

VILLAGE OF PERRY

MAIN STREET IMPROVEMENT PROJECT

PIN 4760.78

PUBLIC OPEN HOUSE

November 2014



Project Objectives

The project includes the following primary objectives:

- Improve effectiveness of sidewalk and street drainage.
- Improve pedestrian facilities in compliance with the Americans with Disabilities Act Accessibility Guidelines (ADAAG).
- Replace the existing lighting system with more pedestrian-friendly lighting.
- Improve landscape and add gateway elements to enhance the character of downtown and its identity as an attractive commercial and civic center.
- Improve the condition of traffic control devices (signs, pavement markings) in accordance with the National Manual of Uniform Traffic Control Devices.

Project Improvements

- ◇ Utility improvements including hydrant and drainage relocations
- ◇ New curbs, sidewalks, and curb ramps to ADAAG standards
- ◇ “Cobra head” lights (Approx. 40’ high) would be replaced with pedestrian-scale lights (15’ to 20’ high)
- ◇ Curbed bump-outs to improve safety for pedestrians, motorists and all users of Main Street. They improve visibility, and reduce unprotected crossing distances while serving as traffic calming elements, creating a more people-friendly environment.
- ◇ Addition of landscaped islands to serve as traffic calming elements, that can also enhance downtown character, improve community identity and promote sense of place.
- ◇ Additional street trees, special-purpose paving, and gateway features to make the downtown more inviting and reinforce the Village’s unique identity.

Project Schedule:

Complete Prelim. Design:

February 2015

Design Approval:

February / March 2015

Complete Detailed Design:

Winter 2016

Construction Start:

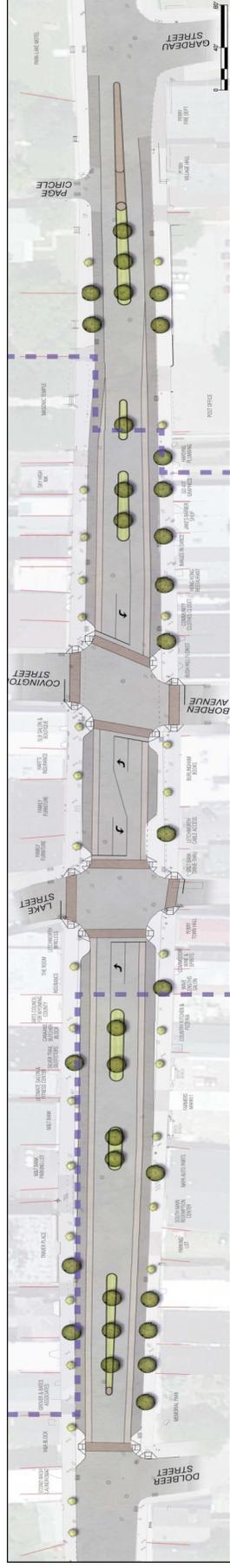
Spring 2016

Construction Complete:

Fall 2016

Estimated Cost: \$1.4 Million

- The project is primarily funded by the Federal Transportation Enhancement Program (TEP, \$1.06M) with a contribution from the Village (\$350K).



Main Street Improvement Project: Conceptual Plan

Frequently Asked Questions

Q: Why is the project being undertaken?

A: To enhance accessibility for pedestrians, bicyclists, and motorists. The improved mobility and aesthetics are expected to encourage more activity and support economic revitalization of Perry.

Q: What will be the impact during construction?

A: Access to the retail, commercial, and residential properties in the area would be maintained throughout construction. Periodically, two-way, one-lane traffic maintained by flaggers will be necessary. Parking and sidewalk access may be restricted, but at least one side of the street will always be open. No detours are expected to be required.

Q: How large are the proposed islands?

A: The proposed landscaped islands are generally between 6 feet and 10 feet wide and vary in length from 30 to 100 feet. Breaks, or gaps, between the islands will allow for driveway and side street access.

Q: Will the islands restrict emergency vehicles or wide load access?

A: Access for emergency service vehicles and wide loads would be provided within the 11' travel lane and 5' bike lane. In addition, gaps in the landscape islands will allow for emergency pull-offs when necessary.

Q: What drainage improvements are included?

A: New drainage structures and storm sewer will be installed in the same area where curbing is being replaced. The structures and pipes will be sized to effectively drain the area between Lake and Covington Streets.

Q: Will the street lighting system be replaced?

A: Yes, the existing street lights would be removed and replaced with new poles and light fixtures. Banner arms would be included on the poles.

Q: Why are bike lanes included?

A: Bike lanes help define the road space between vehicles and bicycles. They also create a safer roadway by calming traffic and promoting ridership due to the comfort level they provide.

Q: Will there be a reduction in on-street parking spaces?

A: No. As proposed, the project will potentially increase the available on-street parking by up to three additional spaces. The project will relocate fire hydrants where feasible.

Q: Where have other projects like this been completed?

A: Similar roadway projects such as the Main Street's of the Village of Medina, City of Batavia, and the Village of Palmyra were designed and completed by Erdman Anthony.

Q: What happens next?

A: After this meeting, input from all attendees will be reviewed and factored into the design process as appropriate. There will be a second public meeting that will be scheduled later in the process, sometime after design approval. If you have additional questions or input to share, please contact the village.

For Further Information Please Contact:

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