GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 13-64 Accepting *BikeWalkBrighton* as evidence of completion of UPWP Task 8760

WHEREAS,

1. The *FY 2013-2014 Unified Planning Work Program* includes Task 8760, Brighton Pedestrian and Bicycle Master Plan, for the purpose of developing a plan for a well-connected, safe, and functional active transportation network of sidewalks and on-and off-road trails to enhance the safety and circulation of pedestrians, bicyclists, and motorists;

2. Said Task included the inventory of existing and planned conditions including regulatory practices, an assessment of needs and opportunities including public input on priority routes and destinations, a peer city review, and the development of alternative recommendations based on public input and advisory committee guidance;

3. Said Task has been completed and has resulted in the report, *BikeWalkBrighton*, which includes concept-level planning, recommendations and associated cost estimates, and a phasing plan for the recommendations as well as the identification of potential funding sources; and

4. Said summary has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby accepts *BikeWalkBrighton* as evidence of completion of UPWP Task 8760; and

2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on June 20, 2013.

Date _____

_____
ROBERT A. TRAVER, Secretary
Genesee Transportation Council

EXECUTIVE SUMMARY

A Comprehensive Pedestrian and Bicycle Master Plan for the Town of Brighton, NY

In 2008, the Town of Brighton determined that a Master Plan considering both bicycle and pedestrian traffic was essential for the success of the Town's sustainability efforts. Funded by the Federal Highway Administration through the Genesee Transportation Council (GTC), the Town hired a consultant team to prepare a Pedestrian and Bicycle Master Plan. This plan, known as **BikeWalkBrighton,** will serve as a blueprint for a well-connected, safe, and functional active transportation network of sidewalks, and on- and off-road routes to enhance the safety and circulation of pedestrians, bicyclists, and motorists.

The Master Plan evaluated 43.6 miles of arterials and collectors throughout the Town of Brighton, as well as road and trail connections with the Town of Penfield, Town of Pittsford, Town of Henrietta and the City of Rochester. Connections to the University of Rochester Medical Center and River Campus, Rochester Institute of Technology, and the Brighton campuses of Monroe Community College were also assessed. The plan is intended to coordinate with major roadway improvement projects and private development projects. Finally, the plan evaluated connections between parks, open space, recreational trails, and intercampus trails linking local universities.

BikeWalkBrighton is the next step towards community sustainability. The Master Plan aims to create an inclusive system that recognizes the wide range of mobility levels of all pedestrians and bicyclists. Brighton has the opportunity to pursue a balance of on-road and off-road facilities that will meet the current needs of pedestrians and bicyclists and create a supportive environment for progressing less experienced cyclists to advanced riders.

PLANNING PROCESS. The planning process for **BikeWalkBrighton** included involvement from a dedicated Task Force as well as participation from the general public. The Task Force provided input, reviewed materials, and coordinated outreach efforts to the community about the project. The general public was invited to attend three public information meetings, provide feedback on project recommendations, participate in a Town-wide survey, and follow project progress through a project website, as well as via Facebook and Twitter.

The planning process included a review of existing bicycle, pedestrian and multi-use trail plans, studies and proposals, as well as other relevant Town planning documents. The plan has been designed to provide direction regarding the active transportation issues associated with the Town of Brighton's planning initiatives, such as the Monroe Avenue Vision Plan and the Comprehensive Plan update.

The goal of an improved active transportation system is compatible with other community planning efforts related to transportation and sustainability. While pedestrian and bicycle improvements are important to meet the needs of Brighton today, they are likely to be even more important in meeting the needs of tomorrow. With the development of this plan, the Town of Brighton is taking a progressive stance in addressing important issues, such as rising fuel prices, environmental degradation, and health problems related to inactivity. **BikeWalkBrighton** will help the Town to harvest the long-term economic, environmental, health and social benefits of active transportation.

EXISTING CONDITIONS ASSESSMENT. The Plan contains a thorough assessment of the existing conditions in Brighton. The topics reviewed include the characteristics of residents and the Town, existing pedestrian and bicycling conditions, accident data, existing trail conditions, priority intersections, and existing programs and policies. In addition, an active transportation survey was used to gather information reflecting Brighton residents' current levels of walking and bicycling activity, their attitudes toward walking and bicycling, and their insight into barriers that exist.

The physical characteristics of a community can impact the development of bicycle and pedestrian facilities. The physical characteristics of Brighton make it promising for the growth of an active transportation network. The Town is relatively compact, and the moderate topography is manageable by pedestrians and bicyclists of various ages and ability levels. Climate presents a challenge for some residents, but many other communities have extensive active transportation networks in spite of cold weather.

A total of 43.6 miles of roadway were assessed in the study. The existing pedestrian conditions along these roadways were assessed through an inventory of sidewalks and pedestrian level of service. Of the 87.2 miles of possible sidewalk along the roadways in the study area, 36.5 miles of sidewalk were found. The Pedestrian Level of Service (LOS) Model indicates how safe and/or comfortable pedestrians feel while walking alongside a particular roadway. The Town-wide average for pedestrian LOS was found to be 3.7, an average score of D. None of the roadway segments earned an A, and only a few earned a B or an F. Most of the segments earned a C, D, or an E.

A similar process was used for evaluating bicycling conditions. The Bicycle Level of Service Model indicates how safe and/or comfortable bicyclists feel while riding on a particular roadway. The Town-wide average for bicycle LOS was found to be 3.3, an average score of C. No roadway earned an F, but a few earned an A. Most roadways were found to be a B, C, D or E.

A safety evaluation was also conducted for the Town of Brighton using 10 years of historical data from the GTC. Pedestrian and bicycle crash locations were each mapped in order to identify areas that are a safety concern. This safety assessment was a key component in selecting the priority intersections, as well as making recommendations for priority sidewalk additions.

Bicycle and pedestrian conditions on shared-use trails in the Town of Brighton were also assessed during the study. In addition to roadways, sidewalks and shared-use trails, the Existing Conditions Assessment for **BikeWalkBrighton** included an analysis of priority intersections. Intersections were identified based on their proximity to destinations, level of use and known safety issues (as identified in the safety evaluation).

Intersection safety assessments involved field investigations that considered the physical and operational characteristics of each location, pertinent to pedestrian and bicycle safety. Elements that were investigated include: sidewalks, crosswalks, crossing widths, intersection geometry and corner radii, traffic controls, lighting, sight lines and other physical conditions; signal operations, phasing and timing related to pedestrian safety, turning volumes, traffic operations, movements and speeds.

PEER CITY REVIEW. The Peer City Review compiled active transportation ideas and best practices from some progressive communities with characteristics similar to Brighton. The foundation for this report is a peer city review conducted for the City of Rochester's Bicycle Master Plan in 2010. Cities identified in the Rochester project included Boulder, Colorado; Montreal, Quebec; Minneapolis, Minnesota; and Madison, Wisconsin. Due to the inherent differences between Rochester and Brighton, and because **BikeWalkBrighton** includes pedestrians, additional cities were added and each of the original peer cities was reviewed for pedestrian facilities and programs.

The Peer City Review includes inner-ring suburban communities similar to the Town of Brighton. The new peer suburban communities are Westminster, Colorado; Edina, Minnesota; Fitchburg, Wisconsin; and Middleton,

Wisconsin. Much of the information about each city's program is available in the city's transportation plans and and/or bicycle or pedestrian master plans. Additional details, typically on implementation, were added based on interviews with the bicycle and pedestrian coordinators from the respective cities.

ALTERNATIVES. The Alternatives Toolbox compiles the active transportation facilities considered for the Town of Brighton and their potential impacts. Multiple design, program and policy solutions can be used to address bicycle and pedestrian needs. Thus, for each active transportation alternative, reviewing the design details, impacts, and viability for the Town of Brighton was critical to selecting an appropriate solution.

Each alternative was evaluated based on three categories (impacts to the budget, impacts to different users, and impacts to the environment), as well as their appropriateness for addressing the issues specific to the Town of Brighton. Based on input from the **BikeWalkBrighton** Task Force and the community, the consultants selected which alternatives were the most appropriate.

RECOMMENDATIONS. The plan advocates for a comprehensive approach to enhancing active transportation in the Town of Brighton. Core concepts guiding the recommendations include:

1. Improving safety through implementation of infrastructure improvements, programs and policies.
2. Providing a balanced approach that addresses the needs of pedestrian and bicyclists of all ability levels.
3. Emphasizing links and connections between existing active transportation assets to support the growth of a safe, attractive and identifiable **BikeWalkBrighton** network.
4. Identifying partnerships and collaborations that foster the growth of active transportation in Brighton and surrounding communities.
5. Making the best use of existing infrastructure and opportunities to provide a cost-effective and sustainable active transportation system.

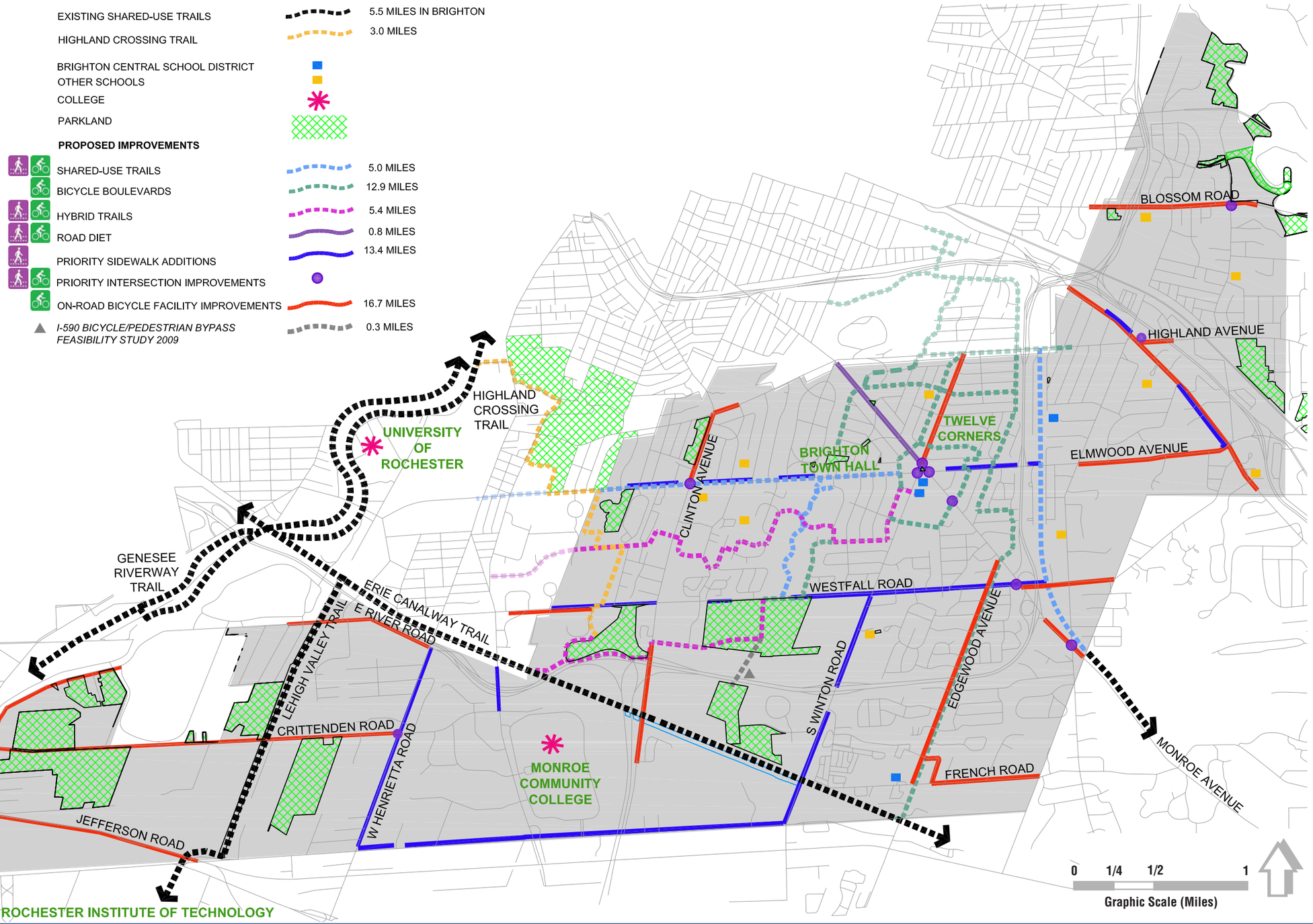
The infrastructure recommendations include intersection improvements, sidewalk additions, bicycle boulevards, new shared-use trails, and "hybrid trails" which blend different facility types into a continuous route. Concept projects take advantage of existing infrastructure and opportunities, address the need for new east-west routes, and provide connectivity to community resources. Taken together, implementation of the recommended projects will provide an expanded grid for active transportation in Brighton, and improved connectivity to the growing regional system.

IMPLEMENTATION. The final section in the plan includes a discussion of the proposed phasing and implementation of the various recommendations, cost estimates associated with selected projects, potential funding sources, and next steps. Each project varies in priority based on the number of people served by the project and the feasibility of construction and funding. Each project was ranked as a Priority project, Recommended project, or Possible project. Each ranking has related sequencing recommendations.

The projects recommended in **BikeWalkBrighton** encompass a number of facets of active transportation, and vary significantly in cost, effort, and resources required for successful implementation. The Town of Brighton has a finite amount of resources that can be applied to each project, and will not be able to address every recommendation immediately. However, the Town of Brighton has committed to assuming the financial responsibility for active transportation facility improvements as resources allow.

It is important to note that the recommended improvements have been studied to assess feasibility, but have been neither studied nor developed to the extent necessary to immediately commence construction. Additional study and operational analysis is required for each of the recommendations prior to implementation. Consultation and concurrence from impacted facility owners is required prior to implementation. Where appropriate, either access agreements from landowners or property acquisition are necessary prior to implementation.

Figure 15
Overview



Note: Any improvements outside the Town of Brighton to be coordinated with the neighboring municipalities. Improvements beyond the Town boundary will not be funded by the Town of Brighton.