

## GENESEE TRANSPORTATION COUNCIL

### RESOLUTION

#### **Resolution 16-5    *Accepting the Town of Henrietta Active Transportation Plan as evidence of completion of UPWP Task 8763***

#### **WHEREAS,**

1. The *FY 2015-2016 Unified Planning Work Program* includes Task 8763, Town of Henrietta Bicycle and Pedestrian Trail Plan, for the purpose of developing an active transportation plan for developing a network of sidewalks, on-road bicycle facilities, and trails that allow for safe and convenient travel in and around the Town of Henrietta;
2. Said Task included: inventorying existing conditions such as traffic volumes, roadway capacities, connectivity, multi-modal travel, and relevant regulations; soliciting public input on priority routes and destinations that link neighborhoods, destinations, and trip generators; developing alternatives and criteria for prioritizing them; selecting preferred alternatives as recommendations; and producing a final report;
3. Said Task has been completed and has resulted in the *Town of Henrietta Active Transportation Plan*; and
4. Said Report has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

#### **NOW, THEREFORE, BE IT RESOLVED**

1. That the Genesee Transportation Council hereby accepts the *Town of Henrietta Active Transportation Plan* as evidence of completion of UPWP Task 8763; and
2. That this resolution takes effect immediately.

#### **CERTIFICATION**

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on March 10, 2016.

Date \_\_\_\_\_

\_\_\_\_\_  
KEVIN C. BUSH, Secretary  
Genesee Transportation Council

# 1.0 EXECUTIVE SUMMARY



The Active Transportation Plan is a guide to accomplish the Town’s vision for developing a network of sidewalks, on-road bicycle facilities, and trails that allow for safe and convenient travel in and around the Town of Henrietta. In addition, multiple driving forces support the need for active transportation planning within the Town:

1. increased population, especially of college students that rely on active transportation;
2. ongoing trail development in the Town which will benefit from coordinated planning and prioritization of improvements,
3. health related reasons, injuries, and inability to reach key destinations, and
4. developments external to the Town, including the adoption of Complete Streets Legislation by New York State as well as the completion of Active Transportation plans for many adjacent communities.

To support the vision and driving forces, the Plan examines existing conditions for on-street bicycling and the sidewalk network, identifies a series of specific facility needs, establishes design guidance for new such facilities, and recognizes existing and future opportunities for programmatic outreach and education activities that can lead to increased levels of bicycling and walking. The Plan’s recommendations, when implemented, will help the Town of Henrietta achieve many public health, economic, and quality of life benefits that can be achieved through enhanced accommodation of active transportation. The following sections are included in the Active Transportation Plan:

All recommendations are “concept level planning and design” and intended as guidance for further consideration and/or development. As such, the programming, design, and implementation of the Plan’s recommendations won’t occur until all facility-owner concerns are addressed, whether the facilities are owned by the Town of Henrietta or other agencies. As the Town considers and implements these recommendations, it is committed to working with all stakeholders to ensure that their requirements and concerns are met.

**INTRODUCTION AND SUMMARY:** This section is an outline of the background and setting for the Plan. Summarized within this section are the many natural and planned characteristics that provide an ideal setting for the Plan’s initiatives, as well as the variety of benefits that can be realized as a part of its eventual implementation. The Active Transportation Plan is based on stakeholder and public involvement, and is heavily based on input from an active Project Advisory Committee (PAC) and from feedback received from Henrietta’s residents.

**EXISTING CONDITIONS EVALUATIONS:** An assessment of the conditions that the Town’s roadway network provides for bicyclists, using the nationally implemented Bicycle Level of Service Model as the primary performance measure kicks off the existing conditions evaluation process. The results of this assessment indicate, at a Town-wide level, bicycling conditions are adequate (average bicycle level of

service “C”), with many roads presenting significant opportunities for improvement. Regarding pedestrian facilities, although there are more than 71 miles of public sidewalks in Henrietta, the pedestrian facilities earned a poor level of service rating (average pedestrian level of service of “D”), which results in the need for improving the walk-ability of Henrietta. In addition to these supply-based evaluations, the existing conditions components also includes a non-motorized demand assessment that identifies areas within Henrietta that have the greatest potential for increased levels of bicycling and walking based on the proximity of key trip origins and destinations. An evaluation of existing transit stops identified four stops, based on highest volume of ridership, for improvements.

**FACILITY RECOMMENDATIONS:** The Plan identifies numerous strategic, location-specific facility needs that will help complete the Town’s bicycle and pedestrian network, based on existing conditions and public/stakeholder input. The recommendations include new bicycle facilities, important sidewalk connections or gaps, new or improved shared use paths and trails that tie into the region’s extensive off-road network, and transit stop improvements. To help gain important momentum, several of the recommended facilities are identified for “early implementation.” Initial implementation priorities, divided into facility types, are developed based on the demand analysis described above. In the meantime, the Town will continue to implement projects in accordance with capital improvement schedules and specific funding opportunities. Facility recommendations are summarized in the tables below as well as being presented later in the Plan.

*Table 2: Sidewalk Network Priority Gaps*

Roadway/Location	Recommended Facility Improvement	Coordinating Jurisdiction	Phase
Lehigh Station (Aleta to E Henrietta)	Complete sidewalk north side	NYS DOT, Town of Henrietta	Priority
Lehigh Station (E Henrietta to Green Clover)	Complete sidewalk north side	NYS DOT, Town of Henrietta	Priority
Jefferson Road (BHTL to Hylan)	Complete sidewalk north side	NYS DOT, Town of Henrietta	Priority
E Henrietta Road (Brentland Woods to LHVT)	Complete sidewalk west side	NYS DOT, Town of Henrietta	Recommended
E Henrietta Road (Lookup Park to LHVT)	Complete sidewalk east side	NYS DOT, Town of Henrietta	Recommended
E River Road (Farnum to Brooks)	Complete sidewalk east side	MCDOT, Town of Henrietta	Priority
E River Road (Farrell Ln Ext to River Meadow Drive)	Complete sidewalk west side	MCDOT, Town of Henrietta	Priority
Calkins Road (E Henrietta to Pinnacle)	Complete sidewalk both sides	MCDOT, Town of Henrietta	Recommended
Hylan Drive (Jefferson to Calkins)	Complete sidewalk both sides	MCDOT, Town of Henrietta	Priority
Telephone Road (School District Dr to W Henrietta)	Complete sidewalk south side	MCDOT, Town of Henrietta	Recommended
Erie Station Road (School District Dr to W Henrietta)	Complete sidewalk north side	NYS DOT, Town of Henrietta	Recommended
Brighton Henrietta Townline Road existing sidewalk east of Rt 390 to Jefferson Rd)	Complete sidewalk south side. Coordinate with new RTS routes.	MCDOT, RTS, Town of Henrietta	Priority

Table 3: Transit Stop Improvements

Stop Location	Recommended Facility Improvement	Coordinating Jurisdiction	Phase
Marketplace Mall Food Court Entrance	Improve transit stop: overhead shelter on new concrete pad, digital display board, relocate closer to Mall entrance.	RTS, Town of Henrietta	Priority
Hylan and Wegmans Entrance	Improve transit stop: new sidewalks to Wegmans and Mall and from edge of curb to stop, seating and overhead shelter on new concrete pad.	RTS, Town of Henrietta, Wegmans, Wilmorite	Priority
Southtown Plaza Planet Fitness	Improve transit stop: more prominent signage, overhead shelter, more seating.	RTS, Town of Henrietta	Recommended
Jefferson and Frontier Commons Plaza	Improve transit stop: provide seating and overhead shelter on new concrete pad, new sidewalk connection to Frontier Commons Plaza.	RTS, Town of Henrietta	Recommended

Table 4: Bicycle Facility Improvements

Roadway/Location	Recommended Facility Improvement	Responsible Jurisdiction	Phase
Jefferson Road (E River to W Henrietta)	No existing shoulder with potential for restripe (both sides), Shoulder space between 0 and 4 feet (one or both sides) Potential restripe candidate to widen existing shoulders.	NYSDOT	Priority
Hylan Drive (Jefferson to Calkins)	Candidate for restripe, but would require one or more lanes to drop to 10 or 10.5 feet.	MCDOT	Priority
Calkins Road (Fair Ave to E Henrietta)	No existing shoulder with potential for restripe (both sides), Distinct candidate for restripe.	MCDOT, NYSDOT	Priority
Calkins Road (E Henrietta to Amsden)	No existing shoulder with potential for restripe (both sides), Candidate for restripe but would require one of more lanes to drop to 10 or 10.5 feet.	MCDOT, NYSDOT	Recommended
Lehigh Station (E River to east of Vollmer)	Paved shoulder of at least 4 feet (one side), No paved shoulder (opposite side), Reallocate pavement to create 4 foot shoulders on both sides.	MCDOT	Priority
E Henrietta (Erie Station to Temple)	Paved shoulder of at least 4 feet (one side), No paved shoulder (opposite side), Reallocate pavement to create 4 foot shoulders on both sides.	NYSDOT	Recommended
Erie Station (Thruway Park to W Henrietta)	No existing shoulder with potential for restripe (both sides), Shoulder space between 0 and 4 feet (one or both sides) Potential restripe candidate to widen existing shoulders.	NYSDOT	Recommended

*Table 5: Shared Use Trail Improvements*

Roadway/Location	Recommended Facility Improvement	Coordinating Jurisdiction	Phase
Lehigh Valley Trail (Bailey Rd to Veterans Memorial Park)	Expand 5' sidewalk to 10' shared use path where feasible	NYSDOT, Monroe County, Town of Henrietta	Recommended
Lehigh Valley Trail (Nevins Road south to Existing Stone Dust Trail)	Improve the temporary Lehigh Valley Trail from the end of Nevins Road across proposed Belfry Golf Course to the stone dust trail portion north of Erie Station Road - recommend securing permanent access agreement. (currently a temporary alignment)	Town of Henrietta	Priority
Lehigh Valley Trail (Veterans Memorial Park to Florendin)	Improve drainage and trail surface south of Veterans Memorial Park	Town of Henrietta	Priority
Lehigh Valley Trail (Veterans Memorial Park to Green Moor Way)	New 10' wide stone dust trail	Town of Henrietta	Priority

*Table 6: Priority Intersection Improvements*

Roadway/Location	Recommended Facility Improvement	Coordinating Jurisdiction	Phase
Jefferson Road and Winton Road	Pedestrian refuge islands, relocated stop bars, relocated high visibility crosswalks, install "sharks teeth" yield lines	NYSDOT, Monroe County	Priority
Jefferson Road and John Street	Pedestrian refuge islands, reduced radius, relocated stop bars, relocated and added high visibility crosswalks, install "sharks teeth" yield lines, relocate LHVT	NYSDOT, Monroe County	Priority
Bailey Road and East River Road	Consideration should be given to sidewalk installation, pedestrian signalization, No Turn on Red/Yield to Pedestrians on-demand blank-out signs, and a leading pedestrian interval on the westbound approach due to the right-turn lane.	Monroe County	Possible
Lehigh Station Road and West Henrietta Road	Pedestrian refuge islands, reduced radius relocated stop bars, relocated high visibility crosswalks, install "sharks teeth" yield lines	NYSDOT, Monroe County	Priority
Lehigh Station Road and Middle Road	Pedestrian refuge islands, reduced radius, relocated stop bars, relocated high visibility crosswalks	NYSDOT, Monroe County	Possible
Lehigh Station Road and East Henrietta Road	Reduced radius, install high visibility crosswalks	NYSDOT	Priority

**FACILITY DESIGN GUIDANCE:** This section is a valuable ongoing resource for the Town as new bicycle and pedestrian facilities are constructed, including many of those identified in the Plan. Based on relevant Federal and State of New York sources and standards, the Plan's design guidance covers many established and emerging facility types including sidewalks, curb ramps, bike lanes, Shared Lane Markings, bike boulevards, midblock crossings, and shared use paths.

**ZONING AND DEVELOPMENT REGULATIONS ASSESSMENT:** Henrietta's Active Transportation Plan recognizes the continuing role that zoning and subdivision policies will play in ensuring a complete and functional active transportation system, in addition to creating and improving in-the-ground facilities. The section analyzes Henrietta's existing codes, standard, policies, and practices as they relate to bicycling and walking. Among the associated recommendations are to adopt a town-wide Complete Streets policy and requiring all development documents to include ADA accessible sidewalks on all public roadways. This Plan section also includes sample bike parking requirements and potential incentives to private developers that can be used to leverage the Town's efforts.

**GREEN ENERGY BENEFITS:** This section describes a quantification of potential green energy benefits in Henrietta associated with increased bicycle facility provision. Benefits associated with increased bicycling and walking activity are numerous and well-documented. Some of these benefits, such as improved public health, strengthened local economies, and enhanced quality of life, are societal in nature. Others, such as fuel savings and emissions reductions resulting from less automobile travel, can be categorized as "green energy" benefits.

**OUTREACH AND EDUCATION RECOMMENDATIONS:** Conducting outreach and education programs is another important aspect of the active transportation planning process. The Plan's associated recommendations aim to increase the number of bicyclists and pedestrians while improving safe and appropriate behavior by bicyclists, motorists, and pedestrians. A highlight of this element is a recommended focus on reaching out to and connecting with the numerous local and regional partners who can collectively help maximize the effectiveness of existing resources, programs, and materials. An additional recommendation is to appoint and sustain a public bicycle/pedestrian committee to engage with various groups and promote bicycling and walking in the community.

**FUNDING AND IMPLEMENTATION STRATEGY:** The Active Transportation Plan finishes with recommendations to continue several ongoing strategies to construct new non-motorized facilities and to pursue the abundance of funding sources, both traditional and innovative, that are available to the Town as it seeks to implement this Plan. Each of these sources is described, including the programs contained in the new Federal transportation legislation, MAP-21, as administered through the New York State Department of Transportation, as well as many state, regional, and private sector sources that provide grants for facilities and programs alike.

**FOLLOW-ON ACTIVITIES:** The final report highlights a wide range of needed improvements that were identified by residents. Follow-on activities are elements that were not able to be examined within the Plan's scope/budget but should be addressed by the Town and/or stakeholders. As a master plan, the Henrietta Active Transportation Plan does not identify all of the specifics needed to construct every recommended project. Some work still remains to be done.