intensity.



Consolidated Access and Parking Concept

NORTH BANK REDEVELOPMENT

Redevelopment of the North Bank area will require access to Main

Street via West Liftbridge Lane. It is recommended that any development of this area be low intensity traffic generators so as to minimize any impacts on operations both at the Liftbridge Lane/ Main Street intersection, the parking area driveway to the north on Main Street, and internal non-vehicular users.

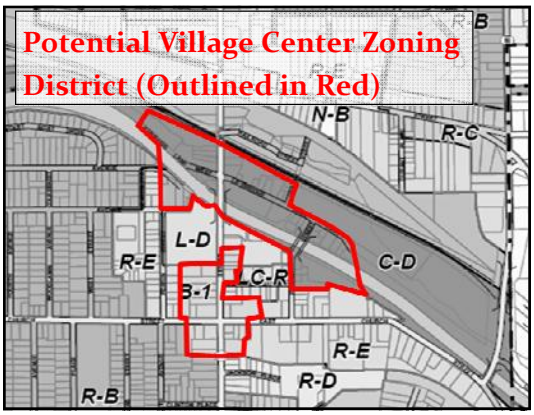
RECOMMENDATIONS:

ZONING CODE MODIFICATIONS

The zoning code should be modified such that the B-1 District located at the intersection of Main and Church Street should be designated as a separate Village Center (VC) Zoning District.

In addition to the design requirements outlined in the Design Overlay District (DOD), the Village may want to consider size restrictions on commercial uses within the VC District.

The Canal District (C-D) currently permits "water dependant" uses but no where in the code is the term "water dependant" defined. It is recommended that the Village articulate the exact types of "water dependant" land uses that are to be allowed in the C-D District within the DOD. Another option to consider is to add the portion of the C-D District encompassed by the DOD to the proposed VC District. This would serve to create a consistent approach to the regulation of land uses within the CBD that achieves the goals articulated in the Village Comprehensive Plan.



PARKING RECOMMENDATIONS

Recommendations for minimum parking space requirements are intended to augment the existing Village Parking Regulations outlined in Section 55-35. In addition, the Village should add bike parking requirements to the DOD.

STREET DESIGN REQUIREMENTS

The Village currently has two street types articulated within its sub-division requirements. The Village should consider reducing the minimum pavement width of minor streets and creating additional street types (alleys, etc). This will help facilitate more creative types of in-fill development within the study area.

IMPLEMENTATION & FUNDING:

Recommendations for implementation of the proposed improvements are subdivided into three categories: immediate to near term (0-5 years), medium term (5-10 years), and long term (10-20 years). Many of the Immediate to Near Term recommendations can be implemented as part of ongoing maintenance and other programs while others in this phase of implementation are either relatively low cost modifications or funding for these types or improvements may be available. Medium Term recommendations require more planning and funding to implement and can likely be accomplished in the 5 to 10 year timeframe. The Long Term recommendations are generally more expensive and are likely to require significant planning to implement. It is noted that the longer timeframes may more closely align with typical NYSDOT timeframes used for programming funding. Specific improvements may be made sooner as funding becomes available.

COST ESTIMATES:

The following table summarizes the planning level cost estimates for each recommendation.

RECOMMENDATIONS	PLANNING LEVEL COST
Furnishings:	$15,700
New Transit Shelter:	$8,000
Signs:	$30,500
Landscaping:	$32,000
Pavement Markings:	$495,000
Curb Extensions:	$150,000
Count Down Signals at Village Landing:	$4,000
Upgrade traffic signal at Village Landing:	$150,000
Coordinate Traffic Signals at Church & Village Landing:	$5,000
Develop Village-wide Active Transportation Plan	$60,000
Improve pedestrian Connections to Parker St Bridge:	$10,000
Construct pedestrian connection along Creek near king Building:	$5,000
Study feasibility of new connector road through Village Landing:	$25,000
Evaluate viability of trolley/shuttle bus service:	$10,000
Study feasibility of ADA ramp on Canal Trail near liftbridge:	$20,000
Implement Main Street Streetscape Plan:	$2,000,000
Re-construct West Liftbridge Lane:	
Construct new pedestrian bridge over Canal:	$1,5000,000

Understanding the Public Realm

Creating walkable, livable communities requires a good mix of land uses and a high degree of street and route connectivity. Pedestrians and motorists should have route options when trying to reach their destinations. There are opportunities in the Village of Fairport to create strong, identifiable connections to activity centers, while also enhancing the safety and livability of Main Street. A major goal of this study is to balance the need of motorists to pass through the Village on Route 250, while also preserving and enhancing Village character and walkability.

The quality of the public realm contributes to the overall economic and social well-being of a community. Streets and other public spaces must be attractive, safe, and function effectively. This study will carefully evaluate the existing public realm experience and develop a framework for which to make enhancements that balance the needs of all users. Developing a thriving village is complex and inextricably linked to many functions and factors. Land use and transportation components must be coordinated with good urban design elements.

This study will employ several guiding principles tailored to the unique challenges faced by Fairport. These guiding principles are:

- Enhance the pedestrian experience along the major corridors
- Enhance parking facilities to integrate better with the Business District
- Construct gateways to enhance the sense of arrival
- Build on Fairport's strengths.

A. Community Background & Study Area Description

The Village of Fairport is important to local and regional economic development because of its unique character as a canal-side village. The Village is facing challenges due to increased traffic and congestion. High volumes of traffic frequently create safety and accessibility issues along Route 250 as well as at intersections throughout the Village. Pedestrian and bicycle circulation and safety associated with access to and from Main Street are major concerns. The *Route 250 Corridor Study*, completed in October 2008, ranked Fairport's bicycle facilities as "poor" on Route 250. In August 2007, the *Village of Fairport Comprehensive Plan* was completed, which contained several recommendations relating to the transportation characteristics in the Village, including accessibility, connectivity, and pedestrian and bicycle circulation along the Canal and in the vicinity of Main Street.

The Village of Fairport's central business district (CBD) has become a thriving activity center. This mixed-use district includes more than 300 businesses, from retailers to manufacturers, numerous residences, and public services such as the Fairport Public Library, Fairport Municipal Commission, and Village Hall. In addition, the Erie Canal is a major downtown attraction for trail users, boaters, and potential canalside development. With success come challenges! Tens of thousands of people travel the Main Street corridor everyday. This volume is important to retailers but at times creates congestion and circulatory problems for all users. Demand for parking is on the rise, especially near Liftbridge Lane, and the safety of pedestrians and bicyclists is becoming a significant concern.

The railroad and the Erie Canal are major components in Fairport's rich history. The Village of Fairport experienced massive growth during the construction of the Erie Canal, and has continued to grow and blossom since. Fairport's growth was based on its nature as a regional hub for transportation, first with the Erie Canal, and then with the advent of the railroad. However, the at-grade railroad crossing and the Lift Bridge pose significant challenges for the transportation system and neither is going away. Due to the vitality of the Village as a port, many businesses were established to serve the thriving shipping industry. The economy of Fairport has had to adjust over the years as the nature of transportation has changed dramatically.

Much of Fairport's local economic and employment base is service oriented. Buildings that were once occupied by industries are now a mix of residential, retail, and office uses. The Canal, the centerpiece of the Village, continues to draw thousands of visitors each year for recreational purposes. The Village needs to build on the history and attraction of the Erie Canal to ensure enduring economic success and superior quality of life for its residents. The Canal's benefits can be leveraged by enhancing Village circulation, connectivity with Main Street, and by striking a balance between Main Street as a thoroughfare and as a Village center.

The Village of Fairport is located within the Town of Perinton, in western New York, about 12 miles from the City of Rochester. This location affords residents and visitors the unique experience of a small Canal village, with close proximity to a large city for entertainment and employment opportunities. Route 31F (Church Street) and Route 250 (Main Street) are the major arterials through the Village. It is important that a balance be struck on Main Street between its

ability to carry vehicles through the Village efficiently, and its pleasantness as a mixed-use village center.

The study area includes eleven intersections within the Village and is encompassed by Main Street between Deland Park A and Church Street, as well as Liftbridge Lane East & West, Village Landing, Pleasant Street, Parker Street and Perrin Street.

B. Study Purpose and Process

The purpose of the *Village of Fairport Circulation, Accessibility & Parking Study* is to develop feasible transportation planning and design concepts that will improve circulation, accessibility, and parking for

Study intersections:

- **Main Street/Deland Park A**
- **Main Street/Parce Avenue**
- **Main Street/High Street**
- **Main Street/Liftbridge Lane**
- **Main Street/Packett's Landing**
- **Main Street/Village Landing**
- **Main Street/Pleasant Street**
- **Main Street/Church Street**
- **Perrin Street/Village Landing**
- **Perrin Street/Church Street**
- **Parker Street/Packett's Landing**
- **Parker Street/Church Street**

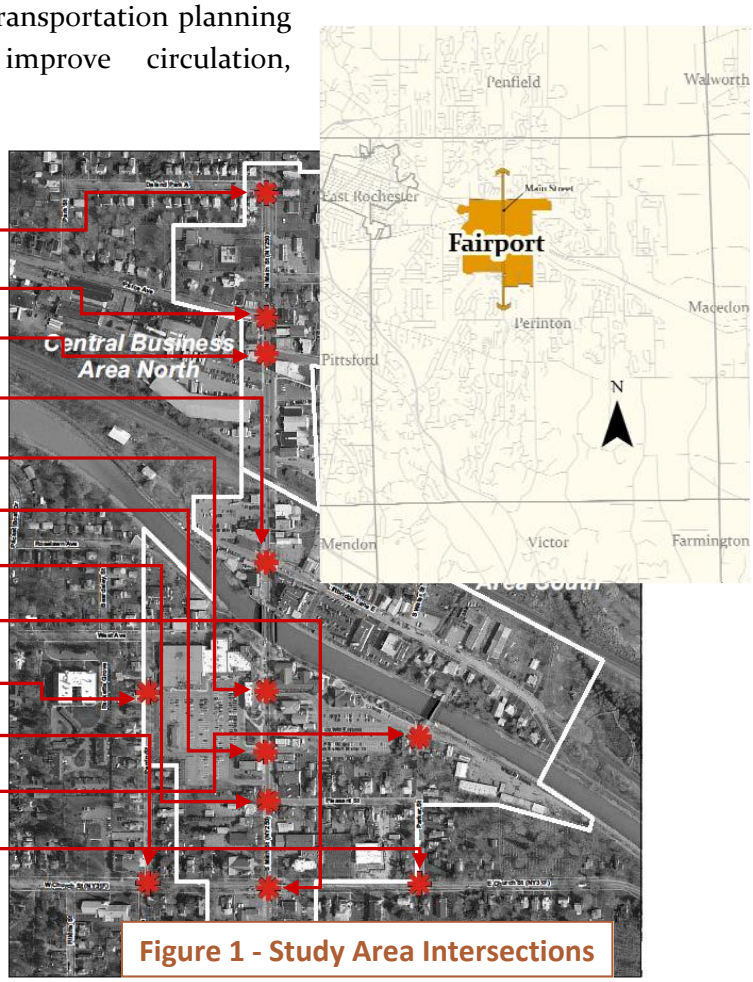
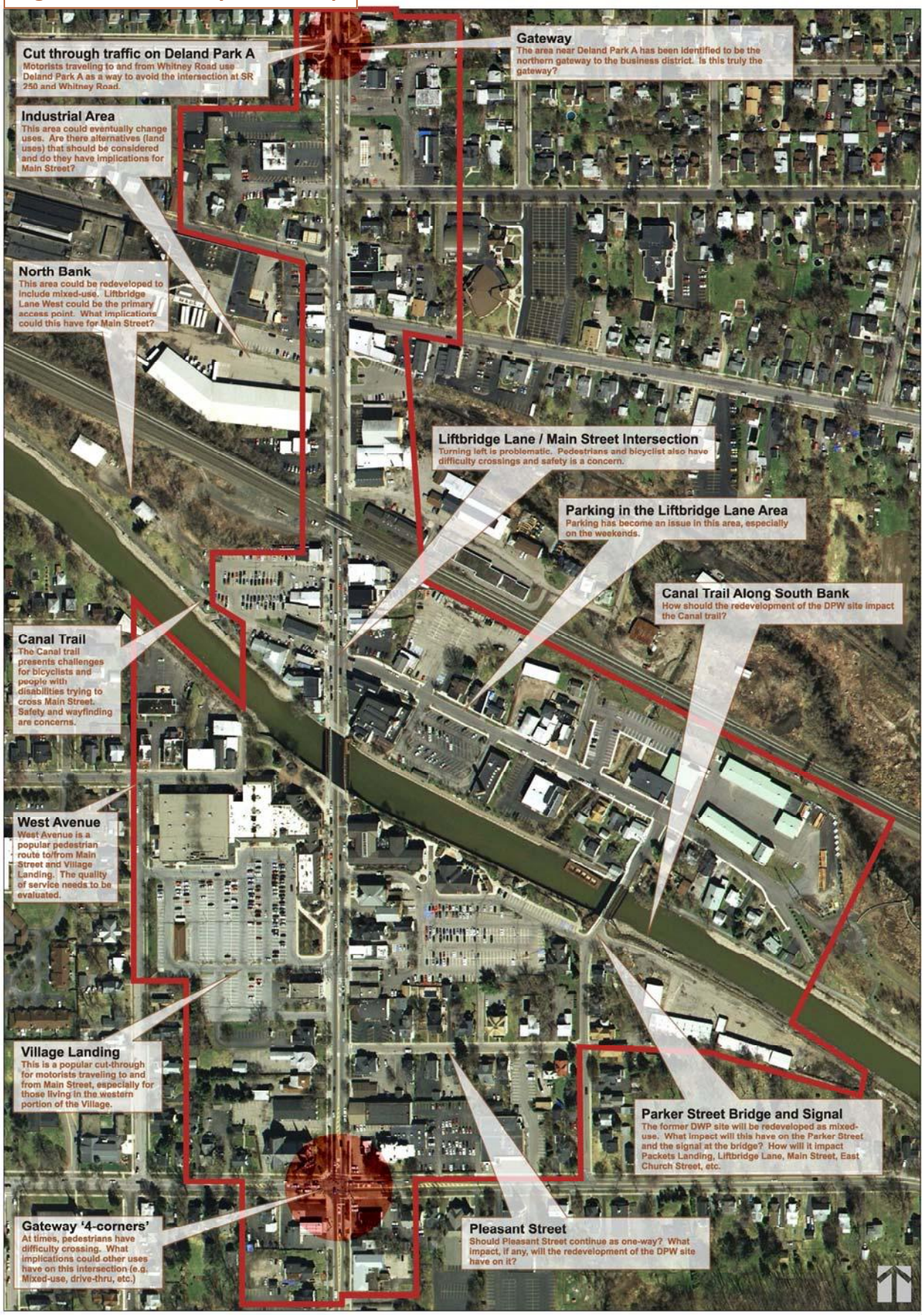


Figure 1 - Study Area Intersections

pedestrians, bicyclists, and motorists. This plan will aid officials in guiding future development in such a way as to achieve a balance among modes of transportation and land uses and to promote Fairport's goals as stated in the Comprehensive Plan.

Figure 2 - Preliminary Issues Map



At the beginning of the study, a Steering Committee was formed to establish Village priorities and pursue the goals of the Comprehensive Plan with respect to transportation and community design. The committee has guided the study process, reviewed concepts, and acted as liaisons to the broader community. Members of the committee include Village officials, local merchants and business owners, and interested residents. Other members include representatives from the New York State Department of Transportation (NYSDOT) and the Genesee Transportation Council (GTC). GTC is the regional Metropolitan Planning Organization that is overseeing and administering the *Village of Fairport Circulation, Accessibility & Parking Study*. GTC is responsible for the disbursement of federal aid monies for transportation-related projects, programs, and initiatives.

At the project kickoff meeting, thirteen preliminary issues were identified. The Steering Committee focused on five of these issues for detailed study in this report. They include: Main Street/Liftbridge Lane intersection safety and operations, Parking in the Liftbridge Lane area, Parker Street Bridge and signal, Village Landing cut-through traffic, and pedestrian crossings and operation at the Gateway/Four Corners intersection of Main Street/Church Street.

PUBLIC PARTICIPATION

Public input is a critical component of any planning study. Resident's opinions provide invaluable insight and information. A public workshop was held in which the consultants provided an overview of Transportation, Land Use, Streetscape Planning and Urban Design concepts. Participants provided valuable insight on how they would like the Village of Fairport's transportation network to interface with Main Street, the Canal, and the Village as a whole.

A. Community Assets

The Village of Faiport is home to more than 6,000 residents, and contains more than 300 businesses in and around its bustling CBD. The ample population living in a relatively small Village enhances Fairport's potential as a walkable, livable, and sustainable community. Authentic village Main Streets are becoming more rare as the trend of suburban sprawl continues to build low-density and disconnected subdivisions throughout upstate New York; herein lies Fairport's unique appeal.

The Erie Canal is another claim to fame for Fairport. This manmade wonder is a perfect match for recreational boaters, canoes, kayaks, and tour boats, while the towpath serves bicyclists, joggers, and walkers alike. The Canal provides an unmatched source of recreational opportunities, certainly enough to sustain an active community. The Canal, as a primary Village asset, has the ability to attract people, festivals, and businesses, making the Village a more vibrant community in which to live, work, or play. It's recreational aspects and natural viewsheds should be continually maintained and bolstered to attain the greatest economic success and livability for the Village of Fairport.

The residential neighborhoods on the west side of Main Street and the north side of the Canal are relatively high density with short block lengths and concrete sidewalks on both sides of the street. This type of housing in close proximity to the Village Main Street and Canal makes "active living" a real possibility for Village residents. The connectivity and interaction between residential uses, Main Street, and the Canal are very important to the sustainability of Fairport and its continued success as a small canal-town Village.

Erie Canal

Main Street

B. Land Use Patterns

The Village of Fairport's CBD has become a thriving activity center. This district includes more than 300 businesses, from retailers to manufacturers, numerous residences, and public services such as the Fairport Public Library, Fairport Municipal Commission, and Village Hall.

The Existing Land Use Map (Figure 3) shows the distribution of land uses by type – Single-family Residential, Multi-family Residential, Vacant, Commercial/Retail, Community/Public Services, Manufacturing, Public Utilities, and Recreation. The land use categories are adapted from the classifications used in the tax parcel assessment records as contained in the Village geographic information system (GIS).

As shown on the map, land use within the study area is primarily commercial / retail. Commercial businesses are concentrated along Main Street, both north and south of the Canal. Numerous businesses are located in the Packett's Landing and the Village Landing commercial areas, which are part of the Urban Renewal area adjoining the Canal, and in the Box Factory at the corner of Liftbridge Lane East and Main Street. There are several light industrial or manufacturing uses adjacent to North Main Street between the railroad and Deland Park A. Both single-family and multi-family residential uses within the study area are located primarily on Pleasant Street, Liftbridge Lane East, and in the northern section near Deland Park A.

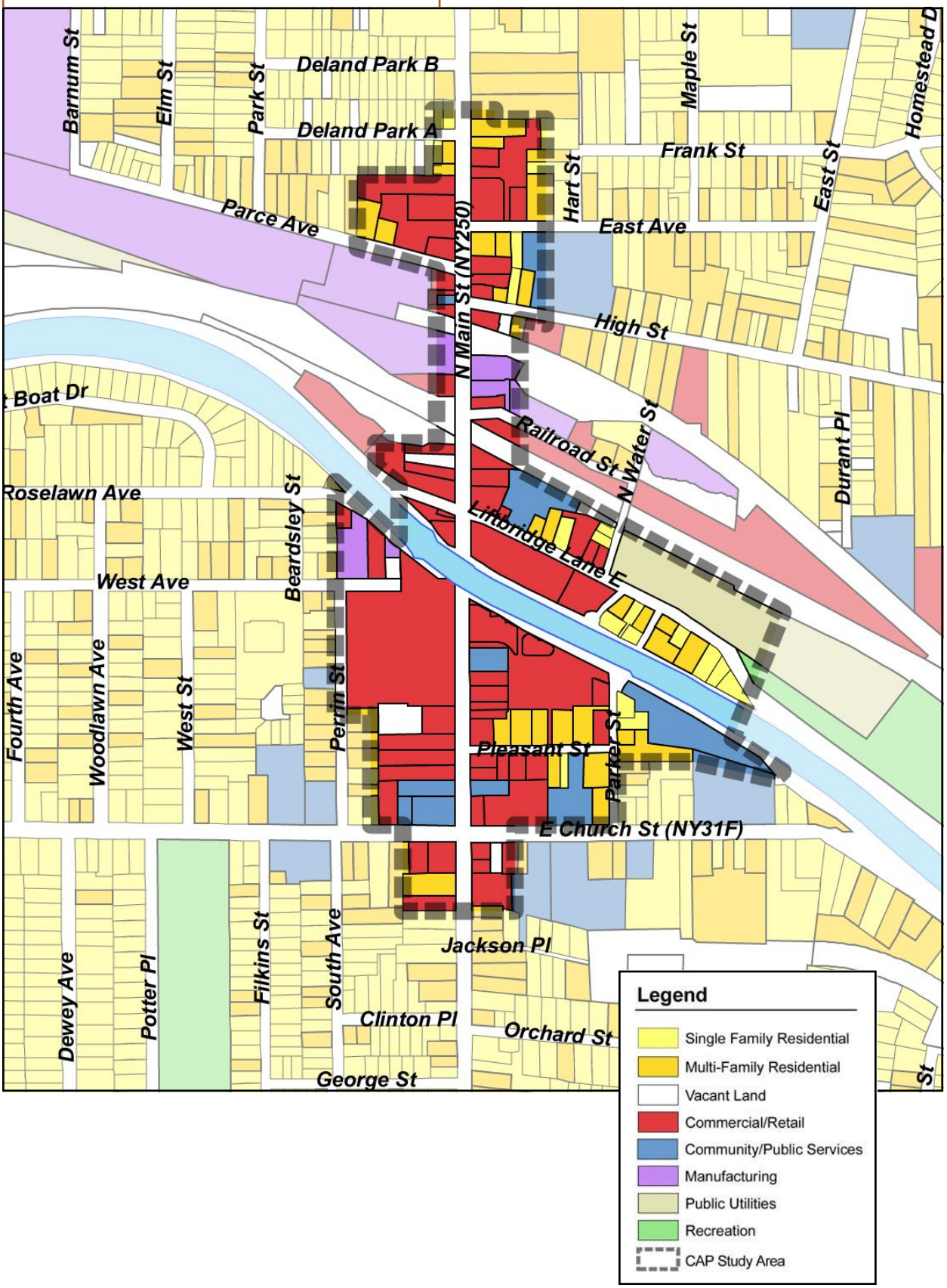
The recently updated Kennelley Park is located in the heart of the CBD and is a short walk from more than 300 businesses, many contained in Packett's Landing (background) and Fairport Village Landing (right).

Kennelley Park and the Erie Canal are two significant recreational venues within the study area and are used extensively by both pedestrians and bicyclists. Thomas Creek Wetland Walk, located at the east end of Liftbridge Lane East, and Potter Park, at the corner of West Church Street and Potter Place, are located just outside the study area.

Land use outside the CBD is predominately single-family residential, which includes more than 1,600 homes occupying approximately 50% of the taxable land area. The Village recently updated its comprehensive plan where it prepared a future land use map. The Village is substantially built-out and no significant changes in land use are anticipated. The most notable change is the identification of the entire CBD as mixed-use. Although the CBD is considered mixed-use now it contains several zoning districts that do not encourage the horizontal and vertical mixing of land uses.

Sterling West, adjacent to the Erie Canal and Kennelley Park, is the most recent mixed-use project in the CBD. It includes first floor retails uses and apartments on the upper floors.

Figure 3 - Existing Land Use Map



C. Previous Studies & Current Zoning

The Village has consistently devoted a significant amount of time and energy in planning for the future vitality of the downtown area. Most recently, these efforts have included a number of recommendations within its new Comprehensive Plan and the addition of a Design Overlay District to the Village Zoning Code. These efforts are described below.

VILLAGE COMPREHENSIVE PLAN, 2007

The Community Goals established in this plan address Neighborhood Preservation and Housing; the Canal District; Commercial and Business Development; Parks, Recreation, and Open Space; Transportation and Infrastructure; Government, Community Services, and Facilities; and General Land Use. These goals were reviewed in order to identify recommendations that are relevant to the CAP Study. These include:

Canal District Goal - Continue to develop an active and distinct waterfront that promotes Fairport's position as a premier Erie Canal community.

Objectives

- Foster mixed-use development along Liftbridge Lane and the adjacent commercial district.
- Maintain and enhance visual and physical public access to and along the waterfront in areas where appropriate.

Commercial & Business District Development Goal - Continue to encourage an attractive economic climate that will retain existing businesses, attract private sector investment, and improve economic vitality in the Village.

Objectives

- Maintain and enhance the public realm (including infrastructure) in the commercial and industrial areas.
- Maintain and develop pedestrian connections and other linkages between the commercial/business district and the Canal.

Transportation & Infrastructure Goal - Develop a transportation and infrastructure system that effectively meets the needs of residents, business owners, and visitors without having an adverse impact on the character and quality of life in the Village.

Objectives

- Maintain an effective and efficient street network (including State Routes 31F and 250) without comprising character and walkability.
- Maintain and upgrade traffic control devices, signage, or other improvements or traffic management techniques to improve traffic flow along arteries within the Village.
- Encourage bicycle travel within the Village and provide bicycle routes throughout the Village which connect with regional routes.

- Improve access from Village streets to the Erie Canal trail.
- Ensure the safety of pedestrians, especially in the central business district.
- Ensure that new development provides adequate pedestrian circulation within the development site as well preserve and enhance connections outside the development site.
- Ensure that public realm improvements including sidewalks and crosswalks meet ADA requirements and recommendations from "Aging In Place" initiatives.
- Ensure adequate parking in commercial areas and residential neighborhoods.
- Allow on-street parking wherever it is safe to do so.
- Continue to maintain safe and attractive public parking lots in the commercial/business district.
- Encourage use of public transit.

General Land Use Goal - Coordinate and manage land use in such a manner to balance the impacts of growth and development on social diversity, community character, economic vitality, and environmental quality.

Objectives

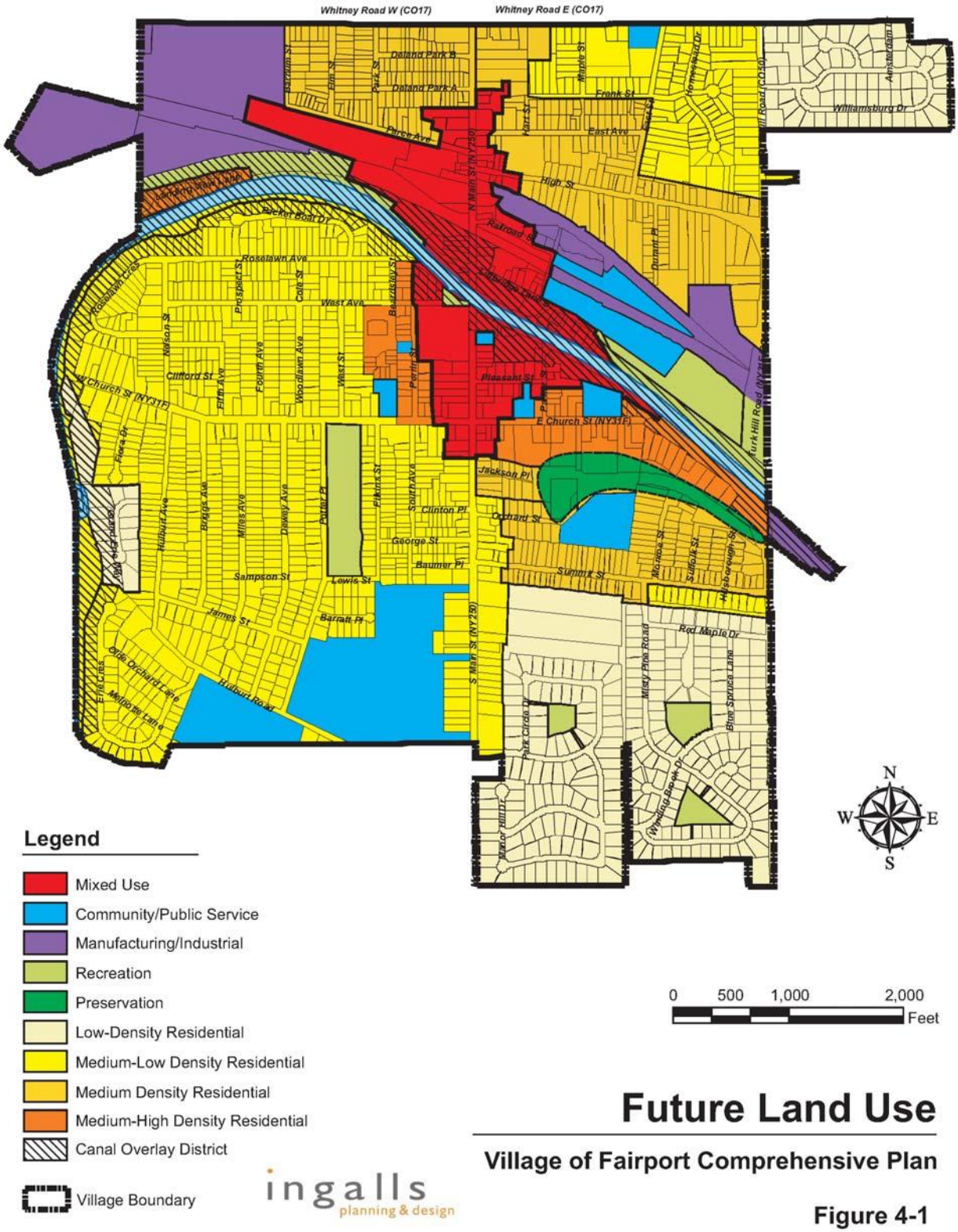
- Develop a vibrant mixed-use commercial/business district that is flexible and responsive to changes in market conditions.
- Optimize land along the Canal to protect and enhance the public enjoyment, character, image, and economic vitality of the Canal corridor.

The Village Comprehensive Plan also articulates a Future Land Use pattern for the community. The Future Land Use Map is shown in Figure 4. A review of Figure 4 indicates that two future land use categories are relevant to this Study; the Mixed-Use District and the Canal Overlay District.

According to the Plan, "The Mixed-use area encompasses most existing retail, service and office facilities in the commercial/business district. The Mixed-use District will allow for both vertical and horizontal combinations of retail, service, office, light manufacturing, and residential opportunities in the business district. Design standards also play an important role in the mixed use district. Buildings and structures should be designed consistent with Village character and to allow for flexible and adaptive re-use." The Mixed-Use District is shown in red on the Future Land Use Map.

"The Canal Overlay District (COD) includes all land that fronts the Canal which could span across several zoning districts. The purpose of the Canal Overlay District is to ensure that development near the Canal is consistent with Fairport's vision to remain a premier Erie Canal community. Thousands of people every year enter the Village via the Canal and it is critical that the experience people have is positive." The COD is shown as the cross hatched area on the Future Land Use Map.

Figure 4 - Future Land Use Map



VILLAGE ZONING CODE

The Village has eleven zoning classifications. The majority of the properties that will be considered for the purposes of this effort are included in the following districts as outlined below:

B-1 Business District
C-D Canal District
LC-R Limited Commercial Residential District
L-D Landing Development District

The location and extent of these districts can be seen in the Village Zoning Map (Figure 5).

The purpose of the B-1 district is to "...provide areas for commercial activities that serve the local population and the traveling public." Permitted uses include retail stores, professional offices and banks, theaters, and municipal uses. Specially permitted uses include motor vehicle service stations, light industrial uses, car sale operations, and salons and restaurants.

The purpose of the C-D district is to, "...protect environmental features, promote public access, encourage appropriate recreational uses and other appropriate development along the Canal." Permitted uses include residential uses, retail stores, restaurants, specialized service shops, boat, bicycle, and other recreational rental establishments, offices, and theaters. Specially permitted uses include selected residential uses, hotels, boatels, water dependant uses, tour boats, as well as the mixing of uses.

The purpose of the LC-R district is to accommodate, "small scale retail and service establishments primarily operated in residential structures." Permitted uses include residential uses, limited retail activities (such as art shops, clothing, and florists) and specialized service shops (such as barber shops, dressmaker, and picture frame shop). Prohibited uses include food stores, liquor stores, appliance stores, automotive supply stores, drug stores, and hardware stores.

The L-D district is an urban renewal district created for the clearance and rebuilding of the downtown business area. According to the Village Code, "each such change of land use or site development (within the L-D district) shall require the issuance of a special permit by the Planning Board and, in the case of a change of land use, the specific approval of the Board of Trustees."

In September of 2007, the Design Overlay District was created "...to preserve and enhance the primary business and canal front districts through architectural and site design that is representative in scale and character of traditional Village design." The extent of the Design Overlay District is consistent with the boundary of the Mixed-use district shown in red on the Future Land Use Map (Figure 5). The district places additional requirements on development within the Design Overlay District but does not change the underlying zoning.

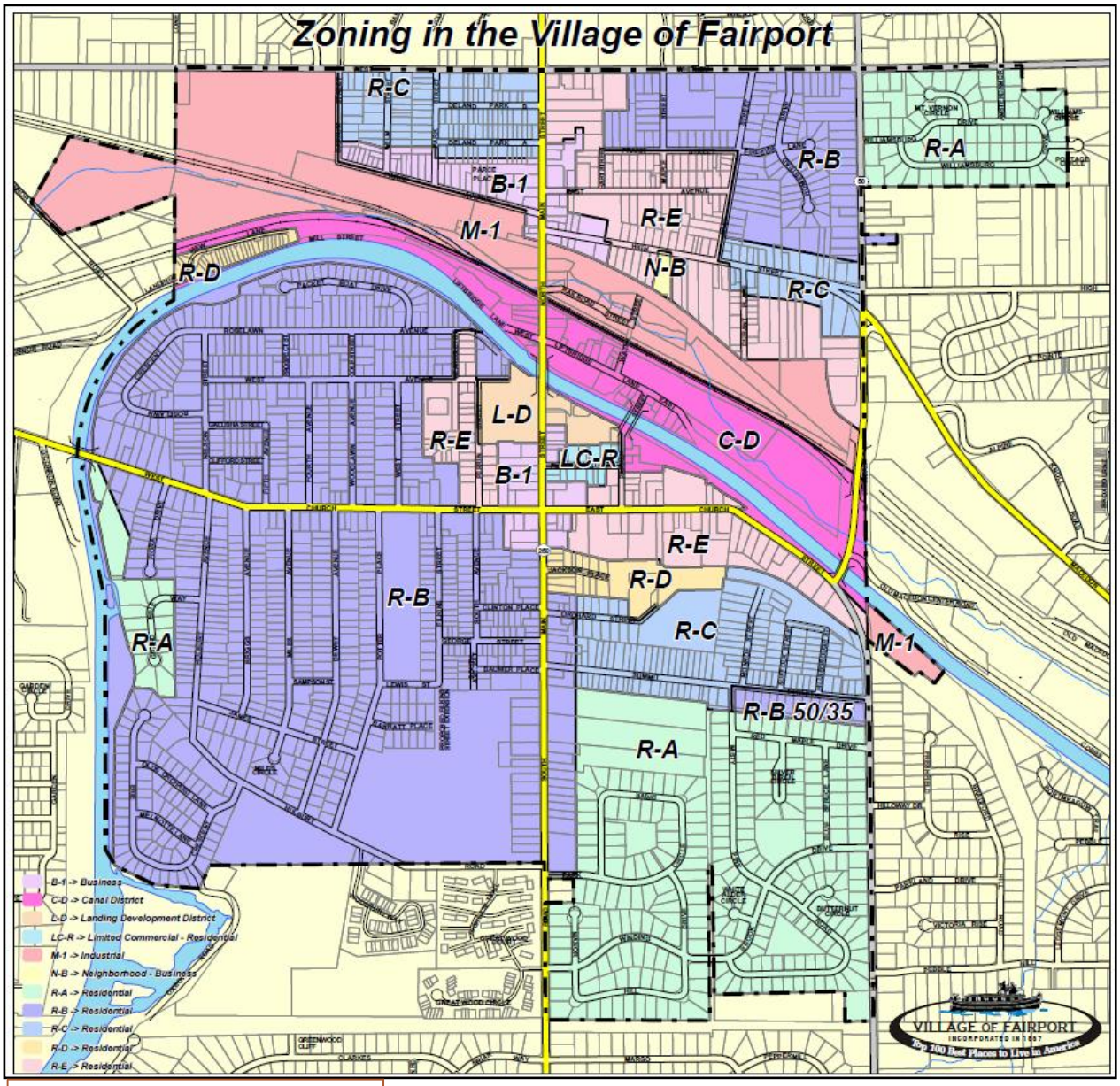


Figure 5 - Village Zoning Map

VILLAGE PARKING REQUIREMENTS

Off-street parking requirements are generally contained in Section 55-35 of the Village Code. Table 1 contains a summary of the parking requirements for specified uses in the Village.

Table 1 - Off Street Parking Requirements

Section 55-35	
One Family Dwelling	2
Multi-Family Dwelling	2 per unit
Personal Grooming Shop	2 per chair + 1 per employee
	No less than 4 per 1,000 s.f.
Banks or Financial Institution	3.33 per 1,000 s.f.
Professional Office	3.33 per 1,000 s.f.
Retail or Service Establishment	3.33 per 1,000 s.f.
Furniture, Appliance, or Hardware Store	2 per 1,000 s.f.
Supermarket or self-service food store	5 per 1,000 s.f.
Laundromat	1 per 2 washing machines
Motor vehicle sales or service	5 per 1,000 s.f.
Restaurant or Diner (indoor service)	1 per 4 persons based upon posted occupancy
Restaurant or Diner (outdoor service)	Indoor service requirement + 1 per 4 outdoor seats
Bowling Alley	5 per lane
Places of Assembly (Fixed Seating)	1 per 3 persons based upon posted occupancy
Places of Assembly (No Fixed Seating)	1 per 3 persons based upon posted occupancy
Mortuary or Funeral Home	2 per 50 s.f. of parlor floor area
Public Utility Station	5
Parks or Outdoor Recreation	5 per acre for the first 50 acres + 1 for each acre over 50 acres
Industrial or Manufacturing Operation	1 per employee + 1 per 1,000 s.f.
Storage, Warehouse or Wholesale Establishment	0.5 per 1,000 s.f.
Child Day Care Service	1 per 5 persons based upon posted occupancy + 1 per employee
Section 55-30.1	
Hotel/Boatel	1 per sleeping room + 1 for each employee per shift

As previously stated, the Study Area is completely encompassed by the Design Overlay District. The Overlay District regulations state the following:

- The number of off-street parking spaces required shall be consistent with the underlying zoning district; and
- Where municipal lots are within 500 feet, or ample on street parking in present, the Planning Board may reduce or waive off-street parking requirements.

A review of Figure 6 indicates that the entire downtown area is within 500 feet of a public parking lot. As a result, the Planning Board has the ability to reduce or waive off-parking requirements for any business locating within the central business district.

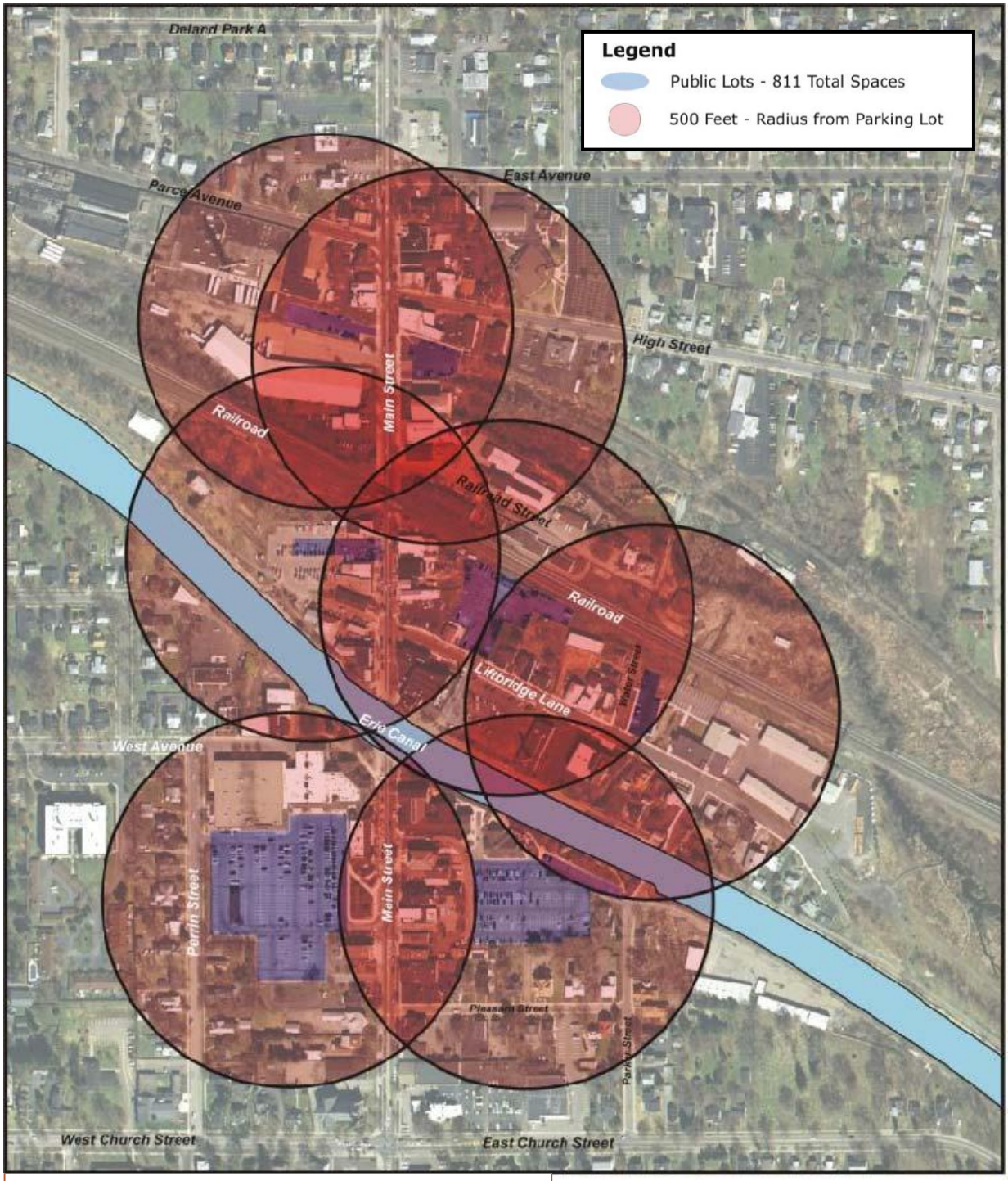
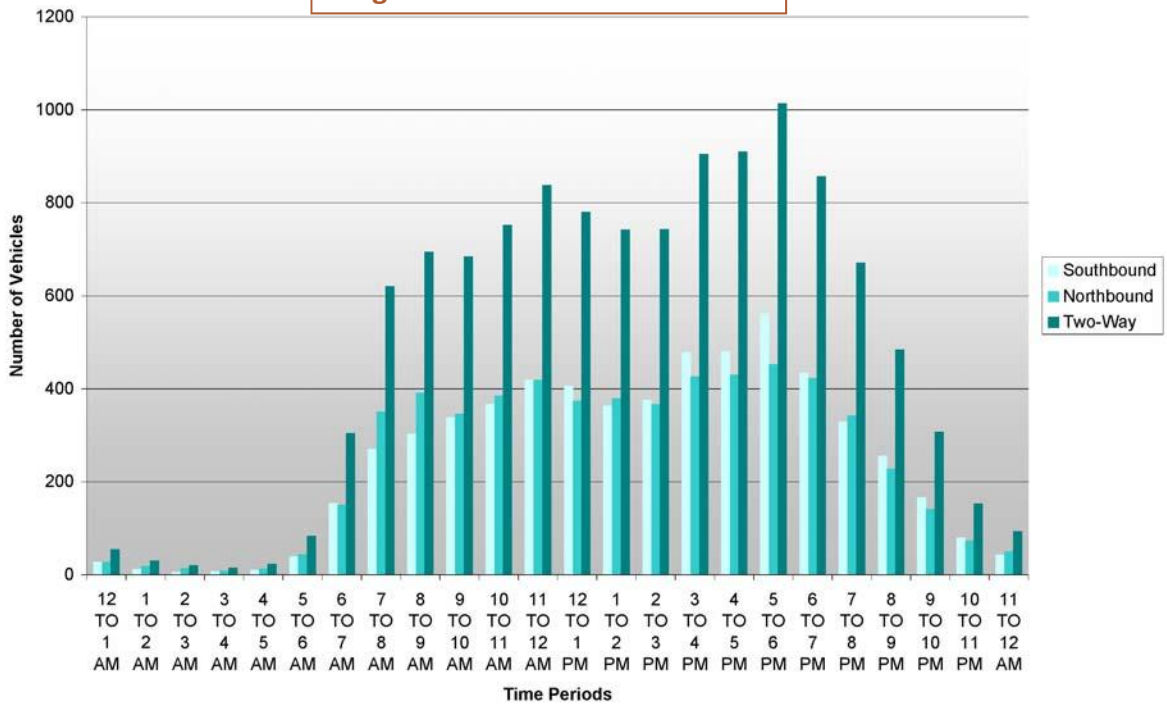


Figure 6 - Public Parking Lots with a 500' Radius

D. Transportation Characteristics

Main Street (a.k.a. NYS Route 250) is a State highway that travels primarily in a north/south orientation and connects Route 96 in the Town of Perinton to the south with Route 104 in the Town of Webster to the north. A portion of the roadway within the Village, from approximately High Street to Hulburt Road is controlled by the Village of Fairport. Main Street is an urban minor arterial roadway, that generally provides one travel lane in each direction with auxiliary turn lanes at intersections. The Village speed limit is 30 mph. There are sidewalks along both sides of Main Street, however, there are no dedicated bicycle facilities. Transit service is provided by the Rochester Genesee Regional Transit Authority (RGRTA)/Regional Transit Service (RTS). There are designated on-street parking facilities throughout the Village on Main Street and on some of the side streets. The average daily traffic (ADT) volume on Main Street is approximately 10,985 vehicles per day (vpd) ; 5,528 northbound and 5,457 southbound, comprised of 7% trucks. Figure 7 shows the distribution of hourly traffic over the course of the day. It is evident that there is an evening commuter peak around 5 PM as well as lunchtime and morning commuter peaks. Due to the nature of Main Street as a mixed-use corridor, the bi-directional (northbound/ southbound) traffic is split relatively evenly, with minor deviations during the commuter peaks. Motor vehicle travel speeds on Main Street are generally consistent with the posted speed limit.

Figure 7 - 24 Hour Traffic Data



EXISTING AND FUTURE TRAFFIC CONDITIONS

Weekday PM commuter (4:00-6:00pm) vehicular turning movement count volumes and pedestrian crossing volumes were collected by SRF & Associates (SRF) at twelve intersections

within the study area in March 2009, as illustrated on Figure 1 (see page 3). The existing peak hour volumes are provided in the Appendix.

To account for normal increases in area-wide traffic growth, including any unforeseen developments in the project study area, a growth rate of 0.5% per year has been applied to the existing traffic volumes based upon historical traffic volume growth in the study area. This growth rate is consistent with the growth rate used in NYS Route 250 Corridor Study. A twenty (20) year traffic forecast was derived and used for future traffic analyses.

TRAVEL TIME FOR MOTORISTS ON MAIN STREET

Typical measures of performance are based on a Level of Service, or LOS, which is a qualitative measure defined by AASHTO as describing operational conditions within a traffic stream based on variables such as travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. Levels of Service "grades" are assigned as determined by the length of delay. The average length of delay includes both control delay (expected delay due to a traffic signal or other traffic control device) and the unexpected delay due to high traffic volumes or other deterrents. The travel time method is an integrated and straight-forward performance measure that offers insight not only to intersection and segment traffic operations, but also demonstrates the cumulative effect of the intersections and segments within the corridor.

Travel time runs were performed on June 16, 2009 during the PM peak hour. Based on this data, Time-distance diagrams were plotted in both directions. These diagrams graphically show where and when a vehicle stops and starts and also depicts speed as indicated by the slope of the line between the start and stop points. A flat line (slope = 0) indicates no distance traveled, or a vehicle stopped in queue. Locating these critical points accurately is essential for computing various performance measures like traffic delay, stop delay, running speed, and average speed.

Several travel time runs were conducted with very little delay. However, when a train came through the Village, the delay recorded exceeded five minutes in the northbound direction and eight minutes in the southbound direction as shown in Figures 8 and 9.

LIFTBRIDGE AND TRAIN

"The Lift Bridge on Main Street in the Village of Fairport has allegedly appeared in *Ripley's Believe It or Not* because of its unusual construction. The bridge is an irregular, ten-sided structure and crosses the canal at a 32-degree angle. No two angles in the bridge are the same, and no corners on the bridge are square. The bridge weighs 720 tons and is powered by a 40-horsepower electric motor. Clearance under the Fairport Lift Bridge is 6 feet when lowered and 15 feet when raised." "Originally, canal traffic was heavy, and road traffic was relatively light, so the bridge was left up and only lowered when road traffic required it. In time, automobile traffic increased and canal traffic decreased, so today the bridge is left down and raised when a boat requires it." (Source: http://www.eriecanal.org/Fairport.html) The Liftbridge operators have indicated that during times of heavy traffic, they will try to hold boats and raise the bridge twice per hour.

Figure 8 - Travel Time Run Northbound

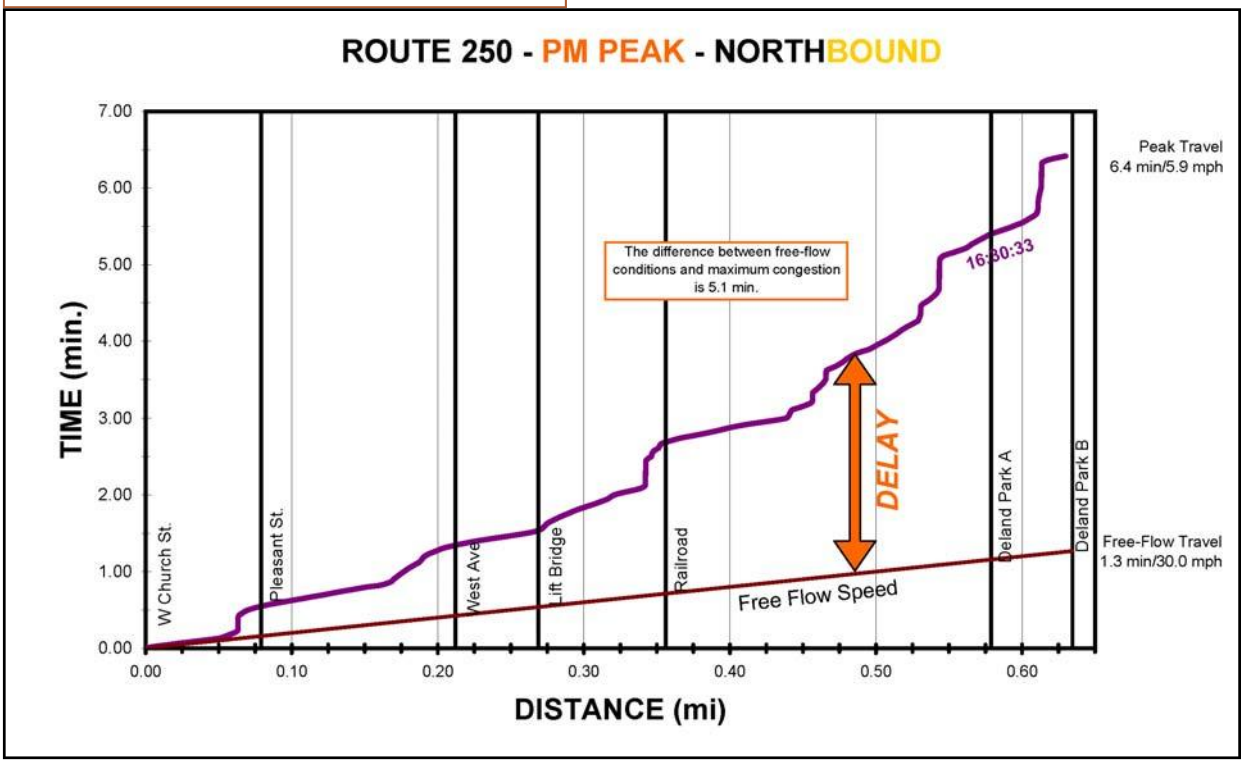
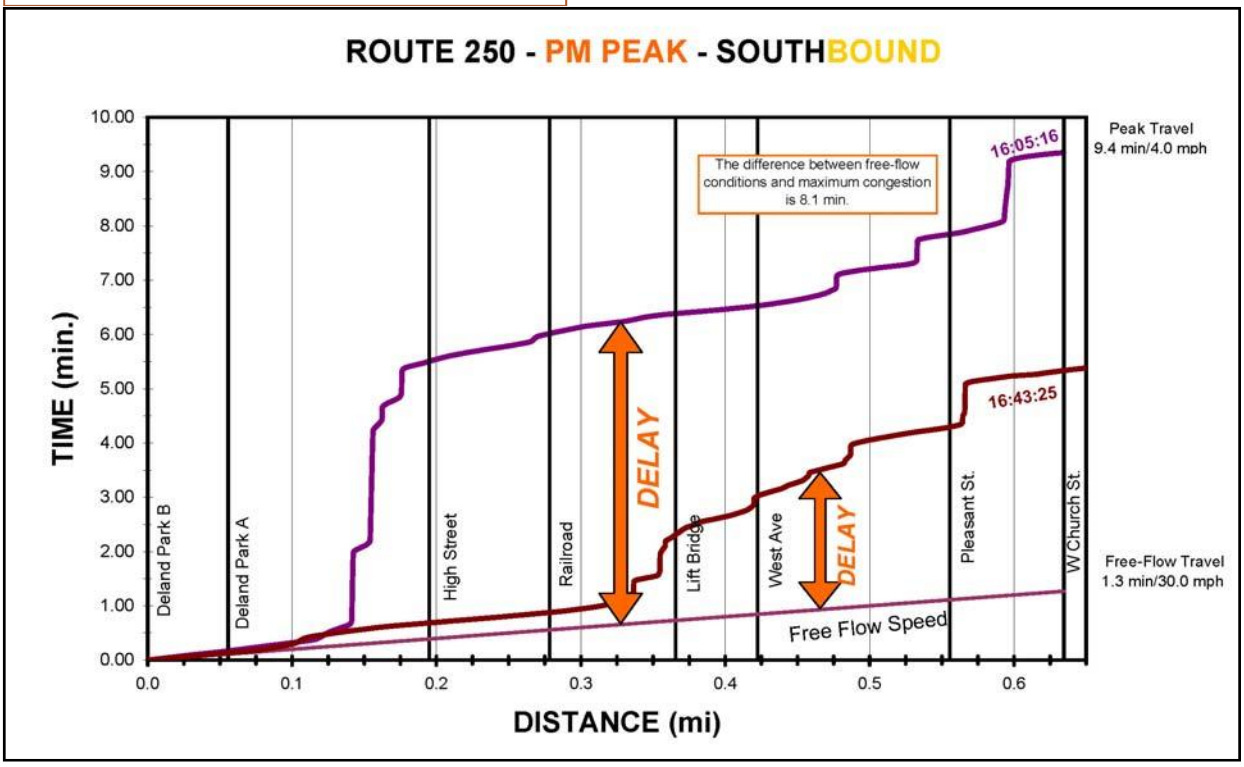


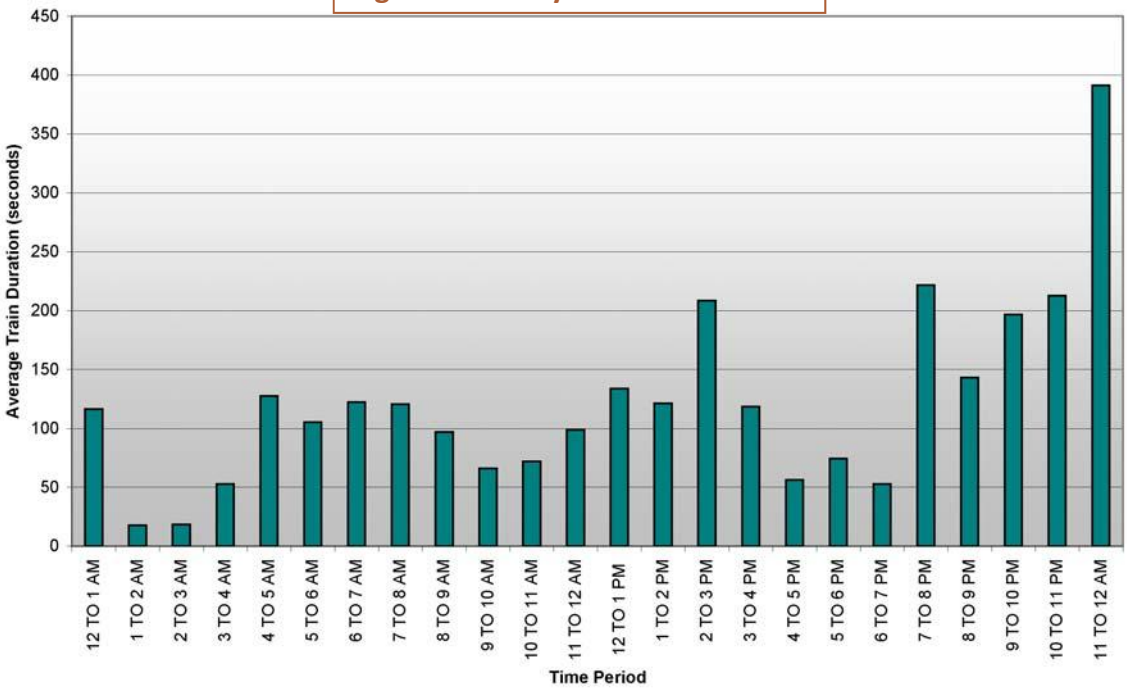
Figure 9 - Travel Time Run Southbound



Delays to motor vehicles can be significant when the bridge is raised. As a result traffic queues along Main Street in both directions. North of the bridge, southbound traffic queues are complicated by the proximity to the railroad crossing. The NYSDOT recently installed a new traffic signal at the rail crossing to provide a safer and more consistent control system to prevent southbound motorists from stopping on the tracks when the Liftbridge is raised. Previously, the railroad cross-bucks were used to prevent motorists from stopping on the tracks. However this system created confusion for motorists who did not know that there was no train at that time.

Train traffic provides another delay for motorists traveling along Main Street in the Village of Fairport. The at-grade rail crossing on Main Street in Fairport is one of the busiest crossings in NY State when comparing the combination of the volume of motor vehicles and the volume of trains. Approximately 30 to 40 trains per day currently use this crossing based on our data, collected between June 2 and June 7, 2009. However, this volume may be slightly lower than in past years as a result of the current economy. Figure 10 shows the distribution of trains over the course of a typical weekday. It shows that much of the train activity occurs during the late evening hours, although there are trains all day/night long. Train delays can be short or long depending on the length and speed of the train.

Figure 10 - Daily Train Distribution



E. Parking

Conveniently located, adequate and safe parking is a key component to the success of any commercial district. Using a combination of aerial photography and field checks, the supply of both on-street and off-street public parking were compiled.

On-street Parking Supply

Daytime parking is permitted on all village streets except where prohibited by signs. None of the on-street parking is metered. No overnight parking is allowed from November 1 to April 1, to allow for snow removal by DPW crews.

There are approximately 122 on-street parking spaces in the commercial/business district as indicated in Figure 11. Approximately 57 are located on Main Street. The remaining spaces are located on Liftbridge Lane East, West Avenue, and Perrin Street. There are 4 short term spaces (15 minutes) on Main Street.

Off-street Public Parking Supply

The Village has 7 public surface parking lots and 1 parking garage with a total of 811 off-street spaces. All lots include public parking signs and are easily accessible from either Main Street or Liftbridge Lane East.

There are several privately owned parking lots that are significant to the business district. In most cases the lots are not signed to prohibit people from parking based on their destination. The Box Factory lot includes 98 spaces and is privately owned. However, because of its proximity to the Canal and to restaurants on Liftbridge Lane East, the lot is often mistaken as public. This has recently become an issue and local businesses are trying to address it. The Village has an agreement with property owners near Liftbridge Lane West to allow public use of privately owned parking in exchange for maintenance by the Village.

These signs are located throughout the CBD to help visitors identify public parking. They are both functional and attractive!

Public lots, including Village Landing and Packett's Landing appear to be underutilized despite their central location. As depicted in Figure 12, all off-street parking spaces are within a 3 to 4 minute walk from the Liftbridge, which is located near the center of the CBD. Consideration should be given to promoting public parking based on short walking distance rather than location alone. This will take a collaborative effort among stakeholders to develop consistent message regarding public parking in the CBD.

Figure 11 - Parking, Transit, & Crossings

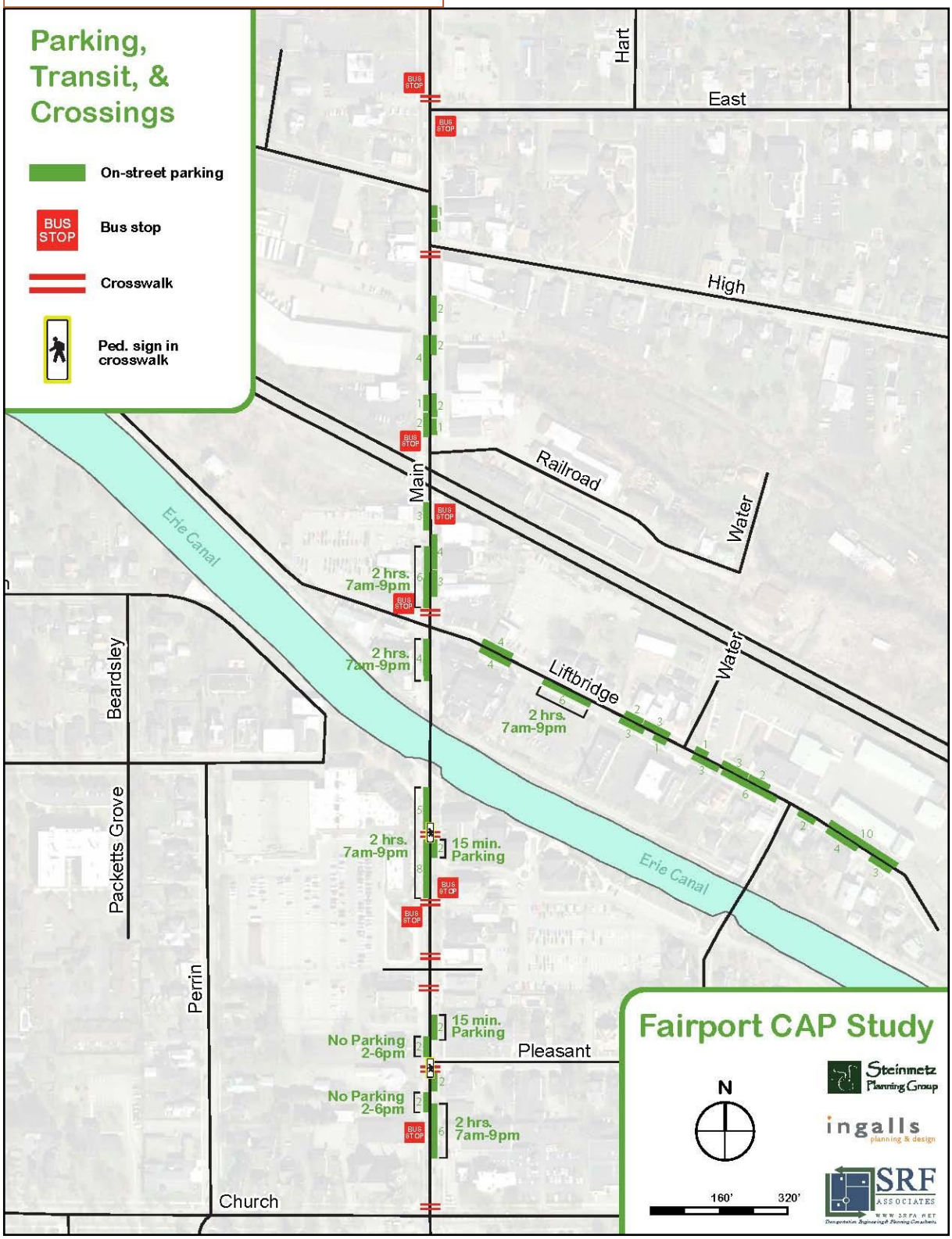
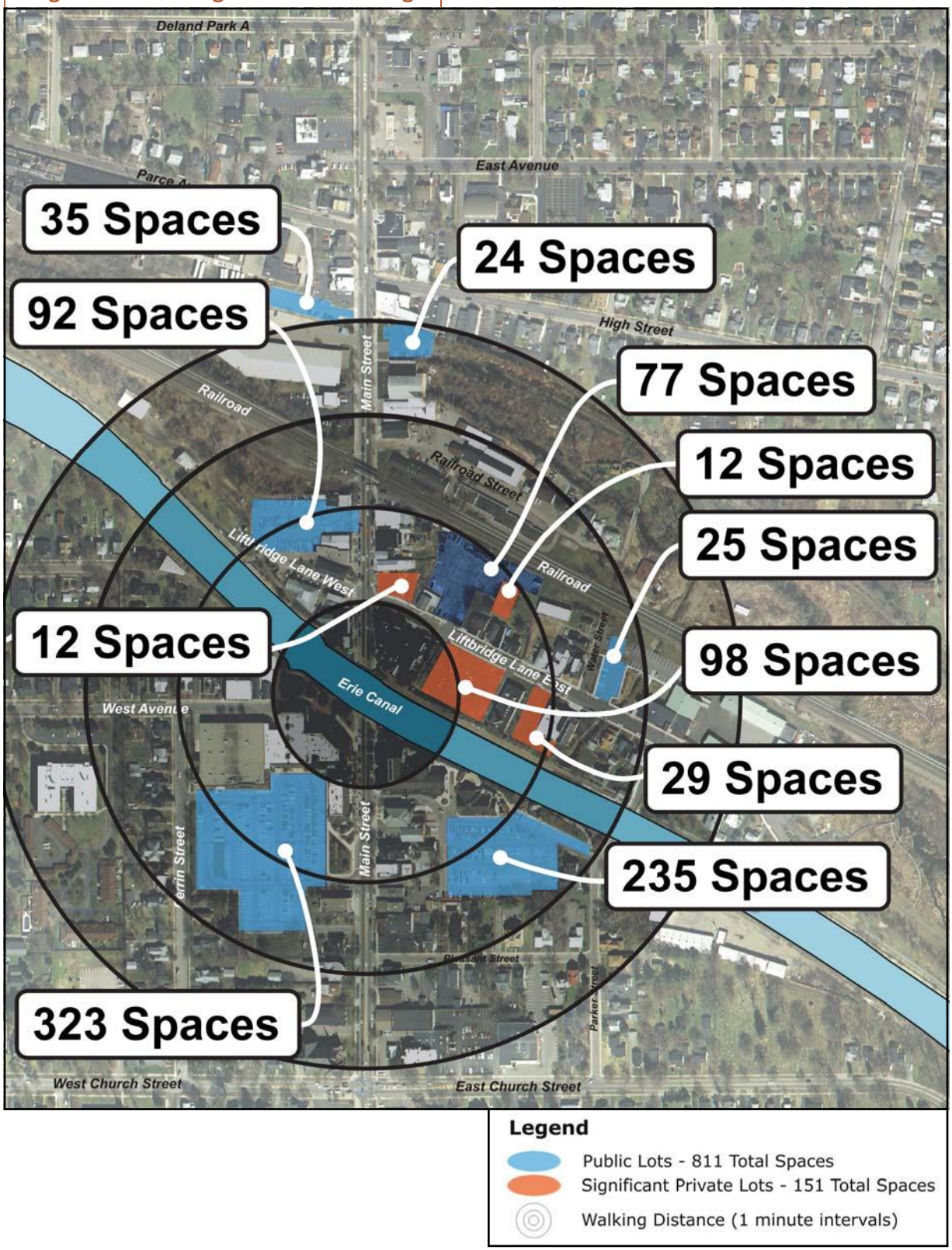


Figure 12 - Existing Off-street Parking



F. Vehicular Traffic Analysis

Data was collected to assess the quality of traffic flow for the existing PM peak hour condition. Two measures of effectiveness are used, Level of Service (LOS) and Intersection Capacity Utilization (ICU). Levels of Service provides an indication of the amount of delay that a motorist experiences while traveling through an intersection, with LOS 'A' indicating free-flowing traffic flow, and LOS 'F' representing long delays, traffic congestion and queuing. The Intersection Capacity Utilization can be thought of as an intersection-wide volume-to-capacity ratio. The method calculates a sum of the critical movements' volume to saturation flow rates. ICU is an ideal technique for transportation planning studies, future roadway design considerations, and congestion management/mitigation programs. Suggested ranges of service capacity and an explanation of LOS and ICU are included in the Appendix. A Summary of LOS/ICU calculations for existing conditions in the study area are presented in Figure 13. It is important to note that ICU is primarily used for signalized intersections but can also be used on unsignalized intersections to determine the capacity utilization if the intersection were to be signalized.

Analyses of the existing intersections indicate that all of the intersections studied are currently operating at overall level of service "C" or better during the PM peak hour with the exception of the Church Street/Perrin Street intersection which is operating at LOS "D". This type of operation is characteristic of an unsignalized side road intersection with a moderate to high volume arterial such as Church Street.

All of the study area intersections are currently operating at 70% (or less) of their capacity during the PM peak hour with the exception of the Church Street intersections with Main Street and Perrin Street which are operating at approximately 80% of their capacity .

The study area intersections were also analyzed using the projected future traffic volumes with the existing geometry and traffic control at the intersections. The future capacity analyses (Figure 14) indicate that all of the intersections will operate at LOS "C" or better with the exception of the Church Street intersections with Perrin and Parker Streets which are projected to operate at LOS "E" and "D" respectively. The future ICU projected at each intersection indicates that all of the study area intersections will operate at 70% (or less) of their capacity with the exception of the Church Street intersections with Main Street and Perrin Street which will operate at approximately 85% and 87% of their capacity during the PM peak hour, and the Main Street/Parce Avenue intersection which will operate at approximately 74% of its capacity during the PM peak hour.

Figure 13 - Existing Capacity Analysis

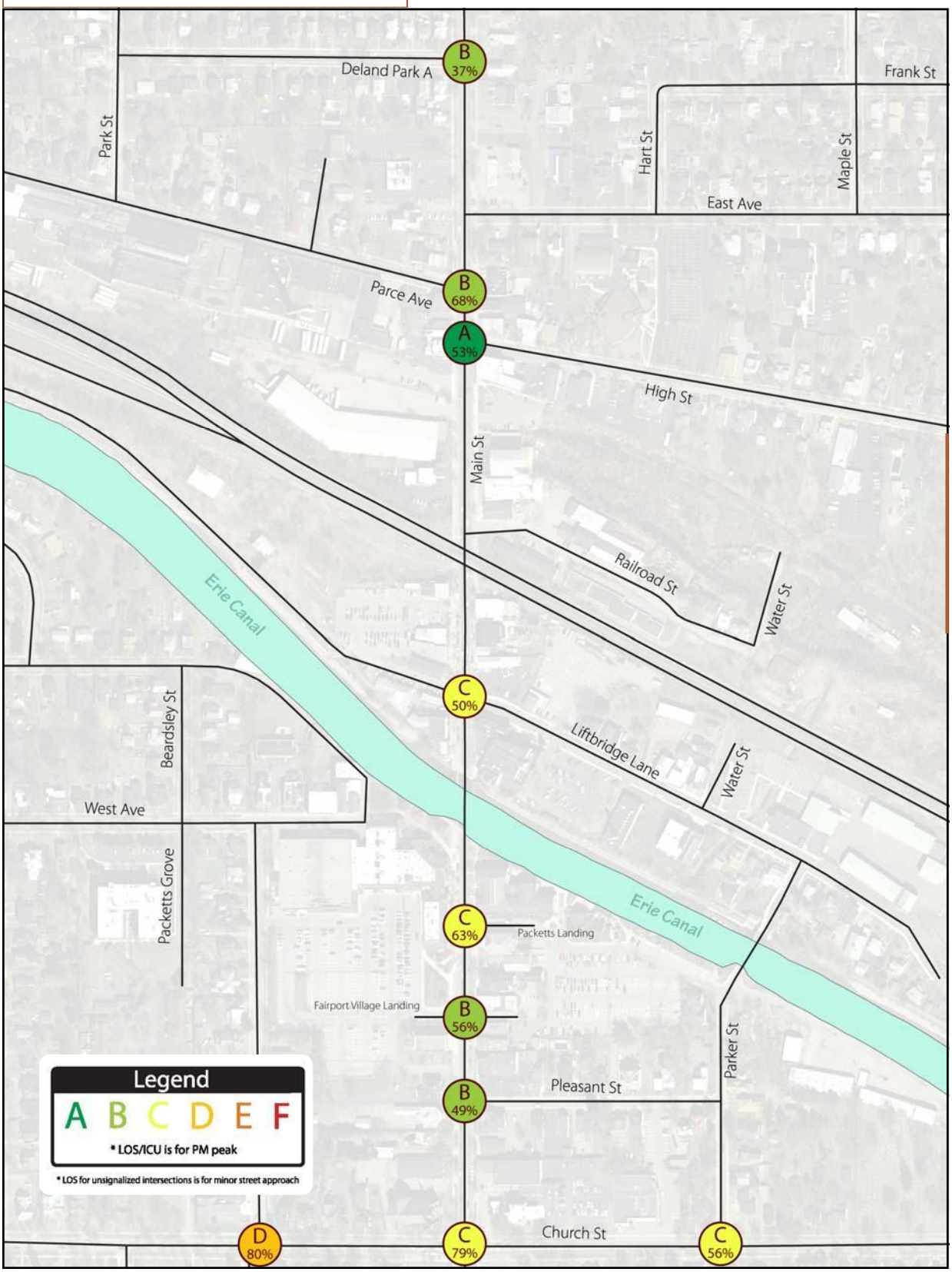
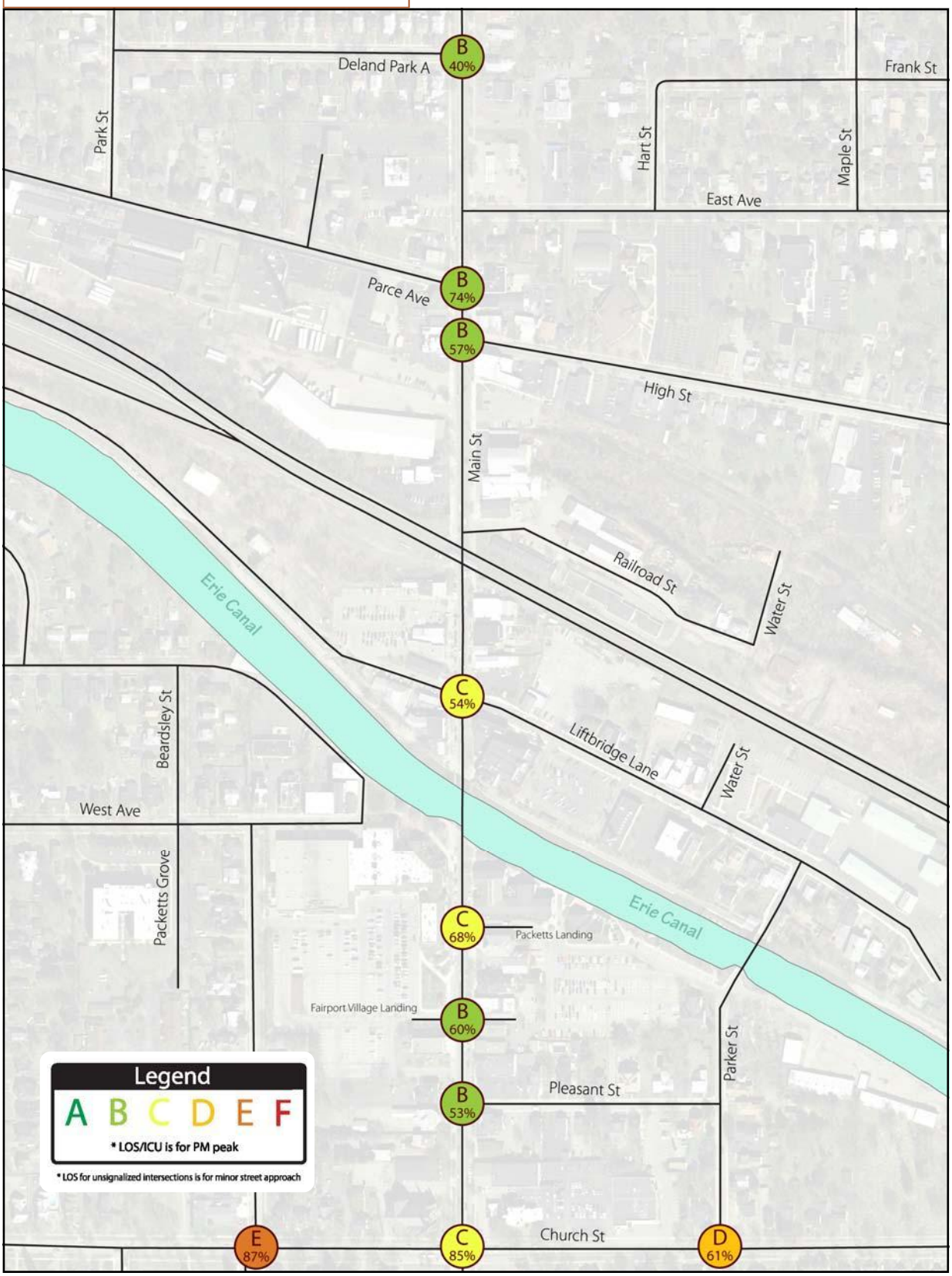


Figure 14 - Future Capacity Analysis



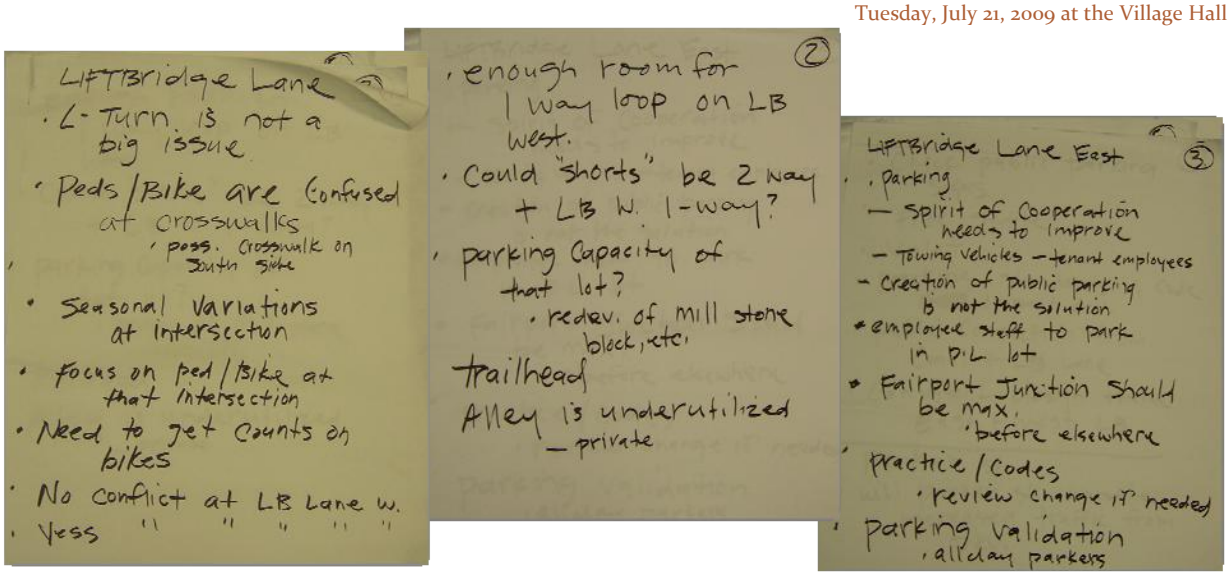
A. Public Workshop Meeting

Meaningful community participation is critical in developing a reality based plan with support from local residents, business owners, and property owners. In order to gather meaningful public input, the Steering Committee and the Consulting Team held a community design workshop on Tuesday, July 21st at the Village Hall. Approximately 20 knowledgeable and engaged citizens attended the workshop. The purpose of the workshop was to solicit input on the effectiveness of the transportation system within the Village and the adequacy of the parking supply and location. Members of the community have shared valuable opinions and insights regarding pedestrian and bicycle circulation and connectivity, parking availability and proximity, cut-through traffic at Village Landing, issues surrounding the Parker Street bridge and traffic signal, and safety and operations at the Gateway/Four Corners intersection. The information gathered at the workshop has proven to be instrumental in identifying transportation and parking related issues, opportunities, and the potential for improvements in the Village.

Key Public Input

- Pedestrian and bicycle circulation and connectivity
- Parking availability and proximity
- Cut-through traffic at Village Landing
- Parker Street bridge and traffic signal
- Safety and operations at the Gateway/Four Corners intersec-

Community Design Workshop
Tuesday, July 21, 2009 at the Village Hall



B. Pedestrian Realm Survey and Evaluation

The overall quality of the pedestrian experience is equally if not more important than level-of-service (LOS), especially in an urban environment like Fairport. If pedestrian ways look and feel uninviting or are perceived to be unsafe, people are less likely to use them regardless of whether they have the capacity to accommodate users. In a village downtown that is substantially built-out, as Fairport's CBD, there is often no need or it is not physically and/or financially possible to increase the capacity of the pedestrian ways without acquiring additional right-of-way. Therefore, rather than focusing our analysis on the traditional LOS, the consultant team, in collaboration with the project Steering Committee, focused on evaluating the quality-of-service (QOS) of Fairport's pedestrian ways. It is well documented that urban design characteristics such as enclosure, transparency, articulated building facades, and street trees impact people's desire to walk and their enjoyment on the street. Most notably is Allan Jacob's 1995 book[1] based on his research of streets and the role they play in urban life. Jacobs describes in great detail the characteristics that are needed to develop "great streets." His work has led others in countless studies involving qualitative factors and pedestrian comfort.

Quality-of-service analysis utilizes several qualitative factors that are not addressed in customary level-of-service analyses. By carefully evaluating each pedestrian way based on these types of factors, very specific recommendations for improvements can be made. For example, if it is documented that a street scored a very low score of "1", on shade trees, then it becomes apparent that the planting of trees is likely to be a promising course of action.

Analysis

Primary pedestrian routes were evaluated using the following 7 qualitative factors:

Enclosure/Definition—Is the degree to which the edges of the pedestrian realm are well defined. Excellent enclosure focuses pedestrian's eyes along the street and has positive impacts on safety by conveying a feeling of narrowness to motorists, which slows traffic.

Transparency—Transparency is the ability to see through the transition between the public space and private space.

Articulated Buildings— Facades of buildings should add interest to the pedestrian experience through the varied application of materials, design, and color.

Buffer from Street—The presence of a "buffer zone" between pedestrians and moving vehicles enhances pedestrian safety and increases the level of comfort.

[1] Jacobs, Allan (1995), *Great Streets*. The MIT Press.

Shade Trees—The presence of street trees improves the comfort level of pedestrians by providing protection from harsh weather and helps to define the pedestrian realm.

Connectivity/Crossings—The ability of the pedestrian to have the option to cross at a dedicated crosswalk and/or connect to another pedestrian way.

Street Furnishings—The presence of benches and trash receptacles.

Each route was broken down by block and each side of the street was rated based on the factors using a scale of 1 to 5 with 1 equal to 'Very Poor' and 5 equal to 'Excellent'.

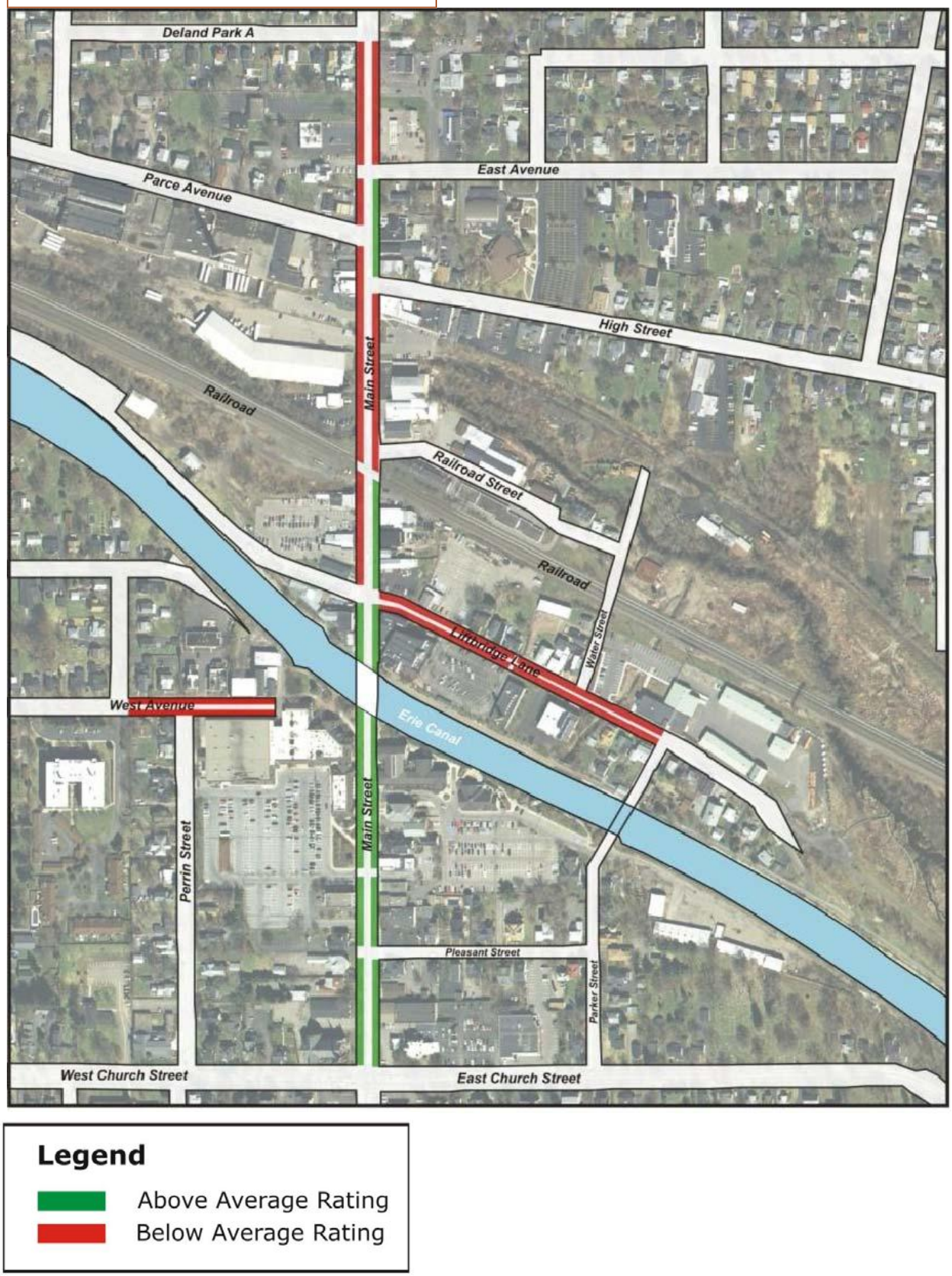
The scores were tabulated for each route segment and the Pedestrian QOS of Service Map on the following page was generated. The map shows the areas that scored above average and below average. Enclosure / Definition and Articulated Buildings are the two factors with the largest deficiencies in below average areas.

Table 2 below is an example of how each segment was rated and an average score was determined. As shown, Liftbridge Lane East scored below Average on Enclosure/Definition, Shade Trees, and Street Furnishings.

Table 2 - Liftbridge Lane East Pedestrian QOS

	Liftbridge Lane	
Qualities High Level Pedestrian Experience	Main Street to Second Entrance to Box Factory	Second Entrance to Box Factory to Wetland Park
Enclosure / Definition	2	2
Transparency	3	3
Articulated Buildings	3	3
Buffer from Street	4	4
Shade Trees	2	2
Connectivity / Crossings	3	3
Street Furnishings	2	2
	2.7	2.7

Figure 15 - Pedestrian QOS Map



CROSSWALK QUALITY OF SERVICE

Well defined pedestrian crossings are very important to the safety and comfort of pedestrians. An inventory of all marked crosswalks that traverse Main Street at signalized intersections was performed for this study. Information was collected on the width, length, and presence of curb ramps and pedestrian signals at each signalized crosswalk location. This data was then analyzed to develop a Level of Service for each crosswalk that traverses Main Street at a signalized intersection. Figure 11 shows the location of crosswalks on Main Street within the study area.

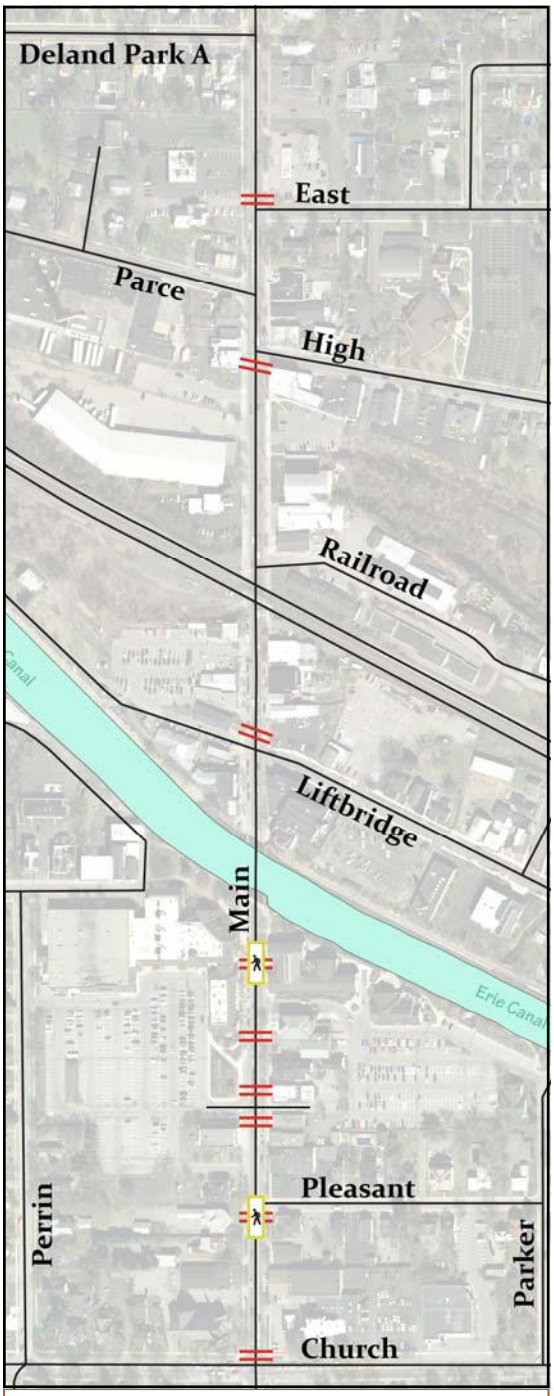


Figure 16 - Crosswalks

Pedestrian Accommodations

- 5 Unsignalized Crosswalks
- 5 Signalized Crosswalks
- Countdown Signals at High St
- Ped Signals at Church St
- Ped Buttons only at The Landing
- Crosswalk Spacing:

  marked 70' to 830' apart

  recommended min. spacing:

  325' to 500'

Based on documentation of the crossing facilities available on Main Street, an assessment of how well the crosswalks serve pedestrians was performed. The crosswalk assessment was based on the Level of Service Model for Signalized Intersections for Pedestrians. Several characteristics of the pedestrian crossing factored into the assessment, including:

- number of potential conflicts between vehicles and pedestrians,
- perceived comfort of pedestrians,
- vehicle speed, and
- number of lanes being crossed.

These variables were used to analyze the level/quality of service at each crosswalk. The results of this analysis demonstrate that there are no immediate safety concerns at any of the crosswalk locations within the study area. On a grading scale of LOS 'A' through LOS 'F', all of the crosswalks on Main Street were rated with LOS 'B' or LOS 'C', meaning that the crosswalks, provide an acceptable way for crossing the street in a reasonably safe and comfortable fashion.

Although the results of the Crosswalk Assessment point out that there are no apparent safety concerns at any of the signalized crosswalks that were analyzed (all of the crosswalks are assessed at LOS B), it does not evaluate the frequency, location, or convenience of crosswalk locations along the corridor. There are a few areas with great distances between marked crosswalk locations (e.g. Liftbridge Lane to High Street). There is also a perceived sight distance issue associated with the unsignalized crosswalks at the Village Hall and the Fairport Public Library. The proximity of on-street parking to the crosswalks can make it difficult for pedestrians to see traffic when attempting to cross. Likewise, motorists may have difficulty seeing pedestrians enter the crosswalk from between the parked vehicles.

Table 3 - Crosswalk Level of Service

Crosswalk Location	Score	
Xing Main N. of Church	2.15	B
Xing Main S. of Church	2.14	B
Xing Church W. of Main	2.07	B
Xing Church E. of Main	2.07	B
Xing Main N. of Fairport Village Landing	2.03	B
Xing Main S. of Fairport Village Landing	2.00	B
Xing High E. of Main	1.94	B
Xing Main N. of High	1.94	B
Xing Main S. of High	1.93	B
Xing Fairport Village Landing W. of Main	1.74	B
Xing Parking Lot E. of Main	1.67	B

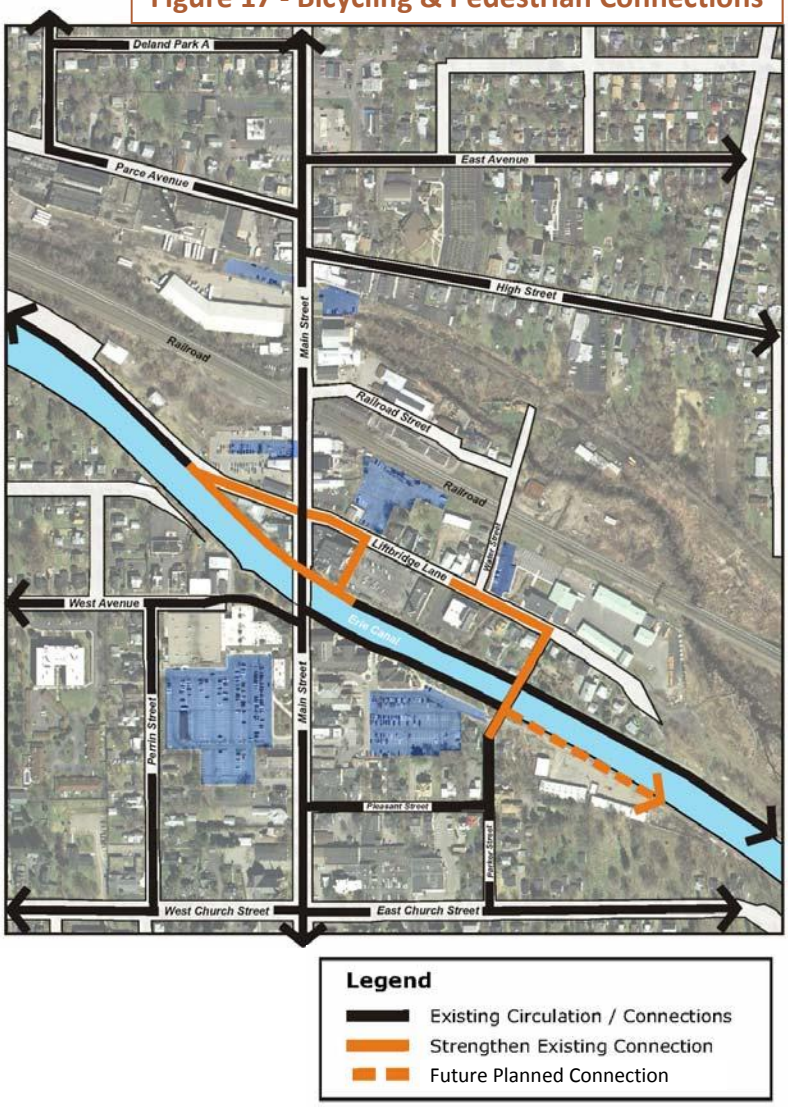
* Sorted from worst to best performing crosswalk

C. Bicycle Accommodations

Bicycle safety is judged on the presence or absence of a dedicated bicycle facility, shared lane widths including the on-street parking lane, and the amount of space a cyclist needs to safely maneuver. Other considerations which affect bicycle safety are speed limits, average annual daily traffic (AADT) volumes, percentage of heavy traffic, number of driveways, and any obstructions to the public realm, including overgrown landscaping and road grates. Bicycle infrastructure and facilities were also reviewed during the walk of the study area.

The Village of Fairport lacks any form of dedicated bicycle facilities. There are no road shoulders or bicycle lanes provided to give bicyclists desirable maneuvering room and comfort. In addition, the travel lane is generally too narrow to accommodate bicycles riding alongside vehicular traffic. In most cases, bicycle users must either use the sidewalk, or take their chances on the outside of the narrow travel lane when bicycling in the area.

Figure 17 - Bicycling & Pedestrian Connections



Many bicyclists were seen during field observations throughout the Village. While some bicyclists chose to ride in the roadway, others were more comfortable using the sidewalk. The Canal Path and the desirable bicycle destinations in the Village (e.g. RV&E Bike & Skate and Lickety Splits Ice Cream) result in a need for strong bicycle connections. Opportunities exist for improving pedestrian and bicycle circulation as shown in Figure 16. Chapter 6, Subsection 6-1 of the Village Code states "No person shall ride or operate a bicycle upon any sidewalk, street or public place in said village in such a manner as to interfere with pedestrians thereon". However, it is oftentimes difficult for bicyclists to abide by this law, especially on Main Street, if the only other option would be to ride on the side of a narrow, high volume street.

Inexperienced bicyclists, often referred to as Type B riders, may not be comfortable with riding along a road without any space allocated to bicycle use. For this reason, dedicated bicycle facilities on Main Street and at other strategic links throughout the Village would improve bicycling conditions significantly.

Bicyclists encounter continuity issues as they approach Main Street on the Canal Trail as a result of an approximately 6 ft grade change between the trail and Main Street as well as from the west

side of the Liftbridge to the east side of the Liftbridge. The connection between the trail and Main Street as well as between the east and west sides of the trail is also not ADA friendly. The Canal Trail is primary bicycle route crossing Main Street and there is limited room to construct an accessible ramp.

The Parker Street bridge and pedestrian stairs provide a critical connection between public parking at Packett's Landing and the Liftbridge Lane area. However, the stirs are not inviting and are hidden from view.

D. Transit Accommodations

The Rochester Genesee Regional Transportation Authority (RGRTA) is headquartered on East Main Street in Rochester and oversees public transportation in Monroe, Genesee, Livingston, Orleans, Wayne, Wyoming and Seneca Counties. Figure 18 indicates the location of bus stops along Main Street. Figure 19 depicts Route 21, the only bus route that serves the Village of Fairport.

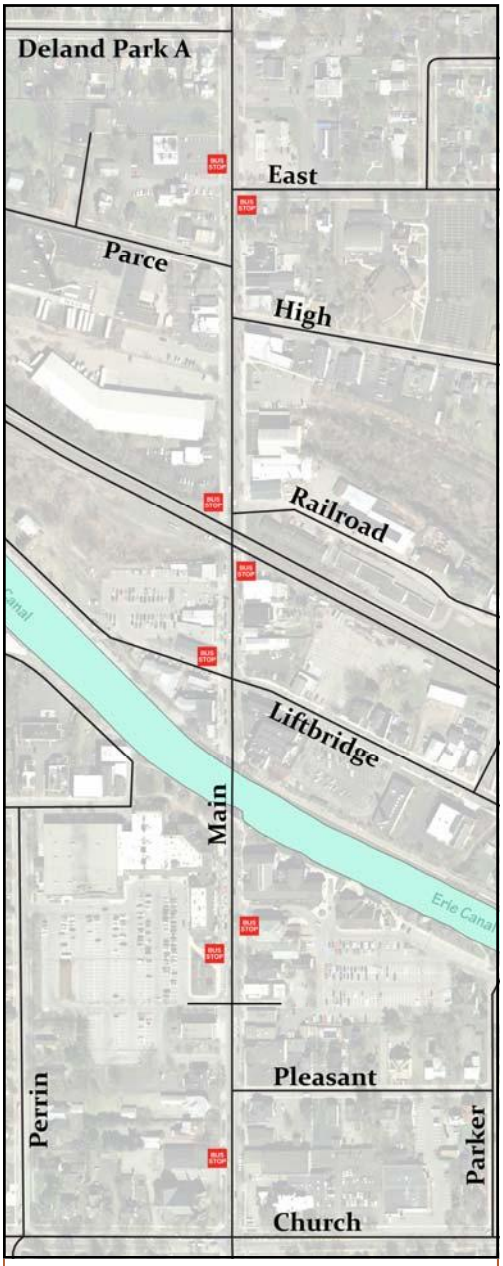


Figure 18 - Bus Stops

There are eight bus stops along Main Street between Church Street and East Street, none of which have any type of shelters for pedestrians waiting for the bus. This inventory of bus stop locations offers insight into potential locations for pedestrian realm improvements, as well as design treatments and appropriate road geometry at intersections.

Figure 19 - RTS Bus Route 21

Source: Route 250 Corridor Study

E. Safety

Accident reports were investigated to assess the safety history at the intersections within the study area. The vehicular accidents included in the current review collectively covered a three-year time period from 2006 through 2008; bicycle and pedestrian related accidents were reviewed for the time period from 2000 to 2008. During the three-year period for vehicular accidents, fifty-three accidents were documented along Main Street; comprised of 27 intersection related accidents and 29 accidents in the segments between intersections. Nine of the intersection accidents occurred at Church Street, five at High Street, and four at East Avenue. Given the number and location of the vehicular accidents, there are no inherent safety concerns in the study area. Accident locations and density are depicted in Figure 20.

There were eight pedestrian and bicycle accidents between 2000 and 2008. Five of the eight accidents occurred between High Street and East Avenue. This indicates that pedestrians are not crossing Main Street within the crosswalks and there may be some confusion for motorists/ pedestrians/bicyclists. This area has a much different look and feel than Main Street further south and motorists may not be expecting pedestrian and bicycle traffic in this area.

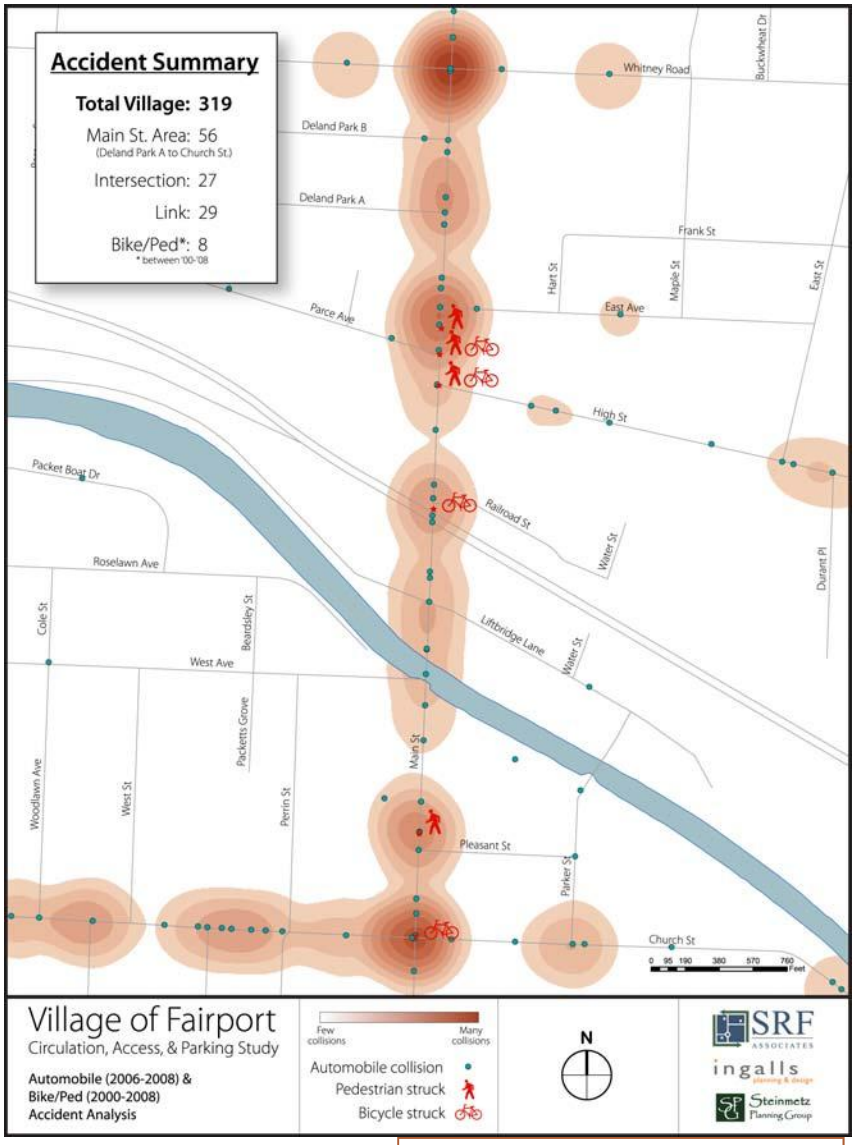


Figure 20 - Accident Summary

F. Parking

As outlined in the Inventory and Analysis section, there are nearly 1,000 public parking spaces within a 5 minute walk of the Liftbridge. Fairport is fortunate to have this number of spaces available. However, available parking has been raised as an issue that must be addressed particularly in the Liftbridge Lane East area. Liftbridge Lane East is developing as a lively "restaurant row". As a result, demand for parking has increased significantly. Although Fairport Junction is a public parking lot, it doubles as a festival site and includes an ice skating rink during the winter months. The Box Factory parking lot is private and some tenants have expressed concern that it is often used by people not patronizing Box Factory businesses. Opportunities to help resolve this issue must be explored. They include:

- **Wayfinding System**—this is something that has been talked about in Fairport for several years but has not come to fruition. Although public parking signs are helpful in identifying public lots, they do not help visitors reach their destination. A more sophisticated system that helps visitors identify where they can park for specific destinations and then assist them in getting there might be needed. The public parking signs could be at the foundation of such a system.
- **Reframe the parking paradigm**—Most people want to park as close to their destination as possible. Rather than promoting parking based on location alone consideration should be given to promoting it based on walking distance and time. This will take a concerted effort by all stakeholders to deliver a consistent message regarding parking.
- **Strengthen connections to public parking areas**—The experience visitors have along connections between parking and destinations can impact their desire to walk. People are more likely to walk when connections are identifiable, safe, and inviting. For example, the stair that leads from Parker Street to the Canal path (see image to the right) is not well maintained and is not easily identifiable.

- **Long term** —If the CBD continues to thrive and areas like Liftbridge Lane East further develop, other alternatives to parking might have to be considered. A rubber tire shuttle and valet services should not be ruled out.

ASSESSMENT OF EXISTING OFF-STREET PARKING REQUIREMENTS

The review of the existing parking requirements contained in the Zoning Code conducted as part of this Study indicates that the Village may want to consider the following provisions:

- Reducing off-street parking requirements - A growing number of villages and cities are reducing off-street parking requirements due to the limited amount of land available within in their neighborhoods and commercial areas. These reductions can apply to the entire community or a defined areas such as the central business district. Generally speaking, a requirement of four (4) or more spaces per 1,000 square feet of floor area for retail and office type uses is considered normal for suburban environments that cater to the automobile. For most commercial uses, Fairport requires 3.33 spaces for every 1,000 square feet of floor area. While this is not excessive, there are a number of communities that have reduced the parking requirement for retail and office uses to a little as two (2) spaces per 1,000 square feet of floor area.
- Establishing a maximum number of parking spaces - Limits on the number of parking spaces can help to create a pedestrian friendly environment that is not dominated by large parking areas in downtowns and commercial centers where land is scarce and may be expensive.
- Clarifying Joint Parking and Shared Parking - Section 55-4 of the Zoning Code provides a definition for "joint parking." Meanwhile, Sections 55-33.13 and 55.30.1 contain "shared parking" provisions. It is recommended that a definition of "shared parking" be added to Section 55-4.
- Eliminating multiple references to off-street parking requirements - There are currently parking requirements listed in Sections 55-35, 55-30.1, and 55-33.13 of the Village Code. In order to make the code more user friendly, these requirements should be placed in a single section.
- Rethinking the elimination of parking requirements - The Village should consider requiring developers or operators to provide amenities or improvements to existing parking areas as a condition of waiving parking requirements within the Design Overlay District.

Public parking at Packetts Landing

G. Local Market Trends

The Village of Fairport capitalizes on its accessible waterfront, and places a high priority on projects that strengthen the relationship between the commercial district and the Canal to foster its local business climate. The efforts of the Office of Community and Economic Development (which includes the Industrial Development Authority (IDA), Urban Renewal Agency, Fairport Village Partnership and Section 8 Housing) are recognized for their success in leveraging private sector investment to create a vibrant, healthy local economy.

Early IDA projects, including The Box Factory ($2.63M), Packett's Landing/Canal East ($2.3M), and The American Can Company ($1M), used industrial revenue bonds and land leases to strengthen the local tax base, create jobs, and establish Fairport as a destination for boaters and tourists. More recently, projects such as Sterling West, Towpath Park, and Mulconry's have focused on redevelopment and adaptive reuse of buildings and land. These projects have served to increase the energy and vitality of an already thriving waterfront and commercial district to create one of the best ports along the Erie Canal.

The Village's approach to economic development consists of four key components. These are described below:

- **Tourism** is an integral part of the local economy and businesses that attract both residents and visitors are important to us. These include boutique retail shops (Toy Soldier, Seasons of Fairport, CandyNation, Celtic Jewelers), restaurants (Joey Bs, Donnelly's, Mulconry's, Blue Cactus Mexican Grille), and recreational/water enhanced businesses such as RV&E Bike and Skate, Erie Canal Boat Company, and the Colonial Belle.

- **Manufacturing** and high-tech companies balance the economy and include LiDestri Foods, HP Neun, Viva Foam, Corning Tropel, and dozens of smaller firms.

- **Professional and public service operations** further balance the local economy. Fairport is fortunate to count many public operations in our business district, including the Fairport School District, Public Library, Fairport Electric, and Village Hall.

- **Creative and professional firms** enjoy the character that the Village provides. Fairport is home to many sales and marketing operations, legal, engineering and financial service business, banks (Fairport Savings Bank, Bank of America and Fairport Federal Credit Union), and electrical engineering companies.

H. Zoning Assessment

The existing Village Zoning Code has been regularly updated in order to ensure its requirements preserve the character of the Village's residential and commercial areas. A prime example of this is the Design Overlay District (DOD). The Overlay District provides architectural and design requirements intended to foster a high quality urban environment for residents and visitors along Main Street and the Canal. The review of the Zoning Code conducted as part of this Study indicates that there are opportunities to clarify the following provisions:

- The Canal District currently permits "water dependant" uses but no where in the code is the term "water dependant" defined. As a result, uses such as boat sales and repair may be permitted within the central business district (CBD). These uses may not be appropriate within the CBD due to the large amounts of outdoor storage typically associated with boat sales and repair operations.

- The Canal District lists the mixing of uses as specially permitted. However, the B-1 District makes no such reference. Based upon the review of the Comprehensive Plan and the input from the Steering Committee, the mixing of uses within the B-1 District is desirable and should be articulated in the Code.

- The B-1 District currently permits light industrial uses, car sales and repair, and bus terminals by special permit. These uses may not be appropriate within the CBD due to the large amounts of outdoor storage and truck traffic typically associated with these operations.

A. Transit Accommodations

There are currently eight bus stops within the study area along Main Street. None of the bus stops provide shelter for pedestrians waiting for the bus. The two most active bus stops in the study area are located along the west side of Main Street opposite Railroad Street and just north of the East Street intersection. Figure 21 shows the location of the two most active bus stops.

It is recommended that a transit shelter be installed at the bus stop opposite Railroad Street to provide accommodations for pedestrians waiting for RTS bus service. Figure 22 shows an example of how a bus shelter could be installed in the proposed area. Photos of sample themed bus shelters are shown on the following page.

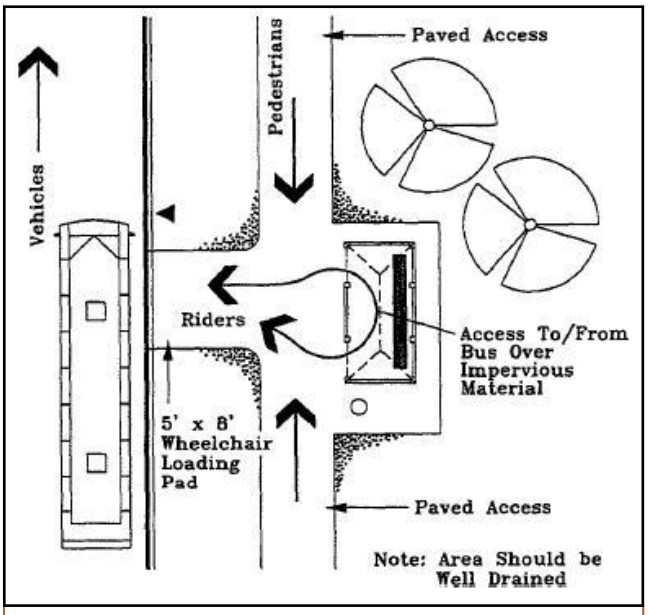


Figure 22 - Conceptual Shelter Layout

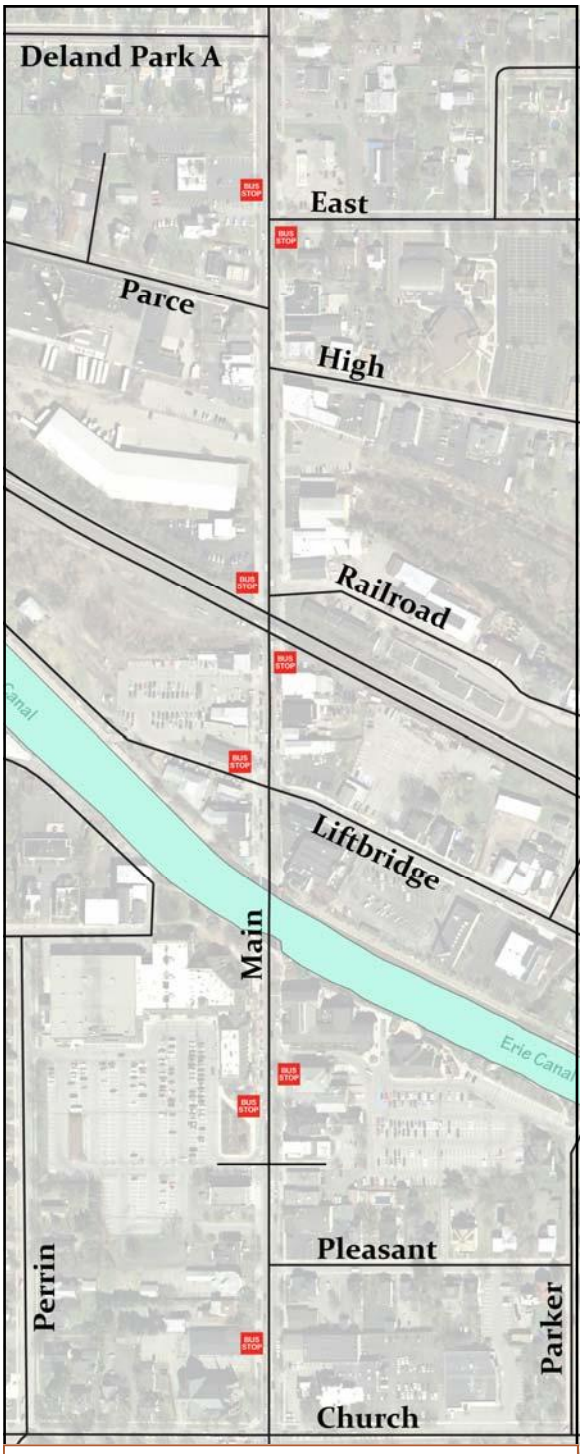


Figure 21 - Most Active Bus Stops

Photo Rendering: University Avenue near Gleason
Source: Pardi Partnership Architects, P.C.

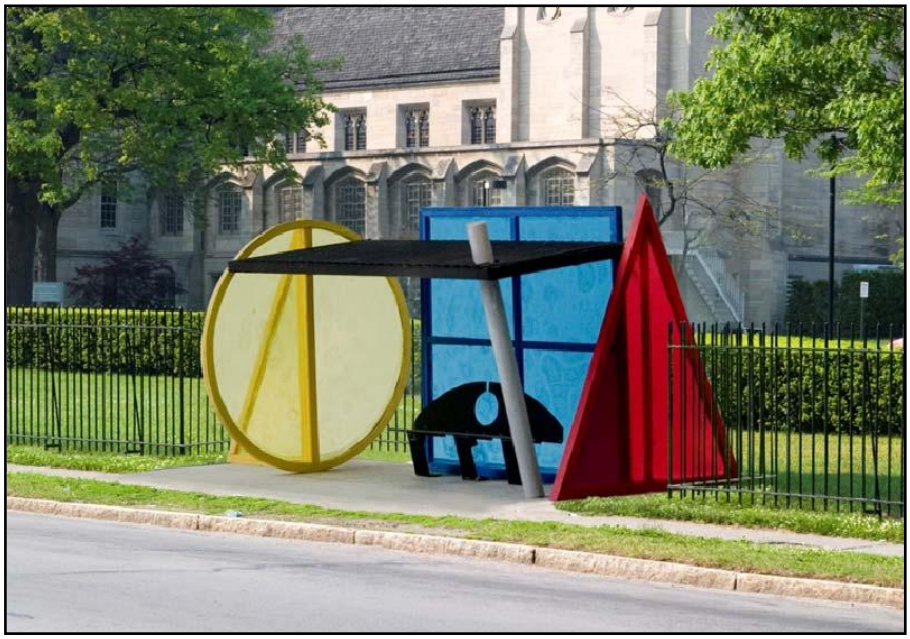


Photo Rendering: University Avenue near Memorial Art Gallery
Source: Pardi Partnership Architects, P.C.

B. Vehicular Traffic Operations on Main Street

The inventory and analysis of traffic operations on Main Street identified three main issues that impact vehicular movement on Main Street: the Liftbridge operations, at-grade railroad crossing and train traffic, and inefficient operations at the Village Landing intersection.

There is very little that can be done to mitigate the impacts of the Liftbridge operations and train traffic. The potential for using Intelligent Transportation Systems (ITS) technology to alert motorists to delays in time to choose an alternate route rather than travel through the Village was explored. However, the costs associated with installing the necessary equipment is likely to far outweigh the benefits that may be realized. In addition, alternate routes are likely to result in similar travel times when compared to the typical delay in the Village resulting from the Liftbridge or a train. There are exceptions when there are more than one train at a time and/or the train and the Liftbridge events occur consecutively. However, these occurrences are infrequent and do not justify the expense required to provide ITS as a viable mitigation option.

VILLAGE LANDING TRAFFIC SIGNAL

The following recommendations for the Village Landing intersection will improve traffic operations and safety along Main Street between the Liftbridge and Church Street:

- Secure and maintain the existing easement for access to Packetts Landing
- Upgrade all traffic signal equipment
- Coordinate the traffic signal with the signal at Church Street
- Install countdown pedestrian signals
- Pursue a maintenance agreement with NYSDOT
- Consider pursuing a jurisdictional transfer of Main Street with NYSDOT

Main Street will benefit from upgrading the signal at Village Landing, entering into a maintenance agreement with NYSDOT, and coordinating the Village Landing signal with the signal at Church Street in the following ways

Table 4, below indicates the reduction in queuing that may be achieved with coordination of the two signals at Village Landing and Church Street. However, coordination is only possible if the signal at Village Landing is upgraded and a maintenance agreement with NYSDOT is reached.

In order to gain the full operational benefit of upgrading and coordinating the traffic signals, there are two existing parking spaces on the east side of Main Street adjacent to the signal that must be removed.

These parking spaces are located within the "functional boundaries" of the Village Landing intersection and have a significant impact on operating conditions along Main Street. Two options for improvements are provided including removing both parking spaces or removing just one of the parking spaces.

In addition, the Village should pursue a request to NYSDOT to designate an alternate truck route using Whitney Road, Turk Hill Road, and Route 31F (Church Street) to direct trucks to bypass Main Street in the Village whenever possible.

Reasons to upgrade the Signal at Village Landing

- Closely spaced with intersection at Church Street
- Storage space for queued vehicles between the intersections fills to more than 80% capacity during the PM peak hour
- Traffic is heavily platooned between the intersections at Village Landing and Church Street
- A significant reduction in queuing on Main Street can be achieved

Table 4 - Queue Lengths With and Without Coordination

Intersection		No coordination	Coordination
Main Street/ Church Street	NB	198 (351)	239 (343)
	SB	258 (522)	185 (262)
Main Street/ Fairport Village Landing	NB	184 (282)	60 (156)
	SB	176 (284)	163 (260)

Key: Queue length in feet

C. Curb Extensions and On-Street Parking

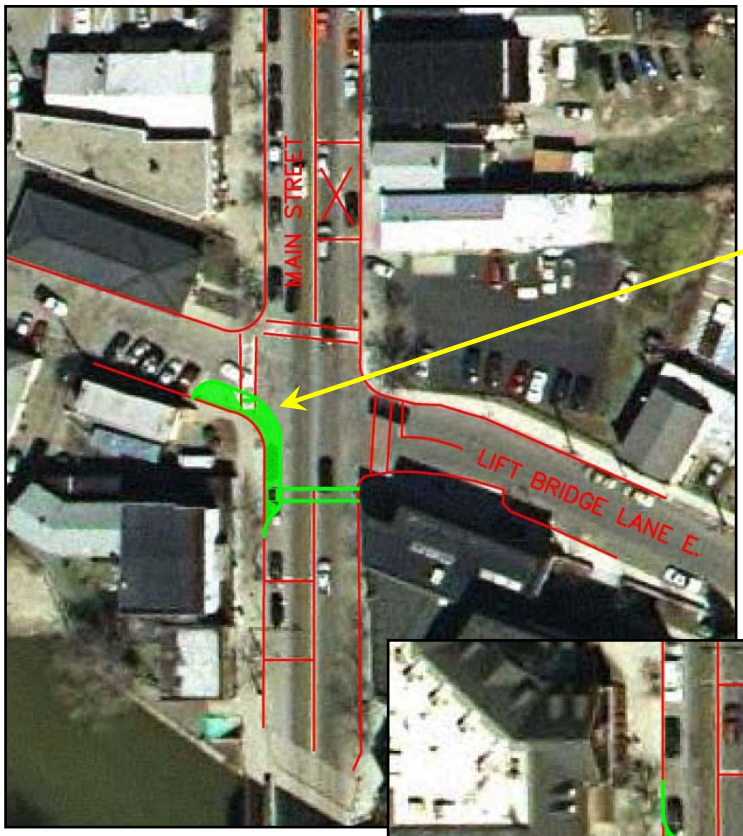
Curb extensions or bulbouts, as shown and recommended in the following figures, extend the curb line into the travelway creating a protective area for both pedestrians and parked vehicles. They are commonly installed along streets with on-street parking and provide both pedestrian safety and traffic calming benefits. The use of pavement marking "T"s that further delineate on-street parking promotes more efficient use of on-street parking.

Benefits of Curb Extensions

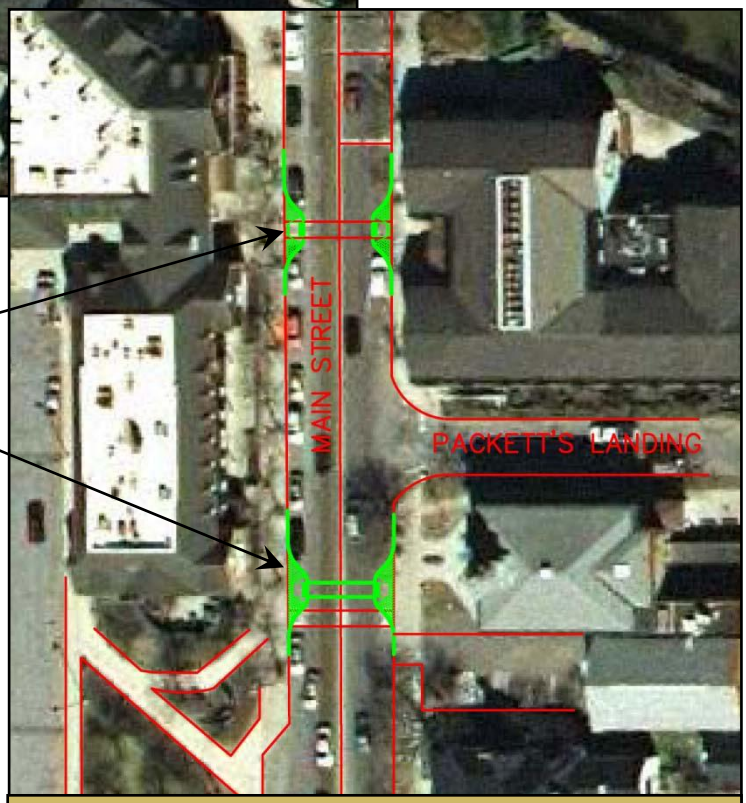
- Shorter pedestrian crossing distance
- Increased visibility for both driver and pedestrians
- Improve visibility of pedestrian crossing

Option 1: Remove 2 parking spaces and restripe turn lane

Option 2: Remove 1 parking space, add curb extension, and restripe



potential curb extensions



potential curb extensions

Relocate crosswalk at Village Hall to the north to accommodate curb extension

D. Liftbridge Lane West & Canal Trail

As was discussed in the Needs and Opportunities section, due to the stair under Main Street at the Liftbridge, Liftbridge Lane West is the only at-grade route for Canal trail users. It does not include sidewalks or any dedicated facilities for pedestrians or any devices to indicate that it is a shared facility. It is not ADA accessible and raises safety concerns for all users.

EVALUATE THE FEASIBILITY OF A RAMP UNDER THE LIFTBRIDGE

It is recommended that the Village evaluate the feasibility of adding an ADA accessible ramp near the stair under the liftbridge. There could be significant engineering related issues to address in evaluating a ramp including the proximity of the Canal wall and the foundations of the adjacent Mill Stone buildings. There are also large trees in the vicinity that could pose problems. Even if a ramp proves to be feasible it likely to be a long term solution. In the short term, it is recommended that wheel gutters be added adjacent to the stair to better accommodate bicycles.

A wheel gutter helps a bicyclist navigate a stair.

RECONSTRUCT LIFTBRIDGE LANE WEST TO ACCOMMODATE ALL USERS

Liftbridge Lane West should be designed and reconstructed to safely accommodate trail users. The two alternatives below describe and illustrate two options to do this. Both alternatives include an 11' to 12' multi-use trail connector along the south side of the street connecting the canal trail to Main Street where there are enhanced crosswalks. This connector will likely be concrete and could be accented with decorative pavers. On-street parking is included on the north side of the street along with a 5' sidewalk that also connects to Main Street.

The street is envisioned to include streetscape character consistent with Liftbridge Lane East with street trees, pedestrian level lighting, enhanced crosswalks, and furnishings. Vehicular access to the auto-repair shop located to the south between Liftbridge Lane West and the Canal must be maintained. The long term vision is for land uses within the downtown to be mixed-use with pedestrian oriented uses on the ground floor. Therefore, it is important that the streetscape character be conductive to that vision as on Liftbridge Lane East.

A sitting area with bike storage and furnishings is provided in both concepts adjacent to the parking lot, which is also a trailhead. Opportunities exists for the incorporation of public art and a kiosk to provide information to trail users, such as which direction to go for the accessible route and where services and businesses are located in

A kiosk near the transition from the canal trail to Liftbridge Lane will assist users in finding their way back to the canal side trail and to the services and businesses in the downtown area.

the business district. Public art could include a stand alone piece or things such as bike racks and benches (see image below). Bollards should be included along the curb that separates the multi-use trail connector near the hand-carry boat launch to prevent automobiles from entering the trail or the hand-carry boat launch area. They should be removable as to provide access for emergency or maintenance vehicles. Wayfinding signage and the kiosk should be part of the overall wayfinding system. Trail markers could also be included. The markers should be unique to Fairport and be inlayed to the trail material. In addition to signs the markers would help users identify the trail as it moves away from the Canal and down Liftbridge Lane and then back to the Canal. To be most effective, the markers should start in the canal trail before the trail reaches the canoe rental facility and continue along the route leading users back to the canal side trail. This will enable users to identify the markers, have adequate time to digest the information before they reach the transition at Liftbridge Lane West, and then follow them back to the canal trail.

The images above illustrate a few elements and materials that are envisioned to be included on Liftbridge Lane West. The crosswalk and the "Harp" light fixture are two design elements from the streetscape on Liftbridge Lane East that should be included in the new design. It will bring consistency and continuity between the two streets, which both serve canal trail users.

Back-in Parking

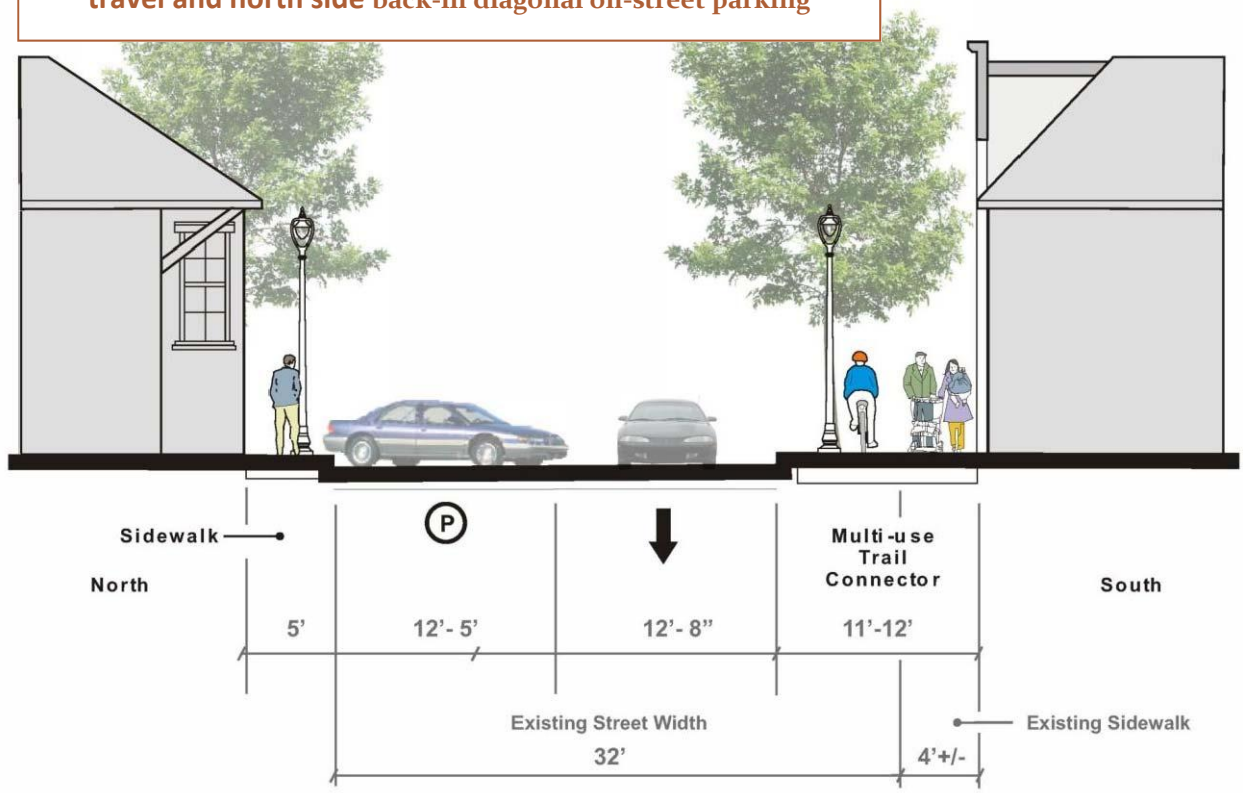
Back-in angled parking requires vehicles to back into a stall at an angle with the front of the vehicle facing out and with the direction of traffic flow. This parking system is used by various cities, especially in areas where bicycle traffic is prevalent. Cities such as Fremont, CA, Chico, CA, Santa Rosa, CA, Tucson, AZ, Vancouver, WA, Washington, D.C., and Kelowna, BC, Canada currently use or are considering the use of this system.

Alternative 1

In addition to the design characteristics described above, Alternative 1 includes changing the street from two-way traffic to one-way westbound with back-in angled on-street parking and a dedicated multi-user sidewalk. The back-in parking is located along the north side and includes 8 spaces. The main advantages of back-in parking are that the driver has a better view of oncoming trail users when pulling out of a stall and loading and unloading from the truck or hatch is safer because the back of the vehicle is closest to the curb. The disadvantage is drivers are not as familiar with this type of parking. Therefore, signs are needed to instruct drivers. This should not be a significant problem because volumes and speeds are low and there is no oncoming traffic.

Figure 23 - Alternative 1 Concept Plan: One-way travel with back-in parking

Figure 24 - One-way cross-section with one-way westbound travel and north side back-in diagonal on-street parking



Woonerf

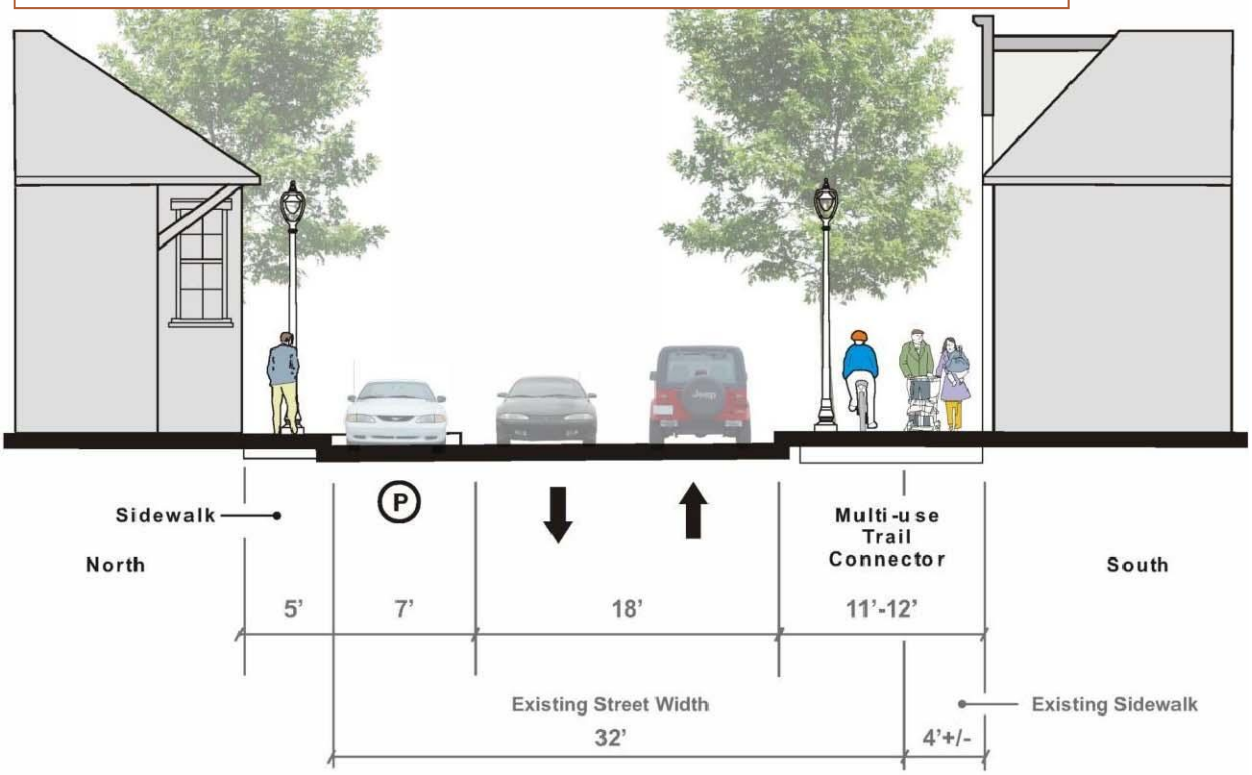
Woonerf is the Dutch name for a "living street" in which the needs of car drivers are secondary to the needs of users of the street as a whole. It is a "shared space" designed to be used by pedestrians, playing children, bicyclists, and low-speed motor vehicles, becoming a public place for people instead of single-purpose conduits for automobiles. In a woonerf, vehicles may not impede pedestrians, who in turn may not unreasonably hinder the progress of drivers.

Alternative 2

The second alternative for Liftbridge Lane West is depicted in Figure 25 on the following page. It includes leaving the circulation pattern much like it is now with eastbound and westbound travel with parallel on-street parking along the north side of the street, a 5' sidewalk along the north side, and an 11' to 12' multi-use trail connector along the south side. As with Alternative 1, the streetscape character and the design elements are envisioned to be similar to Liftbridge Lane East and are described above. The combined travel lane width would be approximately 18' and can safely accommodate the low volume of traffic on this street. The parallel parking bay could be a different material and/or color than that of the travel lanes to visually narrow the street and help keep vehicular speeds low. Although not shown in the graphic, the street could also be treated as a "woonerf" where the street is designed to look and feel like a pedestrian space that can be used by motorists at low speeds, typically less than 10 MPH.

Figure 25 - Alternative 2 Concept Plan: Two-way travel with parallel parking

Figure 26 - Two-way cross-section with one eastbound and one westbound travel lanes and north side on-street parallel parking



Preferred Alternative

The two alternatives were presented to the Steering Committee and evaluated by the Consultant team. Both alternatives envision a well designed pedestrian street that accommodates all users. However, Alternative 1 has been selected as the preferred alternative . Due to the one-way travel and diagonal parking there are 4 additional parking spaces; 2 on-street and 2 off-street. In addition, there are circulation and operational advantages that are not available in Alternatives 2. Using this driveway as only an entrance eliminates traffic exiting at Main Street and the competition for gaps in traffic from Liftbridge Lane East. It also slightly reduces the volume of traffic at the intersection which in turn reduces conflicts with pedestrians and bicyclists at the intersection.

Concept - Proposed Liftbridge Lane West (one-way w/back-in on-street parking)

E. Pedestrian & Bicycle Connections

IMPROVE WALKABILITY & BIKEABILITY

As was discussed in the Needs and Opportunities section of this report, the walkability of streets is linked to many factors. It is well documented that urban design characteristics such as enclosure, transparency, articulated building facades, and street trees impact people's desire to walk. The recommendations below are based on the pedestrian quality-of-service evaluation conducted as part of this study and only includes characteristics and the street segments that scored below average. One all-encompassing recommendation is to develop a comprehensive and coordinated Active Transportation Plan for the entire village.

Main Street

Liftbridge Lane to Railroad Street - The walkability in this segment of Main Street scored slightly below average. The deficiencies include the lack of street furniture and the poor ground floor transparency of a few buildings along the west side. As redevelopment and/or façade improvement take place, special attention must be given to improving the first floor transparency of those buildings.

Railroad Street to High Street - Historically, this segment of Main Street has been industrial. However, many of the industrial uses have moved out leaving the buildings to commercial and retail uses. Unfortunately, this areas includes several parcels with poorly articulated buildings with large front yard setbacks, and parking located between the building and the sidewalk. This auto-oriented design leaves little to be desired by pedestrians. As redevelopment occurs, the buildings should be moved close to the street, with the primary entrance on Main Street, include a high level of first floor transparency and parking in the rear or side yard. In the short term, the Village can make other improvements that will begin to improve walkability such as: additional shade trees, especially on the east side, encourage on-street parking by marking spaces, and consider a tree lawn to help buffer pedestrians from the traffic.

High Street to East Avenue - This segment scored above average in all categories with the exception of Enclosure / Definition and Transparency along the west side. The below average score in this area is due to the automobile repair/fueling station with its large setback and front yard parking/fuel pumps. If the property is redevelopment it should be designed to comply with the requirements of the Design Overlay District. Until then, the Village should continue to include street trees to help provide some enclosure. In addition, this area had several pedestrian and bicycle accidents indicating that motorists may treat this area differently than the main central business district area of Main Street. Enhancements to improve pedestrian and bicycle safety should include share-the-road signs, high visibility crosswalks with appropriate signage, and sharrows to indicate to motorists that they must share the travel lane with bicyclists.

Example of a "sharrow"

East Avenue to Deland Park A - As with Railroad Street to High Street, the primary reason this segment has walkability scores well below average is due to parcels that include one-story buildings with large front yard setbacks and front yard parking. Additional street trees would help create some enclosure but with the numerous wide curb-cuts there is little space for additional trees. As recommended with other segments, if and when redevelopment occurs, the buildings should be moved close to the street, with the primary entrance on Main Street, include a high level of first floor transparency and locate parking in the rear or side yard.

Liftbridge Lane East

The walkability of Liftbridge Lane East has improved significantly over the last several years due to the reconstruction of the street and the redevelopment with articulated buildings with high levels of transparency. Things like outdoor dining and signature street lighting have also enhanced the overall pedestrian experience. The reasons the street scored below average is due to the lack of street furnishings, immature street trees, and poor enclosure along the Box factory parking lot. It is recommended that the Village include street furnishing and continue to expect high quality design. As redevelopment continues and the trees mature, this street will develop into one of Fairport's premier pedestrian friendly streets.

West Avenue

The business district area along West Avenue extends from Perrin Street to Kennelly Park. It is compact with only a few buildings along the north side and is defines by the parking garage to the south. The characteristics that received below average scores are Transparency, Articulated Buildings, and Street Trees. The buildings to the north adjacent to the recently developed Sterling West building provide good enclosure and front the street but are in need of a facade improvement. Transparent windows, modern awnings and new signs will greatly improve this area.

DEVELOP WAYFINDING SIGN PROGRAM

The Village should develop and implement a comprehensive wayfinding sign program to help improve parking utilization in the public lots and provide a better experience for all visitors. The program should consider the entire experience of all users including motorists, bicyclists and pedestrians from the time they reach Fairport to the time they leave. It should be integrated into the existing Fairport brand including the public parking signs and other promotional programs and materials. It should identify services, such as public parking lots, as well as destinations including the Fairport Junction Festival Site, Thomas Creek Wetland Boardwalk, and the Canal Trail.

Example of how wayfinding could be incorporated into the existing public parking signs. Public parking signs were designed by Turning Point Signs.

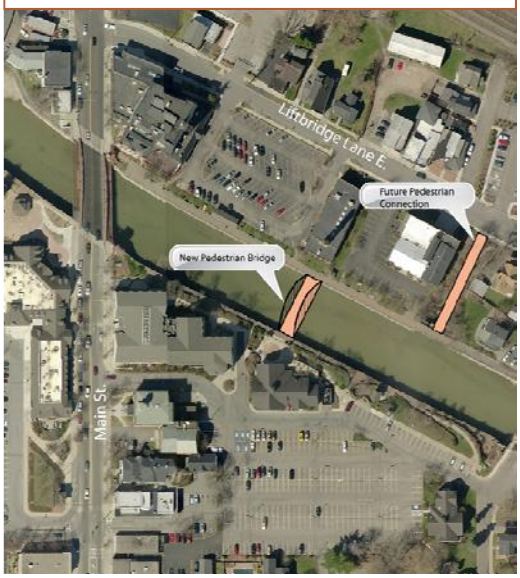
EXPLORE TROLLEY/SHUTTLE/VALET POSSIBILITIES

Over the next decade, if conveniently located parking remains an issue, the Fairport Village Partnership and/or the Fairport Perinton Merchants Association should explore other solution such as a rubber tired trolley, shuttle and/or a district valet service for peak times.

IMPROVE CANAL PEDESTRIAN CROSSINGS

The Erie Canal is a tremendous recreational and economic development asset for Fairport but it does create challenges in terms of getting people from one side to the other. The Main Street Liftbridge is the primary connector over the Canal and accommodates pedestrians very well. The Parker Street bridge, to the east of the Liftbridge, also accommodates pedestrians but only on one side and it is narrow and somewhat uninviting. The downtown area is thriving and convenient access to public parking is becoming more of an issue. Strengthening the existing pedestrian connections and exploring new connections along with wayfinding signs will lead to better utilization of existing public parking lots.

Figure 27 - Canal Pedestrian Connections



Pedestrian bridge from Packett's Landing to Box Factory area - The idea of a new Canal pedestrian bridge near Packett's Landing (see Figure 27) stems from the Community Workshop. Although it is a bold idea, it should not, at this point, be ruled out as a long term solution to better connect the public parking at Packett's Landing to the north side of the Canal, especially if Liftbridge Lane continues to develop as a "restaurant row" and becomes a significant regional Eastside designation. It is recommended that the feasibility of a bridge be explored further with consideration given to the height requirements, aesthetics, costs, etc.

Figure 28 - Canal Access Improvements

Pedestrian connection improvements at the Parker St. Bridge - With the redevelopment of the former Department of Public Works (DPW) site and activities occurring on Liftbridge Lane East the pedestrian connection at the Parker Street bridge is more important that ever. As part of the DPW redevelopment a Canal side promenade east of the bridge should connect to the existing promenade to the west (under the bridge) allowing pedestrians a contiguous connection along the Canal as well as up to the walkway to the bridge.

Aesthetic and safety improvements including wayfinding signage, crosswalks, landscaping, and public art should be made to the area surrounding the bridge as to enhance the overall pedestrian experience. The feasibility of widening the pedestrian way on the bridge should be explored further.

Stair leading from Parker Street bridge to Canal Promenade - The stair on the north side of the bridge leading from the bridge to the Canal promenade should be improved. It should include small signs, consistent with the wayfinding system, at both ends letting pedestrians know the stair is there. A decorative railing and plantings at the top should also be considered.

Pedestrian connection along the outfall between the Canal promenade and Liftbridge Lane West (near King Building) - Currently, there is not a public connection from the Canal promenade to Liftbridge Lane East between Parker Street and Main Street. If possible, this connection along the east side of the outfall should be ADA accessible and accommodate pedestrians and bicyclists. It would provide a public connection for trail users, which now must travel through the Box Factory parking lot to get to and from the from Main Street/Liftbridge Lane intersection.

F. Southern Gateway/Four Corners

Gateways

The points at which you feel a sense of entry to a place are often referred to as gateways. Special attention must be paid to gateways because they provide first impressions and a sense-of-arrival. Gateways are typically identified at points of transition that are defined by an edge; a physical barrier or boundary such as a river, highway, or major point of decision, such as an intersection.

Both the Main Street Streetscape Plan and the Southern Gateway Sub-area Committee Report call for improvements at the intersection of Main Street and Church Street, also know as the "Four Corners" or the southern gateway to the central business district.

STREETSCAPE / GATEWAY FEATURE ENHANCEMENTS

The 2003 Main Street Streetscape Plan not only identifies the Four Corners area as a gateway it recommends streetscape improvements. These improvements, as illustrated in Figure 29 below, include a decorative pavement patterns throughout the intersection with delineated crosswalks, park like areas at all four-corners, and plant materials that provide four-season appeal. It is recommended that the Village continue its effort to implement the Streetscape Plan. However, large areas of decorative pavers must be carefully considered due to the high cost and the risk of failure associated with Upstate New York's harsh climate. As a cost effective lower risk alternative, enhanced/decorative crosswalks without pavers in the entire intersection, along with the other recommended improvements, will significantly enhance this important gateway.

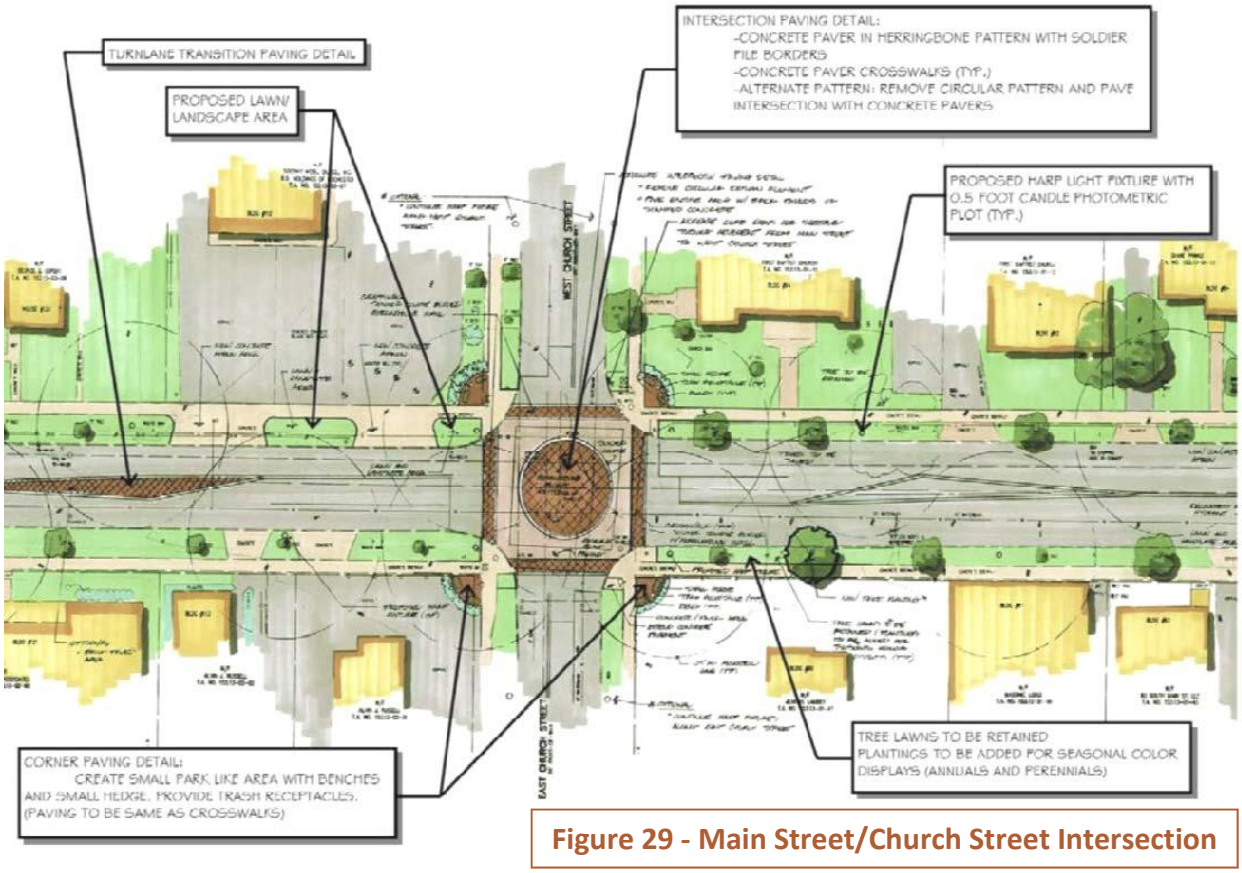


Figure 29 - Main Street/Church Street Intersection

FUTURE REDEVELOPMENT IN THE FOUR CORNERS AREA

As a result of development interest and the uncertainty of some organizations within the Four Corners area, a Village Committee was formed to develop a vision for the area. The Fairport Gateway Vision Committee was comprised of local property owners, residents, business owners, and public officials. The Southern Gateway Sub-area Committee Report, which the Committee finalized in December 2008, outlined a vision along with six key vision goals which are:

1. Retain, restore and enhance our current historical assets.
2. Encourage well-planned, cohesive mixed-use development that is appropriate to the historical character and needs of our unique community.
3. Support commercial success that is appropriate to the historical character and specific needs of our community.
4. Create a welcoming identity for the Village Gateway that appeals to multiple generations.
5. Improve the overall appearance of the Four Corners.
6. Improve pedestrian and motorists ability to safety patronize the Village Gateway businesses and attractions.

Mixed-use

Mixed-use use and walkable developments that emphasize shared interconnected parking, and carefully planned access points can maximize the efficiency of parking, reduce vehicular trips, lesson the impacts on transportation infrastructure, and even positively impact climate change and energy use.

Figure 30- Southern Gateway Sub-area Committee Report, Development Concept

In addition to supporting the goals in the report, it is recommended that the Village carefully evaluate and consider the potential impacts of any development and/or redevelopment within Four Corners area, particularly the northwest quadrant between West Church Street and Fairport Village Landing and Main Street and Perrin Street. Recommended actions include:

Initiate a Consolidated Access and Parking Approach - Redevelopment would provide the opportunity to better manage access points and parking. Although some vehicular access will likely remain on Main Street, interconnecting parking lots behind buildings on Main Street with access points from the Village Landing and West Church Street will lead to more efficiency and safety for Main Street and West Church Street (see Figure 31). Unless the Village or the Industrial Development Agency acquires land or easements shared parking agreements will likely be needed to facilitate this approach.

Explore a Connection to Perrin Street - Traffic cutting through the Village Landing Parking lot between Main Street and Perrin Street was raised as an issue by the Steering Committee and at the Community Workshop. Although some believe that it is not a significant issue pedestrian-vehicular conflicts do exist in front of the Dollar Tree store. The feasibility of developing a new street between Main Street and Perrin Street should be explored while recognizing that the elevation change, access to the underground garage, and impact on the Perrin Street-West Church Street intersection will need to be carefully evaluated. Potential benefits of a new street include safety for pedestrians at the Landing, better East /West connectivity for motorist, bicyclists and pedestrians, and potential street fronting development in what is now underutilized parking lots. In addition, residents living in the area to the west of Village Landing would benefit from this connection as they would be able to avoid the Main Street/Church Street intersection. It is unlikely that a significant volume of non-residents would use this connection since the Church Street/Perrin Street intersection is uncontrolled and turns onto Church Street are not likely to decrease travel times.

Limit Impacts on the Church Street / Main Street intersection - The location of the access point at West Church Street and left-turns at the access point must be carefully evaluated as to limit the impacts on the intersection. The access point should be located as far away from the intersection as possible. Church Street is a heavily trafficked roadway and it is desirable to minimize the number of access points as well as position driveways as far from the signalized Main Street intersection as possible so as not to interfere with the operations of the signalized intersection.

Figure 31 - Consolidated Access and Parking Concept

G. North Bank Redevelopment

Redevelopment of the North Bank area will require access to Main Street via West Liftbridge Lane. It is recommended that any development of this area be low intensity traffic generators so as to minimize any impacts on operations both at the Liftbridge Lane/Main Street intersection, the parking area driveway to the north on Main Street, and internal non-vehicular users.

H. Zoning & Regulatory

Land Use & Zoning Recommendations

The following land use and zoning recommendations are based upon the issues identified in the inventory and analysis portion of this process, the recommendations contained in the Village Comprehensive Plan, input from the Steering Committee, and feedback provided at the first public meeting held as part of this project. In order to ensure that new and in-fill development fosters pedestrian, bicycle, and motor vehicle circulation, it is recommended that the Village consider incorporating some or all of the following recommendations into their existing regulatory framework.

It should be noted that these code recommendations should be considered a starting point for a future re-zoning discussion. The exact language and level of flexibility that is appropriate for Fairport will need to be determined through a process that would involve elected officials, Planning and Zoning Board members, and property owners within the Design Overlay District. As a result, all of the following recommendations are phrased using the word, "should" versus "shall". Generally speaking, when a code requirement contains the word "should" it is considered a guideline to assist the Planning Board during site plan review. Any code requirements that contain the word "shall" is considered a standard and would require a variance from the Zoning Board of Appeals if it is not met by the applicant.

B-1 CODE MODIFICATIONS

A review of the existing zoning map indicates that there are two B-1 Districts within the Village. The first encompasses the intersection of Main Street and Church Street. This intersection is considered a part of the central business district (CBD) and serves as the gateway into downtown Fairport for travelers arriving from the east, west, and south. The second, encompasses the intersections of North Main Street with East Venue and High Street. This area is not considered part of the CBD and is characterized by auto-oriented uses such as drive-in commercial plazas, gas stations, and convenience stores.

As previously stated, the Village code currently allows motor vehicle service stations, used car sales lots, and light industrial operations by special permit within the B-1 District. These uses typically do not foster pedestrian activity or positively contribute to the streetscape. In addition, they promote motor vehicle and larger truck traffic within and through the CBD. As a result, these uses may be appropriate for the B-1 District located to the north but should not be allowed within the downtown area. In order to accomplish this, the B-1 District located at the intersection of Main and Church Street should be designated as a separate Village Center (VC) Zoning District.

Proposed VC Purpose Statement

The purpose of the VC District is to support the goals, objectives, and policies adopted as part of the Village Comprehensive Plan. More specifically, this district is intended to foster the development of a small-scaled, mixed use area for convenient shopping and services that cater to the community in a manner that is consistent with the pedestrian-oriented and historical character of the district. In order to accomplish this, the VC District is intended to regulate the location and use of structures and land to create a dense concentration of activity with a high degree of amenities that create a comfortable environment for visitors arriving on foot, bicycle, or by motor vehicle.

Proposed permitted use list

The following uses should be considered as permitted within the VC District when conducted entirely within an enclosed building:

- Retail or service;
- Professional services or offices;
- Medical offices or clinics;
- Public or semi-public uses;
- Multi-family residential units;
- Personal services;
- Child day-care services;
- Mortuaries or funeral homes;
- Sit down restaurants, excluding drive-in and drive-thru restaurants;
- Saloons, bars or taverns;
- Pet grooming;
- Assembly halls, bowling alleys and other similar commercial recreational activities;
- Dance, art, or music studio; and
- Theaters.

Proposed specially permitted use list

The following uses should be considered with the issuance of a special permit within the VC District:

- Artisan or craftsman studio in conjunction with a retail operation;
- Lodging;.
- Outdoor parks, recreational facilities;
- Public utilities;
- Home occupations;
- Telecommunication structures;
- Drive thru facilities in conjunction with a permitted use. Stand alone drive thru facilities may be prohibited;
- Residential uses in conjunction with a permitted use or a specially permitted use; and
- Any permitted or specially permitted use not conducted entirely within a completely enclosed building;
- Any mix of permitted or specially permitted uses.

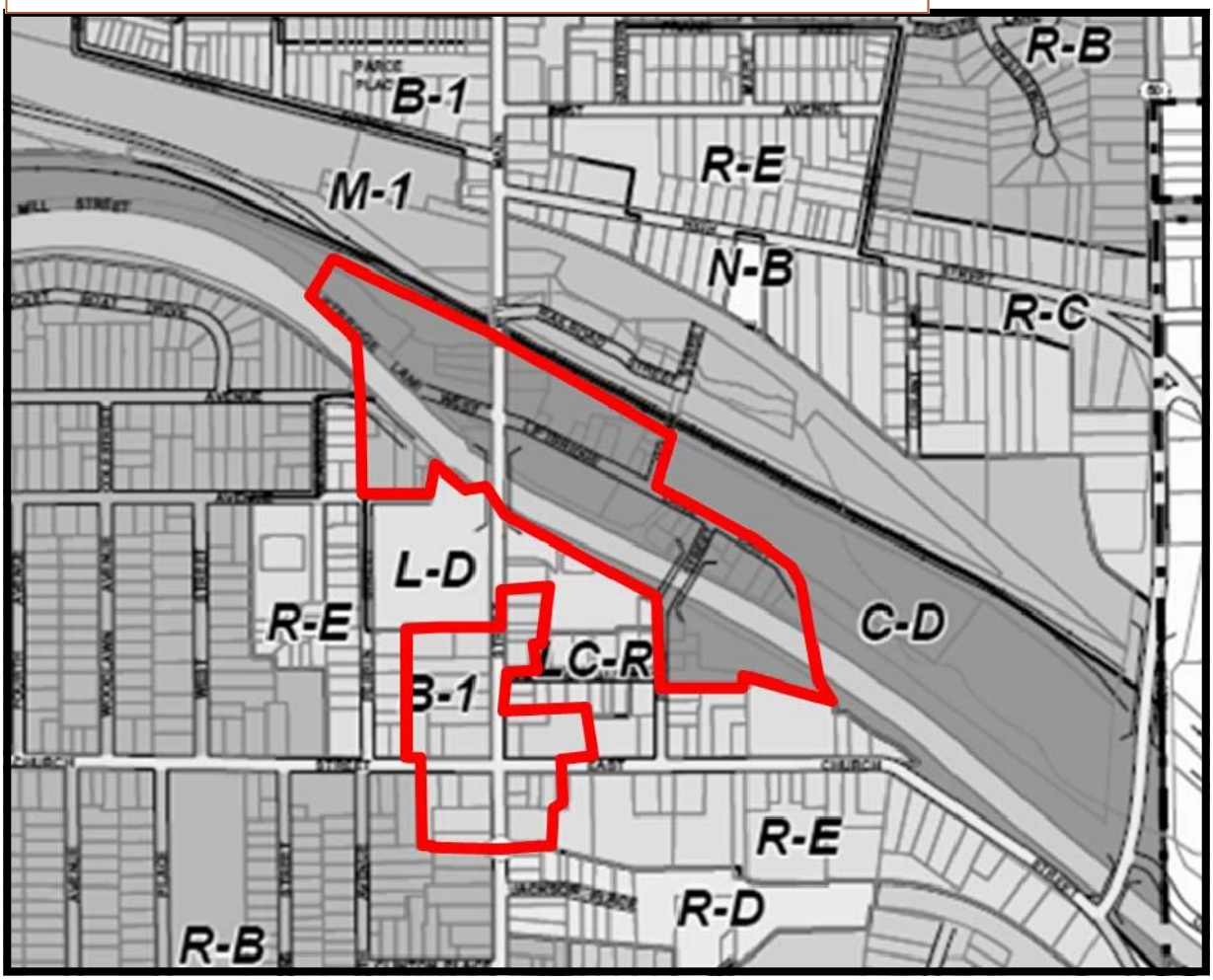
In addition to the design requirements outlined in the DOD, the Village may want to consider size restrictions on commercial uses within the VC District. Size restrictions can serve to limit the scale and intensity of commercial activity to ensure that it is appropriate for the CBD.

C-D CODE MODIFICATIONS

As previously stated, the Canal District (C-D) currently permits "water dependant" uses but no where in the code is the term "water dependant" defined. As a result, uses such as boat sales, storage, and repair may be permitted within the CBD. These uses may not be appropriate within the downtown area due to the large amounts of outdoor storage typically associated with these uses. It is recommended that the Village articulate the exact types of "water dependant" land uses that are to be allowed in the C-D District within the DOD. These may include boat slips, docking, hand powered boat sales and rentals. The Village may also want to significantly limit the amount of a site that can be devoted to outdoor storage within the DOD District.

Another option to consider is to add the portion of the C-D District encompassed by the DOD to the proposed VC District as shown in Figure X. This would serve to create a consistent approach to the regulation of land uses within the CBD that achieves the goals articulated in the Village Comprehensive Plan.

Figure 32 - Potential Village Center Zoning District (Outline in Red)



PARKING RECOMMENDATIONS

The following requirements are intended to augment the existing Village Parking Regulations outlined in Section 55-35.

Computation of minimum number of parking spaces for uses within the study area:

Retail, Service, & Professional Office	2 spaces per 1,000 sq. ft.
Medical Office or Clinic	6 spaces per 1,000 sq. ft.
Sit Down Restaurant	10 spaces per 1,000 sq. ft.
Restaurant with Drive Thru	6 spaces per 1,000 sq. ft.
Artisan or Craftsman Studio	2 spaces per 1,000 sq. ft.
Dance, Art, and Music Studio	6 spaces per 1,000 sq. ft.
Theater	1 space per four seats
Public and Semi-Public	2 spaces per 1,000 sq. ft.
Places of Worship	1 space per four seats
Overnight Lodging	1 space per room
Residential, Elderly	1 space per unit
Residential, Non-Elderly	
1 bedroom unit	1 space per unit
2 bedroom unit	1.5 spaces per unit
3 or more bedroom units	2 spaces per unit

In addition, the Village should add bike parking requirements to the DOD. Typically bike parking requirements should be 10 to 20% of the number of off-street spaces that are required with a minimum of two bike parking spaces provided on-site. This provision could be waived if public facilities are available nearby.

Maximum Number of Parking Spaces

A growing number of communities are placing a limit on the amount of parking that can be built with the downtown area. The long term goal of this approach is to limit the amount of surface parking and to promote shared parking opportunities.

No use shall provide more than 10% to 33% in excess of the requirements listed above, except through the submission of a narrative describing the rationale for the spaces requested and through the approval of a special permit. The special permit decision should be based upon:

- What is the rationale for the proposed number of spaces?
- Are there other parking resources available off-site (ie. are there shared parking opportunities or on-street parking available within 1,000 feet of the proposed use)?
- Is the placement and configuration of the proposed parking spaces consistent with the intent and language of the Design Overlay District?

STREET DESIGN REQUIREMENTS

The Village currently has two street types articulated within its sub-division requirements as reprinted below:

*"**Major streets**. (Proposed extension of any street in the major street system of Fairport or any proposed street which would be available to heavy volumes of traffic or the area-wide pattern of traffic movement would be classed as major streets.)*

- *Required minimum right-of-way width shall be no less than sixty (60) feet.*
- *Required minimum pavement width: as specified by the Village of Fairport Construction Standards."*

*"**Minor streets**. (Streets which are designed only to provide access to residences and to carry local traffic.)*

- *Required minimum right-of-way width shall be no less than fifty (50) feet.*
- *Required minimum pavement width: twenty-four (24) feet."*
-

The Village should consider reducing the minimum pavement width of minor streets and creating additional street types (alleys, etc). This will help facilitate more creative types of in-fill development within the study area.

The Village should also continue the public funding of parking & improvements through:

•Self-imposed assessment district (e.g. Monroe Ave in Rochester, Village of Avon)

•Assessments made as part of development review for individual projects in exchange for waiving parking

A. Implementation & Funding

Recommendations for implementation of the proposed improvements are outlined on the following pages. They are subdivided into three categories: Immediate to Near Term (0-5 years), Medium Term (5-10 years), and Long Term (10-20 years). Many of the Immediate to Near Term recommendations can be implemented as part of ongoing maintenance. Meanwhile, other items in this phase of implementation are either relatively low cost modifications or funding for these improvements may be more readily available. Medium Term recommendations require more planning and funding to implement and can likely be accomplished in the 5 to 10 year timeframe. The Long Term recommendations are generally more expensive and are likely to require significant planning to implement. It is noted that the longer timeframes may more closely align with typical NYSDOT timeframes used for programming funding. Specific long term improvements may be made sooner if funding becomes available. Opportunities for funding and a description of the funding sources that are available are included on the following pages.

As previously stated, the Village has a policy of allowing businesses within the study area to utilize the existing public parking lots rather than providing on-site parking. In other words, the Village has successfully used the public parking lots as an incentive to ensure the economic vitality of the downtown area. Over the next decade, the Village can continue this approach and publicly fund the streetscape and parking lot improvements identified in this study. The public funding can take the form of local tax dollars or various State and Federal grant programs.

A second option is a special assessment or an in-lieu fee program for development projects within the downtown area for improvements in exchange for waiving of on-site parking requirements. This could take the form of specific improvements within close proximity of the project or a financial contribution to an improvement fund. The exact formula used to assess the contribution would need to be determined at the time of establishing such a policy.

Over the past two decades, the study area has become a thriving commercial activity center with a large number of restaurants, retail operations, and office uses choosing to locate in downtown Fairport. As a result, there is a sufficient pool of participants to develop a Special Assessment or Business Improvement District. These districts are a commonly used mechanisms to pay for infrastructure improvements through the voluntary financial contributions of properties within the target area. The Village and its partners should consider utilizing one of these mechanisms to fund the recommended improvements.

Table 5 - Funding Opportunities

RECOMMENDATIONS	CHIP	MSP	DEC-UFG	DCR	TEP	CDBG	LGE	STIP	RTP	MISC
IMMEDIATE TO NEAR TERM (0-5 YEARS)										
Install pedestrian "count-down" signals at Village Landing intersection		●			●					4
Enhance Main St crosswalks with striping or other pavement treatments					●					4
Install parallel parking space "tees"					●					4
Remove two 15 minute parking spaces between Village Landing and Pleasant St					●					4
Upgrade traffic signal at Village Landing		●			●					4
Coordinate traffic signals at Church St & Village Landing										2,4
Obtain maintenance agreement with NYSDOT							●			2
Designate alternate route for truck traffic										1,2,4
Install curb bump outs		●			●					4
Install new crosswalk on Main Street on south side of Liftbridge Lane intersection					●					4
Install traffic calming treatments on Main St north of High St					●					4
Install bicycle parking		●			●					3,4
Modify Village Zoning Code										4
Pursue jurisdictional transfer of Main Street with NYSDOT							●			4
Study new connector road through Village Landing between Main St & Perrin St										2,4
Relocate crosswalk at Village Hall to accommodate bump out		●			●					4
Develop Active Transportation Plan										2,4
Improve wayfinding signage & pedestrian connections within parking areas	●			●						3,4
Install a new transit shelter on the west side of Main St at the bus stop north of the creek					●					4,6

RECOMMENDATIONS	CHIP	MSP	DEC-UFG	DCR	TEP	CDBG	LGE	STIP	RTP	MISC
MEDIUM TERM (5-10 YEARS)										
Improve pedestrian connections to the	●		●	●						3,4,5
Continue pursuing jurisdictional transfer of Main Street with NYSDOT							●			4
Evaluate potential viability of trolley/										4,6
Construct a pedestrian connection along the Creek between the canal promenade and Liftbridge Lane East (near the King Building)	●		●							4
Study the feasibility of developing an ADA ramp on the Canal Trail at the Lift Bridge				●	●			●	●	4,5
Continue to implement the recommendations of the 2003 Main Street		●	●		●			●		3,4
Install gateway treatments at four corners		●	●		●					1,4
Reconstruct Liftbridge Lane West to accommodate one of the two concepts	●		●	●		●				4,5
LONG TERM (10-20 YEARS)										
Construct pedestrian bridge over the Canal connecting Packets Landing and the				●				●		4,5

CHIP - New York State Consolidate Local Street & Highway Improvement Program; MSP - New York State Main Street Program; DECUFG - Department of Environmental Conservation Urban Forestry Grants; DCR - New York State Division of Coastal Resources Program; TEP - Transportation Enhancement Program; CDBG - Community Development Block Grant; LGE - Local Government Efficiency Grant; STIP - Statewide Transportation Improvement Program; RTP - Recreational Trails Program

MISC Funding Sources

1. NYSDOT ongoing programs (Pending maintenance agreement)
2. GTC
3. Private developer contributions
4. Village Budget
5. NYS Canal Corporation
6. RGRTA

FUNDING OPPORTUNITIES

NAME OF FUNDING SOURCE	DESCRIPTION	WEB SITE	APPLICATION DEADLINE	FUNDING AMOUNT
NYS Quality Communities Clearinghouse	Listing of Grants and Financial Assistance for NYS	http://www.qualitycommunities.org/grants.shtml		
New York State Consolidated Local Street & Highway Improvement Program (CHIP)	The objective of the New York State Consolidated Local Street & Highway Improvement Program (CHIP) is to assist localities in financing the construction, reconstruction, or improvement of local highways, bridges, sidewalks, or other facilities that are not on the State highway system. Projects must have a useful life of at least 10 years and be located in the public right-of-way.	https://www.nysdot.gov/portal/page/portal/programs/chips	Requests can be made quarterly; Feb, May, August, & Nov 2010	The annual allocation is calculated according to the formula specified in Section 10-c of the Highway Law.
New York Main Street Program (MSP)	The NY Main Street grant program provides funds from the New York State Housing Trust Fund Corporation (HTFC) to local governments and other not-for-profit organizations that are committed to revitalizing historic downtowns, mixed-use neighborhood commercial districts, & village centers.	http://www.nymainstreet.org/	Upcoming deadline is April 23, 2010	Maximum $500K; up to $60K available for streetscape improvements with no match requirement
NYS DEC Urban Forestry Grants (DECUFG)	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.	http://www.dec.ny.gov/lands/5285.html	Most recent deadline was June 4, 2008	$25K to $75K depending on community size with a 50% local match requirement
NYS Division of Coastal Resources (DCR)	The Department of State's Division of Coastal Resources works with communities throughout New York State to help them make the most of what their waterfronts have to offer.	http://www.nyswaterfronts.com/grantopps.asp	Varies	Varies depending on the specific program.
Transportation Enhancement Program (TEP)	In recognition that transportation systems are influenced and impacted by more than the condition of the traditional highway and bridge infrastructure, this program enables funding for transportation projects of cultural, aesthetic, historic and environmental significance.	https://www.nysdot.gov/portal/page/portal/programs/tep	Most recent deadline was June 27, 2008	Varies, 20% local match required

FUNDING OPPORTUNITIES

NAME OF FUNDING SOURCE	DESCRIPTION	WEB SITE	APPLICATION DEADLINE	FUNDING AMOUNT AVAILABLE
Community Development Block Grant (CDBG)	The Small Cities CDBG Program provides funding to eligible communities for the development of projects that address new or aging infrastructure and promote economic development.	http://www.nysmallcities.com/FundingOpportunities/fundingavailability.asp?gid=30	Upcoming deadline is April 23, 2010 for housing & infrastructure projects. Economic development applications are accepted on an ongoing basis.	$400K-$600K for Towns, Cities, or Villages for infrastructure projects. $750K for economic development projects.
Local Government Efficiency Grant (LGE)	The Local Government Efficiency Program was established to provide technical assistance and competitive grants to two or more units of local government for the development of projects that will achieve savings and improve municipal efficiency through shared services, cooperative agreements, mergers, consolidations and dissolutions. Grants can be used to planning or implementation type projects.	http://www.dos.state.ny.us/lgss/sharedservices/index.html	Upcoming deadline is February 24, 2010	$35K for planning projects; $200K per municipality for implementation projects
Statewide Transportation Improvement Program (STIP)	The STIP includes both highway and transit projects as well as urban and rural projects on both State and local facilities. NOTE: Many of the improvements identified in the Plan are eligible for funding through the TIP. However, enhancement-type projects are not typically competitive with the bridge and road maintenance and construction projects also funded by the TIP.	http://www.gtcmpo.org/Docs/TIP.htm	Next application deadline will be Summer, 2011	Varies
Recreational Trails Program (RTP)	The Recreational Trails Program is a State-administered, Federal assistance program to provide and maintain recreational trails for both motorized and non-motorized recreational trail use.	http://www.nysparks.state.ny.us/grants/	Last round, Oct 2006	Varies

B. Cost Estimates

The costs associated with many of the immediate to near term recommended improvements are relatively low and inexpensive. A number can be implemented with little or no cost, (e.g. enhanced crosswalk striping, parking "T's", sharrows, street trees), while other recommendations require a more significant infrastructure investment. The cost for these as well as the for more substantial improvements such as the recommended West Liftbridge Lane Plan were estimated based upon recent bid prices for comparable elements.

It should be noted that there is significant variability in the degree to which improvements can be implemented and the costs associated with the improvements. For example, the gateway treatment at Main and Church Streets can include special features, decorative pavement treatments and significant landscaping, or other less expensive treatments with only plantings and less expensive pavement treatments. Other improvements in the village transportation system such as the West Liftbridge Lane Plan, or traffic signal upgrade and coordination, may likely evolve over an extended time through a combination of private/public partnerships.

Table 6 - Cost Estimates

RECOMMENDATIONS	PLANNING LEVEL COST ESTIMATE
Furnishings:	$15,700
New Transit Shelter:	$8,000
Signs:	$30,500
Landscaping:	$32,000
Pavement Markings:	$495,000
Curb Extensions:	$150,000
Count Down Signals at Village Landing:	$4,000
Upgrade traffic signal at Village Landing:	$150,000
Coordinate Traffic Signals at Church & Village Landing:	$5,000
Develop Village-wide Active Transportation Plan	$60,000
Improve pedestrian Connections to Parker St Bridge:	$10,000
Construct pedestrian connection along Creek near king Building:	$5,000
Study feasibility of new connector road through Village Landing:	$25,000
Evaluate viability of trolley/shuttle bus service:	$10,000
Study feasibility of ADA ramp on Canal Trail near liftbridge:	$20,000
Implement Main Street Streetscape Plan:	$2,000,000
Re-construct West Liftbridge Lane:	
Construct new pedestrian bridge over Canal:	$1,5000,000