Quality Communities Workshop: “Advancing the Transportation-Land Use Connection”

Session 2A
Transportation – Land Use Management Tools
“Matching the Tools for the Job”

June 13, 2006
Land Use – Transportation Integration

- Land Use
- Transportation
- Community Design
Seamless Integration:
University Avenue, Rochester
Seamless Integration:
University Avenue, Rochester

Transportation – Pedestrian Environment
Seamless Integration: University Avenue, Rochester

Transportation – Multimodal
Seamless Integration: University Avenue, Rochester

Transportation – Multimodal
Seamless Integration:
University Avenue, Rochester

Community Design
Seamless Integration: University Avenue, Rochester

Community Design
One Size *Does Not* Fit All

Apply Tools That Fit:

- Context
- Situation
- Objectives
  - Functional
  - QOL
  - Community
## Community Profile

<table>
<thead>
<tr>
<th>Context</th>
<th>Situation</th>
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<tbody>
<tr>
<td>• Rural</td>
<td>• New development</td>
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<tr>
<td>• Suburban</td>
<td>• Expanding development</td>
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<tr>
<td>• Urban</td>
<td>• Redevelopment</td>
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<td>• Historic</td>
<td>• Declining development</td>
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<td>• Recreational</td>
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Objectives

- Safety and Travel Efficiency
- Other Quality of Life Issues
  - Community Character
  - Aesthetics
  - Minimize environmental impacts
- Economic opportunities
- Growth opportunities
Example: NYS Rte.364 – Gorham, NY
Overall Goal: Improve Quality of Life

Key Objectives: Preserve/Enhance

- Safety and Convenience
- Community Character/Sense of Place
- Natural Features/Scenic Views
- Active Farmlands
- Steep Slopes/Woodland protection
Typical Transportation Tools

- Highway Work Permit
  - Access location, number, design, retrofits, turn lanes, signals, ped and bike facilities

- Sample Tools that Support Land Use Goals
  - Directional Turn Intersections
  - Medians
  - Roundabouts
  - Traffic Signal Management
Transportation Tool – Directional Turns

(impacts type/intensity of development)

Thomas Road

NYS Rte. 332

Emerson Road
Transportation Tool – Directional Turn

NYS Rte. 441 – Town of Penfield
Transportation Tool
- Medians

- promote nodal development
- facilitate cross access and access road connections
- facilitate signal management
Transportation Tool - Roundabouts

- increase safety & capacity
- reduce speeds
- accommodate u-turns
- reduce delays, queuing
- improve air quality
- provide gateway treatment
Greater Synergy with both Medians & Roundabouts
Changing Roles – *transfer of practice*

“Boards have the authority to enact policies and regulations beyond that of NYSDOT through local land use powers”
• **Changing Roles** – *transfer of practice*

**Local Agency**
- Comprehensive Plan
- Zoning & Subd. Regs
- Site Plan Review
- SEQRA/GEIS
- *Comprehensive Access Management Plans*
- Local Road Improvements

**Highway Agency**
- Work Permit
- Capital Project
  (access management)
- Maintenance
Typical Local Management Tools

Rezoning – for location and density
Planned access prior to subdivision approval

Larger lot sizes and frontage requirements
Driveway spacing, location and design
Shared driveways and cross access
Clearance zones, larger setbacks
Intersection spacing standards
Signal spacing and linkage requirements
Restrict flag lots and lot splits

Reverse access / access roads
Easements for future roads
Local system improvements
Expand Local Road Network
Expand Local Road Network
Brief Examples

1. Town & Village of Victor
   - Transportation Plan Element
   - Sub-Area/Corridor Studies

2. Route 332 Corridor – Towns of Farmington and Canandaigua
   - Local Zoning Law
   - Major Thoroughfare Overlay District (MTOD)
   - Subdivision and Development of Land Regulations
   - Median and directional turn, signal management

3. Route 441/250 Sub-area, Town of Penfield
   - GEIS/LUAMP
   - Local Zoning Law
PROJECT AREAS

1. Town of Victor
   (TOWN-WIDE PLAN)

2. NYS Route 332
   (CORRIDOR PLAN)

3. NYS Route 441/250
   (SUB-AREA PLAN)
Comprehensive Plan – Transportation Plan Element

ROUTE 96/HIGH STREET CORRIDOR STUDY
FUTURE VOLUME/CAPACITY RATIO (YEAR 2030)
Transportation Plan Element

A plan that provides clearly articulated goals, including:

- *transportation goals* achieved with *land use policies* and objectives,
- *land use goals* achieved with *transportation policies* and *objectives*
Comprehensive Plan – Transportation Plan Element

Defines how the community’s transportation system relates to:

- the vision for growth
- the regional system
- the intended function of the local transportation system
LAND USE:

- Residential

Source:
Ontario County Planning Department (June 2005)
GTC REGIONAL FORECASTING MODEL

- 7 TAZ’s

ENHANCED TOWN FORECASTING MODEL

- 45 Internal TAZ’s & 25 External TAZ’s
Identify Future Conditions/Issues

Identify/Evaluate Alternatives
NYS Rt. 332:  
Towns of Canandaigua and Farmington
NYS 332: Canandaigua and Farmington

Local Objectives

Maintain Functionality of Rt. 332

... key to long term growth

Minimize Retail Frontage Development

... limit competition with existing district
Major Elements of the NYS Rte.332
Comprehensive AM Plan

- Local Zoning Law
- Subdivision and Land Development Regs
- Access Roads (over 3 miles built)
- Median, Median Breaks and U-Turn Treatments
Rt. 332: Ordinance Revisions

- Driveway Spacing Standards
- Driveway Location Requirements
- Corner Clearance Standards
- Median Spacing Standards
- Intersection Spacing Standards
- Driveway Design Standards
- Cross, Reverse and Interconnection Requirements
- Subdivisions -- Planned Access for All Parcels
- Incentives for Access Improvements

- NOW ... rezoning to concentrate retail development
NYS Rte 332 Access Road Plan
NYS Rte. 332 Access Road Network
NYS Rte. 332: Restrictive median from the Thruway to the City line.
Town of Canandaigua’s Steps to Implementation

- Vision
- Planning
- Design
- Property Acquisition
- Environmental Concerns
- Construction
- Continued Planning
Town of Canandaigua’s Keys to Implementation

- Vision & Forward Thinking
- Education
- Broad Network of Support and Collaboration
- Give & Take Approach
- Champions
NYS Rtes. 441/250
Town of Penfield

Access Management — A cost effective strategy useful for integrating land use with transportation.

comprehensive access management is a multi-disciplinary approach that includes

– Traffic Engineering
– Transportation Planning
– Land Use Planning
– Community Design
Major Elements of the
Town of Penfield’s
Routes 250/441
Access Management Plan

- GEIS/ LUAMP
- Access Management Overlay District
- Access Roads, Medians
- Reduced curb-cuts, shared access
Directional Turn – NYS Rte. 441
McDonald’s
complains of Penfield
road work

JOHN KOHLSTRAND

PENFIELD — The state intends to spend more than $7 million next year improving the intersection of routes 350 and 441, but not everyone is happy with the plan.

Richard Guon, owner of the McDonald’s restaurant at that corner, said plans to construct medians on Route 441 near the intersection will make it difficult for westbound traffic to stop at his restaurant.

“McDonald’s is an impulse business,” Guon said. “If this entrance is 100 yards down the road and you pass it by and then you see the golden arches, you’re not going to turn around.”

Guon, through his lawyer, moved for a Supreme Court judge to order the State Department of Transportation to perform a more complete environmental review of the project. The judge rejected the request on Tuesday, but Guon said he intends to appeal.

Work could begin next spring on the project, which will rebuild the intersection and in some places widen it. Proponents say the medians will prevent left turns that are the source of car accidents. The medians will extend about 300 feet on either side of the intersection.

Route 441 will be widened to four lanes east to Watton Road and traffic signals and sidewalks will be added.

Eric Thompson, project engineer for the state Department of Transportation, said the important thing is “coming up with what is safe for the public.”

Chairman Philbrick said: “There are 90,000 cars per day that go past that intersection.”

Philbrick said plans call for an access street that would connect McDonald’s to a driveway east of the median. That should help, he said. Cars will also be able to make U-turns at the traffic light, he added.

“I think by any measure the state DOT has bent over backwards to deal with the concerns,” Philbrick said.

Guon isn’t the only one unhappy about the project. Linda Malone, who owns a home on Penfield Road (Route 441), said she doesn’t like a portion of the plan that calls for an access road along the rear of her house and six other houses on the west side of the intersection.

The houses are zoned commercial, but some — like Malone’s — remain private residences.

Planners say the access road will ease traffic flow by consolidating driveways, but Malone said the plan should wait until all the buildings contain businesses.
Following Speakers

Tom P. Harvey, AICP, Ontario County Planning
  – NYS Rte. 364 and Town of Gorham Plans

Michael A. Welti, AICP, Project Manager
The Chazen Companies
  – NYS Rte.7/Rte.2 Corridor, Town of Colonie
  – NYS Rte. 4 Corridor, Town/Village of Stillwater