

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 16-4 *Accepting the Village of Brockport Active Transportation Plan as evidence of completion of UPWP Task 8762*

WHEREAS,

1. The *FY 2015-2016 Unified Planning Work Program* includes Task 8762, Village of Brockport Active Transportation Plan, for the purpose of developing an active transportation plan to improve the physical infrastructure for pedestrian and bicycle travel in the Village of Brockport, including connections to the Towns of Clarkson and Sweden;
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, major destinations, and major trip generators; developing alternatives and establishing criteria for prioritizing them; selecting preferred alternatives as recommendations for implementation; and producing a final report;
3. Said Task has been completed and has resulted in the *Village of Brockport 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 *Village of Brockport Active Transportation Plan* as evidence of completion of UPWP Task 8762; 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



VILLAGE OF BROCKPORT ACTIVE TRANSPORTATION PLAN



NOVEMBER 2015

PREPARED FOR

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SUBMITTED BY

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1. EXECUTIVE SUMMARY



INTRODUCTION AND SUMMARY

The Active Transportation Plan puts forth a strategy to improve the physical infrastructure for pedestrian and bicycle travel in the Village of Brockport, including connections to the Towns of Sweden and Clarkson. 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 facilities, and recognizes existing and future opportunities for programmatic outreach and education activities that can lead to increased levels of bicycling and walking. Addressing the circulation of pedestrians and bicyclists within the existing auto-centric system and planning the development of a balanced multi-mode system will improve public awareness of active transportation issues, reduce conflicts and create harmony between motorists and non-motorists, and increase safety-conscious travel. This will improve the traveling experience for all users. The Plan will guide the Village in the development and maintenance of active transportation infrastructure, and the incorporation of such into future capital improvement projects such as road and sidewalk development and repair.

The Village and Walk! Bike! Brockport! (WBB) have been successful in advancing active transportation improvements in the most heavily traveled area of the Village, to address obvious problems. The purpose of this study is to look beyond isolated, per-project “spot” improvements to implement improvements as part of a strategically planned, Village-wide network designed for maximum circulation efficiency and safety and that extends as needed into Sweden and Clarkson.

It should be noted, the study area, “Greater Brockport,” includes the urban core encompassed by the Village, the developed areas of Sweden adjacent to the Village, and the connection via Route 19 to the small hamlet of Clarkson at Route 104.

This section provides 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 feedback from Brockport’s residents.

EXISTING CONDITIONS EVALUATIONS

An assessment of the conditions that the Village’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 Greater Brockport area level, bicycling conditions are relatively good (average bicycle level of service “B”), although many roads present opportunities for improvement. Regarding pedestrian facilities, although there are already over 32 miles of public sidewalks in Brockport, the pedestrian facilities earned a decent level of service rating (average pedestrian level of service “C”), resulting in the need for improving the walk-ability of Brockport.



FACILITY RECOMMENDATIONS

Based on existing conditions and public/stakeholder input, the Plan identifies numerous strategic, location-specific facility needs that will help complete the Village's bicycle and pedestrian network. The recommendations include new bicycle facilities, important sidewalk connection gaps, and new or improved shared use paths and trails. The recommended facilities have been prioritized to help gain important momentum, while the Village will constantly continue to implement projects in accordance with capital improvement schedules and specific funding opportunities.

FACILITY DESIGN GUIDANCE

This section is a valuable ongoing resource for the Village as new bicycle and pedestrian facilities are constructed, including many of those identified in the Plan. Based on Federal and State of New York sources and standards, the Plan's design guidance covers many established and emerging facility types including bike lanes, Shared Lane Markings, bike routes, bike boulevards, shared use paths, sidewalks, curb ramps, mid-block crossings, and transit stops.

ZONING AND DEVELOPMENT REGULATIONS ASSESSMENT

Outlined in this section is a summary of existing zoning codes that support provisions for bicyclists and pedestrians, identifies their relevance to bicycle and pedestrian issues, and recommends preliminary action strategies to build upon and enhance active transportation in the Brockport community. This Plan section also includes sample bike parking requirements and potential incentives to private developers that can be used to leverage the Village's efforts.

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. Additionally, Walk!Bike!Brockport! should continue to be engaged with the Village to promote bicycling and walking in the community.

FUNDING AND IMPLEMENTATION STRATEGY

The Plan concludes with recommendations to continue several ongoing strategies to construct new non-motorized facilities and to pursue the plethora of funding sources, both traditional and innovative, that are available to the Village 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 (NYSDOT), 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 Village and/or stakeholders. As a master plan, the Brockport Active Transportation Plan does not identify all of the specifics needed to construct every recommended project. Some work still remains to be done.