



# Village of Perry Transportation Safety and Access Study

## Final Report

June 2022



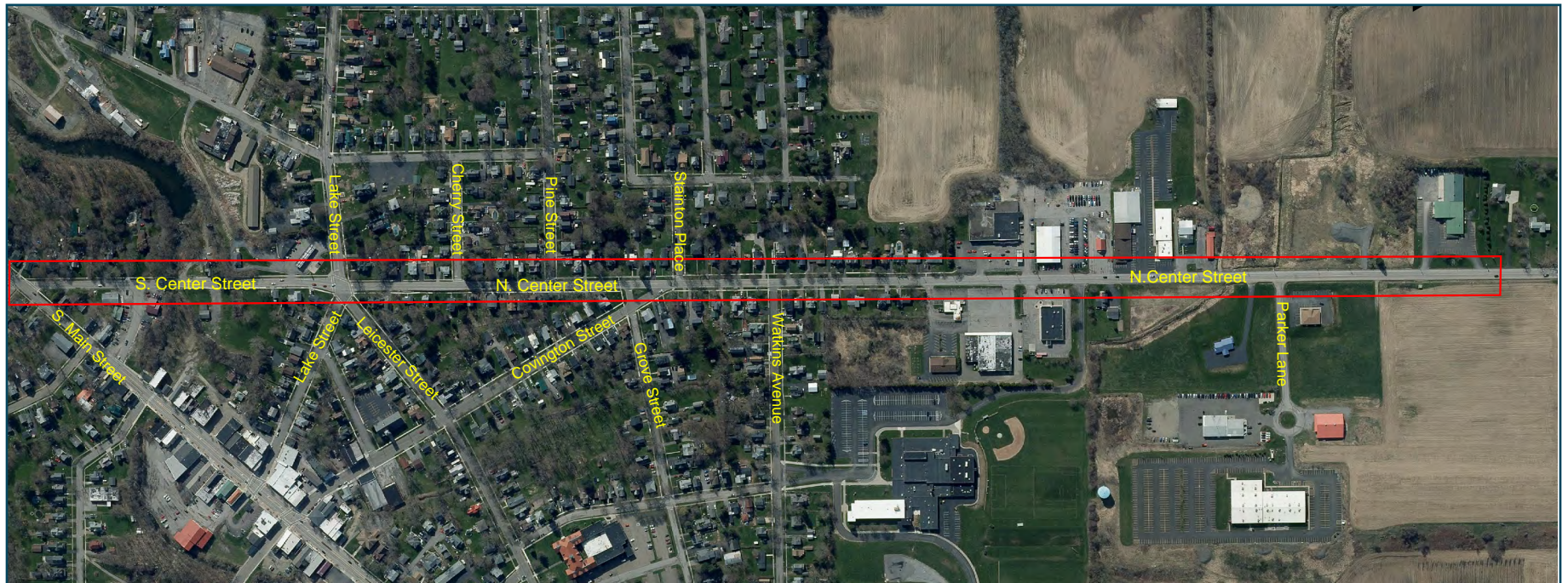
**GENESEE TRANSPORTATION COUNCIL**  
The Metropolitan Planning Organization for the Genesee-Finger Lakes Region





# Executive Summary

This study was completed for the Village of Perry with funding assistance from the Genesee Transportation Council, while working alongside a Project Advisory Committee (PAC). The PAC for this project consisted of a working group of residents, businesses owners, and community representatives who have a personal investment in the Village. This project served to strategically plan for timely investment and planning into Center Street to create a sustainable and equitable transportation network that fits the needs of the community it serves. Perry has taken on initiatives to bolster the Village's assets such as the Main Street Improvement Project, Phase 1 of the Silver Lake Trail, and Perry Beach Improvements. This project is another step to improve connections in the Village which will enhance the quality of life for residents with recreational opportunities through a multi-modal corridor. This study looked at gaps, opportunities, and needs in the transportation infrastructure. The outcomes of this project are recommended improvements in the form of roadway projects, programs, and planning initiatives.



Study Area

## Goals

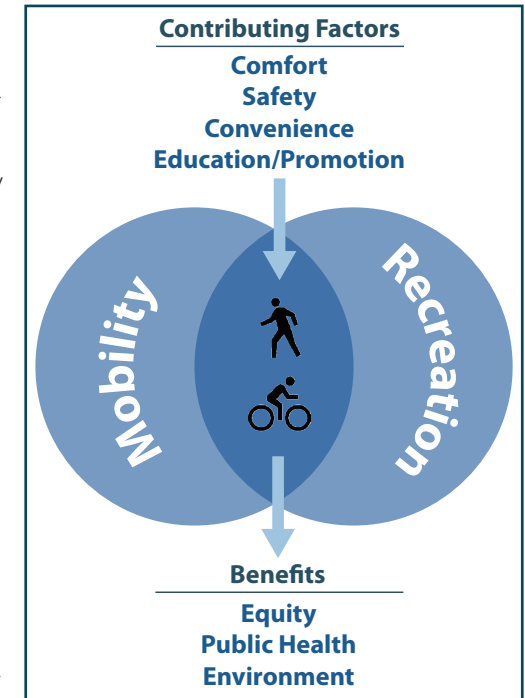
Goals of this project include:

- ◆ Connectivity: Connect to all major destinations within and adjacent to the Village through a network of walking and bicycling.
- ◆ Universal Access: Providing recreational opportunities, an improved public health, and enhancing the quality of life of residents and visitors through a multimodal corridor.
- ◆ Village Edge: Capitalize on the opportunity to create a gateway into the Village showcasing its character to visitors and residents entering the community.
- ◆ Recreational Destination: Create additional infrastructure to enhance the label as a recreational destination, which will attract visitors but also provide additional transportation options to its residents.
- ◆ Safety and Traffic Calming: Slow traffic and ease comfort and safety for walkers and bicyclists through infrastructure improvements, policy, driver education promotions.

## Existing Conditions

Center Street (NYS Route 246), serves as a major north-south connector in the Village. It acts as a gateway from the north taking motorists from a rural setting to the Village commercial district. The existing transportation infrastructure includes grade challenges, sidewalks in poor condition where present, and inconsistent accommodations for different modes of transportation. Center Street transportation elements are typically consistent for three separate character areas. These character areas have their own unique set of needs, opportunities, and land type.

- ◆ Southern Segment Main Street to Lake Street/Leicester Street
- ◆ Northern Residential Segment Lake Street/Leicester Street to Bank of Castile
- ◆ Northern Commercial Segment Bank of Castile to Village Limit



## Identified Needs

Corridor needs were identified through PAC interviews, public outreach, and the inventory of existing conditions, documents and studies. There were six themes of identified needs along the corridor:

- 1) **Pedestrian and Bicycle Facilities:** Perry has a vision of being a walkable community and recreational destination. To complete this vision, improvements in alternative transportation infrastructure are needed along Center Street.
  - ◆ **Sidewalks:** Provide contiguous ADA compliant sidewalks for the entire stretch of Center Street from Main Street to the village limits.
  - ◆ **Pedestrian Crossings:** Install an enhanced pedestrian crossing near Perry Market Place.
  - ◆ **Bicycle Facilities:** Bicycle space is needed to connect to existing and future networks, while providing additional transportation alternatives to visitors and residents.
  - ◆ **Lighting:** Existing lighting is in the form of cobra overhead lights, which only illuminate the street. Pedestrian scale lighting is needed for pedestrians to see clearly at night and provide a sense of safety.
- 2) **Traffic Calming/Driver Behavior:** Typical driver behavior along Center Street has a vehicle first mentality. To make Center Street multi-modal, the safety and comfort of pedestrians and bicyclists need to be priorities.
  - ◆ **Reduce Speeding:** The northern part of Center Street has no visual cues for drivers to reduce their speed. Police enforcement has been used here in the past in conjunction with a radar speed sign, but these are not long term solutions.
  - ◆ **Pedestrians First at Crosswalks:** All crosswalks should be enhanced with consistent signing and pavement markings. Drivers need to be educated that pedestrians have the right of way at crosswalks. Vehicles do not currently yield to pedestrians waiting to cross at designated crossing locations.
- 3) **Drainage Improvements:** Center Street has frequent standing water due to clogged pipes, and possibly an undersized system. There is also excess impervious area creating a surplus of runoff into the storm system. Green infrastructure and a new properly sized drainage system are recommended to reduce runoff and improve water quality.
- 4) **Access Management:** The commercial section of Center Street has no curb which has created driveways with no definition that are wider than standard widths. This creates unpredictable ingress and egress from properties, and compromises safety for pedestrians and bicyclists.
- 5) **Northern Gateway:** Village gateways at each village edge is a goal in the Village of Perry Comprehensive Plan. A gateway can accomplish multiple goals including traffic calming, community branding, and potentially future pedestrian and bicyclist connections and accommodations.
- 6) **Enhanced Connections:** Through many village initiatives like the Silver Lake Trail, Letchworth Gateway Initiatives, Perry Beach Improvements, and the Parks Master Plan, Perry is continually building on their recreational opportunities. Connecting pedestrian and bicycle infrastructure to nearby sought out destinations promotes alternative transportation and improved lifestyles. Wayfinding signage can enhance these connections for visitors in the area.

## Recommendations

Center Street recommendations are broken into three categories: capital projects, services and programs, and policy and planning. These address all of the six needs identified which include pedestrian and bicycle facilities, traffic calming/driver behavior, drainage improvements, access management, a village gateway, and enhanced connection.

- ◆ Capital Improvement Projects—These projects are tangible design and construction projects to restore and enhance the corridor. Recommended capital improvement projects are segmented by geographical area, but could qualify as a single project. Capital improvement projects encompass infrastructure including sidewalks, bicycle accommodations, enhanced crossings, green infrastructure, landscaping, and drainage infrastructure. There are also concept level recommendations for three focused locations which include retaining walls and an abandoned railroad trestle.
- ◆ Services and Programs—Service and program recommendations are strategies to improve mobility and provide a variety of transportation services to close any gaps in public amenities. Services look at improving the transportation network, for example, reducing single occupancy vehicles which reduces congestion.
- ◆ Policy and Planning—This initiatives provide an opportunity to address a myriad of system enhancements in a comprehensive and holistic manner. This is a coordinated approach and plan for investment which will effectively use resources long term.

## Capital Improvement Projects

Capital improvement projects will provide enhancements to the existing corridor to improve its functionality, increase safety for all users, and provide pedestrian and bicycle accommodations and mobility. The recommended improvement projects will provide continuous pedestrian and bicycle connections, and create more consistency with infrastructure along the entire length of Center Street. Roadway improvements include a replaced drainage system, ADA compliant sidewalks along the corridor length, landscaped islands to provide traffic calming, pedestrian lighting, and streetscape amenities.

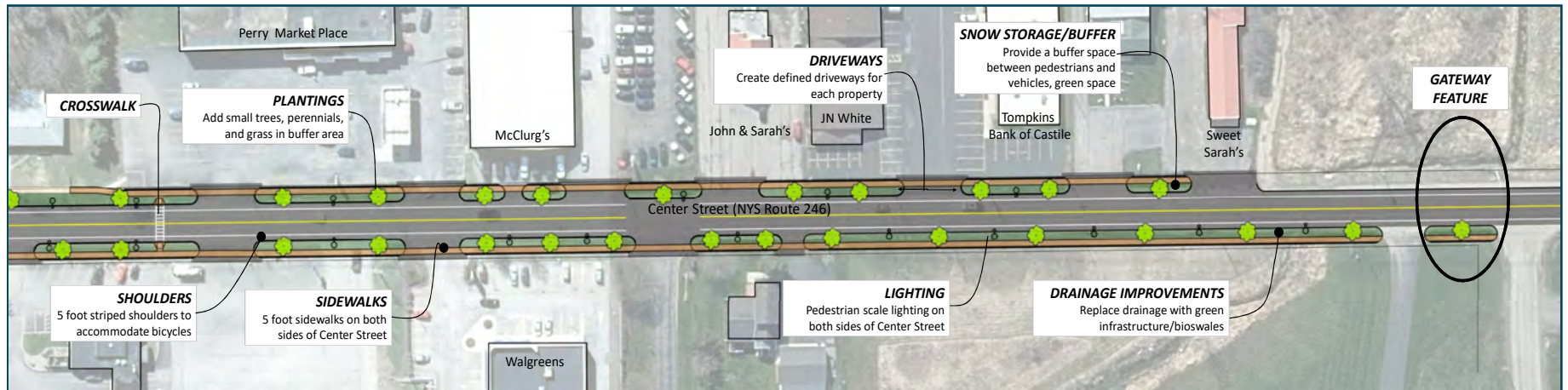
## Northern Commercial Concept

This project focuses on traffic calming, safety, improved drainage, a gateway, and pedestrian and bicycle accommodations. The following are proposed features along this segment:

- ◆ Sidewalks on both sides of Center Street
- ◆ Dedicated bicycle space through a 5' shoulder
- ◆ Curbed islands installed between driveways
- ◆ Replaced drainage system
- ◆ Landscaping



## Northern Commercial Concept



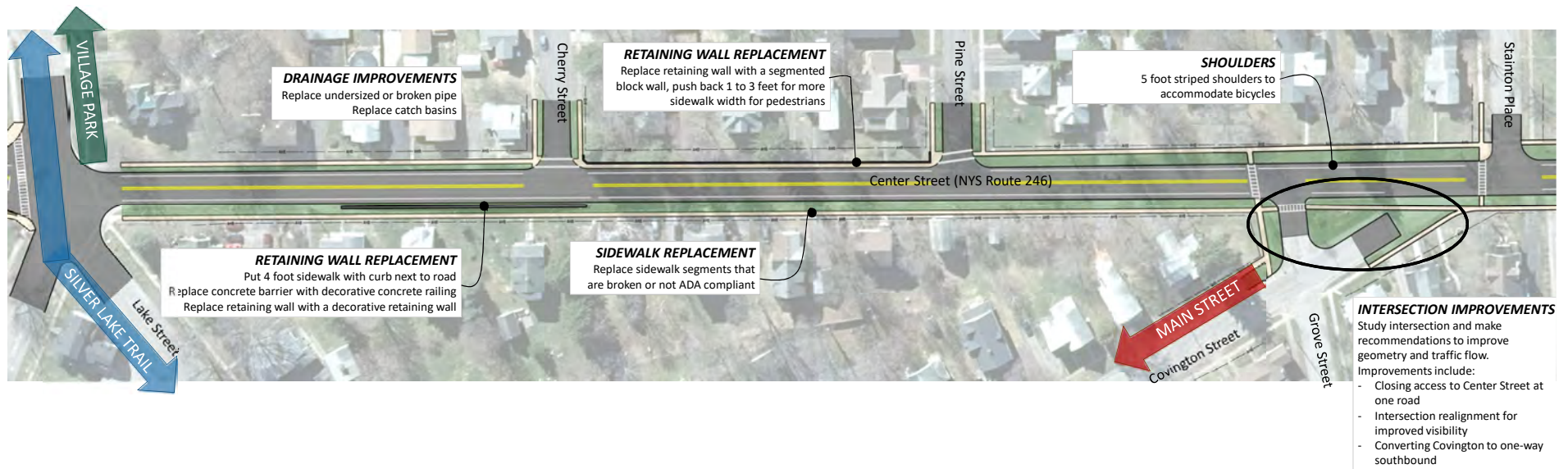
A gateway is proposed just south of Parker Lane. This would be a prominent focal point within the landscape and act as a threshold for entering the Center Street commercial corridor.



## Northern Residential Concept

This project focuses on further improving the multi-modal infrastructure already in place. The following are proposed features along this segment:

- ◆ Replace sidewalks
- ◆ Retaining wall repair or replacement
- ◆ Replaced drainage system
- ◆ Intersection improvements at Covington Street



The two existing retaining walls along this segment of Center Street, have recommendations for replacement and relocating. These concepts would need a further investigative study to determine the condition and structural integrity of the walls, soil properties, and ROW constraints.

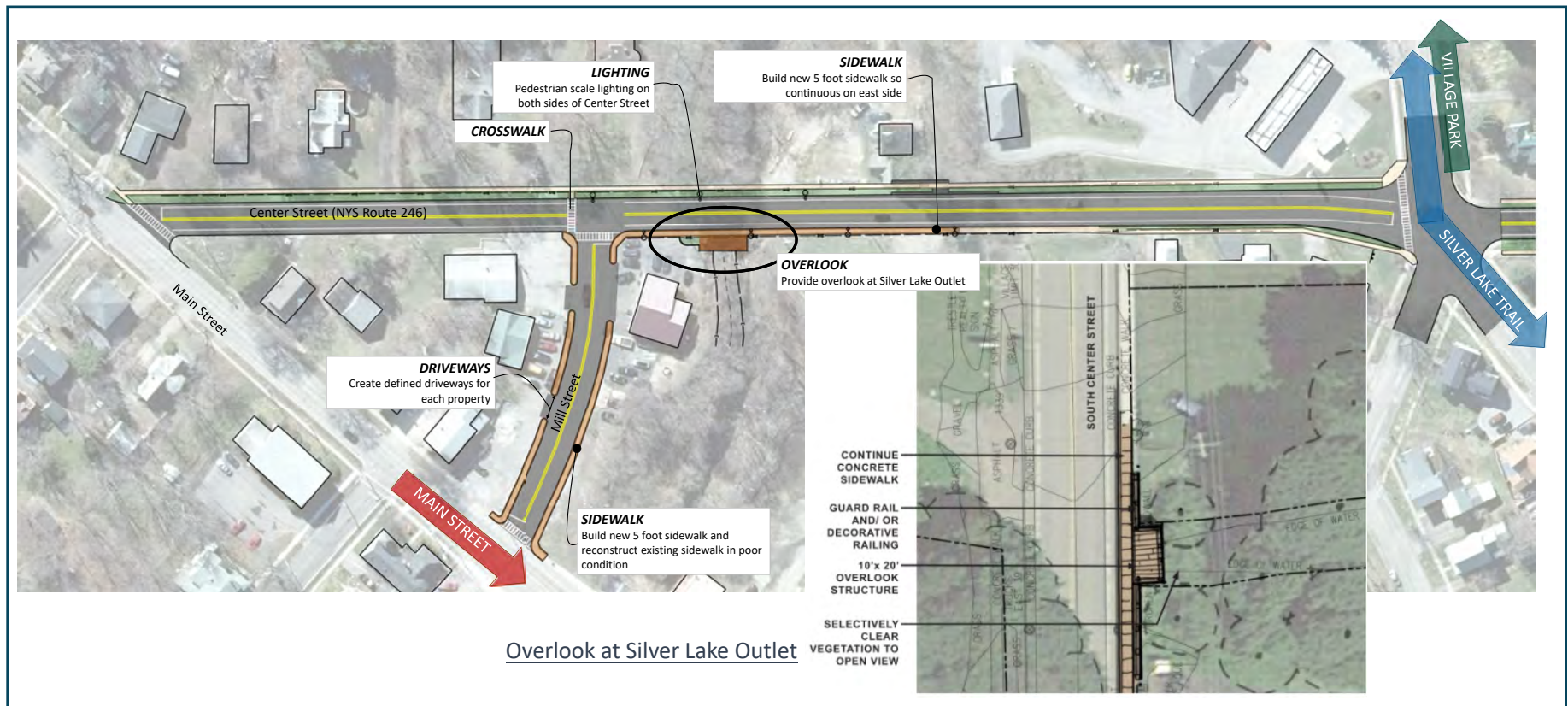
A conceptual construction cost estimate was put together for this project. It is estimated that the total cost for this project for a 2024 construction season is \$2.6 million. This estimate includes spot repair and sealing both of the eastern retaining wall, and replacement of the western retaining wall.



## Southern Residential Concept

This project focuses on providing a continuous ADA compliant pedestrian route with improved lighting and safety features, as well as recreational enhancements. The following are proposed features along this segment:

- ◆ Continuous sidewalks
- ◆ Lighting
- ◆ Overlook at Silver Lake Outlet
- ◆ Enhanced crossing



A conceptual construction cost estimate was put together for this project. It is estimated that the total cost for this project for a 2024 construction season is \$2.6 million. This estimate includes replacing the stairs and handrail at the railroad trestle.



## Services and Programs

### Driver Education Program

Develop education program for drivers, pedestrians, and bicyclists regarding road safety and laws/regulations including distracted driving. The goal is to educate the public on the rules of the road keeping in mind all users and modes. Educational efforts should highlight not just safe driving, but safety for all users including pedestrians and bicyclists. This can be coordinated through promotional materials and community partners.

### Active Transportation

Market and promote active transportation (wayfinding, benefits, historical components) as a key component for a healthy and balanced transportation system. Walking and biking can be promoted through infrastructure investments, and also promoted through the use of wayfinding signage systems, development of promotional materials, and coordinate with existing village destinations.

## Policy and Planning

### Pedestrian and Bicycle Amenities

Provide pedestrian and bicycle amenities such as bike parking, landscaping, and street furniture amenities that encourage higher rates of active transportation. Their visibility to the motoring public will promote awareness of bicyclists and pedestrians over time, and can reinforce the viability of active transportation in areas once thought to be unsafe or undesirable for walking and biking. These amenities should be part of the complete streets effort taken on by the Village.

### Complete Streets Policy

Continue to develop a complete streets policy designed to create a resilient, equitable, and efficient transportation system. The policy should be incorporated into the zoning codes and site plan approval process. Comprehensive plans and zoning codes are critical tools for advancing transportation goals and coordinating them with land use activities. A well-designed zoning code can support transportation goals through the requirement of sidewalks, land set aside for trails, and promotion of mixed-use company development. Strategies should be developed to create a multi-modal hierarchy in the public right of way.

### Access Management

Access management is an important tool whereby ingress/egress from driveways and side streets is designed to improve safety and efficiency. Without this coordinated approach, a commercial corridor can not only be unsafe and congested, but the haphazard development patterns and curb cuts can negatively influence the sense of place and character of the corridor. Access management standards or guidelines should be developed and incorporated into local policy as part of the site plan approval process.

# Plan Implementation

## Priority Projects

Following community outreach with the public, the capital improvement projects were presented to the PAC. The focus with project priorities was on capital improvement projects in comparison to proposed services and programs, and policy and planning initiatives, because they have a more significant cost requirements for the Village with a more immediate result. Services, programs, policy, and planning initiatives can be undertaken with less financial resources and will produce long term results and improvements. That isn't to imply that these initiatives are less important, but they are less tangible for the community to realize. Although all priority projects are desired and can be implemented, that will depend on funding availability. The descriptions of priority projects below should and can be used for future grant applications and within other planning documents that the Village of Perry produces in the future. This will contribute to a cohesive vision within the Village and assist with outside funding. The selected projects include:

- ◆ Northern Commercial Capital Improvement Project: Specifically sidewalks, an enhanced crosswalk, and drainage replacement is the highest priority in this section.
- ◆ Pedestrian Path at Trestle: Replacement of existing stairs and hand rail on historic rail trestle, while improving sidewalks and a crosswalk as an accessible pedestrian path around this.
- ◆ Existing Sidewalk Improvements: This includes both retaining walls between Cherry Street and Pine Street (west side), and Lake Street and Cherry Street (east side). Upgrades to sidewalks that are ADA compliant, and have a buffer or snow storage from the road.

## Recommendations Summary

Each of the recommendations for capital improvement projects, services and programs, and policy and planning initiatives have identified funding sources and implementation costs. These initiatives coupled together will have short and long term impacts reaching the project goals.

- ◆ Traffic calming on Center Street through design elements and outreach initiatives. Design elements such as curb, a reduced pavement width, and vertical landscaping elements, will all create visual cues to motorists to slow down. The driver education program will remind drivers of the rules of the road, such as priority going to pedestrians in crosswalks.
- ◆ Improved safety for all modes of transportation. All modes of transportation will have designated space, and the northern commercial concept project will reduce conflict points. Future safety is ensured through programs and policies such as access management, traffic calming, driver education, a complete streets policies.
- ◆ Multi-modal connectivity to village destinations. Links are now provided to sought out locations in the Village such as the Perry Market Place, the Breezeway Barns, Perry Central Schools, etc. Gaps in the transportation network are filled in with sidewalk connecting village destinations for different modes of transportation creates a more sustainable and equitable transportation system.
- ◆ Promotes an active lifestyle for residents, visitors, and commuters. This is an opportunity to promote and support an active lifestyle in Perry. Putting the infrastructure in place such as sidewalk and bicycle space is the first step, but also providing amenities to promote alternative modes of transportation. Through Complete Streets Planning and an Active Transportation Plan, these programs can encourage walking and biking, and build on Perry's recreational opportunities.