Village of Webster

Village Core Circulation, Accessibility and Parking Study



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Final Report

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The *Village of Webster's Core Circulation, Accessibility and 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 Webster Core Circulation, Accessibility, and Parking Study* is to develop feasible planning, design, and regulatory concepts that aim to improve circulation, accessibility, parking, and safety for pedestrians, bicyclists, and motorists alike. This plan will aid officials in guiding future projects in such a way as to achieve a balance among modes of transportation and land uses to promote The Village of Webster's goals as stated in the 2011 Village of Webster Comprehensive Plan.



The quality of the public realm contributes to the overall economic and social well-being of a community. Streets and the public spaces along them must be attractive, safe, and function effectively. This study will carefully evaluate the existing streetscapes and 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 – pedestrian, bicycle, transit, and vehicular – must be coordinated with good urban design elements.

Study Area

The study area consists of six intersections within the Village, stretching from North Avenue/Main Street to North Avenue/Orchard Street.

Community Engagement Process

At the beginning of the study, a Steering Committee (SC) was formed to establish Village priorities, provide continuity and oversight, and progress the goals of the Comprehensive Plan with respect to transportation and community design. The committee has guided the study process, participated in a Community Workshop, and acted as liaisons to the broader community. Members of the committee include Village officials, nearby local business representatives, and interested residents. Other members include representatives from the New York State Department of Transportation (NYSDOT), Genesee Transportation Council (GTC), Genesee/Finger Lakes Regional Planning Council (GFLRPC) and Monroe County Department of Transportation (MCDOT).

A Zoning Advisory Group (ZAG) was formed to help garner a greater understanding of the existing regulatory framework and inform the proposed amendments to the zoning code. The ZAG is comprised of representatives from the Village Planning and Zoning Boards, as well as other interested parties. Additionally, an Economic Development Roundtable was convened to create a dialogue on the economic opportunities that are currently available to the Village.

At the project kickoff meeting, various issues were identified. As a result, there are eight categories that provide a basis of focus for detailed study in this report. They include: economic vitality; parking; pedes-trian circulation; bicycle mobility; gateways and wayfinding; access management; traffic related congestion; regulatory language including Village code and zoning; and any other issues identified throughout the study.

A Public Community Workshop was held on February 6th, 2013 to discuss the goals of the study, as well as present initial findings from the Consultant Team's detailed study of the Village Core. In addition, the public was presented the question of "What makes a Village unique?" and the inherent connection to a community's "sense of place." Following the presentation of Village characteristics, a Community Preference Survey (CPS) was administered during the Workshop to gauge local attitudes towards various types of design including architecture, landscaping, signage, and overall appearance of the streetscape.

Community Objectives/Goals

As a result of the feedback given, preliminary project goals have been established. These goals are aligned with the vision and recommendations set forth by previous plans for the Village of Webster, so as to develop a cohesive framework for actions to be implemented within the Village. These project goals are:

- Safe and convenient linkages to parking and key destinations;
- Stimulate economic vitality;
- Strengthen community character and identity using improved streetscape aesthetics;
- Importance of walkability as a tool for economic growth, improved physical and mental well-being, and reduced environmental impacts; and
- Enhance the linkage between the northern and southern portions of the Village with specific focus on the Route 104 / North Avenue interchange

Recommendations Zoning Code Recommendations

As development and investment occur throughout the Village, the community should strive to accomplish these key design objectives:

- Provide pedestrian-friendly streets & sidewalks that connect stable & diverse residential neighborhoods with services found in a strong commercial core.
- Ensure the Village Core is a vibrant center of activity focused on Main Street & the four-corners, forming the central identity of this unique community & creating a distinct sense of place.



• Promote high-quality architecture & site design for commercial & residential areas that complement the historic forms of the 19th & 20th centuries, while providing a walkable environment that retains traditional village character.

The following zoning recommendations will provide the Village with the regulatory tools necessary to achieve these objectives.

- Complete Streets Policy
- Multi-Family Design Requirements
- Planned Unit Development
- Sub-Area #1: Neighborhood Business Character Area
- Sub-Area #2: Main Street Character Area
- Sub-Area #3: North Village Character Area

Improve the Linkages Between the Public Parking Areas and Main Street

Pedestrian access to Main Street is crucial to village life. Currently, connections to public parking lots leave room for aesthetic improvement. Pedestrian navigation and safety can also be improved to inform and comfort residents and guests. Village public parking lots must be identifiable, safe, and inviting. It is critical that people not only be able to identify parking areas while driving but they must also be able to identify con-

Existing Off-street Public Parking Lots



nections to Main Street as pedestrians. If people have difficulty finding their way or a poor experience along the way parking is perceived as difficult and inconvenient. The following recommendations aim to improve the connections between the public parking areas and Main Street.

#1 West Main Street Lot

The following improvements would improve the function and the feel of the pedestrian connection:

- Install a wayfinding sign identifying the direction to Main Street
- Maintain existing and future tree canopy to between 8'-12'
- Install landscaping adjacent to the sidewalk and parking area. Consider densely-planted perennials.

#2 Veterans Memorial Lot

Consider the following recommendations:

• Install a wayfinding sign identifying the direction to Main Street from

the parking area.

- Install landscaping at the entrances to the alley as well as along the alley. Use shade tolerant plants (e.g. Hostas and Astilbes) to add texture and color.
- Consider adding decorative pavement or painted markings to the walkway.

#3 Village Hall Lot

The connection near Golden Boys is currently a drive aisle that is heavily used by pedestrians getting to and from Main Street. Formalizing a connection would improve safety and allow pedestrians a direct route to West Main Street. The connection should include:

- A wayfinding sign.
- Decorative pavement or painted markings on the walkway to help with identification.
- Decorative bollards to separate vehicles from pedestrians. They could include lighting.
- Replace existing guardrail with decorative fence or wall.



#4 Lapham Park Lot

This small lot off Lapham Park primarily serves the Webster Museum and Historical Society. The following minimal improvemnts could improve the area:

- Consider installing a sidewalk connecting the Lapham Park sidewalk to the Museum.
- Install shade tolerant plants to add texture to the front of yard of the museum.

Enhance the Look and Feel of the North Avenue Streetscape Between Route 104 and Orchard Street

North Avenue is evolving and its character is important to the Village's future. Properties adjacent to the street include a mix of business, residential, and recreational uses. The needs of automobiles, pedestrians, and bicyclists must balance to promote safety, access, and a positive village experience. The recommendations are illustrated in the adjacent graphic.

Utilize Streetscape Design Guidelines to Help Create Consistency and Attractive,

Pedestrian Friendly, Walkable streets

The streetscape guidelines listed on the following page are intended to offer direction for improving the streetscape throughout Village streets. These should be shared with the Department of Public Works, Planning Board members, and designers including hired consultants. If followed and expanded on as necessary and combined with quality private sector design they will help to improve the walkability and aesthetic quality



of Village streets: residents' primary public space. The guidelines include the following:

- Carefully Select Street Trees
- Replace / install street furnishings along Main Street, North Avenue and South Avenue in strategic locations.
- Use plantings and decorative fencing to screen parking lots.

Develop a Wayfinding Sign Program

Wayfinding-navigation by landmarks, routes, and maps-is a pervasive human need. Groups of signs, pavement markings, lighting, and design elements can be brought together as a comprehensive wayfinding system. The Village should develop a wayfinding system to help enhance the experience for all users. Locations to pay special attention to are gateway, trails, and public parking areas.



Main Street Recommendations

West Main Street

Upon feedback and review from the public and Steering Committee, the recommended alternative entails installing 6' bike lanes in both directions, with 10' travel lanes and a 12' two-way left-turn lane. Sharrows should be installed throughout the on-street parking section of West Main Street to continue the bicycle linkage through the Village.

East Main Street

The recommended alternative for this section of Main Street is to install a 7' parking lane, with 5' bike lanes and 10' travel lanes.

Relocate Pedestrian Crossing

It is recommended that the existing mid-block crosswalk located immediately west of the North Avenue/ Main Street intersection be relocated further west of the existing location. A proposed location is directly opposite the walkway extending from the Webster Village Hall. The crosswalk should be placed so that onstreet parking is not immediately adjacent the crossing. There should be a minimum distance of 20' on either side of the crosswalk before the start of an on-street parking space.

North Avenue Lane Configuration Preferred Alternative

Currently, North Avenue operates as a two-lane roadway. The curb to curb width is approximately 36', with 18' travel lanes. This can promote higher travel speeds making it unpleasant for bicyclists and discouraging pedestrian traffic along the roadway.





The preferred alternative for North Avenue's lane configuration is Alternative 1, illustrated to the left.

Extended Northbound and Southbound Left-turn Lanes

The inventory and analysis of traffic operations on North/South Avenue identified an issue concerning vehicle queue lengths for northbound and southbound left turning traffic. For example, southbound traffic frequently queued to the Dunkin Donuts driveway along North Avenue. The lengths of the existing left-turn lanes do not provide the adequate storage space to accommodate accompanying traffic. As a result, traffic congestion is heavy during peak times.

It is recommended, based on a comprehensive scenario-driven analysis using Synchro, that the northbound and southbound left-turn lane be extended.

In addition to the recommended extended left-turn lanes at North/South Avenue, it is recommended that northbound left-turns be prohibited entering the municipal parking lot access driveway immediately north of the intersection.

Route 104 Interchange Preferred Alternative

As a result of the feedback given by the public and Steering Committee, the recommended alternative for the interchange is Alternative ib. This alternative was found to benefit all users in an equitable manner. The alternative is sensitive to the fiscal realities facing communities wishing to pursue large-scale infrastructure projects. Incremental improvements such as refreshing pedestrian crossings, maintaining the sidewalks, ensuring ADA compliancy at the curb ramps, and monitoring the proper operation of the pedestrian signals can be done as more immediate to near-term implementable items.

Integrated Bicycle Network

It is recommended that a bicycle network for the Village of Webster be established through an integrated bicycle network plan. The network consists of varying degrees of bicycle related infrastructure. Bike signage such as "Share the road" and "Bike Boulevard" can be used on the low-volume side streets. Traffic calming tools may be used as well including chicanes; speed humps and cushions; and raised crosswalks.

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, signage, landscaping, furnishings), while other recommendations require a more significant infrastructure investment. The cost for these as well as for the more substantial improvements such as implementing Alternative 1b for the North Avenue/Route 104 Interchange area were estimated based upon recent bid prices for comparable elements. The recommended improvements along Main Street and North/South Avenues are largely dependent on restriping existing roadway pavement markings. Therefore, these recommendations, along with pedestrian signal enhancements, can be included in routine NYSDOT maintenance projects for the study area.

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 streetscape enhancements can include sidewalk installation and pedestrian scaled lighting or other less expensive treatments with only plantings and less expensive crosswalk treatments. Other improvements in the transportation system, such as the recommended alternative at the interchange, may likely evolve over an extended time through a combination of private/public partnerships.

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

Implementation & Funding

Recommendations for implementation are subdivided into three categories: Immediate to Near Term (o-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 or as part of NYSDOT's planned resurfacing project scheduled for 2014. Meanwhile, others 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.

RECOMMENDATIONS	PLANNING LEVEL COST ESTIMATE
Immediate to Near-term (0-5 years)	
Develop Regulatory Code Language	\$ 0 to \$ 5,000
Adopt the Proposed TND Floating Zone & Other Zoning Text Amendments	\$ 0 to \$ 5,000
Adopt the Proposed Complete Streets Policy	\$ 0 to \$ 5,000
Adopt the Proposed Zoning Map Amendments for the NB District	\$ 0 to \$ 5,000
Design & Install a Wayfinding Program & Gateway Signs	\$ 15,000
Install "Share The Road" Signs	\$ 900
Install Pedestrian Countdown Signals at Route 104 Interchange	\$ 5,000
Resurface Main Street & North Avenue	\$ 400,000
Install Bike Lanes on Main Street & North Avenue	\$ 981,000
Extend NB & SB Left Turns Lanes at Main Street/North-South Avenue	\$ 88,000
Relocate Midblock Pedestrian Crossing	\$ 2,000
Install New Midblock Crosswalks Along Main Street	\$ 5,100
Install New Crosswalk at Reynolds Road	\$ 100
Install Alternative Ic Route 104 Interchange Lane Configuration	\$ 365,000
Install On-street Parking on West Side of North Avenue Near U-Haul Building	
Install On-street Parking on South Side of Commercial Street	\$ 308,900
Install Curbs & Tree Lawns Along North Avenue	
Implement a Bicycle Network Plan	\$ 5,000 to \$ 20,000
Implement a Unified Parking Plan	TBD
Reconfigure Access to Municipal Parking Lot Adjacent to Veterans Park	\$ 450
Replace or install street furnishings along Main Street, North Avenue & South Avenue	\$ 11,100
Screen Parking Lots With Decorative Fencing & Plantings	¢ 10750
Improve Linkages Between Public Parking Areas & Main Street	\$ 19,650
Medium-term (5-10 years)	
Construct Route 104 Interchange Alternative 1b (remove both slip ramps)	\$ 365,000
Upgrade Curbs & Tree Lawns Throughout the Study Area	TBD
Long-term (10-20 years)	
Adopt the TND Floating Zone as a Stand Alone, Mapped District	\$ 0 to \$ 5,000

I. Includes MPT, engineering, construction inspection, and 40% contingencies

2. Costs do not include right-of-way acquisition

3. Costs are provided in 2013 dollars

section I Introduction

Introduction

Today's community transportation issues involve much more than moving vehicles and preserving L safety and efficiency of travel. Creating walkable, livable communities requires a balanced mix of land uses and a high degree of street and route connectivity. Public safety, economic development, the environment, and quality of life are also critically important in understanding transportation problems and solutions. There are opportunities in the Village of Webster to create strong, identifiable connections to activity centers, while also enhancing the safety and livability. A major goal of this study is to balance the needs of motorists travelling on the roadways within the Village, while also preserving and enhancing the community's character, economic vitality, and walkability.

The quality of the public realm contributes to the overall economic and social well-being of a community. Streets and the public spaces along them must be attractive, safe, and function effectively. This study will carefully evaluate the existing streetscapes and 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 - pedestrian, bicycle, transit, and vehicular - must be coordinated with good urban design elements.

Community Background and Study Area Description

Acting as a gateway to Lake Ontario from communities east of the City of Rochester, the Village lies along the heavily traveled routes of North Avenue (Route 250); Route 104; and Route 404. Webster Village's "Four-Corners" has a storied past dating back to 1812. Named for the Massachusetts senator and statesmen, Daniel Webster, the Village is located on historic Ridge Road. The Village began as an agricultural center and later grew to be an important node in the link between a shipping port on Lake Ontario to the Erie Canal and New York Central Railroad. Once incorporated in the year 1905, the Village began to see the construction and formation of modern-day infrastructure and services: gas-lit streetlights, a volunteer fire department, and a dependable source for the Village's water supply to name a few.

'Placemaking' is both an overarching idea and a hands-on tool for improving a neighborhood, city or region. It has the potential to be one of the most transformative ideas of this century.

> Metropolitan Planning Council of Chicago

Existing Village gateway signage

Serving as a regional leader in the canning and shipment of dried apples, as well as small wood-working industries through





World War I, Webster was able to weather the economic downturn of the Great Depression. As nearby communities felt the decline of the agricultural industry and the expansion of the suburban style of development, the Village continued to grow in response to the annexing of 182 acres of land in the Village's northeastern corner to help establish the home of Xerox for years to come. Route 104's construction helped establish a link into the metropolitan area and continue the area's growth.

The Village of Webster is located within the Town of Webster in the northeastern corner of Monroe County. The "Main Hub" of the Village Core is situated around the intersection of North Avenue/South Avenue and Main Street. Bisecting the northern and southern portions of the Village is Route 104. This expressway acts as a major connection route between lake-side communities as well as urban areas, such as Rochester and Buffalo.

As expressed in the 2011 Village of Webster Comprehensive Plan, five subareas have been identified as part of the Village Core Revitalization Plan. The adjacent illustration depicts the boundaries of the planning subareas. Each subarea is unique unto itself in terms of architectural character, mix and type of land use, development patterns, pedestrian/bicyclist amenities, and potential for redevelopment.



Village of Webster Planning Subareas 🔺

The study area consists of six intersections within the Village, stretching from North Avenue/Main Street to North Avenue/ Orchard Street, as shown in the graphic to the left.

Study Purpose, Process, & Preliminary Goals

The purpose of the Village of Webster Core Circulation, Accessibility, and Parking Study is to develop feasible planning, design, and regulatory concepts that aim to improve circulation, accessibility, parking, and safety for pedestrians, bicyclists, and motorists alike. This plan will aid officials in guiding future projects in such a way as to achieve a balance among modes of transportation and land uses to promote The Village of Webster's goals as stated in the 2011 Village of Webster Comprehensive Plan.

At the beginning of the study, a Steering Committee (SC) was formed to establish Village priorities, provide continuity and over-

sight, and progress the goals of the Comprehensive Plan with respect to transportation and community design. The committee has guided the study process, participated in a Community Workshop, and acted as liaisons to the broader community. Members of the committee include Village officials, nearby local business representatives, and interested residents. Other members include representatives from the New York State Department of Transportation (NYSDOT), Genesee Transportation Council (GTC), Genesee/Finger Lakes Regional Planning Council (GFLRPC) and Monroe County Department of Transportation (MC-DOT). GTC is the regional Metropolitan Planning Organization (MPO) that is overseeing and administering the Village of Webster Core Circulation, Accessibility, and Parking Study. GTC is responsible for the disbursement of federal aid monies for transportation-related projects, programs, and initiatives.

A Zoning Advisory Group (ZAG) was formed to help garner a greater understanding of the existing regulatory framework and inform the proposed amendments to the zoning code. The ZAG is comprised of representatives from the Village Planning and Zoning Boards, as well as other interested parties.

Additionally, an Economic Development Roundtable was convened to create a dialogue on the economic opportunities that are currently available to the Village. The Roundtable consisted of the Village Mayor, representatives from the Planning Board, Town Board, local attorney, local business owners, GTC, Webster School District, Village Business Improvement District (BID), and Webster Community Coalition for Economic Development (WCCED).



Planted curb bulb-out 🔺



Light post with community banner and trimmings 🔺

At the project kickoff meeting, various issues were identified. As a result, there are eight categories that provide a basis of focus for detailed study in this report. They include: economic vitality; parking; pedestrian circulation; bicycle mobility; gateways and wayfinding; access management; traffic related congestion; regulatory language including Village code and zoning; and any other issues identified throughout the study.

A Public Community Workshop was held on February 6th, 2013 to discuss the goals of the study, as well as present initial findings from the Consultant Team's detailed study of the Village Core. In addition, the public was presented the question of "What makes a Village unique?" and the inherent connection to a community's "sense of place." Following the presentation of Village characteristics, a Community Preference Survey (CPS) was administered during the Workshop to gauge local attitudes towards various types of design including architecture, landscaping, signage, and overall appearance of the streetscape. A summary of the comments received during the workshop and the results of the CPS are described in the Needs and Opportunities section of this report.

As a result of the feedback given, preliminary project goals have been established. These goals are aligned with the vision and recommendations set forth by previous plans for the Village of Webster, so as to develop a cohesive framework for actions to be implemented within the Village. These project goals are:

- Safe and convenient linkages to parking and key destinations;
- Stimulate economic vitality;
- Strengthen community character and identity using improved streetscape aesthetics;
- Importance of walkability as a tool for economic growth, improved physical and mental well-being, and reduced environmental impacts; and
- Enhance the linkage between the northern and southern portions of the Village with specific focus on the Route 104 / North Avenue interchange

SECTION II

Inventory & Analysis

Inventory & Analysis

Community Assets

There are several community assets within and in close proximity to the Core Village study area. To start, the Village is home to over 5,000 residents (Census 2010). Webster is known as a historic village that is "provides a pleasant residential environment."¹ The Village provides housing of all types from single family units to townhouse complexes. An estimated 20% of the houses built within the Village were constructed prior to 1940. The residential neighborhoods on the west side of South Avenue and the south side of Main Street 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 makes "active living" a real possibility for Village residents. The connectivity and interaction between residential uses and Main Street are very important to the sustainability of Webster and its continued success as a small historical Village. As a result of the residential sector and other historical properties, as well as the desire to preserve the historic feel and enhance economic development, the Village Historic Preservation Commission was established in 2005.

Residents also have access to nearby schools and recreational facilities. There are five parks within the Village, including Veterans Memorial Park located adjacent to the four-corners. The Route 104 multi-use trail is another asset that links the Village to nearby communities. North Ponds Park is located west of the study area along the Route 104 Trail. Residents also have access to the Webster Recreation Center located just north of the study area along Chiyoda Drive. Webster is also home to the Webster Museum and Historical Society located on Lapham Park that celebrates the history of the community and its residents.



In terms of the population's workforce, the 2010 Census described the Village has being home to managers, professionals, and residents associated with technical, sales and administrative positions. Xerox, the "World's Image Centre" has called Webster home for many years. At the time of the 2011 Village of Webster Comprehensive Plan, 6,000 people were employed at the facility. As a result of the Great Recession and the changing economic climate over the last several years, the facility has experienced a downturn in employment. The Village has an established Business Improvement District (BID) that aims to "protect and enhance the unique character of the Village." There are many business located along North Avenue from Main Street to Orchard Street and, as a result, in 2010 the BID was expanded from the central core to include those properties.²

1 Village of Webster Comprehensive Plan. 2011. Page 12

² Comprehensive Plan. 2011. Page 10

Existing Plan Summary

The Village and its partners have completed a number of planning efforts over the past three years that are relevant to this study. These include:

2010 Village Core Revitalization Plan - This plan was prepared by the Webster Community Coalition for Economic Development (WCCED) to guide commercial and industrial investment in the Village's that will strengthen the local economy while preserving the unique characteristics of the community. The process used to develop this plan included two public informational sessions and a detailed survey of local building owners. Key recommendations that relate directly to this study include:

- A. Making Webster's Core a good place to do business by:
 - Developing marketing brochures/material for business attraction. Include demographic and market data, the current mix of traffic and pedestrian counts, information on special events, business assistance programs and incentives, and contact information.
- B. Expand and enhance regional connections by:
 - Requiring housing and commercial developers to incorporate sidewalks or trails into their site design, linking to existing facilities.
 - Adopting access management regulations that dictate the use of inter-parcel connection requirements, shared driveways, etc.
 - Addressing the need to overcome the barriers to safe and convenient connectivity which have been created by the Route 104 interchange.
- C. Ensure that the Village Core is aesthetically pleasing by:
 - Creating and adopting design and architectural standards or guidelines to complement use and bulk requirements for commercial developments.
- D. Stress the Village Core's identity and role as a gateway by:
 - Selecting and installing various components of a gateway plan such as signs, art, landscaping, surface materials, banners, lighting, streetscapes, and wayfinding elements.
- E. Create a Village Core that is a place for people:
 - Housing in the Village core area is important and developers should be encouraged to build market rate and upscale housing.
 - North Avenue needs to be promoted as an area with viable development potential.

- F. Providing effective wayfinding and convenient parking:
 - The Village and the BID should consider the design and installation of distinctive wayfinding signs that are unique to Webster yet centered around a common theme to help make people feel welcome in the Village Core and to make it easier to maneuver around it, whether by foot, bicycle or car.
 - Public parking in the Village Core needs to be effectively managed with improved signage and efforts to dispel the perceptions that there are too few parking spaces.
 - Maps and kiosks should be considered and village quadrants should be labeled.
- G. Making the Village Core Accessible and Safe by:
 - Providing ample accommodations for non-motorized forms of transportation.
 - Educating community about benefits of non-motorized travel and available facilities.
 - Continuing to look for opportunities to improve parking in the Village Core to support the business customer base.
 - Investigating means for improving pedestrian safety such as installing additional crosswalks. Capacity studies should be undertaken as part of this process.

The goals and recommendations contained in the Village Core Revitalization Plan have been incorporated into and adopted as part of the 2011 Village Comprehensive Plan.

2011 Village Comprehensive Plan - This Plan articulates a vision, goals and objectives for the Village to work towards over the next decade. According to the Comprehensive Plan, the stated vision for the community is; "The Village of Webster is a thriving community with pedestrian-friendly streets and sidewalks that connect stable and diverse residential neighborhoods with services found in a strong commercial core. The Village Core is a vibrant center of activity focused on Main Street and four-corners, forming the central identity of this unique community and creating a distinct sense of place. Commercial and residential areas promote high-quality architecture and site design that complement the valued historic forms of the 19th and 20th centuries, while providing a walkable environment that retains traditional village character. The community strives to provide necessary services, parks and recreation opportunities that meet the needs of residents and businesses in an efficient and cost effective manner, while encouraging appropriate growth and investment."

In order to achieve this vision, the Plan contains goals and objectives for Community and Public Services, Community Identity and Economic Development, Residential Neighborhoods, Historical Preservation, Parks and Recreation, Infrastructure and Utilities, Vehicular and Pedestrian Accessibility, Natural Resources and Inter-municipal Cooperation. The following objectives and implementation items related directly to this study. It should be noted that the recommendations from the 2010 Village Core Revitalization Plan that were incorporated into the Comprehensive Plan have NOT been re-printed here:

- A. Community and Public Services Identify alternative transportation opportunities and the effectiveness of existing transit service and utilization rates.
 - Lobby the Rochester Greater Regional Transit Authority to place a future Suburban Transit Center or Transit Oriented Development within the Village of Webster.
- B. Residential Neighborhoods Improve and enhance the character of neighborhood streetscapes.
 - Create a listing of appropriate large shade trees for use in right-of-ways, and avoid the use of minor deciduous trees in these areas.
 - Require the planting of one large shade tree per 50 linear feet of new roadway construction, to be placed in the right-ofways.
 - Require the planting of a minimum of one large shade tree per housing unit in new residential developments, in addition to street tree plantings.
 - Require the installation of sidewalks and curbing on all new public or private streets in the Village.
 - Modify the zoning code in the R1-13.6 and R1-9.6 concerning setback and area requirements such that new development in these districts will conform to the existing community character of adjacent residences.

- C. Parks and Recreation Investigate and create proposals to acquire land for new parks and expansion of existing parks where possible.
 - Investigate the feasibility of developing a small neighborhood park on excess Federal property (1.6 acres) behind the U.S. Post Office at the terminus of Reynolds Road.
 - Investigate feasible development of a public park north of Route 104, potentially as part of future private real estate development activities.
- D. Vehicular and Pedestrian Accessibility -
- 1. Objective #1: Provide safe and convenient pedestrian access between residential areas and major community destinations.
 - Inventory sidewalk conditions throughout the Village, and identify critical gaps in service.
 - Identify funding sources such as the Federal Safe Routes to Schools program, to repair and extend sidewalks in targeted areas.
 - Perform a gap analysis for potential crosswalks along South Avenue, North Avenue, West Main Street and East Main Street to improve pedestrian mobility between Village quadrants.
 - Identify improvements to pedestrian accessibility through the Route 104 interchange with North Avenue.
 - Extend sidewalks or dedicated non-motorized trails to all Village parks.
 - Require the installation of sidewalk and trail connections to adjacent streets, parks and pedestrian networks for all new development.
- 2. Objective #2: Identify opportunities and needs for traffic calming design elements.
 - Seek consultation and commitment from Monroe County, the State Department of Transportation and the Genesee Transportation Council on the development of an action plan to mitigate safety concerns.
 - Encourage other entities to make necessary improvements as needed, which occur outside of the Village of Webster's jurisdiction.
- 3. Objective #3: Identify opportunities to enhance the availability of and access to public parking.
 - Enhance the Village's current parking way finding system with a public educational and marketing campaign that promotes Village businesses and the location of available parking.
 - Investigate the provision of dedicated and visually enhanced sidewalk connectivity between the municipal parking lot behind the Village Hall and Routes 250 and 404 to service adjacent businesses.
 - Investigate the feasible relocation and consolidation of both the stand-alone Village highway department garage behind Village Hall and the stand-alone salt storage barn on Dean Spring Drive to an alternate location, opening these areas to expanded public parking.

- Investigate alternative parking configurations for the area in front of the Webster Museum on Lapham Park to increase capacity.
- E. Natural Resources Establish and enhance the extension of the Town of Webster Hojak Trail from the Village line to Phillips Road; ensure the use of such trail as a recreation trail and a nature corridor for deer.
 - a) Investigate funding sources for beautification of trail.
 - b) Identify signage, which will indicate local wildlife in the area.
- F. Inter-municipal Cooperation Collaborate with the NYSDOT and GTC regarding future transportation improvements to Route 104, Route 250 and Route 404.
 - Meet with the Department of Transportation on a regular basis.
 - Appoint a liaison to the Genesee Transportation Council.
 - Transfer Route 404 corridor from New York State to the Village.

The Comprehensive Plan also contains a Future Land Use Map for the Village. This map is intended to guide land use decision making by the Village Board, Planning Board and the Zoning Board of Appeals and is shown on the opposite page.

2011 Village of Webster Design Guidelines - The purpose of these guidelines are to, "maintain the Village's historic character, provide for enhanced walkability, and support a vibrant economic and neighborhood environment." In order to accomplish this, the guidelines articulate design criteria for Site Planning, Architectural Expression and Streetscape improvements for the following geographic areas:

- Main Street Character Area;
- West End Business District Character Area;
- Neighborhood Commercial Character Areas;
- North Village Mixed Use Character Area; and
- North Village Light Industrial Character Area.

These guidelines were adopted as part of the 2011 Comprehensive Plan and are now being utilized by the Village as development applications are reviewed.

The Future Land Use Pattern articulated in the Comprehensive Plan is shown to the right. In addition to the land use pattern shown in the map, the following land use recommendations may be relevant to this study.

North Village

- a. Neighborhood Commercial would extend up North Avenue to Commercial Street.
- b. Light Industrial Use would be proposed to the east and west of the Neighborhood Commercial use area along North Avenue.
- c. The east Light Industrial Use would end at the Village line and Orchard Street. The west Light Industrial Use would be a transition area leading to a more heavy industrial use along the east and to the north of Orchard Street, (the Light Industrial Use would continue as a frontage to the north along Orchard Street).
- d. Multifamily would be permitted in the Light Industrial Area.
- e. A small neighborhood park and public parking area should be established to the north of Route 104 Expressway.

Other Areas

- a. The area along South Avenue should be multifamily to Clover Drive. It should be kept residential with parking to the rear. Front lawns should be retained.
- b. There are two parcels north of Foster Drive. The more southerly parcel should become an extension of Harmony Park. The northerly one might be used for a park or for single-family use.
- c. The Village should look into squaring off Village boundary lines.
- d. The large parcel south of State Road and east of Webster Road should be some kind of single-family residential use.
- e. Connecting sidewalks to the existing Village sidewalk system should be present in every new subdivision and should be on both sides of the street, where possible.



Figure 1: Future land use map 🔺

Village of Webster's Transportation Characteristics

Main Street (Route 404) is a New York State highway that travels in an east/west orientation and provides a major linkage between the City of Rochester and its first ring suburbs to more rural communities. The portion of the roadway within the study area is functionally classified as an urban minor arterial roadway. There is one travel lane in each direction. The Village speed limit is posted at 30 miles per hour (MPH).

Main Street - Quick Facts

- Functional Classification:
 Urban minor arterial
- Right-of-way: **66'**
- Sidewalks:
 ~4' outside of Main Hub. 6.5' to 7' sidewalk within Main Hub
- Travel-way width:
 44' (outside of Main Hub) to 33' (within Main Hub)
- Speed limit:
 30 MPH
- Transit:
 Rochester Regional Transit Service
- Bicycle Facilities:

Not a dedicated bicycle route; however, rated as "Good" according to the 2009 Genesee Transportation Council (GTC) Bicycling Map



Existing view facing east - west of North Avenue



Existing view facing east - east of North Avenue

Of particular notoriety is the condition of the roadway and curb reveal. Roadway striping is worn and shows aging typical of traffic and weather related conditions. Textured crosswalks are a prominent feature of the Four-Corners. However, the crosswalks show signs of wear as the stamped brick pattern has become smooth and has lost its original definition. In terms of curb reveal, the definition between the travel-way and pedestrian realm or sidewalk is important to provide a buffer between users as well as offering drainage benefits. Within the Village, Webster's curb reveal is shallow to non-existent in some locations.



Existing view facing east

North and South Avenues - Quick Facts

- Functional Classification:
 Urban principal arterial/minor arterial
- Right-of-way: **66'**
- Sidewalks:
 4' to 5' in most locations. 7' underneath Route 104
- Travel-way width:
 36'
- Speed limit:
 30 MPH
- Transit:
 No stops provided
- Bicycle Facilities: Not a dedicated bicycle route; however, rated as "Good" according to the 2009 Genesee Transportation Council (GTC) Bicycling Map

North and South Avenues (NY Route

250) is a NYSDOT highway that travels in a north/south orientation. The highway is functionally classified as a principal arterial roadway between the southern edge of the Village boundary and NY Route 104. The portion of the roadway north of NY Route 104 to the northern Village boundary is classified as an urban minor arterial roadway.



Existing view facing north 🔺

Existing Traffic Data & Analyses

Weekday PM (4:00PM-6:00PM) vehicular turning movement count volumes and pedestrian crossings were collected by SRF & Associates (SRF) at six intersections within the study area on between November 13th, 2012 and November 28th, 2012. The existing peak hour volumes are illustrated on **Figure 2** and provided in the Appendices. Generally, the peak hour was 4:45PM-5:45PM. The Consultant Team observed and documented traffic operations along the study area roadways during peak and off-peak hours. Average daily traffic (ADT) volumes on the study area roadways were documented based on the turning movement counts collected by SRF.

Vehicular Traffic Analysis

Data was collected to assess the quality of traffic flow for the existing PM peak hour conditions. Capacity analysis is one technique used for determining a measure of effectiveness for a section of roadway and/or intersection based on the number of vehicles during a specific time period. The measure of effectiveness used for the capacity analysis is referred to as a Level of Service (LOS). Levels of Service are calculated to provide an indication of the amount of delay that a motorist experiences while traveling along a roadway or through an intersection. Intersection capacity analyses have been performed and described in this section of the report.

Six Levels of Service are defined for analysis purposes. They are assigned letter designations, from "A" to "F", with LOS "A" representing operating conditions with the least time delay. LOS "F" is the least desirable operating condition where longer delays are experienced by motorists. The standard procedure for capacity analysis of signalized and unsignalized intersections is outlined in the 2010 Highway Capacity Manual (HCM 2010). Traffic analysis software, SYNCHRO 7 (Build 773, Rev 8), which is based on procedures and methodologies contained in the HCM 2000, was used to analyze operating conditions at study area intersections. The procedure yields a Level of Service based on the HCM 2010 as an indicator of how well intersections operate. Existing operating conditions are documented in the field and modeled using traffic analysis software. The traffic analysis models are calibrated based on the actual field observations.

Existing operating conditions during the peak study periods are evaluated to determine a basis for comparison with the future no-build conditions. Capacity results for existing and future no-build conditions are depicted in **Figures 2** through **3**. All capacity analysis calculations are included in the Appendices.

To account for normal increases in area-wide growth, including any unforeseen developments in the study area, a traffic volume growth rate of 1% per year has been applied to existing traffic volumes based upon historical traffic volume growth in the study area. A twenty (20) year traffic forecast is used for future traffic analyses.



Figure 2: Existing LOS results

Existing Level of Service Conditions (PM Peak Hour - 4:45PM to 5:45PM)

6. Main Street (NY Route 404)

Graphic Scale (In Feet)

All intersections operate at level of service (LOS) "D" or better on all approaches during the PM peak hour under existing and background conditions with the exception of the following locations that operate at LOS "E": the Donovan Street westbound approach, and the Reynolds Road eastbound approach to North Road.

Figure 3: Future no-build LOS results



2032 Future No-build Level of Service Conditions (PM Peak Hour - 4:45PM to 5:45PM)

8 II. Inventory & Analysis Graphic Scale (In Feet)

Pedestrian and Bicycle Conditions

Providing safe routes of travel for cars, bicycles, and pedestrians is a responsibility and priority for all communities. The pedestrian realm can be defined as the area of the right-of-way (ROW) between the roadway and the abutting building façade. This is the primary area designated for pedestrian circulation. The pedestrian realm often includes:

- Sidewalks width and quality;
- Buffers, sometimes called the tree-lawn or the furnishings and edge zones, which are areas between the sidewalk and the roadway, used to create space between pedestrians and vehicular traffic;

- Everywhere is walking distance if you have the time.
 - Steven Wright

- Street/pedestrian lighting;
 Dedestrian emerities
- Pedestrian amenities features for convenience and safety of pedestrians (e.g., benches, pedestrian signals, curb ramps);
- Signage; and
- Street furniture (e.g., benches, waste and recycling containers, public art)

Oftentimes, traffic control devices, road signage, and other objects are placed within the pedestrian realm, but may not be intended for the use of pedestrians. In this case, these items can become obstructions for pedestrians. Pedestrian safety factors present in the travel-way include crosswalk length and quality and presence (or absence) of medians as well as the type of median.

It is important that pedestrian related facilities be provided in areas that experience frequent pedestrian traffic. Pedestrian facilities can encourage a more active lifestyle leading to improved health, lower transportation related costs, and reduced roadway congestion. Focusing investments on pedestrian related improvements can also improve safety for adults and children alike, especially in areas where there are students who choose to walk to school versus using being dropped off or using the bus.

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; ADT volumes; lane width and shoulder space; and pavement conditions; percent of heavy vehicle traffic; number of driveways; and any obstructions to the public realm, including overgrown landscaping and road grates. Bicycle infrastructure and facilities were reviewed during field observations of the study area.

Bicycle safety is judged on 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

What attracts people most, it would appear, is other people.

William H. Whyte

limit, annual average daily traffic (AADT) volumes, **Table 1** provides an overview of these features in the Village of Webster.

Highways can also be evaluated to determine their user friendliness as it relates to bicycle or pedestrian users as opposed to the traditional motor vehicle. As mentioned earlier in this section, the most

common measure of effectiveness used for vehicular traffic, Level of Service, is based on capacity of the roadway and delay incurred by motorists. Levels of service can also be calculated for bicyclists and pedestrians using the same highway by considering the users' comfort level with the highway as it relates to buffer areas, sidewalk widths, vehicular volumes and speeds, landscaping, obstructions, conflicts, crossing oppor-



Bicyclist riding with traffic

tunities, etc. These features are some of the factors that are used in evaluating the bicycle and pedestrian levels of service and compatibility levels. Levels of service for pedestrians and bicyclists can be compared to those used to describe intersection operating conditions where LOS "A" and "B" generally describe above average conditions, "C" and "D" describe acceptable roadway performance, and "E" and "F" describe deficient facilities. It is important to note that not all roadways in a community should be expected to rate LOS "A" or "B" which indicates a performance level well above average. LOS "A" or "B" may be expected in

Seg_ID	Road Name	From	То	Len- gth	Dir. of	Lanes (L)			Post. Spd.	Width of Pavement		t	Occ. Park.	Pavecon		Bike Lane	Cross	Buff. Width	Tree Spcg. in	% with	Swalk Width	Bicycle LOS		Pedestrian LOS	
				(Ls)	Sur.	Th	Con	ADT	(SP _p)	Wt	W	$W_{\rm ps}$	(OSPA)	PCt	PC	Mark	Sec.	(BW)	Buffer	Sidewalk	(Ws)	Score	Grade	Value	Grade
				(mi)		#			mph	(ft)	(ft)	(ft)	(%)	(15)	(15)	(Y/N)	(C/S)	(ft)	(ft/ctr)		(ft)	(16)	(AF)	(16)	(AF)
1.0	Barrett Drive	NY Route 104	Crosspointe Lane	0.10	NB	2	U	7,000	30	11.5	1.5	0	0	4.0	3.0	N	S	0.0	0	0	0.0	4.18	D	4.25	D
1.0				0.10	SB	2	U	7,000	30	11.5	1.5	0	0	4.0	3.0	N	S	0.0	0	0	0.0	4.18	D	4.25	D
2.0	Barrett Drive	Crosspoint Lane	Main Street	0.16	NB	2	U	7,000	30	12.0	0.0	0	0	4.0	-	N	С	5.0	0	100	5.0	4.12	D	2.73	С
2.0				0.16	SB	2	U	7,000	30	12.0	0.0	0	0	4.0	-	Ν	С	0.0	0	0	0.0	4.12	D	4.20	D
3.0	Commercial Street	Martin Street	NY Route 250	0.44	EB	2	U	1,000	30	12.5	0.0	0	0	3.0	-	N	S	0.0	0	0	0.0	1.13	А	2.73	С
3.0				0.44	WB	2	U	1,000	30	12.5	0.0	0	0	3.0	-	N	S	0.0	0	0	0.0	1.13	А	2.73	С
4.0	Donovan Street	NY Route 250	Middle	0.14	EB	2	U	840	30	10.0	0.0	0	0	3.0	3.0	N	S	0.0	0	0	0.0	1.84	В	2.97	С
4.0				0 14	WB	2	U	840	30	10.0	0.0	0	0	3.0	3.0	Ν	S	0.0	0	75	4.0	1.84	В	2.70	С

Table 1: Example results of PBLOS spreadsheet

locations such as college campuses, downtowns, tourist centers, and activity centers. LOS ratings of "E" and "F" describe degrees of unacceptable performance.

SRF & Associates performed a field audit of pedestrian related amenities. **Figure 4** shows the location of corridor-wide sidewalks, marked crosswalk locations, and nearby recreational destinations. The Village of Webster, within the study area, generally lacks any form of dedicated bicycle facilities. However, the area east of Dunning Avenue and Kircher Park has striped shoulders that can serve as an appropriate bicycle facility. The travel lanes are generally wide enough to accommodate a bicyclist, however, the presence of on-street park-

Nothing compares to the simple pleasure of a bike ride.

John F. Kennedy



ing can reduce the effective width a bicyclist needs to safely ride within the roadway. Additionally, as riders approach the underpass of Route 104 along North Avenue, the amount of traffic and lack of shoulder space negatively impacts the riders' experience. Main Street and North/South Avenues within the study have been rated as "good" under the rating scale derived by the Genesee Transportation Council Bicycle Map 2009. This is the highest rating possible for GTC inventoried roadways. Furthermore, the Route 104 and Hojack Trails provide an important opportunity for trail users to connect to places outside of the local area.

Figures 5 and **6** illustrate the pedestrian and bicycle levels of ser-

Figure 4: Parks and recreational facilities

vice within the study area. The Bicycle Level of Service (BLOS) results indicate that the lowest scores, "D" occurred in areas that are narrow in width due to on-street parking and travel lane width and also have higher volumes of vehicles. Areas that received scores from "A" to "C" are indicative of more comfortable bicycling environment due to a combination of variables considering wider lane widths, lower traffic volumes, and striped shoulders. Likewise, lower pedestrian level of service results indicate areas that, although sidewalks may be present, the lack of a well defined buffer space and higher vehicle volumes can have a negative effect on the pedestrian environment.



Figure 5: Existing pedestrian LOS



Bicyclists riding along North Avenue 🔻




Pedestrian and Bicycle Safety Evaluation

Pedestrian and bicycle related crashes were reviewed for the time period from 2007 through 2011. During the four-year time period, a total of eight were documented along Main Street and North Avenue; comprised of four bicycle and four pedestrian-related crashes within the study area. **Figure 7** illustrates the crash summary.

Of the eight accidents, five have occurred within 600' from the intersection of Main Street and North Avenue. One bicycle crash occurred at the interchange of Route 104 and North Avenue.



Transit Service

A comprehensive transportation network is able to accommodate users on multiple levels. As previously discussed, pedestrian and bicycle modes of transportation are present. The fourth level of transportation facilities (vehicular, pedestrian, and bicycle are the first three) is the availability of transit routes and stops.

Rochester Genesee Regional Transportation Authority (RGRTA) operates Regional Transit Service (RTS) routes throughout the greater Rochester region. Route numbers 30 and 45, a part of the RTS regional area service, services the Webster community. Stops are located along Main Street, as reference below.



Parking Supply

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 103 on-street parking spaces along Main Street as indicated in **Figure 8**. Approximately 62 spaces are striped out as a "parking box". The remaining spaces are located east of the Four-Corners within an un-striped shoulder space.



Off-street Public Parking Supply

On-street parking along Main Street 🔺

The Village has four public surface parking lots with a total of 266 off-street spaces. All lots include public parking signs. **Figure 9** illustrates the location and quantity of parking. All off-street public parking spaces are within a 5-minute walk, as shown in **Figure 10**, from the epicenter of the four-



A Municipal parking lot signage

are within a 5-minute walk, as shown in **Figure 10**, from the epicenter of the fourcorners. This is important in that the majority of businesses and Core Village activity centers are located within the 5-minute "walkshed" of available public parking. However, given the central location of the public lots, the lot behind Village Hall appears to be underutilized.

Consideration should be given to promoting these public parking areas based on a short walking distance rather than location alone. Additionally, the wayfinding attributed to the municipal lots appear to be difficult to read from a passing vehicle, as the signs are located back from the roadways.

There are no public parking lots north of Route 104.



Figure 8: On-street parking supply



Figure 9: Off-street parking supply 🔺



Note: Each ring denotes a 1-minute walk

Figure 10: Off-street parking supply walkshed

SECTION III Needs & Opportunities

Needs & Opportunities

Public Outreach Results

Public Workshop

In order to gather meaningful public input, the Steering Committee and the Consulting Team held a Public Workshop was held at the Village Community Meeting Hall on February 6th, 2013. Approximately 13 knowledgeable and engaged citizens attended the workshop. The purpose of the workshop was to solicit input on the effectiveness of the transportation system, adequacy of the parking supply and location, and the condition of the pedestrian realm as it relates to walkability and connectivity within the Village. Members of the community have shared valuable opinions and insights regarding: pedestrian and bicycle circulation and connectivity; parking availability and proximity; congestion problems; overall aesthetic appearance; the needs for gateway treatments; parking availability; safety and operations at the North Avenue/NY Route 104 interchange; future redevelopment of Xerox held land; and u-turns on Lapham Park. The information gathered at the workshop has proven to be instrumental in identifying circulation, accessibility, parking, and overall appearance issues, opportunities, and the potential for improvements within the Village.



Participants at the Public Workshop 🔺

What follows is a summarized compilation of the comments received during the workshop. Three maps were provided: 1) an overall existing roadway plan, 2) a North Village aerial, and 3) a South Village aerial, for citizens to mark-up and identify key issue locations. The comments are subdivided by map and reported based on the study area as a whole. It should be noted that the following comments are solely feedback expressed by the residents of the Village of Webster and do not necessarily represent opinions of the Consultant Team.

Connectivity/Linkages:

North Village

- » Need for improved connectivity throughout the northern part of the Village
- South Village
 - » Desire for improved linkages (e.g., wayfinding) between the municipal parking lots and Main Street and North/South Avenue
 - » Desire for better connectivity between key destinations (e.g., Reynolds Road residential properties to the Post Office on Barrett Drive)
 - » Development of sidewalks on southern side of Main Street adjacent to Barrett Drive
- Noted desire to replicate the pedestrian linkage between the parking lot behind Prime Steakhouse and Main Street elsewhere throughout the Village.
- North Avenue/NY Route 104 interchange highly important linkage opportunity:
 - » No refuge
 - » No greenery
 - » Poor lighting and crossing signal maintenance
- Difficulty for pedestrians/bicyclists to continue on NY Route 104 trail as it relates to crossing North Avenue
 - » "Lack of crossing opportunities inhibits walking."
- Desire for connection between Orchard Street and Hojack Trail

Parking Needs:

- Perceived lack of parking supply as it relates to Main Street activity
- Generally sufficient supply of on-street parking
- · Noted concern regarding size of on-street parking spaces in regards to space length and parallel parking
- Signing of municipal lots is difficult to see (signs are set too far back)
- No design (architecturally, wayfinding) uniformity between municipal parking lots
- Visitors to Village typically park in lot behind Village Halls

Character/Definition:



Public Workshop comment maps

 Although not brought up as a topic of discussion during the breakout session, a Visual Preference Survey was conducted to elicit feedback

Streetscape:

- Desire for benches, trash receptacles (combined with benches), bike racks, street trees (appropriately chosen types)
- Enhanced definition between NY Route 104 and Donovan Street
 - » Main Street east of North Avenue is too wide
 - » Curb bump-outs are helpful
 - » Desire for more crosswalks

Traffic Operations:

- Frequency of u-turn traffic (searching for parking) and truck traffic (delivery purposes) on Lapham Park
- Difficulty for northbound left turning traffic to exit: Pierce Street, Sherwood Avenue, Lapham Park



Participants at the Public Workshop 🔺

- Congestion issues related to northbound motorists turning left into driveways on west side of North Avenue between Main Street and NY Route 104.
 - » Likewise for southbound motorists turning left into driveways on east side
 - » Noted that there have been conversations regarding rear access and shared access roads Access Management
 - » Difficult for vehicles to exit driveways making a left turn
 - » Possibility for center left turn lanes
- Noted comment regarding the desire to reduce commercial (truck) traffic on Main Street
- · Circulation on Samford Street during school peaks causes localized traffic congestion
- Ebner Drive has speed related concerns
- Motorists have been known to drive through the red light at the Samford Street signal
 - » May be an issue with visibility
- Motorists will speed through the intersection of Main Street/North Avenue to beat the red
- Bottlenecking concerns north and south of NY Route 104 as travel lanes decrease from two to one
 » It becomes a raceway to merge into one lane of traffic
- Intersection in front of Spry Middle School is too narrow along South Avenue

Walkability/Bikeability:

- Issues regarding bicyclists riding on sidewalks
- Desire for wider sidewalks, particularly in "Main Hub" of the Village.
 - » Idea mentioned regarding removing several on-street parking spaces to effectually widen the sidewalk
 - Vendors could use the extra space during street fairs, events, etc.
- Expressed need for pedestrian crossings (ability to cross Main Street) at the intersections of: Dunning Avenue and Kircher Park, as well as at locations east of North Avenue.
- Concern for pedestrian/bicycle/vehicle related conflicts and lack of definition (e.g., defined driveways) along North Avenue from NY Route 104 to Donovan Street
- No pedestrian lighting at crosswalks at Orchard Street and Phillips Road
- Noted desire for more bicycle storage facilities (e.g., bike racks)
- Lack of crossings along South Avenue (e.g., limited crossing opportunities for children walking to school)
- Noted concern regarding uneven sidewalks (tree roots and seasonal effects)



Comments received during the Workshop 🔺

Safety Concerns:

- Concerns regarding the operation and maintenance of pedestrian signals at signalized intersections (Phillips Road/Orchard Street and Main Street/North Avenue)
- Lack of pedestrian focused lighting at critical junctures (overpass of NY Route 104/North Avenue)
- Expressed need for safer pedestrian environment around Spry Middle School
 - » Within the past year and a half, a child was struck by a vehicle while walking to school
- Desire for North Avenue/NY Route 104 Pedestrian Safety Enhancements

Development:

- Losing the farmer's market to the mall had a negative impact on the Village
- Potential future mixed-use and/or commercial development on Xerox land
- Development opportunity of the property on the south west side of Commercial Street and Martin Street
- North Village area is industrial, however, it is an area in transition
- Underutilized land at northwest corner of Main Street/North Avenue intersection
 - » Needs better coordination with parking lots in the area
- Although Xerox is in decline, housing development is "booming" north of NY Route 104

Community Preference Survey Summary

During the Public Workshop, a Community Preference Survey was administered to gauge local attitudes towards various types of design including architecture, landscaping, signage, and overall appearance of the streetscape. What follows is a brief summary of the results from the CPS as well as information learned from discussions with local stakeholders. Further direction in response to the CPS will be sought at the Zoning Advisory Group meeting on April 4, 2013.

Brief synopsis

- Strong preference towards development that is designed for people rather than the automobile Village Character.
- Much of the groundwork is in place (Comprehensive Plan, Design Guidelines, Neighborhood Business (NB) District)
- Future of Northeast (NE) Quadrant is cloudy (industrial, big-box, or mixed-use)
- NB not welcome in NE Quadrant
- Much of the existing districts are acceptable
- Planning Board and the Development Review Process has traditionally had to do the heavy lifting to get amenities & connections
- Scattered regulatory framework

The image to the right is an example of the images surveyed during the CPS and the results from the participants. Each image has a calculated average score, median score, percentage of scores less than 4 and percentage of scores greater than 6. The results of the CPS will depict the design principles that are preferred within the Village of Webster.



Example CPS results sheet

Crosswalk Quality of Service

Well defined pedestrian crossings are especially important to the safety and comfort of pedestrians. An inventory of all marked crosswalks that traverse Route 250 and Main Street at signalized intersections was performed for this study. Information was collected on the width, length, presence of curb ramp and pedestrian signals at each signalized crosswalk location. This data was then analyzed to develop and Level of Service for each crossing. **Figure 4**, as illustrated previously and reprinted to the right, illustrates the locations of pedestrian crossings at signalized intersections.

Based on documentation of the crossing facilities available on Route 250 and Main Street, as 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

Crosswalk Location	Score	
Xing WB Route 104 Ramp W. of North Ave	3.12	С
Xing Main W. of North Ave	3.06	С
Xing North Ave N. of Main	2.68	С
Xing Main E. of North Ave	2.65	С
Xing South Ave S. of Main	2.63	С
Xing EB Route 104 Ramp E. of North Ave	2.28	В
Xing North Ave S. of EB Route 104 Ramp	2.11	В
Xing WB Route 104 Ramp E. of North Ave	1.69	В
Xing EB Route 104 Ramp W. of North Ave	1.69	В

* Sorted from worst to best performing crosswalk

Table 2: Crosswalk LOS results



Crosswalk at four-corners

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 North Avenue 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" and "C"), it does not evaluate the frequency, location, or convenience of crosswalk locations along the corridor. For example, the distance between the marked crosswalk locations at Main Street/North Avenue and North Avenue/Route 104 measures at approximately





Reprinted Figure 4: Parks and recreational facilities

1,120'. The recommended minimum spacing between crossing locations is 325' to 500'. Long distances between crosswalks can encourage pedestrians to cross the roadway at mid-block locations where motorists may not be expecting such an act to occur. Streetscapes, and more importantly communities, are more walkable and pedestrian friendly when crossing locations are clearly defined and provided within acceptable distances from one another to encourage safe and efficient pedestrian circulation.



Crosswalk west of four-corners

Crosswalk at Corning Park



Parking Assessment

As outlined in the *Inventory and Analysis* section, there are approximately 266 public parking spaces within a 5-minute walk of the four-corners. Although parking appears to be underutilized in the municipal lot behind the Village Hall, the availability and accessibility of parking has been raised as an issue that must be addressed. Opportunities to help resolve this issue must be explored. They include:

- Wayfinding System 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 instance, the connection between Main Street and the parking lot behind Prime Steakhouse (see image left top) is a good example of an identifiable, inviting connection between. This practice should be used as a benchmark for further connections within the Village.

(clockwise from top) Pedestrian connection at Prime Steakhouse, pedestrian connection at Village offices, pedestrian connection across from NOCO

Benefits of Active Transportation

Early communities and settlements were developed understanding that the only form of transportation was a walkable environment for its citizens. As time advanced, so did technological innovations. Horse and buggy cart-ways eventually led to horse-pulled streetcars and electrified trolley lines. The turn of the century marked another important achievement in the world of transportation – the motorized vehicle. As the 20th Century rolled on, so did the automobile. Never before had it been so easy and convenient for people to transport themselves to their destinations than with the use of the vehicle. After World War II, the advent of new development patterns – suburban, "lollypop" subdivisions – encouraged a more drivable environment over a walkable and bikeable environment. Now, in the 21st Century, the effects of a more sedentary lifestyle can be seen in rising obesity rates, diabetes, and other health related effects of an inactive lifestyle.



Establishing and improving upon a more walkable and bikeable environment helps to create an improved active transportation system. The benefits of active transportation for the Village of Webster can be seen in several important categories: health, economic, social, and environmental. These benefits can lead to a more sustainable and thriving community. The following expands on the benefits associated with active transportation.

Health

- As of 2010, more than 35% of American adults were obese.
- In 2003-2004, more than 17% of American children were overweight, with this rate continuing to rise.
- By 2030, the obesity rate amongst adults will rise to 42%.
- Physical activity can reduce the risk of diseases such as diabetes and heart disease while helping lower obesity levels and improve heart and lung function.
- Increased physical activity can lead to improved health and an overall increase in personal well being.
- Children are more likely to perform better academically in school.

Economic

• The average American spends 18 cents of every dollar earned, while the lowest income families spend more than double that amount.

- Automobile owners spend on average \$7,000 to \$8,000 per year on vehicle travel related Transportation the process expenses.
- The average cost of owning a bicycle is \$120 per year.
- Walking and biking saves money that can be spent on local shops and businesses.
- An active lifestyle can increase one's health, thereby reducing their health care costs.
- A more walkable community can help raise property values and increase tax-based revenues that can be used for place-based improvements.

Social

- The more people walk and bike, the more likely they are to interact socially with one another.
- Recent trends indicate young adults prefer compact, walkable communities where they can live, work, and play.
- Places that are designed around an active lifestyle can lead to people lingering amongst public spaces, thereby benefiting local businesses and encouraging social interaction.
- Walking, bicycling, and using transit as modes of transportation gives the user a choice of the routes they choose to take. This freedom can help reduce stress and health related impacts that stems from traffic congestion and other vehicle related impacts.
- Active transportation can reduce the frequency of pedestrian and bicycle related accidents resulting in a more livable community.

Environment

- Walking and bicycling produce no greenhouse gases.
- Active transportation can reduce traffic congestion, thereby reducing harmful greenhouse gas emissions.
- 60% of vehicle pollution is created in the first few minutes of operation.
- 50% of an average Americans' trips can be complete within a 20-minute bike ride, while a 25% are within a 20-minute walk.
- Transportation sources account for 27% of total greenhouse gas emissions.
- A four-mile by bicycle keeps about 15 pounds of pollutants out of the air.



Project for Public Spaces

Bicyclists riding within the Village



Economic Roundtable Summary and Assessment

The Village participants generally seemed well aware of the pressures and opportunities facing their community. They talked about how developable land on the north side of 404 is being infilled. Without a plan for this area, the new neighborhood may likely develop it's own commercial center independent of Main Street. There may be an opportunity to plan for better access to Main Street, concentrating commercial uses in the existing downtown core. This will require a plan that encourages housing and commercial development in a walkable environment with easy access to Main Street amenities.

Most national employment growth is found in smaller firms. This makes sense as one considers the life-cycle of a company: small firms with new ideas grow, employing more people and large firms make use of economies of scale, and find efficiencies by condensing. Based on current patterns in Webster, 40% of firms are likely in need of employment space with less than 35,000 square feet (although warehouse users may require larger employee to square foot ratios). These small firms are often the same ones that prefer to locate near the amenities offered by main streets. This suggests an opportunity to plan for small businesses within walking distance, and on second floors above Main Street.

This area already has a strong employment base, with 88% of the workforce commuting from outside the area. There may be an opportunity to capture a larger percentage of workers with housing products close to work and Main Street amenities.

In examining the types of households in the Village, 30% are single person households. This suggests a potential demand for products other than conventional single family houses.

There is a national lifestyle trend toward walkable downtowns, reflected in market premiums for both housing and retail. Webster is advantageously positioned in the north east corner of Monroe County, far from nearby "competition" of downtown Rochester, East Rochester, Fairport and Pittsford.

The Village should plan for an expanded pedestrian network that will accommodate new residents and businesses connected to the existing infrastructure of Main Street.



section iv Recommendations

Recommendations

Community Preference Survey Results

As previously stated, the project team administered a Community Preference Survey (CPS) at the public workshop held in February, 2013. The results of the survey were summarized and provided to the Steering Committee and are contained in the Appendix. The purpose of the survey was to gauge local attitudes towards various types of design including architecture, landscaping, signage, and the overall appearance of the streetscape. This survey consisted of residents, property owners, business owners, and community leaders ranking images of various types of development on a scale from o (un-appealing) to 10 (very appealing). A visual summary of the results are shown on the following page. Based upon the CPS results, the following design principles are preferred within the Village of Webster.

High Scoring Images had the Following Characteristics:

Building Scale & Location

- Buildings at or near the sidewalk;
- Buildings at least two stories in height;
- One story structures that have the scaling of a small two story structure; and
- Wider structures are broken up into smaller visual increments.

Facades

- Front facades with large amounts of transparency (e.g. windows & doors);
- Architectural details that add visual interest to the façade; and
- Primary building entrances that face the street and are clearly identified using visual clues and design details.

Parking

- Parking that is screened from view (preferably behind a building); and
- Parking lots broken up with a variety of landscaping treatments.

Streetscapes Elements

- Wide sidewalks;
- A flush or raised, center median with plantings; and
- Traditional streetscape elements such as textured pavement, benches, landscaping, and decorative lighting.

Low Scoring Images had the Following Characteristics:

Building Scale & Location

- Buildings set back far from the sidewalk;
- Visually short, one story buildings; and
- Large blank walls.

Facades

- Front facades with little or no transparency (e.g. windows & doors);
- A lack of architectural details; and
- Primary building entrances that are not clearly identified using visual clues and design details.

Parking

- Large expanses of parking in front of the building;
- Parking placed immediately adjacent to the sidewalk or roadway; and
- Parking that has not been screened from view or has no landscaping.

Streetscapes Elements

- Narrow sidewalks or a lack of sidewalks;
- Wide streets with no features or striping to break up the asphalt between the curbs;
- A lack of traditional streetscape elements such as textured pavement, benches, landscaping, and decorative lighting.

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Village Design Vocabulary

The results of the CPS serve to inform a design vocabulary for the Village. This vocabulary is one of the key elements in the formulation of the various design and regulatory recommendations necessary to achieve the Village's vision and the goals of this study.



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Land Use & Zoning Recommendations

The following land use and zoning recommendations are based upon the recommendations contained in the Comprehensive Plan, the Village Design Guidelines and Standards, the existing zoning code and related regulatory documents, the results of the Community Preference Survey, input from the Steering Committee, and feedback provided at the two public meetings held as part of this project. In order to achieve the preferred development pattern it is recommended that the Village consider incorporating some or all of the following recommendations into their existing regulatory framework.

The land use and zoning recommendations address specific geographic areas of the Village. These are referred to as Future Character Areas and are shown in

Figure 11. The three sub-areas are listed below:

- Sub-area #1 is shown in blue and is referred to as the Neighborhood Business Character Area.
- Sub-area #2 is shown in red and is referred to as the Main Street Character Area.
- Sub-area #3 is shown in brown and is referred to as the North Village Character Area.

There is a fourth set of recommendations that are not intended to address a single sub-area but multiple areas. These are grouped the section titled, General Zoning Recommendations.

Figure 11: Future character areas



General Zoning Recommendations

As development and investment occur throughout the Village, the community should strive to accomplish these key design objectives:

- Provide pedestrian-friendly streets & sidewalks that connect stable & diverse residential neighborhoods with services found in a strong commercial core.
- Ensure the Village Core is a vibrant center of activity focused on Main Street & the four-corners, forming the central identity of this unique community & creating a distinct sense of place.
- Promote high-quality architecture & site design for commercial & residential areas that complement the historic forms of the 19th & 20th centuries, while providing a walkable environment that retains traditional village character.

The following recommendations will provide the Village with the regulatory tools necessary to achieve these objectives.

Complete Streets Policy

According to the National Complete Street Coalition, "Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations."

"Creating Complete Streets means transportation agencies must change their approach to community roads. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access Image of an intersection that balances the needs of pedestrians, physically

Image of an intersection that balances the needs of pedestrians, physically 🔺 challenged individuals, bicyclists and motor vehicles.

for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your community a better place to live."

A Complete Streets Policy has been adopted by the City of Rochester and the Village of Pittsford. As part of this study, a preliminary Complete Streets Policy for the Village of Webster has been prepared and is contained in **Appendix K**. This Complete Streets Policy has been based upon local and national models but has been tailored to meet Webster's needs. The exact language and level of flexibility that is appropriate for Webster will need to be determined through a process that would involve elected officials, Planning and Zoning Board members, and transportation officials.

Multi-Family Design Requirements

The Village of Webster has history of multi-family developments being built within its boundaries. This includes the apartments built along Kittleberger Park in the early 1970's, the townhouses built along Reynolds Road in the mid 1980's and the townhouses built along Wishing View Drive in the late 2000's. As you can see in these photos, the form and shape of these projects have created two very different streetscapes.

Kittleberger Park Neighborhood - The apartment buildings are placed parallel to the road. This results in the front façade and front entrances facing the street. The parking is to the rear of the buildings and access to the parking areas is limited to access drives between buildings. This creates a series of uninterrupted front yard with trees along the street. There is also a direct pedestrian connection provided from the front entrance to the public sidewalk system. All of these site design elements serve to create a positive contribution to the public realm, foster a safe and pleasant walking experience while enhances the overall character of the Village.



The Kittleberger Park Neighborhood is an example of how the arrangement of multi-family build ings and other site elements can create an attractive and walkable streetscape.

Wishing View Drive Neighborhood - A portion of the buildings in this neighborhood are placed parallel to the road. However, a significant number of the townhomes are placed perpendicular to the street. This results in the ends of buildings facing the street. In addition, a significant portion of the street frontage is dominated by garages, driveways and surface parking areas. The cumulative effect of these site design elements detract from the public realm and creates a streetscape that is oriented towards the needs of motor vehicles rather than pedestrians. This approach is more typical of multi-family developments in a suburban setting and does not enhance the overall character of the Village.



The Wishing View Drive Neighborhood is an example of how the arrangement of multi-family buildings and other site elements can detract from a streetscape and make walking less appealing.

In order to ensure that new multi-family developments achieve the design objectives and enhance the character of the Village, it is recommended that the following building and site requirements be incorporated into Section 175-29 of the Village Zoning Code.

Proposed Multiple-Family Building Requirements

- 1. There may be not less than two and not more than eight units in a townhouse or attached single family group.
- 2. Buildings shall not have large or long continuous wall or roof planes. Varied roof heights, projecting bays, gables, recesses, and porches shall be used to visually divide larger buildings to produce a scale that is visually compatible with the Village's distinctive aesthetic character. To prevent an out-of-scale, monolithic appearance, larger buildings shall be visually divided into smaller sections no longer than 150 feet in length by gaps, recesses, or other architectural devices.
- 3. Buildings shall be articulated into smaller, varied forms to create interest and variety and avoid a monolithic or overly repetitive appearance. Differences in form and detail and breaks between buildings shall be orchestrated in such a way that adjacent buildings and facades define a continuous street wall and the public realm of the street.
- 4. Multifamily buildings shall be laid out so that multiple entrances face the public street. Each entrance shall be connected by sidewalk to the Village's public sidewalk system. Garage entrance/exit doors are prohibited on the front facade of buildings.
- 5. Accessory structures, such as clubhouses, pools, pool buildings, storage buildings, and trash enclosures, shall be located in a manner that does not disturb or encroach upon the public realm of the site (pedestrian walkways, roadway, etc.).



The upper two images were part of the CPS and were ranked very highly by those residents that took the survey. The lower two images are examples of multi-family developments that have been recently completed within Monroe County. Each of these projects provide a good example of how to design a building and a site that satisfies the proposed requirements and enhances the public realm.



Proposed Multiple-Family Site Design Requirements

- 1. Gated or access-restricted drives are not permitted.
- 2. Entrances to dedicated and privately maintained streets serving residential dwellings shall have the physical character of historic Village intersections. Entrance areas shall not be excessively landscaped, bermed, or employ monument signs that are inconsistent with the Village physical character and typical streetscape design.
- 3. Direct vehicular access from a lot to an alley is permitted and preferred. Direct vehicular access from a lot to a street is not permitted unless approved by the Board of Trustees.
- 4. Service alleys shall provide adequate backup space for comfortable maneuvering and storage of vehicles.
- 5. To the extent practicable sites shall be designed to provide cross access and a unified circulation pattern with adjacent sites. Techniques to achieve this include but are not limited to, shared driveways, shared access roads and cross access easements.
- 6. To the extent practicable, common or shared service access shall be provided between adjacent parcels and/or buildings.
- 7. A parking lot or garage may not be adjacent to a square or adjacent to or opposite a street intersection.
- 8. Except as approved by the Board of Trustees, parking in alleys is prohibited.
- 9. Parking shall be located in interior garages, under building garages, and behind buildings where it is screened from view of the street and public areas. No off-street parking is permitted in front or side lawn areas.
- 10. Parallel parking along edges of streets is permitted.
- 11. A continuous row of street trees shall be planted at 30 feet to 40 feet on center along each side of every street.

Planned Unit Development

According to Section 175-25A of the Village Code, "Under normal circumstances, the minimum area required to qualify for a Planned Unit Development (PUD) District shall be 50 contiguous acres of land." A minimum area requirement of 50 acres in size is typical of more suburban or rural communities. Within more urban environments such as city neighborhoods or villages, it is difficult, if not impossible to acquire enough land to qualify for a PUD District. This makes the PUD District virtually use-less in communities such as Webster. It is recommended that the minimum lot size requirements to establish a Planned Unit Development per Section 175-25A be reduced from 50 acres to as low as two (2) acres. This will enable land owners to envision projects that respond to market forces on a more traditional village scale.

Sub-Area #1: Neighborhood Business Character Area

The Neighborhood Business (NB) Zoning District is being utilized by the Village to accomplish the following design objectives:

- Provide an orderly transition from the Main Street Character Area to adjacent commercial and residential land uses.
- Encourage a walkable business & service district that is pedestrian-oriented in both design, scale & character.
- Prevent the use of franchise-architecture or inappropriate building designs that do not complement the Village's cherished forms from the 19th & 20th centuries.



Figure 12: Existing zoning map

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The NB District was recently amended to include a number of provisions to ensure that the new development is consistent with the Village's vision. These amendments included a revised purpose statement and use list; updated dimensional requirements; building and site design standards; parking standards; and access management requirements.

These modifications make the NB District one of the most effective pieces of regulation that the Village has at its disposal. As shown on the existing zoning map in **Figure 12**, the NB District is currently in effect along West Avenue and North Avenue. It is recommended that the following properties be re-zoned to NB:

- Parcels that abut West Main Street and are currently zoned West End Business. Property addresses include 160 to 191 West Main Street (shown in Figure 13).
- Parcels that abut East Main Street, between of Kircher Park and Dunning Avenue. Property addresses include 66 to 110 East Main Street (shown in Figure 14).
- Parcels that abut North Avenue, between the Route 104 Expressway and Orchard Street. Property addresses include 154 to 263 North Avenue (shown in **Figure 15**).



Figure 15: Proposed limits of the NB District on North Avenue



Figure 14: Proposed limits of the NB District on East Main Street

Figure 13: Proposed limits of the NB District on West Main Street



Sub-Area #2: Main Street Character Area

As development and investment occurs in the Main Street Character Area, the community should strive to accomplish these key design objectives:

- Maintain & enhance the district as a location for market-rate multi-family housing, townhouse development & business space.
- Encourage a concentration of commercial, office, civic, cultural & residential uses all within walking distance of one another, creating a working, growing & attractive Village center full of vitality & pedestrian activity.

The following recommendations will provide the Village with the regulatory tools necessary to achieve these objectives. The CB Zoning District currently permits gasoline service stations and commercial garages with site plan approval. These automobile oriented uses are very difficult to place in a manner that does not detract from a traditional downtown environment. As a result, the Village should eliminate them from the CB District.

The CB District currently permits multi-family housing with the approval of a special permit. However, the maximum lot coverage for such uses is limited to 25%. This level of lot coverage is typical of suburban or rural environments. In order to achieve the preferred design vocabulary identified for the Webster, the Village should amend Section 175-21B to increase the lot coverage allowance for multi-family housing to 90%.

The Village of Webster Design Guidelines state, "The shallowest possible setback shall be encouraged in all instances." The intent of this provision is sound but it is too vague in its phrasing. As written, it places the burden of ensuring that the existing building wall is maintained on the Planning Board. It is recommended that Section 175-21C of the Village code be amended to include a maximum front yard setback to ensure that new construction is situated in a manner that compliments the existing development pattern of the area. The proposed amended would read as follows:

Section 175-21C - Front yards. Each lot shall have a front yard with a minimum setback of zero feet from the right-of-way. Non-residential or mixeduse buildings shall have a maximum setback of five (5) feet from the rightof-way. Residential buildings shall have a maximum setback of 10 feet from the right-of-way. The remainder of this section should be removed from the code.



The best downtowns have a consistent building wall up to the street. These images of Corning (left) and Cooperstown (right) illustrate how the relationship between the buildings and the sidewalk can create a great streetscape. A maximum setback requirement will assist the Village Planning Board in their review of development proposals along Main Street and ensure that this relationship is maintained as new development occurs.

Sub-Area #3: North Village Character Area

There was much discussion about the future of the North Village Character Area throughout this planning process. More specifically, the northeast quadrant of the Village. The Future Land Use Map and the current Zoning Map both indicate that this area is suitable for industrial type-uses. Based upon existing trends, the likelihood of large scale industrial operations locating in this area is uncertain. In addition, the community has expressed a willingness to entertain other land uses in this area ranging from office and service type businesses to multi-family and single family residences. As development and investment occurs in the North Village Character Area, the community should strive to accomplish these key design objectives, regardless of the specific land uses types that may locate here:

- Create the opportunity for a range of uses that foster the traditional development pattern of the Village.
- Promote a pedestrian-friendly experience by keeping the scale of structures appropriate for the Village atmosphere, & buffering adjacent uses from noxious activities.
- Maintain a commercial character unique to the Village of Webster & distinct from outlying suburban areas.
- Protect surrounding residential uses from unacceptable levels of noise, odor, & vehicular traffic.

In order to meet these objectives, a Traditional Neighborhood District (TND) has been developed for inclusion into the Village Code



and is contained in **Appendix L**. It is recommended that the TND be adopted as a floating zone at this time. According to the American Planning Association; "A floating zone is a zoning district that delineates conditions which must be met before that zoning district can be approved for an existing piece of land. Rather than being placed on the zoning map as traditional zones are, however, the floating zone is simply written as an amendment in the zoning ordinance. Thus, the zone 'floats' until a development application is approved, when the zone is then added to the official zoning map. Floating zones can be used to plan for future land uses that are anticipated or desired in the community, but are not confirmed." As the future of the northwest quadrant becomes clearer, the Village could convert some or all of the TND requirements into a standard zoning district.

Improve the Linkages Between the Public Parking Areas and Main Street



Existing Village public parking connections

Pedestrian access to Main Street is crucial to village life. Currently, connections to public parking lots leave room for aesthetic improvement. Pedestrian navigation and safety can also be improved to inform and comfort residents and guests. Village public parking lots must be identifiable, safe, and inviting. It is critical that people not only be able to identify parking areas while driving but they must also be able to identify connections to Main Street as pedestrians. If people have difficulty finding their way or a poor experience along the way parking is perceived as difficult and inconvenient. The following recommendations aim to improve the connections between the public parking areas and Main Street.



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#1 West Main Street Lot

The West Main Street lot is located behind buildings fronting Main Street. It has a sidewalk that links with the Veterans Memorial Lot (see the map to the left) and to Main Street. Although the sidewalk is 5 feet wide and appears to be in good condition, it is not clear where the sidewalk leads. The following improvements would improve the function and the feel of the pedestrian connection:

- Install a wayfinding sign identifying the direction to Main Street
- Maintain existing and future tree canopy to between 8'—12'
- Install landscaping adjacent to the sidewalk and parking area. Consider densely-planted perennials.

CIRCULATION, ACCESSIBILITY AND PARKING STUDY



#2 Veterans Memorial Lot

The Veterans Memorial lot is the second largest public lot and serves the West Main Street and "four-corners" area. As with the West Main Street lot, it includes a pedestrian connection to Main Street. However, unlike the West Main Street connection, it is a direct connection via pedestrian alley. The alley is not easily identifiable and is uninviting. Consider the following recommendations:

- Install a wayfinding sign identifying the direction to Main Street from the parking area.
- Install landscaping at the entrances to the alley as well as along the alley. Use shade tolerant plants (e.g. Hostas and Astilbes) to add texture and color.
- Consider adding decorative pavement or painted markings to the walkway.


The Village Hall lot is the largest public parking area and serves the Village Offices, the Fire Department, businesses along the south side of Main Street, and the "four-corners" area. The lot is facilitated by pedestrian connections adjacent to the Village Offices, along Corning Park, and an informal connection near Golden Boys Restaurant. The connection near Golden Boys is currently a drive aisle that is heavily used by pedestrians getting to and from Main Street. Formalizing a connection would improve safety and allow pedestrians a direct route to West Main Street. The connection should include:

- A wayfinding sign.
- Decorative pavement or painted markings on the walkway to help with identification.
- Decorative bollards to separate vehicles from pedestrians. They could include lighting.
- · Replace existing guardrail with decorative fence or wall.

#4 Lapham Park Lot

This small lot off Lapham Park primarily serves the Webster Museum and Historical Society. The following minimal improvemnts could improve the area:

- Consider installing a sidewalk connecting the Lapham Park sidewalk to the Museum.
- Install shade tolerant plants to add texture to the front of yard of the museum.

Enhance the Look and Feel of the North Avenue Streetscape Between Route 104 and Orchard Street



North Avenue is evolving and its character is important to the Village's future. Properties adjacent to the street include a mix of business, residential, and recreational uses. The needs of automobiles, pedestrians, and bicyclists must balance to promote safety, access, and a positive village experience.

Developments in Active Transportation

In recent years, the North Avenue corridor has experienced greater bicycle and pedestrian travel. With ongoing development of the Hojack Multi-Use Trail and the Route 104 Trail, the corridor is quickly becoming a hub of bicycle and pedestrian traffic. With these trails, North Avenue connects the Village core to the far reaches of the Town of Webster. Future planned trail extensions and connections will only increase the demand on North Avenue sidewalks and crosswalks.

Street Enhancements Are Needed

Currently, 206 North Avenue (currently Self-Storage Inc\ UHAUL Building) offers customer parking in front of the building. A portion of these twelve vehicle spaces appear, according to existing GIS parcel data, to lie in the public right-

of-way. Moreover, the property includes a more than onehundred and fifty foot curb cut, which is a safety challenge for pedestrian and bicycle traffic along North Avenue.

The installation of on-street parking in the area along the west side of North Avenue and the south side of Commercial Street (see graphic on the following page) could help offset the elimination of existing parking that is encroaching the right-of-way.

The new on-street parking, curbing, and sidewalks would also create space for street trees and landscaping. Landscaping enhancements would significantly improve the public / private interface. When landscaping is not an option other treatments, such as murals, could be utilized to help transform stark building facades into interesting public art. In the right location a mural can offer a building a unique finish and beautify the community.

The recommended improvements found on the next several pages will help improve the character and function of North Avenue.

- Donovan Street Nort h Aven **Commercial Street** CLIMATE CONTROLLED TAYLOR SELF-STORAGE, INC RENTAL Parking Hojack Multi-use Trail Historic Depot Trailhead **Railroad Street** ↑ B Mixed-use / Townhouse Development Parking **Trail Connection** 61 to Route 104 Trail **IV. Recommendations**
- Existing North Ave Streetscape conditions 🔻







North Avenue Streetscape Improvement Concept

VILLAGE OF WEBSTER



Proposed North Avenue Cross-section A-A' - Looking North (see Streetscape Improvement Concept section location)

Install curbs and tree lawns to help bring definition and organization to the North Avenue streetscape.

Curbs facilitate safer driving and walking by delineating travel paths. They also direct runoff into storm drains and are consistent with traditional urban character. Tree lawns offer dedicated green space for street trees.

- Utilize granite, ADA-compliant curbs.
- Curb radii should be as small as possible and still accommodate vehicular needs. This will help to minimize crossing distances for pedestrians.

Develop on-street parking along the south side of Commercial Street and along the west side of North Avenue (near existing U-Haul).

As illustrated in the Streetscape Improvement Concept above, on-street parking along the west side of North Avenue south of Commercial Street and along the south side of Commercial Street west of North Avenue will off-set the elimination of existing off-street parking within the right-of-way. Proposed North Avenue Cross-section B-B' - Looking North (see Streetscape Improvement Concept section location)



Develop a multi-use trail along the west side of North Avenue to link the Hojack Trail with the Route 104 trail.

A multi-use trail linking the Hojack Trail to the 104 trail could provide a safe and pleasant experience for trail users.

- Replace the existing 5' sidewalk and asphalt areas with a continuous 10' multi-use trail.
- The trail should be concrete or concrete pavers.
- The finish materials and pattern of the sidewalk should be maintained across driveways and curb ramps.
- Exposed aggregate concrete is an affordable alternative to pavers and adds texture and color to the streetscape.

Stamped concrete and asphalt should be avoided. These materials rarely look authentic and the patterns and colors breakdown over time or in high traffic areas.

Strengthen the design relationship between private development and the public street.

The area between the public space (e.g. streets) and the private space (e.g. development) is important to developing walkable streets. The Village should pay special attention to this area in regards to the design within the right-of-way as well as with private development.

- Work with private property owners to maintain open access to the sidewalks.
- Where private parking lots front a public sidewalk, encourage owners to install wheel stops (i.e. parking space curbs) to discourage vehicle encroachment. Also, low landscaping (less than 4' high) or a decorative wall would help to buffer parking from the sidewalk.
- Enforce regulations against sidewalk parking (New York State Vehicle and Traffic Law Article 32 §1202b).

Consider an application through the Transportation Enhancement Program (TEP) as a means to help fund streetscape improvements. Although it is uncertain as to whether or not TEP funding will be available in the future, the Village should position itself to be ready to submit an application for North Avenue improvements if the opportunity arises. According to the program's web site, TEP funding is intended for surface transportation projects with "bicycle or pedestrian facilities, scenic or historic highway programs, beautification, preservation of railway corridors, or environmental mitigation." North Avenue has many of these attributes.



A Shrubs are not ideal plants for the area between the curb and sidewalk.

Utilize Streetscape Design Guidelines to Help Create Consistency and Attractive, Pedestrian Friendly, Walkable streets

The streetscape guidelines on the following pages are intended to offer direction for improving the streetscape throughout Village streets. These should be shared with the Department of Public Works, Planning Board members, and designers including hired consultants. If followed and expanded on as necessary and combined with quality private sector design they will help to improve the walkability and aesthetic quality of Village streets: residents' primary public space.

Carefully Select Street Trees

Along with aesthetic benefits, trees can improve the function and feel on the street by creating enclosure which makes the street feel narrower, therefore slowing traffic and enhancing pedestrian friendliness. They also add color, texture and life to what is typically stark hard public spaces. The following guidelines will help utilize trees to full potential:

- Street trees should be planted at no more than 40' on center when possible and alternate with street lighting.
- Placement of trees and other landscape materials should not violate sight lines for drivers or pedestrians. They should to be strategically placed to avoid storefront and sign obstruction.
- When possible, distance between sidewalk surface and tree canopy should be at least 8 feet and not more than 12 feet.
- When possible, avoid using tree grates. Tree grates should only be used in very constrained right-of-ways. They are costly and limit the growth of the tree when not removed with maturation. Planting beds and ground covers are better treatments for the base of a tree. Mulch should be placed a minimum of six inches away from the base trees.
- Consider tree and landscape maintenance as part of the design process (growth habit, fall leaf litter, etc.).
- Consider trees with year round interest (e.g. spring flowers, fall color, texture, etc.).
- Type is critical size, grown habit, density of shade, leaf litter, etc.
- Select trees from the Suggested Tree list based on the street's context and site specific growing conditions.
- Develop a street tree inventory and management plan.

Suggested Trees:

Small

- Acer campestre 'Queen Elizabeth' Queen Elizabeth Hedge Maple
- Acer ginnala 'Flame' Flame Amur Maple
- Acer griseum Paperbark Maple
- Amelenchler larvis 'Cumulus' Cumulus Serviceberry
- Amelanchlerx grandlflora 'Autumn Brilliance' Autumn Brilliance Serviceberry
- Carpinus caroliniana American Hornbeam
- Crataegus viridis var 'Winter King' Winter King Hawthorn
- Koelreuteria paniculata 'September' September Goldenraintree
- Malus ssp Crabapple varieties
- Syringe reticulate 'Ivory Silk' Ivory Silk Japanese Tree Lilac

Medium Trees

- Acer x freemanii 'Armstrong' Armstrong Maple
- Acerx freemanii 'Autumn Blaze' Autumn Blaze Maple
- Acerx freemanii 'Jeffersred' Jeffersred Maple
- Acer platanoides 'Cleveland' Cleveland Maple
- Acer platanoides' Emerald Queen' Emerald Queen Maple
- Carpinus betulus European Hornbeam
- Celtis occidentalis 'Prairie Pride' Prairie Pride Hackberry
- · Cercidiphyllum japonica Kalsuratree
- Corylus columa Turkish Filbert
- Pyrus calleryana 'Arostocrat' Aristocrat Gallery Pear

Large Trees

- Ginko biloha Maidenhair Tree
- Quercus rubra Red Oak
- Tilla americana American Linden
- Tilla cordata 'Chancellor' Chancellor Littleleaf Linden
- Tilla cordata 'Greenspire' Greensplre Littleleaf Linden

Replace / install street furnishings along Main Street, North Avenue and South Avenue in strategic locations.

Strategically placed, benches, trash receptacles, bike racks, and planters will provide the needed amenities for both residents and visitors, and add color and life to the streetscape. Evidence shows that green and pedestrian friendly streets, which include furnishings, can entice residents to walk more, put 'eyes on street', and generate desirable foot traffic for local businesses.

- Replace existing furniture in phases with Main Street as the priority. A complete furniture palette / collection is ideal and steel furnishings will limit maintenance.
- When possible, benches and waste receptacles should be located near places where waiting and littering are common, such as bus stops, outside of restaurants, etc.
- Benches and waste receptacles should be fabricated of heavy gauge metal and painted with vandal-resistant powder coat paint. The metal material and finish should be corrosion resistant and able to take the heavy salt abuse during the winter. Benches should be securely mounted onto the concrete.
- Anchor bicycle racks to a paved surface and use vandal-resistant bolts or other attachments that prevent removal using common tools.
- All bicycle racks shall use single inverted-u or post and loop designs, both of which provide primary support for the bike frame. Do not use racks that secure only the wheel.

Use plantings and decorative fencing to screen parking lots.

Unbuffered parking lots that front the street have adverse impacts on the public realm and the pedestrian experience. Low hedges, decorative shrubs (or other plantings less than 4' high) can be used to screen parking lots. Consider decorative fences (max 4') such as steel or iron fence with decorative brick pillars. Also, consider decorative walls (max 3') with attractive cladding.





Existing furniture looks dated and is in poor condition.

Parking lot screens don't need to be expensive.





Develop a Wayfinding Sign Program

Wayfinding-navigation by landmarks, routes, and maps-is a pervasive human need. Groups of signs, pavement markings, lighting, and design elements can be brought together as a comprehensive wayfinding system. The Village should develop a wayfinding system to help enhance the experience for all users. Locations to pay special attention to are gateway, trails, and public parking areas.

Minimize Sign Clutter

 Work with New York State Department of Transportation and Monroe County Department of Transportation to remove unnecessary or redundant signs.

Create a family of signs centered around a unique Village theme

- Logos, distinctive images, street signs, and maps are important fundamental to a wayfinding system.
- · Maintain consistency across media to offer a concise and simplified wayfinding message.

Consider pavement markings and other visual cues based on a local theme (e.g. history, etc.)

- Consider the exploration, agricultural, transportation, and economic history for inspiration.
- Stamped or contrasting color surfaces should be considered in several functional contexts, such as:
 - » defining the street edge of a sidepath
 - » to keep pedestrians and cyclists away from moving traffic, or in similar contexts to convey a warning or potentially dangerous condition as part of traffic calming devices.









The existing parking signs are nondescript and not easily identifiable.

Current signage at the Webster Village core.

Main Street Recommendations

West Main Street

The portion of Main Street within the Village of Webster between Barrett Drive and North/South Avenues is overly wide and promotes an auto-centric environment. The travel lanes measure at 22' wide from Barrett Drive to Corning Park for eastbound traffic. Westbound travel lanes are approximately 22' wide between Corning Park and Pierce Street to Barrett Drive. Marked on-street parking spaces are located on both sides of the street from Corning Park to North/South Avenue. Additionally, there are no crosswalks crossing Main Street between Corning Park and Barrett Drive.

An initial alternative presented to the public and Steering Committee consisted of the cross-section illustrated in **Figure 16**. The alternative calls for the installation of buffered bike lanes and narrower travel lanes. The buffered bike lane creates a larger protected and comfortable space between the vehicle and bicycle. Bicycle shared lane symbols (sharrows) would be installed in the section between Corning Park and North/South Avenue.





Upon feedback and review from the public and Steering Committee, the recommended alternative entails installing 6' bike lanes in both directions, with 10' travel lanes and a 12' two-way left-turn lane. Sharrows should be installed throughout the onstreet parking section of West Main Street to continue the bicycle linkage through the Village.

East Main Street

East Main Street begins at North/South Avenue and extends to Phillips Road within the study area. Striped on-street parking spaces are located between the Four-Corners and Kircher Park. Striped shoulder edge lines are located between Dunning Avenue and Phillips Road. These striped areas consist of an approximate 10'-6" wide space used for sporadic on-street parking or mail deliveries. The travel lanes are approximately 11' in width. Between Kircher Park and Phillips Road, there is a single pedestrian crossing across Main Street.

The recommended alternative for this section of Main Street is illustrated in **Figure 17**. A representative photo depicting the recommended cross section is shown to the right. This cross section allows for a dedicated space for bicyclists, retains the onstreet parking, and functions as a traffic calming measure due to narrower travel lanes. Additionally, two crosswalks are proposed at the intersections with Kircher Park and Dunning Avenue.

Throughout both sections of Main Street, the plans recommend new crosswalks. An enhanced crosswalk may be considered through the installation of curb extensions, or bulbouts. These features extend the curb line into the travelway creating a protective area for pedestrians. They are typically placed along streets with on-street parking and provide pedestrian safety and traffic calming benefits.

Benefits of Curb Extensions:

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



Bike lane with parking, Palmyra, NY

Bulbouts on University Avenue, City of Rochester



Figure 17: East Main Street alternative 🔺



Relocate Pedestrian Crossing

The location of the existing pedestrian crossing west of the "four-corners" can be problematic. The Federal Highway Administration (FHWA) provides consideration on the minimum distance between a signalized intersection and a marked crosswalk. Pedestrians should be encouraged to cross the street at a signal. The existing location encourages pedestrian to cross between eastbound queued vehicles. Furthermore, the parking spaces located immediately adjacent the crosswalk restrict the sight distance a pedestrian needs to adequately see on-coming traffic before crossing Main Street.

It is recommended that the crosswalk be relocated further west of the existing location. A proposed location is directly opposite the walkway extending from the Webster Village Hall. The crosswalk should be placed so that on-street parking is not immediately adjacent the crossing. There should be a minimum distance of 20' on either side of the crosswalk before the start of an on-street parking space. See **Figure 16** for a conceptual reloaction of the crosswalk.

North Avenue Lane Configuration Alternatives

Currently, North Avenue operates as a two-lane roadway. The curb to curb width is approximately 36', with 18' travel lanes. This can promote higher travel speeds making it unpleasant for bicyclists and discouraging pedestrian traffic along the roadway.

Alternative 1

The first alternative proposed is a restriping of North Avenue to include narrower travel lanes and bike lanes in each direction. **Figure 18** illustrates the concept for Alternative 1. This alternative provides a dedicated space for bicyclists while reducing the width of the travel lanes, calming traffic and making for a safer and more comfortable environment. Motorists turning left into driveways along North Avenue may do so, while those drivers wishing to pass have ample room to do so. Pedestrians may experience a higher level of comfort as the vehicles are restricted to a lane that is now 5' further from the curb face.



Figure 18: North Avenue Alternative 1

Alternative 2

The second alternative presented is illustrated in Figure 19. For this alternative, North Avenue would be restriped to include two travel lanes and a two-way left-turn lane. The center turn lane can provide refuge for motorists exiting driveways along North Avenue and a space to wait for drivers who wish to turn into driveways. The recommendation illustrates sharrows along the outside travel lane. However, this alternative has several disadvantages. The first being the location of those illustrated sharrows. Drainage inlets (DIs) are located sporadically along North Avenue. Given the 12' width of the travel lane, bicyclists may find riding the closest to the curb as the most comfortable space; however, the DIs may pose a safety concern. Additionally, the heavier volumes of traffic can cause increased wear and degradation of the DIs as drivers are forced to drive closer to the curb. Another potential safety risk of this alternative is the possibility of "courtesy gap" crashes. This can occur when a driver in the on-coming lane allows a driver to exit an adja-



Figure 19: North Avenue Alternative 2 🔺

cent driveway into the center turn lane. An incident could occur when the driver exiting the driveway is unaware of a motorist traveling along the center turn lane passes by the location of the driver's entrance into the turn lane.

Therefore, the preferred alternative for North Avenue is Alternative 1.

Extended Northbound and Southbound Left-turn Lanes

The inventory and analysis of traffic operations on North/South Avenue identified an issue concerning vehicle queue lengths for northbound and southbound left turning traffic. For example, southbound traffic frequently queued to the Dunkin Donuts driveway along North Avenue. The lengths of the existing left-turn lanes do not provide the adequate storage space to accommodate accompanying traffic. As a result, traffic congestion is heavy during peak times.

It is recommended, based on a comprehensive scenariodriven analysis using Synchro, that the northbound and southbound left-turn lane be extended. **Table 3** depicts the results of increasing the storage length of the left-turn lanes. The benefits can be seen in a reduction of overall intersection delay, as well as northbound/southbound through/right movements. Moreover, the overall level of service of the intersection improves from "D" to "C" as a result of this change. Other benefits from this recommendation could be reduced energy related costs attributed to idling at the intersections, improved traffic flow, and increased time saving for motorists.

North Avenue / Main Street	Existing Conditions	2032 Future No- build Conditions	2032 Future Extended Left- turn Lanes			
	PM Peak Hour					
Eastbound Left - Main Street	B (17.5)	C (23.4)	C (21.9)			
Eastbound Thru/Right - Main Street	C (21.3)	D (43.4)	D (35.4)			
Westbound Left - Main Street	C (27.9)	C (21.8)	C (23.9)			
Westbound Thru/Right Main Street	D (35.5)	D (45.1)	C (32.9)			
Northbound Left - North Avenue	B (14.8)	C (20.4)	B (19.5)			
Northbound Thru/Right - North Avenue	C (29.9)	D (38.4)	C (31.1)			
Southbound Left - North Avenue	B (14.3)	B (18.9)	B (18.0)			
Southbound Thru/Right - North Avenue	C (33.1)	D (45.7)	C (33.6)			
Overall Intersection Delay (sec/veh)	C (27.4)	D (38.9)	C (30.8)			

Table 3: Extended Left-turn lane LOS results

In addition to the recommended extended left-turn lanes at North/South Avenue, it is recommended that northbound left-turns be prohibited entering the municipal parking lot access driveway immediately north of the intersection. The figure to the right illustrates the location of the proposed turn restriction. Drivers would be allowed full access to the shared access driveway located north of Veterans Memorial Park. Further discussions between NYSDOT and the Village should take place prior to the recommendation being implemented.

Extended left-turn lane illustration

Route 104 Interchange Alternatives

The present state of the Route 104 interchange is focused on moving high volumes of traffic through the intersection quickly. Though pedestrian amenities are present, such as pedestrian signals, there is an unbalance between the motorist and pedestrians/bicyclists. This point of the Village is a vital linkage between the northern and southern neighborhoods. Users of the Route 104 Trail must cross several approaches of traffic to continue on their journey. The Study Team, through conversations with local stakeholders and data-driven analysis, developed four alternatives to improve the safety and operation of the interchange. These alternatives seek to shift the focus of the transportation system from the vehicle to pedestrians and bicyclists while improving the overall aesthetics of the area.

Alternative 1a

The following alternative, shown in **Figure 20**, recommends a total lane reduction from six to five. The two northbound through lanes would remain, as would the dedicated left-turn lane. However, a single southbound through lane is proposed in addition to the southbound left-turn lane. Bike lanes are proposed contiguous the travel lanes. A southbound right-turn only lane is proposed for traffic turning westbound onto Route 104.

	2032 Future No-	2032 Future
Intersection	build	ALT la
intel section	Conditions	Conditions
	PM Pea	k Hour
North Avenue / Eastbound Route 104 Ramp		
Eastbound Left - Eastbound Route 104 Ramp	D (42.2)	C (29.8)
Eastbound Thru - Eastbound Route 104 Ramp	D (41.3)	C (29.5)
Eastbound Right - Eastbound Route 104 Ramp	A (5.9)	A (4.8)
Northbound - North Avenue	C (23.4)	C (25.0)
Southbound Left - North Avenue	A (4.2)	A (5.2)
Southbound Thru - North Avenue	A (4.6)	A (4.7)
Overall Intersection Delay (sec/veh)	C (22.0)	B (18.8)
North Avenue / Westbound Route 104 Ramp		
Westbound - Westbound Route 104 Ramp	C (23.0)	C (27.5)
Northbound Left - North Avenue	A (9.4)	B (11.4)
Northbound Thru - North Avenue	A (2.7)	A (1.8)
Southbound Thru - North Avenue	B (12.9)	C (27.6)
Southbound Right - North Avenue	N/A	A (4.8)
Overall Intersection Delay (sec/veh)	A (9.6)	B (10.8)

Table 4: Alternative 1a LOS results

The level of service results (LOS) are described in **Table 4**. Eastbound left and thru levels of service at the eastbound Route 104 ramp increase from "D" to "C" between future no-build conditions and Alternative 1a. All other approaches at the intersection remain the same. The overall level



of service increases from "C" to "B."

At the intersection of the westbound Route 104 ramp and North Avenue, the northbound left level of service decreases from "A" to "B." Southbound thru level of service decreases from "B" to "C." Meanwhile, the dedicated southbound right approach results in LOS "A."

Alternative 1b

Alternative 1b aims to further "pedestrianize" the interchange area. As seen in **Figure 21**, the eastbound Route 104 off-ramp has been redesigned with a tightened curb radius on the southwestern corner. This design element has multiple benefits. From a pedestrian's point of view, the distance and complexity to cross North Avenue and the ramp has

been reduced and simplified. Pedestrians are given a larger waiting area and enhanced crossings help make drivers more aware of a pedestrian's presence. From the motorist's point of view, as well as a safety benefit for pedestrians, the tighter curb radius slows traffic as drivers are turning right onto North Avenue. The removal of the slip ramp forces drivers to come to a complete stop before turning onto North Avenue. The space reclaimed from removing the slip-ramp can be an ideal location to install gateway signage, landscaping, and pedestrian/bicycle amenities.

Intersection	2032 Future No- build	2032 Future ALT Ib		
intersection	Conditions	Conditions		
	PM Peak Hour			
North Avenue / Eastbound Route 104 Ramp				
Eastbound Left - Eastbound Route 104 Ramp	D (42.2)	C (26.3)		
Eastbound Thru - Eastbound Route 104 Ramp	D (41.3)	C (26.1)		
Eastbound Right - Eastbound Route 104 Ramp	A (5.9)	C (20.9)		
Northbound - North Avenue	C (23.4)	C (24.6)		
Southbound Left - North Avenue	A (4.2)	A (6.2)		
Southbound Thru - North Avenue	A (4.6)	A (3.2)		
Overall Intersection Delay (sec/veh)	C (22.0)	B (19.7)		
North Avenue / Westbound Route 104 Ramp				
Westbound - Westbound Route 104 Ramp	C (23.0)	C (34.2)		
Northbound Left - North Avenue	A (9.4)	B (16.8)		
Northbound Thru - North Avenue	A (2.7)	A (1.3)		
Southbound Thru - North Avenue	B (12.9)	C (24.7)		
Southbound Right - North Avenue	N/A	C (20.7)		
Overall Intersection Delay (sec/veh)	A (9.6)	B (14.8)		

Table 5: Alternative 1b LOS results 🔺

Moreover, the alternative recommends removing the southbound slip-ramp at the westbound Route 104 on-ramp. The benefits are similar to that of the eastbound off-ramp. This recommendation seeks to rebalance the in-



terchange to focus on the pedestrian and bicyclist, while moving traffic safely and efficiently and reducing the potential for pedestrian/bicyclist and vehicular conflicts. The northbound approach on North Avenue at the intersection of Kittleberger Park introduces a left-turn lane onto Kittleberger Park. This allows for vehicles to safely exit the traffic stream and turn onto the side street.

The level of service results (LOS) are described in **Table 5**. Eastbound left and thru levels of service at the eastbound Route 104 ramp increase from "D" to "C" between future no-build conditions and Alternative 1b. The eastbound right approach decreases from LOS "A" to "C." All other approaches at the intersection remain the same. The overall level of service increases from "C" to "B."

At the intersection of the North Avenue/Westbound Route 104 Ramp, the northbound left level of service decreases from "A" to "B." Southbound thru level of service decreases from "B" to "C." Meanwhile, the dedicated southbound right approach results in LOS "C."

Alternative 1c

Alternative 1c illustrates elements of Alternative 1b and a concept plan NYSDOT has sketched. The difference between the two alternatives can

	2032 Future No-	2032 Future			
to a substantia a	build	ALT Ic			
Intersection	Conditions	Conditions			
	PM Peak Hour				
North Avenue / Eastbound Route 104 Ramp					
Eastbound Left - Eastbound Route 104 Ramp	D (42.2)	C (26.3)			
Eastbound Thru - Eastbound Route 104 Ramp	D (41.3)	C (26.1)			
Eastbound Right - Eastbound Route 104 Ramp	A (5.9)	C (20.9)			
Northbound - North Avenue	C (23.4)	C (24.6)			
Southbound Left - North Avenue	A (4.2)	A (6.1)			
Southbound Thru - North Avenue	A (4.6)	A (2.2)			
Overall Intersection Delay (sec/veh)	C (22.0)	B (19.5)			
North Avenue / Westbound Route 104 Ramp					
Westbound - Westbound Route 104 Ramp	C (23.0)	D (44.3)			
Westbound Right - Westbound Route 104 Ramp	N/A	C (31.8)			
Northbound Left - North Avenue	A (9.4)	B (16.8)			
Northbound Thru - North Avenue	A (2.7)	A (1.3)			
Southbound Thru - North Avenue	B (12.9)	C (24.7)			
Southbound Right - North Avenue	N/A	C (20.7)			
Overall Intersection Delay (sec/veh)	A (9.6)	B (15.5)			

Table 6: Alternative 1c LOS results 🔺

be seen at the westbound ramps and portion of North Avenue between the ramps and Kittleberger Park. The alternative is illustrated in **Figure 22**. The pedestrian island creating the slip-ramp design has been expanded through striping to increase the area a



pedestrian has to wait, as well as reducing the westbound on-ramp receiving lanes from two to one. Likewise, the westbound off-ramp has been reduced to a left/through and right-only approaches. The alternative still recommends a dedicated southbound right-turn lane via the slip-ramp. As with Alternative 1b, the northbound approach on North Avenue at the intersection of Kittleberger Park introduces a left-turn lane onto Kittleberger Park.

Between future no-build conditions and Alternative 1C, the eastbound and southbound approaches levels of service remain the same, as indicated in **Table 6**.

At the intersection of North Avenue/Westbound Route 104 Ramp, the level of service for the westbound left/thru approach is "C." The westbound right approach results in LOS "D." Northbound left traffic decreases from LOS

"A" to "B" while the southbound thru approach decreases from level of service "B" to "C." The southbound right approach results in a level of service "C" as an outcome of the southbound right-turn only lane.

Alternative 2

Alternative 2 recommends a four-lane section underneath the Route 104 overpass as illustrated in **Figure 23**. Two travel lanes, one in each direction, is recommended, as well as left-turn lanes. Bike lanes should be in-

Intersection	2032 Future No- build	2032 Future ALT 2	
	Conditions	Conditions	
	PM Pea	ık Hour	
North Avenue / Eastbound Route 104 Ramp			
Eastbound Left - Eastbound Route 104 Ramp	D (42.2)	E (57.9)	
Eastbound Thru - Eastbound Route 104 Ramp	D (41.3)	B (19.3)	
Eastbound Right - Eastbound Route 104 Ramp	A (5.9)	A (4.9)	
Northbound - North Avenue	C (23.4)	D (38.5)	
Northbound Right - North Avenue	N/A	A (4.0)	
Southbound Left - North Avenue	A (4.2)	B (15.5)	
Southbound Thru - North Avenue	A (4.6)	A (5.3)	
Overall Intersection Delay (sec/veh)	C (22.0)	C (28.2)	
North Avenue / Westbound Route 104 Ramp			
Westbound - Westbound Route 104 Ramp	C (23.0)	E (65.5)	
Northbound Left - North Avenue	A (9.4)	A (6.5)	
Northbound Thru - North Avenue	A (2.7)	A (5.2)	
Southbound Thru - North Avenue	B (12.9)	C (23.8)	
Southbound Right - North Avenue	N/A	A (4.2)	
Overall Intersection Delay (sec/veh)	A (9.6)	B (14.9)	

Table 7: Alternative 2 LOS results

stalled through interchange. the As a result of the reduced lanes. the sidewalks under the bridge can be extended an addition 7' providing more space for pedestrians and bicyclists strengthening the connection between each termini of the Route





104 Trail system.

Table 7 describes the level of service results of reducing the number of lanes from six to four. The level of service at the North Avenue/Eastbound Route 104 Ramp for eastbound left traffic decreases from "D" during future no-build conditions to "E." The northbound approach decreases from LOS "C" to "D." Meanwhile, southbound traffic decreases from level of service "A" to "B."

Level of service results at the intersection of North Avenue/Westbound Route 104 Ramp indicates a decrease from "C" to "E" for westbound traffic. The level of service for the southbound thru approach decreases from "B" to "C."

Preferred Alternative

As a result of the feedback given by the public and Steering Committee, the recommended alternative for the interchange is Alternative 1b. This alternative was found to benefit all users in an equitable manner. The alternative is sensitive to the fiscal realities facing communities wishing to pursue large-scale infrastructure projects. Incremental improvements such as refreshing pedestrian crossings, maintaining the sidewalks, ensuring ADA compliancy at the curb ramps, and monitoring the proper operation of the pedestrian signals can be done as more immediate to near-term implementable items. Pedestrian countdown signals - with consideration given to audible walk notifications - should be installed at all crosswalk locations. In addition, streetscape enhancements may be considered underneath the interchange in the way of enhanced pedestrian-scaled lighting; landscaping north and south of Route 104; artistic murals; and/or a colorful paint scheme connecting the Route 104.

Integrated Bicycle Network

One of the key features of a well-connected, livable, thriving community is a focus on a multi-modal (i.e., walkable, bikable, transit-friendly, car-friendly) network. Allowing people of all ages and abilities to transport themselves from origin to destination is essential to one's mobility and accessibility. Throughout the inventory and analysis stage of this study, the Consultant Team examined the Village through a thoughtful lens directed towards connecting the Village via its bicycle network.

Currently the Village is home to a portion of two major trail networks in the region: the Hojack Trail and the Route 104 Trail. These trails provide an invaluable connection to neighboring communities and activity centers. Moreover, the public meetings provided insight into the desires of the communities' residents for an enhanced network of bicycle connections and an improved linkage between the northern and southern parts of the Village.

Figure 24 graphically illustrates the recommended bicycle network for the Village of Webster. The network consists of vary-

ing degrees of bicycle related infrastructure. Bike signage such as "Share the road" and "Bike Boulevard" can be used on the low-volume side streets. Traffic calming tools may be used as well including chicanes; speed humps and cushions; and raised crosswalks.



78 IV. Recommendations

VILLAGE OF WEBSTER

SECTION V Cost Estimates, Implementation, & Funding

Cost Estimates, Implementation, & Funding

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, signage, landscaping, furnishings), while other recommendations require a more significant infrastructure investment. The cost for these as well as for the more substantial improvements such as implementing Alternative 1b for the North Avenue/Route 104 Interchange area were estimated based upon recent bid prices for comparable elements. The recommended improvements along Main Street and North/ South Avenues are largely dependent on restriping existing roadway pavement markings. Therefore, these recommendations, along with pedestrian signal enhancements, can be included in routine NYSDOT maintenance projects for the study area.

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 streetscape enhancements can include sidewalk installation and pedestrian scaled lighting or other less expensive treatments with only plantings and less expensive crosswalk treatments. Other improvements in the transportation system, such as the recommended alternative at the interchange, may likely evolve over an extended time through a combination of private/public partnerships.

RECOMMENDATIONS		PLANNING LEVEL COST ESTIMATE
Immediate to Near-term (0-5	years)	
	Develop Regulatory Code Language	\$ 0 to \$ 5,000
Adopt th	ne Proposed TND Floating Zone & Other Zoning Text Amendments	\$ 0 to \$ 5,000
	Adopt the Proposed Complete Streets Policy	\$ 0 to \$ 5,000
	Adopt the Proposed Zoning Map Amendments for the NB District	\$ 0 to \$ 5,000
	Design & Install a Wayfinding Program & Gateway Signs	\$ 15,000
	Install "Share The Road" Signs	\$ 900
	Install Pedestrian Countdown Signals at Route 104 Interchange	\$ 5,000
	Resurface Main Street & North Avenue	\$ 400,000
	Install Bike Lanes on Main Street & North Avenue	\$ 981,000
Ex	xtend NB & SB Left Turns Lanes at Main Street/North-South Avenue	\$ 88,000
	Relocate Midblock Pedestrian Crossing	\$ 2,000
	Install New Midblock Crosswalks Along Main Street	\$ 5,100
	Install New Crosswalk at Reynolds Road	\$ 100
	Install Alternative 1c Route 104 Interchange Lane Configuration	\$ 365,000
Install On-	street Parking on West Side of North Avenue Near U-Haul Building	
	\$ 308,900	
	Install Curbs & Tree Lawns Along North Avenue	
	Implement a Bicycle Network Plan	\$ 5,000 to \$ 20,000
	Implement a Unified Parking Plan	TBD
Red	configure Access to Municipal Parking Lot Adjacent to Veterans Park	\$ 450
Replace or install	street furnishings along Main Street, North Avenue & South Avenue	\$ 11,100
	Screen Parking Lots With Decorative Fencing & Plantings	¢ 10750
	Improve Linkages Between Public Parking Areas & Main Street	\$ 19,650
Medium-term (5-10 years)		
Const	ruct Route 104 Interchange Alternative 1b (remove both slip ramps)	\$ 365,000
	Upgrade Curbs & Tree Lawns Throughout the Study Area	TBD
Long-term (10-20 years)		
	Adopt the TND Floating Zone as a Stand Alone, Mapped District	\$ 0 to \$ 5,000

Table 8: Cost Estimates

I. Includes MPT, engineering, construction inspection, and 40% contingencies

2. Costs do not include right-of-way acquisition

3. Costs are provided in 2013 dollars

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 (o-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 or as part of NYSDOT's planned resurfacing project scheduled for 2014. Meanwhile, others 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.

On July 6, 2012, President Obama signed the Moving Ahead for Progress in the 21st Century Act, commonly referred to as MAP-21. This act provides over \$105 billion in funding for surface transportation programs for fiscal years 2013 and 2014. MAP-21 is the first long-term highway authorization enacted since 2005. According to the Federal Highway Administration, "MAP-21 provides needed funds and, more importantly, it transforms the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure."

The specific programs affecting local governments under the previous funding authorization bill (SAFETEA-LU) are now largely gone, including the Safe Routes to Schools Program, the Recreational Trails and Scenic Byways Programs, and the Transportation Enhancements Program. MAP-21 transforms those into eligible activities within the existing Highway Safety Improvement Program and a new Transportation Alternatives category. While MAP-21 requires states to spend at least 2 percent of their federal highway funds on Transportation Alternatives, the total is about \$300 million less per year than the total for those programs under SAFETEA-LU. At this time it appears that there will be a one more round of Transportation Enhancement Funding in 2013 to spend the funds remaining under the SAFETEA-LU bill. It is anticipated that there will be a call for projects under the Transportation Alternatives Program of MAP-21 in 2014.

As stated in Webster's Comprehensive Plan, the Village should consider establishing a formal Capital Improvement Program (CIP) as part of its regular operations. A CIP is an ongoing financial planning tool which identifies capital projects and equipment purchases to be completed over a five year period and identifies options for financing the projects and purchases. The CIP can provide a link between the municipality, its various departments, other governmental entities (NYSDOT, MCDOT, etc.), the recommendations contained in local plans and studies and the municipality's annual budget. This process may include setting aside financial resources into reserve accounts in order to help fund necessary projects in the future. The use of reserve accounts combined with municipal bonds and outside grant funding constitutes an effective mechanism for funding capital projects in New York State.

ITEM #	RECOMMENDATIONS	CHIP	TAP	MSP	CDBG	STIP	MISC	
IMMEDIAT	IMMEDIATE TO NEAR TERM (0-5 YEARS)							
1	Adopt the Proposed TND Floating Zone & Other Zoning Text Amendments						1	
2	Adopt the Proposed Complete Streets Policy						1	
3	Adopt the Proposed Zoning Map Amendments for the NB District						1	
4	Design & Install a Wayfinding Program & Gateway Signs		•	•			1,3,4	
5	Install "Share The Road" Signs	•	•	•		•	1,2,3	
6	Install Pedestrian Countdown Signals at Route 104 Interchange		•			•	1,2	
7	Resurface Main Street & North Avenue					•	2	
8	Install Bike Lanes on Main Street & North Avenue		•				1,2	
9	Extend NB & SB Left Turns Lanes at Main Street/North-South Avenue					•	2	
10	Relocate Midblock Pedestrian Crossing		•	•		•	1,2	
11	Install New Midblock Crosswalks Along Main Street		•			•	1,2	
12	Install New Crosswalk at Reynolds Road		•			•	1,2	
13	Install Alternative 1c Route 104 Interchange Lane Configuration		•			•	2	
14	Install On-street Parking on West Side of North Avenue Near U-Haul Building		•			•	1,2,4	
15	Install On-street Parking on South Side of Commercial Street	•					1,4	
16	Install Curbs & Tree Lawns Along North Avenue		•			•	1,2,4	
17	Implement a Bicycle Network Plan	•	•		•	•	1,2,3	

CHIP - New York State Consolidate Local Street & Highway Improvement Program; TAP - Transportation Alternatives Program; MSP - New York State Main Street Program; CDBG - Community Development Block Grant; STIP - Statewide Transportation Improvement Program

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ITEM #	RECOMMENDATIONS	CHIP	TAP*	MSP	CDBG	STIP	MISC
IMMEDIAT	E TO NEAR TERM (CON'T)						
18	Implement a Unified Parking Plan	•			•		1,3,4
19	Reconfigure Access to Municipal Parking Lot Adjacent to Veterans Park	•					1
20	Replace or install street furnishings along Main Street, North Avenue & South Avenue		•	•			1,3,4
21	Screen Parking Lots With Decorative Fencing & Plantings			•			1,3,4
22	Improve Linkages Between Public Parking Areas & Main Street	•		•	•		1,3,4
MEDIUM T	MEDIUM TERM (5-10 YEARS)						
23	Construct Route 104 Interchange Alternative 1b (remove both slip ramps)		•			•	2
24	Upgrade Curbs & Tree Lawns Throughout the Study Area	•	•	•		•	1,2
LONG TERM (10-20 YEARS)							
25	Adopt the TND Floating Zone as a Stand Alone, Mapped District						1

NOTES: * indicates that these specific programs will not be available in the medium and long term but it is likely that a similar funding program will take their place. The exact nature of future funding programs is impossible to determine at this time. For the purposes of this table, it is assumed that the types of eligible projects in the future will be similar to those eligible under the current Transportation Alternatives Program.

MISC Funding Sources

- 1. Village Budget
- 2. New York State Department of Transportation (NYSDOT)
- 3. Webster Community Coalition for Economic Development (WCCED) / Business Improvement District (BID)
- 4. Private Sector

Table 9: Funding opportunities 🔺

GRANT FUNDING OPPORTUNITIES

NAME OF FUNDING SOURCE	DESCRIPTION	WEB SITE	APPLICA- Tion Deadline	FUNDING AMOUNT AVAILABLE
NYS Grant Action News	Listing of Grants and Financial Assistance for NYS	http://assembly.state.ny.us/gan/		
New York State Consol- idated 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 con- struction, reconstruction, or improvement of local highways, bridges, side- walks, 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.dot.ny.gov/programs/ chips	Municipalities are typically notified of their allotment in June	The annual allocation is calculated according to the formula specified in Sec- tion 10-c of the Highway Law
Transportation Alterna- tives Program (TAP)	The TAP provides funding for programs and projects, including on- and off- road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, commu- nity improvement activities, and environmental mitigation; recreational trail program projects; and safe routes to school projects.	http://www.fhwa.dot.gov/map21/ guidance/guidetap.cfm	Anticipated for 2014	Unknown, it is anticipated that a 20% local match will be required
New York State Main Street Program (MSP)	New York Main Street provides financial resources and technical assis- tance to communities to strengthen the economic vitality of the State's traditional Main Streets and neighborhoods. The NY Main Street grant program provides funds from the New York State Housing Trust Fund Cor- poration (HTFC) to units of local government, business improvement dis- tricts, and other not-for-profit organizations that are committed to revitaliz- ing historic downtowns, mixed-use neighborhood commercial districts, and village centers.	http://www.nyshcr.org/Programs/ NYMainStreet/	Current dead- line is August 12, 2013. Next deadline should be Summer, 2014	\$200,000 total, \$15,000 for streetscape improvements
Community Development Block Grant (CDBG)	Monroe County's CDBG funds are intended to be used in the suburban towns and villages that comprise the Community Development Consorti- um. Each Activity must meet one of the three broad national objectives: 1) To benefit low to moderate-income persons; 2) To aid in the prevention or elimination of slums or blight, and 3) To meet community development needs having a particular urgency (such as compliance with the American with Disabilities Act).	http://www2.monroecounty.gov/ planning-community.php	Most recent deadline was February 15, 2013	Not set limit but the awards are typically \$25K- \$50K depending on the nature of the project
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. These include NYS Routes 104, 404 and 250 within the Village of Webster.	http://www.gtcmpo.org/Docs/ TIP.htm	Deadline is to be determined. It will likely occur in Spring, 2014	Varies