

Village of Avon Circulation, Accessibility, and Parking Plan



Village of
AVON *New York*

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Village of Avon Circulation, Accessibility, and Parking Plan



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Village of Avon Circulation, Accessibility, and Parking Plan

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Village of Avon Circulation, Accessibility, and Parking Plan

Chapter 1 - Introduction

The Village of Avon is located in the southern portion of the Town of Avon and is centered on the intersection of Route 5 & 20 and Genesee Street. The plan area encompasses an approximately two-mile long corridor along Route 5 & 20 (East and West Main Street), including the commercial district from Polebridge Road to Halbar Road, the central business district along Genesee Street, and the adjacent residential districts. The plan area also includes the Avon Central School District (CSD) Campus (a major community center for both education and after-school/weekend events).

The purpose of the Village of Avon Circulation, Accessibility, and Parking Plan (CAP) is to identify locations for priority improvements after a thorough investigation of pedestrian, bicycle, vehicle and heavy vehicle circulation along the corridor. Key elements include:

- Traffic safety concerns and traffic calming strategies (i.e., physical improvements and programmatic initiatives) on State Route 5 & 20 and Genesee Street within the Village of Avon.
- Inventory parking within the Village and identify improvement strategies.
- Pedestrian infrastructure to provide safe access for schoolchildren and community members primarily within the proximity of State Route 5 & 20.
- Address and improve the needs of the transportation infrastructure including rail interactions with other modes to sustain current local businesses and to encourage future development.
- The introduction of a formal multi-use trail to improve regional connectivity and facilitate healthy lifestyle activities such as walking and bicycling.

About the Village of Avon

The Village of Avon was settled in 1789. As of the 2010 decennial census, the Village's population was 3,394.

Major trip generators along the corridor include Avon Town Plaza, Tops Plaza, Livingston Industrial Complex, and several farms, industrial businesses, retail and restaurant establishments.

Circle Park is an arboretum situated in the center of the Village circle at Route 5 & 20 and Genesee Street. The park has served as the official "Village Center" and "Heart of the Community" for decades. The park serves as a meeting place for many community activities including Christmas functions, summertime meetings and celebrations and Memorial Day activities. Permanent features include a Civil War monument, an American Legion, and Veterans of Foreign Wars monuments.

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Figure 1 presents the plan area, including the major roadways that were selected as the Study Network and the Core Focus Area which represents the portion of the Village that would benefit the most from circulation, accessibility, and parking improvements.

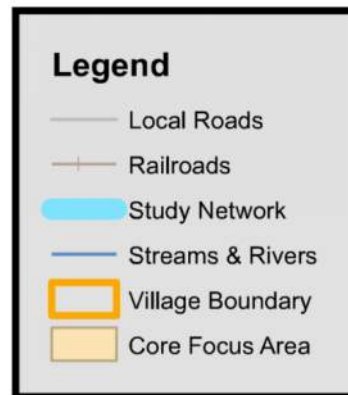
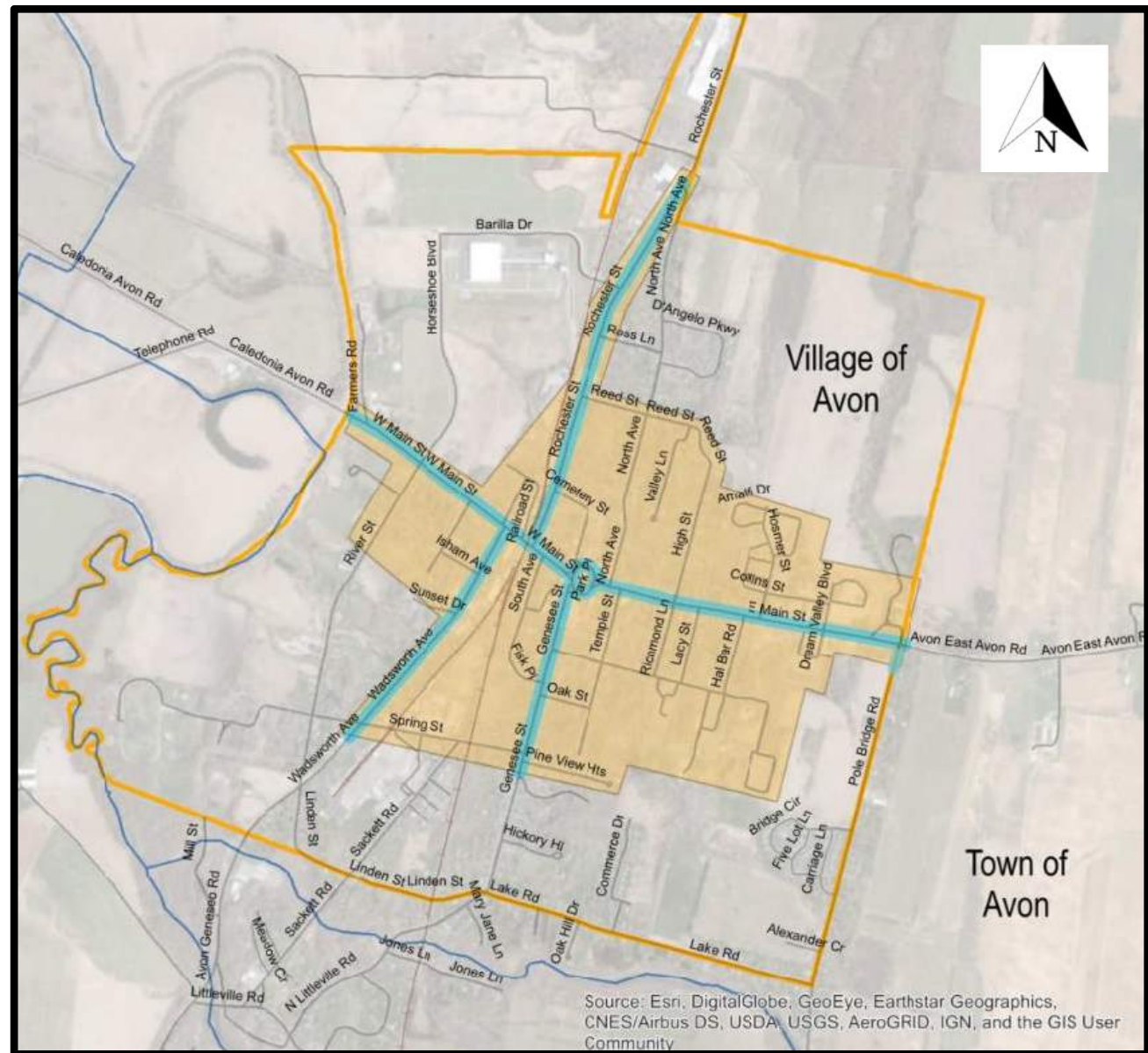


Figure 1 – Plan Area



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Chapter 1 - Introduction

A Project Advisory Committee (PAC) consisting of representatives from the Village and Town of Avon, local property owners, Avon CSD, Avon Chamber of Commerce, Livingston County Planning Department, Genesee Transportation Council (GTC), and New York State Department of Transportation (NYSDOT) provided crucial oversight and input throughout the plan development process. Project Advisory Committee agendas, presentations, and notes are provided as **Appendix A**.

Organization of the Plan

The plan is organized into five chapters with appendices that provide supporting documentation related to activities and materials produced for the PAC and as part of the public participation process. The Chapters include:

- Chapter 1 – Introduction provides background on the plan including its purpose, how it is organized, and the key considerations specific to the Village and larger community of Avon
- Chapter 2 – Existing & Planned Conditions summarizes the transportation infrastructure and how it operates today.
- Chapter 3 – Needs Assessment discusses the issues resulting from the existing and planned conditions summarized in Chapter 2 that should be addressed to improve circulation, access, and parking in a safe manner.
- Chapter 4 – Recommendations presents the projects and initiatives that are proposed to address the needs identified in Chapter 3 in a cost-effective manner.
- Chapter 5 – Funding & Follow-On Activities outlines potential sources of revenue to implement the recommendations presented in Chapter 4.

Project Advisory Committee Members

Hon. Thomas Freeman

Village of Avon Mayor

Bonnie Davis

Village of Avon

Phil Swanson

Village of Avon

Christine Quinlan

Village of Avon, Treasurer

John Gibson

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Ashley Comeau

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Planning Board*

*Robert Williams
Genesee Transportation
Council*

*Lora Leon
NYS Department
of Transportation*

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Prior Plans and Studies

Livingston County Housing Needs Assessment & Market Analysis (2020)

The study provides an assessment of the current and future housing needs for the 17 towns and 9 villages within Livingston County. The analysis identifies opportunities for new construction and investigates the need for affordable housing and supportive housing for persons with disabilities. Strategies to provide assistance for improvements to older, single family homes and tools to help municipalities regulate conversions of single family homes into multiple dwellings are outlined in the document.

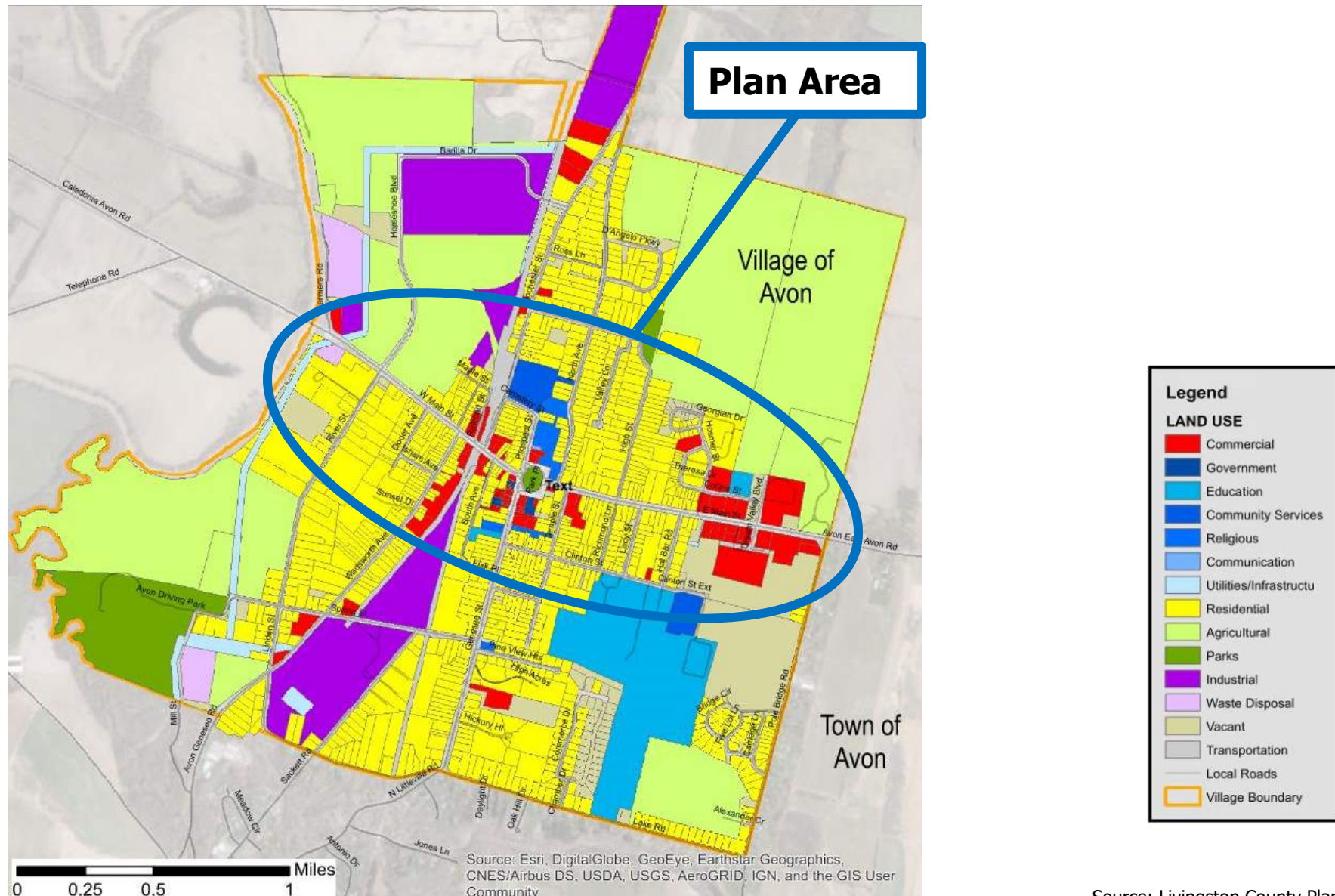
Village of Avon Zoning Update (2020)

The Village of Avon completed an update to its zoning map and districts in 2020. Along a majority of East and West Main Street, Genesee Street, Rochester Street, and Wadsworth Avenue the properties are zoned Village Residential. A majority of the parcels near the eastern Village limit along East Main Street are zoned General Business with one parcel located on the northside with access to East Main Street zoned Agricultural. Moving to the west along East Main Street past approximately three blocks of residentially zoned properties, the parcels adjacent to and within the traffic circle are zoned Village Business. This zoning continues along the north side of Genesee Street, just south of the traffic circle and along the northeast side of Genesee Street, to the north of the traffic circle. Continuing to the west along West Main Street, the parcels transition from Combined Business to Village Residential and then to Agricultural near the Village limits. Two planned Residential Development Districts are located within the Village: one is located in the northeast quadrant of the Village and a second larger district is located in the southeast quadrant of the Village. Larger parcels zoned Light Industrial are located in the northwest quadrant and in a section of the southwest quadrant adjacent to Spring Street. Agricultural zoned parcels are located in the northeast quadrant, in the southeast quadrant and in the southwest quadrant. A special Flood Hazard overlay is identified on the Agricultural parcels in the southwest quadrant. The current zoning in the plan area is presented in **Figure 2** on the following page.

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Figure 2 – Current Zoning



Source: Livingston County Planning

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A summary of the various draft zoning districts in the plan area (presented alphabetically) is provided below. For the sake of brevity, Permitted and Special Uses are not discussed unless deemed particularly relevant from a traffic standpoint.

Agricultural

- The purpose is “to permit the continuation of agriculture operations within the Village and the associated uses necessary to support it” in an effort to “maintain the viability of local agriculture within the community.” The minimum lot size is 20,000 square feet with a minimum frontage of 80 feet and maximum lot coverage of five percent. Minimum setbacks are 30 feet in the front, 20 feet on the side and 100 feet adjacent to a residential district and 30 feet to the rear or 100 feet adjacent to a residential district.

Combination Business

- The purpose is “to provide for increased economic development opportunity in neighborhoods” and “permit the continuation and protection of residential uses in combination with small-scale, limited commercial and industrial uses.” The minimum lot size is 5,000 square feet with a minimum frontage of 50 feet and maximum lot coverage of 20 percent. Minimum setbacks are 10 feet in the front, 20 feet on both sides, and 25 feet in the rear.

General Business

- The purpose is “to accommodate a mix of uses that cater to Avon residents, travelers, and tourists while also implementing the recommendations of the Village’s Comprehensive Plan.” The minimum lot size is 10,000 square feet with a minimum frontage of 70 feet and maximum lot coverage of 20 percent. Minimum setbacks are 10 feet in the front, 15 feet/25 feet from any residential district boundary on both sides, and 30 feet in the rear.

Light Industrial

The purpose is “to provide areas which may accommodate certain low impact industrial uses, as well as to provide for local employment opportunities.” The minimum lot size is one acre with a minimum frontage of 100 feet and

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maximum lot coverage of 35 percent. Minimum setbacks are 30 feet in the front and 50 feet on both sides and the rear.

Multi-Family Residential

- The purpose is “to allow for the development of mixed density residential neighborhoods within the Village of Avon in accordance with the Village Comprehensive Plan” with the objective that the “design adopts the urban conventions which were common in the United States from colonial times until the 1940s.” The minimum lot size is 5,000 feet with a minimum frontage of 50 feet and maximum lot coverage of 20 percent. Minimum setbacks are 20 feet in the front, 15 feet on both sides, and 20 feet in the rear.

Village Residential

- The purpose is “to protect the residential character and pedestrian-friendly setting of Avon’s neighborhoods, while permitting the construction and/or reconstruction of homes compatible with the traditional settlement pattern.” The minimum lot size is 5,000 feet with a minimum frontage of 50 feet and maximum lot coverage of 20 percent. Minimum setbacks are 20 feet in the front, 15 feet on both sides, and 20 feet in the rear.

The current and planned transportation system and desired types and associated patterns of land use require the development of a transportation system that better serves all users. The related needs based on existing and preferred conditions is discussed in the next chapter.

Village of Avon Comprehensive Plan Update (2017)

Strategies addressed in the current comprehensive plan, an update to the 2011 version, include recommendations to enhance Village walkability, improve parking, and implement recommendations of the 2002 *State Route 5 & 20 Land Use Access Management Plan*. For new roadways, the plan addresses adoption of a “Complete Streets” policy that includes opportunities to reduce vehicular traffic lane widths, include on-street bicycle accommodations, and a tree lawn between sidewalks. For



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new roadways The plan recommends that new roadways include sidewalks on both sides of the road with a generous shoulder, shared use lane, and/or bike lanes to accommodate bicyclists. Additional recommendations include completion of a feasibility study for the development of a multi-use trail running along the bank of the Genesee River, a connection to other local trail heads, and the formalization of on and off-street connections, where appropriate, between the school and nearby neighborhoods and commercial activity centers.

Town of Avon Comprehensive Plan (2016)

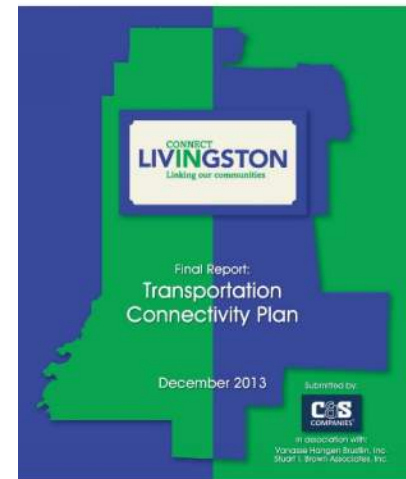
The Town's current comprehensive plan articulates the community's vision for its future. It proposes implementing Transportation Management Programs, a Parks and Recreation Master Plan, and a Bicycle and Pedestrian Master Plan. A greenway connection with pedestrian and bicycle accommodations and traffic calming elements and revising the Town Code to include provisions for pedestrian and bicycle network connections are also recommended.

Avon Walkability Action Plan (2015)

The *Avon Walkability Action Plan* is based on the findings and recommendations from a Walkability Audit conducted for the Village of Avon to identify potential physical improvements, education/encouragement programs, and policies to support walking and bicycling. It addresses the need for infrastructure programs such as a wayfinding program, town-wide traffic calming, and improvements to Main Street crossings. Additional recommendations address the need to adopt supportive policies such as developing and adopting a "Complete Streets" policy, to update zoning codes, and introduce a snow removal program. Educational and encouragement programs are also recommended, including a Safe Routes to School initiative and police enforcement campaigns.

Livingston County Transportation Connectivity Plan (2013)

Promotes a vital and sustainable Livingston County via an improved transportation system through improved access to regional priority economic development sites, a simplified public transportation route structure to focus on core services, and improved services and



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connections to neighboring counties. It builds upon recommendations from previous transportation plans for Livingston County and its municipalities.

Avon – State Routes 5 & 20 Land Use and Access Management Plan (2002)

The State Routes 5 & 20 Land Use and Access Management Plan (LUAMP) focuses on making changes to land development and subdivision regulations to reduce traffic crashes and associated personal injury and property damage. This includes mandating a minimum separation distance between driveways to limit the number of driveways on a roadway and the creation of minimum clearance at intersections. The LUAMP also suggests creating cross access driveways and sidewalks to allow circulation between sites.

Summary of Key Considerations

The Village of Avon has an older traditional downtown that is bisected by a circular village green that is surrounded by a unique roundabout carrying New York State Route 5 and U.S. Route 20 through the village. Recent additions to building stock include 152 rental apartments, 20 townhomes, 15 single family homes, a community center, and a medical/professional office facility. Recent increases in lands under agriculture include over 500 acres adjacent to the Village that also contribute to higher heavy vehicle traffic. Recent business growth along the corridor within the Village of Avon and extending into the Town of Avon includes two large daycare facilities as well as several small retail businesses and a new bus facility. The Village and Town jointly purchased a $\frac{3}{4}$ acre parcel behind the downtown district to provide additional parking. A planned reconfiguration is intended to improve vehicle access to the lot as well as comfortable pedestrian access to the business district once visitors disembark from their vehicle. These additions combined with restoration projects at the Avon Inn, Park Theater, and Opera Block are likely to impact the availability of the approximately 300 municipal parking spaces found in the village center.

The more recently developed suburban commercial/residential/retail district along the eastern section of Main Street within village boundaries has accessibility constraints and safety concerns. Adjacent to the eastern entrance to the Village where the speed limit on Route 5 & 20 abruptly changes from 55 miles per hour to 30 miles per hour, the transition into the Village is abrupt. Within the 3-year crash analysis study period identified for the study, 9 crashes occurred at the intersection of

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Route 5 & 20 and Pole Bridge Road (located just west of the Village limit.) Just west of the intersection, congested conditions were observed along the corridor during the peak hour periods in the areas near closely spaced curb cuts. Parking and sign enhancements were considered to boost accessibility and overall circulation within the in the downtown core as non-motorized users of the parochial school, the post office, and the 35-unit senior citizen housing, adjacent to the roundabout, are in conflict with the vehicular and heavy freight traffic traveling along Route 5 & 20.

East Main Street, West Main Street, Wadsworth Avenue (New York State Route 39), and Rochester Street within the Village experience a high level of heavy freight traffic due to nearby large-scale manufacturers, farming, and grain/gravel distribution facilities and their need to access major routes in the regional and national roadway network. Cut-through truck traffic attempting to bypass toll roads compounds the issue. These corridors experience other heavy vehicle traffic as major school bus, motor coach, and public transit routes.

The Village of Avon's recently adopted comprehensive plan sought to address the conflict between traffic and non-motorized users of the study area and detailed opportunities such as improved wayfinding, traffic calming strategies and policy adoption supportive of multi-modal networks to enhance walkability. The Village has attempted to improve pedestrian safety by hiring an additional crossing guard stationed at East Main Street and Lacy Street during peak school traffic hours. The NYSDOT recently installed crosswalk alert signals along the Route 5 & 20 corridor.

The plan provides a roadmap for the Village of Avon and its partners the Town, Livingston County, GTC, NYSDOT, and others, a clear direction forward to improve transportation in a manner that contributes to improved quality of safety and economic development. This document is intended to present a voluminous amount of data and technical analysis and concepts in a concise and straightforward fashion. The recommendations represent cost-effective solutions to the issues facing the Village of Avon and adjoining areas of the Town, and are the direct result of the cooperative efforts of local, regional, and state partners and the members of the community who took the time to provide their insights and opinions as part of the development of the plan.

Village of Avon Circulation, Accessibility, and Parking Plan

Chapter 2 - Existing & Planned Conditions

Overview

Understanding current and projected land use and transportation conditions from physical and operational standpoints is critical to identifying opportunities and needs. This understanding should combine analysis of existing and new data with local perspectives and insights. This was accomplished in the plan by obtaining and collecting the data necessary to inventory and assess transportation infrastructure and services and conducting a coordinated review of existing plans and ordinances to build upon, rather than duplicate, past efforts.

Transportation

The major streets that comprise the Study Network within the Core Focus Area include:

Route 5 & 20 (East/West Main Street)



State Route 5 & 20 runs east-west through the plan area and is owned, maintained, and operated by NYSDOT. It is classified as a Principal Arterial, which means that it serves “a large percentage of travel between cities and other activity centers, especially when minimizing travel time and distance is important” (Federal Highway Administration, *Highway Functional Classification Concepts – 2013 Edition*, 2013).



Exhibit 1 – Routes 5 & 20 looking west from Quickee's

Within the plan area, State Route 5 & 20 consists of one 12-foot wide travel lane in each direction with a 12-foot to 14-foot wide center left turn lane on East Main Street. The shoulder width is approximately five-foot wide and there are curbs and sidewalks along both sides of the road within these limits. The shoulder section on a majority of West Main Street is 8-foot wide and accommodates on-street parking. However, parking is restricted to two-hours on the north side of West Main Street between Prospect Street and the post office.

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Chapter 2 - Existing & Planned Conditions

driveway. On-street parking is available on the south side of East Main Street near the Avon Inn. Drainage is closed on the north and south sides of the road within the plan area.

At the signalized intersection with Tops Plaza, the eastbound and westbound approaches are comprised of a dedicated left-turn lane and a shared through/right lane.

The Annual Average Daily Traffic (AADT) in 2016 in the plan area was approximately 7,650 vehicles per day west of the traffic circle and approximately 10,900 vehicles per day east of the traffic circle. The heavy vehicle traffic (e.g., trucks, buses, etc.) west of Genesee Street was 32 percent and the heavy vehicle volume east of Genesee Street was 27 percent. Within the plan area, the posted speed limit is 30 mph. Based on INRIX data, travel times on the north and south sides of the 'The Circle' can be twice as long during the PM peak hour compared to free flow travel times when special events are being held such as local concerts. On a normal weekday evening the travel time index is approximately 1.1 seconds.

Genesee Street

Genesee Street runs north-south through the plan area and is owned, maintained, and operated by the Village of Avon. It is classified as a Minor Collector, which distributes and channelizes "trips between Local Roads and Arterials, usually over a distance of less than three-quarters of a mile" (Federal Highway Administration, *Highway Functional Classification Concepts – 2013 Edition*, 2013). South of the intersection with State Route 5 & 20, Genesee Street consists of one 12-foot wide travel lane in each direction with parking spaces on both sides. Sidewalks are located along both sides of the road within the plan area.

The AADT in 2016 was approximately 3,200 vehicles per day. The heavy vehicle traffic volume (including trucks and busses) was 25 percent. Within the plan area, the posted speed limit is 30 mph.

Wadsworth Avenue

Wadsworth Avenue runs north-south through the plan area and is owned, maintained, and operated by the Village of Avon. It is classified as a Rural Minor Arterial, which means that it is intended to "provide service to corridors with trip lengths

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Chapter 2 - Existing & Planned Conditions

and travel density greater than those served by Rural Collectors and Local Roads and with relatively high travel speeds and minimum interference to through movement.” (Federal Highway Administration, *Highway Functional Classification Concepts – 2013 Edition*, 2013). Wadsworth Avenue consists of one 12-foot wide travel lane in each direction. Curbs with closed drainage and sidewalks are located along both sides of the street between Route 5 & 20 and Spring Street. The segment of Wadsworth Avenue south of Spring Street is not curbed and does not have any pedestrian facilities. Parking is not permitted on either side of the road within the Project area and the drainage in this section is open.

The AADT in 2016 on Wadsworth Avenue in the plan area was approximately 3,440 vehicles per day. The heavy vehicle traffic volume (including trucks and busses) was 25 percent. Within the plan area, the posted speed limit is 30 mph.

Rochester Street

Rochester Street runs north-south through the plan area and is owned, maintained, and operated by the Village of Avon. It is classified as a Rural Major Collector, which means that it is intended to “serve travel of primarily intra-county rather than statewide importance and constitute those routes on which predominant travel distances are shorter than on arterial routes.” (FHWA Functional Classifications). Rochester Street consists of one 12-foot wide travel lane in each direction with four-foot shoulders. Curbs with closed drainage and sidewalks are located along the southern section of the street. Toward the northern limit of the plan area, the pavement section transitions to open drainage system with open ditches along the east side of the street and no pedestrian facilities. Striped parking spaces are located on the east side of the street near the cemetery.

The AADT in 2016 on Rochester Street in the plan area was approximately 2,660 vehicles per day. The heavy vehicle traffic volume (including trucks and busses) was 24 percent. Within the plan area, the posted speed limit is 30 mph.



Exhibit 2 – Rochester Street looking south

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Chapter 2 - Existing & Planned Conditions

Pole Bridge Road

Pole Bridge Road is located on the eastern limit of the Village and runs north-south. The northern segment of the road is located within the core focus area of the project and is owned, maintained, and operated by the Village of Avon. It is classified as a “Local Road.” Pole Bridge Road is comprised of one lane in each direction and does not have any curbs, shoulders, or sidewalks. Toward the northern limit of the plan area, the pavement section transitions to open drainage system with open ditches along the east side of the road and no pedestrian facilities.

The AADT in 2016 on Pole Bridge Road in the plan area was less than 1,500 vehicles per day. The posted speed limit on Pole Bridge Road is 40 mph.

Traffic count and speed data is included in **Appendix B**. Travel time data is included in **Appendix C**. Travel time information was provided by INRIX © 2017. All rights reserved by INRIX, Inc.

Figure 3 identifies the roadway classifications and **Figure 4** provides traffic volumes and observed speeds within the Village of Avon.

Intersecting Streets

Within the plan area, there are several residential streets that are classified as Local Roads, which in village settings typically serve densely spaced residential homes with relatively low traffic volume. The following Village streets are highlighted as they are located within the core focus area of the study and provide connections to additional neighborhoods and community centers from Route 5 & 20:

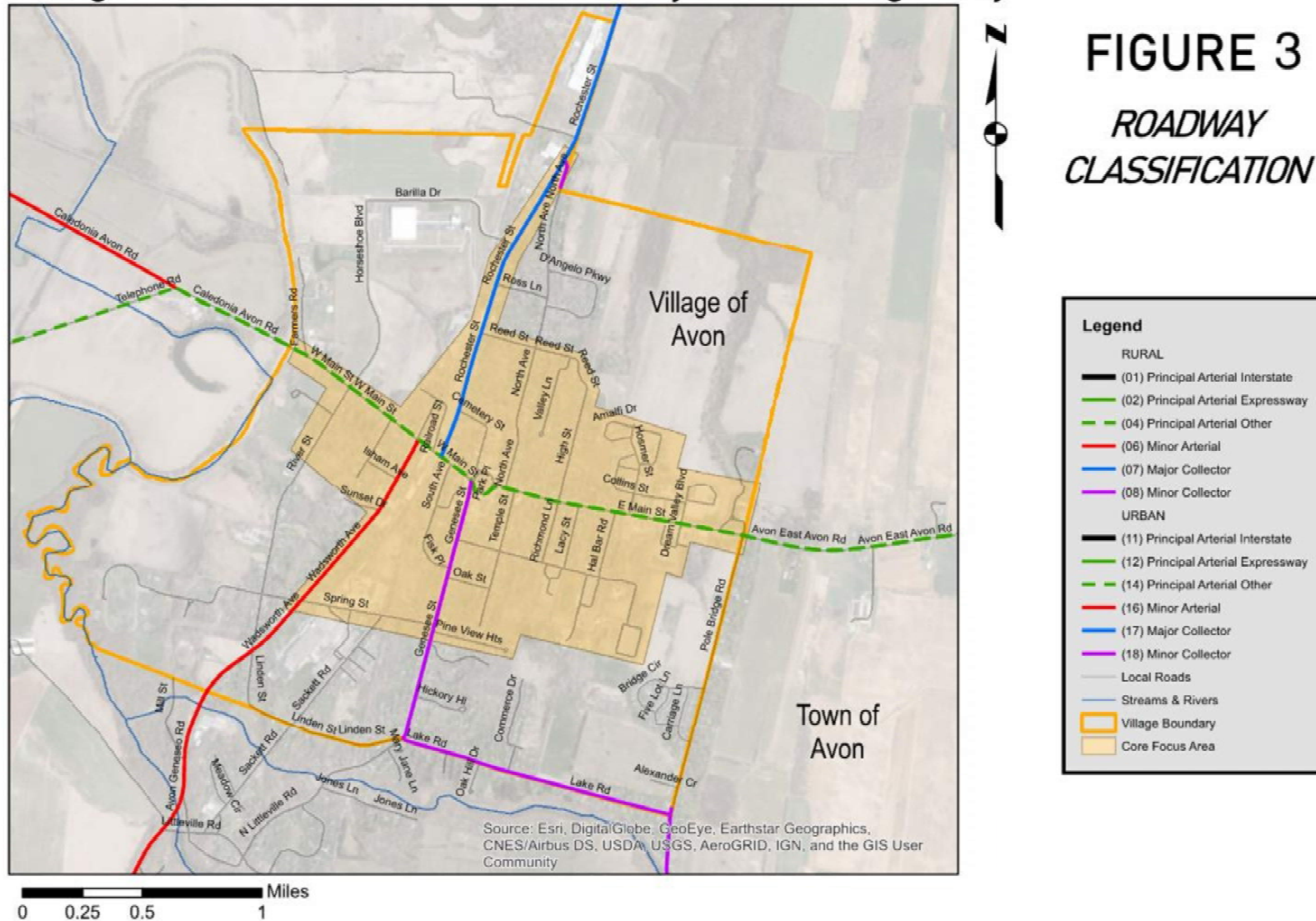


Exhibit 3 – Northbound approach on Pole Bridge Road looking east

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Chapter 2 - Existing & Planned Conditions

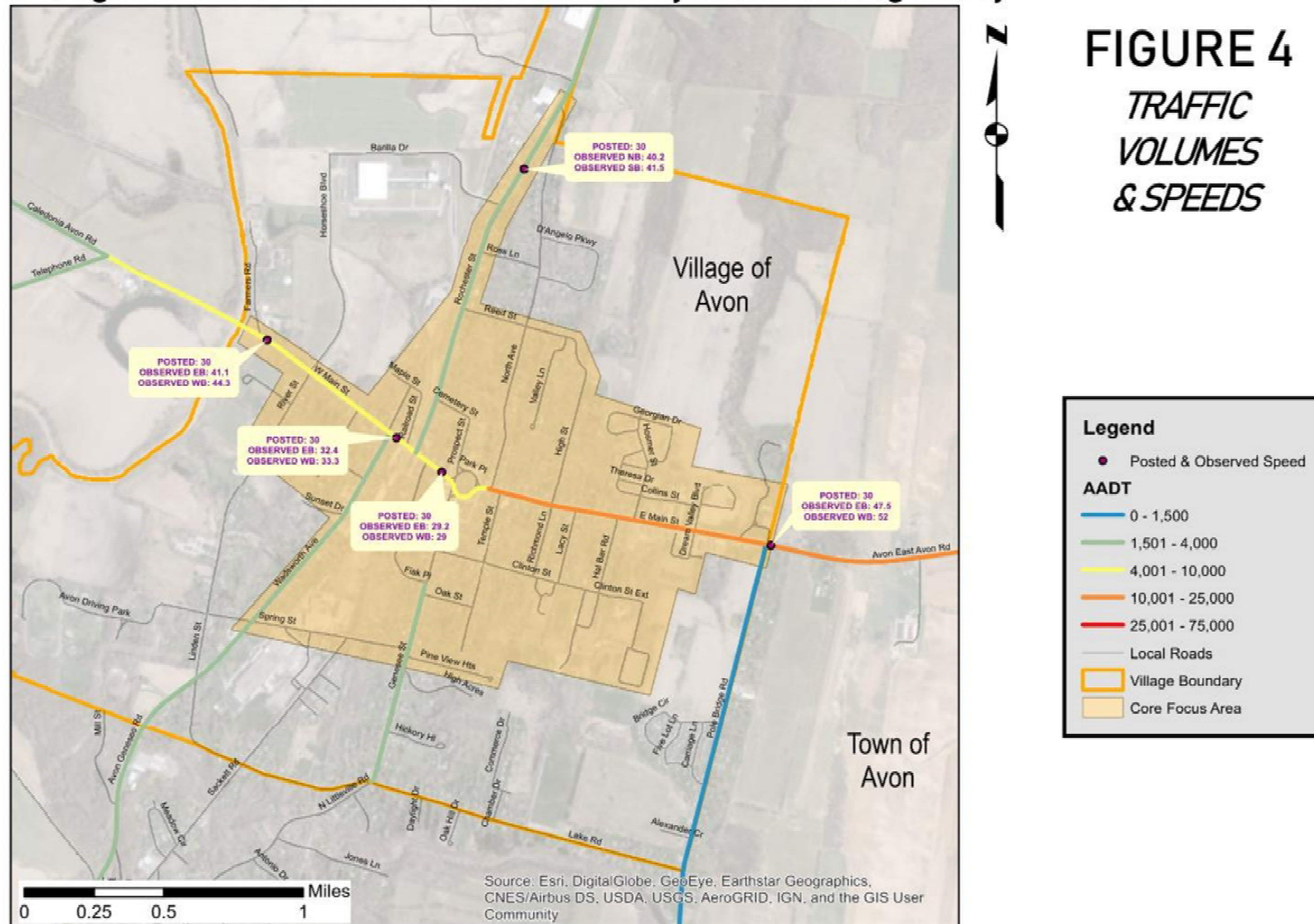
Village of Avon Circulation, Accessibility, and Parking Study



Village of Avon Circulation, Accessibility, and Parking Plan

Chapter 2 - Existing & Planned Conditions

Village of Avon Circulation, Accessibility, and Parking Study



Village of Avon Circulation, Accessibility, and Parking Plan

Chapter 2 - Existing & Planned Conditions

North Avenue

North Avenue is located on the north side of Route 5 & 20 and connects to Rochester Street near the northern Village limit. The street is stop sign controlled and is comprised of one lane in each direction. Parking is not permitted on either side of the street north of Zion Church. A portion of the street is curbed, and sidewalks are present on both sides of the street. Pedestrian crosswalks are present at the intersections of Route 5 & 20 and Reed Street.

Temple Street

Temple Street is located on the south side of Route 5 & 20. The street is stop sign controlled and is comprised of one lane in each direction. Parking is not permitted on the west side of the street between Route 5 & 20 and Clinton Street. A majority of the street is curbed and sidewalks are present on both sides with pedestrian crosswalks at the intersections of Route 5 & 20, Clinton Street and Oak Street.

High Street

High Street is located on the north side of Route 5 & 20 and connects to Reed Street within the core focus area. The street is stop sign controlled and is comprised of one lane in each direction and does not have any curbs or shoulders. A sidewalk is located along a portion of the street's east side and a pedestrian crosswalk is present at the intersection of Route 5 & 20.

Richmond Lane

Richmond Lane is located on the south side of Route 5 & 20 directly across from High Street and connects to Clinton Street near the Avon School District Campus. The southbound, one-way street is stop sign controlled and is comprised of one travel lane with no curbs, shoulders, or sidewalks present. A worn path is located along the east side of the street. A pedestrian crosswalk is present at the intersection of Route 5 & 20.



Exhibit 4 – Temple Street looking southbound

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Chapter 2 - Existing & Planned Conditions

Lacy Street

Lacy Street is located on the south side of Route 5 & 20 and connects to Clinton Street directly across from the athletic field entrance to the Avon School District Campus. The street is stop sign controlled and is comprised of one lane in each direction with curbs and sidewalks along both sides of the street. Parking is not permitted on the west side of the street. Pedestrian crosswalks are present at the intersections of Route 5 & 20 and Clinton Street.

Hal-Bar Road

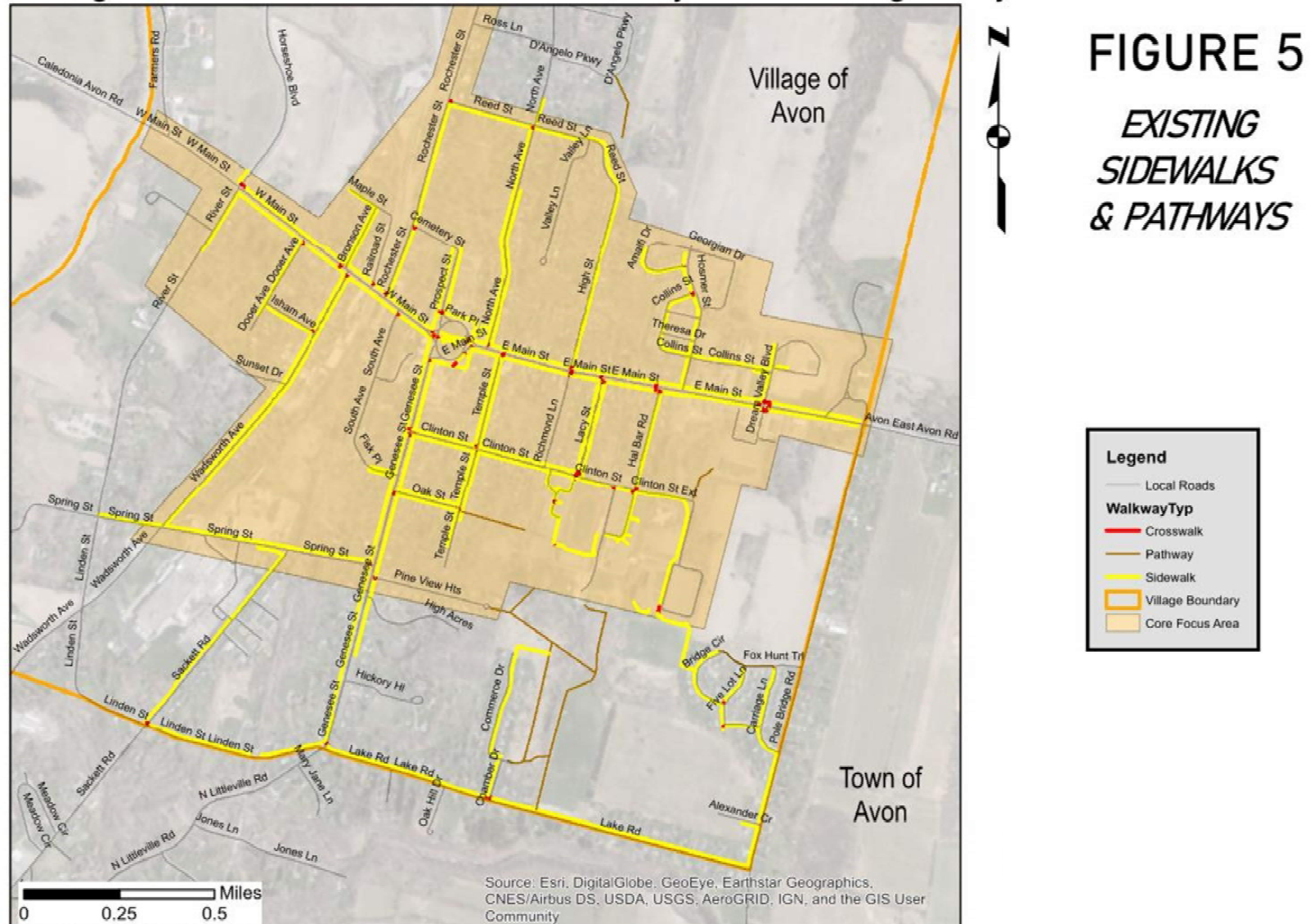
Hal-Bar Road is located on the south side of Route 5 & 20 and connects to Clinton Street directly across from the exit to an Avon School parking lot. The street is stop sign controlled and is comprised of one lane in each direction. Curbs and sidewalks are located along the east side of the street while a worn path is located along the west side of the street leading to a pedestrian crosswalk across Route 5 & 20.

Figure 5 identifies the existing sidewalks and pathways within the project area.

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Chapter 2 - Existing & Planned Conditions

Village of Avon Circulation, Accessibility, and Parking Study



Village of Avon Circulation, Accessibility, and Parking Plan

Chapter 2 - Existing & Planned Conditions

Truck Traffic



The primary highway within the Plan Area is NYS Route 5 & 20 which is comprised of approximately 13% truck traffic. Trucks travel through the Village along Route 5 & 20, Wadsworth Street and Rochester Street daily between I-390 and the area's industrial businesses and local farms. Based on the most recent statistics from NYSDOT, nearly 1,000 trucks traverse the section of Route 5 & 20 east of the circle between North Avenue and NYS Route 15. This represents the largest average daily truck traffic volume on any portion of NYS Route 5 & 20 (including where NYS Route 5 and NYS Route 20 are separate) within Livingston County. For comparative purposes, these nearly 1,000 trucks are approximately 25 percent more than the number of trucks traveling along Route 5 & 20 in the Village of Lima and more than double the number of trucks traveling on NYS Route 5 within the Village of Caledonia on a daily basis. Per the Genesee Transportation Council's *Transportation Strategies for Freight and Goods Movement in the Genesee-Finger Lakes Region* (2012), the following medium-term policy and strategy is directly applicable in the plan area:

- Identify and Implement specific policies and incentives to mitigate, noise, vibration, and emissions-related impacts of freight movement, particularly in area with high densities of sensitive receptors, such as residential areas, schools, and assisted living facilities.

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Chapter 2 - Existing & Planned Conditions

Multi Use Trails and Parks



Erie-Attica Railroad Trail

The Erie-Attica Railroad Trail is a 2.3-mile gravel-surfaced trail for non-motorized users that extends to the east from the Genesee Valley Greenway in Caledonia to the Village of Avon. The recently constructed multi-use trail is located on an old railroad bed and follows the route of the Erie-Attica Railroad Genesee Valley Canal (which operated from the mid-1800's through 1960). As part of the trail construction, a 220-foot historic truss railroad bridge located near the eastern terminus of the trail spanning the Genesee River was rehabilitated. A trailhead parking lot is accessible from Farmers Road. The trail connects to the industrial park via a pedestrian sidewalk.

Public recreation opportunities from the trail include access to parks and connecting trails including the Genesee Valley Greenway. Permitted activities on the trail include walking, bicycling, cross-country skiing, snowmobiling, horseback riding and dogs are allowed on a leash. The trail is owned, operated, and maintained by the NYS Office of Parks, Recreation, and Historic Preservation. The Village of Avon is responsible for the 220-foot historic truss railroad bridge.



Exhibit 5 –Historic Erie-Attica truss railroad bridge

Stone Mill Walking Trail

The Stone Mill Walking Trail is a nature trail located on the southwest side of the Village and is accessible from Avon Driving Park. Permitted activities on the trail include walking, bicycling, cross-country skiing, and horseback riding.

Avon Driving Park

Avon Driving Park is located in the southwest quadrant of the Village and is accessible from Spring Street. The park is comprised of approximately fifty-six acres and includes baseball fields, a basketball court, a volleyball court a play area, a

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gazebo, and pavilions for residents. An outdoor ice-skating rink and sledding hill are available in the winter. The park is equipped with public restrooms and includes a fitness/nature trail. The park also provides access with parking to the Stone Mill Walking Trail and to a training track for standard bred horses.

Circle Park

Circle Park is an arboretum situated in the center of the Village circle at Route 5 & 20 and Genesee Street. The park has served as the official Village Center and Heart of the Community for decades. The park serves as a meeting place for many community activities including Christmas functions, summertime meetings and celebrations and Memorial Day activities. Permanent features include a Civil War monument, an American Legion monument, and a Veterans of Foreign Wars monument.

Case Park

Case Park is a four-acre park accessible from Reed Street near the northern end of High Street. The park serves as a neighborhood play area and is equipped with swings.

Berry's Park

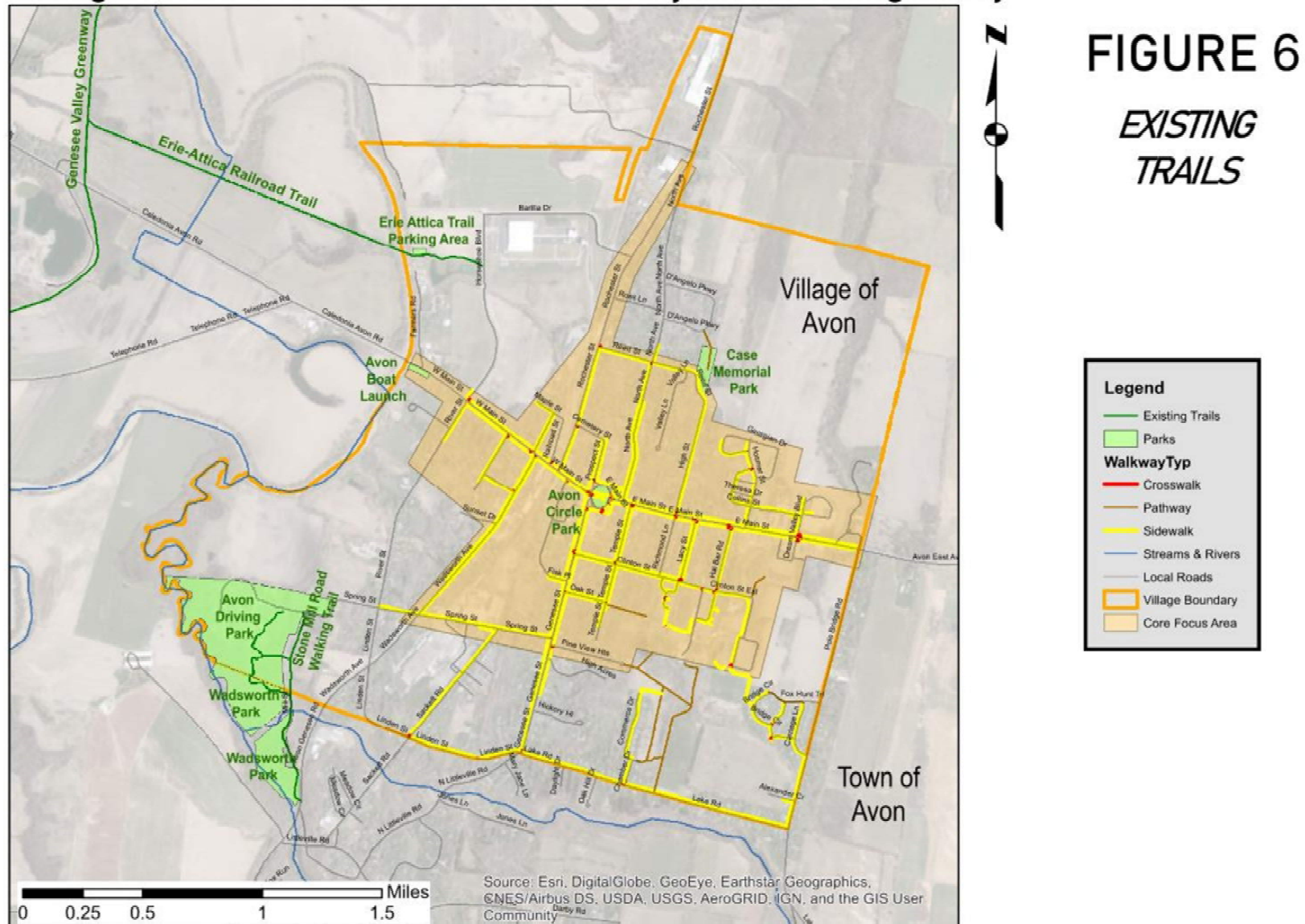
Berry's Park is a historical park with fishing access adjacent to the Genesee River. The park is located on the south side of Route 5 & 20.

Figure 6 identifies the trails and parks located within the project area.

Village of Avon Circulation, Accessibility, and Parking Plan

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Public Transportation



The plan area is serviced by Regional Transit Service (RTS) Livingston which offers reduced fares for senior citizens and route deviation services (3/4 mile off-route) in accordance with the American Disabilities Act. While transit does not command a large percentage of trips in the plan area, RTS Livingston is an indispensable component of mobility for those without access to or the ability to operate a private automobile. Avon is currently serviced by two RTS Livingston Lines; Route 243 (Dansville/Mt. Morris/Geneseo/Avon) and Route 231 (Mt. Morris/Caledonia/Avon.) Service for both routes is currently limited to morning trips only and buses are operating at 50% capacity due to the COVID-19 pandemic. **Figure 7** identifies the locations of the RTS bus lines within the project area. RTS route maps that service the Village of Avon are included in **Appendix D**.

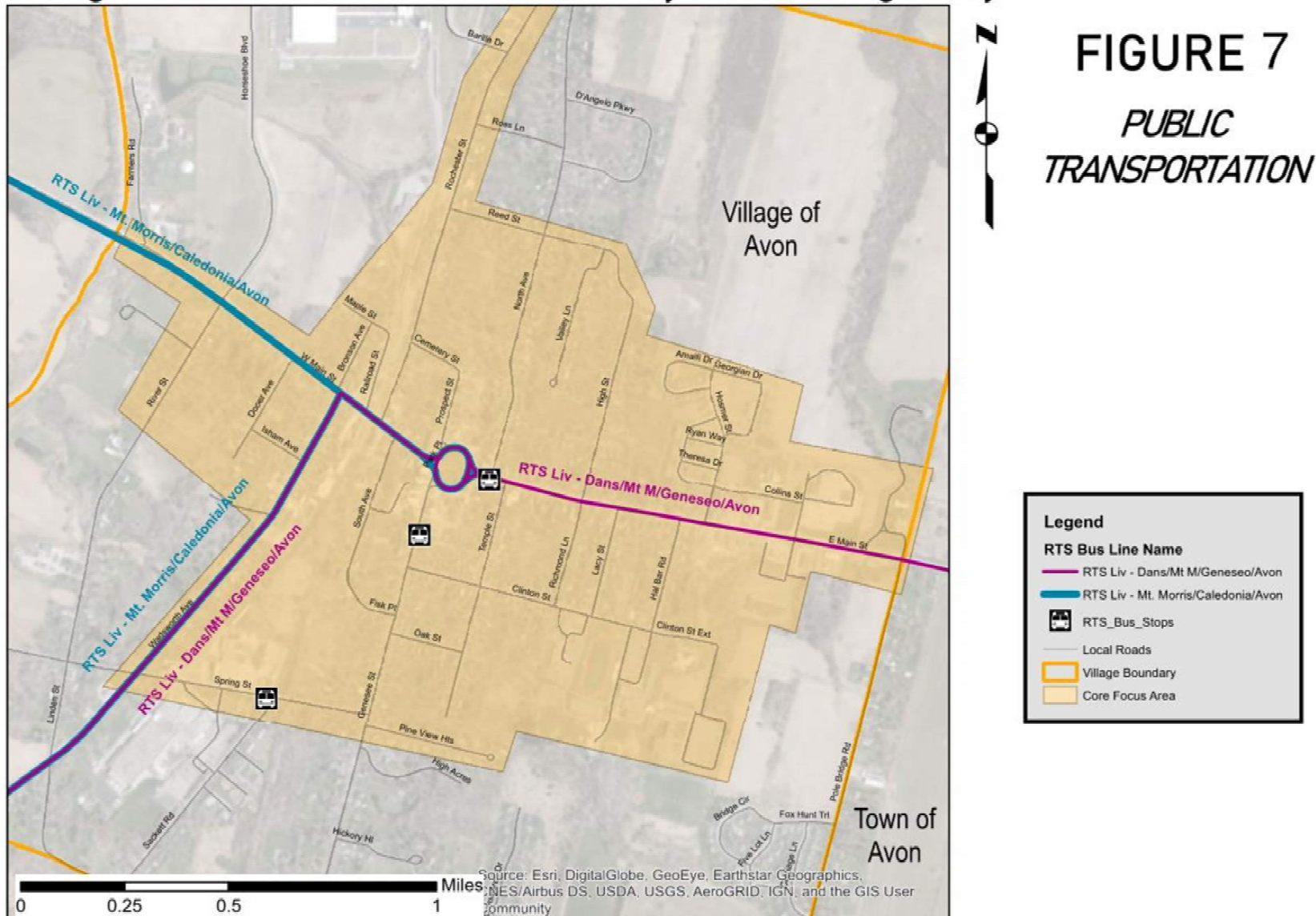
Crashes

Crashes were reviewed for a three-year period between July 1, 2016 and June 30, 2019 to identify if there are patterns of crashes and any high accident locations. Within the Plan Area, one hundred thirty-two (132) crashes occurred within the three-year period. Of the 132 accidents, eighty-one (81 or 61.4 percent) resulted in property damage, seventeen (17 or 12.8 percent) resulted in injury, and twenty-six (26 or 19.7 percent) were non-reportable crashes. Two crashes involved injury to a pedestrian/bicyclist. Contributing factors include unsafe speeds, aggressive driving, following too closely, driver inattention, failure to yield the right of way, turning improperly and passing or improper lane usage. **Figure 8** identifies the crash clusters within the Village. The crash summary data is included in **Appendix E**.

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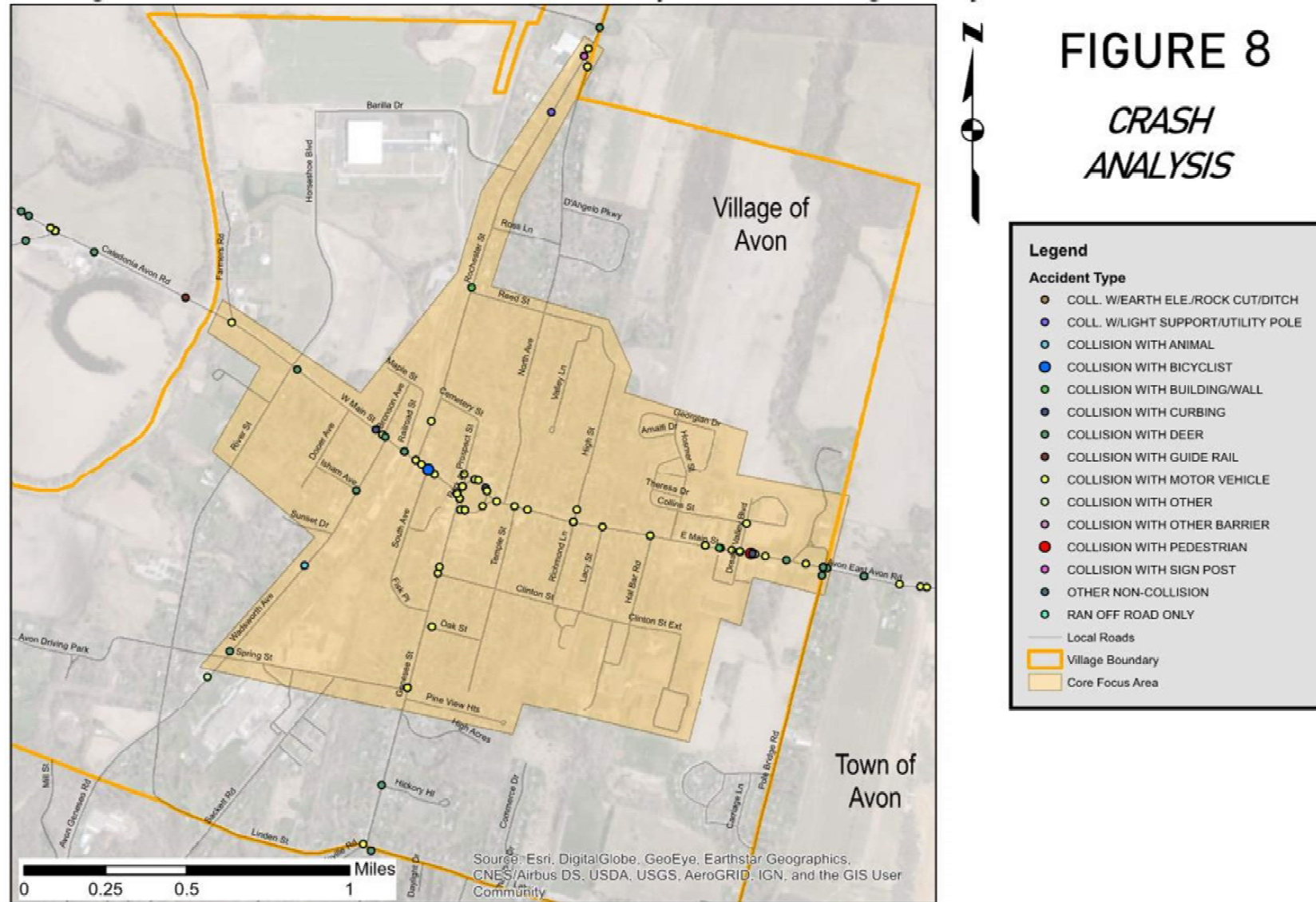
Village of Avon Circulation, Accessibility, and Parking Study



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Chapter 2 - Existing & Planned Conditions

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Chapter 2 - Existing & Planned Conditions

Parking

Currently, there are approximately 300 on and off street parking spaces located within the Village. Free public parking options are available in the Municipality Parking lot, the Village Plaza parking lot, and along various streets throughout the Village. Most businesses provide off street parking. However, several businesses in the area of Genesee Street utilize on-street parking adjacent to their businesses. Details of more specific parking variations within the Village are noted below.

On Street parking is available on the north and south sides of Route 5 & 20 between the Circle and Rochester Street and south of Wadsworth Avenue. Additionally, on street parking is available on the south side of Route 5 & 20 in front of the Cake Place and the Avon Inn.

There are 30 parking spaces along the west side of Genesee Street adjacent to the Opera Block, six spaces are located on the east side of the street just north of Park Place and three parking spaces are located on the east side of the street, south of park place before the Community Bank Driveway.

Fourteen parking spaces are located on the east side of Rochester Street with approximately eight unmarked, gravel spaces on the west side of the street, just south of Cemetery Street. There are 25 parking spaces on the east side of the street in front of the cemetery.

Limited parking is available on North Avenue in the area of Zion Church as vehicles were observed parking on along the side of the road and on the sidewalk. North of Zion Church, parking is not permitted.

The municipal parking lot located behind the Opera Block is accessible from Genesee Street, Route 5 & 20 and South Avenue, however the directional signage is minimal. The open parking lot is comprised of cracked asphalt, gravel and grass.

A detailed breakdown of parking areas currently available within the Village is located in **Appendix F**.

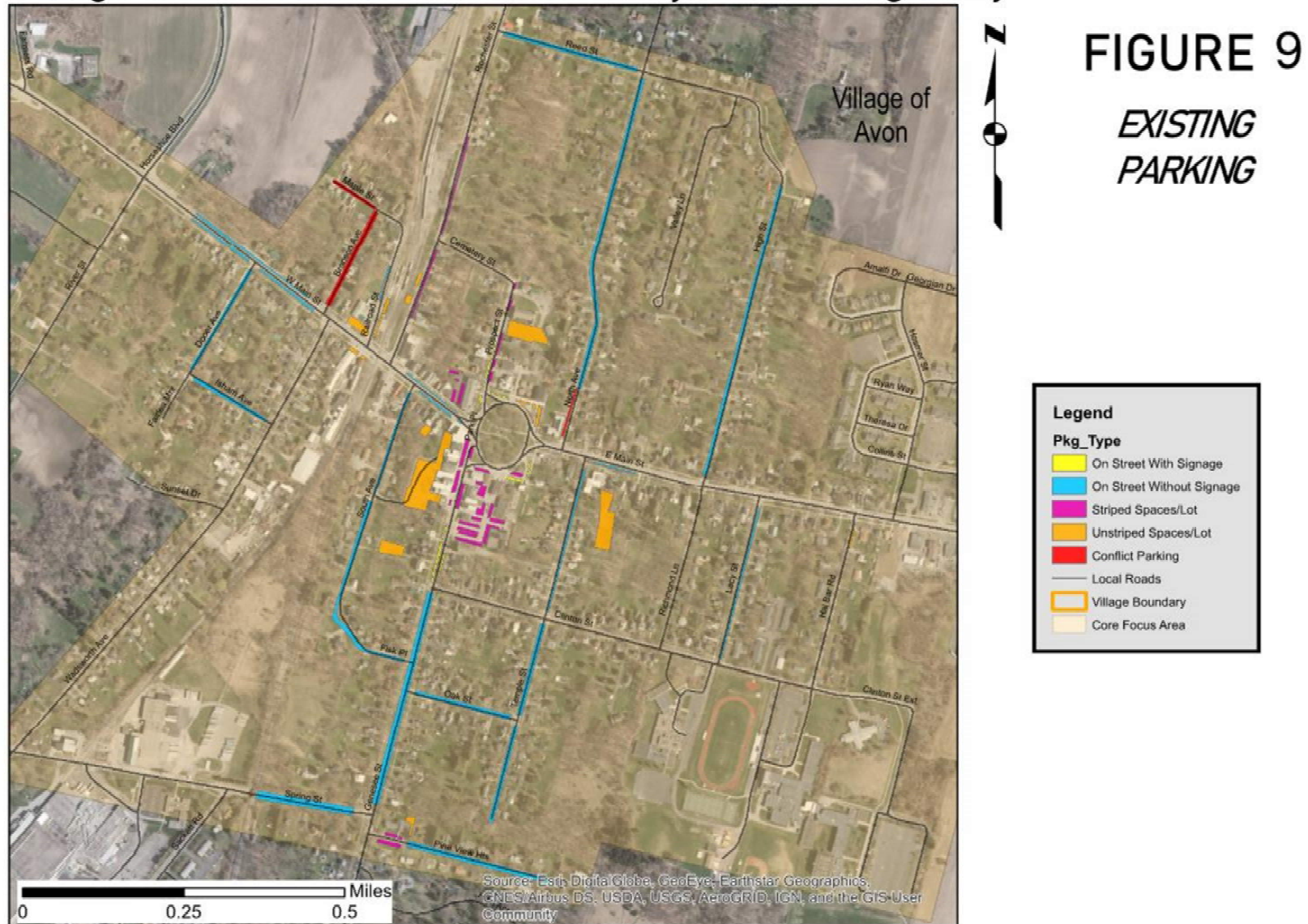


Figure 9 identifies an overview of the current parking available within the Village

Village of Avon Circulation, Accessibility, and Parking Plan

Chapter 2 - Existing & Planned Conditions

Village of Avon Circulation, Accessibility, and Parking Study



Village of Avon Circulation, Accessibility, and Parking Plan

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Land Use

Existing Patterns

Avon Central School District Campus

The Avon CSD Campus is the largest trip generator in the plan area. Located within the neighborhoods south of Route 5 & 20 and east of Genesee Street, the Avon CSD Campus has four access points. The Avon CSD Campus serves as the primary community facility and is utilized not only for education during the typical school year (September through June) but also for evening events year-round and in the summer months for sports, meetings, summer school, recreation, training courses, and other community events.

Commercial

Several commercial businesses are located within the plan area with the majority located on Genesee Street and along Route 5 & 20. Many of the businesses on Genesee Street do not have off street parking and several on Route 5 & 20 are without good access control as the driveways are spaced too close causing safety issues for vehicles entering and exiting onto Route 5 & 20. An access drive located behind a majority of the commercial properties along the north side of Route 5 & 20 (East Main Street) provides secondary access points to the properties and is connected to the traffic signal at Tops Plaza. The potential exists for a similar access drive behind the commercial properties along the south side of the road in the area located adjacent to the secondary driveway for CVS. The Village owns a strip of land behind the commercial properties and Avon Town Plaza from Tom Wahls to Salvatore's Pizza. Constructing an access drive for the commercial properties would enable drivers to utilize the traffic signal and minimize turning movements on Route 5 & 20.

Multiple small businesses, including a bank and several restaurants, are located along Genesee Street. A majority of the businesses in this area of the Village do not have private parking lots and utilize on-street parking. However the Avon Village Plaza parking lot provides 55 off street parking spaces with two car charging stations and three handicapped parking spaces.

Tops Plaza is located on the north side of Route 5 & 20 and is accessible via the signalized intersection at Dream Valley Boulevard and Route 5 & 20. Collins Street intersects the Dream Valley Boulevard and provides a secondary access point

Village of Avon Circulation, Accessibility, and Parking Plan

Chapter 2 - Existing & Planned Conditions

to several businesses located on the north side of Route 5 & 20 and to multifamily homes and a daycare center. Dream Valley Boulevard on the south side of Route 5 & 20 provides access to a shopping plaza, a gas station and a CVS. The remaining commercial businesses along the south side of Route 5 & 20 have direct access onto Route 5 & 20. Each business in this section of the Village provides off street parking.

Residential

Single-family homes are located throughout the Village of Avon, lining each side of Genesee Street and Route 5 & 20. Several neighborhoods are situated within the Village with access from Route 5 & 20 and Main Street. The residential streets of Hal-Bar Road, Lacy Street, Richmond Lane, and Clinton Street are the connecting streets between the main roads (Genesee Street and State Route 5 & 20) and the Avon CSD Campus. Avon on the Green, a senior citizen living community is located on the northwest side of the traffic circle.

Agricultural

Three parcels along the west end of the plan area are active agricultural land. Additional agricultural parcels are located along the northern and eastern ends of the plan area. Tractors, trucks, and heavy equipment associated with farming in the community utilize both Route 5 & 20 and Rochester Street on a daily basis.

Industrial

There are three main areas of industrial activity within the Village that generate daily trips for employees as well as truck traffic. Barilla, in the northwestern portion of the Village, Kraft Heinz in the southwestern area, and Star Headlight & Lantern Company and Gray Metal Products in the northern area. James M. Steele Commerce Park is located just outside the Village on the northwest corner of Route 5 & 20 and Route 15, and Matthews Bus Company is located southeast of this intersection. These each utilize the transportation network as trucks bring materials into the facilities and take product back out.

Village of Avon Circulation, Accessibility, and Parking Plan

Chapter 3 – Needs Assessment

Overview

Identifying needs related to circulation, accessibility, and parking directly reflect opportunities to enhance safety, community character, and economic opportunities. The key needs to be addressed through the plan's recommendations have been identified through the understanding gained through the analysis of transportation and land use data supplemented with feedback from the public and other stakeholders.

Identified Needs

The results of the inventory of existing and planned conditions combined with the experiences of users of the transportation system in the Village of Avon resulted in the identification of five primary needs that should be addressed by the recommendations of the plan. These needs included 1) Reduce Speeds; 2) Additional Parking; 3) Improve Pedestrian & Bicycle Facilities; 4) Improve Drainage; and 5) Enhance Safety Along Truck Routes. The remainder of this chapter summarizes each of these needs.

Reduce Speeds



The posted speed limit within the Village of Avon is 30 mph. Just outside the eastern limit of the plan area, the speed limit transitions to 55 mph on Route 5 & 20. The 85th percentile speeds on Route 5 & 20 in the segments with 30 mph posted speed limits range from 29 mph to 52 mph and occur predominately between 6:00am and 8:00pm on weekdays. Of the 10,900 vehicles per day that travel along the commercial district of Route 5 & 20, approximately 3,000 heavy vehicles (trucks and buses) per day travel through the corridor. Based on classification count data and speed count data, it is anticipated that both passenger vehicles and heavy vehicles exceed the posted speed limit with regularity. Classification count data and speed count data is included in **Appendix B**.

Village of Avon Circulation, Accessibility, and Parking Plan

Chapter 3 – Needs Assessment

Additional Parking



Currently, there are approximately 300 on and off street parking spaces located within the Village. Free public parking options are available in the Municipal Parking lot, the Village Plaza parking lot, and along various streets throughout the Village. As discussed in Chapter 2, some but not all businesses provide off street parking. Several businesses in the area of Genesee Street utilize on-street parking adjacent to their businesses and would benefit from enhancements to the Municipal Parking lot behind the Opera Block such as new pavement, additional lighting and directional/wayfinding signs. Parking spaces are limited on North Avenue near Zion Church and could be better delineated to eliminate parking on the sidewalk. A detailed breakdown of parking areas currently available within the Village is located in **Appendix F**.

Improve Pedestrian & Bicycle Facilities



There are no dedicated bicycle facilities along Route 5 & 20 or Genesee Street within the plan area. As a result, bicyclists currently utilize the shoulder on roadways. A de facto pedestrian path is worn in the grass along the east side of Hal-Bar Road as students use the path to and from the Avon CSD campus from the residential neighborhoods on the north side of Route 5 & 20. The presence of a high percentage of heavy vehicles and high speeds along Route 5 & 20 makes vulnerable users such as pedestrians and bicyclists susceptible to serious injury if involved in a crash.

Improve Drainage



Both short duration, high intensity and lower intensity, longer duration rain and snow events have caused flooding on Route 5 & 20, on Pole Bridge Road, and in other areas of the Village including North Avenue near Zion Church. The Village conducted a drainage improvement study to identify opportunities to improve drainage. A culvert project is currently under development to mitigate flooding on Route 5 & 20.

Village of Avon Circulation, Accessibility, and Parking Plan

Chapter 3 – Needs Assessment

Enhance Safety Along Freight Truck Routes



Trucks carrying freight travel through the Village utilize Route 5 & 20, Wadsworth Street, and Rochester Street between I-390 and the Village's and adjoining industrial businesses and agricultural operations. The Village's location and its proximity to other major trucking routes (including I-390) results in trucks cutting through the Village to reduce travel times and tolls. This exacerbates the safety concerns related to the presence of heavy vehicles moving through the Village. Additionally, other large vehicles such as private motor coaches travel daily throughout the Village.

The needs discussed in this chapter served as the basis for screening potential alternatives to determine the recommendations that are described in Chapter 4. The implementation of the recommendations of the plan will improve circulation, accessibility, parking, and overall safety in the Village of Avon.

Stakeholder Engagement

Analysis of data provides many insights but the insights of community members who use the roadways everyday (and many of whom have done so for decades) provides a more complete picture of the opportunities and issues facing the Village of Avon and larger community. Due to the COVID-19 pandemic, engagement with the stakeholders and the public was adjusted to adhere to the guidelines recommended by New York State for group gatherings while still actively engaging and soliciting input. On-line public meetings were held to allow those with first-hand knowledge of the plan area to provide their input and views on what works, what doesn't, and how to make things better.

Public Meeting #1

A virtual public meeting was held on the evening of Tuesday, June 30, 2020. The meeting was comprised of a presentation to introduce the project and a Q&A to ensure that questions were fully addressed. Notifications of the meeting were sent to stakeholders

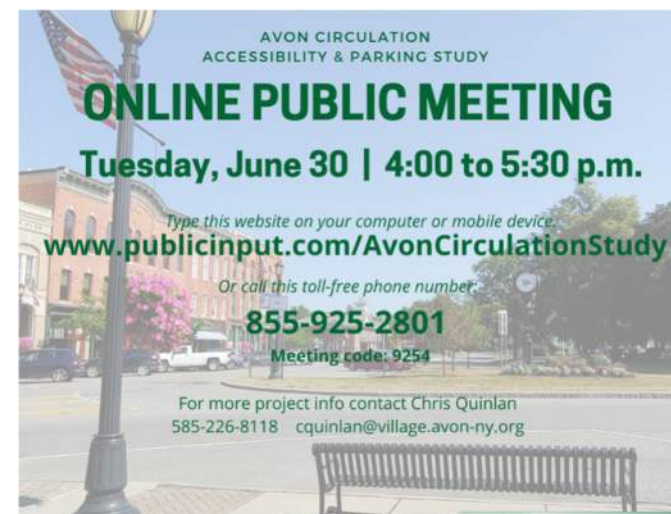


Exhibit 6 – Public Meeting #1 “Online Public Meeting” Notification

Village of Avon Circulation, Accessibility, and Parking Plan

Chapter 3 – Needs Assessment

and advertised via social media to inform residents and businesses within the plan area. A media advisory was issued that resulted in a published article about the project by *Livingston County News* on Wednesday, June 24, 2020. Approximately 17 people attended the meeting and over 60 comments were made either during and after the presentation. Four map survey questions were available on the project web page for the community to comment on and pose questions. Each survey question related to a specific topic and offered the option to upload comments and photos. Additionally, each map was enabled with interactive location pin markers for the survey taker to indicate specific locations of interest or concern. Topics included parking, pedestrian access, near-miss collisions, and locations often avoided during specific times of the day.

Comments received included concerns about making left turn onto Route 5 & 20 from North Avenue, Pole Bridge Road and businesses along Route 5 & 20. Several comments received noted the need for improved parking and accessibility to the parking area behind the Opera Block on Genesee Street. Locations of near miss collisions were cited on Route 5 & 20 at Pole Bridge Road and near McDonalds and the Bank of Castile. Comments also focused on the need for more pedestrian crossings and enhanced pedestrian visibility.

The full presentation and a summary of all comments received during and after the public meeting are included in **Appendix G**.

Village of Avon Circulation, Accessibility, and Parking Plan

Chapter 4 – Recommendations

Overview

The recommendations of the plan address the needs identified in the previous chapter by enhancing safety for all users through dedicated pedestrian and bicycle facilities to support non-motorized connectivity, including between residential neighborhoods and the Greenway Trail. The improvements included in this Chapter represent a customized approach to selecting technically-sound solutions unique to the Village, eschewing “cookie-cutter” application of design standards that may work elsewhere but not in the plan area.

Figure 10 identifies the improvement locations outlined for the plan. The improvements are focused on proposed changes and additions to streets and pedestrian and bicycle facilities, intersection and street modifications, sidewalks, crosswalks and bicycle facilities.

Getting to the Point

Highlights of each recommendation are provided at the beginning of their respective discussion to make it easier for readers to determine if they want to further explore the proposed actions. Each section is noted by the highlighter icon.



Village of Avon Circulation, Accessibility, and Parking Plan

Chapter 4 – Recommendations

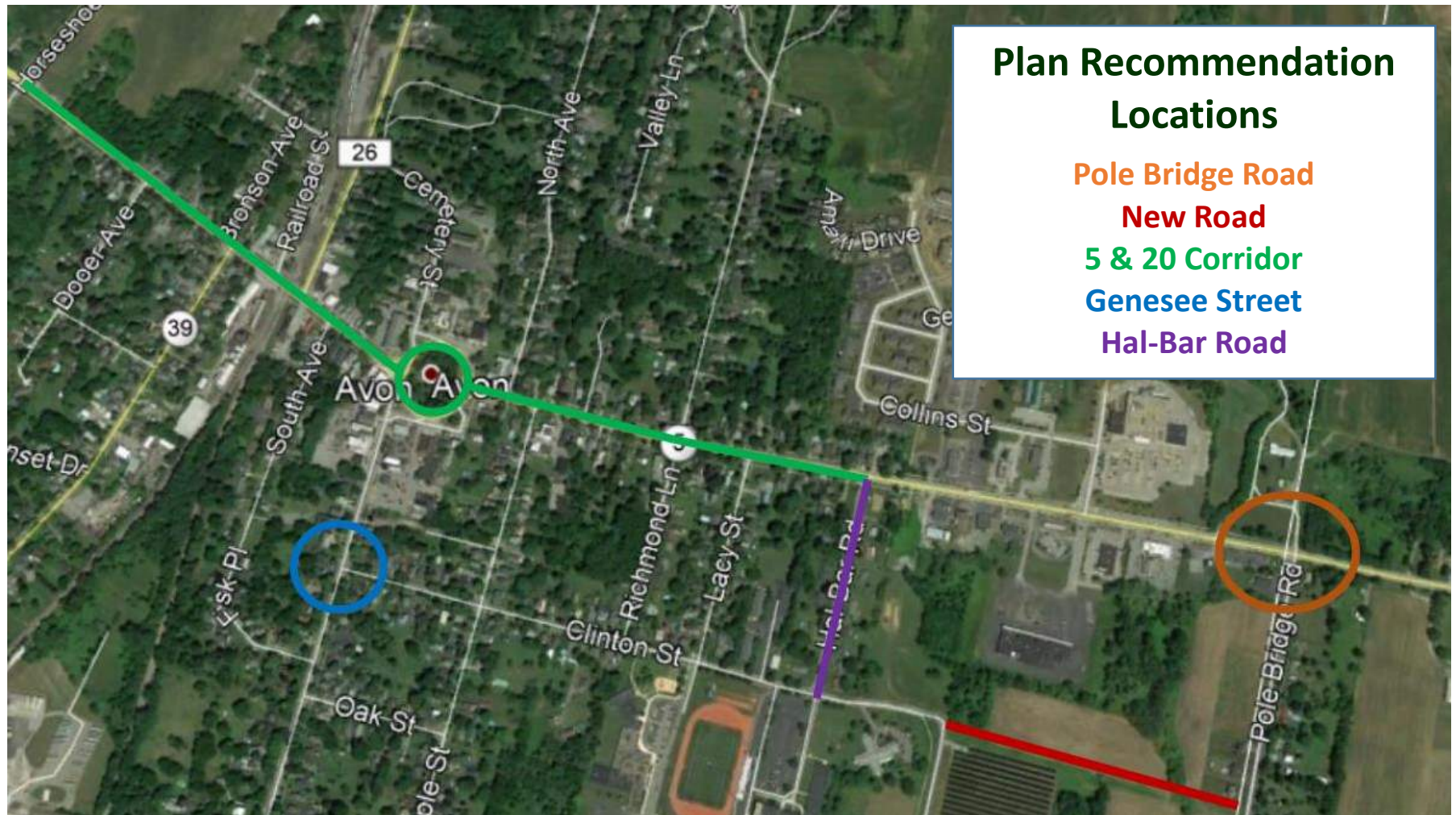


Figure 10 – Plan Recommendation Locations

Village of Avon Circulation, Accessibility, and Parking Plan

Chapter 4 – Recommendations

Intersection and Street Modifications



The street modifications for Route 5 & 20 (East and West Main Streets) entails modifications to the lane widths to accommodate bicycle lanes. Existing pavement striping would be modified in the plan area to accommodate six-foot wide bicycle lanes. Dedicated left turn lanes would be added at the intersection with Pole Bridge Road to enhance safety and efficiency.

Route 5 & 20 (East Main Street)

Observations

Exclusive left-turn lanes are present in the eastbound and westbound directions at the signalized intersection with Dream Valley Boulevard (Tops Plaza) and the Shopping Plaza. However, no turning lanes are present at the unsignalized intersection with Pole Bridge Road. Drivers utilize the paved shoulders and (where present) unpaved areas next to them to maneuver around queued vehicles on each approach.

The current lane configurations on Route 5 & 20 (East Main Street) from Pole Bridge Road (Village limit) to 'The Circle' are a single 12-foot wide travel lane in each direction with a 12-foot to 14-foot wide center left turn lane that terminates just west of Dream Valley Boulevard. In this section, the shoulders are approximately five-foot wide with curbs and sidewalks along both sides of the street. On-street parking is available on the south side of East Main Street near the Avon Inn.

Peak hour traffic patterns along Route 5 & 20 are reflective of commuters traveling to and from I-390 as traffic volumes are heavier during the morning peak hour in the eastbound direction and heavier in the westbound direction during the evening peak hour. In addition to side streets, several closely spaced curb cuts are located along the north and south sides of East Main Street resulting in increased conflict points and queuing on the approaches during both peak hours. As mentioned earlier, businesses situated on the northside of the road have utilized the cross access drive located along their rear property lines enabling vehicles to access the traffic signal on Route 5 & 20. Across the street, CVS Pharmacy and Quicklee's Convenience Store have secondary access driveways on Dream Valley Boulevard with access to the traffic signal. However, a majority of the businesses on the south side do not have access to the signalized intersection.

Village of Avon Circulation, Accessibility, and Parking Plan

Chapter 4 – Recommendations

Recommendations

Exclusive left turn lanes are recommended at the intersection of Route 5 & 20 and Pole Bridge Road on the westbound approach and on the northbound approach to facilitate existing and projected turning movements. The addition of left turn lanes would also require a wider pavement section to accommodate the left turn lane and the taper, which may necessitate the need for additional land. Additionally, removal of the hedge row on the southeast corner would improve sight distance for the northbound approach. Recommended improvements for the intersection of Pole Bridge Road and Route 5 & 20 are presented in **Map 1**. As development of the business occurs on the property on the north side of the intersection, the opposing striped median on the eastbound approach could be modified to accommodate an exclusive left turn lane onto the property. Contingent on the properties' needs for an entrance at this intersection, the corresponding striped median on the eastbound approach could be raised and landscaped as an optional feature. An example of a raised median is included on page 63.

Following the recommended improvements to the intersection of Pole Bridge Road and Route 5 & 20 as described above, construction of a new road connecting Pole Bridge Road to Clinton Street is recommended. The connection would provide secondary access to the Avon Central School District (CSD) and enhance traffic flow on Route 5 & 20. The road would primarily service the Avon CSD and is recommended to be constructed on property currently owned by the district. The 30-foot wide road is recommended to be constructed with 11-foot travel lanes and four-foot shoulders in each direction with stop control on the eastbound approach at Pole Bridge Road. A stop sign is also recommended on the northbound approach at the intersection with Clinton Street and the Avon CSD access drive to the High School. This connection would provide a secondary access to the Avon CSD property and ultimately reduce delay in the commercial district on Route 5 & 20 and cut through traffic on residential streets. Construction of the new road is recommended after turning lanes are added to the intersection of East Main Street and Pole Bridge Road. The new connection between Pole Bridge Road and Clinton Street is identified on **Map 2**.

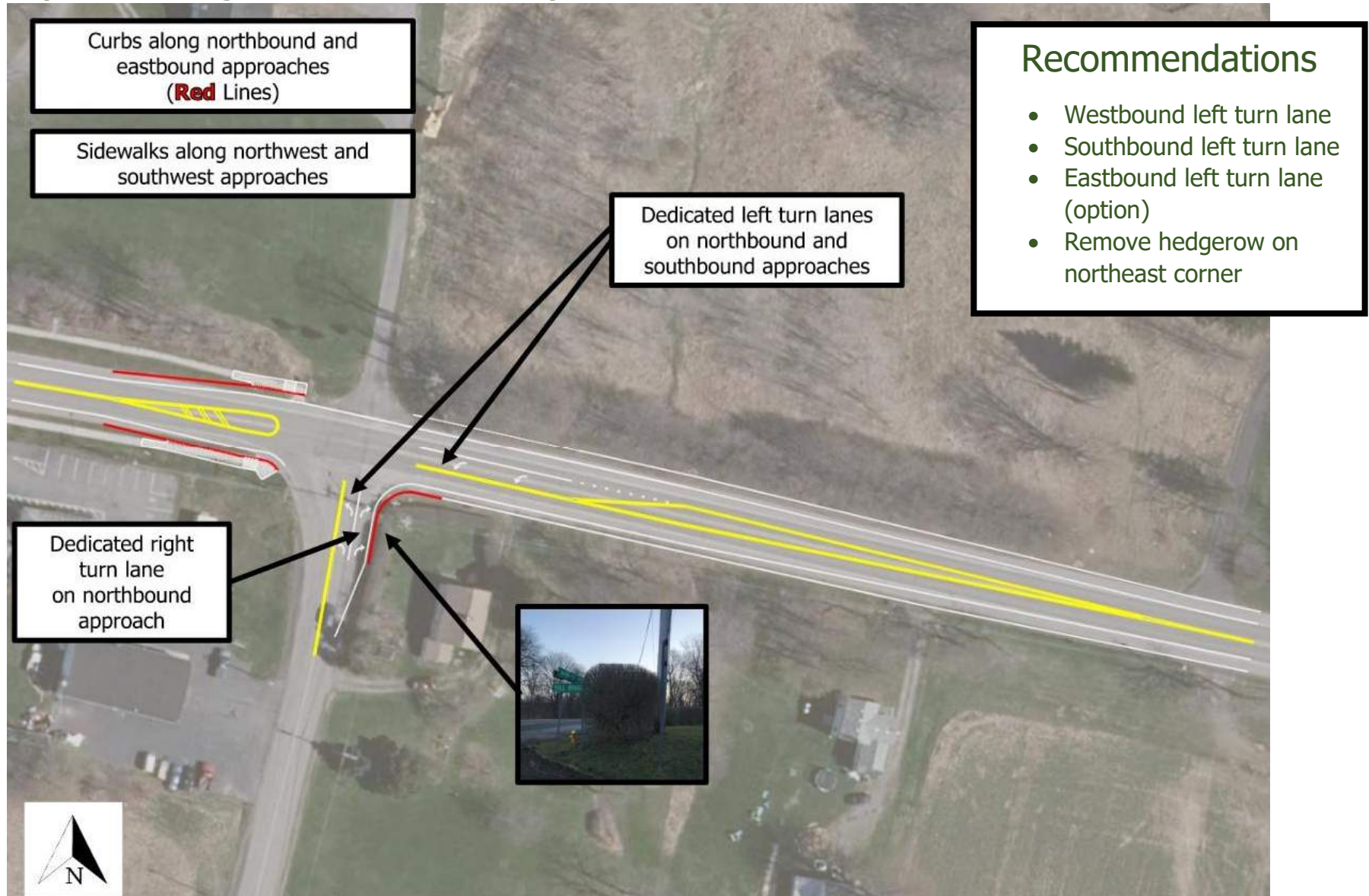
According to Section 6-6162 of NYS Village Law regarding street improvement or acceptance:

“The board of trustees may by resolution provide for laying out, altering, widening, narrowing, discontinuing, or accepting the dedication of a street in the village.”

Village of Avon Circulation, Accessibility, and Parking Plan

Chapter 4 – Recommendations

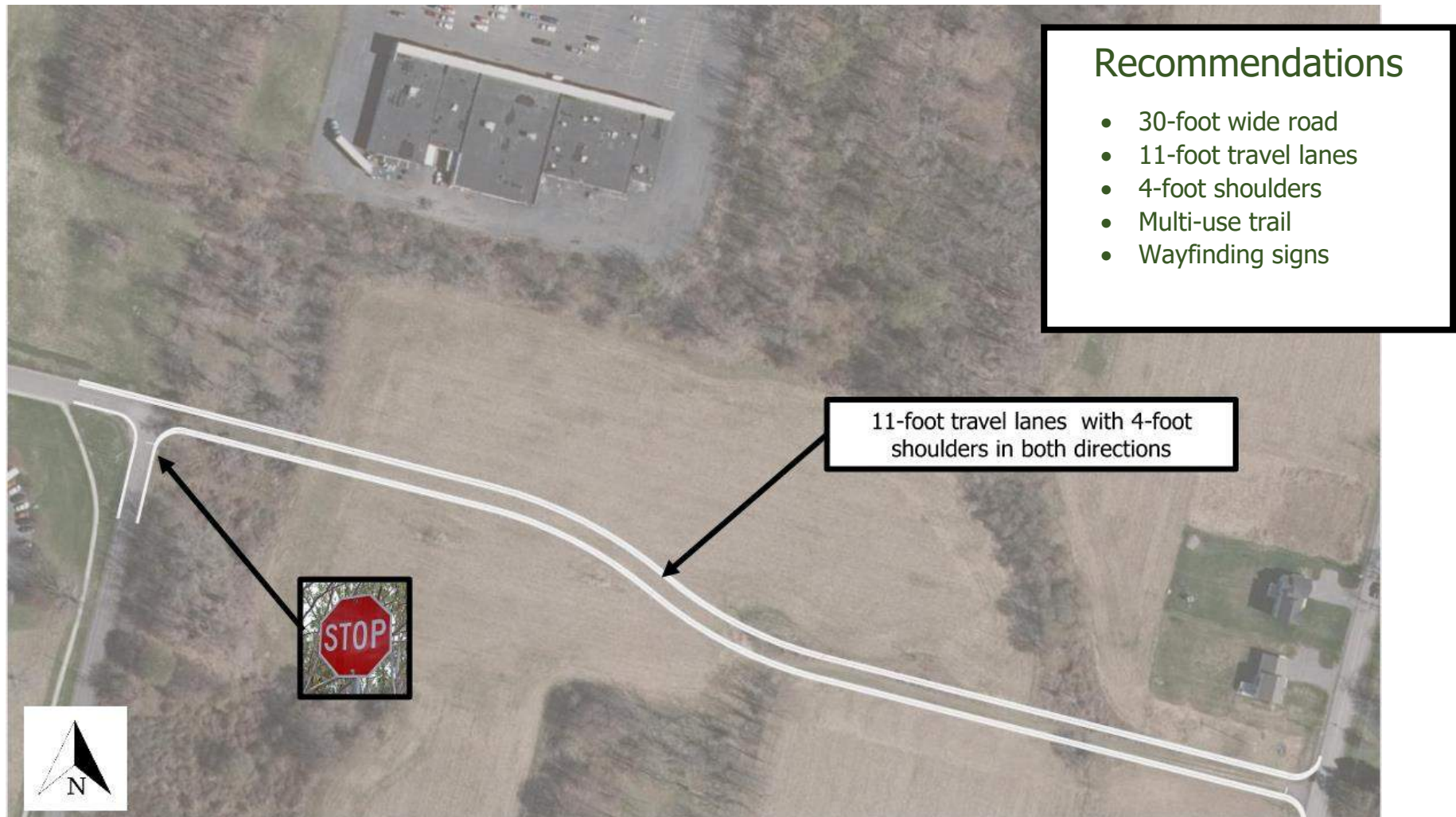
Map 1 – Pole Bridge Road – Turn Lane & Striped Median at Route 5 & 20



Village of Avon Circulation, Accessibility, and Parking Plan

Chapter 4 – Recommendations

Map 2 – Recommended New Road



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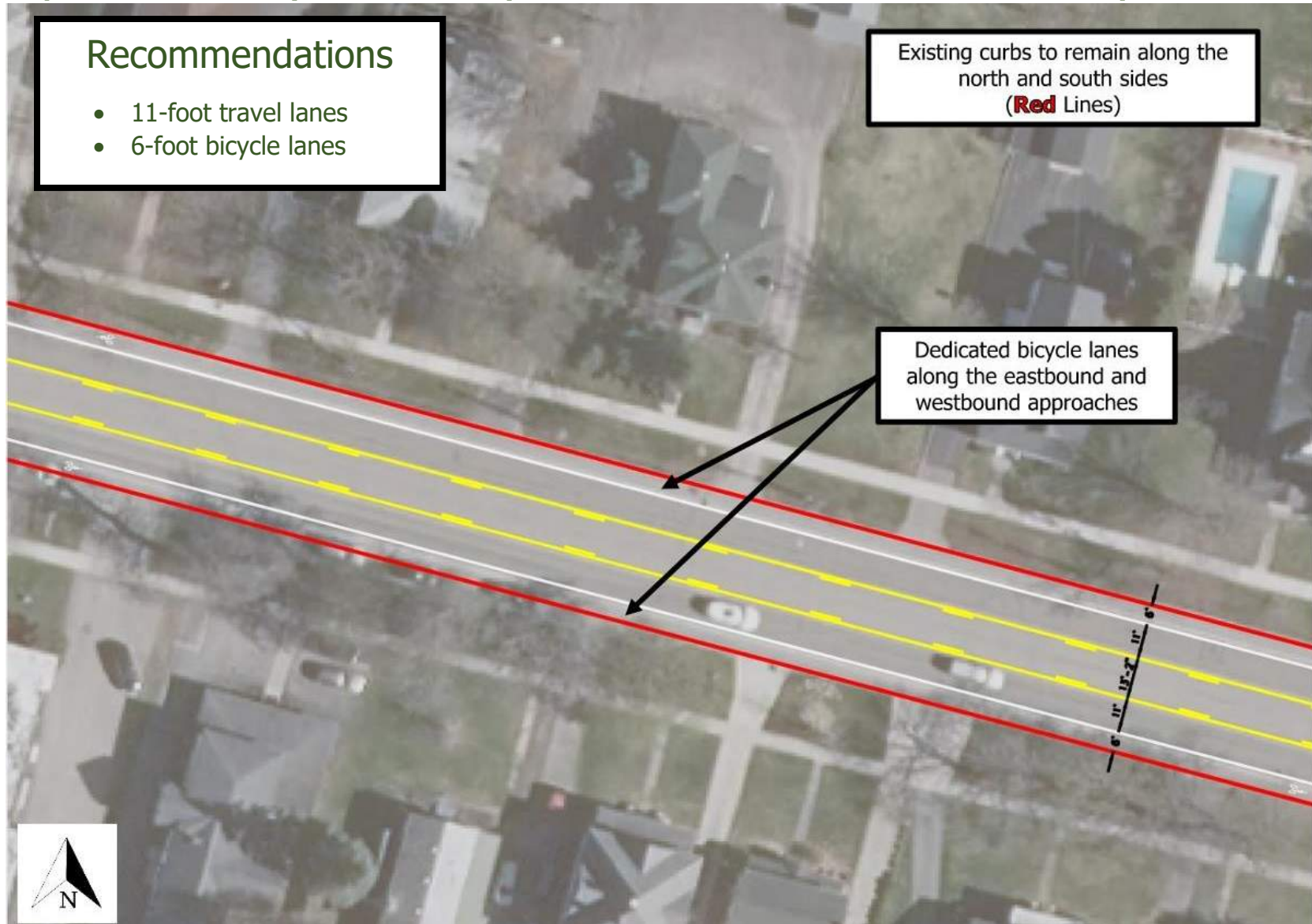
Along this segment of East Main Street from Pole Bridge Road to 'The Circle', lane widths would be reduced by one foot and become 11-foot wide travel lanes with a 13-foot, two-inch-wide center left turn lane and the existing five-foot shoulders would increase by one foot to six feet to provide delineated space for bicyclists per NYSDOT standards. It is anticipated that the lane widths would be restriped during the next pavement resurfacing project conducted by NYSDOT for Route 5 & 20. Recommended improvements for the segment of East Main Street from Hal-Bar Road to 'The Circle' are identified in **Map 3**.

In response to a lack of alternative access to Route 5 & 20 on the south side, The 2002 Avon State Route 5 & 20 Land Use and Access Management Plan identified an opportunity to construct a parallel road from Pole Bridge Road to Hal-Bar Road. A modified version of this option was explored further for the plan as traffic volumes have increased on Route 5 & 20 over the past 18 years. The Village owns a strip of land between the Shopping Plaza and the properties along the southside of Route 5 & 20. This offers a unique opportunity to connect several properties to Dream Valley Boulevard and the traffic signal ultimately reducing intermittent midblock queues on Route 5 & 20. The northbound leg is currently underutilized as capacity exists to accommodate additional vehicles. Additionally, secondary access points are invaluable and encouraged for emergency access. A draft layout of the access road is identified in **Map 4**. To further reduce conflict points along Route 5 & 20, the Village should investigate opportunities to combine access between commercial properties and reduce curb cuts during the site plan review process.

Village of Avon Circulation, Accessibility, and Parking Plan

Chapter 4 – Recommendations

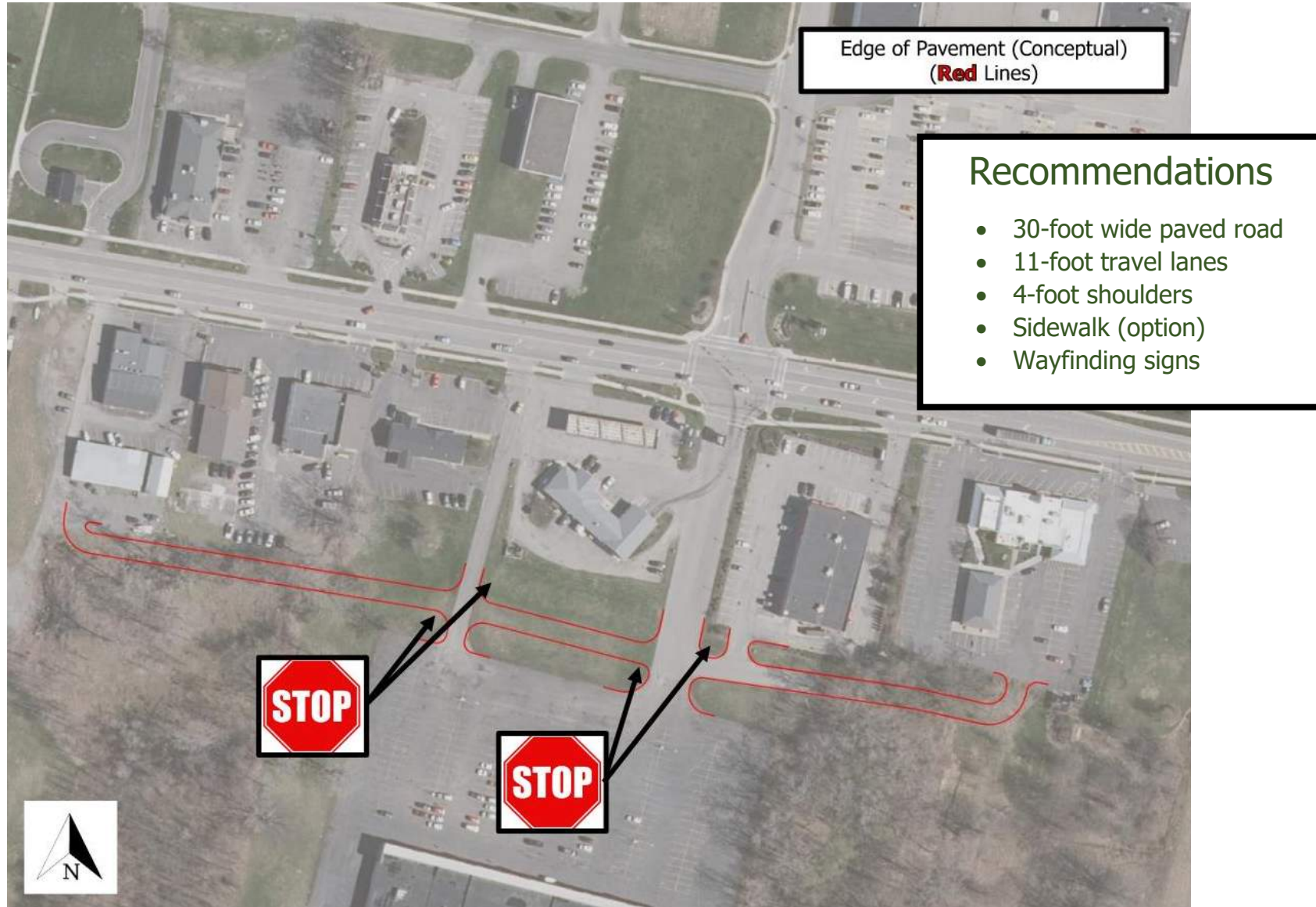
Map 3 – Route 5 & 20 (East Main Street) - Section 1: Hal-Bar Road to the Circle with Bicycle Lanes



Village of Avon Circulation, Accessibility, and Parking Plan

Chapter 4 – Recommendations

Map 4 – Cross Access Drive



Village of Avon Circulation, Accessibility, and Parking Plan

Chapter 4 – Recommendations

Route 5 & 20 (West Main Street)

Observations

Beginning within the traffic circle, West Main Street is comprised of a 14-foot minimum travel lane with shoulders and curbs. West of 'The Circle', single 12-foot wide travel lanes are present in each direction with 8-foot shoulders on-street parking and curbs on a majority of the roadway section. Two-hour maximum parking is allowed on the north side of West Main Street between Prospect Street and the post office driveway. Exclusive eastbound left-turn lanes are present at Rochester Street and Horseshoe Boulevard and in the westbound direction, exclusive left-turn lanes are present at River Street and Wadsworth Avenue.

Recommendations

The recommendations for West Main Street are presented in the following segments:

- ◆ Section 1 – 'The Circle' with Access Modifications, Crosswalks and Sharrows
- ◆ Section 2 - West of 'The Circle'
 - Alternative 1 - Bicycle Lanes
 - Alternative 2 - Multi-Directional Parking and Bicycle Lanes
 - Alternative 3 - Parking on the South Side of the Street and Bicycle Lanes
- ◆ Section 3 - Bicycle Lanes between Rochester Street and Wadsworth Street
- ◆ Section 4 - Bicycle Lanes between Wadsworth Street and Farmers Road with Pedestrian Facilities at River Street and Route 5 & 20

Section 1

Recommendations for the section of West Main Street that encompasses 'The Circle' include access modifications, crosswalks, sharrows (shared bicycle/ vehicle lanes.), and removal of two parking spaces to eliminate conflict with traffic entering Genesee Street. Recommended improvements for this section of West Main Street are identified in

Map 5.

Village of Avon Circulation, Accessibility, and Parking Plan

Chapter 4 – Recommendations

Map 5 – Route 5 & 20 (West Main Street) -Section 1: 'The Circle' with Access Modifications, Crosswalks & Sharrows



Recommendations

- 'Sharrow' pavement markings on the right side of the travel lane
- High visibility crosswalks with signs
- New sidewalk through the island median on the southwest side
- Raised and painted median extensions
- Remove two parking spaces
- Re-establish the two way driveway (on the south side) to one-way exiting only
- Wayfinding signs

Village of Avon Circulation, Accessibility, and Parking Plan

Chapter 4 – Recommendations

Section 2

Three alternatives were investigated for Section 2, the segment of West Main Street between “The Circle and Rochester Street. Each alternative maintains the current travel lane width and provides for a six-foot bicycle lane in each direction.

Alternative 1 - Maintains 12-foot travel lane widths and proposes to restripe the current parking lanes to accommodate six-foot bicycle lanes in each direction. Improvements for Alternative 1 are identified in **Map 6**.

Alternative 2 – Expands the pavement width to accommodate 12-foot travel lanes, eight-foot parking lanes and six-foot bicycle lanes in each direction. Improvements identified for Alternative 2 are outlined in **Map 7**.

Alternative 3 - Expands the pavement width to the south to accommodate 12-foot travel lanes, an eight-foot parking lane on the south side of the street and six-foot bicycle lanes in each direction. Improvements identified for Alternative 3 are depicted in **Map 8**

Section 3

On the short segment of West Main Street between Rochester Street and Wadsworth Avenue, 12-foot travel lane widths would be maintained and the on-street parking area would be restriped to accommodate six-foot bicycle lanes in each direction. Current parking opportunities are minimal within the segment as wide commercial driveways are located on the north and south sides of the street. Improvements for this segment of West Main Street are identified in **Map 9**.

Section 4

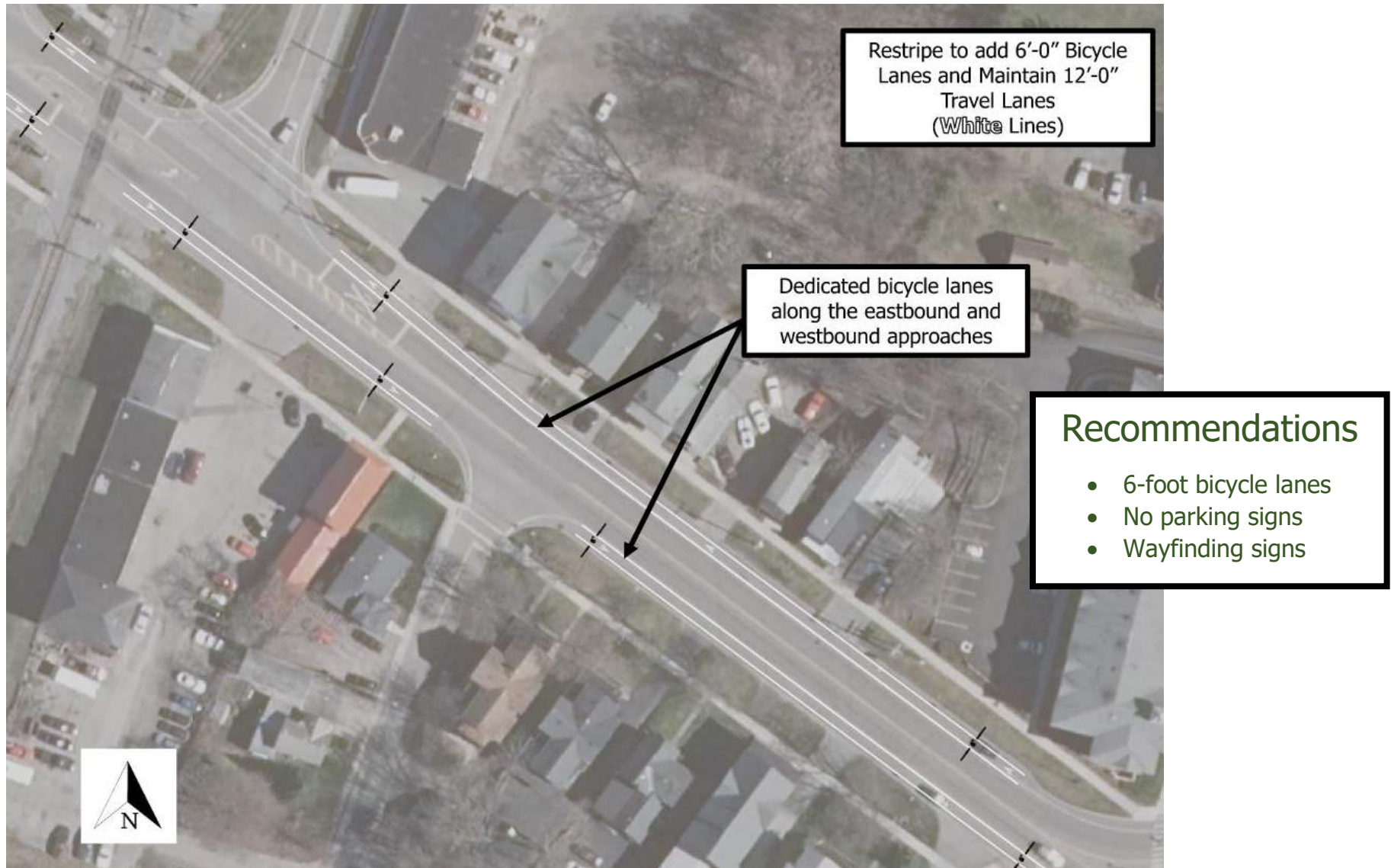
With the exception of the westbound approach at Horseshoe Boulevard, no pavement width modifications are proposed on the segment of West Main Street between Wadsworth Avenue to Farmers Road. Maintains 12-foot travel lane widths and proposes to reallocate the current shoulder section to accommodate six-foot bicycle lanes in each direction. Improvements for Section 4 are illustrated in **Map 10a and Map 10b**.

It is anticipated that the lane widths would be restriped during the next programmed pavement resurfacing project planned by NYSDOT for Route 5 & 20.

Village of Avon Circulation, Accessibility, and Parking Plan

Chapter 4 – Recommendations

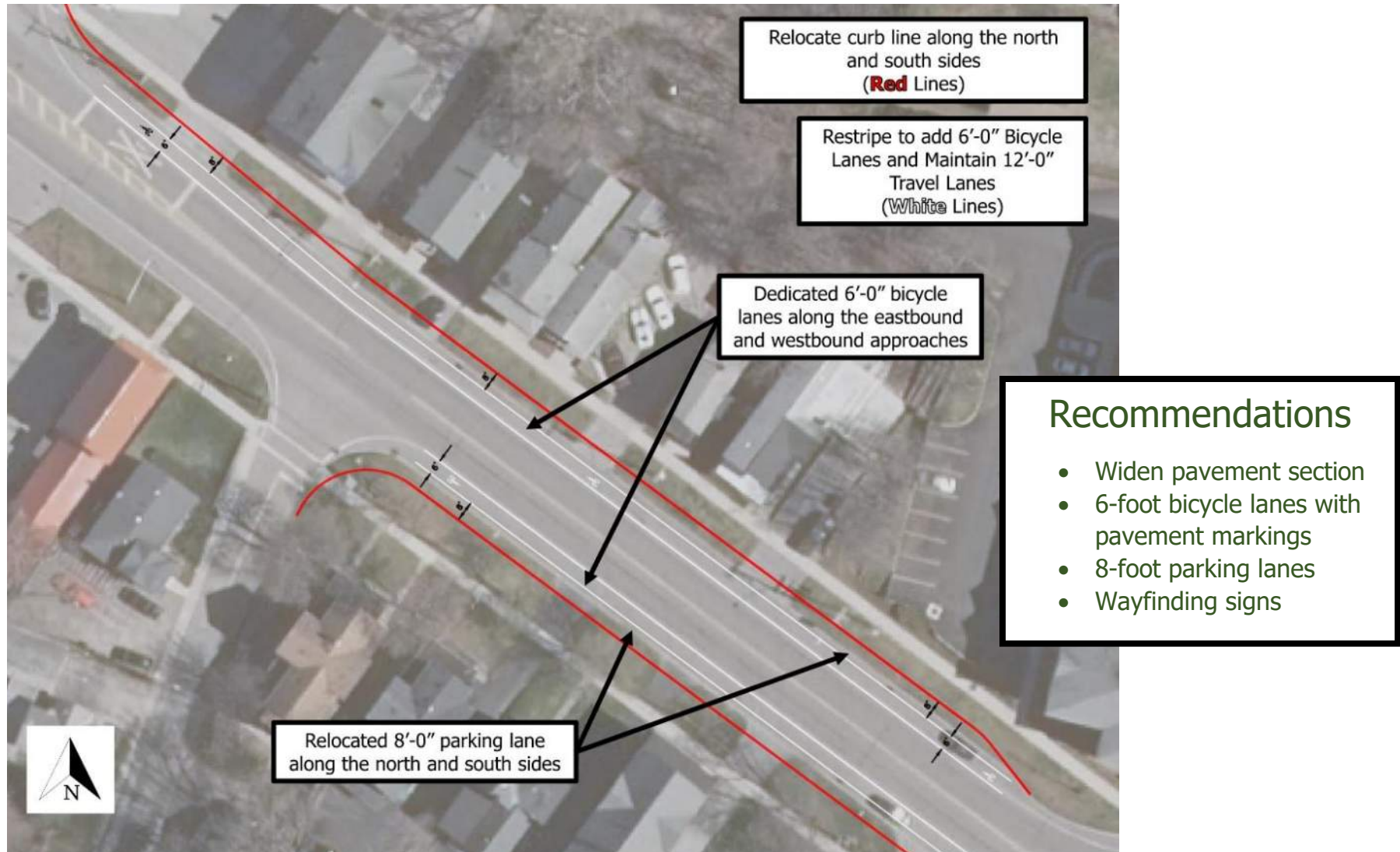
Map 6 – Route 5 & 20 (West Main Street) - Section 2 (Alternative 1): West of 'The Circle' with Bicycle Lanes



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Chapter 4 – Recommendations

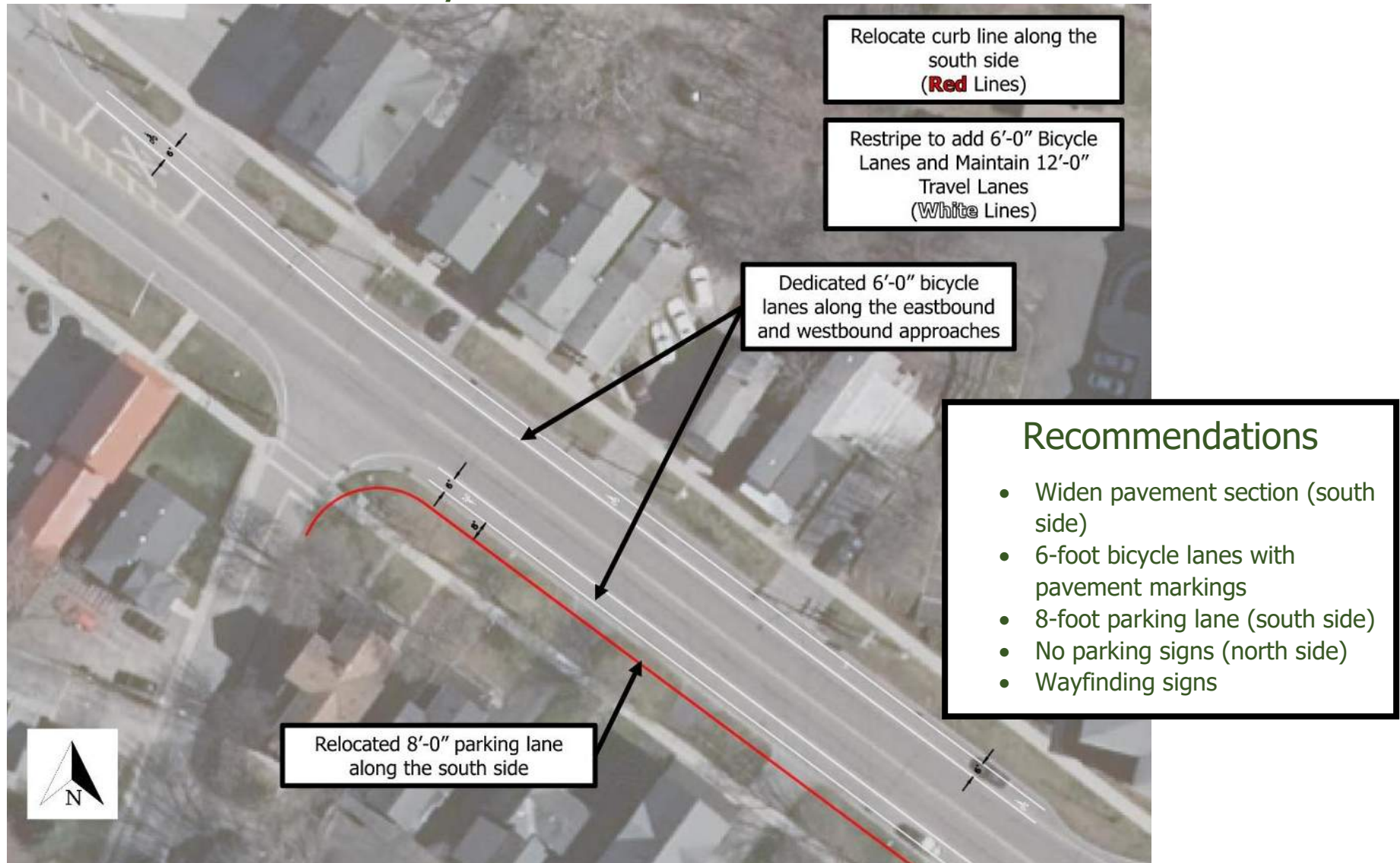
Map 7 – Route 5 & 20 (West Main Street) - Section 2 (Alternative 2): West of 'The Circle' with Multi-direction Parking and Bicycle Lanes



Village of Avon Circulation, Accessibility, and Parking Plan

Chapter 4 – Recommendations

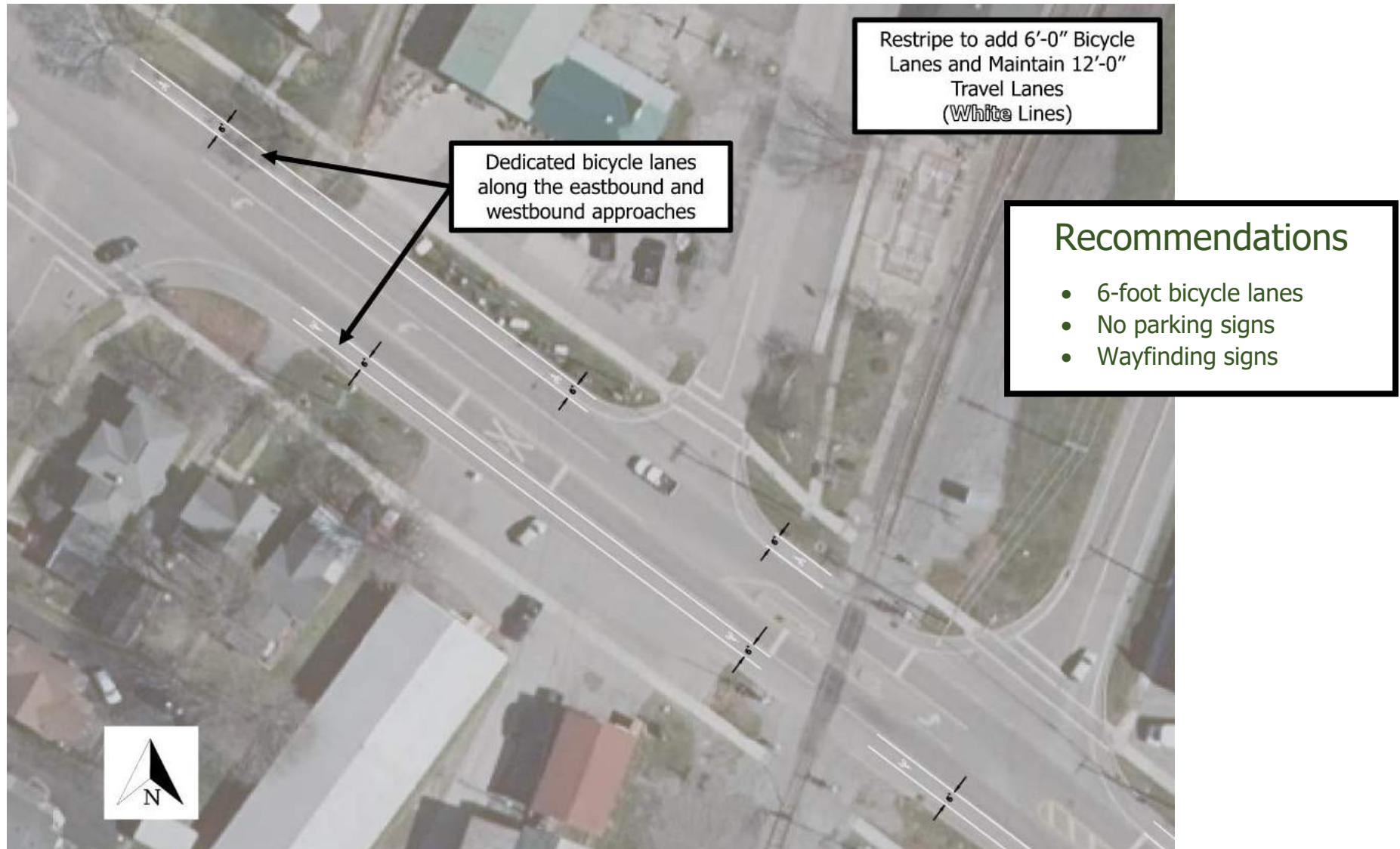
Map 8 – Route 5 & 20 (West Main Street) - Section 2 (Alternative 3): West of 'The Circle' with Parking on the South Side of the Street and Bicycle Lanes



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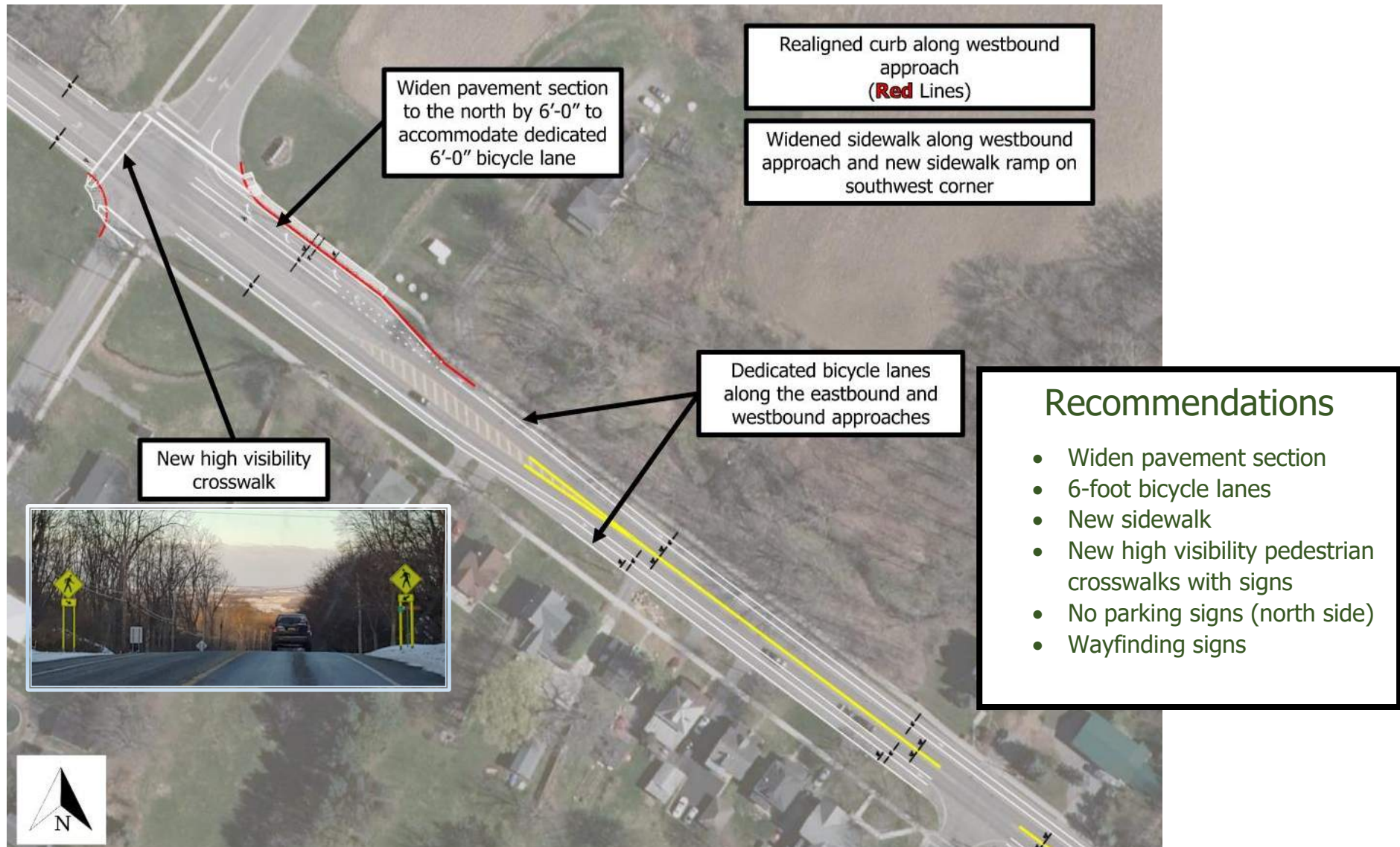
Map 9 – Route 5 & 20 (West Main Street) - Section 3: Bicycle Lanes between Rochester Street and Wadsworth Street



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Map 10a – Route 5 & 20 (West Main Street) - Section 4: Bicycle Lanes between Wadsworth Street and Farmers Road and Pedestrian Facilities at River Street and Route 5 & 20



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Map 10b – Route 5 & 20 (West Main Street) - Section 4: Bicycle Lanes between Wadsworth Street and Farmers Road and Pedestrian Facilities at River Street and Route 5 & 20



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Genesee Street

Observations

Genesee Street supports the core downtown business area within the Village. Comprised of one lane in each direction with delineated angled parking on the east and west sides of the street between West Main Street and the Village Plaza parking lot. Unmarked parallel parking is permitted between the Village Plaza parking lot and Lake Road. Genesee street functions as a conduit between the residential neighborhoods, the Avon CSD, and the business district. Vehicular speeds and pedestrian safety was identified as a concern as the street is unstriped and approximately 40-feet wide. Recently, a pedestrian was struck in the midblock crosswalk adjacent to the library. Within the past three years, two crashes occurred at the intersection with Clinton Avenue.

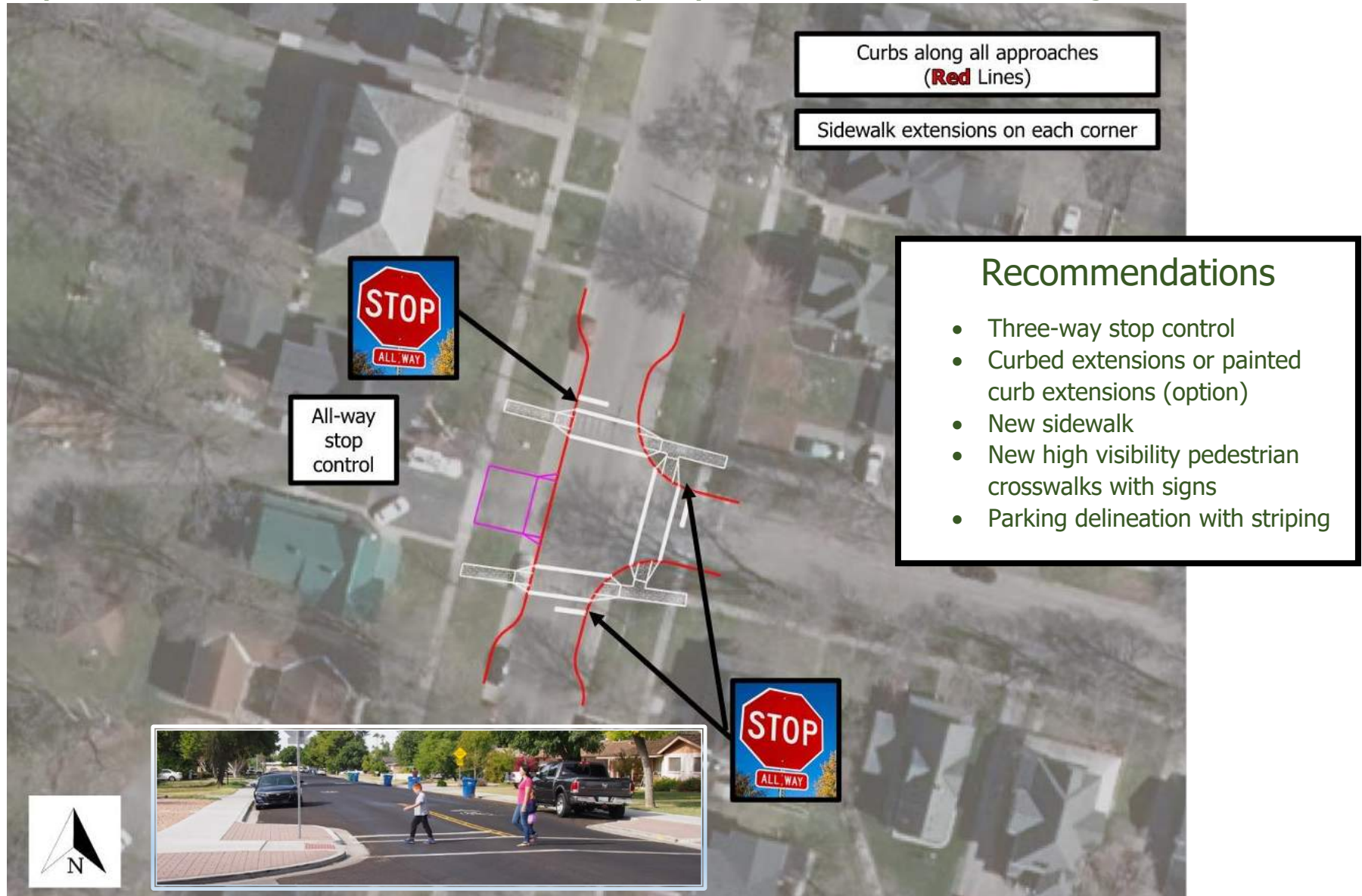
Recommendations

Traffic calming strategies are recommended along Genesee Street in the area of Clinton Street. Improvements include adding stop bars and stop signs on Genesee Street and curb bump outs on the northbound and southbound approaches. The curb extensions ultimately reduce the distance of the existing pedestrian crosswalks and draws parking away from the intersection. In consideration of NYSDOT Pedestrian Safety Action Plan (PSAP) details, recommended improvements include adding high-visibility crosswalk markings, pedestrian crossing signs on both sides of the street and advanced pedestrian crossing signs on each approach. Diagonal parking can also be applied in front of the church and the library. However, the parking would encroach on the grass section between the sidewalk and the street and may impact several trees. The recommended improvements for the intersection of Genesee Street and Clinton Street are identified in **Map 11**. As a lower cost option, pavement striping could be utilized to delineated reduced travel lane widths and crosswalk lengths on each approach.

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Map 11 – Genesee Street and Clinton Street – 3-Way Stop Control, Pedestrian and Parking Modifications



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Pedestrian & Bicycle Facilities



Based on existing pedestrian patterns, a sidewalk is recommended along the west side of Hal-Bar Road with a pedestrian crosswalk across Clinton Street to the Avon Central School District campus. Bicycle facilities were identified to connect residential neighborhoods with the Erie-Attica Trail.

In addition to street modifications, strategically located sidewalks, crosswalks, and bicycle facilities can play important roles in safety by creating exclusive spaces for pedestrians and bicyclists; both critical to encouraging travel by non-motorized means. Provisions to connect residential areas to the formal multi-use trail will encourage healthy lifestyle activities and enhance pedestrian and bicycle safety.

Pedestrian Facilities

The locations proposed in the plan for sidewalks and crosswalks were identified based on worn paths indicating preferred pedestrian use and identified area of public recreation. Sidewalks and crosswalks are recommended at the following locations:

- A new midblock crosswalk with high visibility markings is recommended across the eastbound one-way segment on Genesee Street and the southwest quadrant of 'The Circle' to provide access to the Circle park from the east side of Genesee Street (see **Map 5**);
- A five-foot wide sidewalk across the median between Genesee Street and 'The Circle' is recommended to connect the two proposed crosswalks (see **Map 5**);
- A new crosswalk with high-visibility markings across the eastbound approach on West Main Street at Horseshoe Boulevard and across the northbound approach on River Street (see **Map 10a**);

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- A five-foot wide sidewalk along the west side of Hal-Bar Road from Clinton Street to East Main Street located in the area where a worn path was observed (see **Map 12**); and
- A new crosswalk with high-visibility markings across the eastbound approach on Clinton Street at Hal-Bar Road (see **Map 12**)

New curb ramps proposed within the plan area would be installed in compliance with the Americans with Disabilities Act.

Replacement of the current pedestrian beacons with audible pedestrian countdown timers is recommended for each corner at the intersection of East Main Street and Dream Valley Boulevard. Supplemental lighting is also recommended on each corner of the intersection to enhance safety for pedestrians and motorists.

Bicycle Facilities

There are no dedicated bicycle facilities along Route 5 & 20 or Genesee Street within the plan area. As a result, bicyclists currently utilize the shoulder section on each roadway. The presence of a high percentage of heavy vehicles and high speeds along Route 5 & 20 makes them even more susceptible to serious injury if involved in a crash. The locations proposed in the plan for bicycle facilities were identified to connect residential neighborhoods with the Erie-Attica Trail. Bicycle lanes and sharrows are recommended at the following locations:

- A six-foot wide bicycle lane is proposed along the north and south sides of East Main Street from Hal-Bar Road to 'The Circle';
- Sharrows, a shared lane for vehicles and bicyclists are proposed around 'The Circle'. Sharrow pavement markings are recommended for the pavement around the circular section of West Main Street to encourage bicyclists to ride along the right side edge of the travel lane and to distinguish that the travel lane is shared for motorists (see **Map 5**);
- A six-foot wide bicycle lane is proposed along the north and south sides of West Main Street from 'The Circle' to Farmers Road (see **Maps 7-10**); and
- Consideration of bicycle accessibility and the inclusion of bicycle racks is recommended during the site plan review process for new developments and modified sites.

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Map 12 – Hal-Bar Road – New Sidewalk and Crosswalk



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Parking



The Village and Town of Avon recently purchased a parcel of land behind the building on the west side of Genesee Street. Upon completion, this parcel will allow for development of a parking area that is projected to accommodate up to 150 vehicles.

As described in Chapter 3, there are approximately 300 on and off street parking spaces throughout the Village. One area with on street parking where improvement was identified is along the west side of North Avenue in the area of Zion Church. In addition to religious services, nursery school classes are also offered at the church. The parking area isn't well delineated and vehicles often park on the sidewalk. To improve access to the property and reduce conflict with North Avenue through traffic, expanding the pavement on the west side of the street to accommodate an 8-foot parking lane in front of the church property is recommended. Additionally, new curb and sidewalk adjacent to the parking lane is recommended. The property also shares a parking area with St. Agnes School on West Main Street. Delineating the parking spaces in this parking lot is also recommended.

To provide additional parking spaces, the Village and Town of Avon recently purchased a parcel of land behind the buildings along the west side of Genesee Street through a joint venture. Although the parking lot is currently accessible, the Village and Town plan is to reestablish the parking area with new pavement, delineated parking spaces and entrance/exits driveways with directional and wayfinding signs. Upon completion, the parking area is projected to accommodate up to 150 parking spaces. The parking lot is expected to be fully constructed within the following year. The additional parking area would ultimately mitigate any parking spaces removed as a result of the plan modifications and create additional off street parking opportunities within the Village.

Map 13 identifies the location of the municipal parking lot.

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Map 13 – Improved Municipal Parking Lot



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Speed Limit



The observed speeds on Route 5 & 20 and Rochester Street are indicative of vehicles traveling well into the 30 mph speed limit that begins at the Village limit before reducing their speeds. The plan realizes that speeding is a safety concern and investigates opportunities to regulate speeding vehicles entering into the 30 mph Village speed zone.

Observations

The posted speed limit within the Village of Avon is 30 mph. Just outside the eastern limit of the plan area, the speed limit transitions to 55 mph on Route 5 & 20. Adjacent to the Village limits, the 85th percentile speeds on Route 5 & 20 and Rochester Street range from 40 mph to 52 mph indicative of vehicles traveling well into the Village before reducing their speeds. Given the high percentage of heavy vehicles on Route 5 & 20 and the observed , this would indicate that the speeds of these vehicles are also exceeding the posted speed limit with regularity. **Figure 4** identifies the posted speed limits and the directional observed 85th percentile speeds on various segments within the Village.

The Village has expressed interest in expanding the eastern limit of the 30 mph speed limit zone along Route 5 & 20. To implement any speed reductions outside the Village limits, NYSDOT would need to approve the modifications. However, as part of the development of the plan, the NYSDOT Traffic and Safety Group has indicated that current conditions would not justify a reduction in speed limit outside the eastern limit of the Village. Distinctive from Village streets, the segment of Route 5 & 20 east of the Village was constructed for higher design speeds to support a 55 mph speed limit. As such, the roadway is comprised of wider shoulder sections, open ditches, and a wide clear zone. Several agricultural lands positioned along the roadway add to the segment's rural character and further support the design speed. Reductions may be applicable once traffic calming measures are implemented on East Main Street near the Village/Town boarder and an analysis is complete to determine if the changes to speed limits near the Village line would be warranted.

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Recommendations

Opportunities to mitigate excessive speeds entering the Village were explored as part of the plan. The following measures can work in conjunction to alert drivers to reduce their speed upon entering the Village:

- ◆ Larger advance signage of the 30 mph speed zone and the 30 mph regulation signs on the eastern and western approaches into the Village along Route 5 & 20 to more clearly identify the Village speed limit;
- ◆ Position temporary speed feedback signs at strategic locations during the morning and evening peak hours to alert drivers and to their actual speeds; and
- ◆ Gateway treatments such as overhead sign structures and medians alerting drivers that the context of the area requires them to alter their driving behavior.
- ◆ Expand the Village limits approximately 1000 feet east of Pole Bridge Road to extend the 30 mph speed limit.

Gateway Treatments and Streetscape Enhancements



Incorporating physical features that embody the Village's historical character along the primary streets that serve the Village can enhance community identity and improve the overall safety and circulation within the area. The recommended gateways include adding an overhead sign structure and installing decorative lighting along the commercial district near the eastern project limit.

The objective of a gateway is to create a transition point enabling the driver to modify their driving habits to match the character of the setting. Gateway treatments include street trees, plantings and other context related items that slow traffic. Appropriately positioned, an overhead sign structure or streetscape enhancement can actively calm traffic and enhance the surrounding area. The following gateway treatments and streetscape enhancements were selected for the plan as they complement the Village's character and encourage the recommended speed reduction measures previously described.

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Overhead Sign Structures

The following photos are examples of overhead sign structures that could be explored across Route 5 & 20 west of Pole Bridge Road with sign supports installed within the right of way between the sidewalk section and the curb. In compliance with NYSDOT height and material standards, the structure could serve as a welcoming display for the Village and include “Home of the Braves” in reference to the Avon CSD where much of the community activities and event occur. Uplighting could be included so that the gateway is visible at all times of the day and night. Photos identify examples of similar applications and include the City of Rochester’s welcome sign located on South Clinton Avenue. See **Map 14** for the location.



Exhibit 7 – Examples of Overhead Sign Structures

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Streetscape Enhancements

Streetscape enhancement can serve to enhance community aesthetics and calm traffic. Medians, decorative lighting, and posts for flags and flowers are examples of street enhancements that can be layered and applied to East Main Street in the commercial district to create a sense of place and reduce speeds. Exhibit 8 through Exhibit 12 provide examples of such streetscape enhancements provided for the plan. Potential locations are identified on **Map 14**.

Exhibit 8 – Example of Median option for the plan



Exhibit 10, 11 and 12 – Examples of lighting options for the plan area



Exhibit 12



Exhibit 9 – Example of decorative post for flags and flowers (without lighting)



Exhibit 10

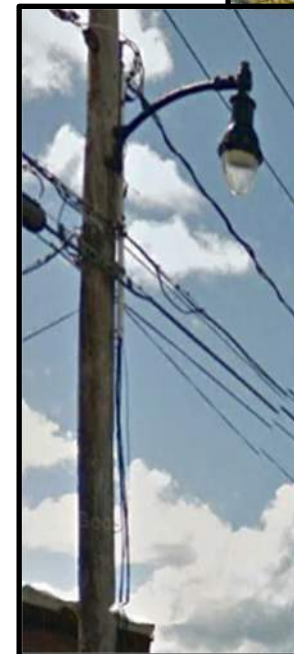


Exhibit 11

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Map 14 – Potential Traffic Calming and Streetscape Enhancement Locations



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Programmatic Alternatives



Beyond physical improvements, programmatic initiatives are being recommended to improve circulation, access, and parking. Educating all users how to walk, bicycle, and drive appropriately as well as encouraging them and holding them accountable when they don't is also essential. The Plan proposes implementation of three non-infrastructure initiatives: 1) Enhance pedestrian facilities, 2) Add bicycle facilities, and 3) Enforcement of Traffic Laws.

The physical improvements previously identified in the CAP plan can be more successful if complemented with policies and programs that support the project goals;

- To enhance vehicle and heavy freight traffic circulation on the primary transportation corridors within the Village; and
- Identify locations to prioritize pedestrian, bicycle, and vehicle circulation and safety improvements.

Engineering, Education and Encouragement and Enforcement

Successful plans incorporate all of the four “E’s” – engineering, education, encouragement, and enforcement. A majority of the recommendations previously discussed identify infrastructure projects to be implemented and are focused on the first E, engineering. However, a collaboration of all the E’s working together is important for the success of the CAP plan. For example, enhancing pedestrian facilities, adding bicycle facilities, and enforcing traffic laws will encourage more people to enjoy the health benefits of walking and bicycling and will encourage them to adopt these activities into their daily routines.

Once the proposed intersection and street modifications are implemented, they will require adjustments by all users. It's important to note that law enforcement agencies can support and assist in the implementation of the recommendations. Enforcement efforts should reinforce proper behavior as it relates to:

- Exceeding the posted speed limit;
- Failure to stop or not yielding to pedestrians who have the right of way; and
- Illegal parking, including on-street parking once the bicycle lanes are installed;

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Public Meeting #2

A second public meeting was held online on the evening of Wednesday, September 23, 2020. The meeting was held in a “Town Hall” format with a presentation followed by Q&A to ensure that the details of the proposed alternatives were adequately described and questions were fully answered. As with the first public meeting, notifications were sent to stakeholders and advertised via social media to inform residents and businesses within the plan area of the meeting. In addition, a media advisory was issued and resulted in advance coverage of the meeting by the *Livingston County News* via an article published on Friday, September 18, 2020. Approximately 91 people attended the meeting and over 80 comments were made on the project’s presentation. Six survey questions about the draft alternatives were available on the project site for people to rate as; strongly approve, approve, disapprove, strongly disapprove, or neutral. The full presentation and a summary of all comments received during and after the public meeting are included in **Appendix C**.

The Project Advisory Committee considered feedback received at the second public meeting. Based on this feedback, the proposed alternatives were refined to produce the recommended projects and programs of the plan described herein.

The following categories encompass the plan recommendations that were presented previously in this section: 1) Intersection and Street Modifications, 2) Pedestrian and Bicycle Facilities, 3) Parking, 4) Gateway Treatments and Streetscape Enhancements, and 5) Programmatic Alternatives.

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Chapter 5 – Implementing the Plan

The recommendations presented in the previous chapter improve pedestrian, bicycle, and vehicle circulation and safety, parking, and wayfinding in the downtown core, especially along the Route 5 & 20 corridor. However, projects need to be implemented to reap the advantages, and that requires funding. Federal and state funds are allocated almost exclusively to preservation and maintenance of the existing transportation system. Situated on the north end of Livingston County and located less than 30 miles south of Rochester, the Village of Avon is a desirable place to live with its quaint community charm and accessibility to I-390. This proximity to an Interstate and the presence of a freight railroad also make it a prime location for various types of businesses. This chapter discusses the costs associated with implementing the plan recommendations, potential fund sources, and follow-on activities.

Costs

Costs for the plan's recommendations were estimated using unit costs from bid prices for recent highway and bridge contracts and the NYSDOT Quick Estimator Reference – Upstate tool. This cost data set is robust and provides an applicable basis to estimate the plan recommendations. However, prices for materials can vary due to the effect of the pandemic, changes in domestic and foreign trade policies, and national/global demand levels.

The plan presumes that revised lane striping along East Main Street and West Main Street in the recommended locations would occur during the next pavement resurfacing project conducted by NYSDOT for Route 5 & 20. However, other modifications in and around 'The Circle' such as adding pedestrian crossings to access Circle Park, relocating the stop bar on the south approach, median extensions, and wayfinding signs and improvements to the intersections of Genesee Street at Clinton Street and East Main Street at Pole Bridge Road can be implemented as funding opportunities become available.

The costs for the recommendations of the plan include the base estimate and a 20 percent contingency. The contingency factor (based on the percent of the base estimate) is the minimum specified by NYSDOT at the Scoping phase per *Engineering Instruction*

Finding Funding is no Easy Task

The Highway Trust Fund (HTF) is the primary federal funding source for highways, bridges, sidewalks, and multi-use trails.

Approximately two-thirds of the HTF revenues come from the federal gas tax of 18.4 cents per gallon, which has remained unchanged since 1993. This has resulted in a more than 40 percent erosion of the HTF's purchasing power due to inflation and increases in the fuel efficiency of cars and trucks.

As a result of the 2020 pandemic, the American Association of State Highway and Transportation Officials estimates a 30 percent drop in gas tax revenue, which may ultimately have an impact on the availability of federal funds.

The recommendations of the plan would address identified issues and result in recognizable benefits on a major roadway (Route 5 & 20) and should be considered for federal funds.

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Chapter 5 – Implementing the Plan

EI 20-014 – Conceptual and Preliminary Estimating Requirements and Preliminary Cost Estimating Tool Development (PCET) dated June 8, 2020. **Table 1** presents the construction costs for each recommendation and is separated by location and or road to assist the Project Advisory Committee and the Board of Trustees in determining applicable funding for each project.

Table 1 - Plan Recommendations	Estimated Cost
Pole Bridge Road and NYS Routes 5 & 20 - Turn Lanes	\$145,252
NYS Routes 5 & 20 (East Main Street)- Bicycle Lanes	\$12,390
Pole Bridge Road Connection to Clinton Street	\$572,160
NYS Routes 5 & 20 (West Main Street) - Section 1 - Street Improvements within 'The Circle'	\$51,746
NYS Routes 5 & 20 (West Main Street) - Section 2 – Alternative 1 - Bicycle Lanes	\$2,618
NYS Routes 5 & 20 (West Main Street) - Section 2 – Alternative 2 - Pavement Widening on Both Sides	\$170,892
NYS Routes 5 & 20 (West Main Street) - Section 2 – Alternative 3 - Pavement Widening on the South Side	\$75,270
NYS Routes 5 & 20 (West Main Street) - Section 3 - Bicycle Lanes	\$1,548
NYS Routes 5 & 20 (West Main Street) - Section 4 - Bicycle Lanes and Pavement Widening	\$71,680
Genesee Street and Clinton Street – Intersection Modifications	\$64,840
Hal-Bar Road – Pedestrian Accommodations	\$40,224

Beyond the initial capital costs of construction for infrastructure projects, there are also ongoing operations and maintenance (O&M) costs that need to be considered. Route 5 & 20 is an existing roadway so preventive maintenance and snow and ice removal are already performed. The widened pavement section at Pole Bridge Road will have negligible impacts from a cost perspective. The net change in O&M costs of the reconfigured lanes will be minimal. The same is true for the new pedestrian countdown signals, and improved street lighting: new net cost increases will be minimal.

The largest increases in O&M costs will be related to the sidewalks on Hal-Bar, the connection street between Pole Bridge Road and Clinton Street, and any new cross access drive constructed by the Village with access to the commercial properties

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along the south side of East Main Street. The responsibility for the O&M of these should be determined prior to their construction if possible. Options for snow and ice clearance from sidewalks include property owners and the Village.

Costs for the programmatic initiatives included in the Education, Encouragement, and Enforcement recommendation were not estimated as they will be determined by the extent and frequency at which they are utilized.

Funding Programs

Each of the funding programs discussed below is very competitive as transportation monies are limited. As such, all potential sources need to be considered. Throughout the submission process for funding to implement recommendations on Route 5, it is vital to keep NYSDOT up to date on the funding requests as they own, maintain, and operate the roadway.

The primary funding programs that the recommendations of the plan are eligible for are apportioned by the Federal Highway Administration (FHWA) to New York State.

- National Highway Performance Program (NHPP) – Within the plan area, Route 5 & 20 are part of the National Highway System and was so prior to the previous federal surface transportation authorizing legislation, Moving Ahead for Progress in the 21st Century (MAP-21), which took effect on October 1, 2012. As such, recommendations of the plan on Route 5 & 20 are eligible to be programmed with NHPP funds. NYSDOT will make the final determination as to what projects are submitted for NHPP funding as part of the next GTC capital program.
- Transportation Alternatives Program (TAP) – NYSDOT administers this program for municipalities outside of the Rochester Urban Area, including the Village of Avon. Per the NYSDOT *Transportation Alternatives Program and Congestion Mitigation and Air Quality Improvement Solicitation Guidebook* from May 2018, the TAP project categories that would apply to the recommendations of the plan include:
 - ◆ “Safe Routes to School (Enables and Encourages Children to Walk or Bike to School);”
 - ◆ “Planning, Design and Construction of On-road and Off-road Facilities for Pedestrians, Bicyclists and Non-Motorized Transportation Users;”
 - ◆ “Construction, Planning and Design of Infrastructure-Related Projects to Provide Safe Routes for Non-drivers to Access Daily Needs;” and
 - ◆ “When integrated with work in another category above: Environmental storm water management activities.”

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Chapter 5 – Implementing the Plan

NYS DOT is not eligible to sponsor a TAP-funded project but may partner with eligible entities, including local governments, to advance projects on their system. In the last round of TAP, the maximum award for any single project was \$5 million and the minimum was \$250,000. Projects require that a minimum of 20 percent of the project cost be borne by the sponsor.

- Congestion Mitigation and Air Quality Improvement Program (CMAQ) – To be eligible to receive CMAQ funds, the project must be located in an area that either doesn't meet at least one current National Ambient Air Quality Standard (NAAQS) or didn't meet a previous one. Livingston County was part of the Rochester Nonattainment Area that did not meet the 1997 NAAQS for ground-level ozone. Per the NYS DOT *Transportation Alternatives Program and Congestion Mitigation and Air Quality Improvement Solicitation Guidebook* from May 2018, the following CMAQ eligible project category that would apply to the plan recommendations include

- ◆ "Pedestrian and bicycle facilities such as new, improved, or gap connecting bicycle commuter paths, and new, substantially improved or gap connecting sidewalks;"

CMAQ funds can only be programmed to projects that can demonstrate that they will reduce emissions. In the last round of CMAQ, the maximum award for any single project was \$5 million and the minimum was \$250,000. Projects require that a minimum of 20 percent of the project cost be borne by the sponsor.

The TAP and CMAQ funds would be appropriated for the sidewalks and bicycle facilities. Combining the multiple recommendations for the application could make for a more attractive presentation.

Recommendations of the plan are eligible for three other FHWA programs: Surface Transportation Program Block Grant Program (STBG), Better Utilizing Investments to Leverage Development Transportation Discretionary Grant program (BUILD), and the Highway Safety Improvement Program (HSIP). In the case of STBG and BUILD, both are among the most competitive programs with the former administered regionally and the latter at the national level. To be awarded HSIP funds, a project must be able to demonstrate that it will enhance safety. These three funding programs are not considered as viable as NHPP, TAP (including RTP), and CMAQ.

Other potential funding programs that were made available through the Consolidated Funding Application (CFA) process administered by Empire State Development Corporation the Finger Lakes Regional Economic Development Council. The CFA process was not conducted in 2020 due to the fiscal impacts of the COVID-19 pandemic. However, the regional councils and

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CFA are a major component of New York State's overall economic development program and there is a strong likelihood that the process will resume during or after the recovery from the pandemic.

- Community Development Block Grant Program (CDBG) – New York State makes CDBG funds from the United States Department of Housing and Urban Development available through the Governor's Regional Economic Development Process, requiring that a CFA be completed. A maximum of \$20 million in CDBG funds were allocated through this process in 2017. Sidewalks are an eligible use under the CDBG Public Facility program.
- Green Innovation Grant Program (GIGP) – New York State makes GIGP funds through the NYS Environmental Facilities Corporation available through the Governor's Regional Economic Development Process, requiring that a CFA be completed. A maximum of \$15 million in GIGP funds were allocated through this process in 2017. Sidewalks are an eligible use under the GIGP provided they are constructed with permeable pavements.
- Environmental Protection Fund Grants Program for Parks, Preservation and Heritage (EPF) - New York State makes EPF funds through the NYSOPRHP available through the Governor's Regional Economic Development Process, requiring that a CFA be completed. A maximum of \$20 million in EPF funds were allocated through this process in 2017. Trails are an eligible use under the EPF provided they connect *"already-protected state and local lands, historic sites, greenways, trails and waterways."*

Local sources of funding would include using Consolidated Local Street and Highway Improvement Program (CHIPS) funds apportioned to the Village of Avon for projects on the facilities it owns and operates. It is recommended that a formal tradeoff analysis be conducted to determine what the implications would be to pavement conditions on local roads if CHIPS funds were programmed to the recommendations of the plan. Another option would be to establish a sidewalk district to both raise funds for construction and pay for O&M.

Follow-On Activities

It is suggested that two specific follow-on activities be advanced in the near term.

1. The Village of Avon has been very successful at identifying high-quality projects, obtaining funding, and delivering them in a high-quality and timely manner. The plan provides support the Village of Avon, Livingston County, and other partners to proactively engage state and federal officials and ensure they are aware of not only the project and why it's components are important but also that it is a priority for residents, businesses, and the Avon CSD. This

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advocacy ensures that when a request for funding is considered, there is no question about the commitment of the local community to seeing it through.

2. Materials from the most recent solicitation of CMAQ/TAP, including the *Transportation Alternatives Program and Congestion Mitigation and Air Quality Improvement Solicitation Guidebook* and application, dated May 2018 should be reviewed. The timing of the next solicitation has not yet been determined by NYSDOT. Given that the federal requirements for the programs (e.g., eligible activities, federal/non-federal cost shares, etc.) have not changed since the last round, the process and application overseen by NYSDOT may not be significantly different in the next solicitation. The Village of Avon should work with NYSDOT prior to the solicitation to determine how best to request funds for the non-motorized recommendations of the plan through a CMAQ/TAP application (e.g., either individual eligible projects or multiple recommendations of the plan as part of an interconnected program).

Conclusion

Over the past decade, the Village of Avon has made a committed effort to find implementable resolutions that improve circulation, accessibility, and parking for all users village-wide. Enhancing the overall safety on the primary streets within the Village has a direct correlation to the quality of life and economic opportunities that follow for small businesses and future land development. A strong case has been made that the funding for these improvements should come from Federal and State transportation and economic development programs. If funding from these sources does not materialize, there are mechanisms that would allow the Village to raise the revenues to complete these projects on their own. Individual improvement strategies can be implemented in various stages as opportunities and funding becomes available. However, once layered together the recommendations will have a transformative effect on how drivers, pedestrian, and bicyclists make their way through and around the Village.

The circulation, accessibility and parking improvement strategies highlighted by the plan will enhance health, wellness and safety for all users and complement the Village of Avon's vision to expand quality of life for the community.