

Lake Ontario

FRA

A **TYLIN** INTERNATIONAL COMPANY

Ontario

104

Final Report

Irondequoit

Route 250 Corridor Study

Monroe County, New York

Lake Road to NYS Route 96

Genesee Transportation Council UPWP #7570

October 2008

Penfield

Walworth

PREPARED FOR:

Town of Penfield

Town of Perinton

Village of Fairport

Town of Webster

Village of Webster

Town of Victor

New York State DOT

Monroe County

PREPARED BY:

FRA

530 Summit Point Drive

Henrietta, New York 14467

(585) 359-0280

Brighton

East Rochester

31F

Village of Fairport

Perinton

Garnsey Road

250

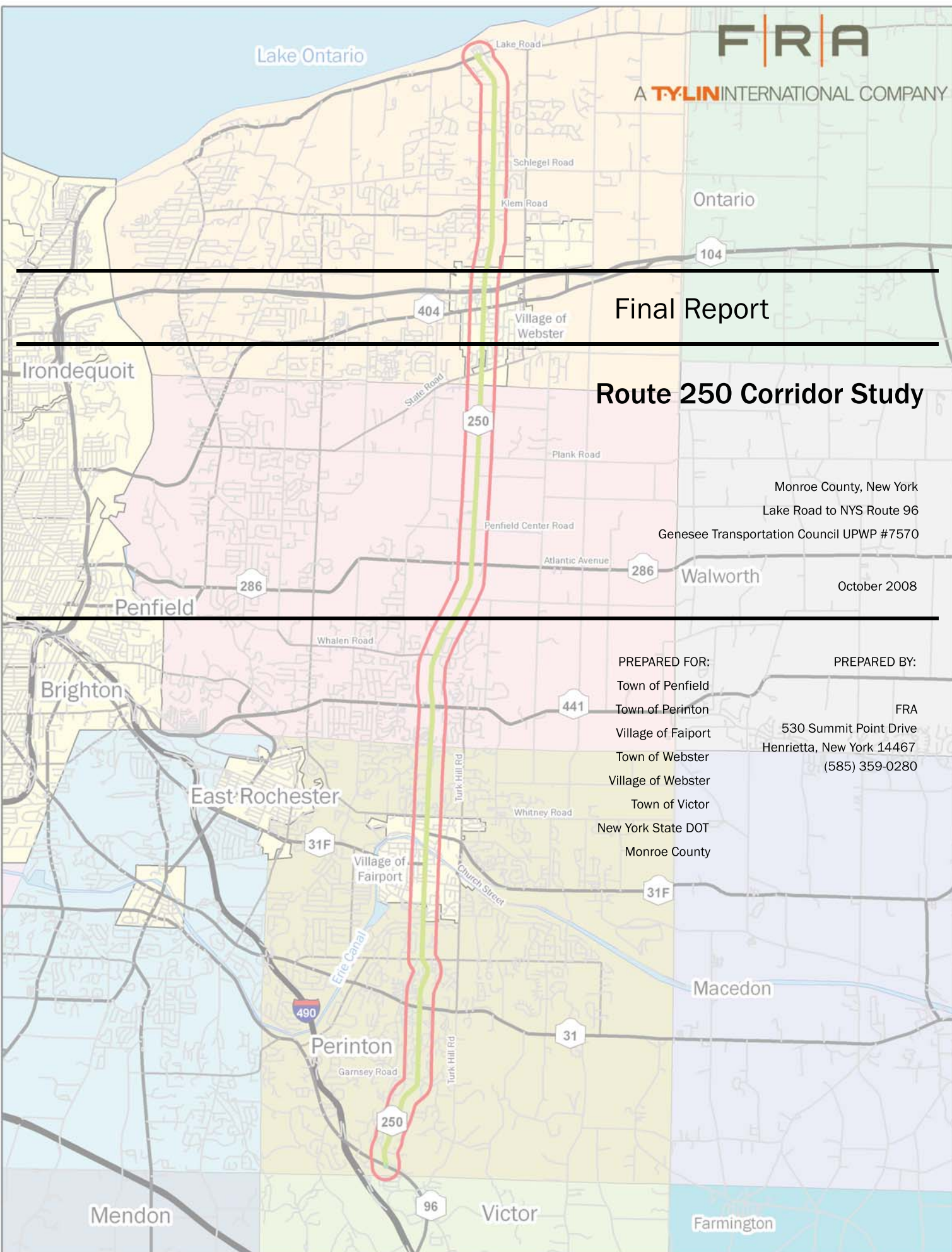
96

Victor

Macedon

Farmington

Mendon



**Route 250
Corridor Study
Table of Contents**

<u>SECTION</u>	<u>PAGE</u>
I. Project Statement and Purpose	
A. Introduction	I-1
B. Purpose	I-2
C. Municipality Concerns	I-2
D. Study Objectives	I-4
E. Public Involvement	I-5
II. Existing Conditions	
A. Location and Site Description	II-1
B. Existing Land Use and Zoning	II-1
C. Environmental Constraints in the Corridor	II-5
D. Review of Comprehensive Plans and Zoning	II-5
E. Population and Employment Projections	II-8
F. Recent Development Trends	II-8
G. Roadway Geometry	II-12
H. Daily Traffic Volumes	II-14
I. Peak Hour Traffic Volumes	II-14
J. Existing Traffic Operations	II-16
K. Crash History	II-20
L. Public Transit Services	II-22
M. Pedestrian Accommodations	II-22
III. Future Conditions and Buildout Analysis	
A. Buildout Analysis	III-1
B. Future Traffic Volume Forecasting Assistance	III-3
C. Future Traffic Volumes	III-4
D. Future Traffic Operations	III-4
IV. Project Strategies and Recommendations	
A. Corridor-Wide	IV-1
B. Municipality-Specific Recommendations	IV-9
C. Probable Cost of Proposed Physical Improvements	IV-15

Appendices (Separate Document)

**Route 250
Corridor Study
List of Figures**

<u>Figure</u>	<u>Description</u>	<u>Follows Page</u>
1	Study Area	II-1
2	Webster Zoning	II-1
3	Webster Land Use	II-3
4	Penfield Zoning	II-3
5	Penfield Land Use	II-3
6	Perinton Zoning	II-3
7	Perinton Land Use	II-4
8	Vacant Land Use	II-4
9	Household Change (Units) 2005 to 2025	II-8
10	Household Change (%) 2005 to 2025	II-8
11	Employment Change (Jobs) 2005 to 2025	II-8
12	Employment Change (%) 2005 to 2025	II-8
13	Existing Intersection Geometry	II-12
14	Posted Speed Limits	II-12
15	Webster 2005 Average Annual Daily Traffic Volumes	II-14
16	Penfield 2005 Average Annual Daily Traffic Volumes	II-14
17	Perinton 2005 Average Annual Daily Traffic Volumes	II-14
18	Existing AM Peak Hour Traffic Volumes	II-15
19	Existing PM Peak Hour Traffic Volumes	II-15
20	Existing AM Peak Hour Level of Service	II-15
21	Existing PM Peak Hour Level of Service	II-15
22	Bus Routes	II-22
23	Bike Rideability	II-22
24	Pedestrian Accommodations	II-23
25A&B	Webster Vacant and Underutilized Land	III-2
26A&B	Penfield Vacant and Underutilized Land	III-2
27A&B	Perinton Vacant and Underutilized Land	III-2
28	2025 AM Peak Hour Traffic Volumes	III-4
29	2025 PM Peak Hour Traffic Volumes	III-4
30	2025 AM Peak Hour Level of Service	III-4
31	2025 PM Peak Hour Level of Service	III-4
32	Functional Intersection Area	IV-4
33	Hamlet Area with Future Signal	IV-11
34	Hamlet Area with Future Roundabout	IV-11

**Route 250
Corridor Study
List of Tables**

<u>Tables</u>	<u>Description</u>	<u>Page</u>
1	Zoning Summary Information	II-2
2	Population Projections	II-9
3	Employment Projections	II-10
4	Summary of Study Area Developments in 2005 Monroe County Land Use Monitoring Report	II-11
5	NYSDOT Highway Work Permits on NYS Route 250 1989 to Present	II-13
6	Access Management Features Driveways and Driveway Density	II-14
7	Existing Peak Hour Level of Service Summary	II-18
8	High Crash Rate Locations	II-21
9	2025 Peak Hour Level of Service Summary	III-5
10	Opinion of Probable Costs – With and Without Roundabouts	IV-16

**Route 250
Corridor Study
Technical Appendices**

<u>Appendix</u>	<u>Description</u>
A	Public Meetings – Presentations and Public Comments
B	Town of Penfield Land Use Analysis: A Component of the NYS Route 250 Corridor Study
C	Existing Traffic Data – Intersection Counts
D	Signal Warrant Analysis Studies – Town of Penfield
E	Level of Service Definitions – Signalized Intersections
F	Existing Peak Hour Level of Service Worksheets
G	Travel Demand Volume Summaries (PM Peak Hour) – GTC Model
H	Future 2025 Peak Hour Level of Service Worksheets
I	Opinions of Probable Cost - Worksheets

Chapter I: Project Statement and Purpose

A. Introduction

New York State Route 250 is a major north-south urban arterial road in eastern Monroe County. While not a traditional radial commuter route into the Metropolitan Rochester area, Route 250 plays a unique role in serving the non-radial travel needs of the communities it links, including the:

- Town of Webster
- Village of Webster
- Town of Penfield
- Town of Perinton
- Village of Fairport
- Town of Victor (Ontario County)

Route 250 connects to village centers in both Webster and Fairport and acts as a feeder route to the major radial highways serving the Metropolitan Rochester area, including:

- NY Route 104
- NY Route 404 (Ridge Road/Main Street in Webster)
- NY Route 441 (Penfield Road)
- NY Route 31F (Church Street)
- NYS Route 286 (Atlantic Avenue/Browncroft Boulevard)
- NY Route 31 (Pittsford-Palmyra Road)
- NY Route 96 (Pittsford-Victor Road)

The higher travel speeds and connectivity of the regional freeway system, including NY Route 590 and I-490, have made Route 250 less competitive as a through route, allowing Route 250 to serve local travel needs and shorter-distance regional travel (from town to town and from town to radial feeder). The six effected communities, the Genesee Transportation Council, the New York State Department of Transportation, the Monroe

County Department of Transportation, the Monroe County Department of Planning and all six effected communities determined that a transportation study was needed to help keep Route 250 a safe and efficient roadway that can continue to serve local and regional travel needs well into the future. The Genesee Transportation Council has provided funding, under the Unified Planning Work Program, to conduct this coordinated study addressing transportation planning, mobility, safety, and development along this major north-south route.

B. Purpose

The purpose of this study is to develop a long range plan for the Route 250 corridor that addresses the transportation needs of each linked community. Current and future congestion problems, future growth, roadway improvement needs, access management strategies, and auto, truck, transit, bicycle, and pedestrian improvements will all be addressed. An implementation strategy for the recommended improvements including possible grants or alternative funding strategies will be developed.

C. Municipality Concerns

1) Webster (Town and Village)

Webster is one of the fastest growing towns in Monroe County. With the expansion of commercial and retail businesses within Webster, increased traffic in both the town and the village using Route 250 has become a concern. Route 250 plays an important role in the Village of Webster, and the village crossroads occurs at the intersection of Route 250 with Route 404. Future planning must be respectful of the multi-modal transportation needs within the village.

2) Penfield

Penfield has the greatest amount of undeveloped land within the Route 250 corridor, and as a result, there is significant concern that the character and safety of Route 250 may be in jeopardy if proactive transportation planning is not enhanced along the corridor. While Penfield has significant zoning in place to limit development in much of the eastern part of the town, the development of a coordinated land use and transportation plan would be highly desirable in helping to guide future land use decisions along the Route 250 corridor. Route 250 at Route 441 will continue to be a commercial hub and growth pressures are likely to grow at this busy intersection.

3) Perinton

Route 250 is one of two north-south roads that pass through the Town of Perinton. Both Route 250 and Turk Hill Road start at Route 96 to the south and continue to the north into the Town of Penfield. Route 250 needs to be able to continue to function effectively into the future, providing access to side streets and to the Perinton Square commercial area at the intersection of Route 250 with Route 31. Access between the Town of Perinton and Route 96 is important.

4) Fairport

A slower speed limit, the Erie Canal lift bridge, and the CSX/Amtrak at-grade railroad crossing are some key capacity constraints on Route 250 through the Village of Fairport. Route 250 is also the commercial center of the village, so future planning must be respectful of the needs of commercial businesses in this community.

5) Victor

Victor is located at a regional crossroads with the convergence of the NYS Thruway (I-90), I-490, Route 96, and Route 250. Route 250 is a vital feeder route from the Town of Perinton into the Eastview Mall commercial area along Route 96. With the future development of High Point and Victor Commerce Park and the continued residential growth of western Ontario County, the capacity of Route 250 may be severely hampered to service this vibrant commercial area without a long-term corridor vision.

D. Study Objectives

- a. Conduct a planning level study that develops a long range plan for the Route 250 corridor that addresses the transportation needs of each linked community, addressing the quality of life in each community.
- b. Define the specific present and future transportation system mobility or congestion problems within the study area, including auto, truck, transit, bicycle, and pedestrian.
- c. Project the future growth in the area based upon the review of adjacent land uses, zoning, access points, existing utility services, and environmentally sensitive areas.
- d. Identify, evaluate, and recommend future roadway improvements and utility needs within the study area to address identified problems/needs and that align themselves with the area's existing natural and man-made features.

- e. Recommend appropriate access management strategies, land use changes, traffic calming measures, traffic signal optimization/remote coordination and context sensitive design elements.
- f. Recommend auto, truck, transit, bicycle, and pedestrian improvements to improve safety conditions, comfort level, and mobility along this corridor.

E. Public Involvement

Involvement of the community and its citizens is a critical element of a transportation planning study, and for this effort, two important outlets were selected: First, a study advisory committee was formed of local planning and engineering officials from the involved municipalities, plus other involved agencies, including the Genesee Transportation Council, the NYSDOT, the Monroe County Department of Transportation, and the Monroe County Department of Planning and Development. This group met at key break points to review study progress, review interim materials, and to help assemble the existing transportation and land use inventory.

The second effort was the conduct of two public information meetings. These meetings were held at the Town of Penfield Town Office Building on:

- April 4, 2007 – Presentation of Existing Conditions -
- June 24, 2008 – Presentation of Draft Study Report

These meetings were advertised in the local papers and public information flyers were prepared and distributed to the communities for use in mailings to residents and businesses along the corridor. At both meetings, verbal and written comments were provided that were essential in the identification of existing problem areas/local concerns. A copy of the PowerPoint presentations plus summaries of the comments received are provided in **Appendix 'A'**.

Chapter II: Existing Conditions

A key step in the evaluation of a highway corridor is the documentation and evaluation of existing conditions. For the Route 250 Corridor Study, this required the assistance of the involved municipalities, Monroe County, and the Genesee Transportation Council to evaluate the following transportation and planning aspects of the corridor.

A. Location and Site Description

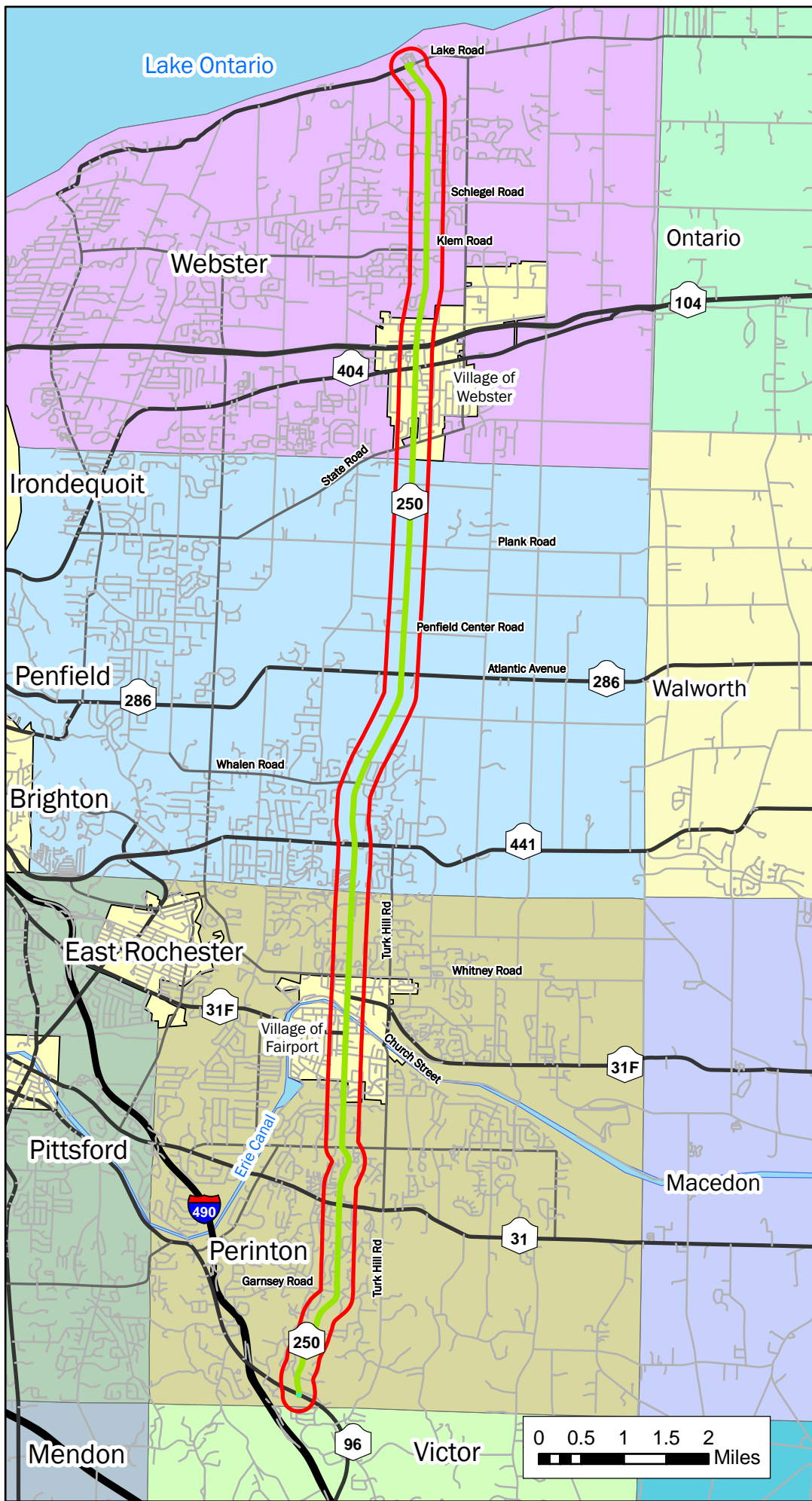
This study examines the Route 250 corridor extending from Lake Road in the Town of Webster, New York to Route 96 in the Town of Perinton, New York (see **Figure 1: Study Area**). The 16-mile corridor travels through three towns and two villages, traversing agricultural, residential, commercial and industrial lands. The study area selected for this report includes the Route 250 corridor and adjacent land within a 500 foot-long area to both the east and west of Route 250.

The 1,000 foot adjacent area surrounding the 250 corridor consists of some of the major intersections, commercial centers, and residential areas in the municipalities. Within this corridor, certain sections are fully developed while other areas still consist of vacant and underdeveloped land.

B. Existing Land Use and Zoning

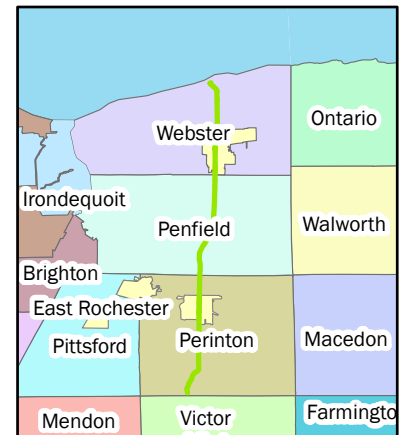
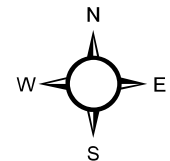
The zoning classification along the Route 250 corridor differs in each town. A summary table of zoning districts within the corridor, with their associated regulations and permitted uses is provided as **Table 1**.

In Webster, the northernmost municipality in the Study Area, the majority of the zoning is some classification of Residential. Refer to **Figure 2: Webster Zoning**. Within the Village of Webster, there are areas of neighborhood business, central business, and industrial zoning. However, the majority of the corridor within the village consists



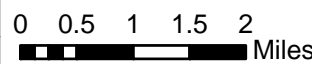
Legend

- Study Area
- Route 250
- Local Roads
- County Roads
- State Roads
- Interstate Route



Route 250 Corridor Study

Figure 1 Study Area



**Table 1:
Zoning Summary Information
Route 250 Corridor Study**

Town/Village	Zoning District	District Restrictions	Primary Permitted Uses
Town of Webster	R-1 Single Family Residential R-2 Single Family Residential R-3 Single Family Residential Large Lot Single Family Residential (LL) Medium High Residential (MHR) Low Medium Residential (LMR) Class I Neighborhood Commercial (LC-I) Class II Low Intensity Commercial (LC-II) Industrial (I-N) Waterfront Development (WD) Office Park (OP)	Min. Lot Area of 35,000 sf Min. Lot Area of 28,000 sf Min. Lot Area of 22,000 sf Min. 3 acre Lot Res/Min. 5 acre Lot Non-Res Min. Lot Areas of 11,250 sf and 15,000 sf Min. Lot Areas of 13,500 sf and 16,500 sf Min. Lot Area of 15,000 sf Min. Lot Area of 30,000 sf Min. Lot Area of 62,500 sf Min. Lot Area of 18,000 sf Min. Lot Area of 62,500 sf	Single Family, Religious, Parks, Schools, Agricultural Single Family, Religious, Parks, Schools, Agricultural Single Family, Religious, Parks, Schools, Agricultural Single Family, Religious, Parks, Schools, Agricultural Single Family, Two Family, Multi Family, Townhouses Single Family, Two Family, Multi Family, Townhouses Offices and Stores Offices, Stores, Banks, Restaurants Manufacturing, Warehouses, Industrial Processes Single Family, Parks, Restaurants, Stores, Clubs Indoor/Outdoor Sports Facilities, Hotels, Offices
Village of Webster	R-1-13.6 R-1-9.6 R-2-9.6 RM Residential Neighborhood Business (NB) Central Business (CB)	Min. Lot Area of 13,600 sf Min. Lot Area of 9,600 sf Min. Lot Areas of 9,600 sf and 18,000 sf Min. Lot Areas of 9,600 sf and 18,000 sf Subject to R-2-9.6 Regulations 25% Max. Lot Coverage (Res) 90% Max. Lot Coverage (Comm)	Single Family, Schools, Churches, Libraries Single Family, Schools, Churches, Libraries Same as Above Plus Two Family and Townhouses Same as Above Plus Multiple Residence Single Family, Schools, Churches, Libraries, Retail Single Family, Schools, Churches, Libraries, Retail/Restaurants
Town of Penfield	Conservation Residential (CR-2) Rural Residential (RR-1) Residential 1-12 (R-1-12) Residential 1-15 (R-1-15) Residential 1-20 (R-1-20) Multiple Residence (MR) Townhouse Dwelling (TD) Planned Development (PD) Business Non-Retail (BN-R) Limited Business (LB) General Business (GB) Rural Agricultural (RA-2)	Min. Lot Area of 87,120 sf Min. Lot Area of 43,560 sf Min. Lot Area of 12,000 sf Min. Lot Area of 15,000 sf Min. Lot Area of 20,000 sf Min. Lot Area of 3,500 sf per Apartment Unit Not to Exceed 1 Unit for Each 5,000 sf of Land Min. Site Area of 50 Acres to develop as PD No Min. Lot Area, Bldg. Coverage on Lot No Greater Than 65% No Min. Lot Area, Bldg. Coverage on Lot No Greater Than 65% No Min. Lot Area, Bldg. Coverage on Lot No Greater Than 65% Min Lot Area of 87,120 sf	One Single Family Residence Per Lot and Customary Agricultural Operations One Single Family Residence Per Lot and Customary Agricultural Operations One Single Family Residence Per Lot and Customary Agricultural Operations One Single Family Residence Per Lot and Customary Agricultural Operations One Single Family Residence Per Lot and Customary Agricultural Operations Apartment House, Two Family Structures, Health Care Facilities Townhouses and Maintenance Buildings All Residential Types, Commercial and Other Non-Residential Uses Offices, Banks, Medical, Public Buildings and Grounds, Commercial Schools Uses permitted in BN-R Plus Grocery, Laundromat, Retail, Etc. Uses Permitted in BN-R and LB Plus Theatres, Dept Stores, Liquor Stores One Single Family Residence Per Lot and Customary Agricultural Operations
Town of Perinton	Residential Class AA Residential Class A Residential Class B Residential Class C Residential Transition Residential Sensitive Restricted Business Limited Commercial Open Space Preservation	Min. Lot Area of 20,000 sf (30,000 sf Corner Lot) Min. Lot Area of 20,000 sf (30,000 sf Corner Lot) Min. Lot Area of 14,400 sf (19,200 sf Corner Lot) Min. Lot Area of 14,400 sf (19,200 sf Corner Lot) Min . Lot Area of 1 Acre Min . Lot Area of 1 Acre Min. Lot Area of 40,000 sf Min. Lot Area of 20,000 sf Restrictions Per Town and Conservation Boards	Single Family Detached Dwellings Single Family Detached Dwellings Single Family Detached Dwellings and Two Family Dwellings Single and Two Family Dwellings, Townhouses and Patio Homes Single Family Detached Dwellings Single Family Detached Dwellings and Agricultural Offices, Medical, Hotels, Clubs Uses allowed in Restricted Business plus Retail Stores and Restaurants Development Per Town Board Approval
Village of Fairport	Residential Limited Commercial - Residential (LC-R) Business (B-1) Canal District (C-D) Landing Development District (L-D) Industrial (M-1)	Min. Lot Areas Ranging from 6,000 to 15,000 sf No Structure Shall House More Than 3 Non-Residential Uses Min. Lot Area of 5,000 sf Subject to B-1 Bulk Requirements Restrictions Per Village Planning Board Any Use Creating Objectionable Smoke, Noise or Odor	Single Family and Multi Family Residential Based on Residential Sub-District Retail Stores, Restaurants, Office, Banks, Municipal Bldgs, Multi Family Res. Retail Stores, Restaurants, Office, Banks, Municipal Bldgs, Multi Family Res. Single Family and Multi Family Residential, Retail, Restaurants, Specialty, Office Agricultural, Open Space, Lawns, Gardens, Play Areas Uses Permitted in B-1 plus Manufacturing, Laboratory, Warehouse, Office

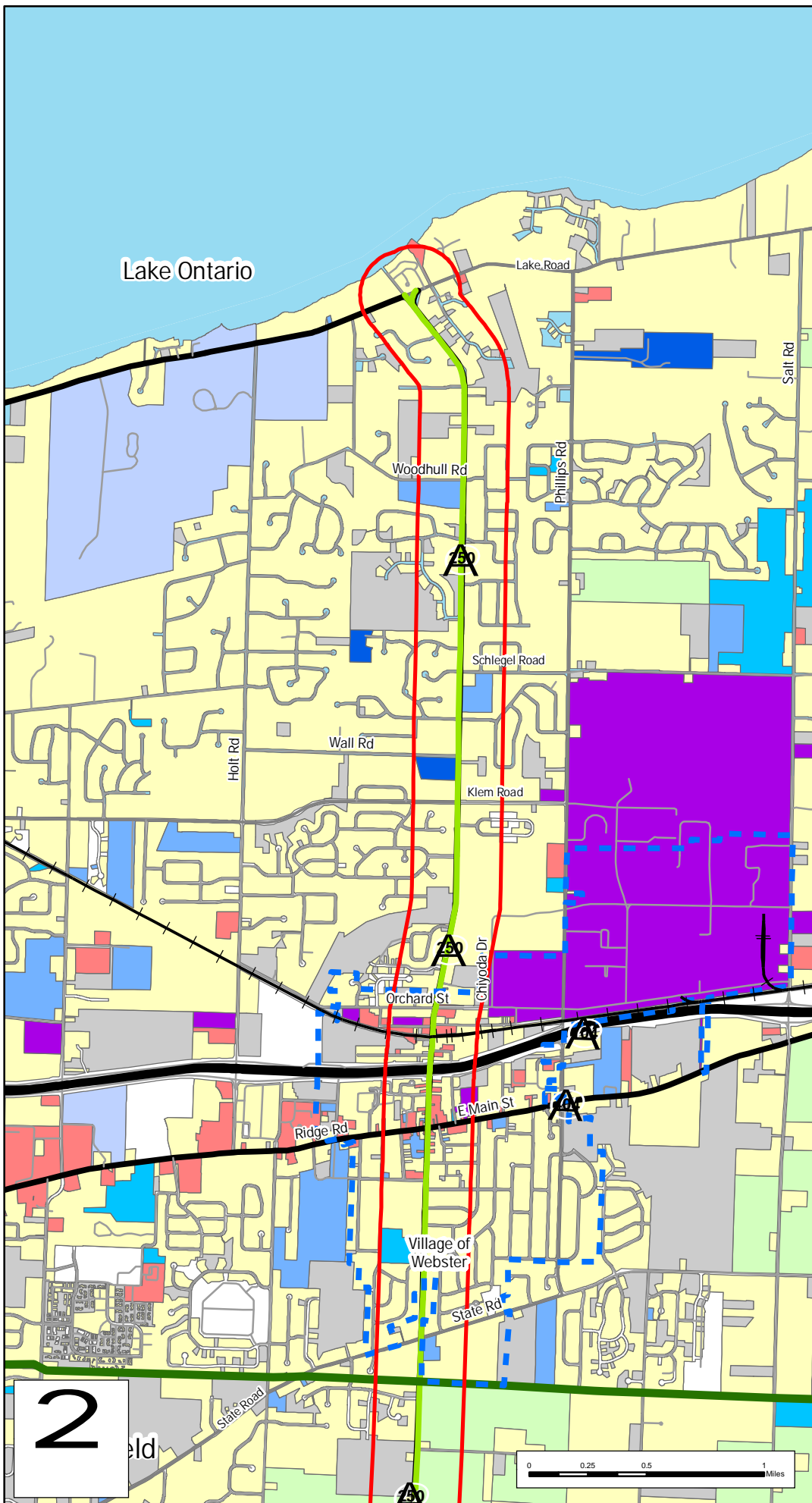
of R-1 (28,000 square foot minimum lots), R-2 (22,000 square foot minimum lots), and R-3 zoning (18,000 square foot minimum lots).

The existing land use pattern in Webster matches up well with its current zoning. Refer to **Figure 3: Webster Land Use**. Most of the Route 250 corridor in Webster is being used for residential purposes. There are some parcels that are being used as public services and recreation and entertainment that are zoned residential. Within the village boundaries, most of the land is being used as commercial or residential, which is what it is zoned. There are no large areas of land that are being used for a different purpose than what they are zoned.

In Penfield, the majority of the corridor consists of land zoned for residential and agricultural uses as shown in **Figure 4: Penfield Zoning**. The zoning classifications in the northernmost section of the corridor include Rural Agricultural – which primarily allows agricultural and residential uses - (2 acres minimum for single family residential lots), and to the south of that Rural Agricultural (1 acre minimum for single family residential lots). Traveling southbound, the zoning turns to Residential R-1-20 (20,000 square feet minimum lots), along with different commercially zoned areas, and finally, on the southern border, R-1-15 (15,000 square foot minimum lots).

The existing land use along Route 250 in Penfield largely reflects current zoning in most areas, as shown in **Figure 5: Penfield Land Use**. While most of the zoning in the northern section is called agricultural, the Town of Penfield zoning allows for agriculturally-zoned land to have residential properties built upon it. According to the Penfield land use files, residential, vacant, and agricultural land are dispersed throughout the northern sections of Penfield along Route 250. Closer to the intersection of Route 250 and Route 441, the predominant land use changes to commercial, which is also the existing zoning.

Along the Route 250 Corridor in Perinton is zoned mostly residential land, as depicted in **Figure 6: Perinton Zoning**. With the exception of the Village of Fairport



Legend

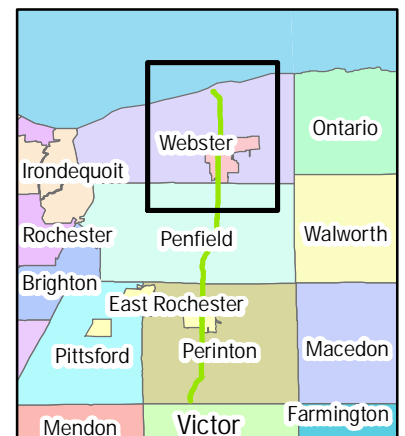
- Study Area
- Local Roads
- County Roads
- Interstate Roads
- State Routes
- Railroad

NAME

- Lake Ontario
- Village Boundary
- Town Boundary
- Rt250

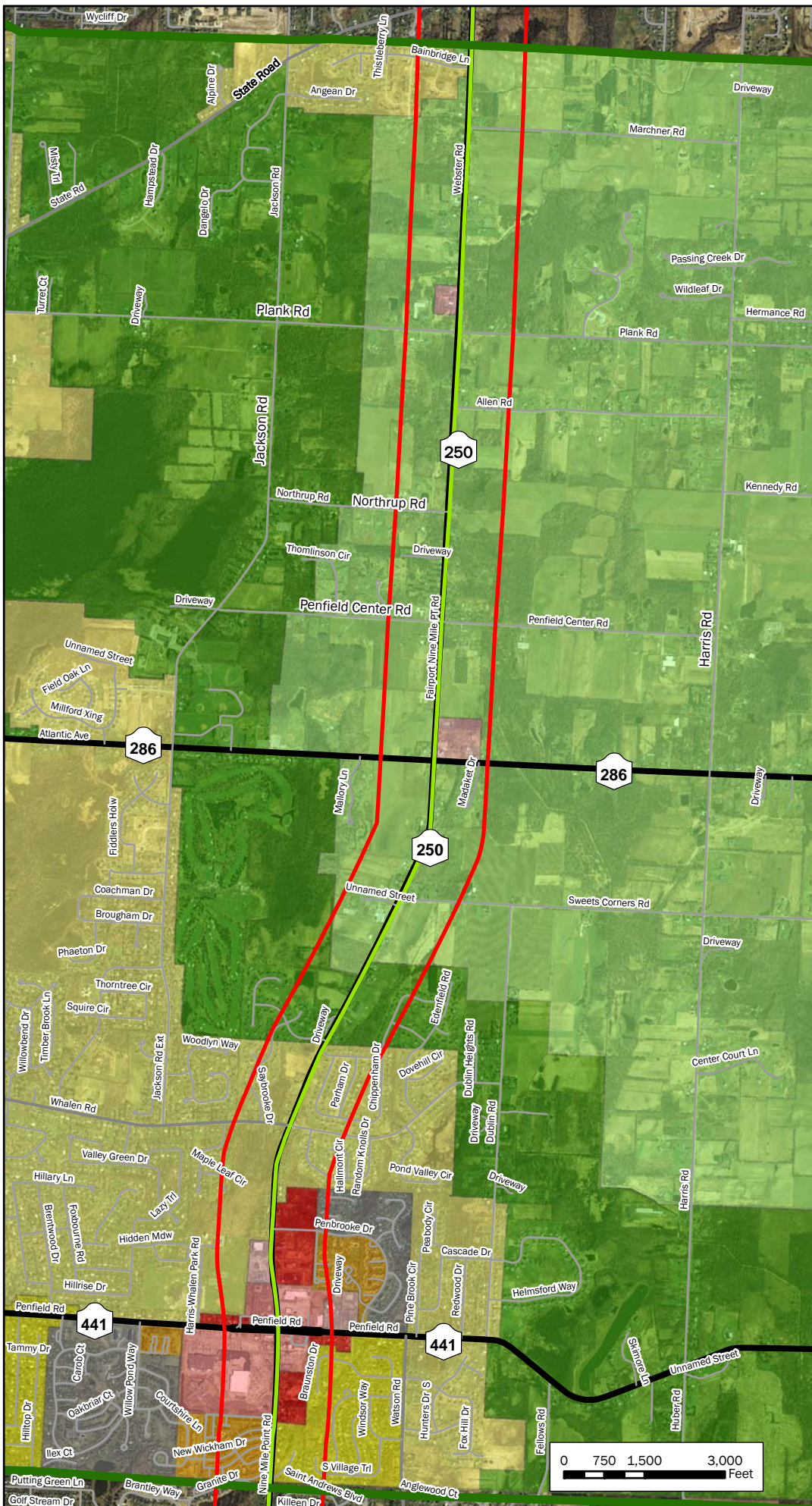
Land Use

- Agricultural
- Commercial
- Community Services
- Industrial
- No Data or Unclassified
- Public Services
- Recreation & Entertainment
- Residential
- Vacant Land
- Wild Land & Public Parks



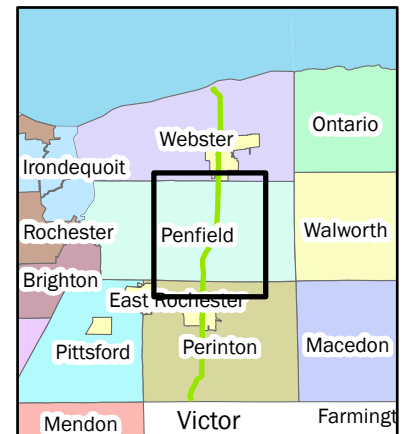
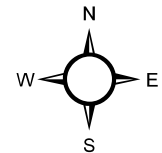
Route 250 Corridor Study

Figure 3 Webster Land Use



Legend

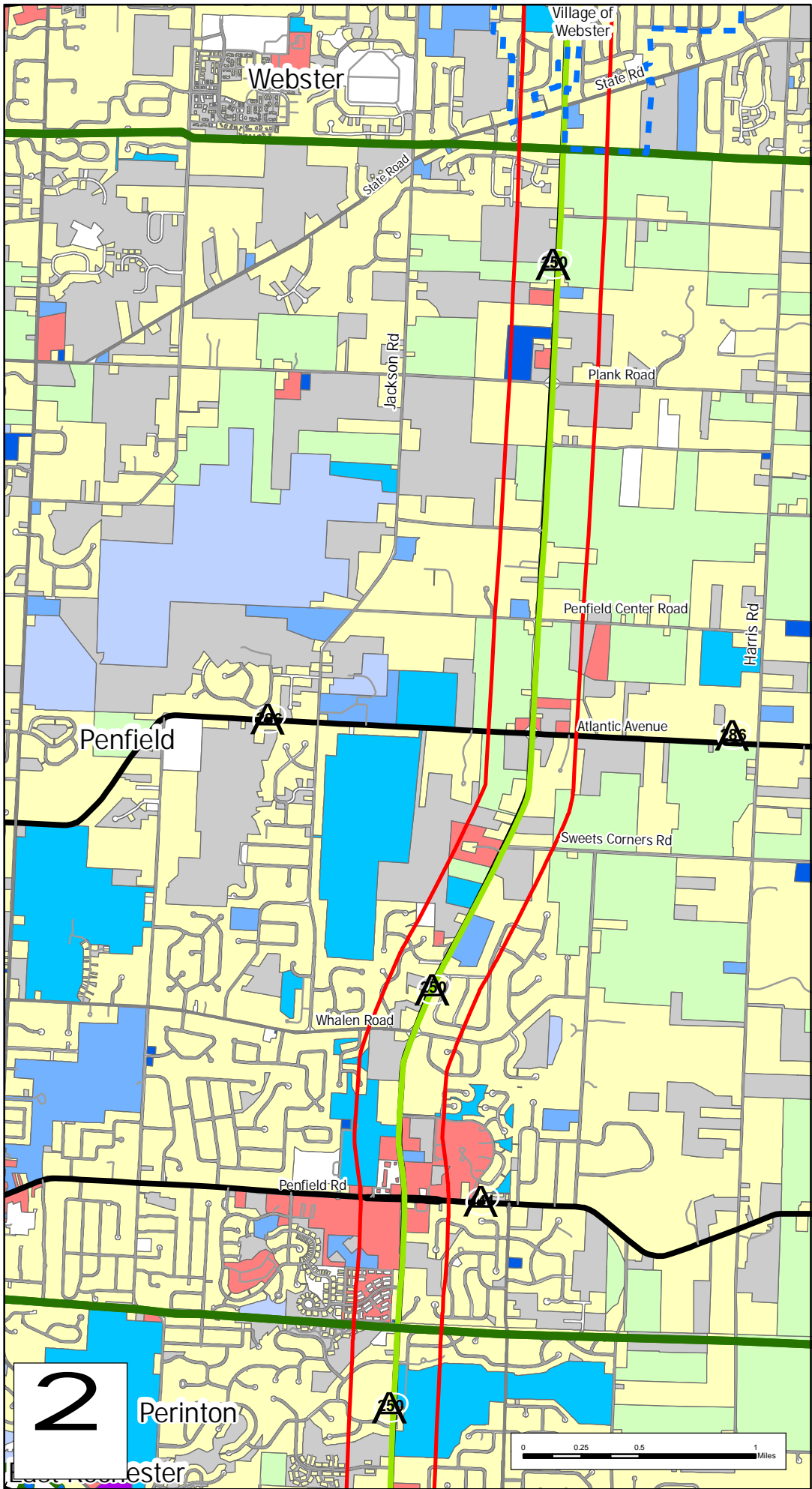
- Town Boundaries
- 1000 Foot Buffer
- Rt250
- Local Roads
- County Roads
- Interstate Roads
- State Roads
- Penfield Real Zoning**
- Business Non Retail
- General Business
- Limited Business
- Multiple Residence
- Town House
- Residential 1-12000
- Residential 1-15000
- Residential 1-20000
- Conservation Residential (2 Acres)
- Rural Residential (1 Acre)
- Rural Agricultural (2 Acres)
- Planned Development




Route 250 Corridor Study

Figure 4 Penfield Zoning

0 750 1,500 3,000
Feet





A TYLIN INTERNATIONAL COMPANY

Legend

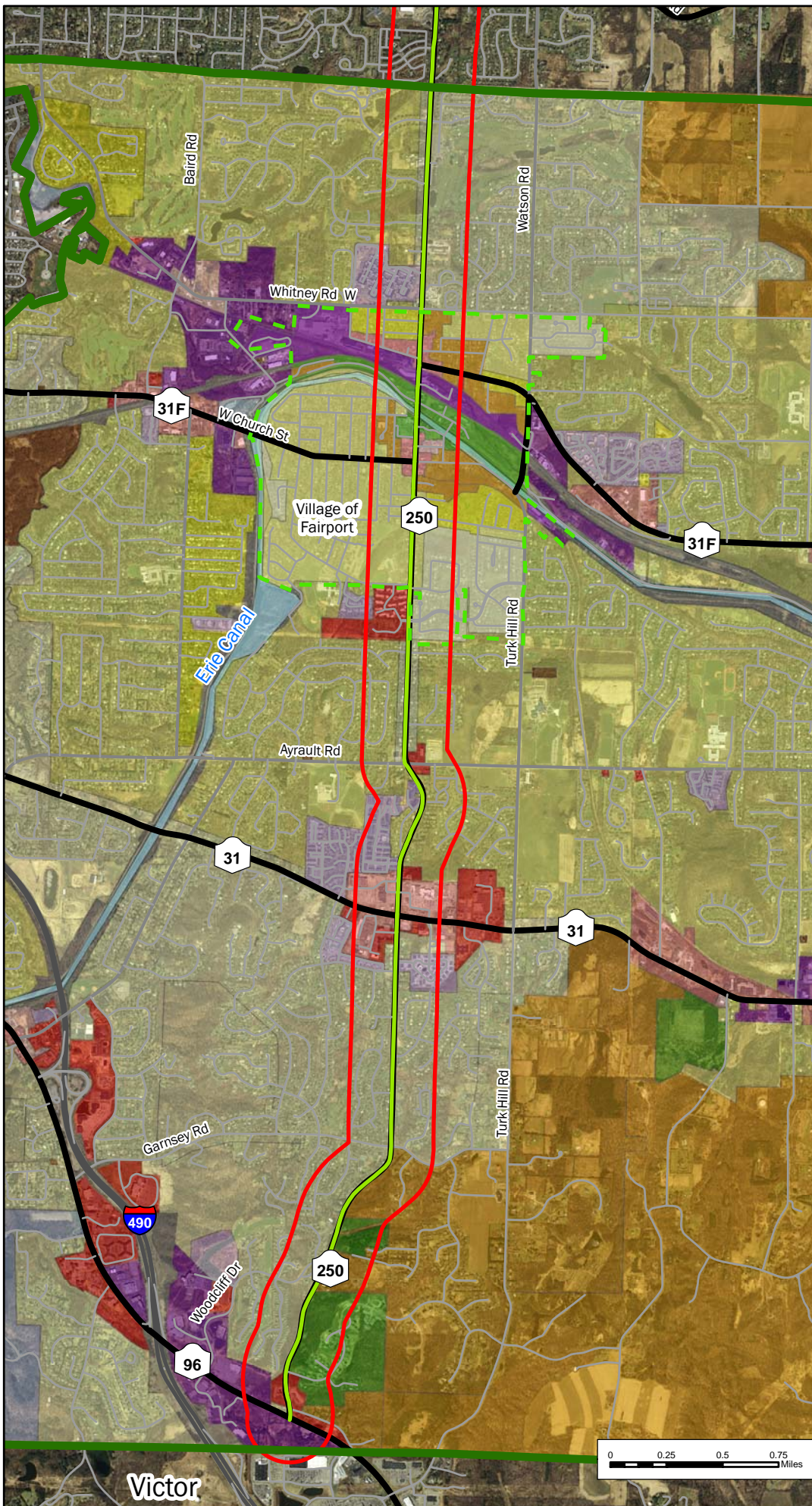
- Study Area
- Local Roads
- County Roads
- Interstate Roads
- State Routes
- Railroad
- Village Boundary
- Town Boundary
- Rt250

Land Use

- Agricultural
- Commercial
- Community Services
- Industrial
- No Data or Unclassified
- Public Services
- Recreation & Entertainment
- Residential
- Vacant Land
- Wild Land & Public Parks

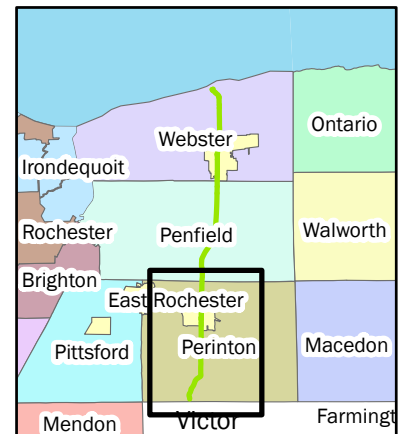
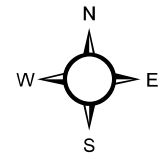
Route 250 Corridor Study

Figure 5 Penfield Land Use



Legend

- Town Boundaries
- 1000 Foot Buffer
- Villages
- R1250
- Local Roads
- County Roads
- Interstate Roads
- State Roads
- Real Zoning**
- CEMETERIES
- COMMERCIAL
- INDUSTRIAL
- LIMITED COMMERCIAL
- OPEN SPACE PRESERVATION
- PARKS
- RESIDENTIAL A/AA
- RESIDENTIAL B
- RESIDENTIAL C
- RESIDENTIAL SENSITIVE
- RESIDENTIAL TRANSITION
- RESTRICTED BUSINESS
- HIGH DENSITY RESIDENTIAL
- VILLAGE, STATE, RAILROAD LAND



Route 250 Corridor Study

Figure 6 Perinton Zoning

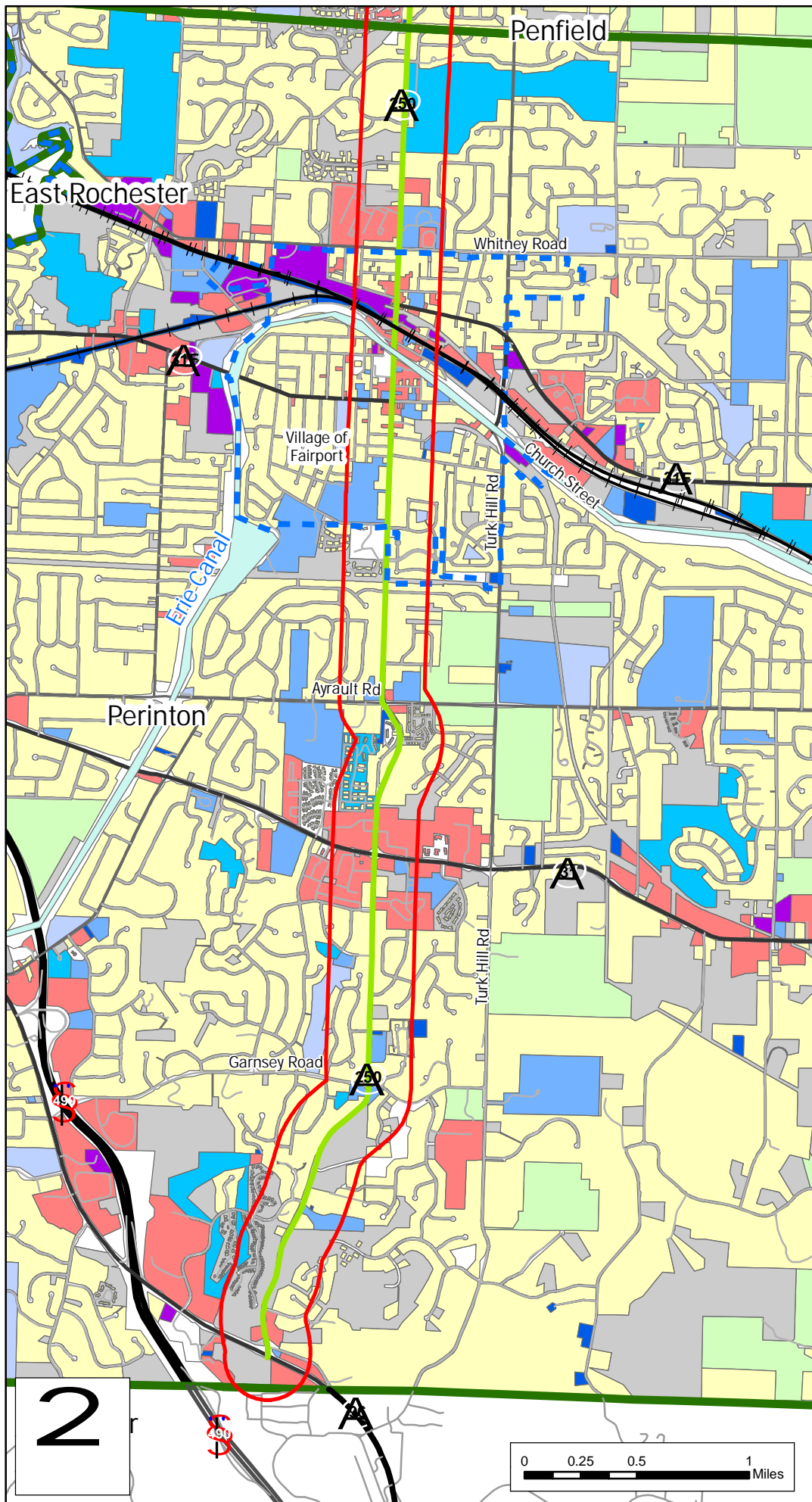
and the area surrounding Route 31 and Route 250, most of the land is zoned Residential A (minimum 18,000 square foot lots) and Residential B (minimum 20,000 square foot lots). Within the Village of Fairport exists commercially zoned land, along with industrial land near the railroad tracks and residentially zoned areas.

As reflected in **Figure 7: Perinton Land Use**, most of the land along the corridor is also currently used for residential purposes. Pockets of commercial development exist mainly in the Village of Fairport and at the Route 31/Route 250 intersection. There are sections of vacant land as Route 250 approaches Route 96. This area consists of steep slopes and some wetlands which makes it difficult for development, which is why it is zoned “Open Space Preservation.”

All three towns have current land use patterns that correspond fairly well with the Towns’ adopted zoning code. This shows the towns willingness to follow their adopted code and ability to develop according to it.

Many areas of the corridor still have vacant and also underdeveloped land, “**Figure 8: Vacant Land Use**” shows all three municipalities with the vacant land use in red. The vacant land was identified using the land use files provided by each town and also by conducting field edits for confirmation. There is a total of 498.1 acres of vacant land within 1000 feet of Route 250 in all three municipalities. While some parcels fronting 250 may have additional acreage beyond the study area buffer, for the purposes of this study the parcels were clipped at the buffer to create a limit for building out the corridor.

The visual character of the Route 250 Corridor changes as traveling along it. Some stretches of the corridor are highly developed, including the intersection of Route 250/Main Street in Webster, Route 250/Route 441 in Penfield, and Route 250/Route 31 in Perinton. Other sections, such as north of Whalen Road in Penfield, are highly agricultural and undeveloped. There are also areas of dense woods, especially near Route 96 in Victor, and areas of new subdivisions, like along Route 250 north of the Village of Webster.



Legend

Study Area

— Local Roads

— County Roads

— Interstate Roads

— State Routes

— Railroad

Village Boundary

Town Boundary

Rt250

Land Use

Agricultural

Commercial

Community Services

Industrial

No Data or Unclassified

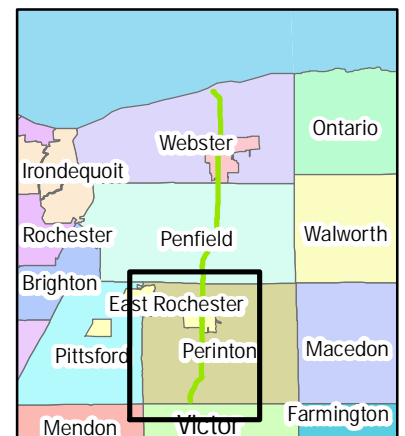
Public Services

Recreation & Entertainment

Residential

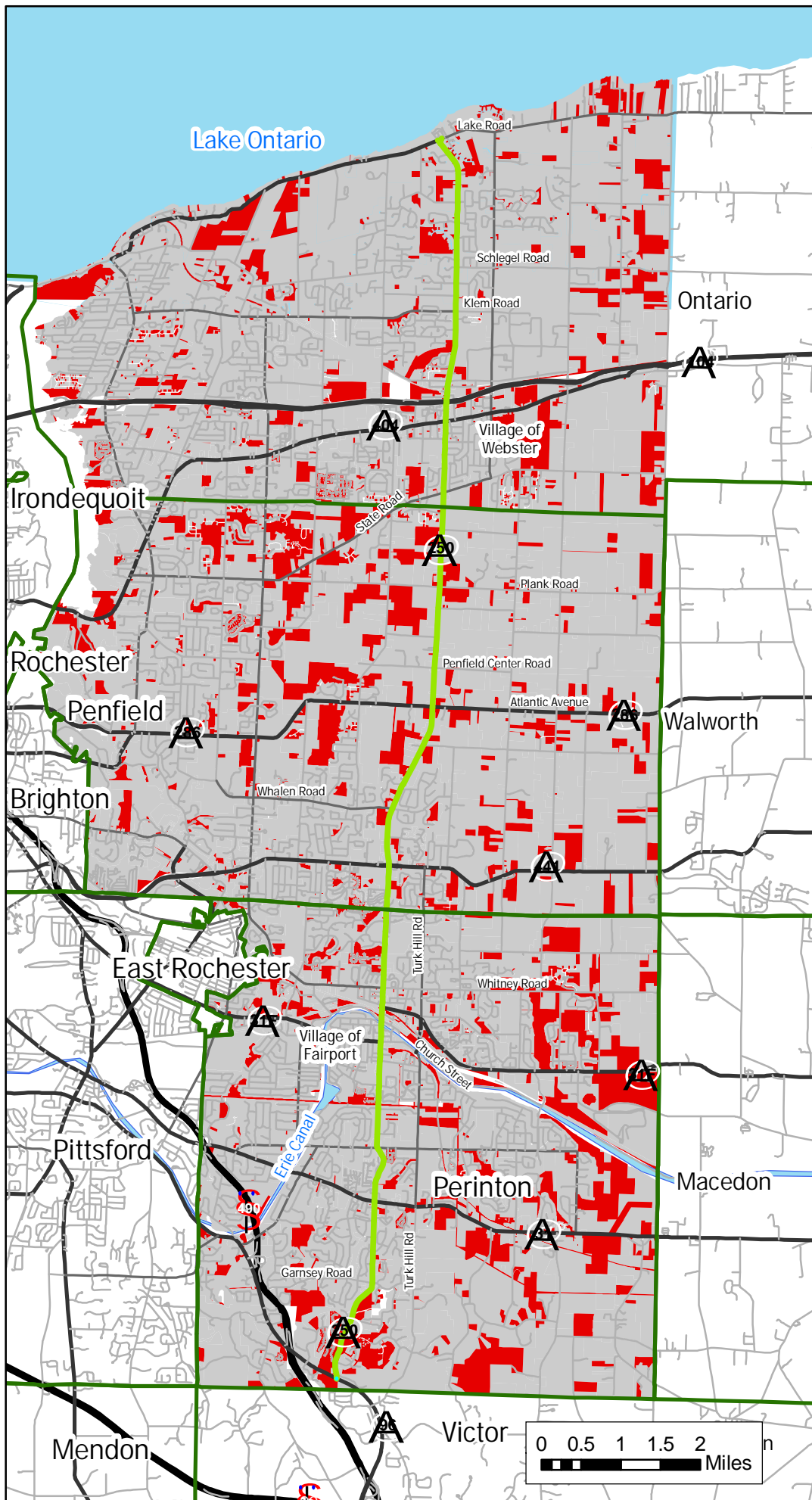
Vacant Land

Wild Land & Public Parks



Route 250 Corridor Study

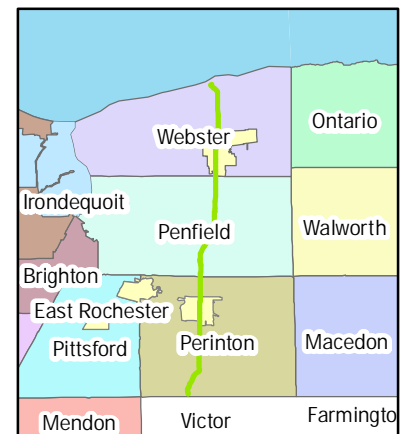
Figure 7 Perinton Land Use



Legend

- Town Boundaries
- Route 250
- Local Roads
- County Roads
- State Roads
- Interstate Roads
- Land Use**
- All Other Values
- Vacant Land

2



Route 250 Corridor Study

Figure 8 Vacant Land Use

C. Environmental Constraints in the Corridor

According to the data provided to the consultant from each municipality, wetlands do overlap some of the corridor area, restricting development potential in some sections of the study area. There are no wetlands that occur in Webster crossing over Route 250, yet as the corridor progresses southward, there are some wetlands. North of Plank Road along 250 there are some wetlands that may inhibit development. There also are smaller sections of wetlands near Route 96 in Perinton.

Steep slopes are only an issue at the southern end of the corridor too near Route 96. The rest of the adjacent area near the corridor is relatively flat to gently rolling hills.

During the build out analysis, these environmental constraints were considered.

D. Review of Comprehensive Plans and Zoning

Each of the municipalities has a current comprehensive plan which lays the groundwork for future development within their towns and villages.

The goals of the 2000 Webster Comprehensive Plan include:

1. Requiring high standards of design, site planning, and landscaping.
2. Retaining and enhancing neighborhood character and aesthetic quality of new and existing developments.
3. Protecting environmentally sensitive areas in new developments.

Webster is developing faster than the other two towns, and therefore, open space preservation should be a priority. In order to act upon this preservation attempt, the town created an Open Space Committee and an Open Space Inventory. The town's mechanisms for protecting open space are:

1. Created EPOD's which protect sensitive areas from development.
2. Encourage cluster development, allowing only 50% of the land to be developable and the other half to be preserved.

3. Encourage conservation easement which gives benefits to tax payers who do not develop their land. This program is modeled after Perinton's successful program.
4. Creation of an Agricultural Program Manager.

In Penfield, the "Town of Planned Progress," the goals are to create a residential community, while preserving historical and architectural features, create diverse commercial services, parks and recreation opportunities, protect environmentally sensitive areas, and provide a major transportation network. In 2001, Penfield created an Open Space Plan. Selected parcels, mostly 20 acres or more, were designated to be open space. Agricultural and farmland preservation occurred as well by identifying seven farms to be maintained. These goals were obtained by using the Purchase of Development Rights for the properties.

Three recommendations that came as a result of the 2000 Penfield Comprehensive Plan include:

1. Access onto major collectors and minor arterial road systems should be limited. Residential development adjacent to these systems should incorporate plantings, berms and significantly increased setbacks/lot depths to maintain quality and privacy while anticipating future improvements to these roadways.
2. New development should be required to conform to the town's Highway Frontage Policy, allowing a minimum number of access points onto major road systems in the town, without jeopardizing public safety. Input from the Penfield Transportation Committee on large scale commercial and residential development should be sought as projects are reviewed by the Planning Board.
3. The town should continue to review all new non-residential development and redevelopment to ensure that setbacks and buffers are incorporated that provide adequate visual and sound protection for adjoining residential areas. Minimum buffers and setbacks can be exceeded if, in the judgment

of the Board or official having jurisdiction, it is deemed necessary to accommodate adequate buffering.

In addition to the Comprehensive Plan, the Town of Penfield Town Board established a special Land Use Advisory Committee to provide an analysis of existing land use patterns along the corridor and make recommendations for appropriate land use considerations to be integrated into this study. The Committee broke the corridor down into segments, each with its own individual character. Members focused on issues such as residential & rural character, natural settings, opportunities & functional limitations and established a vision for each segment. The end product of these efforts is a document entitled ***"Town of Penfield Land Use Analysis: A Component of the NYS Rte. 250 Corridor Study."*** The creation of this document involved public involvement, data analysis, and visioning sessions. The findings of this report are utilized in the build out analysis portion of this study, and the full report is included as **Appendix 'B'**.

In Perinton, the goals of the 1998 Comprehensive Plan are:

1. The land use plan shall provide for an economic and efficient distribution of public services and utilities.
2. Natural scenic and historic resources shall be given maximum possible protection.
3. Retain appropriate rural areas and protect the viability of agricultural activities in the Town.
4. Provide an adequate circulation system for future land use with maximum economy, safety and amenity and in scale with the demand.
5. Each section of Perinton should develop in a manner which reflects and respects its intrinsic natural conditions, past history, current function, and most appealing contemporary development to create, overall, a diverse and harmonious community identity.

The Land Use recommendations set forth in the plan are:

1. Reduce driveways onto arterial and collector streets.

2. Incentives to upgrade and revitalize vacant or underutilized properties.
3. Integrate open areas between developments.

All three municipalities mentioned that their bicycle and pedestrian network needs to be improved, focusing on alternative transportation methods instead of automobiles.

E. Population and Employment Projections from Genesee Transportation Council

The Genesee Transportation Council created population and employment projections by TAZ for each municipality. See **Table 2: Population Projections** and **Table 3: Employment Projections**. Also, **Figure 9: Household Change (Units) 2005 to 2025** and **Figure 10: Household Change (%) 2005 to 2025** display household increases and decreases, while **Figure 11: Employment Change (Jobs) 2005 to 2025** and **Figure 12: Employment Change (%) 2005 to 2025** display the employment increases and decreases.

According to the population projections, the Town of Webster is the fastest growing municipality, both currently and in the projections. Both villages are expected to lose population within the next few decades, most likely as families continue to move out into new subdivision developments. Overall in the corridor, there is approximately a 3% growth rate from 2010 to 2040.

The employment projections differ from the population projections, in that Penfield is expected to have the largest growth. Penfield, according to the land use files, does have the most vacant and underutilized land, and therefore, the most opportunity for the creation of new businesses and therefore new jobs.

F. Recent Development Trends

As of 2005, each of the municipalities had projects in the works that would affect the land use along Route 250. **Table 4: Summary of Study Area Developments Identified in the 2005 Monroe County Land Use Monitoring Report** shows the projects that are

**Table 2:
Population Projections
Route 250 Corridor Study**

	Historical					Projected			
	1960	1970	1980	1990	2000	2010	2020	2030	2040
Town of Webster	13,374	19,702	23,426	26,175	32,710	36,459	38,551	40,541	42,335
Village of Webster	3,060	5,037	5,499	5,464	5,216	5,158	5,107	5,064	5,021
Town of Penfield	12,601	23,782	27,201	30,219	34,645	37,030	38,044	39,316	40,366
Town of Perinton	7,593	21,609	32,359	37,072	40,350	41,690	42,753	43,647	44,367
Village of Fairport	5,507	6,474	5,970	5,943	5,740	5,737	5,730	5,724	5,712
TOTAL	42,135	76,604	94,455	104,873	118,661	126,074	130,185	134,292	137,801

	Historical					Projected		
	1960-70 Percent	1970-80 Percent	1980-90 Percent	1990-2000 Percent	2000-2010 Percent	2010-2020 Percent	2020-30 Percent	2030-40 Percent
Town of Webster	47.3	18.9	11.7	25	11.5	5.7	5.2	4.4
Village of Webster	64.6	9.2	-0.6	-4.5	-1.1	-1	-0.8	-0.8
Town of Penfield	88.7	14.4	11.1	14.6	6.9	2.7	3.3	2.7
Town of Perinton	184.6	49.7	14.6	8.8	3.3	2.5	2.1	1.6
Village of Fairport	17.6	-7.8	-0.5	-3.4	-0.1	-0.1	-0.1	-0.2
TOTAL	81.8	23.3	11.0	13.1	6.2	3.3	3.2	2.6

Table 3:
Employment Projections
Route 250 Corridor Study

	Current		Projected			
	2000	2005	2010	2015	2020	2025
Town of Webster	20566	22990	24711	26484	28309	30188
Town of Penfield	11513	14146	16517	19049	21741	24595
Town of Perinton	19784	23428	26530	29818	33291	36950
TOTAL	51863	60564	67758	75350	83341	91732

	2000-2005 Percent	2005-2010 Percent	2010-2015 Percent	2015-2020 Percent	2020-2025 Percent
Town of Webster	11.8	7.5	7.2	6.9	6.6
Town of Penfield	22.9	16.8	15.3	14.1	13.1
Town of Perinton	18.4	13.2	12.4	11.6	11.0
TOTAL	16.8	11.9	11.2	10.6	10.1

Table 4
Summary of Study Area Developments
Identified in the 2007 Monroe County Land Use Monitoring Report

Municipality	Status	Project Name	Address	TAZ	Land Use	Lots	Units	Acreage	Gross Floor Area
Fairport	Approved	Walgreens of Perinton, NY	6707, 6709 Pittsford-Palmyra Rd	380	442	1	1	1.9	14550

Cumulative Report on the Status of Major Projects: 1992-2006

Municipality	Status	Project Name	Address	TAZ	Land Use	Lots	Units	Acreage	Gross Floor Area
Penfield	Approved	Evangelical Church of Fairport	1725 Fairport Nine Mile Road	146	620	1	1	15	10000
Penfield	Approved	Kids First Childcare	1651 Five Mile Line Road	368	600	1		24.1	8382
Penfield	Approved	Windham Woods Subdivisions	1360 Five Mile Line Road	139	210	56	56	38.8	
Penfield	Under Construction	Camden Park	1090 State Road	134	210	74	74	33.86	
Penfield	Under Construction	Villas at East Hampton	1046 State Road	134	210	1	124	28.7	
Webster	Under Construction	Providence Est. Phase II & III	Route 250 & Schlegel	120	210	21		23	
Webster	Under Construction	Belvidere Town Houses - Section 2	Webster Road	113	411	34		14.83	
Fairport	Pending Approval	80 North Main Street	80 North Main Street	158	400	1	1	0.493	10350
Fairport	Pending Approval	Walgreens Pharmacy	110-120 South Main Street	163	450	1	1	0.8887	9894
Fairport	Under Construction	Irish Pyb/Restaurant	17 Liftbridge Lane	158	421	1	1		5299

Potential Development: 2008-2010

Municipality	Status	Project Name	Address	TAZ	Land Use	Lots	Units	Acreage	Gross Floor Area
Penfield		Unnamed Development	No Address	151					60000

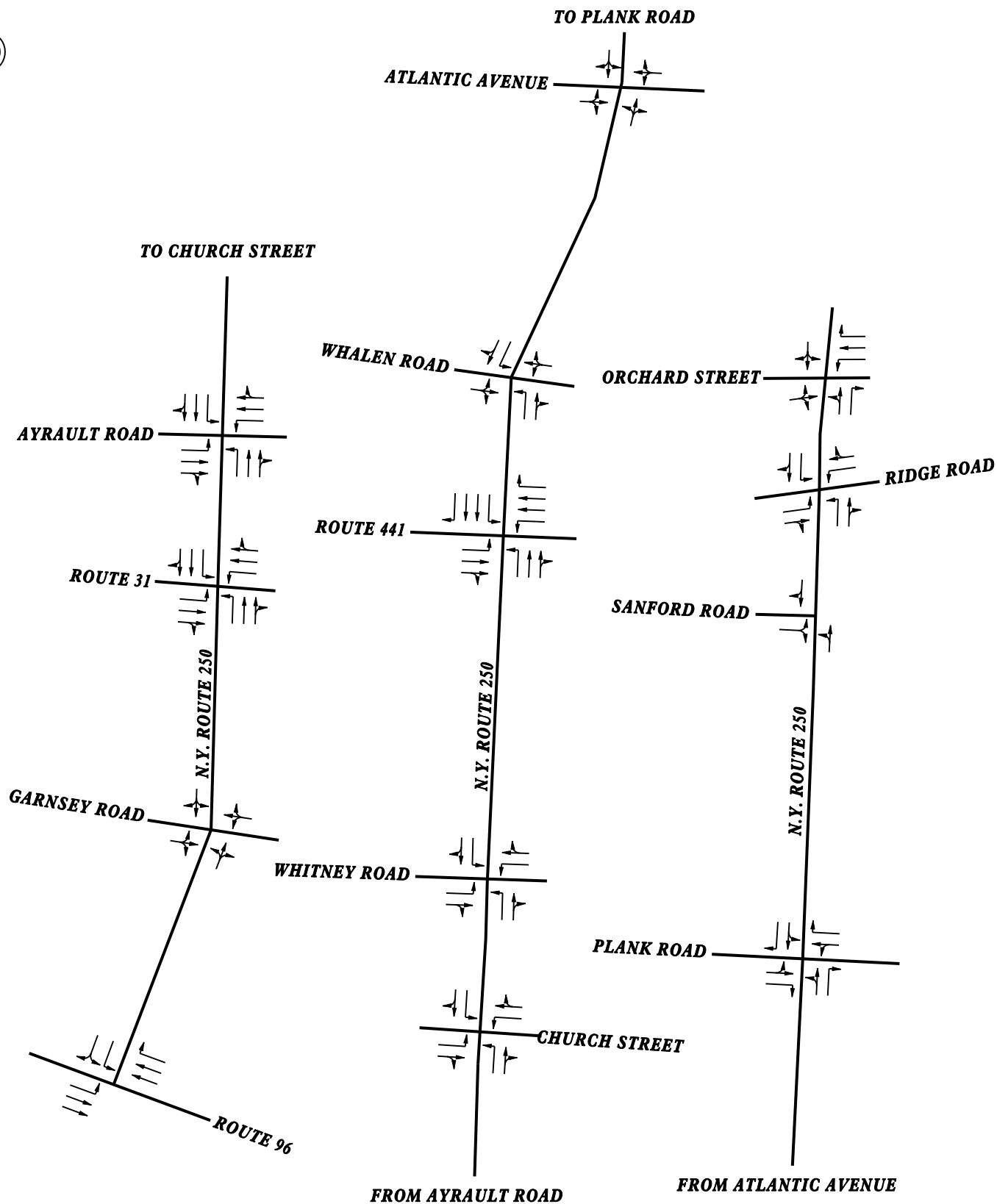
currently proposed or under construction along the Route 250 corridor in each municipality.

G. Roadway Geometry

Route 250 traverses north-south from Lake Rd in Webster at the boundary of Lake Ontario to Route 96 in Perinton near the Town of Victor boundary. There are nineteen travel signals along the 16 mile corridor, with three of these occurring at the entrance to local shopping centers and the other 16 occurring at traffic intersections.

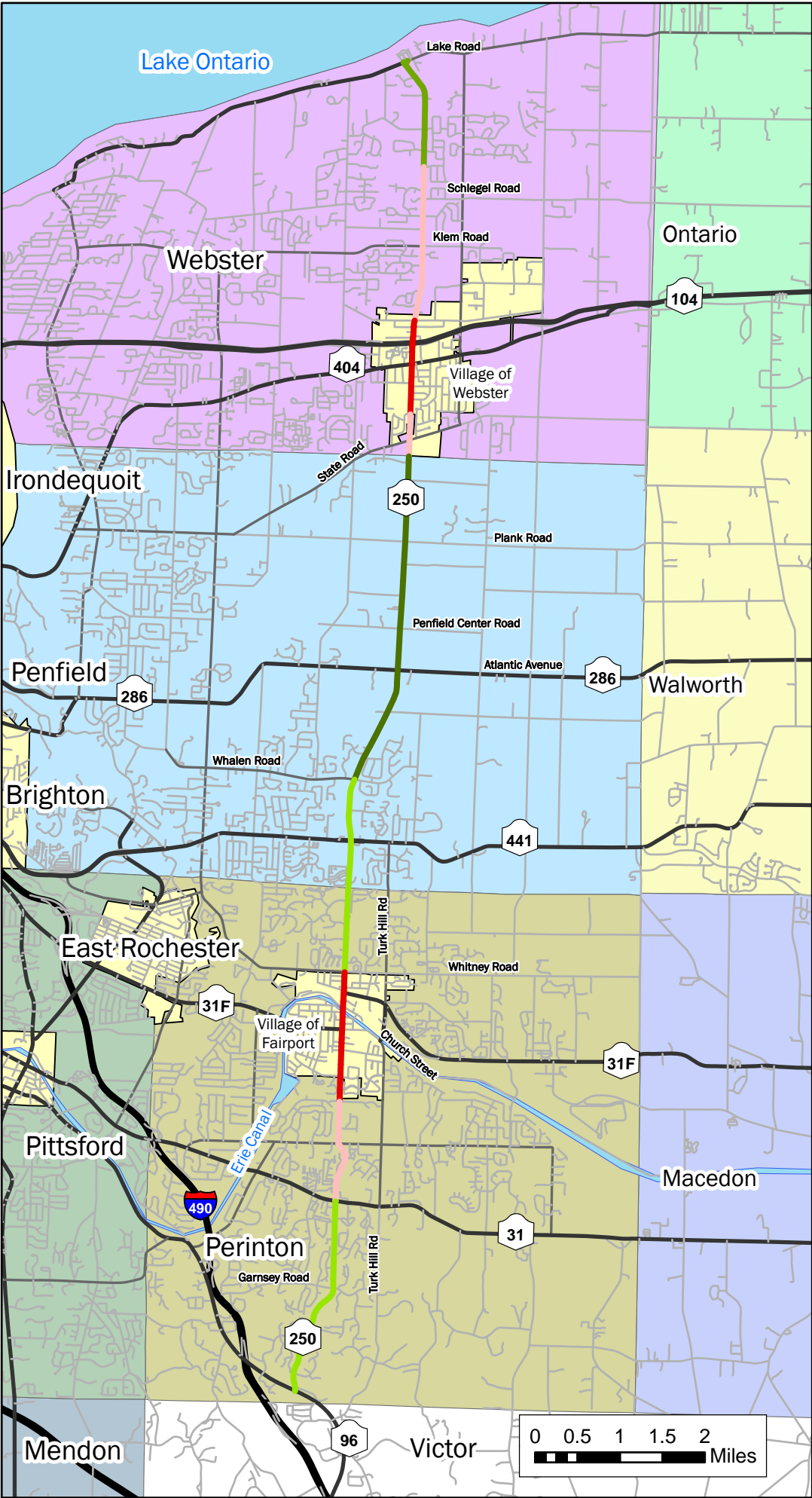
For most of the corridor, the road is 2 lanes. However, at certain intersections, the lanes do widen to accommodate for traffic. The widest intersections along the study corridor are Route 96 (2 lanes in each direction with a median), Route 31 (2 lanes in each direction with a center left-turn lane) and Route 441 (2 lanes in each direction with a median). Existing intersection geometry is shown at the major intersections under study along the Route 250 corridor on **Figure 13: Existing Intersection Geometry**. As shown on **Figure 14: Posted Speed Limits on Route 250**, the speed limit along Route 250 varies from 30mph in the Village of Fairport and the Village of Webster, up to 55mph in the undeveloped stretch between Penfield and Webster.

Between 1989 and the present, there were a total of 70 driveway permits along Route 250. See **Table 5: NYSDOT Highway Work Permits on NYS Route 250 1989 to Present**. The highest years for driveway permits were 2004 (8 permits), 1994 (7 permits) and 1999 (7 permits).



Rte. 250 Corridor Study

Figure 13
Existing Intersection
Geometry

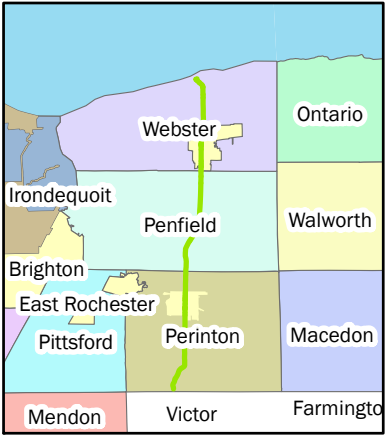
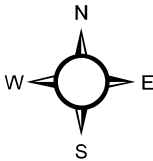


Legend

- Local Roads
- County Roads
- State Roads
- Interstate Roads

Rt250 Speed Limits

- 30
- 40
- 45
- 50
- 55



Route 250
Corridor Study

Figure 14
Posted Speed
Limits

Table 5
NYSDOT Highway Work Permits on NYS Route 250
1989 to 2006

Driveway Permit	Perinton	Fairport	Penfield	Webster	Total
Residential	6	2	5	16	29
Minor Commercial	3	1	9	6	19
Major Commercial	1	0	2	0	3
Subdivision Street	3	0	4	5	12
Temp Access Road or Street	3	0	3	1	7
TOTAL	16	3	23	28	70

Year of Permit	Perinton	Fairport	Penfield	Webster	Total
1989	0	0	2	2	4
1990	0	0	1	2	3
1991	1	0	0	0	1
1992	0	0	1	0	1
1993	2	0	1	2	5
1994	4	0	3	0	7
1995	1	0	4	0	5
1996	2	0	1	0	3
1997	2	2	1	1	6
1998	2	0	1	0	3
1999	4	1	1	1	7
2000	0	0	0	0	0
2001	2	0	2	0	4
2002	3	0	1	1	5
2003	1	0	2	1	4
2004	1	0	1	6	8
2005	0	0	0	0	0
2006	1	0	1	2	4
TOTAL	26	3	23	18	70

The driveway density was calculated for the municipalities by block range. **Table 6: Route 250 Driveway Density by Block and Municipality** shows these calculations. The highest density for a municipality occurred in Fairport Village, where there were 40.74 driveways/mile on the east side of 250 and 41.57 driveways/mile on the west side of 250. For a specific block, the highest density occurred between Church Street and Hulbert Ave in Fairport Village with 92.15 driveways/mile.

Table 6**Access Management Features – Driveway and Driveway Density**

Driveway Inventory	Town of Webster	Village of Webster	Town of Penfield	Town of Perinton	Village of Fairport	Total Corridor
Driveways on East Side of Route 250	87	43	72	67	49	318
Driveways on West Side of Route 250	87	38	74	88	50	337
Driveways, Both Sides of Route 250	174	81	146	155	99	655
Length of Route 250 (miles)	3.55	1.07	5.19	4.89	1.20	15.91
East Driveways/Mile	24.51	40.02	13.87	13.70	40.74	19.99
West Driveways/Mile	24.51	35.37	14.26	17.99	41.57	21.18

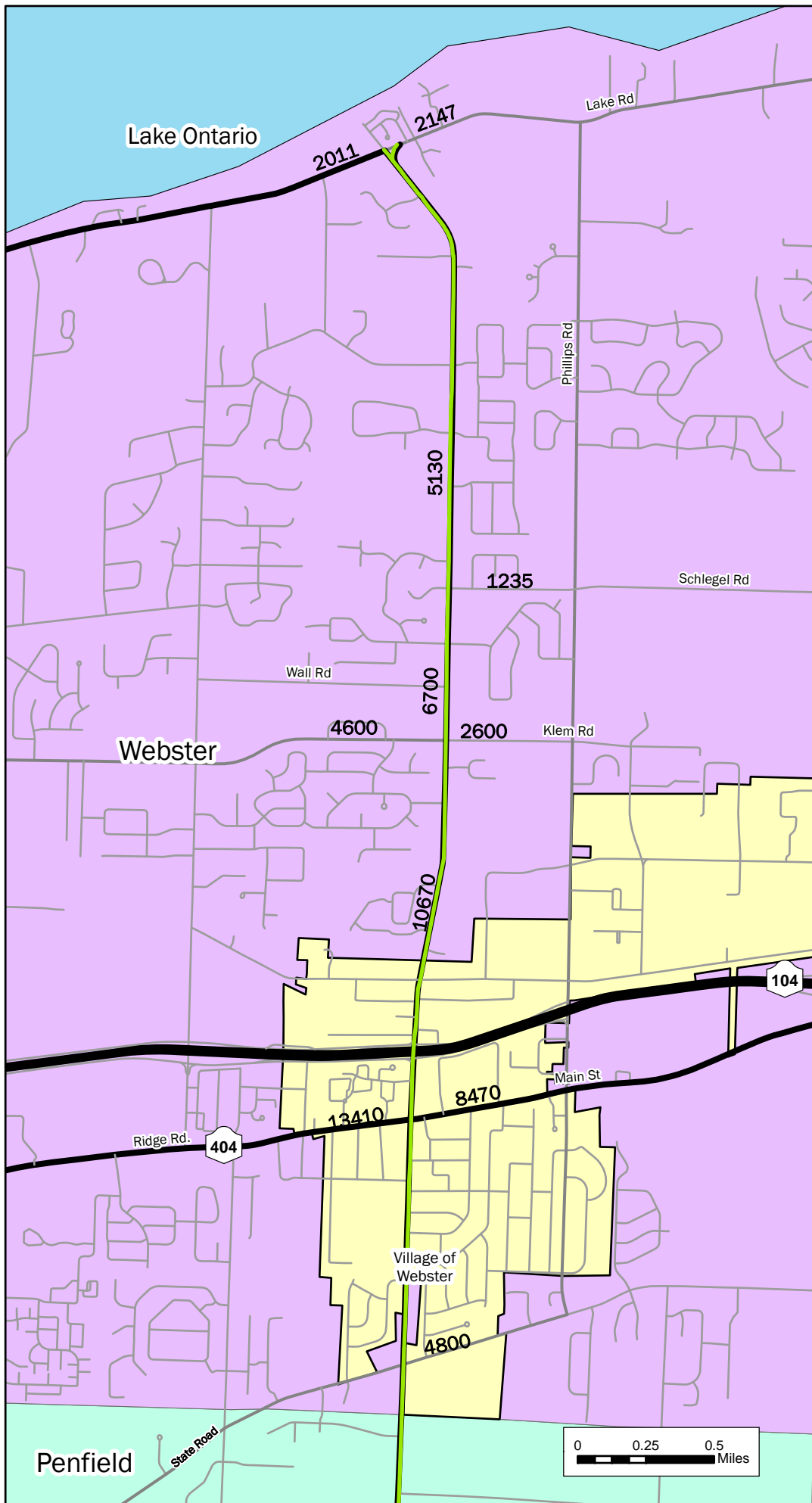
**Town totals DO NOT include village totals

H. Daily Traffic Volumes

As documented by the Monroe County Department of Transportation, the daily traffic on Route 250 is 5,130 to 18,900 vehicles per day, as seen in **Figure 15: Webster 2005 Average Annual Daily Traffic Volumes**, **Figure 16: Penfield 2005 Average Annual Daily Traffic Volumes** and **Figure 17: Perinton 2005 Average Annual Daily Traffic Volumes**. The three highest traffic locations are Route 31/Route 250 in Perinton, Route 441/Route 250 in Penfield, and Church St/Route 250 in Fairport Village.

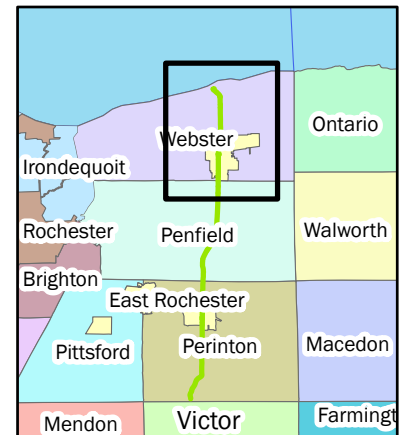
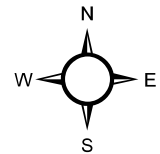
I. Peak Hour Traffic Volumes

A detailed traffic data collection program was conducted in order to quantify existing morning and evening peak period traffic flow on the Route 250 corridor. Intersection



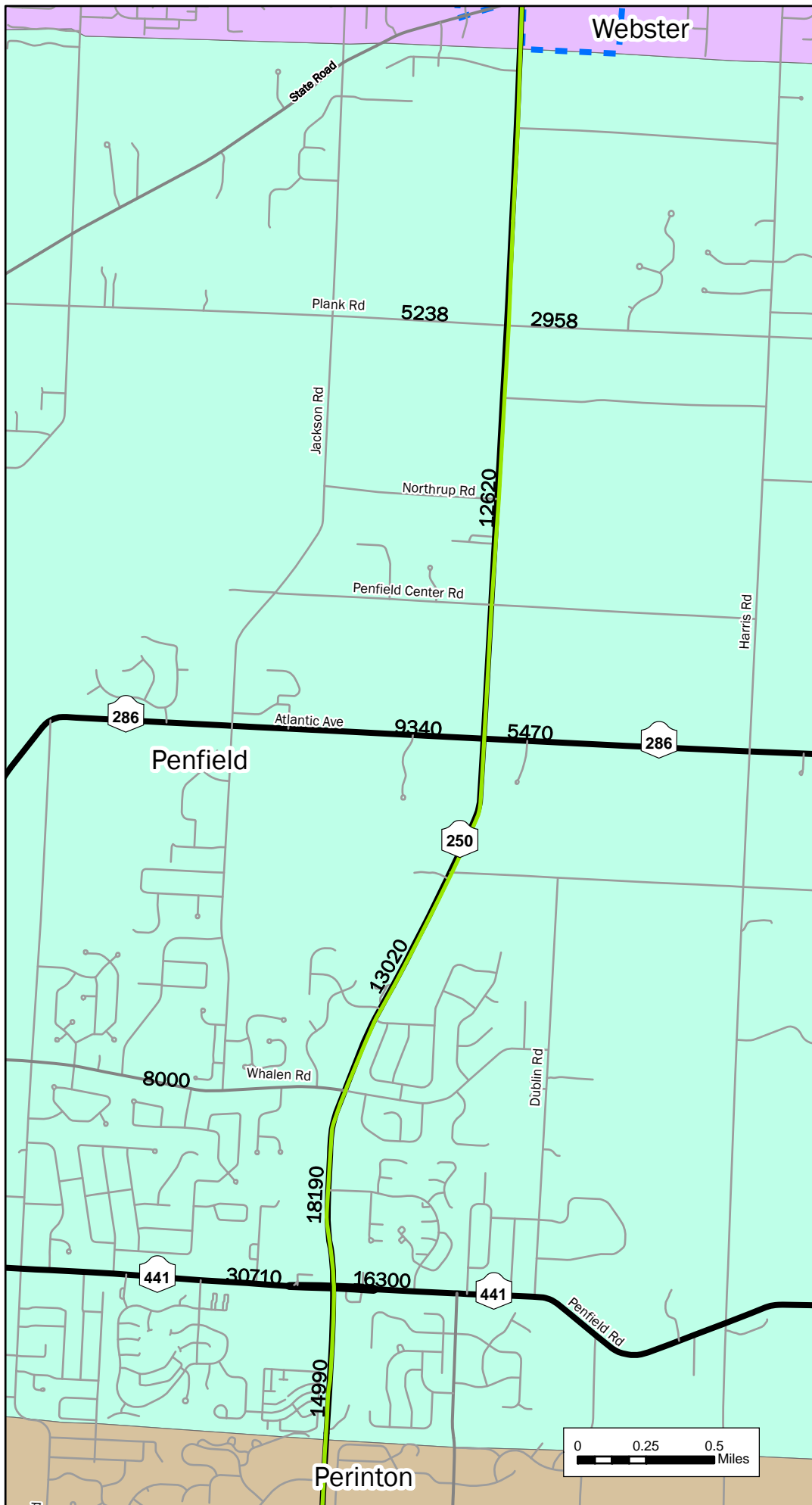
Legend

- Rt250
- Villages
- 1234** AADT Volumes



Route 250 Corridor Study

Figure 15
Webster
2005 Average Annual
Daily Traffic Volumes



FRA

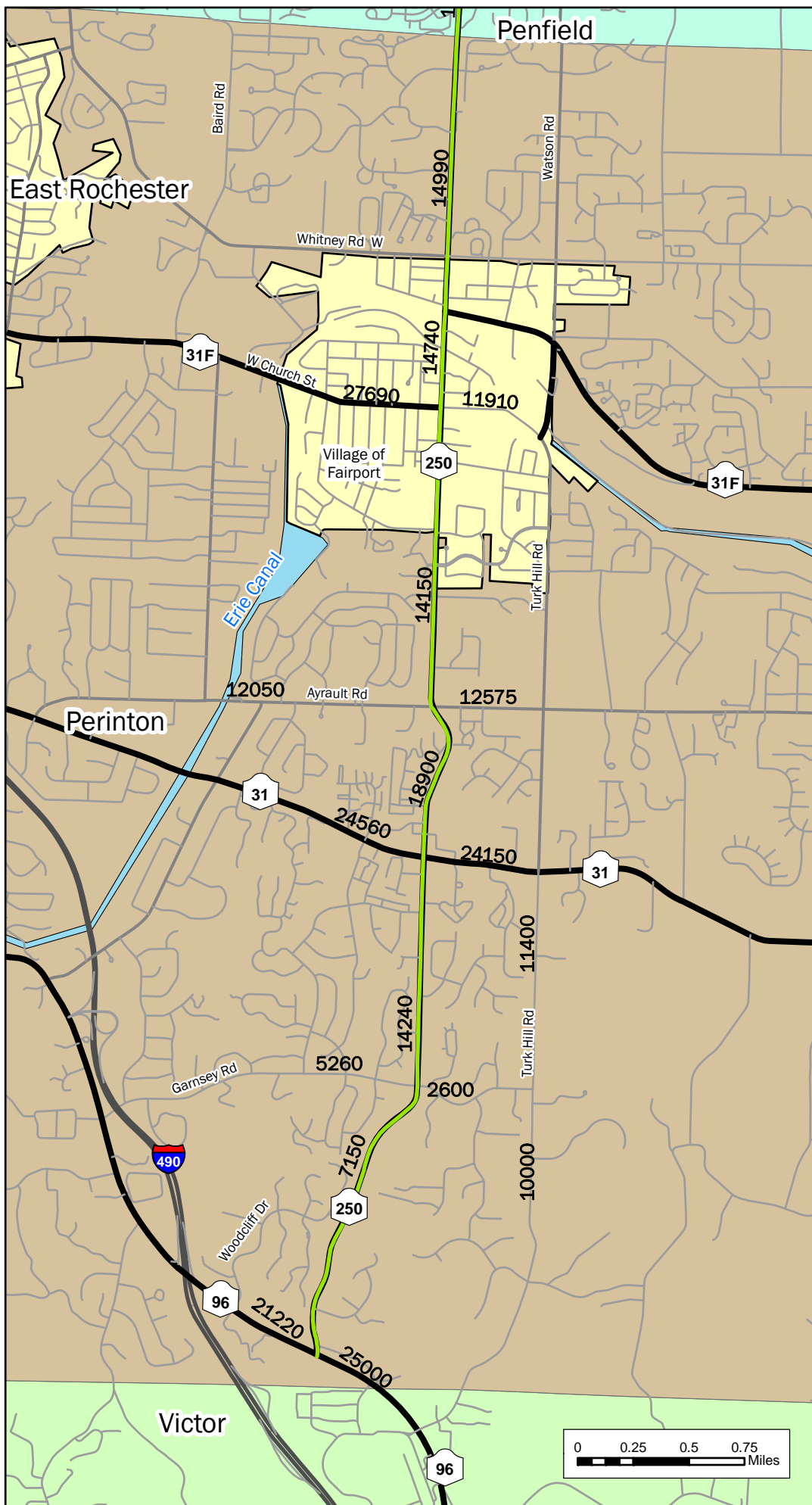
A **TYLIN** INTERNATIONAL COMPANY

Legend

- Rt250
- - - Villages
- 1234** AADT Volumes

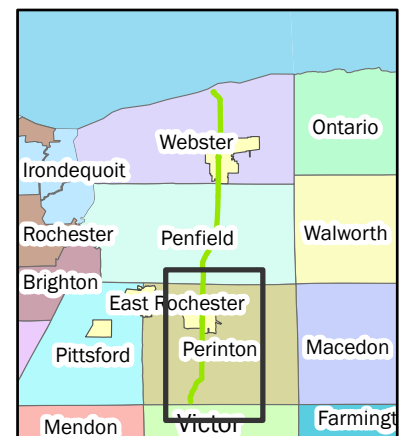
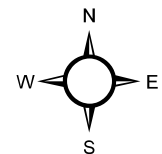
Route 250 Corridor Study

Figure 16
Penfield
**2005 Average Annual
Daily Traffic Volumes**



Legend

- Rt250
- Villages
- 1234** AADT Volumes



Route 250 Corridor Study

Figure 17
Perinton
2005 Average Annual
Daily Traffic Volumes

turning movement counts were conducted at the following 12 cross street intersections with Route 250:

Orchard Street	Penfield Road (NYS Route 441)
Main Street (NYS Route 404)	Whitney Road
Sanford Road	Church Street
Plank Road	Ayrault Road
Atlantic Avenue	NYS Route 31
Whalen Road	NYS Route 96

In addition, during the course of the study and based on steering committee feedback, the intersection of Route 250 and Garnsey Road was added into the study area and a traffic count was provided by the New York State Department of Transportation.

All intersection turning movement counts were performed between 7:00 to 9:00 AM for the morning peak period and between 4:00 to 6:00 PM for the evening peak period. Existing traffic count data is provided in **Appendix 'C'** of this report.

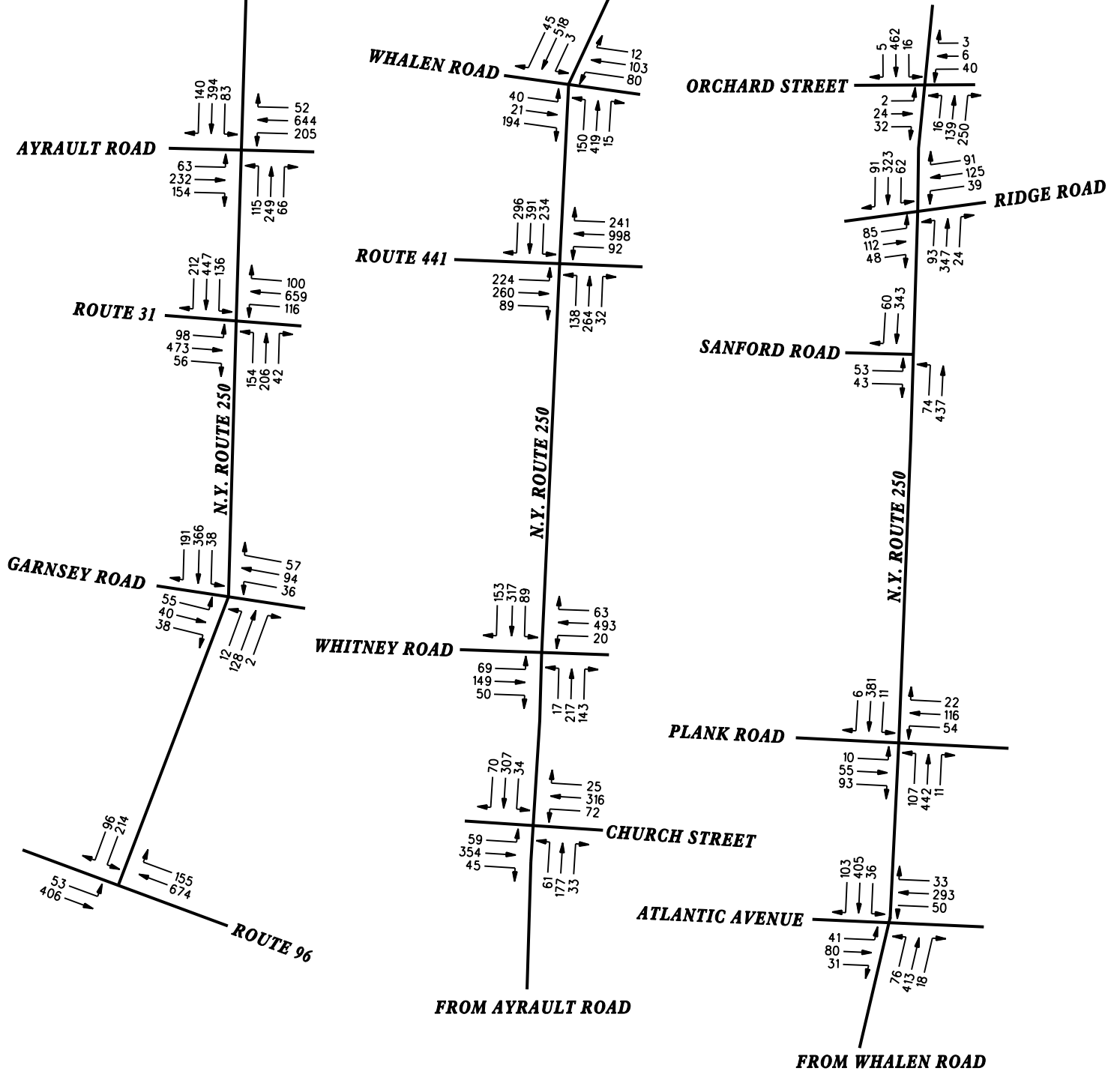
In addition, additional signal warrant studies were conducted at several intersections in the Town of Penfield as a separate effort, including at the intersections of Route 250 at Sweets Corner Road, the newly constructed YMCA, and Penbrooke Drive. The findings and data collected as part of this signal warrant analysis are included in **Appendix 'D'** of this report.

Existing morning and evening peak hour traffic volumes are displayed on **Figures 18 and 19**, respectively.



TO ATLANTIC AVENUE

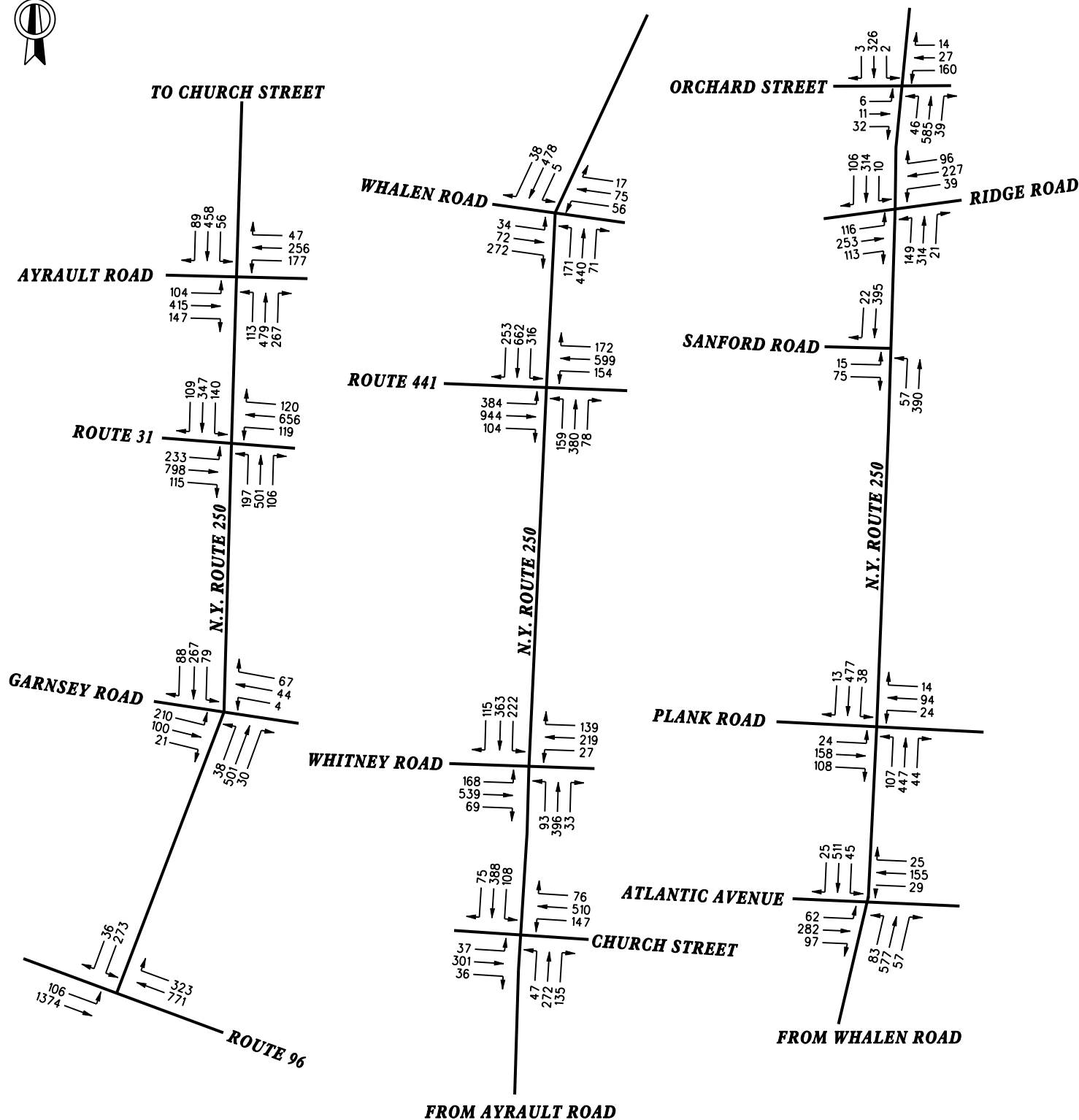
TO CHURCH STREET



Rte. 250 Corridor Study

Figure 18
Existing AM Peak
Hour Traffic Volumes

TO ATLANTIC AVENUE



J. Existing Traffic Operations

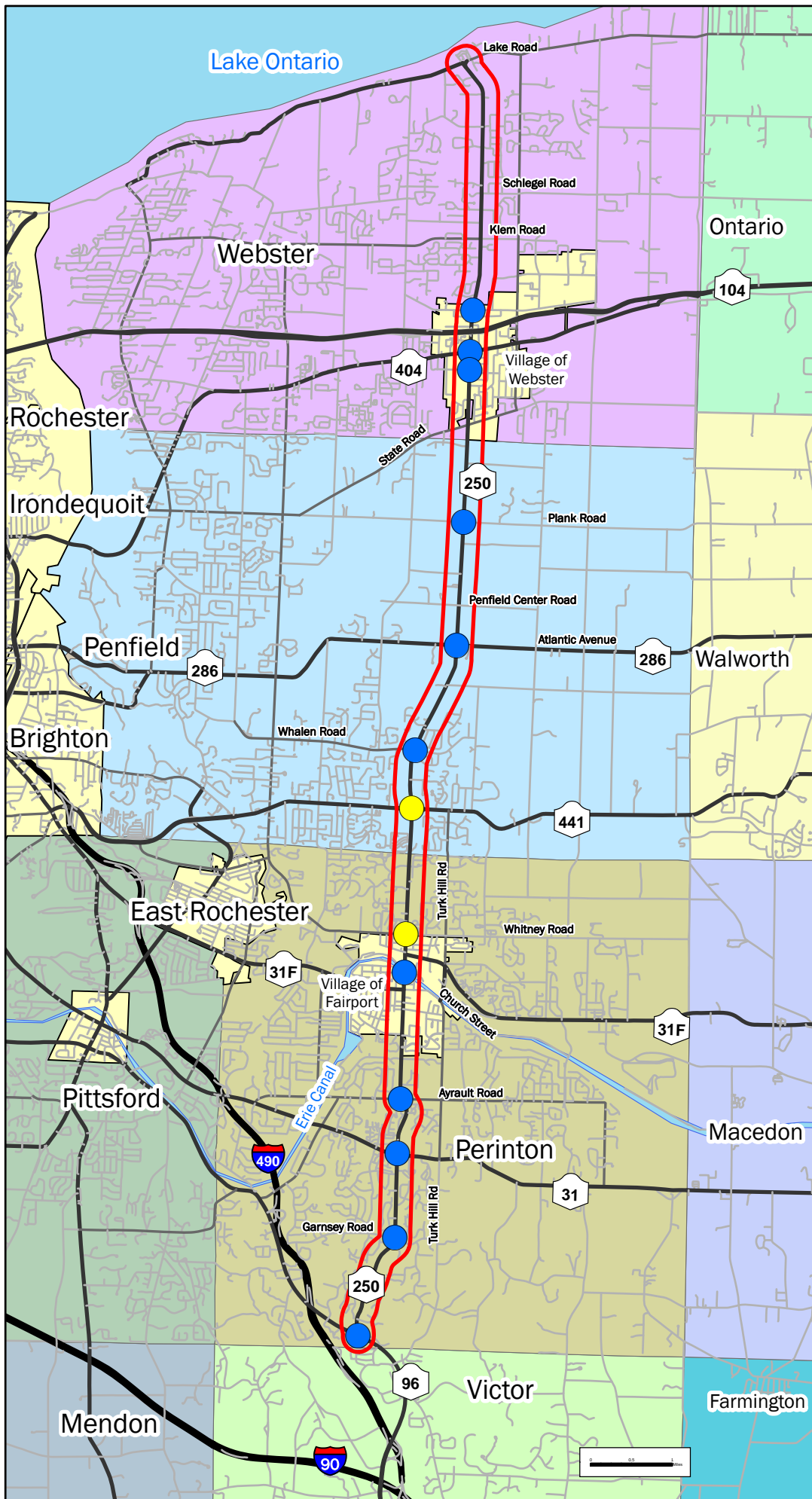
In order to evaluate existing peak hour traffic flow along the Route 250 corridor, we need to determine its capacity or operational constraints. In order to do this, traffic engineers conduct intersection Level of Service analyses. The Level of Service (LOS) analysis methodology for analyzing signalized and non-signalized intersections is documented in the Highway Capacity Manual (Transportation Research Board, Washington, D.C., 2000). The computer software (SYNCHRO 7.0 Build 759) uses HCM procedures and was used in the analysis. Levels range from A to F, with A describing traffic operations with little or no delay and F describing traffic operations with long delays. Levels of Service of 'D' or better generally are considered acceptable. Levels of Service for signalized intersections are expressed in terms of control per vehicle. Full definitions of Level of Service for signalized intersections are included in **Appendix 'E.'**

Essential data that is fed into the Synchro analysis includes the peak hour traffic volumes, heavy vehicle percentages, peaking characteristics of traffic flow, intersection geometry, signal timing, bus activity, and pedestrian crossing data (if any). This information is then used to evaluate how each travel lane, directional approach and the overall intersection is operating. Based upon the existing traffic volumes, a Level of Service was assigned for each major intersection along the Route 250 Corridor, as shown in **Table 7: Existing Peak Hour Operations Summary**. The overall intersection operations of each intersection evaluated is depicted in **Figure 20: Existing AM Peak Hour Level of Service** and **Figure 21: Existing PM Peak Hour Level of Service**. The Level of Service printouts are provided in **Appendix 'F'.**

A discussion of the operation of each intersection follows:

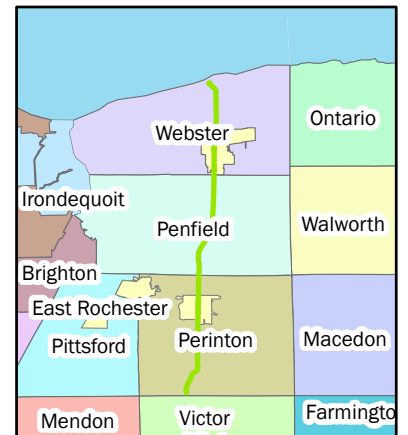
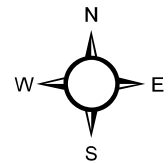
Route 96/Route 250 Intersection

The Route 96 intersection currently operates at an overall Level of Service (LOS) 'B' or better for both the morning and evening peak hours.



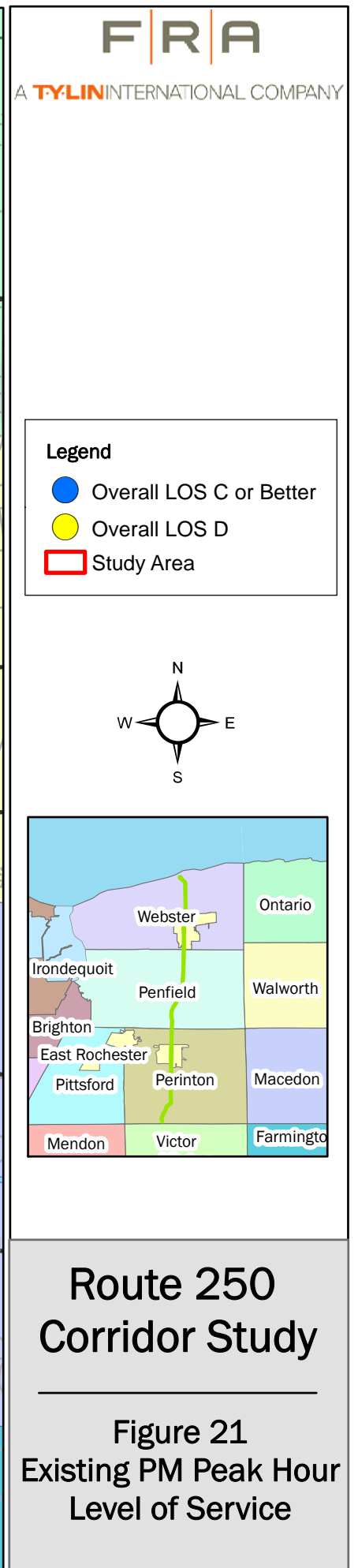
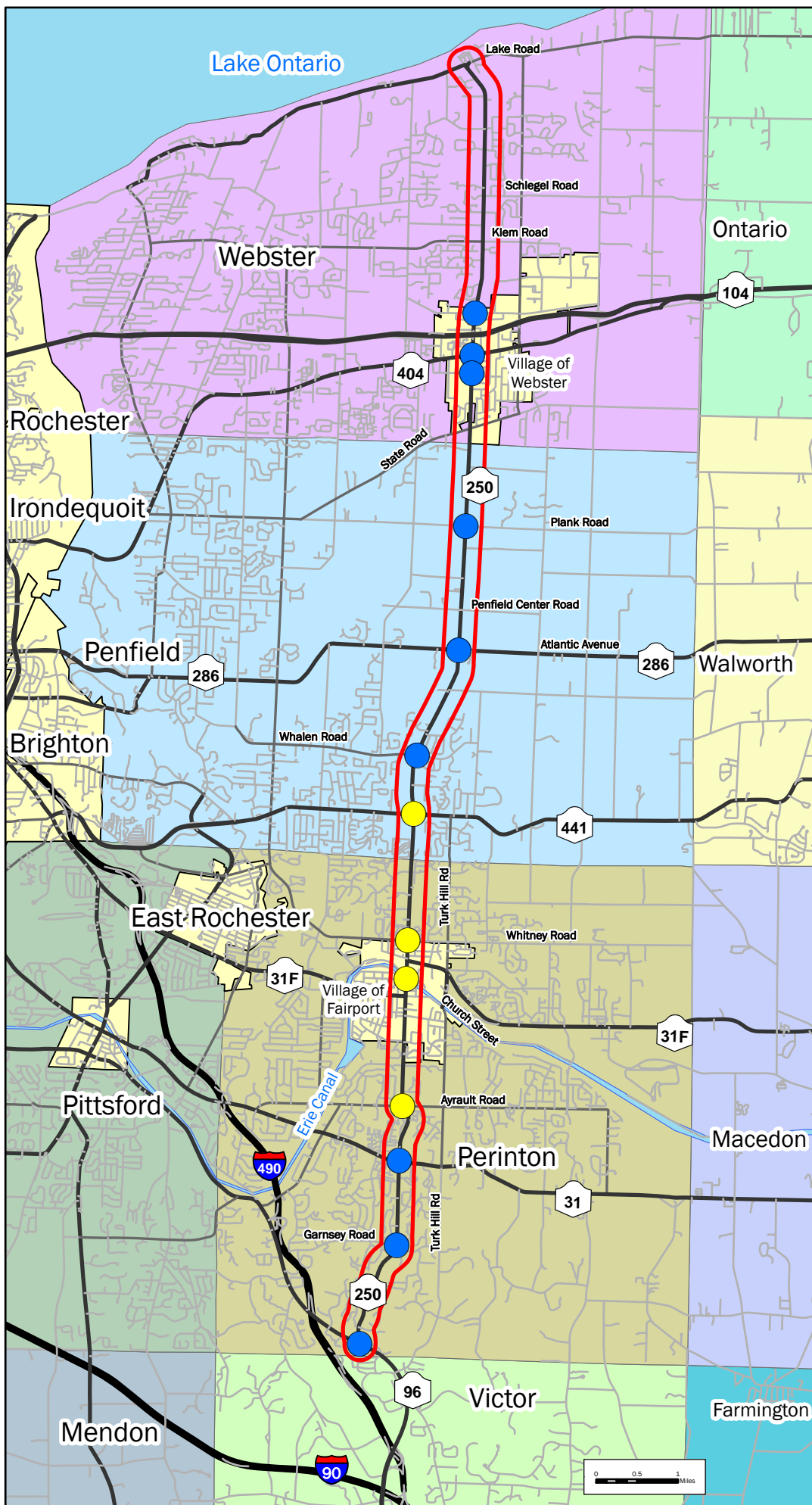
Legend

- Overall LOS C or Better
- Overall LOS D
- Study Area



Route 250 Corridor Study

Figure 20
Existing AM Peak Hour
Level of Service



Garnsey Road/Route 250 Intersection

The Garnsey Road intersection currently operates at LOS 'C' for the evening peak hour and LOS 'B' for the morning peak hour.

Route 31/Route 250 Intersection

The Route 31 intersection overall currently operates at an acceptable overall LOS "B" during morning peak hour and LOS 'C' during the evening peak hour. However, the Eastbound and Westbound PM approaches operate at a LOS 'D' which is considered congested.

Ayrault Road/Route 250 Intersection

The Ayrault Road intersection currently operates at LOS 'C' for both the evening peak hour and the morning peak hour.

Church Street/Route 250 Intersection

The Church Street intersection currently operates at LOS 'C' for the morning peak hour and LOS 'D' for the evening peak hour. The westbound Church Street approach operates at LOS 'D' during both the morning and evening peak hours.

Whitney Road/Route 250 Intersection

The Whitney Road intersection currently operates at LOS 'D' for both the morning peak hour and the evening peak hours. The eastbound Whitney Road approach operates at LOS 'F' during the evening peak hour, and the westbound Whitney Road approach operates at LOS 'E' during the morning peak hour.

Table 7 Existing Peak Hour Level of Service Summary

2005 Existing Conditions				
Morning Peak Hour			Evening Peak Hour	
	Control Delay (seconds)	Level of Service	Control Delay (seconds)	Level of Service
Route 96				
EB	5	A	8	A
WB	10	B	11	B
SB	16	B	19	B
Overall	10	A	10	B
Garnsey Road				
EB	21	C	33	C
WB	22	C	13	B
NB	6	A	21	C
SB	12	B	16	B
Overall	14	B	22	C
Route 31				
EB	29	C	37	D
WB	34	C	38	D
NB	25	C	31	C
SB	34	C	31	C
Overall	32	C	35	C
Ayrault Road				
EB	28	C	32	C
WB	31	C	30	C
NB	22	C	23	C
SB	27	C	24	C
Overall	27	C	27	C
Church Street				
EB	30	C	20	C
WB	36	D	44	D
NB	16	B	25	C
SB	26	C	43	D
Overall	28	C	36	D
Whitney Road				
EB	27	C	85	F
WB	77	E	42	D
NB	36	D	40	D
SB	32	C	36	D
Overall	46	D	53	D
Route 441				
EB	38	D	54	D
WB	46	D	39	D
NB	40	D	45	D
SB	42	D	58	E
Overall	43	D	51	D
Whalen Road				
EB	22	C	38	D
WB	32	C	23	C
NB	13	B	19	B
SB	11	B	16	B
Overall	16	B	24	C
Atlantic Avenue				
EB	24	C	50	D
WB	39	D	24	C
NB	16	B	32	C
SB	14	B	17	B
Overall	22	C	31	C
Plank Road				
EB	21	C	22	C
WB	24	C	21	C
NB	9	A	13	B
SB	6	A	8	A
Overall	12	B	14	B
Sanford Street				
EB	23	C	25	C
NB	6	A	4	A
SB	5	A	3	A
Overall	8	A	6	A
Main Street (Route 404)				
EB	26	C	39	D
WB	32	C	42	D
NB	17	B	20	B
SB	20	B	34	C
Overall	22	C	33	C
Orchard Street				
EB	26	C	17	B
WB	28	C	20	B
NB	3	A	9	A
SB	4	A	6	A
Overall	7	A	11	B

Route 441/Route 250 Intersection

The Route 441 intersection currently operates at LOS 'D' for both the morning peak hour and the evening peak hour. The southbound Route 250 approach operates at LOS 'E' during the evening peak hour. All other approaches operate at LOS 'D' during both the morning and evening peak hours.

Whalen Road/Route 250 Intersection

The Whalen Road intersection currently operates at LOS 'B' for the morning peak hour and LOS 'C' for the evening peak hour. The eastbound Whalen Road approach operates at LOS 'D' during the evening peak hour.

Atlantic Avenue/Route 250 Intersection

The Atlantic Avenue intersection currently operates at LOS 'C' for both the morning and the evening peak hours. The westbound Atlantic Avenue approach operates at LOS 'D' during the morning peak hour and the eastbound Atlantic Avenue approach operates at LOS 'D' during the evening peak hour.

Plank Road/Route 250 Intersection

The Plank Road currently operates at LOS 'B' for both the morning and evening peak hours.

Sanford Street/Route 250 Intersection

The Sanford Street intersection currently operates at LOS 'A' for both the evening peak hour and the morning peak hour.

Main Street (Route 404)/Route 250 Intersection

The Main Street (Route 404) intersection currently operates at LOS 'C' for both the morning peak hour and the evening peak hour. The Main Street approaches operate at LOS 'D' during the evening peak hour.

Orchard Street/Route 250 Intersection

The Orchard Street intersection currently operates at LOS 'A' for the morning peak hour and LOS 'B' for the evening peak hour.

K. Crash History

A detailed review of crashes was conducted to identify high crash locations as summarized in **Table 8: High Crash Locations for the Route 250 Corridor**. Crash data was provided by the New York State Department of Transportation for a three-year period (2001-2003), and this data was summarized by location. Next, the crash rate of each intersection or midblock location was determined and then compared to a state average crash rate. As shown in **Table 8**, the highest rate for the Route 250 corridor occurred between the Target Plaza Signal and Route 441 in Penfield. The rate at this location was 9.57 accidents per million vehicle miles traveled, which was approximately 3.5 times as high as the next closest High Crash Location at the section of Route 250 between Route 441 and Penbrooke Drive. The highest intersection crash locations were the intersection of Route 250 with Penfield Road (Route 441) with an crash rate of 2.63 accidents per million entering vehicles, followed by the intersection of Route 250 with Route 31 with an accident rate of 1.22 crashes per million entering vehicles. It should be noted that the intersection of Route 250 and Route 441 was improved in 2002 as part of the Route 441 (Penfield Road) improvements. Do to the limits of this study, the analysis of more recent crash data was not possible. As a result of these intersection improvements, some reduction in the overall intersection crash rate should be expected. We recommend that more recent crash data be reviewed as a follow-on effort to determine if crash rates on Route 250 between Route 441 and the Target signal have improved.

Table 8
High Crash Rate Locations (2001-2003)
Route 250 Corridor

	Location	Municipality	Crash Totals	Crash Rate	NYS DOT Average Rates
Intersection	Route 441/Route 250*	Penfield	44	2.63	0.46
	Route 31/Route 250	Perinton	58	1.22	0.46
Midblock	Target Plaza to Route 441*	Penfield	33	9.57	0.6
	Route 441 to Penbrooke*	Penfield	19	2.81	2.19
	Church Street to Whitney Road	Fairport	28	2.59	2.19
	Klem Rd to Schlegel	Webster	10	2.48	2.19
	Penbrooke to Whalen	Penfield	17	2.37	2.19
	Atlantic Ave to Penfield Center	Penfield	14	2.03	2.19
	Briar Way/Margo Rd to Park Circle/Hulburt	Fairport	8	1.78	2.19
	104 to Klem Rd	Webster	23	1.68	2.19
	Whitney Road to Fairpoint Rd	Perinton	23	1.67	2.19
	Route 96 to Woodcliff Dr.	Perinton	9	1.64	2.19
	Schlegel to Lake Rd	Webster	15	1.59	2.19
	State St to Route 104	Webster	24	1.51	2.19
	Woodcliff Dr. to Garnsey Rd.	Perinton	8	1.46	2.19
	Whalen Rd to Atlantic Ave	Penfield	28	1.38	2.19
	Penfield Center to Plank Rd	Penfield	19	1.35	2.19
	Fairpoint to Target Signal	Penfield	11	1.34	2.19
	Entire Study Corridor	-	660	2.66	3.66

Accident Rate expressed in accidents per Million entering vehicles for intersection accidents.

Accident Rate expressed in accidents per Million vehicle miles traveled for midblock accidents.

Shading indicates locations where the crash rate exceeds the NYSDOT Average crash rate for a similar roadway or intersection.

* Improvements constructed since 2003 - crash rates shown may not be indicative of current safety conditions at these locations

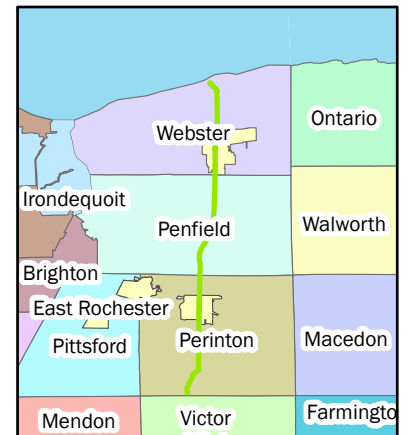
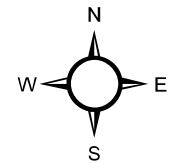
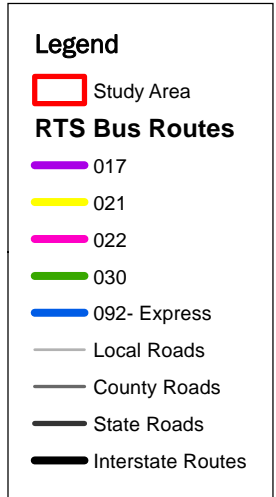
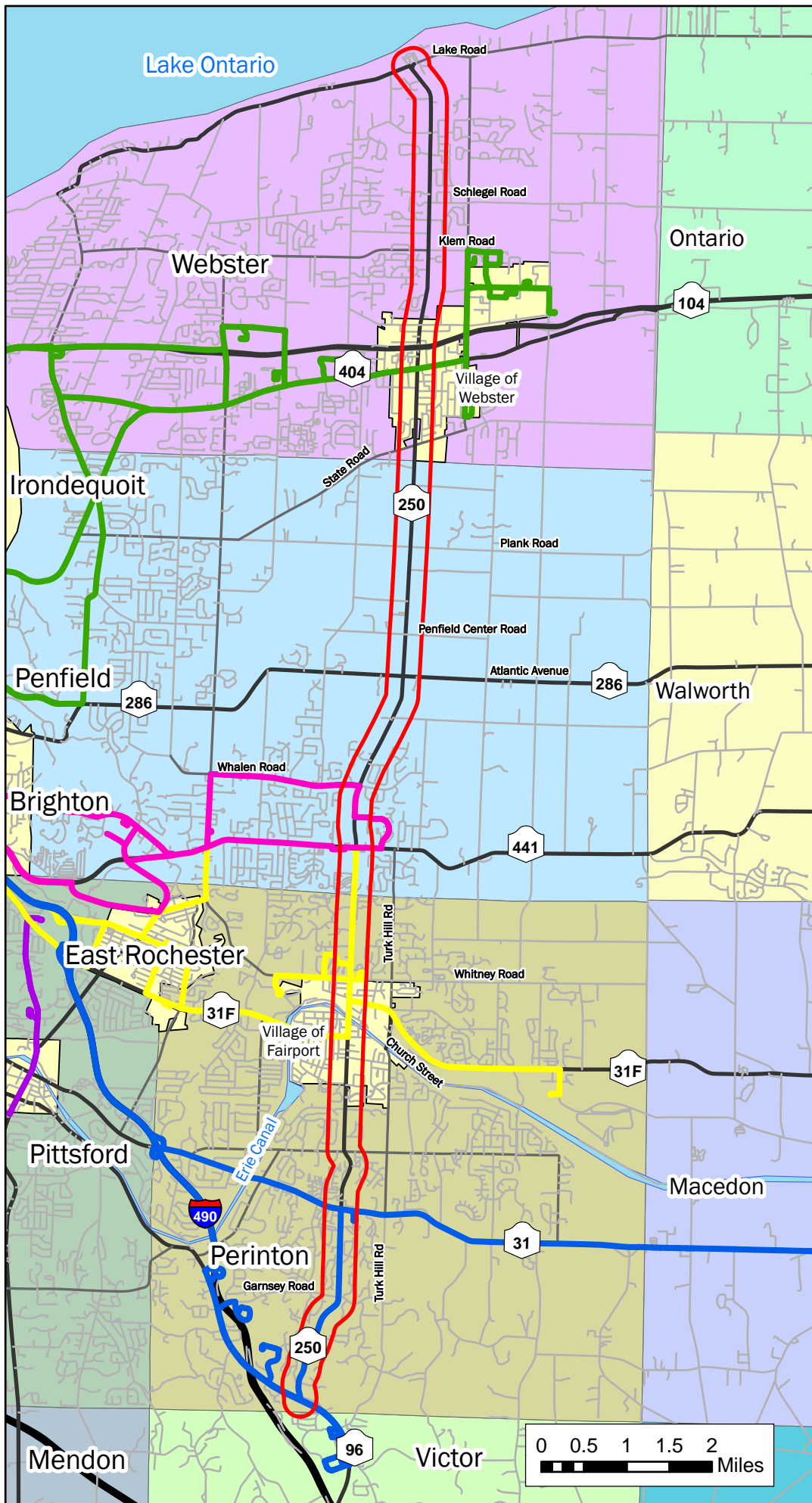
L. Public Transit Services

Route 250 is served by a variety of RTS (Rochester Transit System) bus routes, as shown on **Figure 22: Bus Routes**. Bus Routes cross over 250 at multiple locations, including Route 404 (Main Street) in Webster, Route 441 (Penfield Road) in Penfield, Route 31F (Church Street) in the Village of Fairport, Route 31 (Pittsford-Palmyra Road) in Perinton, and at Route 96 at the Perinton/Victor boundary.

Along with crossing the Route 250 corridor, the RTS bus service also travels along the corridor. Route 22 travels along 250 between Whalen Road and Route 441, Route 21 travels between Route 441 and Church Street, and Route 92 travels between Route 31 and Route 96. While some sections of 250 are not serviced by an RTS bus route, there are many bus stations that provide easy accessibility to a route. Most busses run hourly during peak travel time (AM and PM) and do not run through lunch time. They run between 6am and 7pm and average about 45 minutes travel time from the start of the route until the end.

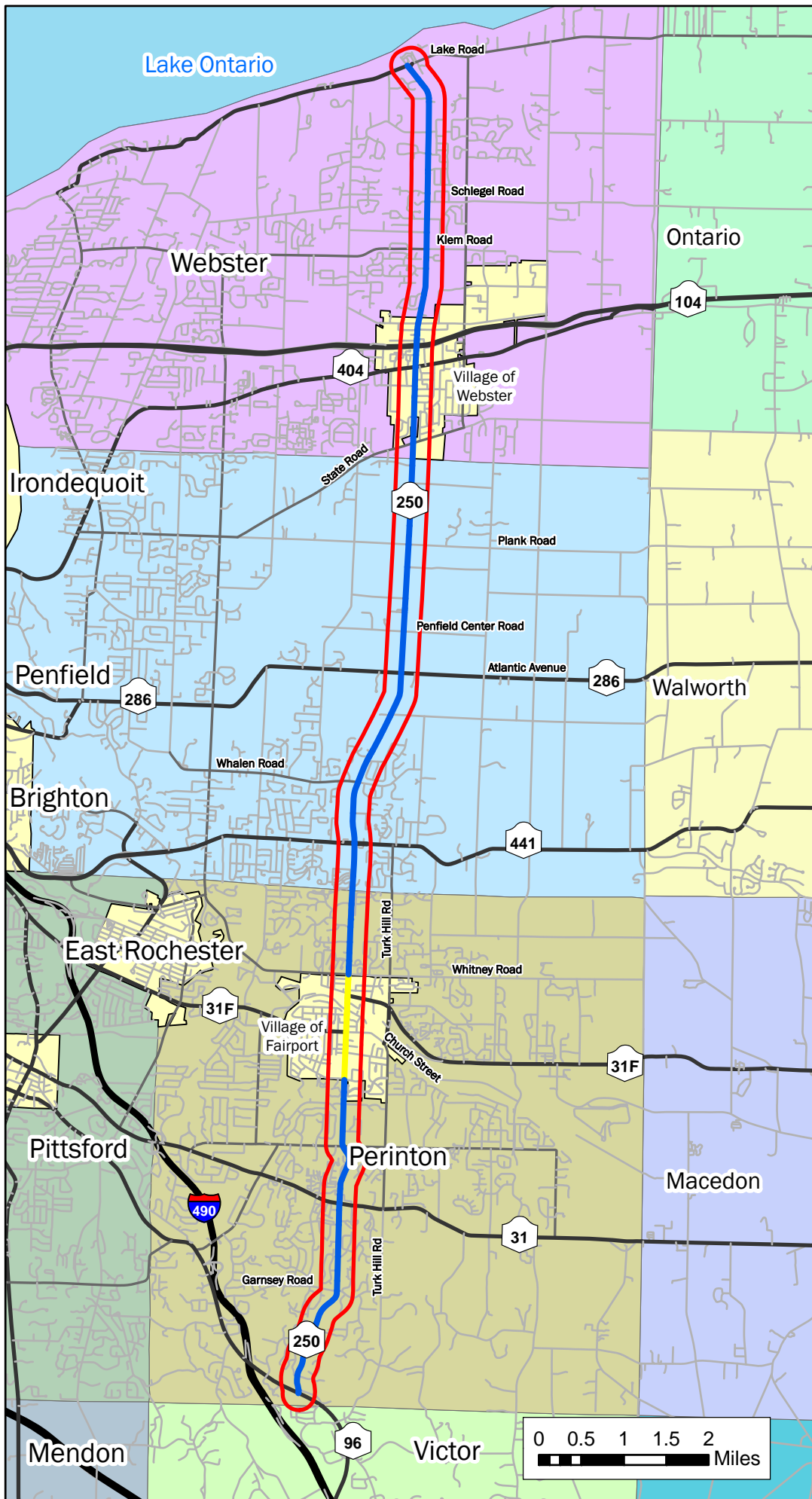
M. Pedestrian Accommodations

Bike accessibility is ranked as “Good” along most of the Route 250 corridor, except for in Fairport Village where it is ranked as “Fair,” as shown on **Figure 23: Bike Rideability**. This scale was developed and rated by the Rochester Bicycling Club (RBC). Each town however mentioned in their comprehensive plan about improving bicycle access along the 250 Corridor. The RBC rating system takes into account roadway features that help or hinder bike travel, such as wide shoulders, on-street parking, street grates, and presence of heavy vehicles. This is an informal, rating scale that provides a qualitative rating, and it is should be considered as a rating for experienced bike riders (who tend to prefer traveling on-road), not casual or recreational bike riders (who tend to prefer traveling off-road).



Route 250 Corridor Study

Figure 22 Bus Routes



Legend

Study Area

Rideability

Fair

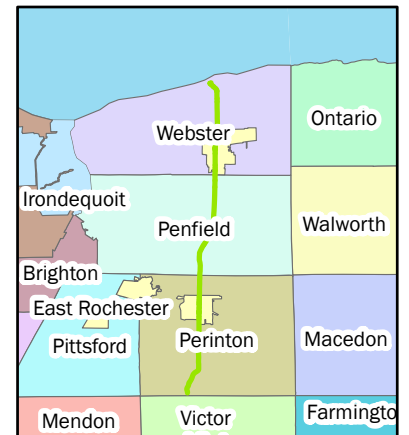
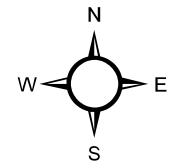
Good

Local Roads

County Roads

State Roads

Interstate Routes



Route 250 Corridor Study

Figure 23 Bike Rideability

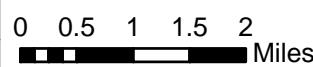
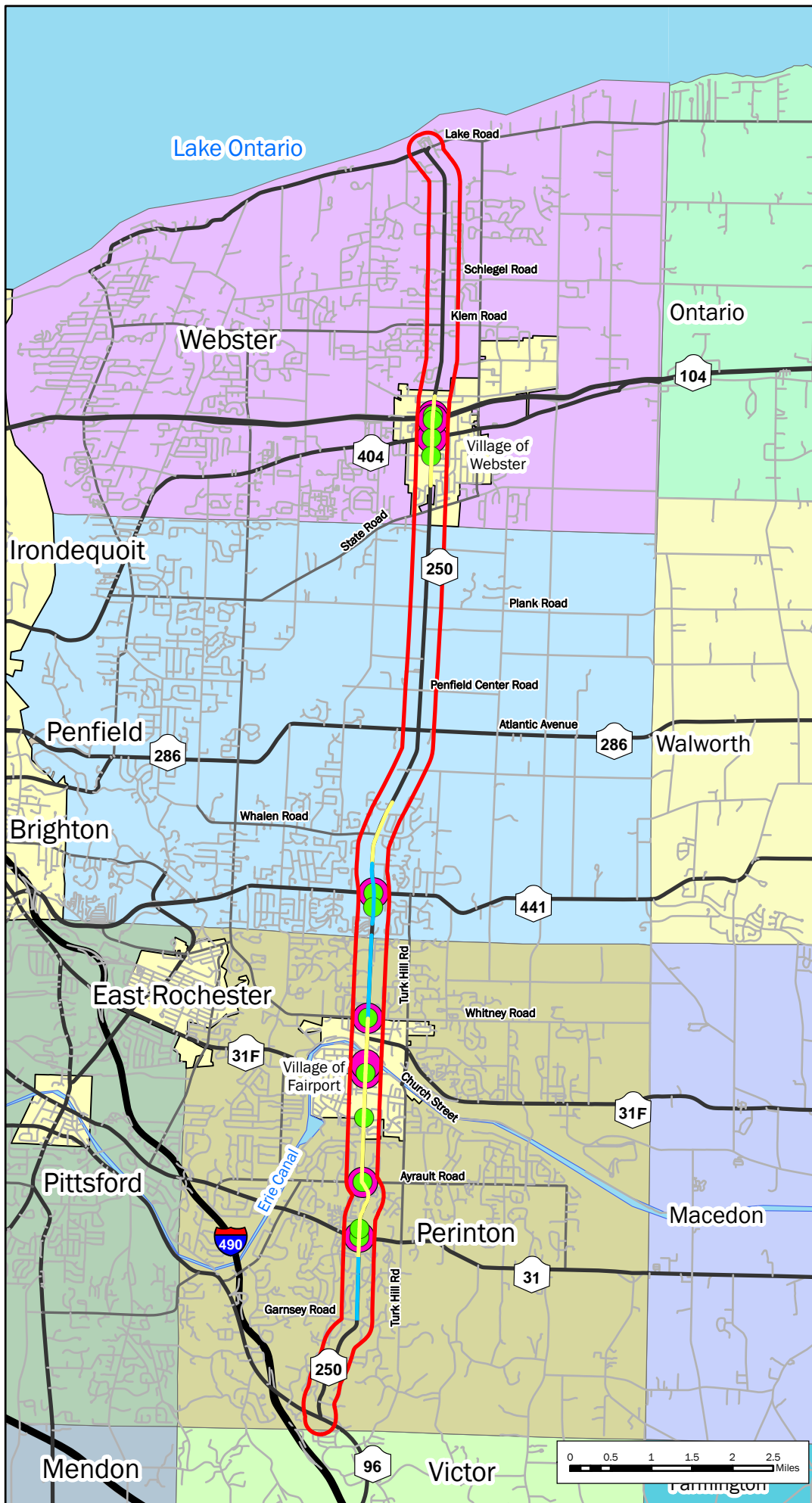


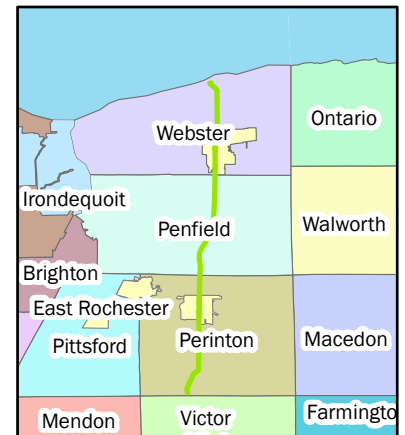
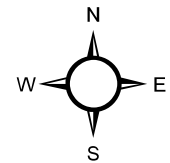
Figure 24: Pedestrian Accommodations shows sidewalks, pedestrian crossing signals, and crosswalks for the intersections along the Route 250 Corridor. Sidewalks exist at certain, but not all, sections of the 250 corridor. In Perinton, a small stretch of sidewalk occurs north of Garnsey Road before Cannock Dr along the right hand side. Sidewalks begin again at Boxwood Lane on both sides of Route 250 and continue on either both sides or one side until the Penfield border. In Penfield, sidewalks begin at New Wickham Drive on both sides of Route 250 and go up until Penbrooke Drive. From this point northward until the site of the new YMCA. A sidewalk is provided on the east side of Route 250 . Sidewalks in Webster begin at Pontiac Street and go until Orchard Street.



Legend

Sidewalks

- Both Sides
- Right Side
- Study Area
- Pedestrian Signals
- Crosswalks



Route 250 Corridor Study

Figure 24 Pedestrian Accommodations

Chapter III: Future Conditions and Buildout Analysis

In order to determine the future transportation needs along a transportation corridor, a comprehensive transportation planning study must assess the potential for future growth to occur both within and external to the study corridor. For the Route 250 Corridor Study, this required the assistance of the involved municipalities, Monroe County, and the Genesee Transportation Council to evaluate the following transportation and planning aspects of the corridor.

A. Build Out Analysis

A Build Out analysis was conducted for the entire Route 250 corridor to assess the potential for vacant and “underutilized” land to be re-developed at a higher density. In this study, underutilized land was defined as land that was currently being used in a lower classification than it was zoned. The use of the term “underutilized” selected for this study does not, in any way, imply that the current use does not have value; simply, it is a measure of the maximum density of development that could occur on a property given the existing zoning.

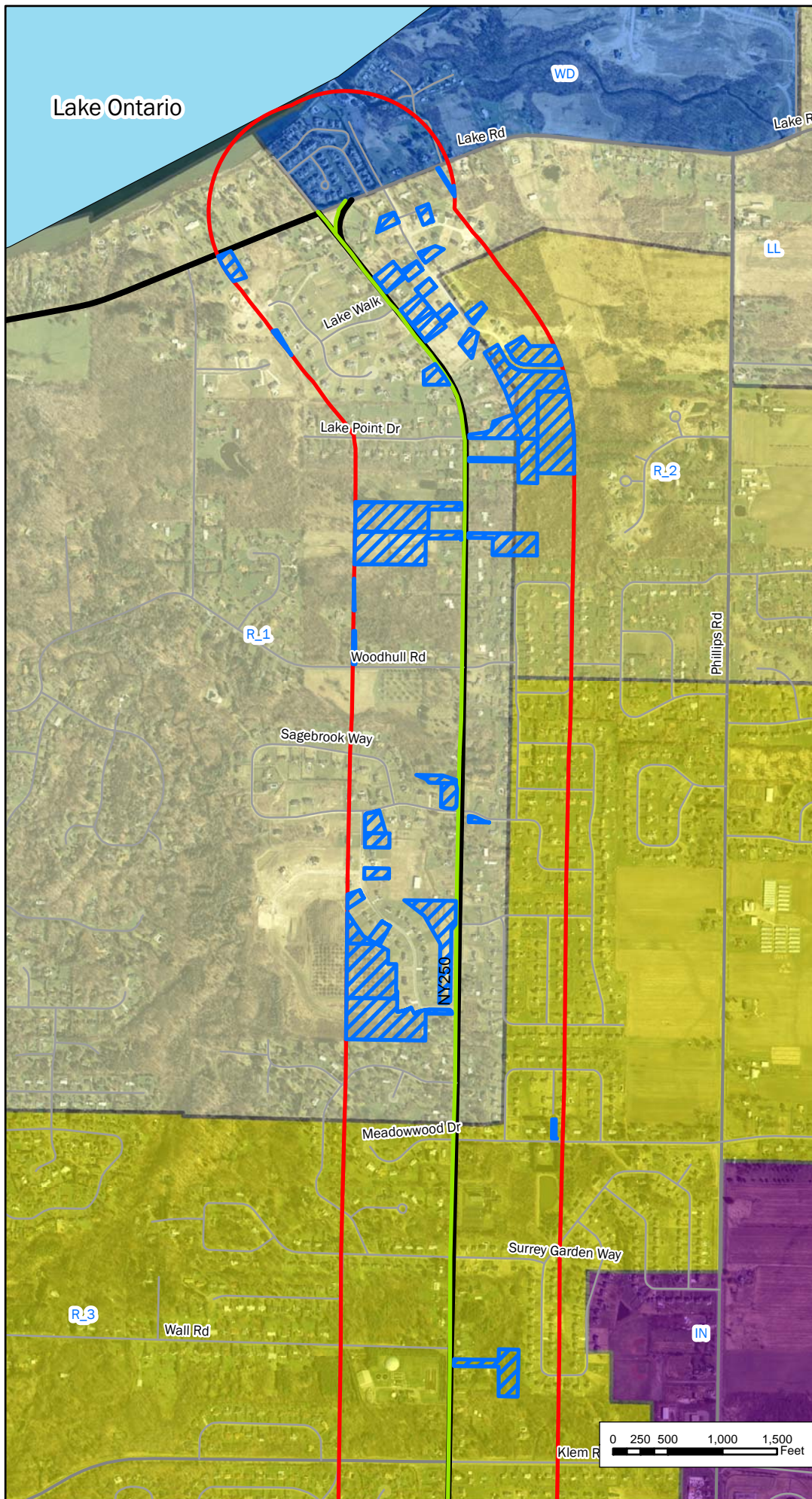
Agricultural land was the lowest classification, followed by residential, commercial, and industrial land being the highest classification. Agricultural land that was being used as agriculture was also deemed underutilized because of the specific zoning code set forth by the municipalities, in which residences can actually be built upon agricultural land.

Once the amount of land that was vacant or underutilized was determined, that land was built out per existing zoning regulations in terms of number of homes that could be built on that parcel, or total square footage of commercial space. Then, the total households and the total square footage of commercial space were turned into potential trips using ITE guidelines. This produced future traffic volumes that were measured against the regional traffic model maintained by the Genesee Transportation Council. The results of that analysis are provided in Section “B” of this chapter.

In Webster, most of the vacant land is located north of Route 104, as seen on **Figures 25A and Figure 25B: Webster Vacant and Underutilized Land**. There is a total of **126.1** acres of vacant land within 1000 feet of Route 250 in Webster. All of the underutilized land in the buffered area, totaling **59.98** acres, is within the Village boundaries and consists mostly of commercial properties located within industrial-zoned property. Some other underutilized properties are residentially-used properties located in commercially zoned land.

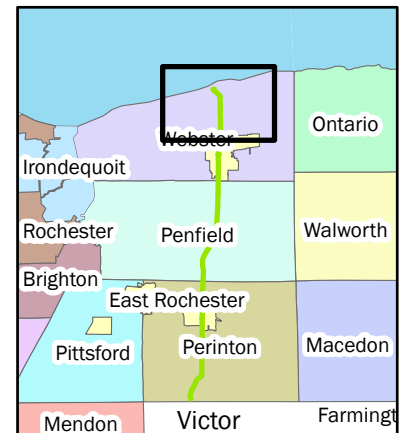
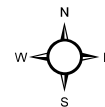
In Penfield, there are large sections of vacant and underutilized land, as shown on **Figures 26A and 26B: Penfield Vacant and Underutilized Land**. The reason for the large quantities of underutilized land is because of the exact specifications of the Rural Agricultural Zoning classification. The Rural Agricultural – 2 (RA-2) zoning classification was created as a result of a recommendation of the 1978 Master Plan. This zoning classification requires that subdivision development occur at a minimum of two acres per lot rather than the one-acre required in the RR-1 district. The rationale for requiring two acres per lot in the eastern portion of the town was to preserve and protect Penfield's agricultural heritage by discouraging the subdivision of land to develop tract housing similar to that experienced in the western portions of Penfield. More recently, this approach has proved to actually chew up more land per home than necessary, compared to a more traditional subdivision. Besides the land classified as underutilized, some vacant parcels exist throughout the corridor that could be developed upon. In Penfield, there are **422.56** acres of underutilized land, and **262.14** vacant acres within 1000 feet of Route 250.

In Perinton, there are very few underutilized parcels and minimal vacant land, as displayed on **Figures 27A and 27B: Perinton Vacant and Underutilized Land**. The underutilized land totals **11.51** acres and the vacant land totals **116.24** acres. Most of the vacant land (**8.91** of the **11.51** acres, or 77%) is in the southern portion of the corridor, near Route 96, and as was mentioned, is mostly undevelopable due to steep slopes and wetlands. Some vacant parcels exist in the northern section of the corridor, west of Route 250, and may be prime for development.



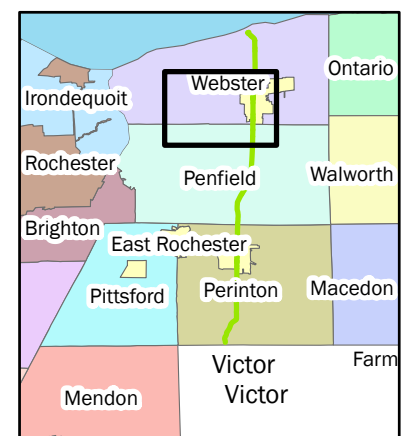
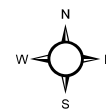
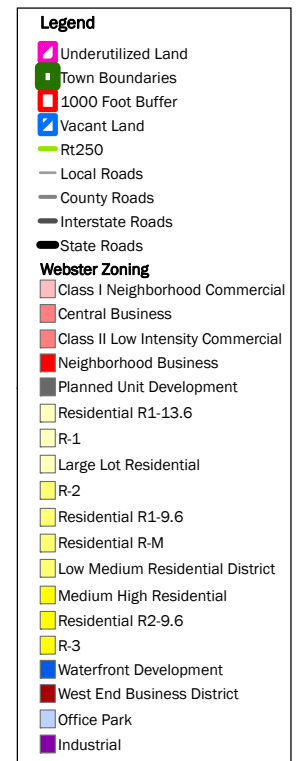
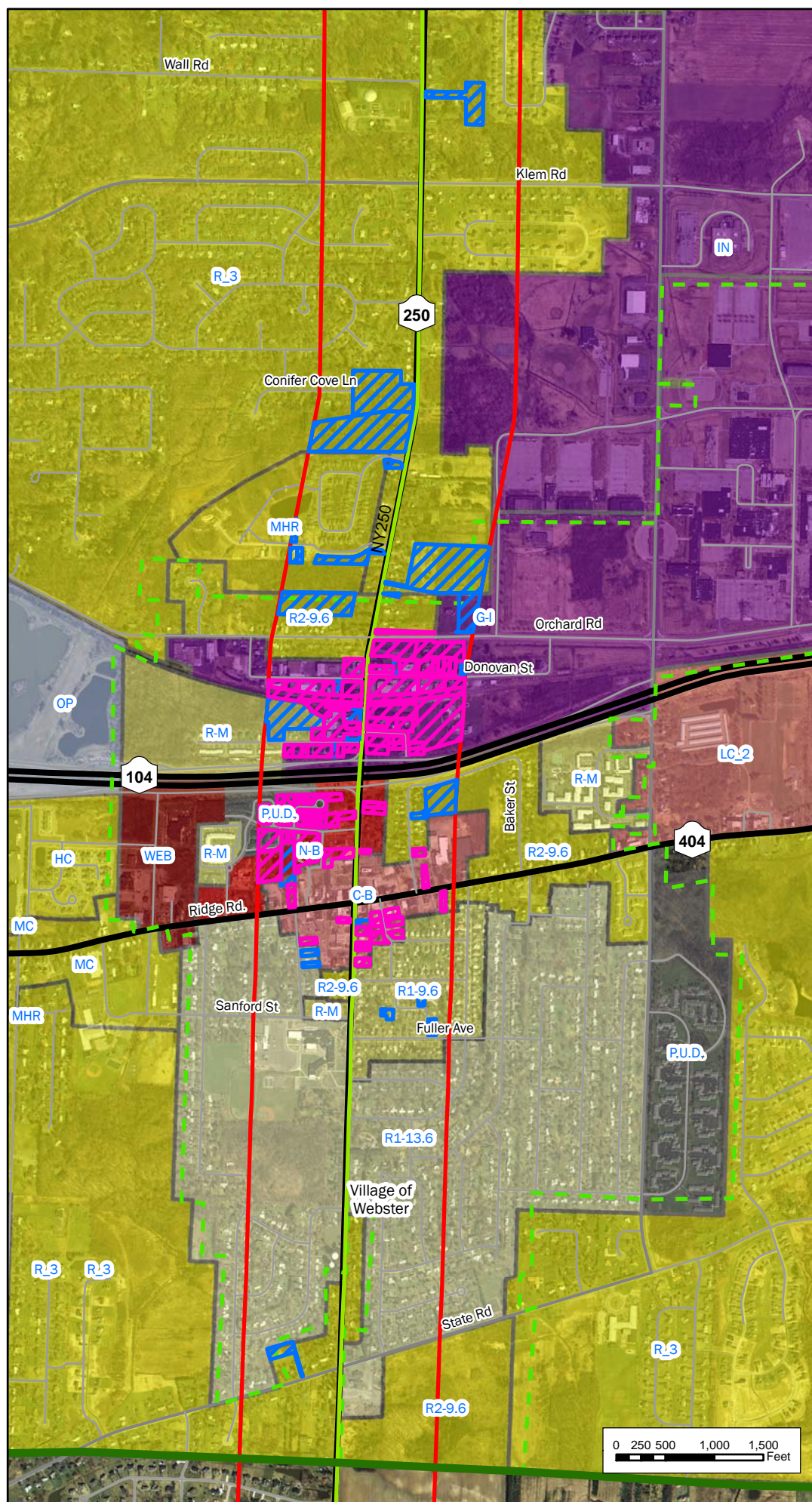
Legend

- Underutilized Land
- Town Boundaries
- 1000 Foot Buffer
- Vacant Land
- Rt250
- Local Roads
- County Roads
- Interstate Roads
- State Roads
- Webster Zoning**
- Class I Neighborhood Commercial
- Central Business
- Class II Low Intensity Commercial
- Neighborhood Business
- Planned Unit Development
- Residential R1-13.6
- R-1
- Large Lot Residential
- R-2
- Residential R1-9.6
- Residential R-M
- Low Medium Residential District
- Medium High Residential
- Residential R2-9.6
- R-3
- Waterfront Development
- West End Business District
- Office Park
- Industrial



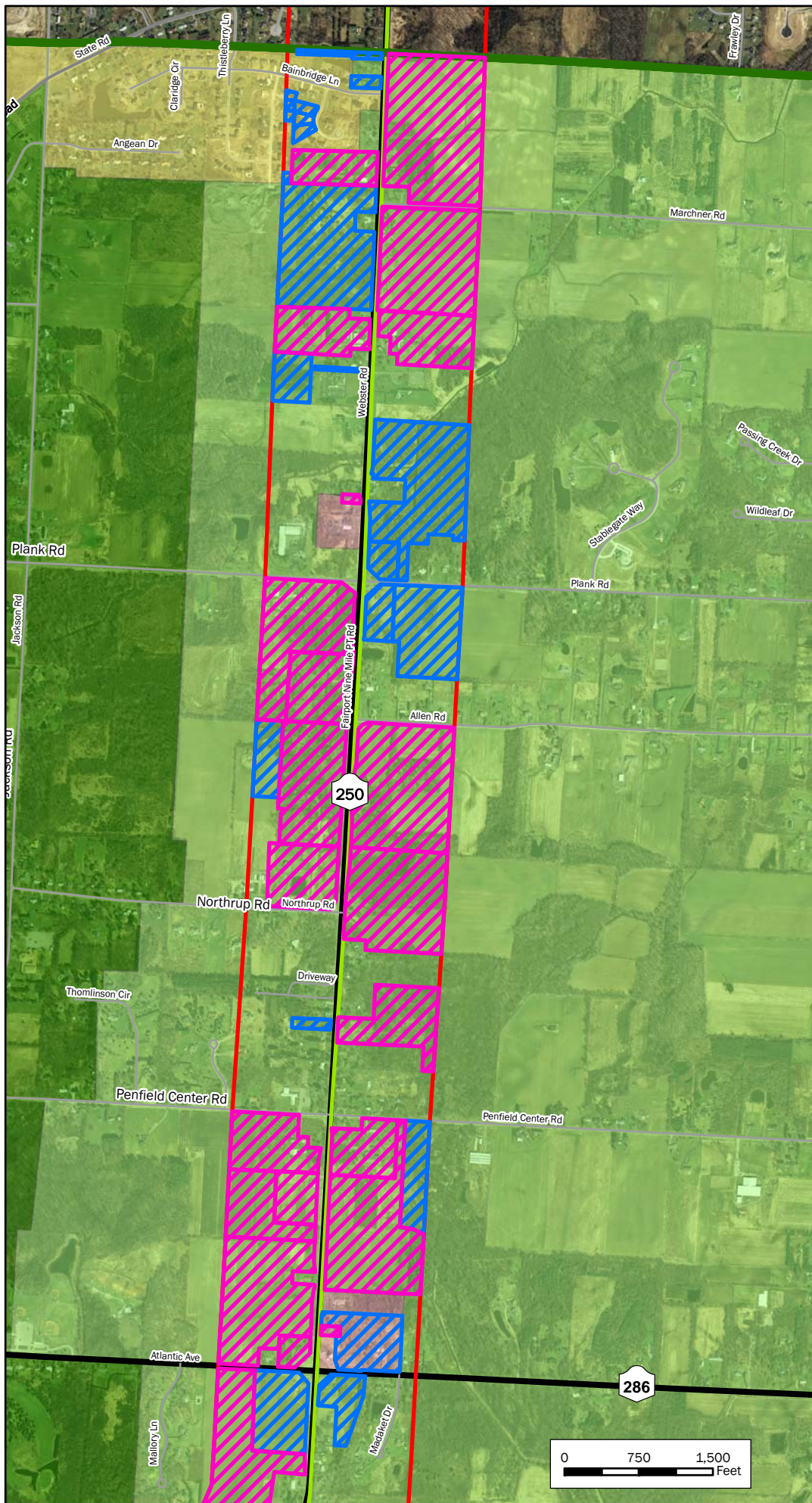
Route 250 Corridor Study

Figure 25A Webster Vacant & Underutilized Land



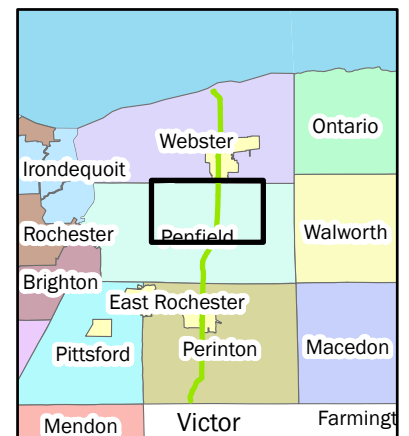
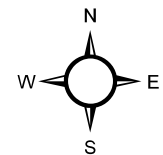
Route 250 Corridor Study

**Figure 25B
Webster Vacant &
Underutilized
Land**



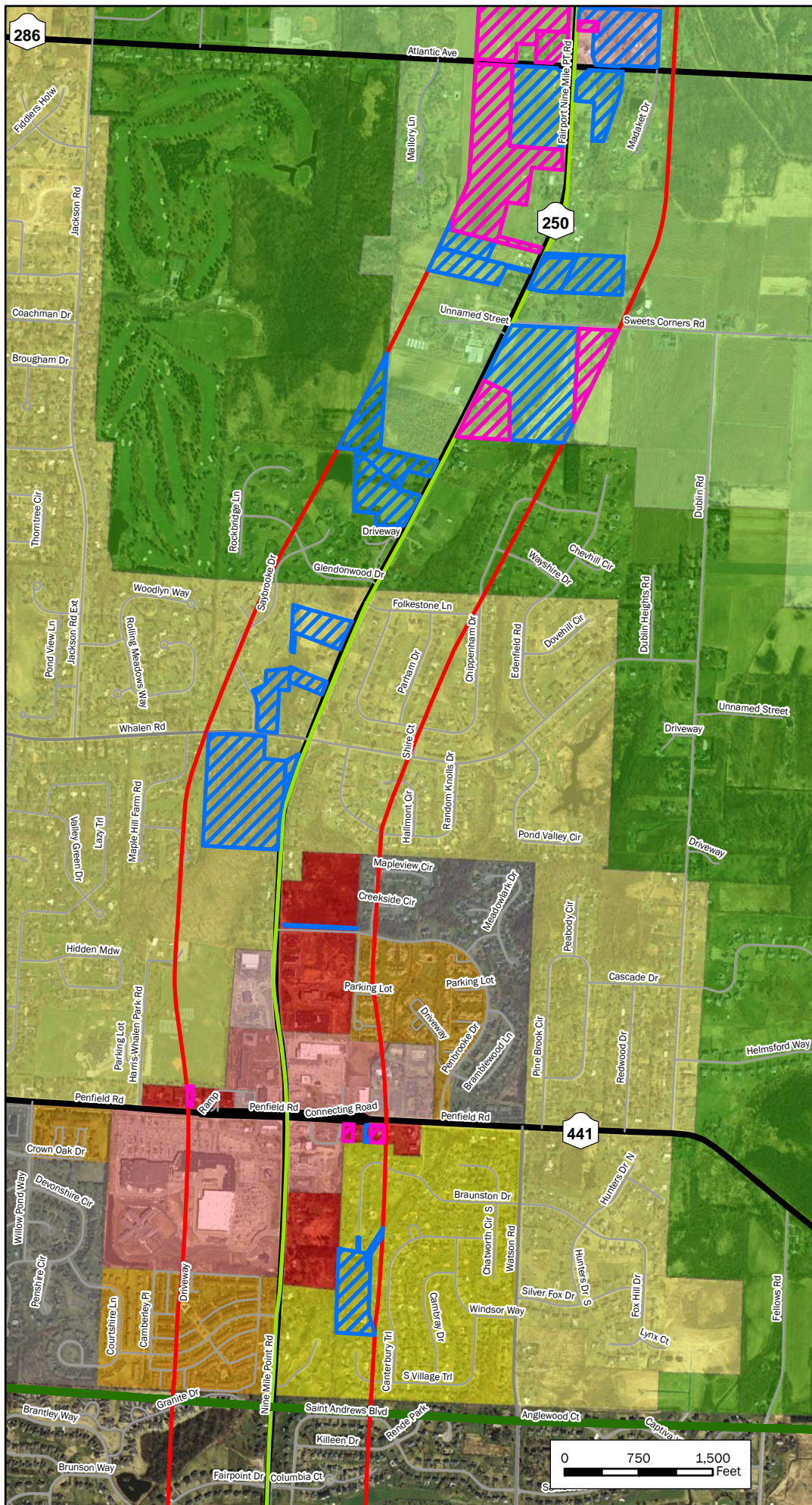
Legend

- Underutilized Land
- Vacant Land
- Town Boundaries
- 1000 Foot Buffer
- Rt250
- Local Roads
- County Roads
- Interstate Roads
- State Roads
- Zoning**
- Business Non Retail
- General Business
- Limited Business
- Multiple Residence
- Town House
- Residential 1-12000
- Residential 1-15000
- Residential 1-20000
- Conservation Residential (2 Acres)
- Rural Residential (1 Acre)
- Rural Agricultural (2 Acres)
- Planned Development



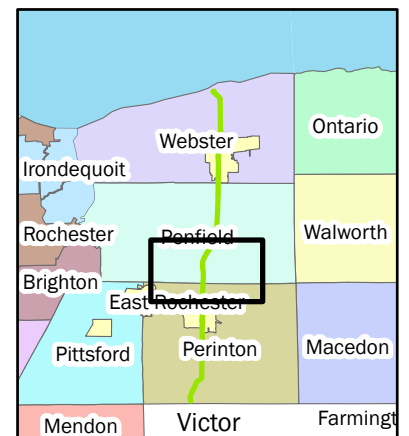
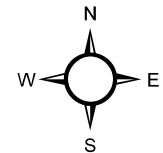
**Route 250
Corridor Study**

**Figure 26A
Penfield Vacant
& Underutilized
Land**



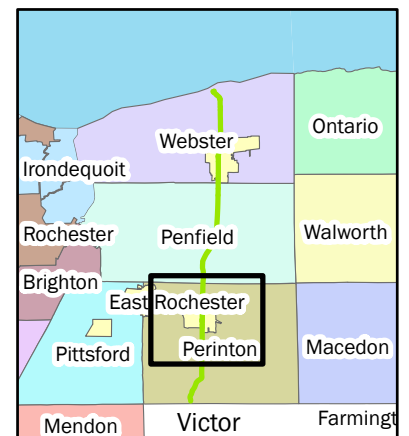
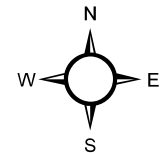
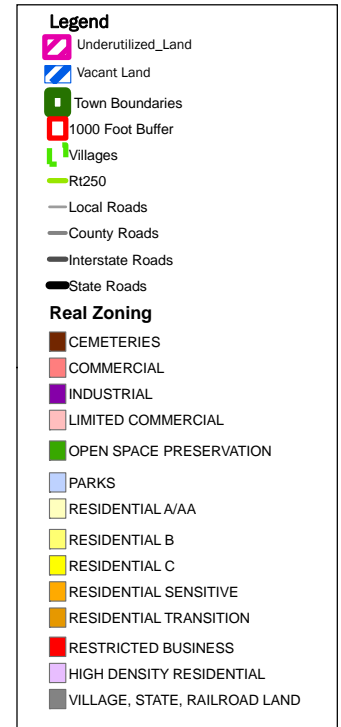
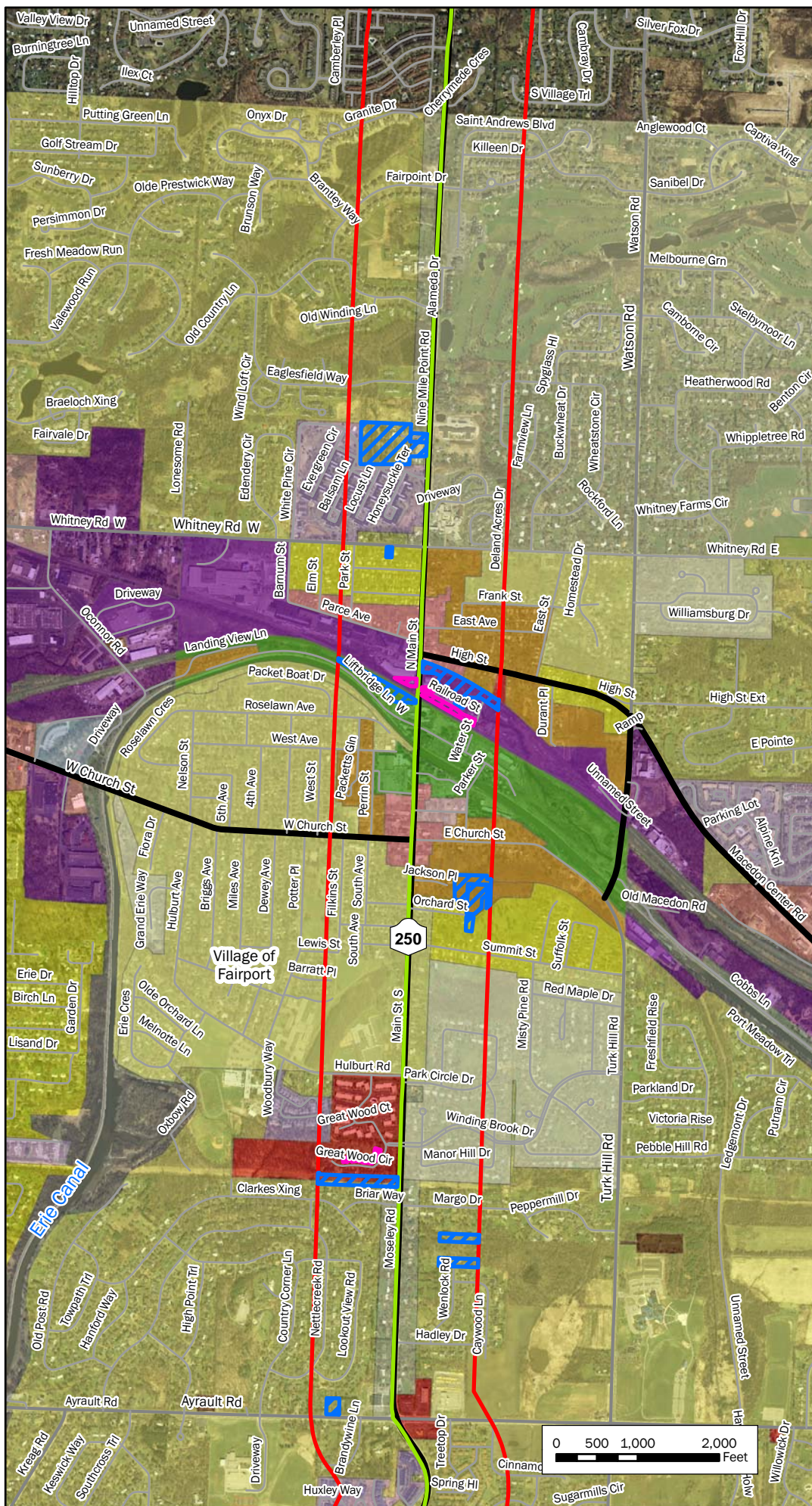
Legend

- Underutilized Land
- Vacant Land
- Town Boundaries
- 1000 Foot Buffer
- Rt250
- Local Roads
- County Roads
- Interstate Roads
- State Roads
- Zoning**
- Business Non Retail
- General Business
- Limited Business
- Multiple Residence
- Town House
- Residential 1-12000
- Residential 1-15000
- Residential 1-20000
- Conservation Residential (2 Acres)
- Rural Residential (1 Acre)
- Rural Agricultural (2 Acres)
- Planned Development



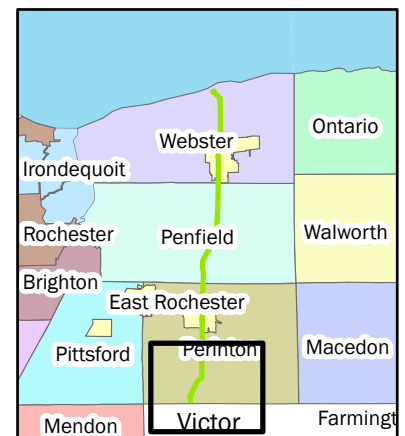
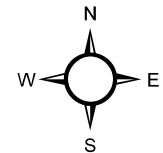
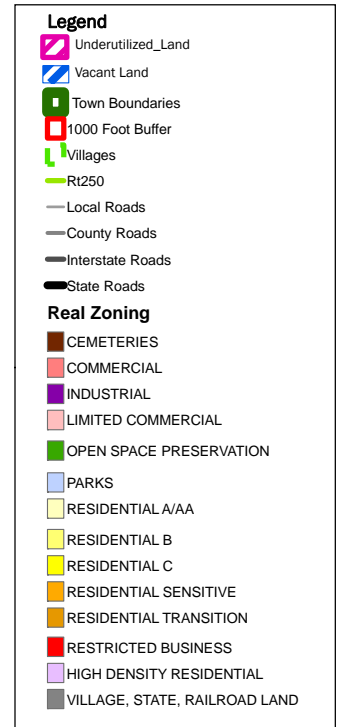
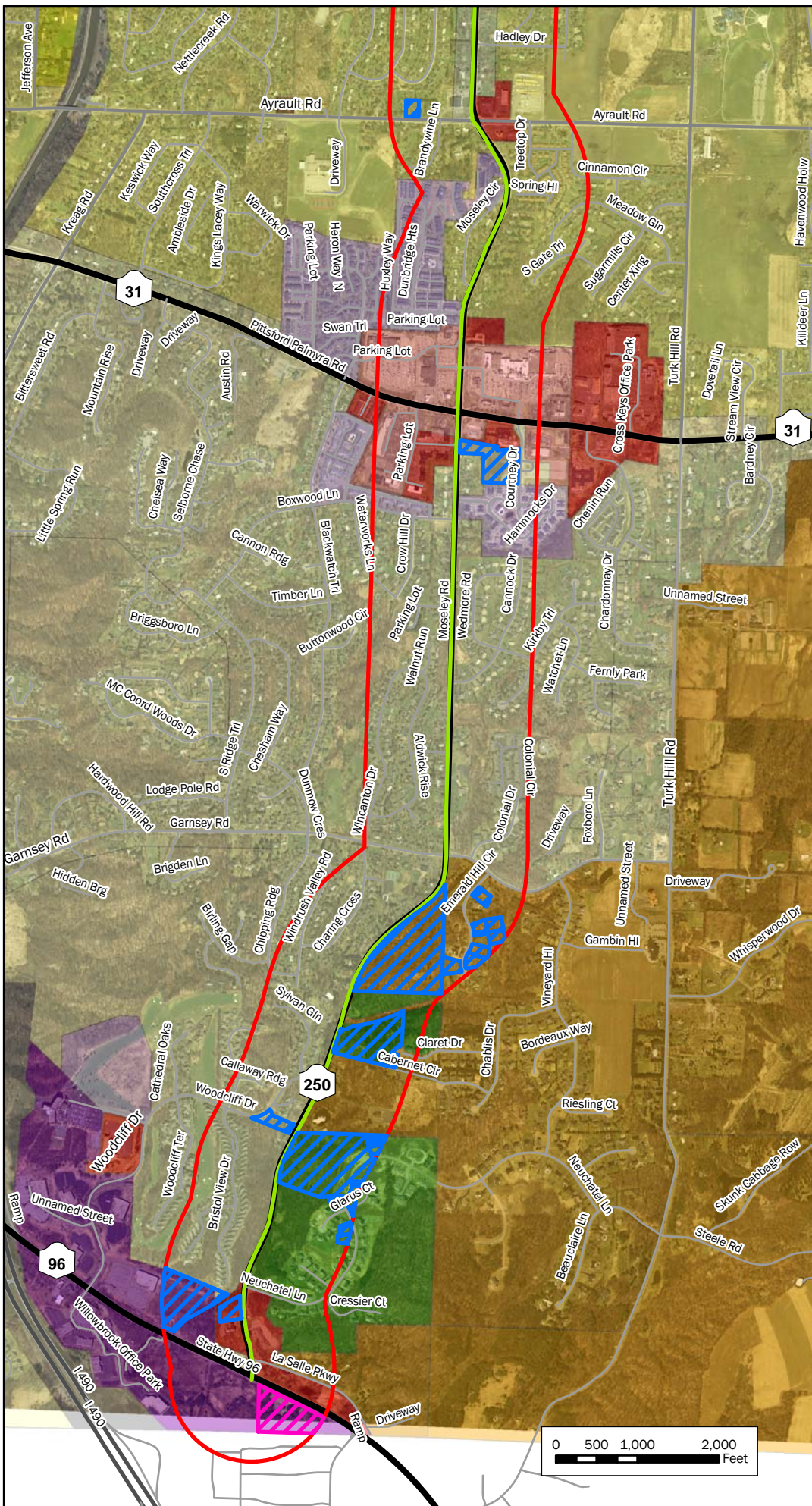
Route 250 Corridor Study

Figure 26B Penfield Vacant & Underutilized Land



Route 250 Corridor Study

Figure 27A Perinton Vacant & Underutilized Land



Route 250 Corridor Study

Figure 27B Perinton Vacant & Underutilized Land

B. Future Traffic Volume Forecasting Assistance

The Genesee Transportation Council provided invaluable assistance with the provision of travel demand modeling expertise assistance throughout the duration of this project. GTC maintains the Rochester Metropolitan area peak hour travel demand model using the software program called TransCAD. This platform was used to evaluate the Route 250 corridor for a 2005 Base Condition and a 2025 Future Year. For 2025, the model included the regionally-projected and approved population and employment projections for the Rochester region. For the Route 250 Corridor Study, however, the model was enhanced with four special generators that were not in the Regional 2025 model, and it was felt that these trip generators were likely to result in significant traffic volumes and shifts in travel patterns that could impact traffic flow within the Route 250 Corridor Study Area. These special generators are:

- Macedon Lowes (Route 31)
- Macedon Wal-Mart (Route 31)
- High Point Development in Victor (Route 96)
- Victor Commerce Park (Route 96)

A detailed review was also conducted of the buildout analysis within the Route 250 corridor. This potential growth was compared to the growth currently forecast within these same census tracts in the GTC MPO 2025 forecast to assess whether adjustments needed to be made to the land use inputs of the model to assess the potential effects of the buildout scenario developed for this study. After reviewing the land use, it was determined that no adjustments would be made to the model, as residential trips were well represented within the GTC forecast, and there was a concern that industrial development growth as forecast with the buildout scenario developed for this study is more aggressive than projected market conditions dictate.

In addition, an alternative model run was also conducted, based on discussions from the steering committee, to evaluate the traffic diversion benefit of an extension of Route 250 into Eastview Mall (potentially to connect to the drive separating Home Depot and Staples). One concern was that this connection would help to divert traffic volumes off Turk Hill Road,

according to some residents of the Town of Perinton experiences more congestion than Route 250, particularly at Route 31 and Route 96. The results of these travel demand runs are provided in **Appendix 'G'**

C. Peak Hour Traffic Volumes

2025 morning and evening peak hour traffic volumes are displayed on **Figures 28 and 29**, respectively. These volumes were developed using existing peak hour traffic volumes, and then increasing these turning movement volumes based on the forecasted increases from the GTC travel demand model between the 2005 and 2025 model runs. It should be noted that the GTC model is a PM peak hour model; however, the results of this comparative growth (% increase) analysis was used for both the AM and PM peak hours to forecast 2025 traffic volumes.

D. Future Traffic Operations

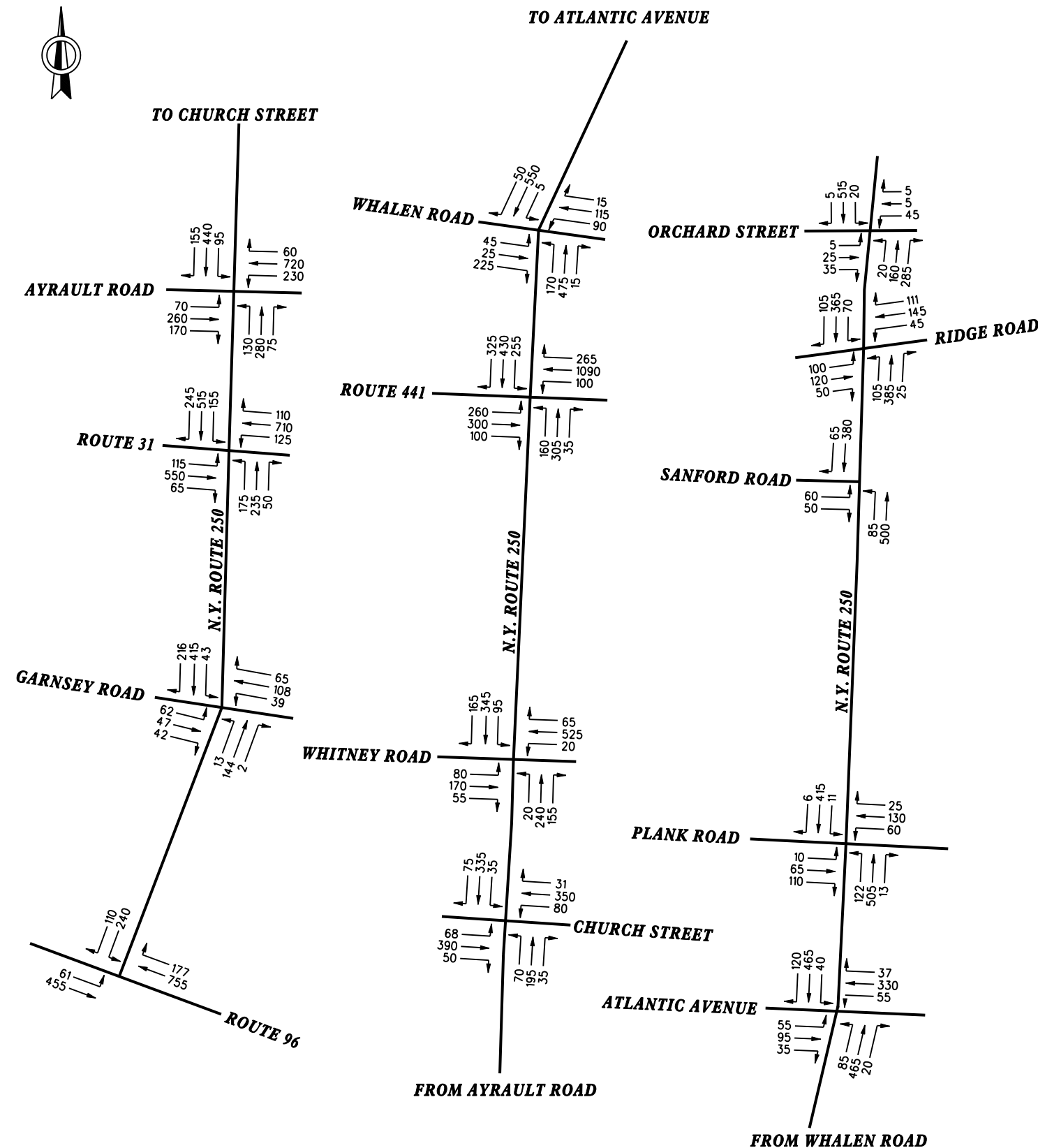
Based upon the existing traffic volumes, a Level of Service was assigned for each major intersection along the Route 250 Corridor, as shown in **Table 9: Route 250 Corridor 2025 Peak Hour Level of Service Summary**. This table also displays existing conditions for comparison purposes. The overall intersection operations of each intersection evaluated is depicted in **Figure 30: 2025 AM Peak Hour Level of Service** and **Figure 31: 2025 PM Peak Hour Level of Service**. Future 2025 Capacity Analysis worksheets are provided in **Appendix 'H.'**

Route 96/Route 250 Intersection

The Route 96 intersection currently operates at an overall Level of Service (LOS) 'B' or better for both the morning and evening peak hours. The intersection will continue to operate at LOS 'B' through the 2025 future conditions.

Garnsey Road/Route 250 Intersection

The Garnsey Road intersection currently operates at LOS 'C' for the evening peak hour and LOS 'B' for the morning peak hour. The intersection will operate at LOS 'C' for both





TO ATLANTIC AVENUE

TO CHURCH STREET

ORCHARD STREET

AYRAULT ROAD

WHALEN ROAD

RIDGE ROAD

ROUTE 31

ROUTE 441

SANFORD ROAD

N.Y. ROUTE 250

GARNSEY ROAD

WHITNEY ROAD

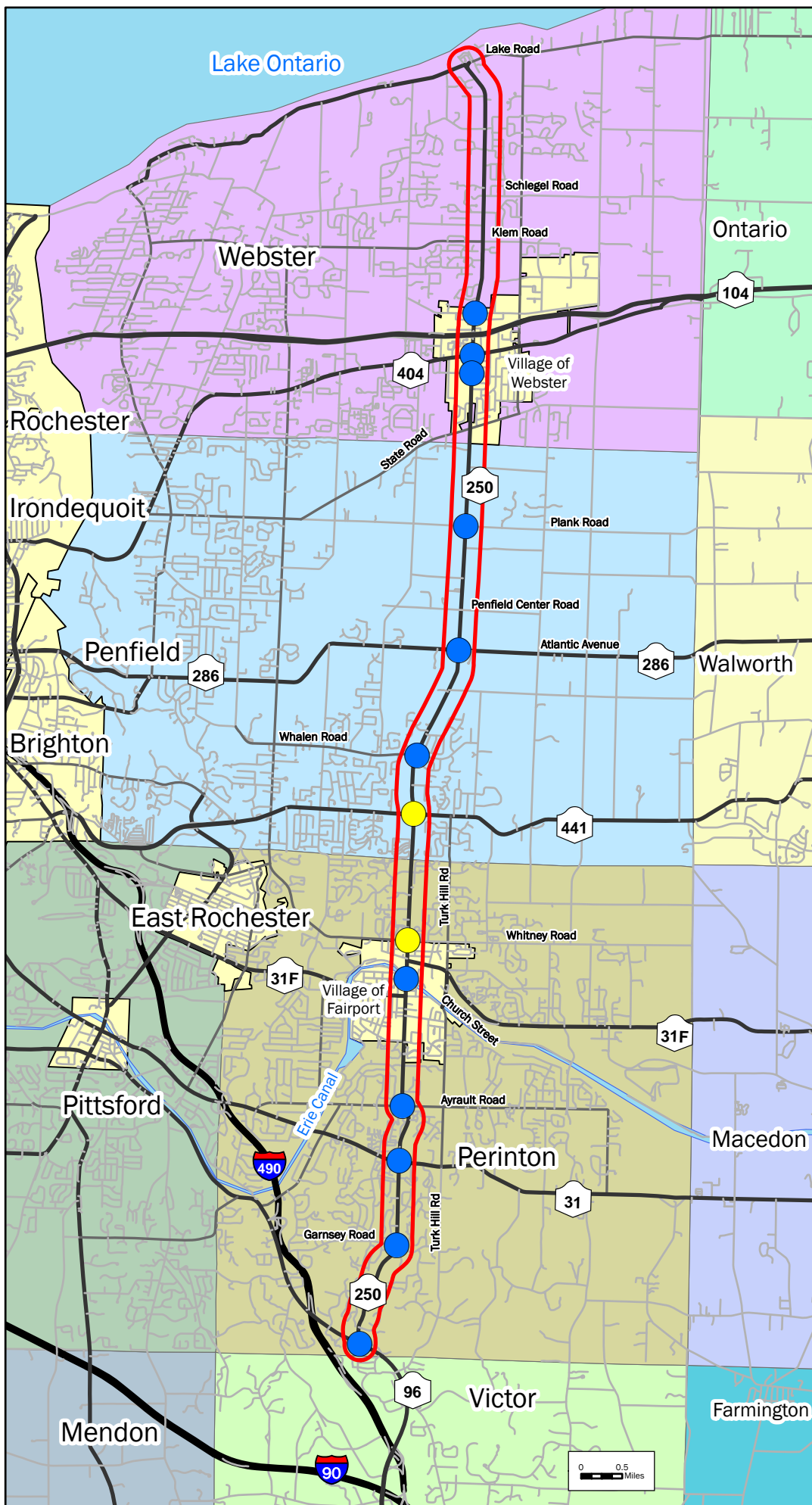
PLANK ROAD

ATLANTIC AVENUE

CHURCH STREET

FROM WHALEN ROAD

FROM AYRAULT ROAD



FRA

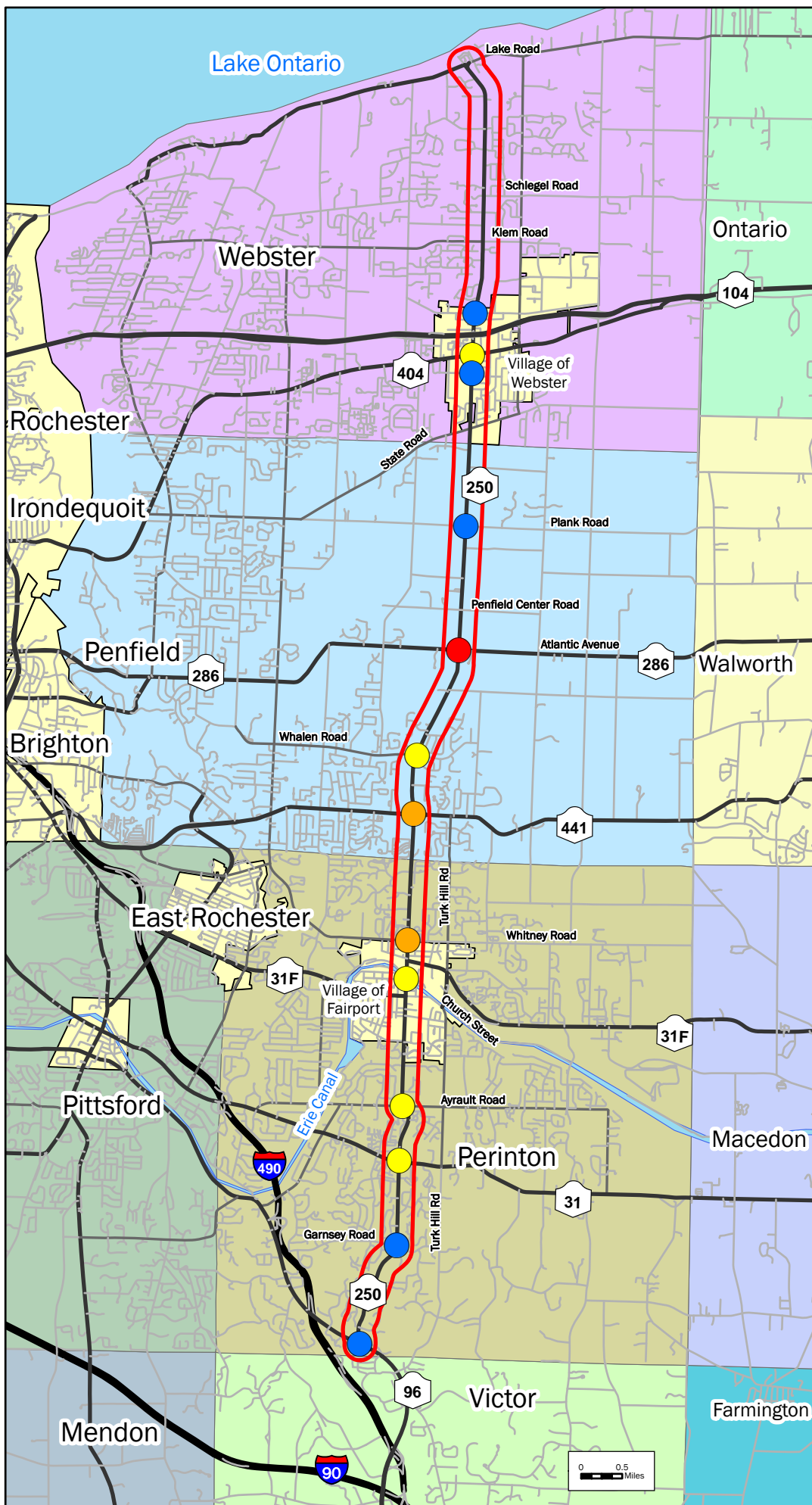
A TYLIN INTERNATIONAL COMPANY

Legend

- Overall LOS C or Better
- Overall LOS D
- ▭ Study Area

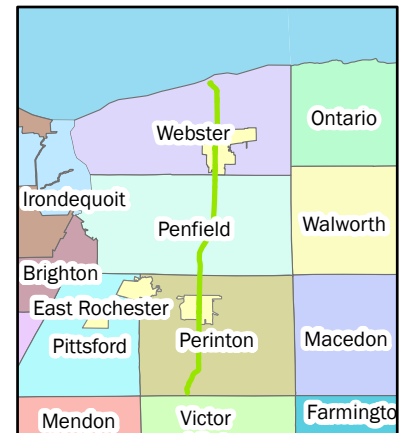
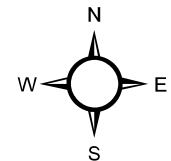
Route 250 Corridor Study

Figure 30
2025 AM Peak Hour
Level of Service



Legend

- Overall LOS C or Better
- Overall LOS D
- Overall LOS E
- Overall LOS F
- Study Area



Route 250 Corridor Study

Figure 31
2025 Peak Hour
Level of Service

Table 9 2025 Peak Hour Level of Service Summary

2005 Existing Conditions					2025 Future Conditions				2025 Future Conditions With Mitigation			
Morning Peak Hour			Evening Peak Hour		Morning Peak Hour		Evening Peak Hour		Morning Peak Hour		Evening Peak Hour	
Control Delay (seconds)	Level of Service		Control Delay (seconds)	Level of Service	Control Delay (seconds)	Level of Service	Control Delay (seconds)	Level of Service	Control Delay (seconds)	Level of Service	Control Delay (seconds)	Level of Service
Route 96												
EB	5	A	8	A	5	A	10	A	-No Mitigation Necessary-			
WB	10	B	11	B	12	B	13	B				
SB	16	B	19	B	19	B	21	C				
Overall	10	A	10	B	11	B	12	B				
Garnsey Road												
EB	21	C	33	C	9	A	19	B	9	A	19	B
WB	22	C	13	B	9	A	8	A	9	A	8	A
NB	6	A	21	C	9	A	41	D	9	A	41	D
SB	12	B	16	B	45	D	34	C	13	B	34	C
Overall	14	B	22	C	30	C	31	C	11	B	31	C
Route 31												
EB	29	C	37	D	31	C	48	D	-No Mitigation Necessary-			
WB	34	C	38	D	36	D	39	D				
NB	25	C	31	C	29	C	38	D				
SB	34	C	31	C	45	D	36	D				
Overall	32	C	35	C	37	D	41	D				
Ayrault Road												
EB	28	C	32	C	29	C	33	C	-No Mitigation Necessary-			
WB	31	C	30	C	34	C	36	D				
NB	22	C	23	C	24	C	27	C				
SB	27	C	24	C	31	C	27	C				
Overall	27	C	27	C	30	C	30	C				
Church Street												
EB	30	C	20	C	37	D	20	C	-No Mitigation Necessary-			
WB	36	D	44	D	56	E	51	D				
NB	16	B	25	C	18	B	29	C				
SB	26	C	43	D	32	C	65	E				
Overall	28	C	36	D	37	D	45	D				
Whitney Road												
EB	27	C	85	F	27	C	144	F	-No Mitigation Necessary-			
WB	77	E	42	D	88	F	45	D				
NB	36	D	40	D	43	D	47	D				
SB	32	C	36	D	41	D	45	D				
Overall	46	D	53	D	53	D	78	E				
Route 441												
EB	38	D	54	D	37	D	107	F	-No Mitigation Necessary-			
WB	46	D	39	D	47	D	43	D				
NB	40	D	45	D	42	D	47	D				
SB	42	D	58	E	41	D	74	E				
Overall	43	D	51	D	43	D	74	E				
Whalen Road												
EB	22	C	38	D	22	C	51	D	-No Mitigation Necessary-			
WB	32	C	23	C	42	D	23	C				
NB	13	B	19	B	18	B	45	D				
SB	11	B	16	B	13	B	21	C				
Overall	16	B	24	C	20	C	38	D				
Atlantic Avenue												
EB	24	C	50	D	26	C	50	D	26	C	24	C
WB	39	D	24	C	47	D	30	C	47	D	16	B
NB	16	B	32	C	22	C	169	F	14	B	18	B
SB	14	B	17	B	18	B	87	F	15	B	14	B
Overall	22	C	31	C	27	C	101	F	24	C	18	B
Plank Road												
EB	21	C	22	C	21	C	23	C	-No Mitigation Necessary-			
WB	24	C	21	C	24	C	21	C				
NB	9	A	13	B	13	B	42	D				
SB	6	A	8	A	6	A	10	B				
Overall	12	B	14	B	14	B	26	C				
Sanford Street												
EB	23	C	25	C	20	B	20	B	-No Mitigation Necessary-			
NB	6	A	4	A	7	A	5	A				
SB	5	A	3	A	5	A	4	A				
Overall	8	A	6	A	8	A	6	A				
Main Street (Route 404)												
EB	26	C	39	D	25	C	40	D	-No Mitigation Necessary-			
WB	32	C	42	D	35	D	49	D				
NB	17	B	20	B	22	C	24	C				
SB	20	B	34	C	29	C	44	D				
Overall	22	C	33	C	27	C	39	D				
Orchard Street												
EB	26	C	17	B	21	C	17	B	-No Mitigation Necessary-			
WB	28	C	20	B	21	C	20	B				
NB	3	A	9	A	4	A	12	B				
SB	4	A	6	A	6	A	7	A				
Overall	7	A	11	B	7	A	12	B				

the morning and evening peak hours through the 2025 future conditions. Potential mitigation improvements for this intersection include a 200 foot southbound exclusive right turn lane. This mitigation would improve the morning peak hour LOS to LOS 'B'.

Route 31/Route 250 Intersection

The Route 31 intersection currently operates at LOS 'C' for both the evening peak hour and the morning peak hour. The intersection will operate at LOS 'D' or better through the 2025 future conditions.

Ayrault Road/Route 250 Intersection

The Ayrault Road intersection currently operates at LOS 'C' for both the evening peak hour and the morning peak hour. The intersection will continue to operate at LOS 'C' for both the morning and evening peak hours through the 2025 future conditions.

Church Street/Route 250 Intersection

The Church Street intersection currently operates at LOS 'C' for the morning peak hour and LOS 'D' for the evening peak hour. The intersection will operate at LOS 'D' for both the morning and evening peak hours through the 2025 future conditions.

Whitney Road/Route 250 Intersection

The Whitney Road intersection currently operates at LOS 'D' for both the morning peak hour and the evening peak hour. The intersection will operate at LOS 'D' for the morning peak hour but fall to LOS 'E' for the evening peak hour through the 2025 future conditions. There is limited Right-of-Way available at this intersection to make significant capacity improvements.

Route 441/Route 250 Intersection

The Route 441 intersection currently operates at LOS 'D' for both the morning peak hour and the evening peak hour. The intersection will operate at LOS 'D' for the morning peak hour but fall to LOS 'E' for the evening peak hour through the 2025 future conditions. There is limited Right-of-Way available at this intersection to make significant capacity improvements.

Whalen Road/Route 250 Intersection

The Whalen Road intersection currently operates at LOS 'B' for the morning peak hour and LOS 'C' for the evening peak hour. The intersection will fall to LOS 'C' for the morning peak hour and LOS 'D' for the evening peak hour. No mitigation is necessary for this intersection.

Atlantic Avenue/Route 250 Intersection

The Atlantic Avenue intersection currently operates at LOS 'C' for both the morning and the evening peak hours. The intersection will continue to operate at LOS 'C' for the morning peak hour, but will fall to LOS 'F' with a delay of 101 seconds for the future 2025 conditions. The intersection drops due to longer delay times for the northbound and southbound approaches which both will operate at LOS 'F' with 198 seconds and 87 seconds of delay, respectively. A potential mitigation measure includes the addition of an exclusive left turn lane in both the northbound and southbound approaches. These additional lanes would improve both the northbound and southbound approaches to LOS 'B', and the overall LOS for the evening peak hour to LOS 'B'. An alternative improvement would be to construct a roundabout intersection at this intersection in place of a traffic signal.

Plank Road/Route 250 Intersection

The Plank Road currently operates at LOS 'B' for both the morning and evening peak hours. The intersection will continue to operate at LOS 'B' for the morning peak hour and will operate at LOS 'C' for the evening peak hour in the 2025 future conditions.

Sanford Street/Route 250 Intersection

The Sanford Street intersection currently operates at LOS 'A' for both the evening peak hour and the morning peak hour. The intersection will continue to operate at LOS 'A' for both the morning and evening peak hours through the 2025 future conditions.

Main Street (Route 404)/Route 250 Intersection

The Main Street (Route 404) intersection currently operates at LOS 'C' for both the morning peak hour and the evening peak hour. The intersection will continue to operate at LOS 'C' for the morning peak hour but fall to LOS 'D' for the evening peak hour through the 2025 future conditions.

Orchard Street/Route 250 Intersection

The Orchard Street intersection currently operates at LOS 'A' for the morning peak hour and LOS 'B' for the evening peak hour. The intersection will continue to operate at LOS 'A' for the morning peak hour and LOS 'B' for the evening peak hour through the 2025 future conditions.

Chapter IV: Project Strategies and Recommendations

Based on the problems and needs identified through both the consultant work effort and the first public meeting, a list of strategies has been developed for consideration by the project team. These strategies include both corridor-wide strategies as well as many specific to each individual municipality within the corridor.

A. Corridor-Wide

There are several recommendations that are appropriate for the entire corridor and would be most effective if implemented by all study area municipalities concurrently. These recommendations are organized into two categories:

- physical improvements,
- policy changes.

These recommendations are general in nature and are based on the desires and input of the municipalities and residents involved in the planning process. The recommendations were not developed using detailed engineering techniques and would require further investigation to determine if warranted under local, regional, and state standards. Further involvement with approval agencies would be required prior to the actual implementation of most of the recommendations provided in this section, particularly those related to the highway and infrastructure improvements. The New York State Department of Transportation has ownership of the Route 250 right-of-way within the Towns of Webster, Penfield and Perinton and is the permitting agency for any improvements within this right-of-way. The Villages of Webster and Fairport own and maintain their own roads, including the road designated as part of the Route 250 corridor.

1. Physical Improvements

- No corridor-wide deficiencies were noted; therefore, no specific recommendation have been developed.
- Continuing efforts should be made to promote the use of public transportation in the Route 250 corridor, including making more connections along the corridor possible, such as Eastview Mall area to Fairport or Webster Village to Penfield Road.

2. Policy Changes

Access Management Overlay District

The purpose of the overlay district is to enable the development of lands along Route 250, in a comprehensive manner within all the municipalities, in accordance with the goals set forth by the communities during this planning process for controlling access onto the mainline. These goals include:

- Slowing traffic,
- Improving corridor safety,
- Providing safe and comprehensive access for pedestrian and bicyclists,
- Improving driver predictability, and
- Combining/aligning driveways and access drives.

An overlay district would assist in moving toward many of these goals. The overlay would span 1,000 feet on either side of Route 250 within the study area, and be adopted by all the study municipalities as an additional governing document to their existing

zoning. While specific wording would need to be drafted by the impacted communities, topics that would be covered include:

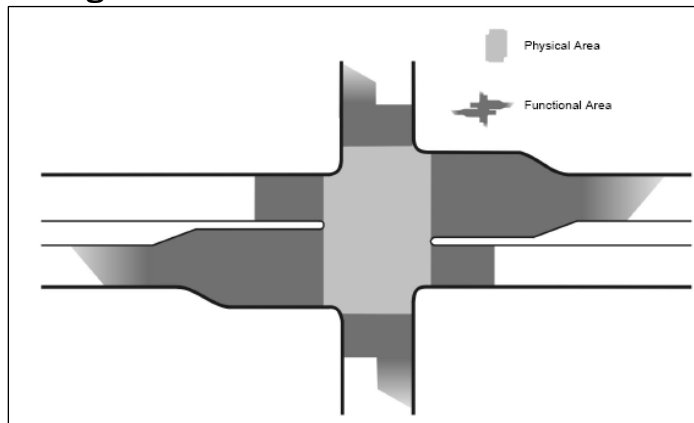
- Intent of district
- Boundaries of district
- Site characteristics (orientation, lot dimensions, access, setbacks, location of parking)
- Building standards (facades, height, lot coverage)
- Lighting (location, glow, style)
- Signage (size, location, style)
- Landscaping (buffering, foundation plantings, peripheral plantings, parking areas, screening areas)

There are several regulations that could be placed into the overlay district.

i. Corner Clearance

Corner clearance addresses the distance between an intersection and the nearest driveway. Corner clearance is especially a concern as driveways located near intersections are often located within the functional area of an intersection. According to the American Association of State Highway and Transportation Officials (AASHTO)ⁱ, “driveways should not be located within the functional area of an intersection or in the influence area of an adjacent driveway.”

The difference between the physical area of an intersection versus the functional area of an intersection is depicted in **Figure 32**.

Figure 32 – Functional Intersection Area

Source: *Access Management Manual*, TRB, 2003, Figure 8-12, p. 132.

Adequate corner clearance should be provided at all signalized and unsignalized intersections on Route 250 within the Study Area. For the study corridors, the following standards are recommended:

- Small generator (less than 1,000 daily trips) = 200 ft
- Large generator (more than 1,000 daily trips) = 400 ft

ii. Driveway Spacing

The separation of conflict points simplifies the driver's decision by giving drivers a longer time to respond to successive access related events. Since driveways generate turning movements, driveways that are inadequately spaced create several functional and safety problems, particularly on roadways meant to be predominantly a through road. Providing adequate distance between driveways is a critical measure for controlling the flow of traffic, and the safety of ingress and egress.

For Route 250, the minimum driveway spacing standards should be:

- Small commercial generator (1,000 or less daily trips) = 150 ft
- Large commercial generator (more than 1,000 daily trips) = 350 ft full access; 150 ft right-in-right-out
- Single family residential lots should be restricted to shared access to achieve access management or at the discretion of the town, could be restricted to internal access to adjoining parcels. For isolated lots, a minimum driveway spacing standard of 20% of the lot width should be applied.

For these driveways, a minimum driveway throat length (distance measured from the edge of travelled way on Route 250 into the site) of 50 feet should be required for commercial properties that generate less than 100 peak hour exiting vehicle trips per hour, between 100 and 200 peak hour exiting vehicle trips per hour, a throat length of 100 feet should be provided, and in excess of 200 vehicles per hour, a throat length of 200 feet should be provided.

iii. Clearance Zone

A clearance zone is often created to preserve future land for ROW expansions. The forethought to preserve this land in advance of structures or amenities that are difficult to relocate can save significant money if the land is needed for a roadway widening.

A clearance zone of 50 (fifty) feet measured from the centerline of Route 250 should be required for all properties with frontage on such roads and for all properties with frontage on roads intersecting such roads for a distance of 300 feet from the intersection.

No permanent structure or use, including parking or other appurtenances serving traffic, holding ponds, septic systems, or any other use which by their removal or relocation would render the property economically unusable or in conflict with other federal, state or local requirements or which would substantially diminish the value of the property shall be allowed within the clearance zone.

Utilities, lighting, drainage, signs, landscaping, and pedestrian and bicycle facilities may be located within the clearance zone.

iv. Sign and Landscaping Standards

Sign and landscaping standards should ensure that the location of such amenities do not block the view for travelers entering or existing driveways or roadways. Further, that the view of any pedestrian facilities are not obstructed.

v. Pedestrian Accommodations

As the Route 250 corridor has a mix of residential, commercial, recreation, and institutional uses, the study towns and villages should continue to expand the public sidewalk system as funding is available. Prioritization should be given to linking higher density residential areas to schools, parks and commercial areas in close proximity.

vi. Subdivision Requirements

The subdivision of large lots to create several smaller ones provides an opportunity to make critical access control decisions that will have a significant impact on how well, or poorly, those parcels can be tied into the transportation

network. The following should be considered for incorporation into each municipality's subdivision regulations:

- Access plan for full parcel must be submitted prior to subdivision approval
- Internalize access to the extent possible (minimize curb cuts on public roads) and provide adequate spacing from main intersections
- Allow for easements/ cross connections to abutting properties
- Look for potential to cross-connect to multiple roads
- Require collectors be built to higher standards

vii. Plan/ Development Requirements

While there are several standards that can be created for current and future developments in the Study Area, many access management and transportation planning issues are best addressed on a case by case basis during the site plan review phase of a project. During this phase, the municipality representatives and, at appropriate times NYSDOT representatives, should have several meetings with potential developers to incorporate as many of the guidelines outlined below as possible.

- The number of access points for each development that would front Route 250 should be limited to one unless the frontage is greater than 1,000 feet.
- Where multiple tracts of land are developed as a single large entity, such as a shopping center, office park or similar development, they should be treated as one tract of land for determining access points.
- If an access road is likely to require a traffic signal, then the roadway should ideally be constructed to, align with

a public roadway or access road on the other side to maximize use of the light, with room for internal extension, or extension to an adjacent property, for future use.

- Common driveways that provide vehicular access to more than one site are encouraged.
- Construct the driveway as a road, full or partial for width or depth of property.
- All outparcels should be internalized using the main access drive of the principal retail center with access to the outparcel being adequately spaced from the main intersection.
- Inter-parcel connections should be provided to facilitate the movement of traffic and minimize the demand for local trips on the highway.
- For the purpose of assuring safe and continuous movement of vehicles, interconnections between rear yards of adjoining parcels are preferred.
- Pedestrian linkages between uses in commercial developments should be encouraged and/or required.
- Parking aisles should be separated from vehicle circulation.
- Parking areas should be designed so that pedestrians walk parallel to moving cars rather than perpendicular.
- Parking areas should be separated from structures by a raised concrete walkway and/or landscaped strip. Situations where parking spaces directly abut the structures should be avoided.
- Signs should be placed at or near the entrance to a building or site to indicate the more direct access to the building.

B. Municipality-Specific Recommendations

1) Town of Perinton/Town of Victor

a) Physical Improvements

In order to progress an improvement, the transportation benefits will need to be re-evaluated by the NYSDOT and GTC. The following recommendations have only been developed to the conceptual feasibility level and require more engineering determination.

- **Route 250/Garnsey Road Intersection** – Due to a heavy southbound right-turn movement that occurs throughout the day, consideration should be given to the construction of a southbound right-turn lane. Frequent illegal use of the shoulder for right-turns was observed at this intersection during both peak and off-peak hours of the day.
- **Route 250/Route 96 Intersection** - Consideration should be given to the extension of Route 250 into the Eastview Commons/Eastview Mall developments to connect to the road that now divides the Home Depot and Staples stores. While this will have only minor effects in reducing traffic volumes on Turk Hill Road during typical traffic volume conditions, it will likely have significant benefits during Holiday traffic and will significantly reduce traffic volumes on Route 96 between Route 250 and the Eastview Commons entrance.
- **Route 250 Southbound between Georgetown Lane and Perinton Hills Office Park/Shopping Center Driveway** - Consideration should be given to restriping the right-most southbound travel lane as an exclusive right-turn lane at the intersections of Route 250 with the

Perinton Square shopping center driveway and with Route 31. No construction is required to make this improvement.

b) Policy Changes

1. Preservation of open space – protection of natural features

The small amount of land considered vacant or underutilized in the Town of Perinton along the Route 250 corridor is largely in the Residential Transition zoning district, with some already in open space and preservation. The continuation of well planned residential developments, particularly in the southern portion of the corridor is critical, given the topography, steep slopes, wetland areas and wooded lots. Conservation subdivision design, where clustered housing is situated to avoid environmentally sensitive areas, is particularly well suited for this portion of Perinton. This type of residential development would also benefit the corridor by having single access points for each development, rather than each home taking frontage development on Route 250 and having their own driveway.

2. Consideration for rezoning 5.2 acre parcel southeast section of Route 250 and Route 31

Just south of the intersection of Route 250 and Route 31, there is an approximately 5.2 acre parcel currently zoned Residential A that may be appropriate for high density residential or office uses. It is adjacent to commercial uses to the north and west, with high density housing to the south. Given the small frontage on Route 250, and close proximity to the signal at Route 31, internal access via existing retail parking areas and drives, and/or access to Courtney Road should be considered before primary access is granted onto Route 250.

2) Town of Penfield

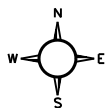
a) Physical Improvements

In order to progress an improvement, the transportation benefits will need to be re-evaluated by the NYSDOT and GTC. The following recommendations have only been developed to the conceptual feasibility level and require more engineering determination.

- **Route 250/Hamlet Area (Sweet's Corner/YMCA)** – Considerable study was invested in the emerging Hamlet area identified in the Town of Penfield's Land Use Plan, and the development of transportation solutions was initially seen as problematic with the construction of the YMCA at a mid-block location. Future re-alignment of Sweet's Corner Road is desirable in order to develop a future four-way controlled intersection that can function as a crossroads for this Hamlet area and provide for both vehicular and pedestrian crossing activities.

Two potential concepts have been developed. The first, as shown in **Figure 33: Hamlet Area with Future Signal** is a traditional approach that re-aligns Sweet's Corner Road to the south of the garden center, provides access roads for the YMCA and the garden center and other potential future development. Primary access would be controlled by a traffic signal and the intersection would be designed to ultimately provide left and right-turn lanes, if needed. Pedestrians would cross Route 250 and the re-aligned Sweet's Corner Road using crosswalks at the approaches to the intersection controlled with pedestrian signals.

The second concept, as shown in **Figure 34: Hamlet Area with Future Roundabout** is quite similar, with the exception that a single-



0 125 250
FEET



PROPOSED TRAFFIC SIGNAL



PROPOSED ROAD CONSTRUCTION



REMOVE EXISTING ROAD

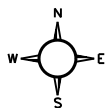
FRA

A TYLIN INTERNATIONAL COMPANY

Project #06-4108

Route 250
Corridor Study

Figure 33:
Hamlet Area With
Future Signal



0 125 250
FEET

FRA

A TYLIN INTERNATIONAL COMPANY

Project #06-4108



PROPOSED ROAD CONSTRUCTION

REMOVE EXISTING ROAD

Route 250
Corridor Study

Figure 34:
Hamlet Area With
Future Roundabout

lane roundabout intersection would be provided on Route 250 instead of a traffic signal, and this intersection would need to be located slightly to the south of where the signal is shown due the design requirements of the roundabout. Pedestrians would cross Route 250 and the re-aligned Sweet's Corner Road using crosswalks at the approaches to the roundabouts at the splitter islands. At these locations, drivers are typically driving between 15 to 20 mph based on the design characteristics of the roundabout.

- **Route 250/Atlantic Avenue Intersection**– Due to existing peak hour intersection traffic operations and concerns raised about accident potential and sight distance, NYSDOT should consider the construction of northbound and southbound left-turn lanes on Route 250 at this intersection as a safety improvement/congestion relief measure. Currently, all four approaches have only one lane with wide shoulders. By 2025 with this improvement, the intersection would improve during the evening peak hour from Level of Service F to operate at Level of Service B. An alternative improvement that the Town could consider for this intersection would be the construction of a roundabout intersection, which would have the added traffic calming benefits of slowing traffic down. Coupled with a potential roundabout to the south near Sweet's Corner, this could create a reduced speed zone in an area operating with a posted speed of 55 mph with public concern expressed at the first public meeting to reduce the speed limit.

b) Policy Changes

1. Adoption of Town of Penfield Land Use Analysis – Route 250

This document was completed in 2007 by a special land use committee formed by the Penfield Town Board in April of 2006. This committee was charged with the analysis of existing land use patterns along the corridor

and making recommendations for appropriate land use considerations. The outcome is a series of specific recommendations broken down by sector, each with its own vision, goals, and possible incentives. The public was involved in creating these findings and they are consistent with access management techniques and proactive planning which both contribute to positive corridor management. The Committee broke the corridor down into six segments, each with its own individual character, issues, and opportunities to further provide detailed information for this corridor study. The complete land use report can be found in **Appendix 'B'**.

2. Strict guidelines for subdividing - master plan for access, circulation, etc.

Throughout the Penfield portion of the corridor, but largely north of Sweets Corners Road, there is a potential for multiple curb cuts to residences where there are large parcels available for future housing developments. There is a need for requiring a master plan for more than one subdivision and to design single lots for future connection to access road in the future. The use of clustering is particularly appropriate for this area.

3. Flexibility in reuse for Route 250/ Atlantic Avenue Intersection

Due to high traffic volumes, proximity to commercial uses on northeast corner, and redevelopment potential, the west side of Route 250 near the Atlantic Avenue intersection should be considered for rezoning to allow retail uses – ensuring adequate area for feasible commercial uses with access set back enough from existing signal. Since the southeast corner abuts existing residential uses, consideration for business non-retail (offices, etc) should be considered.

4. Hamlet development near Route 250 and Sweet Corners Road intersection

Planning efforts for this area have shown an interest in creating a node of development largely focused on agribusiness with some potential for niche retail and/or hamlet style housing mixed in. With the vineyards adjacent to Dublin Road, and the farm market and nursery on Route 250 near Sweets Corners Road, there is a cluster of agricultural businesses now, with the potential for growth. If/as this area is developed into this mix of uses, primary consideration needs to be given to providing primary access onto access or secondary roads, with limited access onto Route 250. Preferably, if this area does develop, a traffic signal or roundabout could be provided at a re-aligned Sweets Corners Road (as shown previously in **Figures 33 and 34**), providing an opportunity for safe pedestrian crossing, and potential to cross access to properties on the west side of Route 250, including the new YMCA.

3) Town/Village of Webster

a) Physical Improvements

- **At-grade rail crossing** – Concern was expressed at the first public meeting about the condition of this at-grade crossing for its effects on vehicular traffic. Consideration should be given to the improvement or increased maintenance of this crossing.

b) Policy Changes

1. Flexibility for Central Business/ Neighborhood Business development/ redevelopment

There are a substantial amount of parcels that front Route 250 which are currently classified as “underutilized” meaning they could be redeveloped for a more intense use than is currently on site. To maximize the redevelopment potential for these properties, which would include potential combining of parcels, creating shared access points, and

adhering to the access overlay recommendations, these areas should be given flexibility during site planning and review, or through rezoning. Current setbacks, parking, and coverage requirements MAY be appropriate or may be considered for modification based on the proposed project.

2. Consideration for rezoning industrial lands along Route 250 north of Route 104

Just north of Route 104 is an area zoned industrial that fronts Route 250, and continues northeast into a large industrially zoned area, largely occupied by Xerox. The portion within the study area is currently classified as underutilized because it is currently being used for a less intense use. The majority of these parcels are being used for commercial purposes, rather than industrial. This portion of land abuts residential areas of the Town. For both its redevelopment potential, and to better transition to the residential areas, this area should be considered for rezoning to a neighborhood business zone.

C. Probable Cost of Proposed Physical Improvements

A conceptual opinion of probable design and construction costs was prepared for the physical improvement recommendations contained in this report. These recommendations are general in nature and are based on the desires and input of the municipalities and residents involved in the planning process. The recommendations were not developed using detailed engineering techniques and would require further investigation to determine if warranted under local, regional, and state standards. **Table 10** displays two different options – one with the construction of roundabouts at a relocated Sweets Corner Road and Atlantic Avenue and the second with more typical signal improvements at a relocated Sweets Corner Road and left-turn lanes at Atlantic Avenue. In total, these two options total between \$2.5 to \$2.7 million dollars to design and construct. Worksheets were prepared detailing the technical assumptions, unit prices, quantities and other factors, and this is presented in **Appendix 'I'**.

Table 10 – Opinion of Probable Costs – With and Without Roundabouts

Proposed Improvement	Option – Without Roundabouts	Option – With Roundabouts
Rte 250 @ Rte 96 – Extension of Route 250 into Eastview Commons	\$711,000	\$711,000
Garnsey Road – Add SB Right Turn Lane	\$124,000	\$124,000
Route 250 @ Sweets Corner Rd – Realign and install signal	\$640,000	NA
Route 250 @ Sweets Corner Rd – Realign and install roundabout	NA	\$650,000
Route 250 @ Atlantic Avenue – Construct NB/SB Left Turn Lanes	\$343,000	NA
Route 250 @ Atlantic Avenue – Construct Roundabout	NA	\$257,000
Rt. 250 @ RR Crossing	\$113,000	\$113,000
Subtotal	\$1,931,000	\$1,855,000
Contingency (21%) & Fees	\$738,000	\$709,000
TOTAL	\$2,669,000	\$2,564,000

ⁱ American Association of State Highway and Transportation Officials, A Policy on Geometric Design for Highways and Streets, 2004, p. 556-558.