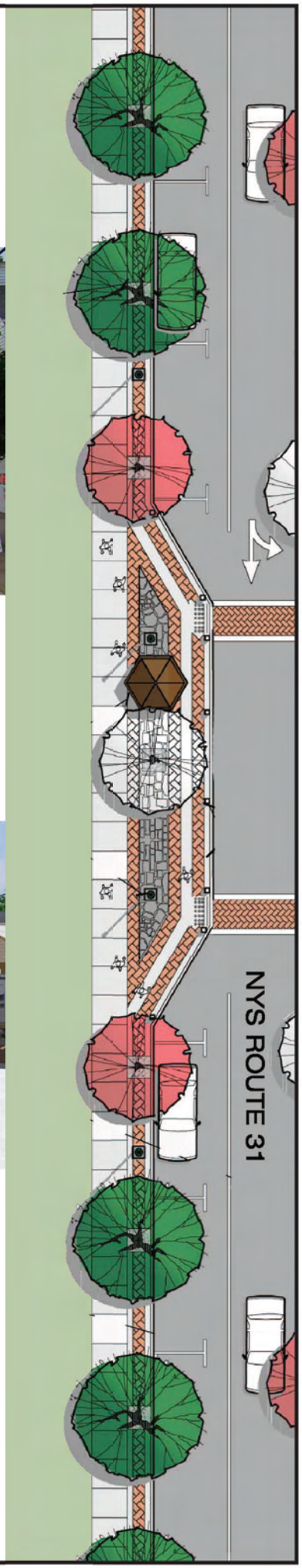
VILLAGE OF MACEDON

New York State Route 31
Circulation, Accessibilty, and Parking Study

EXECUTIVE SUMMARY



Presented to

VILLAGE OF MACEDON
and
GENESEE TRANSPORTATION COUNCIL
WITH FINANCIAL ASSISTANCE FROM THE FEDERAL HIGHWAY ADMINISTRATION

December 2008

Barton & Loguidice, P.C.
Engineers • Environmental Scientists • Planners • Landscape Architects

EXECUTIVE SUMMARY

Study Purpose

The purpose of this study was to develop feasible transportation planning and design concepts, with compatible zoning, to alleviate issues and facilitate the Village of Macedon's Main Street District initiatives for pedestrians, bicyclists, and motorists that are consistent with general community goals and expectations.

Study Area

The project study area is identified on Figure 1.1 and includes the Village's Main Street District along NYS Route 31, including adjacent roadways and land uses from Kemp Drive on the west, Quaker/O'Neill Road on the north and east, and Paddy Lane on the south and including the canal and Lock 30 to the north.

Background

New York State Route 31 (NYS Route 31) is a vital arterial and one of the most traveled highways in Wayne County. The function of the highway, including accessibility and mobility within the corridor, is directly related to the quality of life and economic vitality of the Village of Macedon. In addition, changing land uses surrounding the Village affect highway function and these changes are driving the need to evaluate traffic and circulation within the Village. The Village of Macedon is the first densely populated area encountered by people traveling east along NYS Route 31 and the New York State Canal System (or Erie Canal) from Monroe County, and thus serves as a gateway to Wayne County from the greater Rochester area.

In recognition of changing trends and traffic patterns over the years, the Village sought to take a proactive approach to planning for traffic safety, circulation, and walkability. At the same time, the Village wanted to benefit from recent growth by

DATA SOURCES: 2005 AERIAL PHOTOGRAPHY - NYS GIS CLEARINGHOUSE; 2006 TAX PARCEL BOUNDARY - WAYNE COUNTY

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1 inch = 800 feet

Study Area

Village of Macedon
Circulation, Accessibility and Parking Study

Wayne County 11/27/07 New York

Figure 1.1

Project No. 1157.001

enhancing the character of the community and taking advantage of the canal as a national or international recreational resource. Therefore, the impetus for this project was two-fold. The first was to address traffic, circulation, and parking within the Village and to improve pedestrian and vehicle safety. The second was to maximize new economic opportunities by improving Main Street in a way that will attract and enhance the experience of visitors and local businesses.

By listening to and involving local citizens and business owners, the Village of Macedon hopes to leverage the existing historic elements along the corridor and enhance the community's character. The project also seeks solutions that will strengthen and expand local businesses by capturing the interest of increasing numbers of motorists who routinely use the corridor. Lastly, efforts included developing methods to increase parking and improve pedestrian accessibility to the entire area, especially around the Canal and Lock 30, which are reportedly underutilized as recreational destinations.

Study Process

Principal to this study is the inventory and evaluation of vehicular and pedestrian circulation, accessibility, and parking along and adjacent to the corridor. In addition, the study analyzed forecasted conditions and needs, assessed short and long-term demands, and recommends context-sensitive solutions for future consideration. Finally, the study makes physical planning and land use policy recommendations for implementation.

Recommendations

Preferred Design Alternative

The central issue raised during the development of design alternatives for the NYS Route 31 corridor was how to improve the streetscape and vibrancy of the downtown area with provisions for pedestrians and bicyclists while maintaining critical functional and safety provisions of the corridor. To that end, and based

upon findings of the existing conditions inventory and analyses, the corridor was broken into two components for evaluating design alternatives – the portion of NYS Route 31 in the downtown area (Erie St. to West St.) and segments of the corridor not within the downtown area. Generally, this study determined that the eastern and western segments of the corridor outside of the downtown area as presented in Figure 6.1 function satisfactorily with regards to vehicular mobility, accessibility to adjacent properties, pedestrian accommodations and safety. Many of t he comments at the two Public Information Meetings focused on the downtown area as the most critical area for future improvements, largely due to desires to increase business opportunities and enhance the general character of the heart of the Village. As such, five design alternatives were considered for the NYS Route 31 corridor, particularly within the downtown area. These alternatives included a No-Build situation, and four redesign scenarios – all of which maintain the existing road right-of-way of approximately 58' to 60'. All of these are outlined in more detail in the Final Report, however summarized below is the preferred design alternative for the NYS Route 31 corridor and primary recommendations for associated facilities.

Through evaluation of the various design alternatives for the downtown segment of NYS Route 31, public consensus building efforts of the two Public Information Meetings, and consultations with the Project Steering Committee, **the preferred alternative as illustrated in Figures 6.2A, 6.2B and 6.2C was determined to include design components that satisfy the most needs, goals and objectives of this study.** Specifically, this alternative includes the following:

- Modest streetscape improvements within the existing road right-of-way of approximately 58' to 60'.
- Two 11-foot travel lanes.

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1 inch equals 800 feet

Village Schematic
Village of Macedon
Circulation, Accessibility and Parking Study
Wayne County 8/27/08 New York

Figure 6.1
Project No. 1157.001

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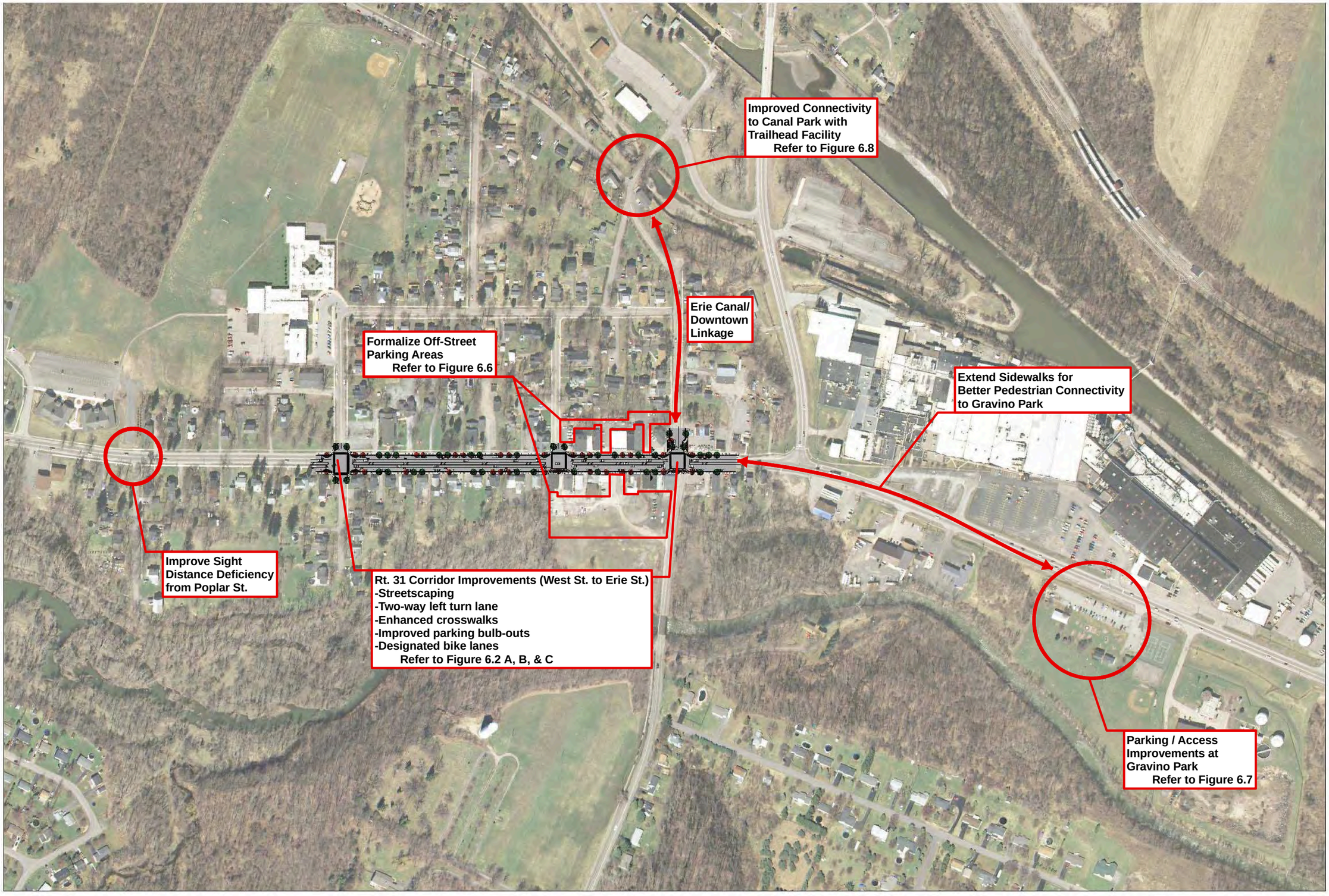

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COMPLETED CONSTRUCTION

Significant Construction Changes Are Shown

By _____ Date _____

Ck'd _____ Date _____

REVISIONS

NYS ROUTE 31 CAP STUDY

ROUTE 31 ROADWAY IMPROVEMENTS

PREFERRED ALTERNATIVE

Barton Loguidice, P.C.

Date
September 2008

Scale
1" = 100'

Figure Number
6.2A

File Number
1157.001

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NYS ROUTE 31 CAP STUDY

ROUTE 31 ROADWAY IMPROVEMENTS PREFERRED ALTERNATIVE

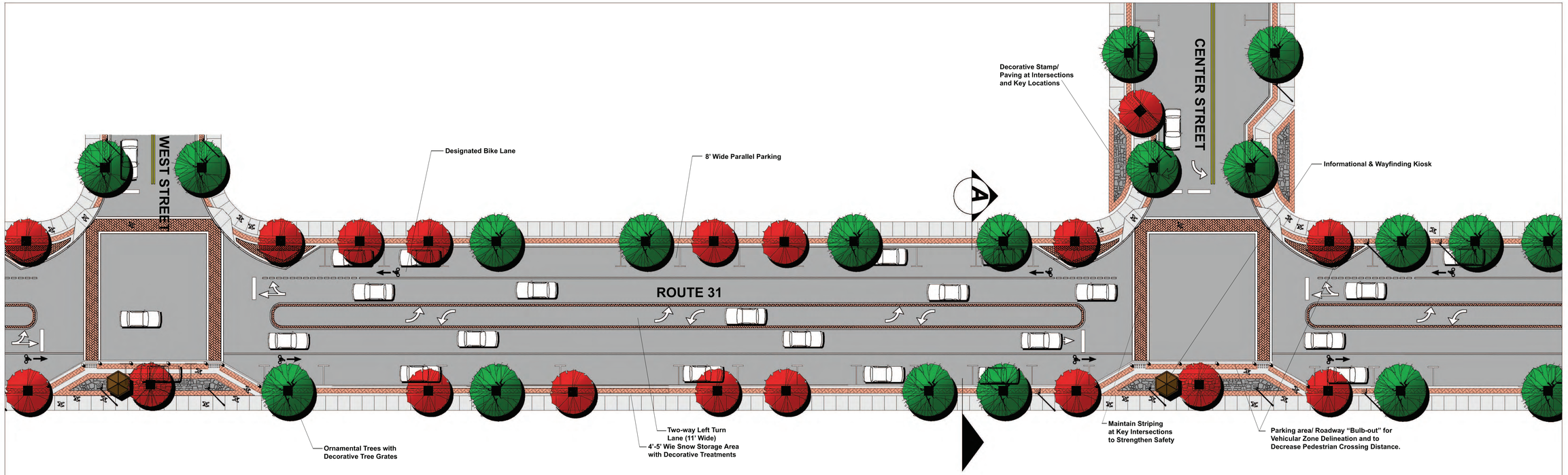
Barton & Loguidice, P.C.

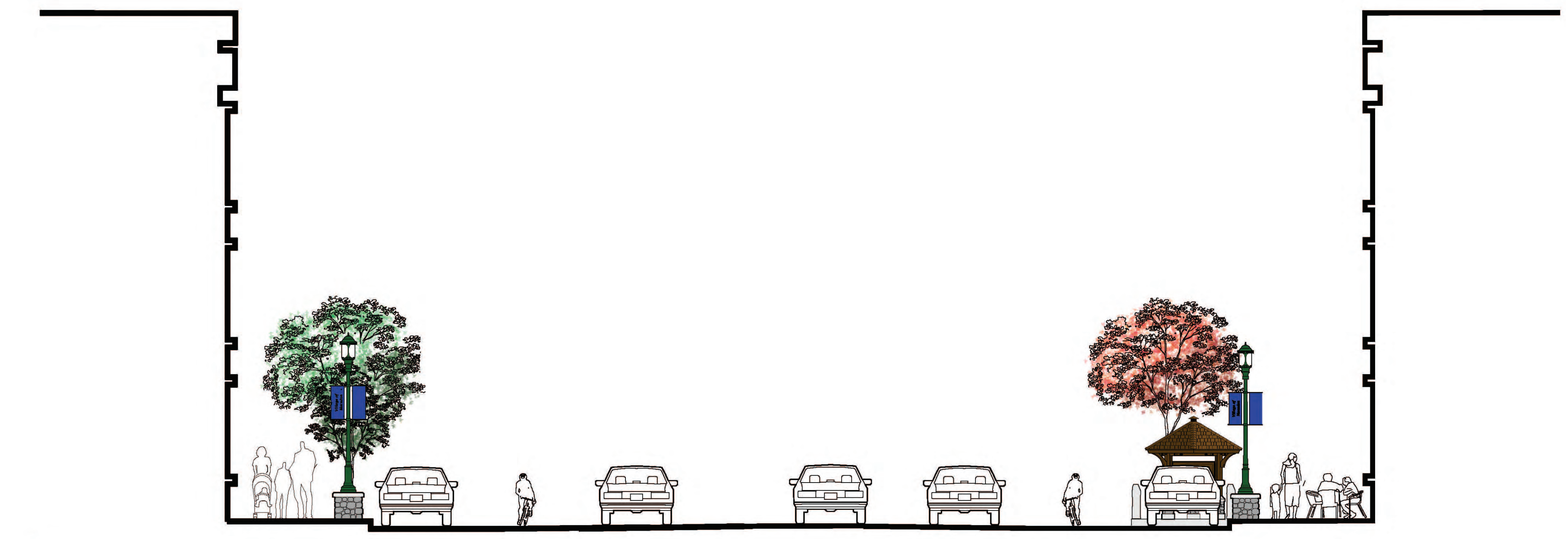
Date
September 2008

Scale
1"=80'

Figure Number
6.2B

File Number
1157.001





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REVISIONS

NYS ROUTE 31 CAP STUDY

ROUTE 31 ROADWAY IMPROVEMENTS

PREFERRED ALTERNATIVE

Barton & Loguidice, P.C.

Date
September 2008

Scale
1"=40'

Figure Number
6.2C

File Number
1157.001

- An 11-foot Two-Way Left Turn Lane (TWLTL) delineated by a flush curb.
- Two five-foot designated bike lanes to enhance bicyclist's mobility within the corridor and to strengthen connections to community resources throughout the Village.
- Two eight-foot parallel parking lanes defined by parking bulb-outs.

The primary improvement mechanism proposed in this alternative is the **two-way left turn lane**. Continuous TWLTL's are common access management treatments when combined with driveway consolidation (discussed in parking improvements in Section 6.2.2 of the Final Report). TWLTL's simultaneously provide a separate lane for left turning vehicles and property access. Typically, they are used as the center lane of three or five-lane highways.

Also central to the preferred design alternative is the proposed **designated five-foot bicycle lanes** on both sides of the corridor. As defined in the 1999 AASHTO "Guide for the Development of Bicycle Facilities", a Bike Lane is ***a portion of a roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicycles.*** Bike lanes are typically incorporated into roadway designs as one-way facilities that provide more predictable movements by the bicyclist and the motorist, thereby increasing awareness and safety.

Important to the overall functionality of the proposed bike lanes is the connectivity not only to destinations along the immediate corridor within the project limits, but also to regional bike and pedestrian facilities. It is critical that designated bike lanes do not just terminate at the project limits, but rather extend outward via

shared roadway shoulders, other designated bike lanes in nearby communities, and / or link to regional trail networks such as the Erie Canal Trail towpath.

Other important design features proposed as part of the preferred alternative are the incorporation of provisions for pedestrians such as improved cross walks, parking bulb-outs, and general streetscape improvements such as better street tree definition and tree pits and grates, enhanced street furniture to accommodate walkers and transit users, and informational and wayfinding signage to enhance pedestrian awareness of local destinations and events throughout the Village and region.

A sample materials palette suggested for use throughout the preferred design concept is illustrated in the Final Report.

Estimated Project Costs

The costs presented on the following page are estimates of probable construction costs in 2008 dollars. Any fee escalation in proposed materials such as asphalt over time would need to be factored into project and budgetary planning exercises when pursuing future funding opportunities or capital improvement planning.

It is recommended that the Village of Macedon work with Wayne County, the Genesee Transportation Council and the New York State Department of Transportation (NYSDOT) in efforts to attain funding assistance to implement the proposed improvements as outlined above. Although phasing the improvements is an option for implementation based on available funding, the estimate of probable costs for improvements warrants construction as a single project. However, enhancements outside of the Right-of-Way such as façade restoration and parking could be phased by the Village working with private owners to render agreements for such improvements.

Opinion of Probable Project Costs for Preferred Roadway Alternative

NYS Route 31 Corridor Improvements - CAP Study

Village of Macedon, Wayne County, NY

Item No.	Description of Work	Quantity	Units	Unit Cost	Cost
1	*Surface Transportation/ Site Work*				
	Clearing & Grubbing (incl. tree limb pruning)	1	LS	$ 8,000.00	$ 8,000
	Excavation/ Grading	1	LS	$ 25,000.00	$ 25,000
	Drainage Improvements	1	LS	$ 15,000.00	$ 15,000
	Concrete Curbing	2682	LF	$ 25.00	$ 67,050
	Concrete Sidewalk	1020	SY	$ 55.00	$ 56,100
	Concrete Pavers	620	SY	$ 60.00	$ 37,200
	New Roadway Striping & Signage	1	LS	$ 25,000.00	$ 25,000
	Decorative Crosswalks & Warning Signage	10	EA	$ 7,000.00	$ 70,000
				Surface Transportation Subtotal	$ 303,350
2	*Site Amenities*				
	Landscaping	1	LS	$ 15,000.00	$ 15,000
	Lighting	15	EA	$ 4,500.00	$ 67,500
	Protective Bollards	15	EA	$ 600.00	$ 9,000
	Signage	6	EA	$ 250.00	$ 1,500
	Bike Racks	6	EA	$ 800.00	$ 4,800
	Trash Receptacles	6	EA	$ 1,000.00	$ 6,000
	Kiosks	2	EA	$ 1,000.00	$ 2,000
	Benches	10	EA	$ 1,000.00	$ 10,000
				Site Amenities Subtotal	$ 115,800
		Subtotal			$ 419,150
		Construction Contingency (15%)			$ 62,873
		All Projects Construction Subtotal:			$ 482,023
Engineering Design/Survey/Legal (Easement Acquisition) (25%):					$ 120,506
Construction Administration Services (7%):					$ 33,742
TOTAL PROJECT COSTS:					$ 636,270
				SAY	**$640,000**

Additional Recommendations

Figure 6.6 illustrates recommends alternatives for further consideration related to increasing off-street parking with direct accessibility onto and off of NYS Route 31. Concept designs for parking facilities oriented behind existing buildings, and sharing or consolidating access from NYS Route 31 convey the potential for a significant increase of off-street parking capacity. It is important to note that for such a scenario to come to fruition, it would require cooperative agreements between public and private landowners of the various parcels shown in the concepts. As such, it is recommended the Village pursue or encourage reciprocal easements between the owners of property shown in Figure 6.6 as a mechanism to implement such a scenario.

Another suggested improvement regarding parking and accessibility along the project corridor is focused on Gravino Park on the south side of NYS Route 31 across from the Covalence Specialty Materials plant. Based on the analyses conducted throughout this study, a recommended improvement would be to realign the main access driveway to Gravino Park with the Covalence Specialty Materials plant driveway as an access management mechanism for NYS Route 31. This would allow users of both facilities to utilize a new four-way signalized intersection, thereby improving safety and accessibility to the north and south of the corridor. This is conceptually illustrated on Figure 6.7.

Another important issue that arose out of the public information meetings was the need to enhance provisions for pedestrians – making the Village of Macedon more walkable for its residents and visitors. Central to accommodating this need is linking the Village downtown area and outlying residential neighborhoods to community assets and resources such as the Canalway Trail along the Erie Canal, parks and schools.

N

Center Street

Erie Street

Route 31

Potential for 49+/-
Shared Public/Private
Parking Spaces (min.)

Consolidate / Share Access
Drives to Minimize Turning
Movements, and Increase
Safety along Corridor

Utilize Existing
Intersections for Access
Control where Possible

Potential for 71+/-
Shared Public/Private
Parking Spaces (min.)

Reorganize Parking for
Efficiency and Enhance
Appearance with Buffers &
Landscaping

Lawn &
Landscaping

Enhance Entry
Drive

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COMPLETED CONSTRUCTION

Significant Construction Changes Are Shown

By _____ Date _____

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REVISIONS

NYS ROUTE 31 CAP STUDY

PARKING, ACCESS AND CIRCULATION IMPROVEMENTS

Barton Loguidice, P.C.

Date
July 2008

Scale
1" = 25'

Figure Number
6.6

File Number
1157.001

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NYS ROUTE 31 CAP STUDY

ACCESS & PARKING IMPROVEMENTS AT GRAVINO PARK

Barton Loguidice, P.C.

Date
June 2008

Scale
1" = 40'

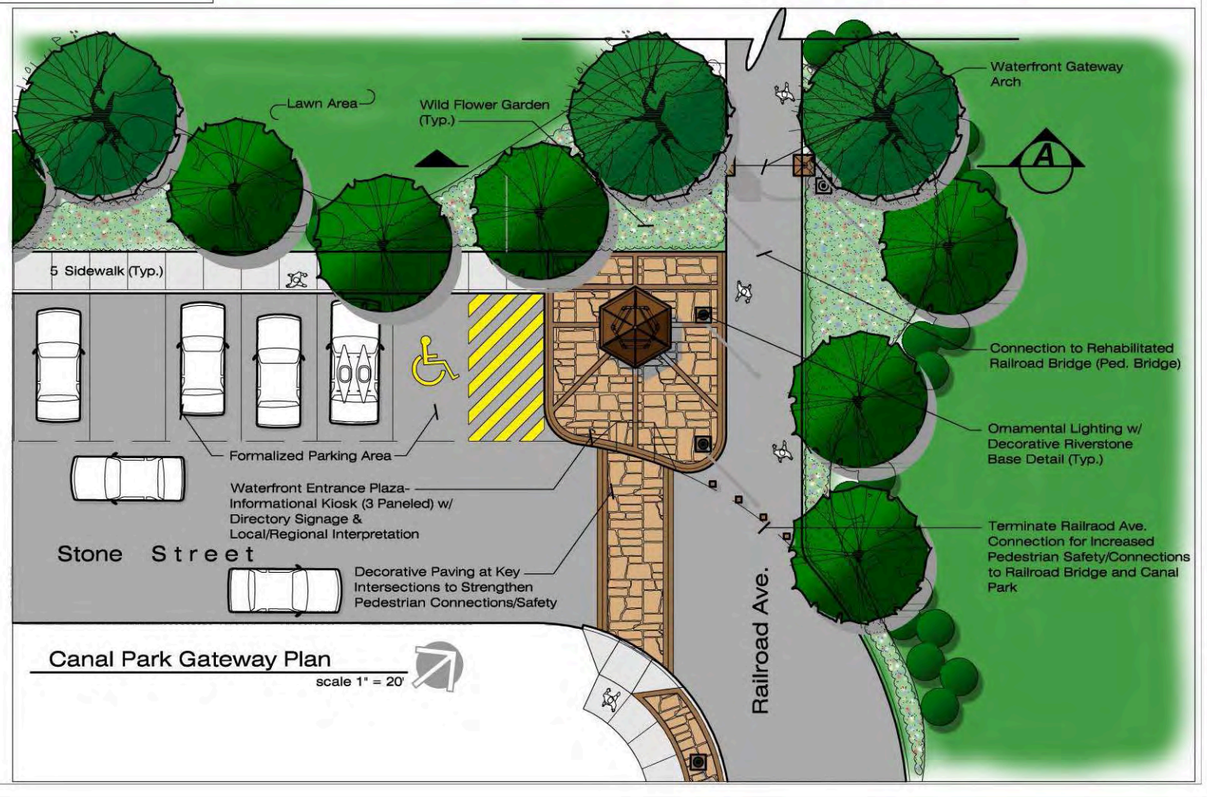
Figure Number
6.7

File Number
1157.001

As such, a recommendation of this project is to conduct a site selection analysis of potential property to construct a trailhead / parking facility linking the Village downtown and residential neighborhoods to the Erie Canal. This is shown conceptually in Figures 6.2A and 6.8 on land adjacent to the former Railroad Bridge and Railroad Avenue. Central to this design concept is providing a destination node for people traveling by car and by foot. Such a facility should include informational and wayfinding signage that is linked to similar signage within the downtown area, seating, parking, lighting, landscaping, and general improvements that thematically link the facility to the NYS Route 31 corridor as well as the Erie Canal system.

To conclude, all of the design alternatives and recommended improvements discussed above are interrelated to some extent, both physically and informationally. Based on the detailed analysis conducted throughout this Circulation, Access, and Parking study, and as a result of the public meetings, the preferred conceptual design alternatives for the NYS Route 31 corridor and improvements to surrounding areas meet the overall goals and objectives of this project.

A Canal Park Gateway Section
scale 1" = 5' - 0"



Canal Park Gateway Plan
scale 1" = 20'

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NYS ROUTE 31 CAP STUDY
Canal / Railroad Bridge Gateway Connection Improvements

Barton Loguidice, P.C.

Date: June 2008

Scale: AS SHOWN

Figure Number: 6.8

File Number: 1157.001