

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 16-52 Accepting the *Town of Perinton Active Transportation Plan* as evidence of completion of UPWP Task 8773

WHEREAS,

1. The *FY 2015-2016 Unified Planning Work Program* includes Task 8773, Town of Perinton Active Transportation Plan, for the purpose of developing a plan to improve the safety and connectivity of bicycle and pedestrian activity in the Town of Perinton;
2. Said Task included inventorying and analyzing existing pedestrian and bicycle facilities, reviewing existing local regulations, developing alternatives for improvements with related costs, recommending priorities, developing an implementation strategy, and preparing a final report with an executive summary;
3. Said Task has been completed and has resulted in the *Town of Perinton Pedestrian & Bicycle Master Plan*; and
4. Said Report has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby accepts the *Town of Perinton Pedestrian & Bicycle Master Plan* as evidence of completion of UPWP Task 8773; 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 September 1, 2016.

Date _____

KEVIN C. BUSH, Secretary
Genesee Transportation Council

TOWN OF PERINTON

PEDESTRIAN AND BICYCLE MASTER PLAN

EXECUTIVE SUMMARY



INTRODUCTION

The Town of Perinton Bicycle and Pedestrian Master Plan contains an assessment of the current walking and bicycling conditions within the Town, analysis of different opportunities and constraints, and recommendations to improve the mobility, comfort, accessibility, and connectivity of pedestrian and bicycle travel. The project involved input from multiple organizations, municipal departments and authorities, and the public at large. Perinton is proudly a "Trail Town USA" member and contains many notable trail networks, such as the Erie Canalway Trail and the Crescent Trail; as such, trail connectivity has played a major role in the assessment and recommendation development process. The plan also addresses on-street conditions, policies and programs, and other recreational facility options. The improvements within the plan are crucial for the development of a comfortable network for traveling through Perinton by foot or bicycle.



An example of conditions in Perinton near Stonebrook Drive.



BACKGROUND

This study was funded by the Town of Perinton and the Federal Highway Administration through the Genesee Transportation Council, which serves as the regional Metropolitan Planning Organization. This effort to create a comfortable network of trails and on-street infrastructure for pedestrians and bicyclists follows a long list of similar plans and projects developed over many decades. Past plans focused on improving pedestrian and bicyclist conditions in the Town and surrounding communities include, but are not limited to:

- Fairport Road Business & Transportation Plan (1999)
- Hamlet of Egypt Subarea Plan (2003)
- Route 250 Corridor Study
- Bushnell's Basin Canal Access Plan (2006)
- Town of Perinton Comprehensive Parks & Open Space Master Plan (2009)
- Town of Perinton Comprehensive Plan Update (2011)

The Town of Perinton has made great strides in encouraging bicycle travel in the community and has established *Ped Zones* for the development of a priority sidewalk network. These plans have been considered and built upon through the Perinton Pedestrian and Bicycle Master Plan in order to develop the best non-motorized transportation network.

Numerous reports and studies have proven that a comprehensive and comfortable pedestrian and bicycle atmosphere can have great social, economic, and health impacts on communities. As such, investing resources in the development of infrastructure that supports these activities will enable the Town to reap health, economic and environmental benefits, and raise their attractiveness on scales from sources like WalkScore and BikeScore. Higher walk and bike scores have been shown to increase land values and will create new opportunities within Perinton.





THE PROCESS

EXISTING CONDITIONS ASSESSMENT

The first step taken in the development of the Perinton Pedestrian and Bicycle Master Plan was assessing current conditions for walking and biking throughout the Town. This process was informed by site visits of key locations throughout Perinton, collecting data on mode choices and related statistics, and conducting an inventory of the current infrastructure available for walking and biking, including:

- Sidewalk conditions & connectivity
- On-street bicycle facilities
- Trails & their permitted uses
- Street crossings & conflict zones

This information was recorded and mapped, helping to create a visual image of the pedestrian and bicycle network throughout the Town, which identified its strengths and weaknesses.

In addition to the data collection and inventory, the existing walking and biking conditions in Perinton were evaluated using *Community Scorecards*. These scorecards, which are part of Pedestrian and Bicycle Information Center's national initiatives, resulted in walking and biking friendliness scores based upon the '5 Es' Principle, which evaluate existing walking and biking conditions through five key variables:

- Engineering
- Education
- Evaluation
- Enforcement
- Encouragement

The results of the Scorecards revealed Perinton has a grade of 10/21 on Walk Friendliness, and 6.5/20 on Bicycle Friendliness. While these scores do not encompass the entirety of the walking and biking conditions in Perinton, they do reveal that there is room for improvement.

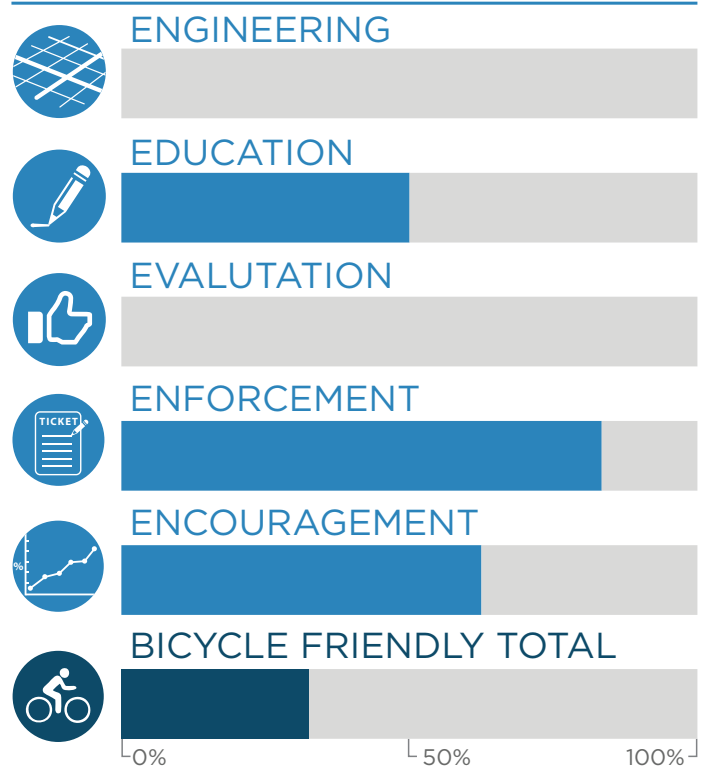
Walk and Bike Community Scorecards were used to assess Perinton's existing walking and bicycling conditions. This analysis indicated that walking conditions overall were better, but both realms could use improvement.

PERINTON'S EXISTING WALKING + BIKING CONDITIONS WERE SCORED AGAINST THE 5 E'S. THE RESULTS OF THIS ANALYSIS ARE DISPLAYED BELOW:

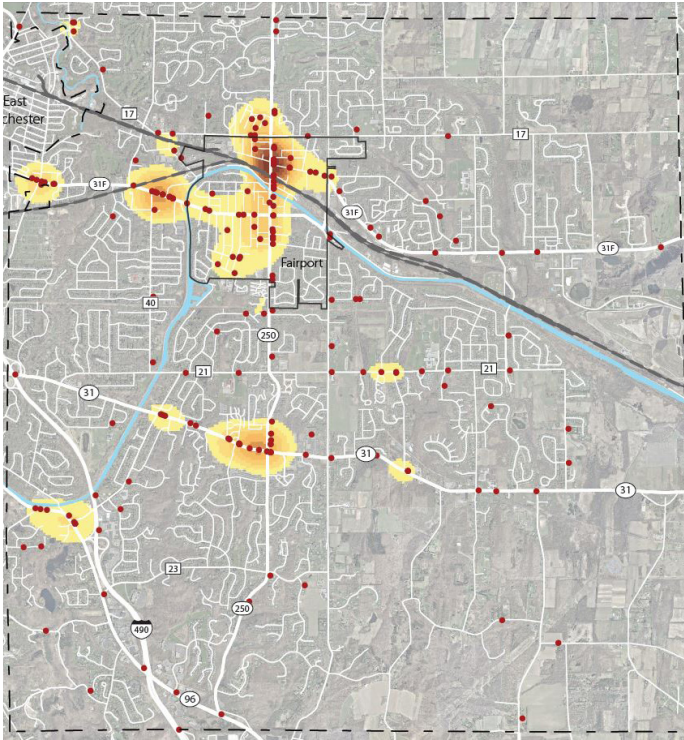
WALK FRIENDLY COMMUNITY SCORECARD RESULTS



BICYCLE FRIENDLY COMMUNITY SCORECARD RESULTS



Bicycle and Pedestrian crash incidents were mapped to determine high risk locations in Perinton



- Connecting the network of low-stress corridors for cyclists overcome the barriers of major roadways
- Providing pedestrian access by filling sidewalk gaps and improving pedestrian crossings
- Providing access to high-activity demand areas, such as the Perinton Community Center or Village of Fairport

RECOMMENDATIONS

With the assessment of the existing conditions and the needs of the neighborhoods within Perinton, recommendations were developed to help increase the comfort, connectivity, and accessibility of the walking, biking, and trail networks throughout the town. These recommendations vary greatly, and can be broken down into the following categories:

- Pedestrian network improvement
- Traffic Calming Recommendations
- Bicycle Network Improvements
- Trail Facility Improvements
- Policy Recommendations
- Program Recommendations

The recommendations are illustrated on the map on page 5 of this summary, and include topics such as the development of an effective bicycle and pedestrian wayfinding system for the Town, striping shoulders with bicycle symbol markings, giving cyclists preferred access to the shoulders of major corridors, connecting the many trail networks together, and increasing trail mobility.

NEEDS ASSESSMENT

With the data, information, and conditions collected in the existing conditions analysis, an assessment of the needs of the community was conducted to improve walking, biking, and trail use town-wide. The assessment included analyzing crash data involving pedestrians or cyclists, calculating the pedestrian level of service and level of traffic stress for corridors throughout Perinton, and creating an activity demand analysis model. This assessment revealed several key needs of the community, including:

PERINTON BICYCLE & PEDESTRIAN WAYFINDING & ORIENTATION SIGNAGE OPTIONS





PLAN RECOMMENDATIONS

The planning team used a multi-tier approach towards infrastructure improvements for walking and biking in the Town. The graphic below displays these tiers, and how together, they will result in a connected biking and walking network.

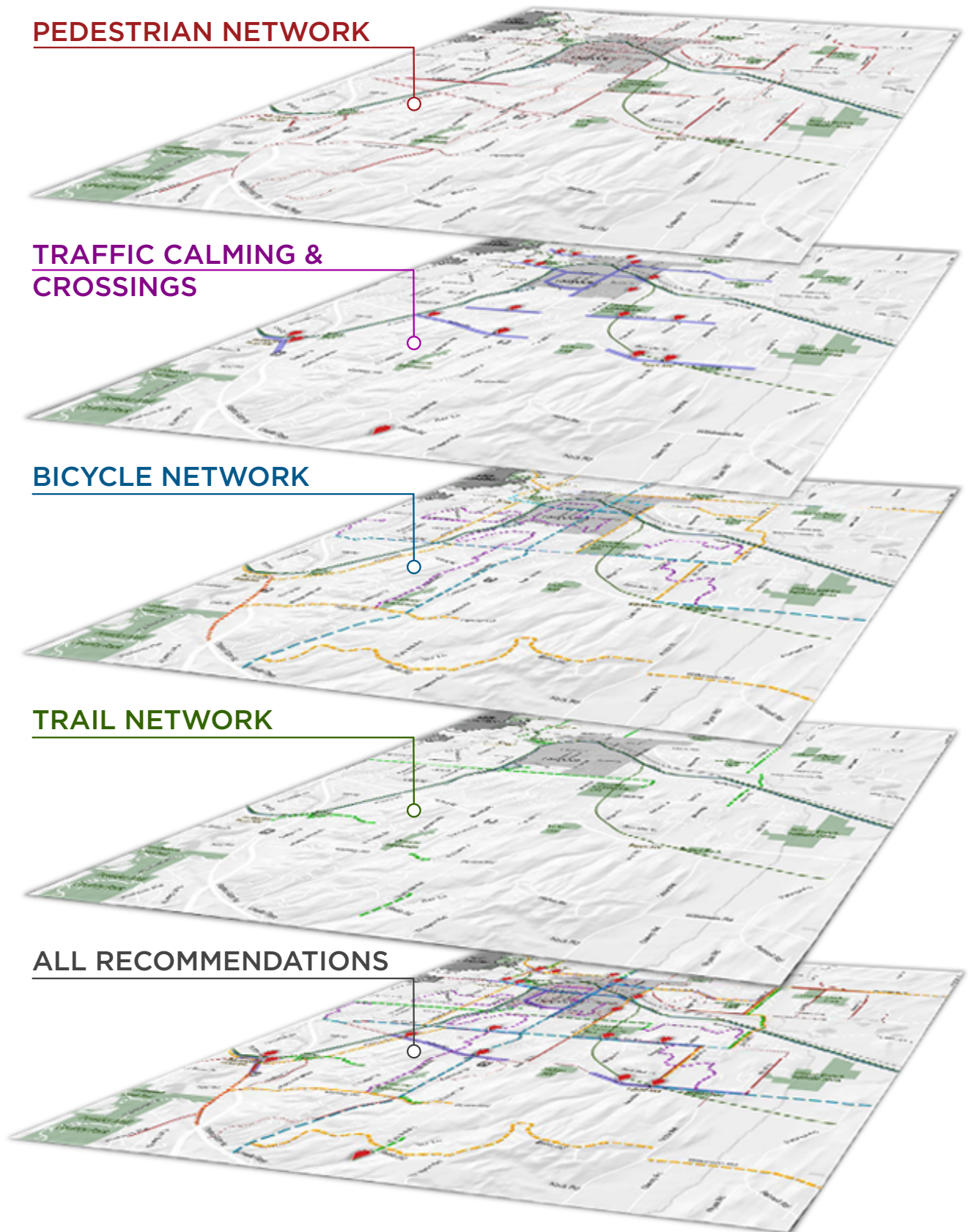
PEDESTRIAN NETWORK

TRAFFIC CALMING & CROSSINGS

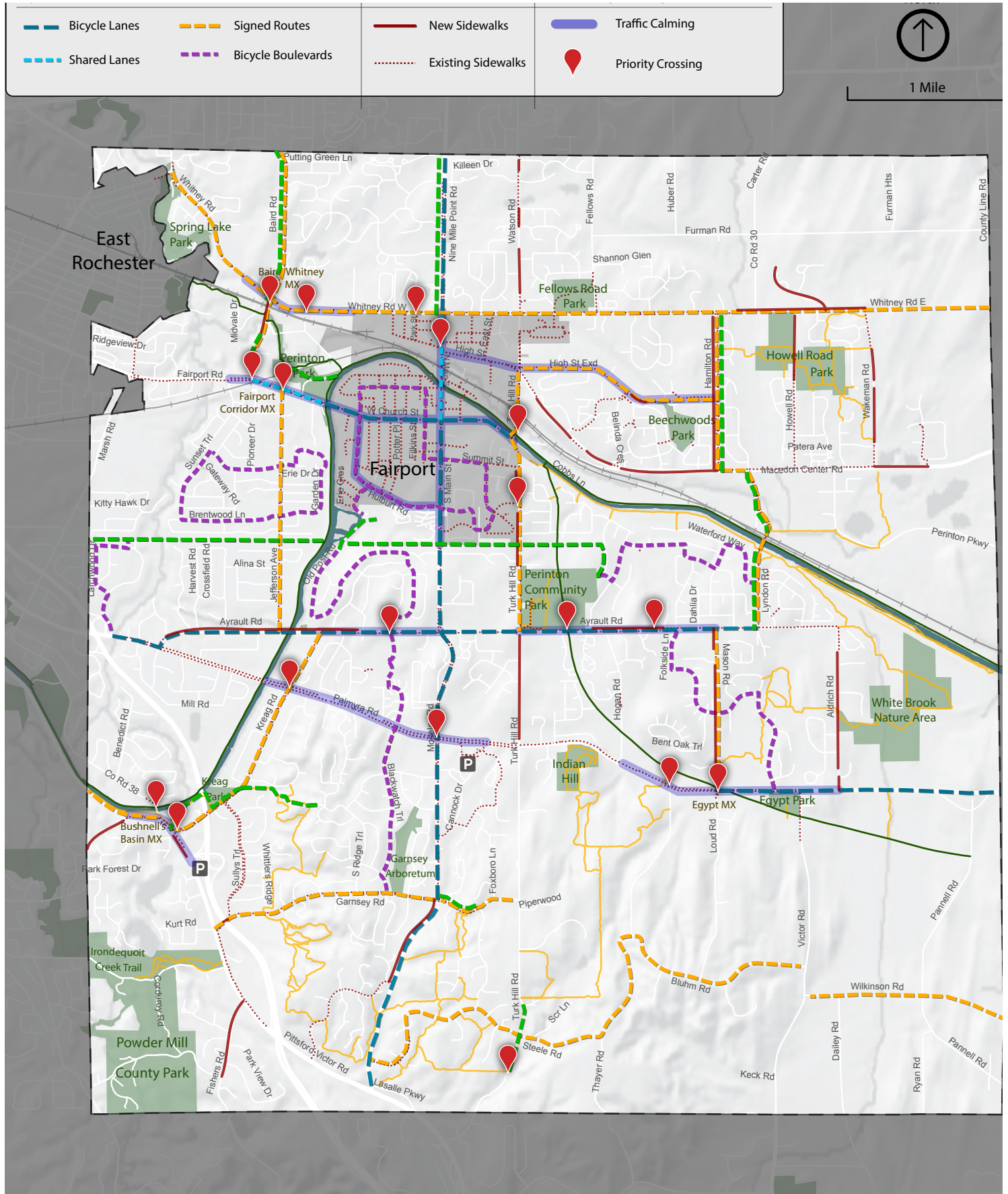
BICYCLE NETWORK

TRAIL NETWORK

ALL RECOMMENDATIONS



BIKING AND WALKING INFRASTRUCTURE RECOMMENDATIONS





SIDEWALK CONNECTIONS

Sidewalks represent the foundation of all non-motorized transportation network. They provide mobility for people of all ages and abilities, and making enhancements to existing sidewalks and filling gaps in network will greatly improve mobility for all of the Town's residents and visitors.



TRAFFIC CALMING

The purpose of traffic calming is to slow vehicles down and to divert traffic away from streets that have been designated for calming. The effect of these two factors is that the street becomes more comfortable for both walking and bicycling, due to both vehicle speed and volume reductions. Several streets in the Town have been identified as ideal candidates to be traffic calmed to make them complete streets that serve the needs of all roadway users.



Recommended Sidewalk Connections

Baird Rd. - Fairport Rd. to Whitney Rd.
Watson Rd. - Whitney Farms Cir Rd. to Anglewood Ct.
Whitney Rd. - Hamilton Rd. to Wakeman Rd.
Hyacinth Ln. - Hyacinth Ln. to Whitney Rd.
Howell Rd. - Princeton Ln. to Whitney Rd.
Wakeman Rd. - Macedon Center Rd. to Whitney Rd E.
Hamilton Rd. - Macedon Center Rd. to Whitney Rd.
High St. Ext. - Willingate Rd. to Highland Quarter.
Macedon Center Rd. - Alpine Knoll to Hamilton Rd.
Turk Hill Rd. - Peppermill Dr. to Summit St.
Ayrault Rd. - Green Ridge Rd. to Thornfield Way.
Turk Hill Rd. - Ayrault Road to Rte. 31
Ayrault Rd. - Falling Brook Rd. to Dave Paddock Way
Mason Rd. - Conover Crossing to Ayrault Rd.
Aldrich Rd. - Piping Rock Run to Carmel Estates
Extend Thornell Rd. - west to Town Line
NY 96 - Kreag Rd. to I-490 ramps
Garnsey Rd. - under I-490
NY 250 - Woodcliffe Dr. to Garnsey Rd.
Fishers Rd. - Route 96 south to Woolston Dr.

Traffic Calming Recommendations	Recommended Treatment(s)
Whitney Rd.	Color-contrast shoulders
Main St. - Whitney Rd. to Fairport Lift Bridge	In-lane tic marks & RRFBs
High Street Ext. - Main St. to Turk Hill Rd.	Reduce speed limit & color-contrast shoulders
High Street Ext. - Turk Hill Rd. to Hamilton Rd.	Reduce speed limit & color-contrast shoulders
Sunset Trail - to Canal	Speed reduction, in-lane tic marks, & tactile yield cues
Canal - to Turk Hill Rd	In-lane tic marks & tactile yield cues
Fairport loop and major roads	Color-contrast shoulders, tactile yield cues, RRFBs, & in-street yield to pedestrian signs
Ayrault Rd. - Kreag Rd. to Moseley Rd.	In-lane tic marks & paint speed limit on pavement
Ayrault Rd. - Turk Hill Rd. to Mason Rd.	In-lane tic marks & paint speed limit on pavement
NY 31 - Erie Canal to Bardney Circle	Reduce turn lane widths, widen shoulders, & pedestrian refuge islands
NY 31 - Hogan Rd. to Aldrich Rd.	Color-contrast shoulders & narrow center turn lane.
NY 96 - Thornell Rd. to I-490	Color-contrast shoulders



TRAFFIC CALMING

Non-motorized transportation networks are only as strong as their weakest links, and intersections tend to be those weak links. This plan makes several crossing improvement recommendations, ranging from the installation of high visibility crosswalks, warning beacons and push buttons that facilitate crossing and wider sidewalks, among others. Together these enhancements will result in a connected network that gives people the confidence to walk and bike in Perinton.



Crossing Improvements	Recommended Treatment(s)
Baird Rd. & Whitney Rd.	High visibility crosswalks, leading pedestrian interval, & pedestrian countdown heads
Whitney Rd. & O'Connor Rd.	ADA curb ramps, high visibility crosswalks, & advance yield lines
Whitney Rd. & Park St.	RRFB
High St. & Main St.	Leading pedestrian intervals, audible signal, pedestrian countdown heads, high visibility crosswalks, & transit enhancements
Fairport Rd. & Baird Rd.	High visibility crosswalks, leading pedestrian intervals, & transit enhancements
Fairport Rd. & O'Connor Rd. / Jefferson Rd.	High visibility crosswalks & leading pedestrian intervals
Turk Hill Rd. & E. Church St.	Leading pedestrian interval & restrict right turns on red
Turk Hill Rd. & Winding Brook Dr.	High visibility crosswalk, RRFB, & in-lane tic marks
Ayrault Rd. at Martha Brown Middle School	High visibility crosswalk, RRFB, & pedestrian landing area
Ayrault Rd. at RS&E Trail crossing	High visibility crosswalk & RRFB
Ayrault Rd. at Fairport High School	High visibility crosswalk, audible signal, leading pedestrian interval, & pedestrian countdown heads
Marsh Rd. Bridge	Advance yield lines & widened sidewalks
NY 96 & Kreag Rd.	Widen sidewalks, striping to bridge, crosswalk, & flexible delineator posts
NY 31 & Craig Rd	High visibility crosswalks, leading pedestrian intervals, & pedestrian refuge islands
NY 31 & NY 250	High visibility crosswalks, leading pedestrian intervals, & pedestrian refuge islands
NY 31 & Thayer Rd	Median refuge island & high visibility crosswalk
NY 31 & Mason Rd. / Loud Rd.	High visibility crosswalks & median refuge island
Turk Hill Rd. at Crescent Trail	High visibility crosswalks, in-lane tic marks, & RRFB



SHOULDER/SIGNED ROUTE RECOMMENDATIONS

Striped shoulders provide a dedicated space for bicyclists to travel. These routes should also be signed with bike route signage to indicate to motorists that bicyclist will be using the roadway, and also to provide wayfinding guidance for bicyclists.

Shoulders/Signed Route Recommendations
Extent of Whitney Rd. through Perinton
Baird Rd. - Stratford Ct to Perinton Town Line
High St Ext. - Turk Hill Rd. to Hamilton Rd.
Lyndon Rd. & Hamilton Rd
Jefferson Ave. - Fairport Rd. to Ayrault Rd.
Turk Hill Rd. - High St. Ext. to Ayrault Rd.
NY 96 - Marsh Rd. to Pittsford line
Kreag Rd. - NY 96 to Ayrault Rd.
Mason Rd. - Ayrault Rd. to Route 31
Garnsey Rd. - NY 96 to NY 250
Neuchatel Ln./Steele Rd./Thayer Rd./Bluhm Rd. - Route 250 to Victor Rd.
Wilkinson Rd. - Victor Rd. to Macedon line



SHOULDER/SIGNED ROUTE RECOMMENDATIONS

Shared Lane Markings communicate to motorists that bicyclists will be using a street, and reinforce that drivers should adjust their behavior and share the road. Sharrows also indicate the lane position that bicyclists should assume when riding in the road.

Marked Shared Roadway Recommendations
Baird Rd. - Stratford Ct to Fairport Rd. & Fairport Rd from Baird Rd to Erie Canal Trail
Fairport Rd. - Baird Rd to Erie Canal Trail
High St. / High St. Ext. - Main St. to Turk Hill Rd.
Route 250/Main St. - W. Church St. to Whitney Rd



BICYCLE BOULEVARDS

Bicycle boulevards are recommended along low volume residential streets that represent key bikeway connections. Traffic calming will optimize these streets for bicycle travel. Slowing vehicles down will also make these streets for comfortable for pedestrians.

Bicycle Boulevard Recommendations
Loop around Jefferson Ave. Elementary
Loop within Village of Fairport
NY 31 - to "Powerline Trail"
Garnsey Rd. - to Village of Fairport
"Powerline Trail" - to Lyndon Rd.
Egypt MX - to Ayrault Rd. / Fairport High School



BICYCLE LANES

Bicycle lanes provide a dedicated space in the roadway for bicyclists to travel. Such lanes delineate that bicyclists should position themselves in the road shoulder. A standard 5' bike lane also enables a motorist to pass a bicyclist without crossing the centerline, and makes passing them easier since their behavior is more predictable.

Bicycle Lane Recommendations
Nine Mile Point Rd. - Whitney Rd to Perinton Town Line
W Church St. - Erie Canal Trail to Turk Hill Rd.
NY 250 - W. Church St. to Rte. 96
NY 31 / Ayrault Rd. - Crescent Hill Rd. to Lyndon Rd.
NY 31 - Mason Rd. to Macedon line



TRAIL RECOMMENDATIONS

Shared Use Paths are an ideal treatment for a wide variety of trail users, providing a multi-modal facility completely separated from motor vehicle traffic.

Trail Recommendations
O'Connor Rd. - Canalway Trail to opposite side of rail tracks
Oxbow Rd. - Old Post Rd. to Erie Crescent and the school
"Powerline Trail" - Pittsford line to the Erie Canal
"Powerline Trail" - Erie Canal to Center Park
S. Ridge Trail - to Kreag Rd. through McCoord Woods extending to Rte. 96
Turk Hill Rd. - between Crescent Trail access points.





NEXT STEPS & MOVING FORWARD

In order for the Perinton Pedestrian and Bicycle Master Plan to make an impact on the walking and biking comfort and mobility of the Town, several steps must be taken.

ADOPT THE PLAN

The first step that must be taken is adopting the plan itself. This will establish the standards that have been set by the plan for future development, and emphasize the community's dedication to developing the infrastructure, policy, and program recommendations that have been laid out.

IMPLEMENT PROJECTS

Begin implementation by taking advantage of funding opportunities, redevelopment, or roadway resurfacing and reconstruction projects. The implementation of projects will result in a connected network that makes it safer and more comfortable for active transportation and recreation.

IDENTIFY KEY PROJECT PARTNERS

As the plan's recommendations continue to develop and progress, it will be crucial for project partners to be identified if the development is to meet its full potential.

Project partners can include:

- Community Activists
- Land Developers
- Local Schools
- Neighborhood Organizations
- Municipal Representatives of All Levels
- Other Major Stakeholders

Involving these project partners will help to create buy-in from diverse stakeholders, helping to prioritize the objectives of the plan. This broad based support will make the Town more competitive for implementation funds.

CREATE AN EVALUATION PROCESS

In order for the progress of the plan to be continued and the quality of the results ensured, a process for evaluating the progress should be created. It should track the implementation schedules, note the quality of developments, keep stakeholders involved, and set plans for further development and implementation.

