

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 17-26 *Accepting the Town of Irondequoit Active Transportation Plan as evidence of completion of UPWP Task 8766*

WHEREAS,

1. The *FY 2016-2017 Unified Planning Work Program* includes Task 8766, Town of Irondequoit Active Transportation Plan, for the purpose of developing a plan to understand current and future needs and identify strategies to better accommodate bicycle, pedestrian, and transit-oriented travel to, from, and through the Town;
2. Said Task included evaluating existing conditions for bicyclist, pedestrians and transit users, identifying new or improved facilities to better serve residents, and prioritizing improvements based on facility type;
3. Said Task has been completed and has resulted in the *Town of Irondequoit Active Transportation Plan*; and
4. Said Plan 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 Irondequoit Active Transportation Plan* as evidence of completion of UPWP Task 8766; 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 June 8, 2017.

Date _____

KEVIN C. BUSH, Secretary
Genesee Transportation Council

TOWN OF IRONDEQUOIT ACTIVE TRANSPORTATION PLAN



March 2017

FINAL DRAFT: EXECUTIVE SUMMARY

PREPARED FOR

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1.0 EXECUTIVE SUMMARY



Image: Town of Irondequoit

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 Irondequoit. In addition, multiple driving forces support the need for active transportation planning within the Town:

- Ongoing trail development in the Town which will benefit from coordinated planning and prioritization of improvements;
- The Town’s focus on quality of life and preserving Irondequoit as “Town for a Lifetime;”
- Health related reasons, injuries, and inability to reach key destinations; and
- 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.

The study provides a plan to understand current and future needs and identify strategies to better accommodate bicycle, pedestrian, and transit-oriented travel to, from, and through the Town of Irondequoit. The Active Transportation Plan establishes a clear framework for the Town to: understand community preferences and needs related to active transportation; analyze current gaps in walking/biking/transit systems within the town; identify potential infrastructure improvements, programming and policy changes; outline a series of strategies and action items, including constructibility analysis and planning level cost estimates; and prioritize activities and projects that will result in improved community connectivity and enhanced mobility for residents of all ages and abilities. The Plan’s recommendations, when implemented, will help the Town of Irondequoit achieve many public health, economic, and quality of life benefits through enhanced accommodation of active transportation.



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 Irondequoit, Monroe County or other agencies. As the Town considers and works to implement these recommendations, it is committed to working with all stakeholders to ensure that their requirements and concerns are met.

The following sections are included in the Active Transportation Plan:

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, significant input from an active Project Advisory Committee (PAC) and from feedback received from Irondequoit’s residents.

EXISTING CONDITIONS EVALUATIONS: An assessment of the conditions that the Town’s roadway network provides for bicyclists, using the nationally implemented Bicycle and Pedestrian Level of Service Models as the primary performance measure kicks off the existing conditions evaluation process. The results of this assessment indicate, at a Town-wide level, bicycling and pedestrian conditions are both adequate (average level of service “C”), with many roads presenting significant opportunities for improvement. In addition to these supply-based evaluations, the existing conditions components also includes a non-motorized demand assessment that identifies areas within Irondequoit 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 as prototypes for potential improvements, based on highest volume of ridership. Other existing conditions evaluations included a review of safety related to crash locations, proximity and access to schools, and prototype intersections.

Public input was a major factor in guiding the planning efforts within this Plan. An online active transportation survey was used to gather information reflecting Irondequoit residents’ current levels of walking, bicycling and transit use, their attitudes toward walking, bicycling and transit use, and their insight to barriers that presently exist. The survey went live in January of 2016 and upon closure had received 258 responses. Additionally, a web based mapping tool that utilized crowdsourcing for data collection was available and allowed community members the ability to locate areas of concern, specifically related to pedestrian, bicycle, and shared use trail facilities. A variety of comments were received, ranging everywhere from a few very detailed lists of large numbers of potential improvement areas, to people who had issues with the way that dog waste was managed. A total of 185 survey respondents participated to generate 146 pedestrian concern points, 97 bicycle concern points and 105 trail concern points.



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 establish 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 interim, the Town will continue to implement projects in accordance with capital improvement schedules and specific funding opportunities. Facility recommendations are summarized within the tables below as well as being presented later in the Plan.

Table 3: Sidewalk Network Priority Gaps

Roadway/Location	Recommended Facility Improvement	Coordinating Jurisdiction	Phase
Titus Avenue between Portland and Sea Breeze Drive	Complete sidewalk south side	MCDOT, Town of Irondequoit	Priority
Hudson Avenue between Brookview Dr and Seneca Manor	Complete sidewalk west side	MCDOT, Town of Irondequoit	Priority
Culver Road between Titus Ave and Durand	Complete sidewalk west side	MCDOT, Town of Irondequoit	Priority
Culver Road between Ridge Road and Titus Ave	Fix sidewalk gaps to create continuous sidewalk west side	MCDOT, Town of Irondequoit	Priority
Culver Road	Carry sidewalks through driveways	MCDOT, Town of Irondequoit	Recommended
Oak Ridge Drive	Complete sidewalks both sides	Town of Irondequoit	Recommended
Thomas between Van Voorhis and Pattonwood	Complete sidewalks both sides	MCDOT, Town of Irondequoit	Priority
Seneca Park	Complete sidewalk both sides	Town of Irondequoit	Recommended
Kings Highway	Complete sidewalk where topography allows, both sides	MCDOT, Town of Irondequoit	Recommended
Pine Grove	Complete sidewalk where topography allows, both sides	Town of Irondequoit	Possible
Portland	Complete sidewalk east side	MCDOT, Town of Irondequoit	Possible



Table 4: Transit Stop Improvements

Stop Location		Recommended Facility Improvement	Coordinating Jurisdiction Coordinating Jurisdiction	Phase
Hudson and Titus (Irondequoit Plaza)	444	Pedestrian scale lighting, increase wayfinding and informational signage, improve pedestrian access, transit stop to building entrance and transit stop to existing sidewalk on Hudson Ave, bicycle parking	RTS, Town of Irondequoit	Priority
Portland and Buell	141	Pedestrian scale lighting, increase wayfinding and informational signage, bicycle parking	RTS, Town of Irondequoit	Priority
Goodman and (former) Tops Plaza (Future Rochester General Hospital location)	59	Pedestrian scale lighting, increase wayfinding and informational signage, bicycle parking	RTS, Town of Irondequoit	Priority
Portland and Staples	56	Pedestrian scale lighting, increase wayfinding and informational signage, improve pedestrian access, transit stop to building entrance, bicycle parking	RTS, Town of Irondequoit	Priority
Titus and Curtis	N/A	New concrete pad	RTS, Town of Irondequoit	Recommended
Goodman & Irondequoit Mall	N/A	New concrete pad	RTS, Town of Irondequoit	Recommended



Table 5: Bicycle Facility Improvements

Roadway/Location	Recommended Facility Improvement	Responsible Jurisdiction	Phase
Titus Ave (Buckhart to Larkspur)	Potential restripe candidate to widen existing shoulders.	MCDOT	Priority
Titus Ave (Whipple to Culver)	Potential restripe candidate to widen existing shoulders.	MCDOT	Priority
Cooper Rd (Titus to Thorncliffe)	Potential restripe candidate to widen existing shoulders.	MCDOT	Priority
Hudson Rd (Titus to Villanova)	Potential restripe candidate to widen existing shoulders.	MCDOT	Priority
Goodman St (Ridge to Parker)	Potential restripe candidate to widen existing shoulders.	MCDOT	Priority
St Paul St	Roadway Restripe Candidate	MCDOT	Recommended
Hudson Rd (Villanova to Ridge)	Roadway Restripe Candidate	MCDOT	Recommended
Empire Blvd (City Line to Helendale)	Roadway Restripe Candidate	NYS DOT	Recommended



Table 6: Prototype Intersection Improvements

Roadway/ Location	Recommended Facility Improvement	Responsible Jurisdiction	Phase
Titus Avenue & Culver Road	<p>Add sidewalks on south side of Titus Avenue.</p> <p>Reconstruct ramps so that they are ADA compliant. Install two ramps per corner.</p> <p>Add 5-foot by 8-foot ADA compliant bus pads for stops on Culver Road on the southeast and northwest corners on the intersection.</p> <p><i>Note: RTS supports installing bus stop pads with sidewalk connections at each location.</i></p> <p>Potentially reduce northwest and southeast radii to reduce turning speeds.</p> <p>Pedestrian signal push buttons should be located on the poles serving the crossing. It appears is not the case on the northeast corner.</p> <p>While the stop line setback distances are significant, it appears they are required to allow for vehicle turning movements, so no major changes are recommended.</p>	MCDOT	Priority
Norton Street & Pardee Road	<p>Reduce radii to 30-foot.</p> <p>Reduces pedestrian crossing distance of Norton Street from 35-foot to 27-foot and of Pardee Road from 48-foot to 35'-foot.</p> <p>Replace the northbound NO TURN ON RED 7AM-9AM 2PM-4PM SCHOOL DAYS with a NO TURN ON RED WHEN FLASHING assembly. These signs provide more positive affirmation of when the prohibition is actually in place.</p> <p>Install a second pedestrian ramp on the southeast corner. Curb ramps need to be reconstructed to be ADA compliant. The junction of the crosswalks on the southwest corner is not ADA compliant. If only one ramp is used on this corner, then the crosswalks must have at least 4-foot of a receiving landing at the base (on the asphalt) of the curb ramp. This 4-foot landing must be located within the crosswalks.</p> <p>It does not appear that this intersection is used as a school crossing. However, the only pedestrian access to the crossing to the east is along an asphalt shoulder at the back of rollover curb. Consider using the improved intersection as a school crossing and provide SCHOOL CROSSING signs as appropriate.</p> <p>Provide a sidewalk separated from the roadway along the south side of Norton Street.</p>	MCDOT	Priority



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Roadway/ Location	Recommended Facility Improvement	Responsible Jurisdiction	Phase
East Ridge Road & Kings Highway	<p>Add 5-foot by 8-foot ADA-compliant bus pads for stops on E Ridge Rd east of the intersection (north side) and Goodman St south of the intersection (east side).</p> <p><i>Note: RTS supports installing bus stop pads with sidewalk connections at the Goodman St stop. Sidewalk improvements were recently completed for the E Ridge Rd stop.</i></p> <p>There is also bus stop on the southwest corner of the intersection. Given that there does not appear to be sufficient space for an ADA-compliant bus pad at this location, consider relocating the stop to align with the existing pedestrian access to the parking lot.</p> <p><i>Note: RTS does not support relocating the bus stop further back from the intersection.</i></p> <p>Consider channelizing the northeast corner of this intersection. It would reduce pedestrian crossing distance</p> <p>Consider reducing radii on SE and NW corners</p> <p>SB approach: ~90-foot reduced to ~65-foot</p> <p>WB approach: ~83-foot reduced to ~55-foot</p>	MCDOT	Priority
Titus Avenue & Hudson Road	<p>Consider channelizing the southeast corner of this intersection. Doing so would minimally reduce pedestrian crossing distance. More importantly, it would move the pedestrian crossings closer to the intersection where motorists are more focused on conflicts and moving slower.</p> <p>Looking at the eastbound Titus Ave movements, it appears there may be some potential for motorists' confusion – thus reduced attention to pedestrians. On the eastbound approach to Hudson Avenue, there are two lanes. On the eastbound departure, there is one. This suggests a merge is to occur within the intersection. Consider creating a second lane for the westbound departure and making the inside lane a left turn only lane for Cooper Road. If this is done, appropriate pavement markings, a LEFT LANE MUST TURN LEFT (R3-7) sign and a supplemental plaque for distance or specifying COOPER ROAD should be included to alert approaching motorists to the drop lane.</p> <p>Consider installing raised islands where there is currently painted median space.</p>	MCDOT	Priority



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Roadway/ Location	Recommended Facility Improvement	Responsible Jurisdiction	Phase
St. Paul & Cooper	<p>Consider reconstructing this intersection to make it more of a tee-connection.</p> <p>Extend the eastern curb line.</p> <p>Relocate the sidewalk.</p> <p>Plant vegetation to screen the southbound and northbound movements from each other. Providing a visual screen will eliminate the impression that the north south is a through street.</p> <p>Prohibit RTOR, either with on demand blank-out signs, or if ped volumes merit, continuous prohibition.</p> <p><i>Note: MCDOT does not support full time no turn on red unless a sight distance issue exists.</i></p> <p>Relocate the pedestrian crossings.</p>	MCDOT	Priority
Pattonwood Drive & St Paul Boulevard	<p>This intersection is quite compact and there seems to be little from a geometric, signing, striping standpoint that would improve it for pedestrians. There is right on red prohibition for the east to south turning movement from Pattonwood Drive; this should address the issue of limited southern visibility to pedestrians approaching on the sidewalk. Visibility from St. Paul to the crosswalk seems unrestricted.</p> <p>The field notes suggest that right and left turns onto Pattonwood Dr pose safety concerns.</p> <p>Consider a leading pedestrian interval at for this crossing.</p> <p>R10-15 signs reminding TURNING VEHICLES YIELD TO PEDS could be added next to the signal heads for the St. Paul Blvd approaches .</p> <p>Consider Shared Lane Markings and Bikes May Use Full Lane Signs throughout this section beginning north of the railroad crossing and ending south of the choke point south of the intersections .</p>	NYS DOT	Priority



FACILITY DESIGN GUIDANCE: This section will serve as 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: Irondequoit'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 on-the-ground facilities. The section analyzes Irondequoit's existing codes, standards, policies, and practices as they relate to bicycling and walking. Recommendations include the adoption of a town wide Complete Streets policy and requiring all development documents to incorporate 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 accomplish the Town's goals.

OUTREACH AND EDUCATION RECOMMENDATIONS: Conducting outreach and education programs is an important aspect of the active transportation planning process, serving to increase the number of bicyclists and pedestrians while concurrently improving safe and appropriate behavior. This can be accomplished by connecting with numerous local and regional partners. Collectively they can maximize the effectiveness of existing resources, programs, and materials. Appointing a public bicycle/pedestrian committee to engage with various groups on an ongoing basis in the promotion of bicycling and walking in the community can serve as a strong and sustainable complement to recommended outreach and education programs.

FUNDING AND IMPLEMENTATION STRATEGY: The Active Transportation Plan includes 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, FAST Act, 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.

PILOT PROJECTS & FOLLOW-ON ACTIVITIES: The final report highlights a wide range of needed improvements that were identified by residents during the planning process. However there are components that were not included within the Plan's original scope/budget. The Irondequoit Active Transportation Plan does not identify all of the specifics needed to construct every recommended project. These follow on activities can be addressed by the Town and/or stakeholders as implementation takes shape. Consequently, some work still remains to be done.