



2020

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**Ingalls Planning & Design**  
**Highland Planning**

**GENESEE TRANSPORTATION COUNCIL**

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# TABLE OF CONTENTS

EXECUTIVE SUMMARY .....	ii
INTRODUCTION .....	1
INVENTORY & ANALYSIS.....	9
NEEDS & OPPORTUNITIES.....	43
RECOMMENDATIONS .....	53
FUNDING STRATEGY.....	77
FOLLOW ON ACTIVITIES .....	87
APPENDIX.....	UNDER SEPARATE COVER

# LIST OF TABLES AND FIGURES

## TABLES:

Table 1.1 Streetscape Attributes .....	6
Table 2.1 General Business District Requirements .....	22
Table 2.2 Tapestry Segments for Households within a 15-Minute Radius of Honeoye Falls.....	25
Table 2.3 Major Roadway Characteristics.....	28
Table 2.4 Crash Rates.....	35
Table 2.5 Standard Range for PLOS and BLOS.....	38
Table 2.6 Existing Parking Space Estimate .....	42
Table 4.1 Four Corners Recommendations.....	69
Table 4.2 East and Ontario Street Recommendations.....	71
Table 4.3 Focus Area 1 Recommendations .....	73
Table 4.4 Focus Area 2 Recommendations .....	74
Table 5.1 Cost Estimates .....	78
Table 5.2 Funding Sources.....	79



## FIGURES:

Figure 1.1 Study Area.....	3
Figure 1.2 Project Timeline .....	5
Figure 2.1 Existing Land Use.....	16
Figure 2.2 Existing Zoning.....	20
Figure 2.3: Village Standard Sheet - Sidewalks.....	24
Figure 2.4 Road Ownership .....	27
Figure 2.5 Annual Average Daily Traffic (AADT) in Vehicles per Day (Available Data).....	29
Figure 2.6 Existing Crosswalk Locations and Distance between Locations.....	32
Figure 2.7 2018 PM Peak Hour Volumes and Level of Service (LOS).....	34
Figure 2.8 2029 PM Peak Hour Volumes and Level of Service (LOS).....	36
Figure 2.9 Pedestrian Level of Service .....	39
Figure 2.10 Bicycle Level of Service .....	40
Figure 2.11 Existing Off-Street Parking.....	42
Figure 3.1 Top Walking or Biking Destinations for 10th Graders .....	45
Figure 3.2 Pedestrian and Bicycle Needs and Opportunities.....	47
Figure 3.3 Safety and Traffic Calming Needs and Opportunities .....	49
Figure 3.4 Land Use / Access Management / Streetscape Needs and Opportunities.....	51
Figure 4.1 West Main Commercial District Alternative 1 Cross Section .....	55
Figure 4.2 West Main Commercial District Alternative 2 Cross Section .....	56
Figure 4.3: Proposed Long-term West Main Street Improvements.....	57
Figure 4.4 West Main Residential District Alternative 1 Cross Section.....	58
Figure 4.5 West Main Residential District Alternative 2 Cross Section.....	59
Figure 4.6 West Main Street Access Management Strategy.....	61
Figure 4.7 Points of Conflict for Traditional Intersection Designs vs. Roundabouts.....	62
Figure 4.8 Roundabout Concept Design for West Main Street, Pine Trail, and Village Square Boulevard .....	63
Figure 4.9 Alternative Town Hall Parking Lot Configuration .....	64
Figure 4.10 Alternative Norton Street Parking Lot Configuration .....	64
Figure 4.11 West Main Street Concept Plan.....	65
Figure 4.12 West Main Street Curb Extension Concept.....	66
Figure 4.13 Four Corners Recommendations .....	68
Figure 4.14 East and Ontario Street Concept .....	70
Figure 4.15 North Main Street Focus Areas 1 and 2 .....	72
Figure 4.16 North Main Street Focus Area 1 Recommendations .....	73
Figure 4.17 North Main Street Focus Area 2 Recommendations .....	74

# ACRONYMS

There are numerous agencies, organizations, and planning references used throughout this document. The following list provides the acronyms for commonly used names and titles:

AADT: Annual Average Daily Traffic	MC: Monroe County
ADA: Americans with Disabilities Act	MCDOT: Monroe County Department of Transportation
APS: Accessible Pedestrian Signal	MPH: Miles per Hour
BLOS: Bicycle Level of Service	MPO: Metropolitan Planning Organization
BUILD: Better Utilizing Investments to Leverage Development	NACTO: National Association of City Transportation Officials
CAP: Circulation Accessibility, and Parking Study	NBPD: National Bicycle and Pedestrian Documentation Project
CDBG: Community Development Block Grant	NHTSA: National Highway Traffic Safety Administration
CHIPS: Consolidated Local, State, and Highway Improvement Program	NYS: New York State
CMAQ: Congestion Mitigation and Air Quality	NYSDOT: New York State Department of Transportation
DOS: Department of State	NYSOPRHP: New York State Office of Parks, Recreation and Historic Preservation
EPF: Environmental Protection Fund	PLOS: Pedestrian Level of Service
EPOD: Environmental Protection Overlay District	RFP: Request for Proposals
FAST: Fixing America's Surface Transportation	RG&E: Rochester Gas and Electric
FHWA: Federal Highway Administration	RIT: Rochester Institute of Technology
FTA: Federal Transit Administration	ROW: Right-of-Way
GFLRPC: Genesee/Finger Lakes Regional Planning Council	RRFB: Rectangular Rapid Flashing Beacons
GIGP: Green Innovation Grant Program	RTP: Regional Trails Program
GTC: Genesee Transportation Council	RTS: Regional Transit Service
HCM: Highway Capacity Manual	STBG: Surface Transportation Block Grant
HH: Household	STP: Surface Transportation Program
IIHS: Insurance Institute for Highway Safety	TA: Transportation Alternatives
LOS: Level of Service	TAP: Transportation Alternatives Program
LWCF: Land and Water Conservation Fund	TRB: Transportation Research Board
MAP-21: Moving Ahead for Progress for the 21st Century	USC: US Code





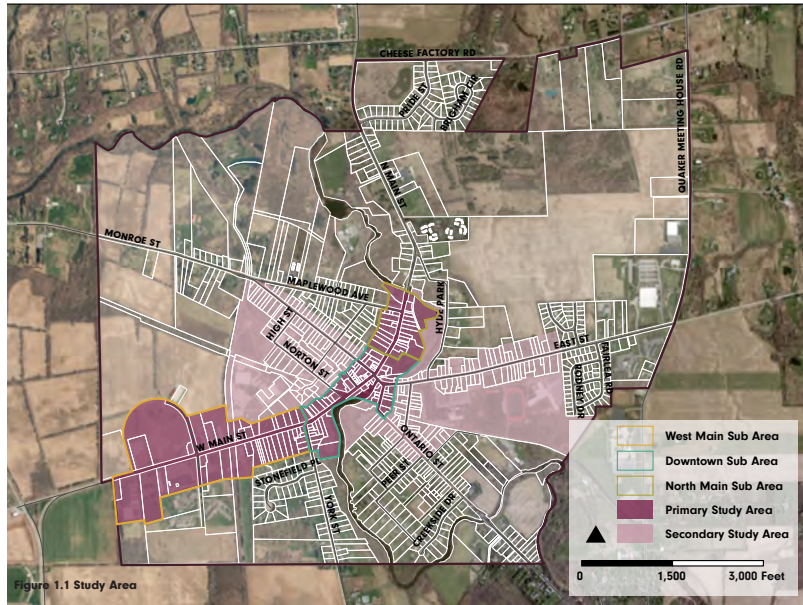
# EXECUTIVE SUMMARY



# EXECUTIVE SUMMARY

The Village of Honeoye Falls' Circulation Parking, and Accessibility Study (CAP) is a planning document that seeks to foster the vitality of the Village Core, improve the connectivity of the local activity centers, and contribute to the vibrancy of the entire community. The 2014 Comprehensive Plan and the tactical urbanism effort completed in 2017 provide a solid foundation for a community that seeks to be safer and more comfortable for all modes of travel. In addition, the Village recognizes the impact that accessibility and parking have on its businesses and the local economy are significant and could be improved. This Study provides recommendations for the Village that enhance the livability of the Downtown, West Main Street, and North Main Street activity centers; strengthen economic opportunity along Main Street; preserve and enhance the Village's traditional character and walkability; highlight Village gateways; and provide improved connectivity and access for non-motorists.

The purpose of this Study is to look beyond stand-alone, isolated projects, and develop a strategic plan for creating improvements that build off each other and create a cohesive transportation network that enhance Village character. Once implemented, the result will be a Village-wide circulation network that allows residents and visitors to access all destinations in a safe and efficient manner while reducing vehicle-dependency. The following sections are included in this Study:

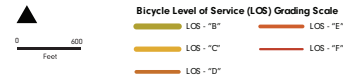


## INTRODUCTION

The context and background is set in this section for why a CAP Study is necessary for Honeoye Falls and how the Village can benefit from addressing transportation issues. A brief history of the Village is provided, and the Study Area and sub areas are defined (depicted in the map to the left). The objectives of the Study are also defined, which includes enhancing and preserving the character and livability of the Village, strengthening economic opportunities, and provide connectivity and accessibility for all transportation user groups. At the end of this section, the public participation process is briefly described, which included the Envision Main Street Workshop and Walking Tour, a youth workshop, and a community open house.



**Figure 2.10 Bicycle Level of Service**



## INVENTORY & ANALYSIS

This section takes a comprehensive look at the existing transportation network in the Village, as well as many community characteristics that can either help support or detract from the efficient movement of pedestrians, bicyclists, and motor vehicles. This includes a description of the community and its assets, a summary of existing plans and planning efforts, an analysis of the existing land use patterns and zoning code, a summary of market trends, an inventory of the existing transportation system, as well as a traffic analysis, estimating future traffic volumes. In addition, a bicycle and pedestrian level of service (LOS) model was run within the Study Area to determine the existing suitability of these roads for walking and biking.



## NEEDS & OPPORTUNITIES

The Needs Assessment describes the needs and opportunities identified within the Village based on public input as well as a technical analysis. The Needs Assessment categorizes the needs and opportunities into three topic areas: bicycle and pedestrian circulation; traffic calming and safety concerns; and land use, access management, and streetscape considerations. These key findings are displayed in a numbered list, with a corresponding annotated map of the Study Area. Needs identified ranged from large scale issues, such as the intersection configuration at the Four Corners, to smaller issues such as ponding at curb ramps as depicted in the image to the left.





## RECOMMENDATIONS

The Recommendations present a set of capital improvements, regulatory actions, and management approaches designed to enhance the road network for all users regardless of travel mode. These recommendations include alternatives for enhancing the walkability and bike-ability of West Main Street, in particular in the commercial area. A roundabout is also considered on West Main Street at the intersection of Pine Trail and Village Square Boulevard. In the downtown area, several smaller interventions are recommended to enhance the pedestrian experience and provide traffic calming, such as a planted median. Access management opportunities are also addressed, in particular for West Main Street, and a trail crossing is proposed on North Main Street.

Table 5.1 Cost Estimates

Recommendation	Cost Estimate
<b>West Main Street Upgrades</b>	
Installing Roundabout	Up to \$1.2 million depending on the available right-of-way
Commercial Area - Alternative 1 (sidewalk only)	\$110,000 to \$140,000
Commercial Area - Alternative 2 (multi-use path)	\$180,000 to \$220,000
Residential Area - Alternative 1 (sharrows & trees)	\$35,000 to \$40,000
Residential Area - Alternative 2 (multi-use path)	\$190,000 to \$230,000
Curb Extensions at Town Hall Parking Lot	\$12,000 to \$20,000 each depending on site conditions
<b>Four Corners Upgrades</b>	
Combining curb ramps at northeast corner	\$3,200 to \$4,000
Utilizing pedestrian interval	\$0 to \$3,000 depending on signal controller
Restriping all four crosswalks	\$6,000 to \$8,000
Replacing signal equipment	\$200,000 to \$250,000
Improving ADA compliance	Varies based on associated work
Removing parking within 20' of crosswalk	\$100 to \$150
Relocating utility equipment	\$5,000 per foot
<b>East and Ontario Street Upgrades</b>	
Installing painting edge lines	
Installing intersection lane markings	\$3,000 to \$5,000
Removing/relocating parking spaces	
Installing a high visibility crosswalk	\$2,000 to \$2,800
Installing sidewalks	\$6,200 to \$6,600

## FUNDING STRATEGY

The Funding Strategy contains cost estimates for each of the recommendations described in the previous section. Additionally this section includes an ongoing strategy to pursue relevant funding resources, both traditional and innovative, that are available to the Village as they seek to implement this Study. Each of these resources is described, including federal, state, regional, and private sector resources that provide grants for both facilities and programs.



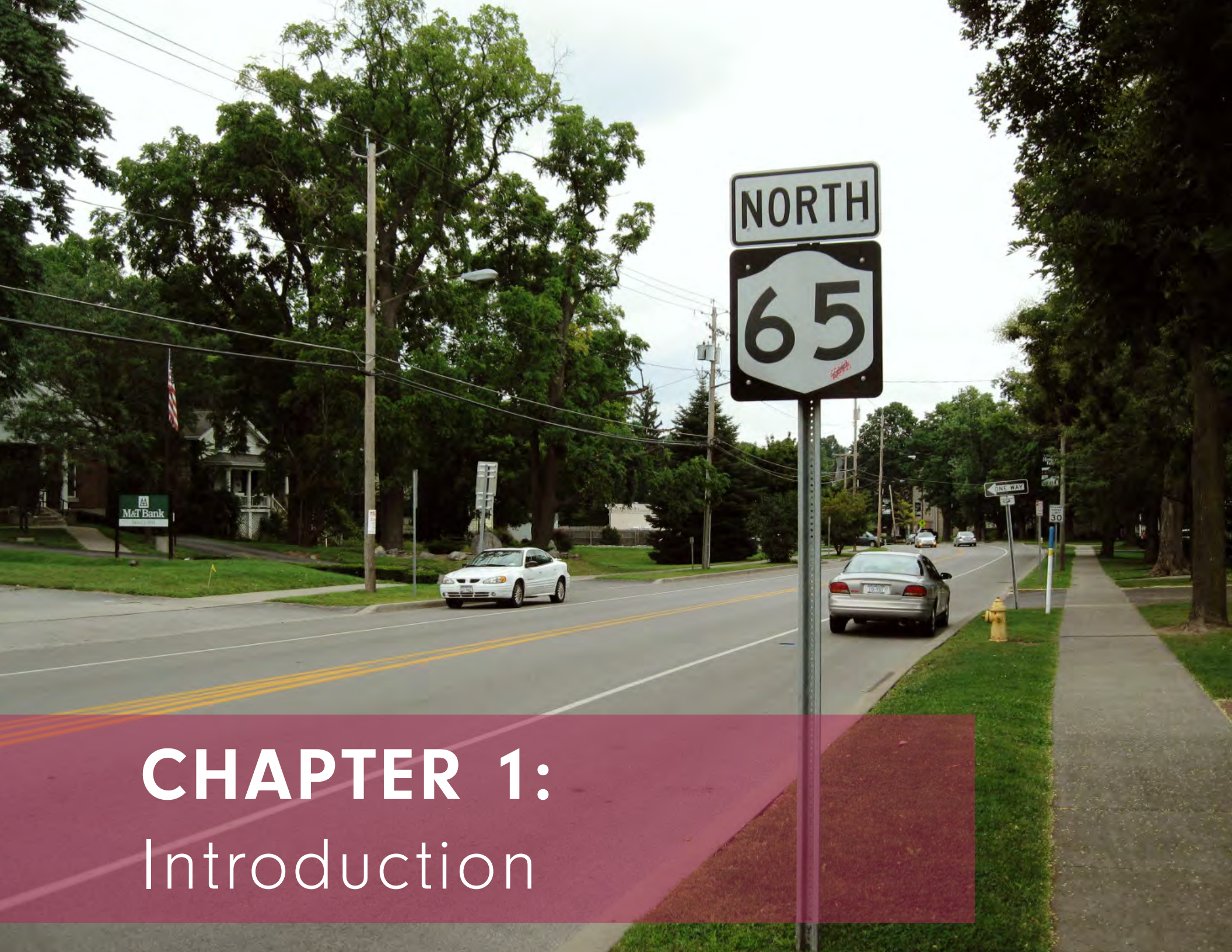
## FOLLOW ON ACTIVITIES

The Follow On Activities highlights a wide range of needed improvements that were identified by local stakeholders during the planning process. However, these activities that were not included within the plan's original scope/budget. In addition, the CAP Study does not identify all of the specifics required to construct every recommended project. These follow on activities can be addressed by the Village and/or stakeholders on an ongoing basis as future conditions change, and as implementation of the plan's recommendations occurs. The follow on activities identified in this section include the reconfiguration of the East Street bridge, ongoing coordination with the State and County Departments of Transportation, performing pedestrian and bicycle traffic counts, and considering the results of a student project at the Rochester Institute of Technology (RIT) that looked into design solutions for a host of environmental issues such as trail security and traffic calming.

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# CHAPTER 1:

## Introduction

# INTRODUCTION

The transportation issues that communities face today are very different from those of the 20th century. In addition to ensuring the flow of vehicles and creating safe, efficient roads, the role of the transportation network in creating livable and attractive communities must be considered. Public safety, economic development, the environment, and resident quality of life are all influenced greatly by how the transportation network operates.

The public spaces within a community have a notable effect on the community's economic and social well-being. Streets and sidewalks typically make up a significant share of public space within a locality. Therefore, it is crucial that streets and adjacent land uses are safe, attractive, and add to the sense of place within a community. This Circulation, Accessibility, and Parking (CAP) Study evaluates the streetscapes and land uses of Honeoye Falls and develop a framework for enhancements that promote active transportation and benefit all modes of travel. Additionally, this Study analyzes the land use patterns within the Study Area that have a significant impact on the traffic behavior on Main Street and make recommendations that will help coordinate land use and transportation decisions.

The Village of Honeoye Falls has many opportunities for increasing connectivity and accessibility to its activity centers, which will in turn create a more livable and inviting community. This CAP Study focuses on the opportunities along Main Street, from the northern segment crossing Honeoye Creek to the western Village boundary. A major goal of this Study is to balance the needs of motorists to travel through and within the Village, while preserving and enhancing the corridor's character, walkability, and bikeability.

## VILLAGE HISTORY & LOCATION

The establishment and growth of the Village of Honeoye Falls has been centered around Honeoye Creek from its settlement to present day. The Seneca Nation were the first to settle in this area, followed by its discovery by English settlers in 1677. The Village was officially founded in 1791, with a thriving economy supported by the Creek, allowing for grist mills and factories to flourish into the 19th century. The Creek also provided fertile land appropriate for growing grains.

The Village has continued to grow and evolve since this time, but the historical origins of the community are apparent in its traditional "Main Street" settlement pattern and the historic architecture that has been preserved over the past two centuries. Some of this character has suffered, however, due to the pressures of 20th century development patterns, typically suburban and automobile-centric in design. These unsustainable development trends have impacted local community character by detracting from the traditional, walkable environment of Honeoye Falls that has contributed to its success as a social, economic, and civic activity center.

Honeoye Falls is located within the Town of Mendon at the southernmost edge of Monroe County, New York. State Route 65 runs from north to south in the Village between its northern boundary and East Street. This Route terminates at the "four corners" of the Village: the intersection of North Main Street (Route 65), Monroe Street, East Street, and West Main Street (County Route 94). West Main Street continues westward as County Route 94 and terminates at the western Village boundary. The roadways that create the four corners are generally considered to be arterial streets and serve as the primary roads of the Village.



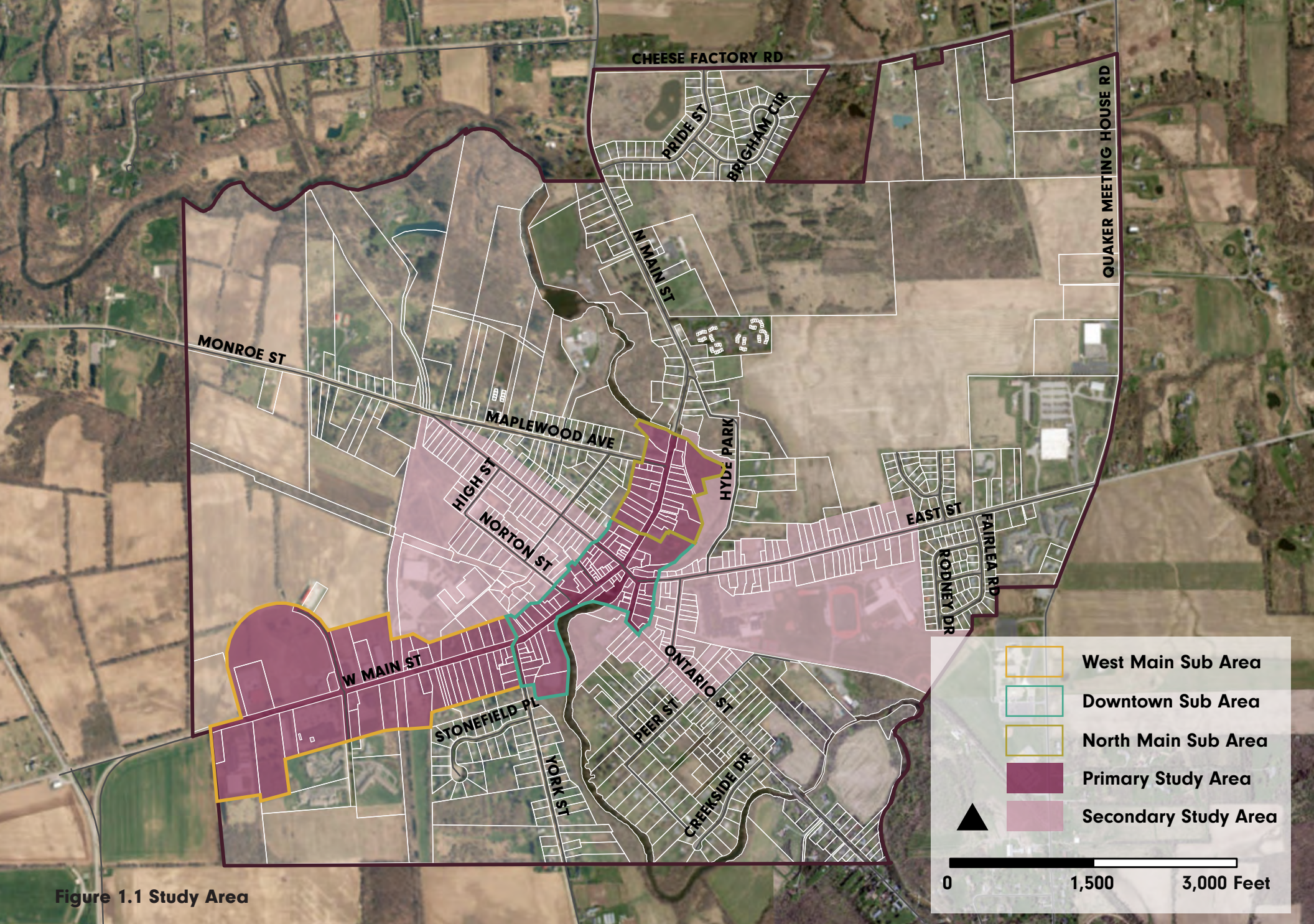


Figure 1.1 Study Area



## STUDY AREA

This CAP Study focuses on the Main Street corridor of the Village, including the following primary activity centers:

- North Main, surrounding the intersection of North Main Street and Maplewood Avenue. This area includes both residential neighborhoods and a node of commercial uses such as the Rabbit Room restaurant and Main Street Cafe.
- Downtown Honeoye Falls, defined by the central business district area at the four corners and extending down West Main Street to Norton Street. This area is considered the historic core of the Village with a traditional, multi-story mixed-use development pattern.
- West Main, encompassing the West Main Street corridor from York Street to the western edge of the Village. This area is comprised mostly of commercial uses, with largely undeveloped lands to the north and a cluster of apartments to the south.

Two secondary Study Areas are also included in this project scope, along Monroe Street and East Street. These areas have been identified to include the school (along East Street) and the neighborhoods along Monroe Street. Figure 1.1 on the previous page is a map indicating the extent of the primary and secondary Study Areas.

## STUDY PURPOSE & PROCESS

The purpose of this Study is to develop a strategy to improve circulation, accessibility, and parking in the Village of Honeoye Falls along Main Street through the consideration of active transportation and design best practices. The Study identifies physical, operational, and regulatory changes needed to improve circulation, accessibility, and parking for all modes of travel; develop an inviting streetscape environment for non-motorists; and foster growth in the Village's primary business districts. At the beginning of this planning process, five preliminary objectives were identified, which are presented in the graphic to the right.

## Preliminary Study Objectives

- 1 Enhance the livability of Main Street in the downtown, West Main, and North Main activity centers**
- 2 Strengthen the economic opportunity along Main Street for local businesses through improved multi-modal access and identified parking needs and alternatives**
- 3 Preserve and enhance the traditional village setting and walkable environment along Main Street**
- 4 Improve Village gateways and the Main Street streetscape to create a strong sense of identity**
- 5 Provide improved connectivity and access for non-motorists, such as local youth and seniors**

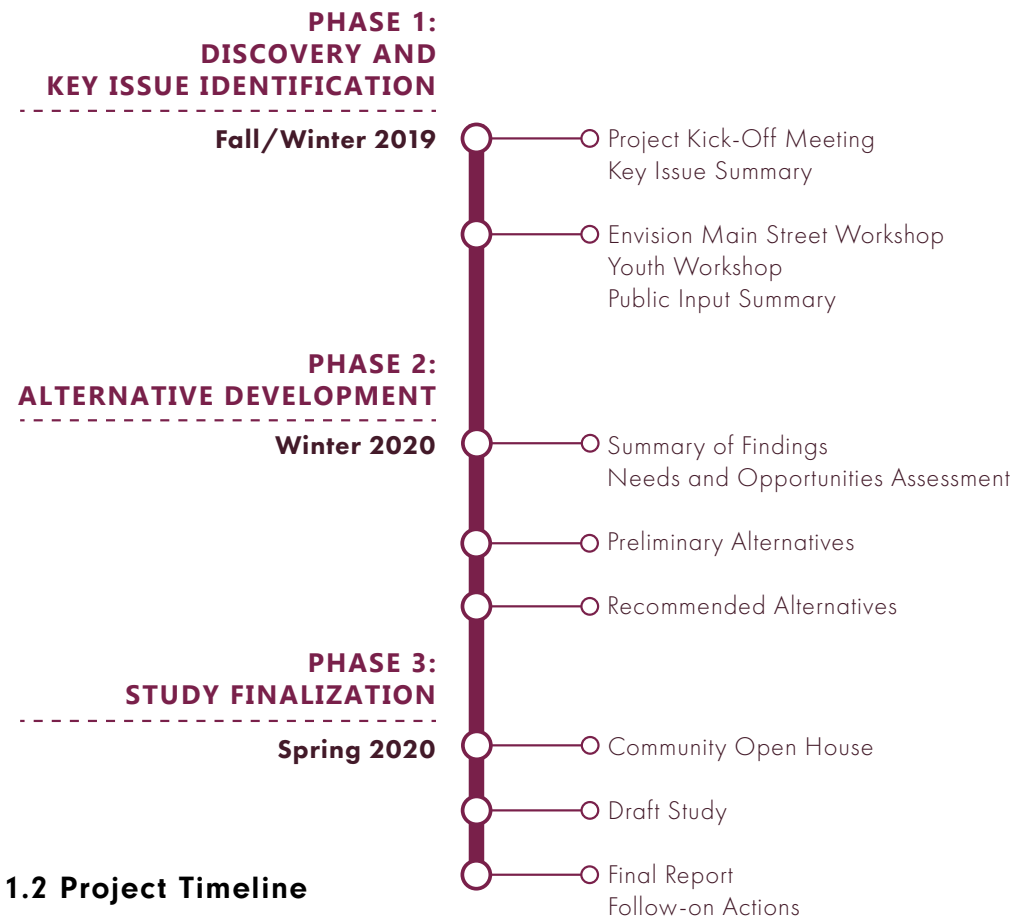
## STEERING COMMITTEE

At the beginning of this Study, a Steering Committee was formed to establish Village priorities, provide continuity and oversight, and progress the goals of the Comprehensive Plan with respect to transportation and community design. Members of the Committee included Village officials, local business owners, residents, and community leaders. Other members included representatives from the Genesee Transportation Council (GTC), the Genesee/Finger Lakes Regional Planning Council (GFLRPC), and the Monroe County Planning and Development Department.

GTC is the regional Metropolitan Planning Organization (MPO) that is overseeing and administering the Village of Honeoye Falls CAP Study. GTC is responsible for the disbursement of federal aid funding for transportation-related projects, programs, and initiatives in the Genesee and Finger Lakes region of New York State. Funding for this CAP Study was awarded by GTC as part of its Unified Planning Work Program.

## PROJECT TIMELINE

The general timeline of this CAP Study is provided in the graphic at right.



**Figure 1.2 Project Timeline**

## PUBLIC PARTICIPATION

Public input is a critical component of any community plan or study. Stakeholders' opinions provide invaluable insight and information. The following public outreach efforts have been included as part of this Study:

- Envision Main Street Workshop and Walking Tour
- Youth Workshop
- Community Open House

The results of these efforts have been summarized on the following pages. A full summary of the public engagement process for the CAP Study can be found in the Appendix.

### ENVISION MAIN STREET & WALKING TOUR

The first public meeting held for this planning process occurred on July 8, 2019. After a brief introduction and overview from the Mayor and consultant team, the attendees were invited to participate in a walkability audit of the northern and central portions of the CAP Study area. This included walking along North Main Street and the portions of West Main Street, Monroe Street, and East Street in the downtown area of the Village. Attendees were asked to rate segments of the walking tour from 1 (the least walkable) to 10 (the most walkable) based on a series of attributes, displayed in Table 1.1 below. During the tour, an open dialogue was held regarding existing conditions of the Village's transportation network as well as potential improvements that would enhance active transportation options and the pedestrian experience. The full results of the walkability audit can be found in the Public Input Summary located in the Appendix.

**Table 1.1 Streetscape Attributes**

Presence / Condition of Sidewalks
Accessibility / Universal Design
Presence of Crosswalks
Overall Pedestrian Experience
Bicycle Infrastructure
Transit Network
Traffic Calming Measures



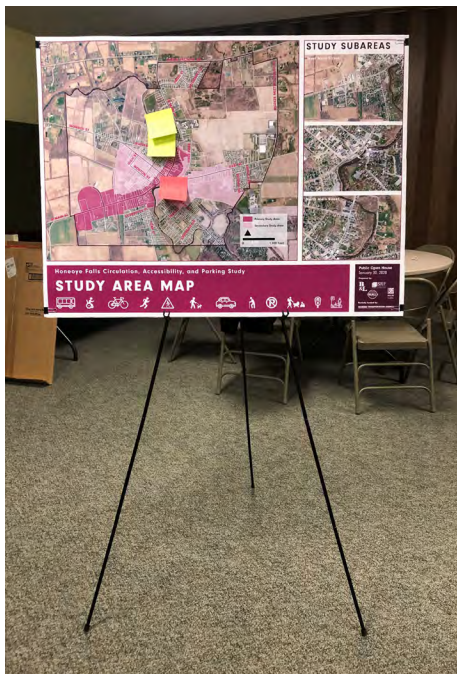




## YOUTH WORKSHOP

On October 25, 2019, members of the project team visited Honeoye Falls-Lima High School to solicit input from students regarding the challenges and opportunities that exist in the Village in regards to transportation and mobility. The team met with two 10th grade history classes to discuss these issues, and identify opportunities related to getting around the Village by bike or on foot. The students were asked to “pinpoint” or locate where potential improvements could be made on aerial maps provided by the consultant team. The results of these discussions can be found in the full Public Input Summary, but some of the key issues included:

- The Four Corners feels unsafe as a pedestrian due to visibility issues
- The intersection of West Main Street and Village Square boulevard is difficult to cross
- Hyde Park is used by many students walking to school, and could use traffic calming

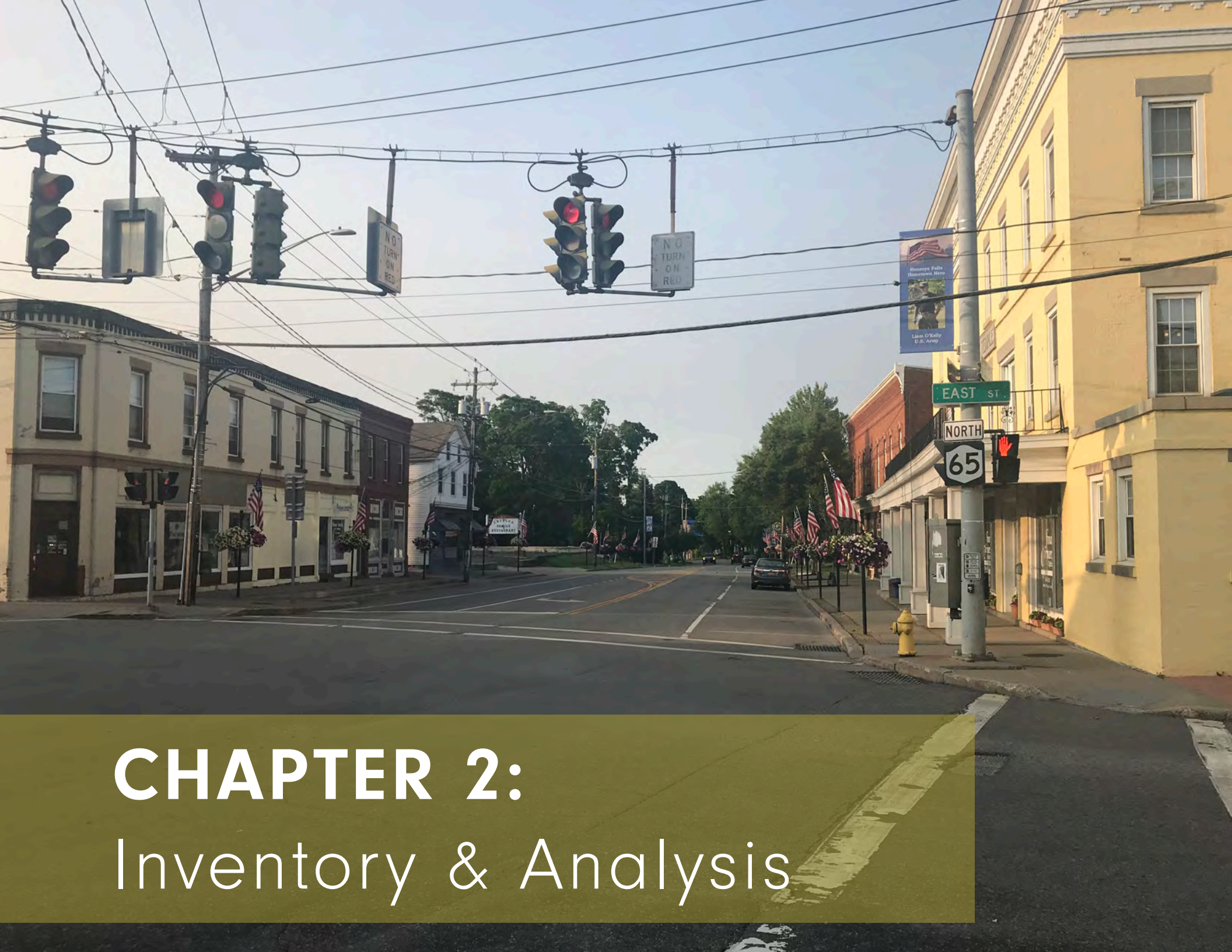


## COMMUNITY OPEN HOUSE

The Village of Honeoye Falls held a Public Open House on January 30, 2020. This event was held to introduce residents to the draft content of the Study, including an analysis of existing conditions, a needs assessment, and draft recommendations. The open house provided an opportunity for residents, property owners, and other stakeholders to provide feedback on the draft materials presented in an informal setting. The feedback received during the Open House can be found in the full Public Input Summary located in the Appendix.



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# CHAPTER 2:

## Inventory & Analysis

# INVENTORY & ANALYSIS

## DEMOGRAPHICS

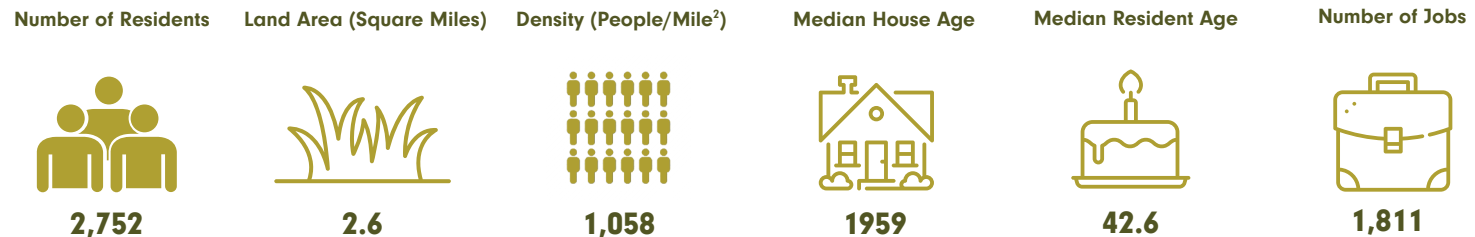
To support the inventory, analysis, and recommendations of this Study, a socio-economic profile was prepared as part of the market analysis. While significant demographics and community trends are highlighted below, the complete profile is located in the Appendix.

**Moderate Population Growth:** Since 2000, the population of Honeoye Falls and the Town of Mendon have increased by 7% and 12%, respectively. These growth rates are more than double that of Monroe County and the Rochester Metropolitan Statistical Area. Based on historical population data, this growth is expected to continue, with a projected population estimate for 2023 of over 2,900 residents.

**Aging Population:** The largest share of Village residents are 50 to 59 years of age (approximately 18%). Population projections from 2018 to 2023 indicate that the Village will experience a net decline in residents under 60 years old and increase in residents 60 and older. While this change in age distribution is consistent with regional and national trends, it is important that the Village consider ways to attract and retain young people and young families. An improved multi-modal transportation network will not only be a benefit for seniors, but also children, teens, and people of differing abilities.

**Well-Educated and Affluent:** Nearly 50% of Village residents and 60% of Mendon residents over the age of 25 hold a college degree. This rate of educational attainment is significantly higher than the regional and national averages (32-34%). Typically higher levels of education correlate with higher household incomes, as workers tend to be employed in higher paying positions. This trend holds true in that the 2018 annual median household income for the Village was \$66,000 and over \$111,000 for the Town of Mendon, far exceeding that of Monroe County and the region (\$56,000). The top employment industries for Village residents include computer, engineering, and science occupations, management occupations, and education based occupations.

**Mostly Vehicle Reliant:** US Census data for 2017 estimated that 22% of workers 16 years of age and over in Village households have three or more vehicles available as a mode of transportation. About 3% of residents, however, do not have access to a car. Based on this data, it is not surprising that the majority of workers (84%) commute to work alone via a personal vehicle, while 5.5% walk or bike. With most residents working outside of the Village and commuting up to 24 miles away, efforts should be made to attract and retain local businesses and industries that provide additional employment opportunities to residents. Regionally and nationally there is an increasing desire to live and work in the same community, potentially reducing vehicular trips and encouraging active modes of transportation.





## COMMUNITY ASSETS

The Village is a civic, social, and economic hub to the Mendon-Honeoye Falls-Lima area, providing a variety of businesses, historic sites, natural resources, and community services. Each of these is an asset contributing to the high quality of life in the Village, building and maintaining residents' health, safety, and well-being. Examples of these community assets and resources are provided at right.

The majority of these destinations are located within the primary and secondary CAP Study areas. Their close proximity to Village neighborhoods make it easier for residents to access them by walking or biking. Some community resources, such as the Mendon Community Center and Rotary Park, require a slightly farther walk and or/bike trip, but still are feasible to access via non-motorized transportation means.

While the varying character of the Village's destination centers will be assessed later in this section, it should be noted that the Village has retained much of its historic physical form. The downtown area is an Historic District listed on the National and State Registers of Historic Places, as well as key buildings and sites like the Lower Mill and Episcopal Church. The architectural integrity of historic homes and buildings has generally been well-maintained over time.



**Rotary Park - Mendon**

## LOCAL BUSINESSES

- » The Rabbit Room
- » Flaherty's Honeoye Falls
- » Sullivan Orthodontics
- » Brewery Pub & Grill
- » Tichenor's Furniture Services
- » JOSH Landscape
- » Dipper Dan
- » Miller Lanes

## COMMUNITY SERVICES

- » Mendon Town Hall & Village Hall
- » United States Postal Service
- » Mendon Public Library
- » Honeoye Falls-Lima Schools
- » United Methodist Church
- » First Presbyterian Church
- » Honeoye Falls Fire House
- » Pinehurst Retirement Community

## PARKS & CULTURAL RESOURCES

- » Harry Allen Park
- » Vest Pocket Park
- » Rotary Park
- » Bloomfield Gardens
- » Local Art Galleries
- » Troop 10 Scout House

## RECENT PLANS & STUDIES

### 2014 COMPREHENSIVE PLAN

The Village has completed a number of planning efforts over the past decade that are pertinent to this Study. One of the most significant efforts was the completion of the Village's first comprehensive plan in 2014. This plan provides a framework for investment in the Village, and lays out a vision for the future of the community for a 10-year planning horizon. According to the Plan, the vision for Honeoye Falls is...

**....to foster our role as the civic, social, educational, and economic center of the broader geographic community. We will be a place known for our...**

- **Safe & attractive neighborhoods;**
- **Bustling downtown;**
- **Strong local economy;**
- **Diverse leisure & cultural assets;**
- **Healthy lifestyles and the wellness of our residents;**
- **Quality natural resources; and**
- **Responsive government and regional partnerships.**

**...The Village will strive to achieve this vision while maintaining our quaint atmosphere and small town charm. This means we will maintain our traditional pedestrian friendly development pattern, preserve our architectural heritage and celebrate our local history.**



The Plan contains many implementation items that are closely related to this Study. These include but are not limited to the following, listed by Policy Area:

### **A. Neighborhoods**

- Maintain and enhance the pedestrian amenities in neighborhoods with a focus on the following:
  - Addition of street lighting;
  - Continuation of sidewalk connectivity and maintenance; and
  - Continuation of Tree Planting Program and street tree maintenance.
- New neighborhood blocks should be developed by creating an interconnected pattern of streets and sidewalks.

### **B. Local Commerce**

- Make the Village a destination spot for bicyclists by introducing new bicycle infrastructure (bike racks, bike lanes/trails, etc.).
- Facilitate the reuse of Village Christmas tree poles as bike racks in warmer months.
- [Install] an all-inclusive destination map identifying local attractions and businesses to distribute and display downtown or at special events.

### **C. Downtown**

- Work with the Honeoye Falls-Mendon Chamber of Commerce to develop a strategy for a thriving downtown that attracts pedestrian friendly businesses.
- Conduct a parking study for the Village that identifies the following:
  - Areas of underutilized parking;
  - Opportunities for shared parking; and
  - A wayfinding system that helps residents and visitors better locate public parking.

### **D. Leisure & Culture**

- Identify areas where existing trails can be extended or connected.
- Continue the development of the fitness trail at Rotary Park.
- Review and explore opportunities to implement the trail extensions and connections outlined in the 2009 Lehigh Valley Trail Feasibility Study.

### **E. Health & Safety**

- Enhance bike accommodations within the Village by:
  - Applying for grants that focus on bicycle travel and bicyclist amenities;
  - Partnering with regional municipalities to create an interconnected bike trail system; and

# TACTICAL URBANISM

Tactical urbanism is a term to describe temporary low-cost interventions often put in place by citizens to illustrate the potential for change within a community or catalyze long-term change. In 2017, the Village undertook a tactical urbanism effort in which volunteers installed bike racks, planters, and a parklet along the sidewalk. In addition, a survey was administered to gauge the perceptions of the installations. This effort helped residents and visitors envision the effects of an enhanced streetscape along Main Street, and helped gain support for interventions that will assist in developing a better sense of place in Downtown Honeoye Falls.



- Adding striping and signage to bike trail on Monroe Street.
- Address the elder and handicap population needs as the community grows.
- Establish an afternoon Village Stretch & Walk Program among the Village and Town offices, and business community.
- Explore potential traffic calming measures on roads throughout the Village.
  - Improve transition along West Main Street corridor into downtown.
  - Revisit the potential for a multi-model round-about at Pine Trail and West Main Street.
  - Work with NYSDOT to improve pedestrian safety on Monroe Street.

## F. Natural Resources & Sustainability

- Preserve tree lined streets and promote street tree maintenance.
- Identify areas where the creek can be incorporated into the Village fabric, increasing public access.

## OTHER PLANS & STUDIES

In addition to the Comprehensive Plan, several other studies and planning efforts have been conducted in the past several years that have influenced the development of this Study. These include, but are not limited to:

- 2019 Zoning Code Update
- 2017 Tactical Urbanism Demonstration
- 2015 Roundabout Conceptual Analysis for West Main and Village Square Boulevard
- 2009 Leigh Valley Corridor Acquisition and Rail-to-Trail Conversion Feasibility Study
- 2009 Safe Routes to School Action Plan

## EXISTING LAND USE SUMMARY

An analysis of the existing land use along the Study Corridor allows the Village to better understand the types of development that exist, and what implications those land uses may have for traffic generation, active transportation, and multi-modal circulation along the corridor. Currently, there are six predominate land uses that can be identified in the Study Area: residential, commercial, industrial, public services, community services, and vacant/undeveloped. The existing land use pattern within the Study Area is shown in Figure 2.1 and is summarized on the following pages of this section.

### RESIDENTIAL

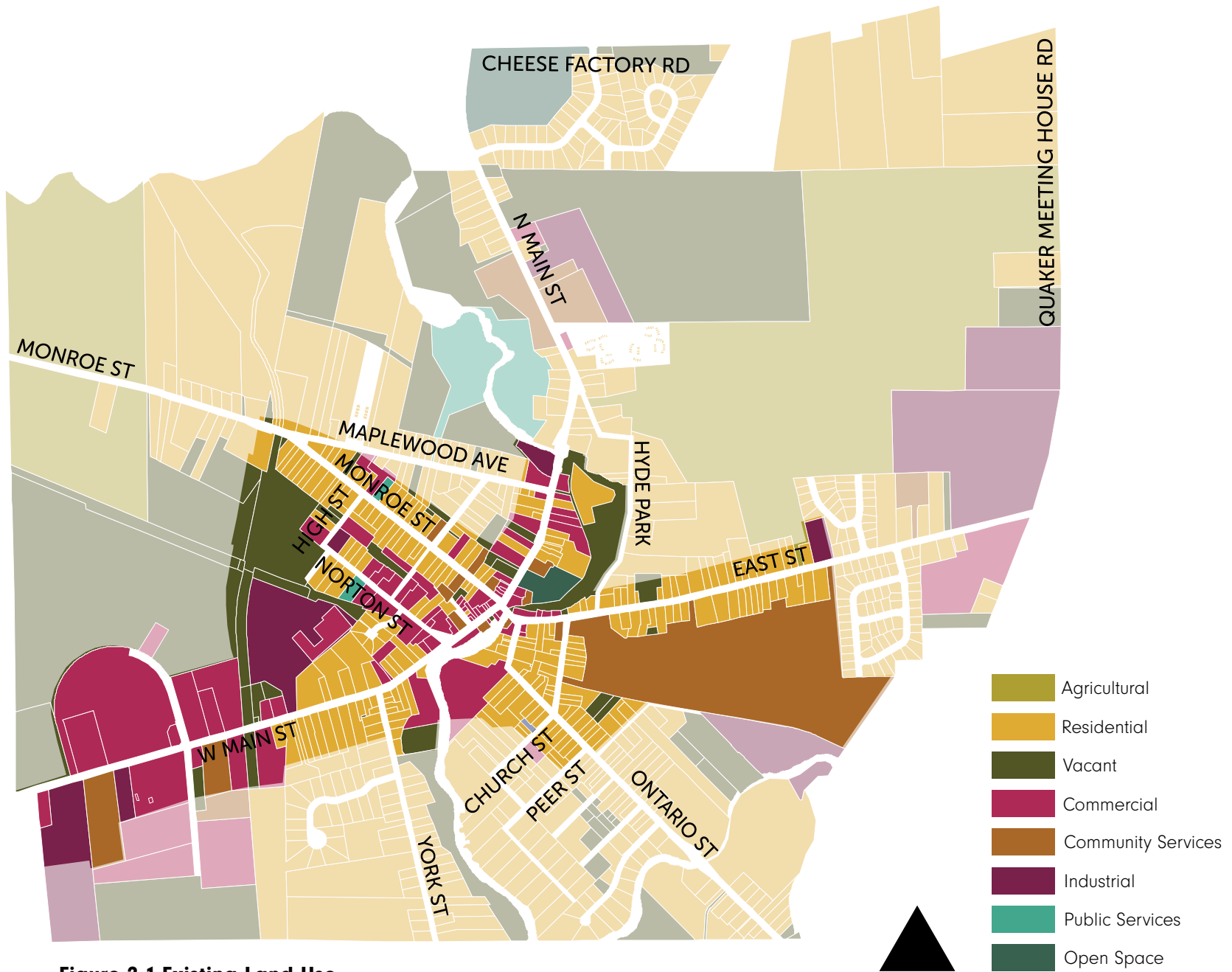
While the majority of parcels within the Study Area (64%) are residential, their combined acreage is only about 1/3 of the land area. Single-family homes make up the majority of the residential land uses, generally following a traditional grid-like settlement pattern. This arrangement of neighborhoods contributes the walkability and desirability of Honeoye Falls. The average year built for homes in the Study Area is 1914, with over half of residential dwellings built between 1899 and 1908. Despite the older age of homes in the Village, their overall condition has been well-maintained over time.

Nearly 50% of homes within the Study Area are situated on lots under 20,000 square feet with under 80 feet of frontage. Additionally, the character of these neighborhoods is defined by the presence of street trees, front setbacks at or under 30 feet, and detached garages located behind the primary structure. The smaller lot sizes, reduced setbacks, de-emphasized accommodation of vehicles, and provision of sidewalks create smaller blocks and more connected, pedestrian-friendly streets.

Neighborhoods located outside the Study Area generally have larger lots with a more suburban development pattern, some centered around cul-de-sacs resulting in reduced connectivity to other streets and the Village core.

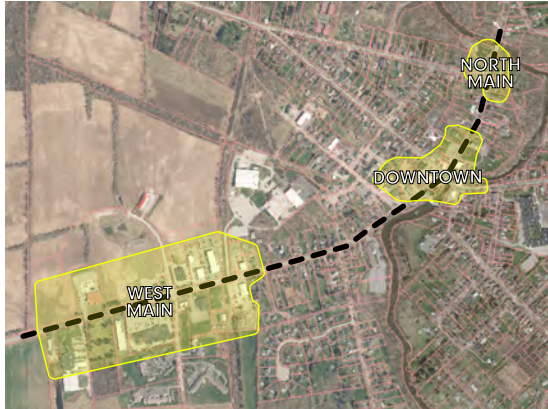






**Figure 2.1 Existing Land Use**

## COMMERCIAL

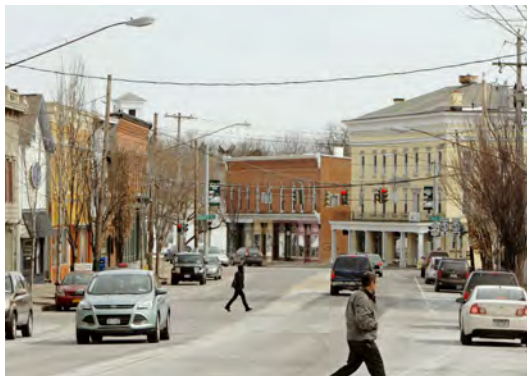


Commercial properties are the second most prevalent land use in the Study Area, accounting for 23% of total acreage. Businesses are generally located within one of the Village's three commercial nodes: North Main Street at Maplewood Avenue, Downtown, and the westernmost portion of the West Main Street corridor (see map at left). Each of these nodes offer a variety of goods and services, but differ widely in character.

The West Main Street corridor has developed overtime under the pressures of 20th century auto-centric design. While the larger scale commercial operations may be appropriate in this area, the current building and site design treatments detract from the walkable, historic character of the Village and create an uninviting streetscape for non-motorists. The majority of the corridor is comprised of single-story, single-use structures with large setbacks, parking lots fronting the street, and an excess number of curb cuts.

In clear contrast to West Main Street, the downtown area reflects that of a traditional village center. Downtown is defined by multi-story, mixed-use buildings with zero-foot setbacks on small, narrow lots. This historic dense development pattern is one of the most walkable and inviting areas of the Village. Commercial uses in downtown include a mix of restaurants, offices, and retail stores, typically in buildings with a high level of architectural detailing. The downtown activity center also extends north along Norton Street, creating an internal "pocket" of businesses. Unlike the four-corners, however, this area is dominated by parking lots and drive-aisles, with little to no pedestrian or bicyclist connectivity.

North Main Street's commercial node is the smallest of the Village's activity centers, but provides additional variety in the goods and services available to residents and visitors. This area is a mix of downtown's traditional character and the larger-scale, suburban inspired development along West Main Street. The eastern side of North Main includes the historic lower mill building, which is occupied by the Rabbit Room restaurant, an art gallery, and a few other small businesses. On the western side of the street are single-story infill developments including a cafe, physical therapy office, and skilled trade operations. The streetscape of the North Main commercial area is well-defined by buildings set close to the street, tree lawns, and sidewalks on both sides; however, the presence of parking lots along the street frontage detracts from the pedestrian and bicyclist environment.



**The difference in character and scale of downtown and West Main is highlighted in these photos.**

## INDUSTRIAL

There are six parcels that are identified as industrial uses in the Study Area, which account for 2% of total parcels, but 10% of the total land area of the Study Area. The most significant of these is the former GM plant, which had been vacant for about 5 years, but starting in 2018 is now home to two technology businesses, including Han-Tek. The second largest industrial parcel is located at the western edge of the Study Area along West Main Street, and is home to Graver Technologies. The Honeoye Falls Distillery is also identified as an industrial use, but also acts as a bar/restaurant. The remaining industrial parcels are not significant in terms of their intensity and scale, and do not detract from the pedestrian and bicycle-friendly nature of the Village.

## PUBLIC SERVICES

There are three public service parcels found within the Study Area, which make up for less than 1% of total parcels. These parcels include a telecommunications facility owned by Frontier, an electric and gas facility, and a gas measuring and regulation station surrounded by residential parcels. These parcels have a negligible impact on the character of the Village and its transportation system.

## COMMUNITY SERVICES

Three percent (3%) of the parcels within the Study Area are dedicated to community services. The most significant of these is the school property, which are occupied by the high school and intermediate school, as well as their athletic fields. The remaining community services within the Study Area include churches, a cemetery, municipal offices, the public library, and Harry Allen Park. These uses contribute to civic engagement and provide essential services for residents. With the exception of the school district, these uses are typically low in impact and scale, and do not have significant implications for the traffic circulation of the Village. The school district, however, is a significant traffic generator within the Study Area, and was considered when developing recommendations to improve circulation, accessibility, and parking.



**The Village is proud to host a wide variety of community services that enhance the quality of life of its residents.**

## VACANT/UNDEVELOPED

Vacant and undeveloped land accounts for 8% of the total parcels, and 11% of total land area within the Study Area. The largest vacant parcel within the Study Area is at the end of Norton Street, and is located behind the former GM plant. The second largest undeveloped parcel is owned by the Village, and follows Honeoye Creek between North Main Street and Hyde Park. The Zebulon Norton Trail runs through this property, but is otherwise undeveloped. The other vacant parcels range between 0.05 and 2.55 acres in area, and several of them are former rail right-of-ways.



## EXISTING LAND USE REGULATIONS SUMMARY

Within the Village of Honeoye Falls there are several regulatory tools in place that shape land use character and development within the Study Area. These include the Village's Zoning Code (Chapter 190), Subdivision Code (Chapter 161), and Design Criteria and Construction Specifications. This section serves to summarize the language and requirements of these regulatory tools as they are applicable to the CAP Study. An analysis of the regulatory needs and opportunities based on these tools is provided in a subsequent section.

### ZONING CODE (CHAPTER 190)

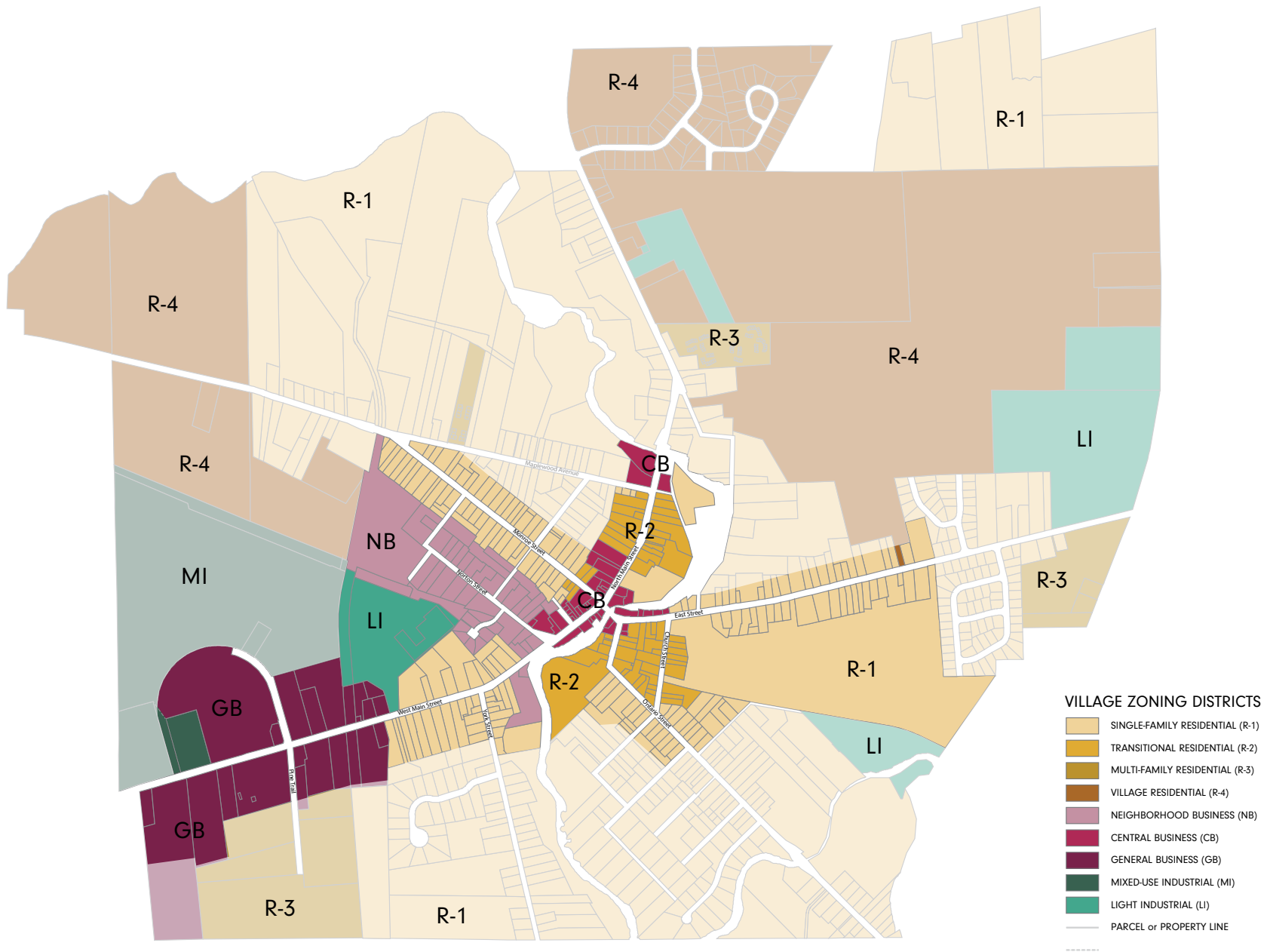
The Village completed a comprehensive update to its zoning code in August 2019. This update was intended to improve the format and clarity of the code, while also ensuring consistency with the future land use recommendations of the Village's 2014 Comprehensive Plan. There are a total of seven zoning districts within the Study Area, which are shown in Figure 2.2 on the following page and summarized below.



#### Residential Districts

The Single-Family Residential (R-1) and Transitional Residential (R-2) Districts are the Village's lowest density residential districts. The purpose of these districts is to recognize and protect the character and density of neighborhoods at the core of the Village, from which it has originated and grown. This character is defined by owner-occupied, single-family detached homes, unobstructed front yards, garages setback from the primary residence, and pedestrian-scaled streetscapes (e.g. with sidewalks, street lighting, street trees, as shown in the image to the left). The R-1 District permits primarily single-family dwellings, while the R-2 District allows for single- and two-family dwellings as well as the conversion of dwellings to multi-family, civic, and office uses by special permit.

Chapter 190 dictates that future development and investment should continue the existing traditional neighborhood development pattern through its lot and yard requirements. For example, the R-1 and R-2 Districts require a minimum 15-foot front yard setback, as compared to the 60-foot minimum front yard setback in the surrounding Town of Mendon. The R-1 District is the largest district in the Study Area, including property along East Street, Monroe Street, Ontario Street, and West Main Street near the intersection of York Street. Generally, the R-2 District serves as a transitional zone between R-1 District areas and commercial activity centers: one along North Main Street south of Maplewood Avenue and another near the intersection of Ontario Street and Church Street.



**Figure 2.2 Existing Zoning**

## Business Districts

The business districts of the Village located within the Study Area reflect the major commercial activity centers of Honeoye Falls. These include:

- » The northernmost commercial area on North Main Street, zoned Central Business (CB);
- » The mixed-use commercial core at the intersection of Main, East, and Monroe Streets, also zoned CB;
- » The low impact, service-oriented commercial area surrounding Norton Street, zoned Neighborhood Business (NB); and
- » The larger-scale commercial area at the western end of the Village along West Main Street, zoned General Business (GB).

There is a distinct difference in character between these commercial areas, which is reflected in the zoning districts applied. The images below help to provide a visual comparison of the purpose and intent of the CB, NB, and GB Districts.



**CENTRAL BUSINESS (CB)**



**NEIGHBORHOOD BUSINESS (NB)**



**GENERAL BUSINESS (GB)**

The CB District is characterized by its sidewalk connectivity, traditional architecture, and dense concentration of uses and amenities that create an inviting streetscape for visitors arriving on foot, bicycle, or by motor vehicle. This District facilitates the continuance of a multi-story, mixed-use development pattern. Future development and investment is required to be consistent with and positively contribute to the existing pedestrian-friendly environment and historic character of Main Street Honeoye Falls with respect to building and site design. There are a wide variety of residential, commercial, and civic uses permitted, but auto-centric uses such as car washes and gas stations are prohibited. While the CB District requirements include no minimum setbacks, there is a maximum front building setback of 10 feet and minimum building height of 25 feet (or two stories) to ensure future investment is reflective of its traditional character.



The NB District is intended to reflect and permit the continuation of the Village’s traditional settlement pattern of residential uses alongside small-scale retail, service, and offices uses. The development or adaptive reuse of structures is allowed, provided the proposed structure and use is compatible with the scale, form, and level of intensity of nearby existing structures. Applied to the Norton Street area, this District serves as a buffer between intense nonresidential uses and the residential areas of the Village. The NB District permits similar uses to those in the CB District, but utilizes the special use permit process to ensure that larger-scale and/or higher intensity commercial uses do not negatively impact the quality of life of residential uses in the neighborhood. Additionally, the lot and building requirements of the NB District follow a more residential development pattern to ensure consistency with the character of the neighborhood. This includes lower building heights (35 feet max) and a lower permissible lot coverage threshold (50% max).

The GB District is unique in that the District regulations do not generally permit the current development pattern of the commercial area to which it applies. As identified in the 2014 Comprehensive Plan, a change in character is desired as future investment occurs to help foster a more pedestrian- friendly and village-scaled environment. As noted in the existing land use summary, the West Main Street corridor is much more auto-oriented as compared to the rest of the Village (see image at right). While larger-scale, regional retail and service uses are permitted, the regulations of the GB District ensure that development:

- » Accommodates a mix of uses that cater to Village residents, travelers and tourists, while implementing the recommendations of the Village’s adopted Comprehensive Plan;
- » Designates areas for the development of larger scale commercial activities that depend upon relatively significant volumes of motor vehicle traffic;
- » Includes pedestrian and bicyclist access both on and off-site;
- » Implements traffic-calming measures in building and site design practices;
- » Provides ample greenery and landscaping so as to create a comfortable and inviting streetscape for all modes of travel; and
- » Utilizes design and buffering techniques for parking facilities, access points, and that create welcoming, walkable gateways into the Village.



Regulations for the GB District will help to transform West Main Street over time into a more walkable environment.

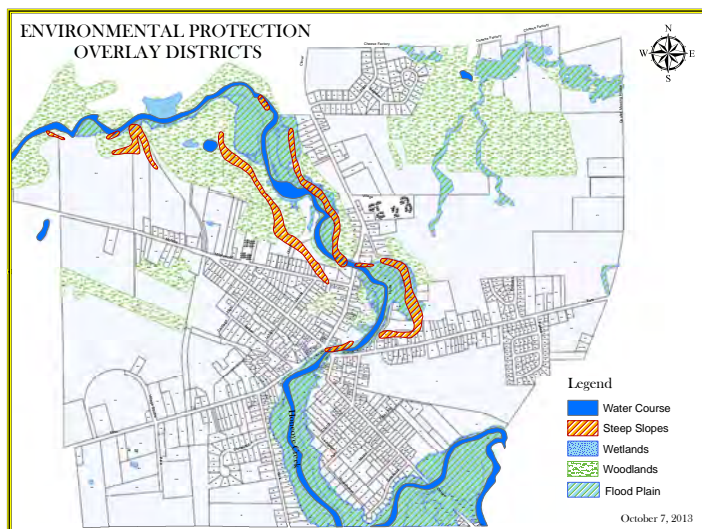
**TABLE 2.1: GB DISTRICT REQUIREMENTS**

LOT AREA	12,000 sf min
LOT WIDTH	45 ft min
FRONT YARD	15 ft min 20 ft max
PARKING SETBACK	10 ft min
BUILDING HEIGHT	45 ft max
BUILDING FOOTPRINT	12,000 sf max (3 stories)
LOT COVERAGE	50% max

## Industrial Districts

Both the Light Industrial (LI) District and Mixed-Use Industrial (MI) District are located within the Study Area. However, while the MI District applies to a large area at the western edge of the Village and along the Study Corridor, the Light Industrial (LI) District has little frontage to West Main Street. The regulations of the industrial districts are summarized below:

- » The LI District provides an area for the accommodation of certain low impact industrial operations, such as research and development or production facilities conducted entirely within an enclosed structure. The building and site design requirements of the LI District are intended to foster a campus-style environment, with pedestrian and bicycle connectivity throughout. With limited vehicular access points, this district specifically excludes high-traffic uses such as retail stores and restaurants. The purpose is to provide for additional local employment opportunities in a manner compatible with Honeoye Falls' village scale and character.
- » The MI District permits a larger variety of industrial and commercial uses to serve not only as an extension of the GB District along West Main Street, but also to increase economic development opportunity in undeveloped lands to the north of the corridor. Similarly to the LI District, the MI District restricts industrial operations to fully enclosed structures. Regulations for the MI District are intended to replicate the walkable, mixed-use settlement pattern of the Village, while also accommodating large-scale industry and higher intensity uses that may be desirable for the local economic base. Generally, residential uses are not permitted with the exception of live/work spaces and upper floor dwelling units. Low impact commercial uses, offices, and medical services are also permitted to help create a full-service activity center and serve both the employees and patrons of the MI District area.



## Environmental Protection Overlay Districts (EPODs)

It should also be noted that the Village employs EPODs to protect its environmental resources. These include overlays for floodplains, watercourses, steep slopes, woodlands, and wetlands. The regulations of these districts are not intended to fully restrict development, but ensure that future investment is respectful of existing natural resources and do not cause any negative environmental impacts. A development permit is required for investment in these overlay areas. The extent of the EPODs can be seen in the map to the left.

## SUBDIVISION OF LAND (CHAPTER 161)

The Village's subdivision regulations are generally consistent with those found in other communities, providing a basic framework for future development in the context of the zoning code. The procedures section provides for a sketch plan option prior to submitting a formal subdivision application, as well as a preliminary plat and final plat review phase. Within the design standards of the subdivision code the Village establishes minimum requirements for streets, rights-of-way, lots, blocks, intersections, landscaping, preservation of natural features, and parks and open spaces. This section does not, however, include any language requiring pedestrian or bicycle connectivity or infrastructure. Nor does the code address in its traffic safety requirements to reduce potential vehicular and pedestrian/bicycle circulation conflicts.

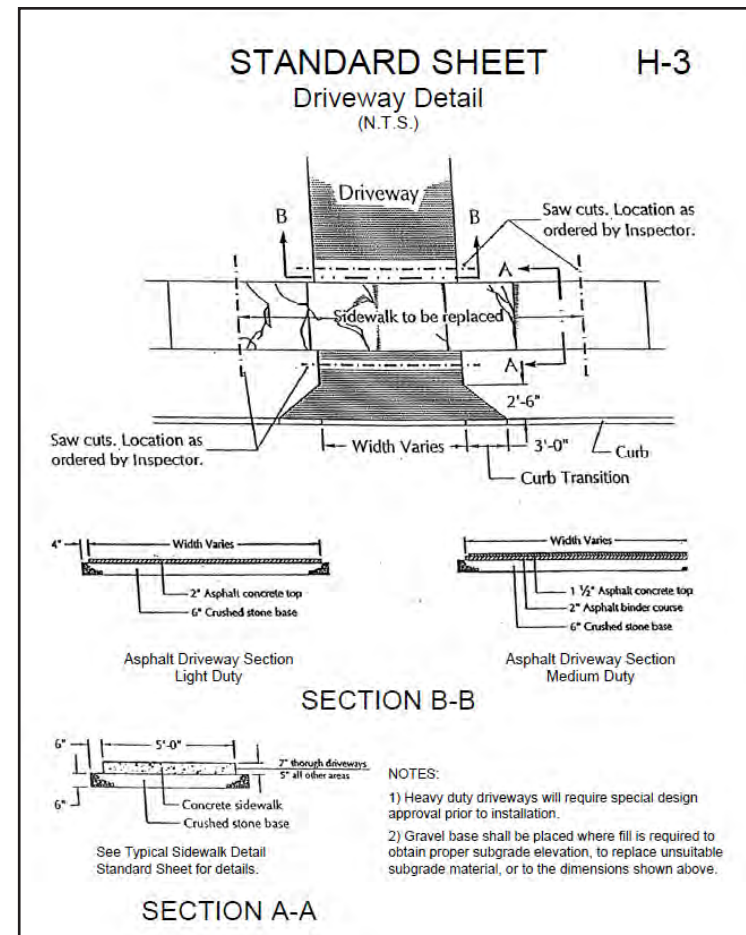
## DESIGN CRITERIA & CONSTRUCTION SPECIFICATIONS

The design and construction standards of the Village are comprehensive in their application to roadway and utility infrastructure design. Considering the Village's vision and goals of maintaining and enhancing its walkability and multi-modal transportation network, however, there is little direction provided in the construction specifications for facilities that accommodate non-vehicular modes of travel.

Of the standards included in this document, there are some minimum requirements established for sidewalks and tree lawns. The image at right is an excerpt of the minimum specifications for the development of sidewalks within the Village. These standards require that sidewalks be a minimum of five feet in width and that they connect over driveway aprons and curb cuts. Sidewalks on state-owned roads should also comply with Section 608: Pedestrian Facilities and Driveways of NYSDOT Standard Specifications.

Tree lawns are required to protect street trees and separate sidewalks from the roadway, where practicable. Street trees are required to be placed at 40 to 60-foot intervals and the tree lawns are required to be placed curbside between the roadway and the sidewalk. This requirement is significant in that street trees and sidewalks are integral to the definition of village character with future investment and development.

Figure 2.3: Village Standard Sheet - Sidewalks





## MARKET TRENDS & ANALYSIS

An analysis of existing market trends can help indicate the potential for new development in the Study Area and the type of development this is most likely to occur. Future investment in the Village will impact its transportation system, based on potential traffic generation, intensity of use, building and site design, and access management. It is important to understand how any new development could enhance or detract from the Village's walkable character. To aid in this, a socio-economic and market analysis was conducted. A brief overview of the implications from this analysis is provided below and the complete summary is located in the Appendix. It should be noted that data used for this section includes both Honeoye Falls and the Town of Mendon, as the Village's social and economic climate is also supported by residents and businesses within the surrounding Town area (of 15-minute drive radius).

### MARKET SEGMENTS

The ESRI Tapestry Segmentation System is a tool used to classify the market segments of households that live within and near the Village to better understand local population preferences and identify commercial and residential investment potential. Table 2.2 below highlights the Tapestry Segments comprising the largest share of local population within a 15-minute drive of Honeoye Falls. There are many shared characteristics of these segments, generally described as family households with middle-aged parents, higher levels of educational attainment, and incomes greater than the national medium income (\$56,100). As shown in the table, the 15-minute radius of Honeoye Falls contains a significantly higher proportion of all five segments than the national population, meaning the Village and surrounding area is likely to be more affluent and have more discretionary income to spend.

**Table 2.2: Tapestry Segments the Town of Mendon, including Honeoye Falls**

<b>Tapestry Segment</b>	<b>15-Minute Radius (% of HH)</b>	<b>USA (% of HH)</b>	<b>Median Household (HH) Income</b>
In Style (5B)	14.1%	2.2%	\$73,000
Top Tier (1A)	12.9%	1.7%	\$173,000
Green Acres (6A)	11.2%	3.2%	\$76,000
Rustbelt Traditions (5D)	10.5%	2.2%	\$51,800
Soccer Moms (4A)	9.4%	2.9%	\$90,500
<b>Subtotal</b>	<b>58.1%</b>	<b>12.2%</b>	-

### RETAIL OPPORTUNITY

With future growth and economic investment, there is an opportunity to increase dollars spent within the Village. The market analysis identified potential retail development that could meet the needs of the local population and be supported by the available market. By assessing consumer spending, this retail potential can be quantified. The retail sectors identified as having the most significant retail gaps (spending where demand exceeds the current supply) were "Clothing & Clothing Accessory Stores," "General Merchandise Stores," and "Department Stores." The total potential retail sales dollars that may be captured in the 15-minute drive area is about \$400,000; however, the Village's ability to capture these potential sales will be limited by the number of new or expanded businesses. The form of new retail investment may include a mix of infill development and occupation of underutilized commercial space.

# ACTIVE TRANSPORTATION + ECONOMIC DEVELOPMENT

Early communities and settlements were developed understanding that the only form of transportation was a walkable environment for its citizens. As time advanced, so did technological innovations. Horse and buggy cart-ways eventually led to horse-pulled streetcars and electrified trolley lines. The turn of the century marked another important achievement in the world of transportation – the motorized vehicle. As the 20th Century rolled on, so did the automobile. Never before had it been so easy and convenient for people to transport themselves to their destinations than with the use of the vehicle. After World War II, the advent of new development patterns – suburban, “lollypop” subdivisions – encouraged a more drivable environment over a walkable and bikeable environment. Now, in the 21st Century, the effects of a more sedentary lifestyle can be seen in rising obesity rates, diabetes, and other health related effects of an inactive lifestyle.

Establishing and improving upon a more walkable and bikeable environment helps to create an improved and inclusive transportation system for the Village of Honeoye Falls, one that can have notable economic benefits.

- Transportation accounts for approximately 9.2% of total household spending<sup>1</sup>.
- On average, it costs \$0.59 per mile to operate and maintain a new vehicle in 2018, assuming the owner drives it 15,000 miles per year<sup>2</sup>.
- The average cost of owning a bicycle is \$100-\$300 per year<sup>3</sup>.
- Walking and biking saves money that can be spent on local shops and businesses.
- An active lifestyle can increase one’s health, thereby reducing their health care costs.
- A more walkable community can help raise property values and increase tax-based revenues that can be used for place-based improvements.
- Walkability and bikeability can attract talent and may lead to more, and better, jobs.
- According to Copenhagen, 1 mile by car costs the city 20 cents while 1 mile by bike earns the city 42 cents<sup>4</sup>.

<sup>1</sup><https://www.bts.gov/browse-statistical-products-and-data/transportation-economic-trends/tet-2018-chapter-6-household>

<sup>2</sup> Ibid

<sup>3</sup> <https://www.vtpi.org/>

<sup>4</sup> Walkable City Rules, Jeff Speck, 2018



**Figure 2.4 Road Ownership**

## EXISTING TRANSPORTATION SYSTEM

A significant portion of the Village's transportation system is owned and operated by the New York State Department of Transportation (NYSDOT) and Monroe County Department of Transportation (MCDOT) (Figure 2.3). NYS-65 (North Main Street and Ontario Street) provides regional connections between Rochester and West Bloomfield. Monroe Street is also classified as a NYSDOT route (NYS-940J). West Main Street connects with NYS-15A which provides connections between Rochester and the Finger Lakes (between Hemlock Lake and Canadice Lake). East Street (CR-243) and West Main Street (CR-94) are under the jurisdiction of MCDOT. The following intersections are three of the more active nodes within the Village in terms of vehicle, pedestrian, and bicycle travel:

- North-West Main Street/Monroe Street/East Street
- East Street/Ontario Street
- West Main Street/Pine Trail/Village Square Boulevard



**Photo: West Main Street in Downtown Honeoye Falls**



Table 2.3 depicts the major characteristics of the primary study roadways. All Village roads are 30 miles per hour (mph), with the exception of Hyde Park, Papermill Street, Stonefield Place, and Clover Meadows. Figure 2.4 illustrates the Average Annual Daily Traffic (AADT) along many of the Study Area's roadways in vehicles per day (vpd). Generally, most roadways carry approximately 6,000 vpd or fewer.

**Table 2.3 Major Roadway Characteristics**

ROADWAY	SEGMENT	FUNCTIONAL CLASS (Urban or Rural)	JURISDICTION	SPEED LIMIT (mph)	NUMBER OF TRAVEL LANES	AVERAGE DAILY TRAFFIC in VEHICLES PER DAY (year)	RIGHT-OF-WAY WIDTH (feet)	DEDICATED BICYCLE FACILITIES
<b>W Main Street (CR-94)</b>	Village Line to Monroe St./East St.	Major Collector (Urban)	MCDOT	30	Two	8,000 (2018) *SRF Extrapolation of Turning Movement Counts	66	No
<b>N Main Street (NYS-65)</b>	Monroe St./East St. to Village Line	Major Collector (Rural)	NYSDOT	30	Two	5,900 (2018) *SRF Extrapolation of Turning Movement Counts	66-70	No
<b>Pine Trail</b>	South of W Main St.	Local	Local	30	Two	900 (2018) *SRF Extrapolation of Turning Movement Counts	60	No
<b>Village Square Boulevard</b>	North of W Main St.	Local	Local	30	Two	1,300 (2018) *SRF Extrapolation of Turning Movement Counts	70	No
<b>Monroe Street (940-J)</b>	W/N Main St. to NYS-15A	Minor Collector (Urban)	NYSDOT	30	Two	2,876 (2016) NYSDOT	64	No
<b>East Street (NYS-65)</b>	W/N Main St. to Ontario St.	Major Collector (Urban)	NYSDOT	30	Two	7,600 (2016) NYSDOT	60	No
<b>East Street (NYS-65)</b>	Ontario St. to Quaker Meeting House Rd.	Minor Collector (Rural)	MCDOT	30	Two	4,378 (2014) NYSDOT	60-66	No
<b>Ontario Street (NYS-65)</b>	East St. to Village Line	Major Collector (Urban)	NYSDOT	30	Two	2,445 (2015) NYSDOT	62	No

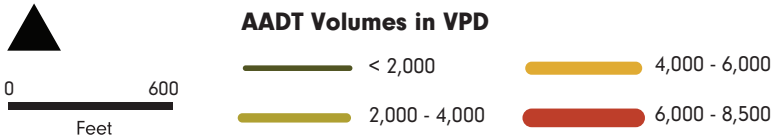
Using the most recent available traffic data for determining vehicle classification, the following indicates the heavy vehicle percentages of total daily traffic (buses and/or multi-axle vehicles):

- West Main Street: ±5.3%
- East Street: ±4.5%
- Ontario Street: ±3.7%
- Monroe Street: ±3.8%
- North Main Street: ±3.5%

On-street parking is supplied within the Village core, where marked. These spaces are approximately nine (9) feet in width. Between the First Presbyterian Church and the Honeoye Creek bridge to the north, parking is allowed within the striped shoulder space. Parking is allowed on both sides of West Main Street in front of the Post Office. A more detailed inventory of parking within the Study Area is provided on page 35.



**Figure 2.5 Annual Average Daily Traffic (AADT)  
in Vehicles Per Day (Available Data)**





## GENERAL OBSERVATIONS

A close inspection of the signalized intersection of North-West Main Street/Monroe Street/East Street was performed. Currently, an accessible pedestrian signal (APS) system is installed for pedestrians crossing West Main Street and East Street. Curb ramps with detectable warning pads are in place; however, there appears to be some depressions and/or pavement cracking (see images below) in front of several of the ramps that allow for the accumulation of debris (e.g., leaves, dirt, water). This can make it challenging for users, particularly those with physical limitations, to use the crosswalks. Further, the utility pole located adjacent the curb ramp on the northeast corner for those crossing North Main Street appears to be within the top landing zone of said curb ramp (see image below). This can impact wheeled users from safely and conveniently entering or exiting the roadway to cross North Main Street.

Excessive sidewalk cross slope at driveways can be challenging for wheeled, cane, crutch, and walker users. The Americans with Disabilities Act (ADA) requirements stipulate a maximum 2% cross slope. Cross slopes greater than 2% can contribute to wheeled users drifting towards the street as they cross driveways. A couple of driveways were noted to potentially having cross slopes that exceed 2%. These locations are the alley between 10 and 12 North Main Street and the Post Office driveway.





Curb ramps are generally found at defined crossing locations along the corridors. However, not all curb ramps have detectable warning pads. Such locations are at North Street, Vest Pocket Park, Episcopal Avenue, York Street, and Village Square Boulevard/Pine Trail. ADA compliant curb ramps should be in place anywhere a pedestrian is directed to cross a street or major driveway access.

Crosswalk style and design can impact the visibility of a crosswalk. High visibility crosswalks, such as the one between the Post Office and Vest Pocket Park and at Maplewood Avenue, have a higher level of visibility than those found at North-West Main Street/Monroe Street/East Street. The existing patterns used to mark crosswalks along the corridors vary. A uniform crosswalk marking pattern should be used throughout the Village.

Additionally, the number of crosswalks along West and North Main Streets were documented. Between the western Study Area boundary (Village line) and the eastern Study Area boundary (Honeoye Creek bridge), there are four (4) crossing locations. The distance between these two points is approximately 1.2 miles. Through various outreach efforts with the community and key stakeholders, additional crosswalks have been mentioned as a desire. Further, residents have noted a lack of a crosswalk at the Honeoye Creek bridge. This location is frequently used to cross North Main Street as it connects Harry Allen Park to Honeoye Falls Rotary Park via a trail system. Figure 2.5 on the following page illustrates the existing crosswalk locations.



*Photo: Vest Pocket Park*



*Photo: Episcopal Avenue*



*Photo: High Visibility Crosswalk at Maplewood*



*Photo: High Visibility Crosswalk at Village Square Boulevard*





**Figure 2.6 Existing Marked Crosswalk Locations and Distance Between Locations**

## EXISTING & FUTURE TRAFFIC CONDITIONS

### EXISTING TRAFFIC CONDITIONS

Weekday afternoon commuter (4:00-6:00 PM) vehicular turning movement counts were collected by SRF Associates (SRF) at the intersections of North-West Main Street/Monroe Street/East Street and West Main Street/Pine Trail/Village Square Boulevard on Tuesday, December 18, 2018. The peak hour of travel at North-West Main Street/Monroe Street/East Street was 4:45-5:45 PM while the peak hour of travel at Main Street/Pine Trail/Village Square Boulevard was 4:30-5:30 PM.

Data was collected to assess the quality of traffic flow for the existing PM peak hour conditions. Capacity analysis is a technique used for determining a measure of effectiveness for a section of roadway and/or intersection based on the number of vehicles during a specific time period. The measure of effectiveness used for the capacity analysis is referred to as a Level of Service (LOS). Levels of Service are calculated to provide an indication of the amount of delay that a motorist experiences while traveling along a roadway or through an intersection. Since the most amount of delay to motorists usually occurs at intersections, capacity analysis typically focuses on intersections, as opposed to highway segments.

Six Levels of Service are defined for analysis purposes. They are assigned letter designations, from "A" to "F", with LOS "A" representing conditions with little to no delay, and LOS "F" with very long and significant delays to motorists.

The standard procedure for capacity analysis of signalized and unsignalized intersections is outlined in the Highway Capacity Manual (HCM) 6th Edition (2016) published by the Transportation Research Board (TRB). Traffic analysis software, SYNCHRO 10, which is based on procedures and methodologies contained in the HCM, was used to analyze operating conditions at Study Area intersections. The procedure yields a LOS based on the HCM 6th Edition as an indicator of how well intersections operate. The traffic analysis models are calibrated based on existing operating conditions documented in the field.

Existing operating conditions during the peak study period are evaluated to determine a basis for comparison with the projected future no-build conditions. Capacity results for 2018 Existing Conditions is depicted in Figure 2.6 on the following page.

Generally, all intersection movements experience an acceptable LOS "C" or better. Notably, the northbound Pine Trail and the southbound Village Square Boulevard left/thru movements operate at LOS "C". All other movements operate at a highly acceptable LOS "B" or better. The overall LOS at North-West Main Street/Monroe Street/East Street is "B". There are NO TURN ON RED restrictions at the signalized intersection during all hours of the day.

**"The General Theory of Walkability explains how, to be favored, a walk has to satisfy four main conditions: it must be useful, safe, comfortable, and interesting."**

**— Jeff Speck**





**Figure 2.7 2018 PM Peak Hour Volumes and Level of Service (LOS)**



0 600  
Feet



\* SIGNALIZED, OVERALL LOS



\* MOVEMENT LOS

## FUTURE NO BUILD CONDITIONS

Based upon a review of historical traffic volume data within the Village using available information obtained from the NYSDOT and MCDOT, traffic volumes have generally decreased between 1994 and 2015. According to a 2018 technical memo developed by the MCDOT regarding Monroe County Traffic Volume Trends on County Roads between 2010 and 2017, the Town of Mendon has experienced a 1.4% decrease in average unweighted growth per year.

The Pine Trail apartment project is not fully built-out. Phase 1 is under construction with a second planned phase to begin based upon market conditions. For conservative purposes, this Study assumed the full build-out of the project. Traffic generated by the project has been added to the Study Area intersections.

Despite these decreases and to account for potential normal increases in area-wide growth, aside from the Pine Trail apartment project, a traffic volume growth rate of 0.5% per year has been applied to the 2018 Existing traffic volumes. This growth rate was determined using the recommended annual growth rate for the Town of Mendon as determined by the MCDOT in their 2018 technical memo. A 10-year traffic forecast was derived and used for future traffic analyses. Figure 2.7 on the following page illustrates the 2029 Future No-Build Condition.

Between 2018 and 2029 conditions, the southbound left/thru movements at Village Square Boulevard/Pine Trail change from LOS "C" to "D". At the intersection of North-West Main Street/Monroe Street/East Street, the East Street left-turn movement and West Main Street movements change from LOS "B" to "C". These are acceptable operating conditions.

## SAFETY ASSESSMENT

Crash reports were investigated to assess the safety history at the Study Area intersections. The vehicular crashes included in the current review collectively covered a four-year period from 2015 through 2018; bicycle and pedestrian related events were reviewed for the period from 2012 to 2017 (coinciding with the GTC Vulnerable Users Safety Assessment program).

Crash rates were calculated at the study intersections and compared to statewide average rates for similar intersections. The calculated crash rates and statewide average rates are summarized in Table 2.4. Crash rates are reported in crashes per million entering vehicles (ACC/MEV).

**Table 2.4 Crash Rates**

Intersection	Number of Crashes	Calculated Crash Rate	Statewide Average Crash Rate
North-West Main/Monroe/East	7	0.53	0.23
West Main/Pine Trail/Village Square	2	0.2	0.31

Of the seven (7) crashes that occurred at North-West Main Street/Monroe Street/East Street, two (2) were classified as rear-end, two (2) as left-turn, and two (2) as animal-related crash events. The remaining singular crash type was a sideswipe. No injuries were reported for any of the crashes. Despite the higher than average crash rates compared to statewide averages, there are no discernible crash patterns. In 2013, there was one (1) reported pedestrian-vehicle conflict and it occurred between a turning vehicle and a pedestrian crossing with the signal.





**Figure 2.8 2029 PM Peak Hour Volumes and Level of Service (LOS)**



0 600  
Feet



\* SIGNALIZED, OVERALL LOS



\* MOVEMENT LOS



## PEDESTRIAN, BICYCLE & TRANSIT ACCOMMODATIONS

### PEDESTRIAN & BICYCLE LEVELS OF SERVICE (LOS)

Transportation options are important to villages and other urban areas. People should have the opportunity to walk, bike, take transit (where available), or drive their automobile. The Village of Honeoye Falls is no exception and generally makes accommodations for all modes of travel. However, there are opportunities to enhance and/or expand these accommodations in an effort to improve safety and mobility, especially when it comes to bicyclists.

It is important that pedestrian related facilities be provided in areas that experience frequent pedestrian traffic (e.g., sidewalks, street furniture, lighting, and ADA compliant curb ramps). Pedestrian facilities can encourage a more active lifestyle leading to improved health and well-being, lower transportation-related costs, and reduced roadway congestion. Focusing investments on pedestrian-related improvements can improve safety for children and adults alike. Taking from Gil Penalosa, a worldwide adviser on creating vibrant and healthy communities, “if everything we do in our cities is great for an 8-year-old and an 80-year-old, then it will be great for all people ([www.880cities.org](http://www.880cities.org)).”



*Photo: Bicyclist along North Main Street*

Pedestrian and bicycle safety are judged, in part, on the presence or absence of a dedicated facilities. For pedestrians, this means a sidewalk along a segment of roadway. Meanwhile, for a bicyclist this means features, such as shoulder space or bike lanes. Pedestrian and bicycle infrastructure were reviewed during field observations of the Study Area.

A statistically driven way of determining the conditions of a roadway that evaluates the pedestrian’s and bicyclist’s perceived safety and comfort with respect to road networks is using the systematic Pedestrian and Bicycle Level of Service (P/BLOS) Model. The Model is utilized across the country and has been adopted in the nationally used Highway Capacity Manual (HCM 2016) and quantifies the LOS for pedestrian and bicycle accommodations along and within the roadways. The Model can be used by planners, engineers, and decision makers to evaluate the roadways that have the greatest need for improvement.

Specific to bicycling conditions, the Model is also used to assist in the determination of the types of improvement strategies that can be deployed along the roads in question (e.g., road diets, lane narrowing/restriping, adding/widening paved shoulders, etc.). With statistical precision, the Model clearly reflects the effect on bicycling suitability or “compatibility” due to factors such as roadway width, bike lane widths and striping combinations, traffic volume, pavement surface conditions, motor vehicles speed and type, and on-street parking.

Variables used in the evaluation of pedestrian conditions are presence/width of sidewalk, width of buffer space, and number of obstructions. These features are some of the factors that are used in evaluating the pedestrian (PLOS) and bicycle (BLOS) levels of service and compatibility levels. Levels of service for pedestrians and bicyclists can be compared to those used to describe intersection operating conditions on a letter grade scale of A-F and a numerical scale of  $\leq 1.5$  to  $> 5.5$ . The breakdown of letter scoring by numerical ranges is provided in Table 2.5

**Table 2.5: Standard Range for PLOS and BLOS**

Level of Service	Numerical Range
A	$\leq 1.5$
B	$> 1.5$ and $2.5 \leq$
C	$> 2.5$ and $3.5 \leq$
D	$> 3.5$ and $4.5 \leq$
E	$> 4.5$ and $5.5 \leq$
F	$> 5.5$

Data collection was performed along the study roadways, consisting of collectors and local streets, totaling approximately 2.56 centerline miles. Figures 2.8 and 2.9 illustrate the BLOS and PLOS results, respectively. The network wide average BLOS is "D" (3.6) while the PLOS is "B" (2.4).

### Pedestrian Level of Service (PLOS)

The PLOS score is generally favorable compared to similar municipalities. The lack of sufficient shoulder space along most routes (minimum four feet for segments without curbing and five feet for those with curbing) contributes to the resulting PLOS score.

Outside the Village core, sidewalks are generally given wide buffer spaces from the street; typically, five feet or greater with street trees planted to further separate passing traffic from the pedestrian. This condition helps to improve the look and feel of the street from a pedestrian's perspective while acting as a traffic calming/speed management strategy for motorists. The following

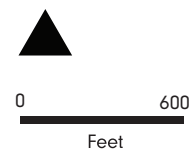
images represent segments corresponding to typical level of service results. Segments which resulted in higher than average scores are East Street from Church Street to the Honeoye Falls-Lima Central Exit Driveway (PLOS "B"); North Main Street from Episcopal Avenue to Honeoye Creek (PLOS "B"); Monroe Street (PLOS "B"); and York Street (PLOS "C"). Reasons for these scores are lower than average traffic volumes, wider shoulder spaces, or in the case of North Main Street, a parking space not occupied during the time of survey. When vehicles are legally parked within the defined shoulder space, this will decrease the score given to the segment.







**Figure 2.9 Pedestrian Level of Service**



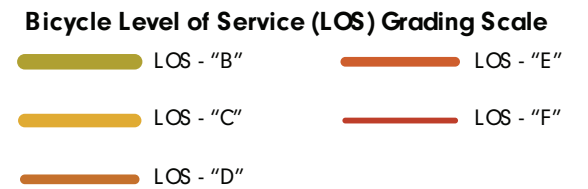
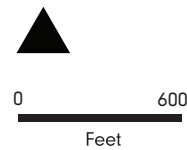
**Pedestrian Level of Service (LOS) Grading Scale**

- LOS - "B"
- LOS - "C"
- LOS - "D"





**Figure 2.10 Bicycle Level of Service**





## Bicycle Level of Service (BLOS)

There are several roadway segments rated at BLOS score of "E" or worse. The segment of West Main Street between York Street and Norton Street resulted in "E" to "F"; East Street between North-West Main Street and Ontario Street resulted in an "F"; and West Main Street from the Village line to the Honeoye Falls Shopping Center driveway resulted in LOS "E". Reasons for these lower than average scores are related to moderate traffic volumes, heavy vehicle percentages, narrow travel lanes, and limited to no shoulder space. Examples of BLOS Scores are depicted below:



## TRANSIT ACCOMMODATIONS

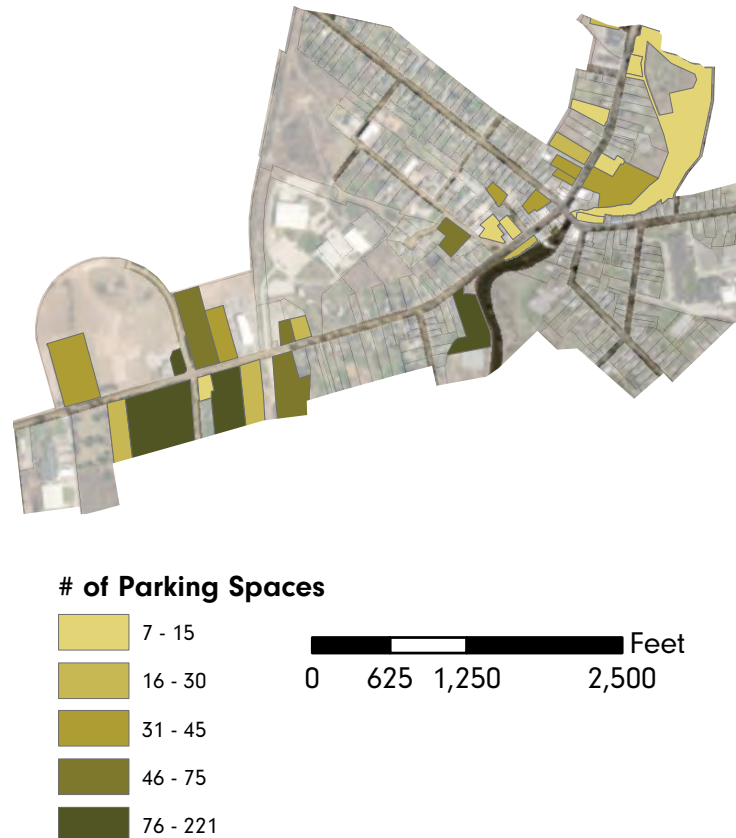
Active transportation networks that incorporate transit as a key link between home, work, and service/commercial based destinations can play an important role in completing a fully integrated transportation network.

Currently, the Rochester-Genesee Regional Transportation Authority offers RTS service via Route 101 through Honeoye Falls and into the City of Rochester. All fares are \$1.00 per direction. The route runs twice a day (once in the morning and once in the evening). Local stops can be found at Maplewood Avenue, the Fire Station, and Pine Trail/Valley Square Boulevard.

## EXISTING PARKING SUPPLY

An inventory of all existing parking was conducted as a part of this analysis to better understand the location and prevalence of parking in the three main study subareas. Table 2.6 to the right provides an estimate of spaces by location and the corresponding subarea. Unsurprisingly, given the suburban commercial development present, the West Main subarea has the most significant amount of parking available. The largest off-street parking areas in the subarea include Honeoye Falls Marketplace, Flaherty's, and Tractor Supply Company. The map in Figure 2.10 depicts the number of off-street parking locations by parcel.

**Figure 2.11 Existing Off-Street Parking**



**Table 2.6 Existing Parking Space Estimates**

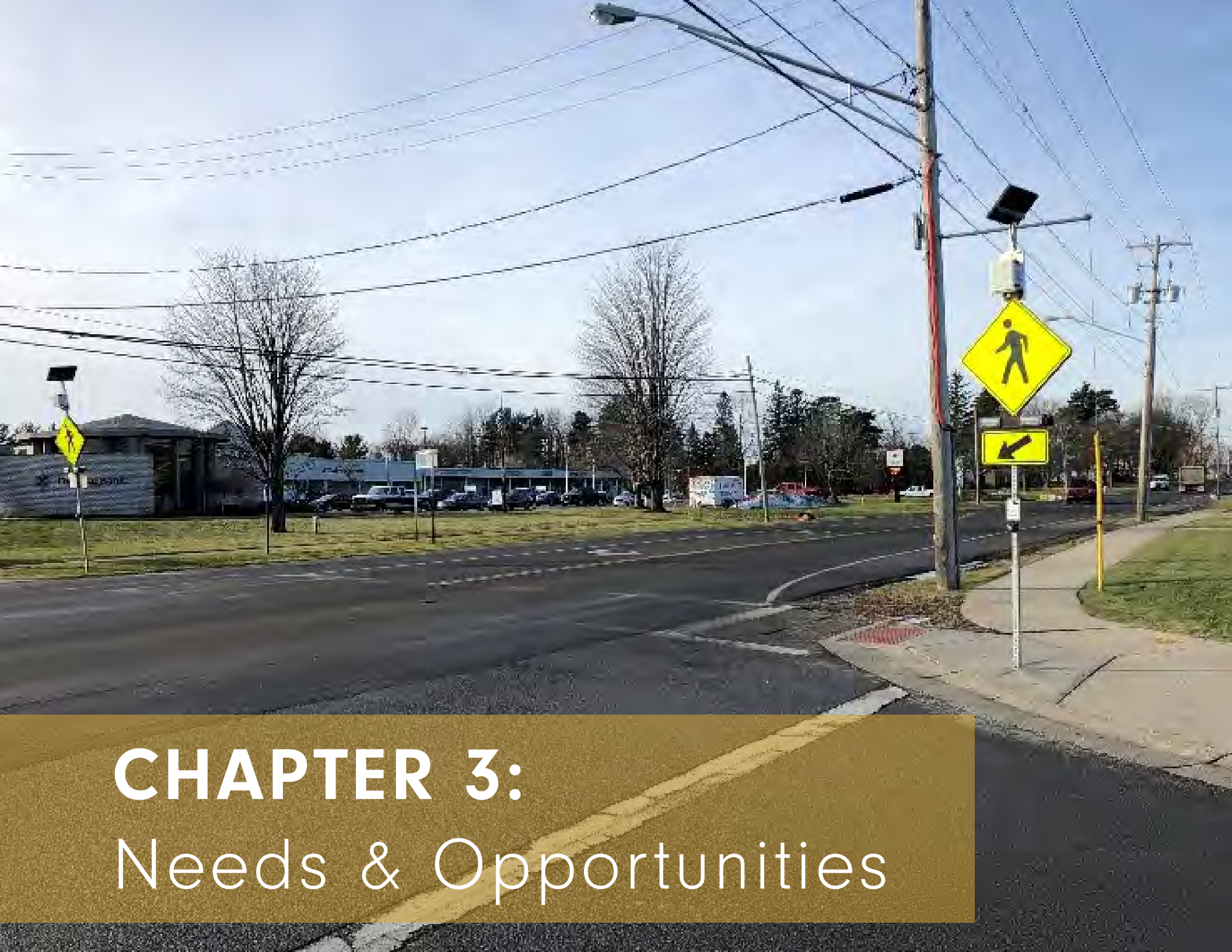
Sub Area	Location	Estimate
North Main	Zebulon Norton Trail Parking Lot*	10
	66 North Main Street Retail	20
	Rabbit Room	15
	North Main St & Maplewood Ave	20
	Sunoco	7
	M&T Bank	25
	Public Library Parking*	45
	First Presbyterian Church	15
	On-Street Parking*	53
	<b>Total</b>	<b>210</b>
Downtown	Critics	35
	Public Parking (across from Critics)*	40
	East St & Ontario St**	14
	Monroe St and West Main St*	39
	St. John's Episcopal Church	35
	Post Office*	9
	Vest Pocket Park*	26
	West Main St and Norton St**	9
	Norton Mills	57
	Flaherty's	167
	On-Street Parking*	70
	<b>Total</b>	<b>501</b>
West Main	Canandaigua National Bank & Trust	23
	Townline Garage	46
	JOSH Landscape	65
	Dunkin Donuts	18
	Miller Lanes	76
	Dipper Dan	14
	Family Dollar	33
	Walgreens	54
	Goodwill	38
	Honeoye Falls Marketplace	221
	Honeoye Falls Distillery	20
	CB Craft Brewers	30
	Tractor Supply Company	81
	On-Street Parking*	117
	<b>Total</b>	<b>836</b>
<b>Grand Total</b>		<b>1547</b>

\*Public Parking

\*\*Partially Public Parking

note: both on-street parking lengths and residential driveway curb cuts were estimated to be 20'





# CHAPTER 3:

## Needs & Opportunities

# NEEDS & OPPORTUNITIES

The implications of the inventory and analysis section, as well as input from the public and Steering Committee helped to identify the needs and opportunities for active transportation infrastructure throughout the Study Area. While the Village is generally an attractive, walkable place, there are areas where improvements may be made to the streetscape to better accommodate all modes of transportation. This section serves to outline the improvements and opportunities needed to enhance existing circulation, access, and parking conditions within the Village for a better multi-modal transportation network. These improvements include on- and off-street facilities, programming efforts, and policy changes. The specific issues associated with each of these elements are summarized on the following pages of this section.

**"One of the most important days of my life, was when I learned to ride a bicycle."**

- Michael Palin





## TOP YOUTH DESTINATIONS

As a part of the youth workshop held for this planning process, students were asked what businesses or other destinations they most frequently accessed by biking or walking. The locations identified are mainly clustered around Downtown Honeoye Falls, with two other main destinations in the West Main Street commercial area. These results are displayed in Figure 3.1 below, and can help the Village better understand where to focus investment in walking and biking infrastructure in the future.



Figure 3.1 Top Walking or Biking Destinations for 10th Graders



## PEDESTRIAN AND BICYCLE NEEDS AND OPPORTUNITIES

As a result of the walkability audit and youth workshop, several gaps in the existing pedestrian accommodations in the Village were identified, as well as potential opportunities for enhancement of the pedestrian network. The needs presented during these two public outreach opportunities are summarized below, and mapped on the following page for spatial reference.

- 1.** There is no pedestrian connection across North Main Street to connect the Zebulon Norton Street across Honeoye Creek.
- 2.** A leading pedestrian phase should be considered at the traffic signals at the four corners (Main Street at East) to provide pedestrians a head start when crossing the street.
- 3.** The pedestrian call button at the northeast corner of Main Street and Monroe Avenue is stuck, and needs to be replaced. (NOTE: DOT corrective action has been initiated as of 4/2/2020)
- 4.** The sidewalk along the north side of Vest Pocket Park should be relocated to the creekside of the parking lot to provide pedestrians with visual access to the waterfront.
- 5.** There is a potential need for another crosswalk across Main Street at the intersection of Norton Street.
- 6.** The obstructions to the crosswalk at the four corners limits accessibility for wheelchair users.
- 7.** There is a sidewalk gap between the Goodwill Donation Center and Tractor Supply Company.
- 8.** There should be bicycle facilities in the West Main Street subarea.
- 9.** There should be a pedestrian bridge crossing the creek to increase accessibility between West Main Street and the High School.
- 10.** There should be a spur trail along the creek to increase access to the water for residents.
- 11.** There is a sidewalk gap between the High School and Intermediate School.
- 12.** There are no sidewalks north of Honeoye Creek along Main Street headed towards Rotary Park.
- 13.** There should be additional crosswalk directly in front of the High School.
- 14.** There should be bike parking at Dunkin'.





Figure 3.2 Pedestrian and Bicycle Needs and Opportunities



## SAFETY AND TRAFFIC CALMING NEEDS AND OPPORTUNITIES

- 1.** There have been observations of increased operating speeds headed southbound along Main Street over Honeoye Creek. There is a potential opportunity to provide striping and/or other traffic calming treatments to reduce operating speeds entering the Village.
- 2.** There is a lack of compliance from motorists when approaching the crosswalk adjacent to the Main Street Cafe, and often vehicles fail to yield to pedestrians. There is potential for traffic calming elements to enhance pedestrian visibility.
- 3.** The tiered steps found in front of the buildings in the Village core present an ADA deficiency, preventing those with mobility issues to access storefronts directly from the four corners.
- 4.** The intersection of West Main Street and Village Square Boulevard feels uncomfortable to cross, and vehicles often do not stop for pedestrians.
- 5.** The intersection of East Street and Ontario Street has a very wide turning radius, allowing vehicles to take the turn at high speeds. Reducing the curb radius or other traffic calming elements should be considered.
- 6.** There is a blind spot for motorists at the northeast corner of Main Street and East Street due to the position of the buildings and roadway configuration, making crossing pedestrians hard to see.
- 7.** There should be lights installed on the trails connection the schools to the sports fields.
- 8.** Higher operating speeds have been observed through this segment of Ontario Street.
- 9.** There are no street lights on York Street, making walking and biking feel dangerous after dark.
- 10.** Parking lanes in Downtown Honeoye Falls are nearly 9 feet wide; there is potential for narrowing them to introduce a buffer space to visually “tighten up” the roadway.
- 11.** Trucks traveling from West Main Street to East Street frequently “jump” the curb.
- 12.** Speed enforcement along Monroe Street has been implemented in the past, and should be reconsidered for the Village.
- 13.** Downtown Honeoye Falls used to have a angled parking, which could be reconsidered again.
- 14.** Hyde Park could use some traffic calming elements.



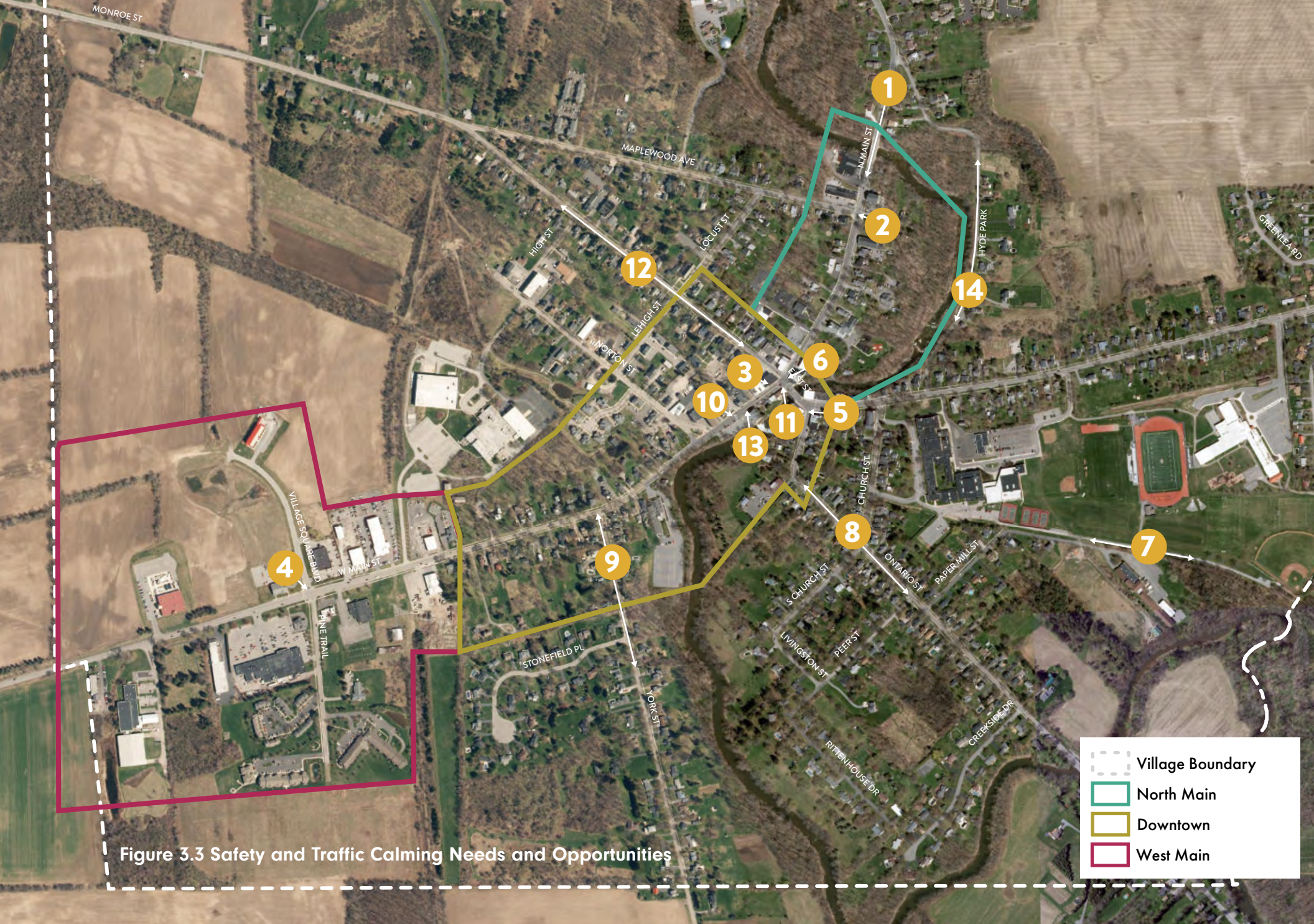


Figure 3.3 Safety and Traffic Calming Needs and Opportunities



## LAND USE / ACCESS MANAGEMENT / STREETSCAPE NEEDS AND OPPORTUNITIES

In addition to the characteristics of the transportation network that can enhance or detract from the pedestrian and/or bicyclist experience, the surrounding land use and streetscape can have a significant role in the level of comfort experienced while moving through the Village using non-motorized means. Several needs and opportunities were identified in this realm during the planning process, which are summarized below and mapped on the following page for spatial reference, where appropriate.

- 1.** Utility lines on the southbound side of North Main Street restricts most tree plantings to help narrow a driver's field of view.
- 2.** Some driveway cross-slopes along Main Street are too steep and difficult to cross for people of differing abilities, particularly those in wheelchairs, and become slippery for people of all abilities in the winter months.
- 3.** The sidewalk in front of the Sunoco Gas Station is less comfortable to walk along than the rest of the North Main Street corridor.
- 4.** The North Main Street corridor is generally less attractive than the Downtown corridor.
- 5.** The flowerpot heights along Main Street are too low; but enhance the pedestrian experience in the downtown core.
- 6.** The driveway to Dunkin' on West Main Street feels unsafe to cross.
- 7.** The West Main subarea feels unlike a Village in character due to the suburban auto-centric nature of development.
- 8.** The excessive shoulder width in front of the Molye Dealership has the appearance of a paved street tree lawn and has the potential for additional landscaping to enhance the pedestrian experience.
- 9.** Trees adjacent to the sidewalk along North Main Street should be trimmed regularly by property owners to prevent blocking the pedestrian right-of-way.

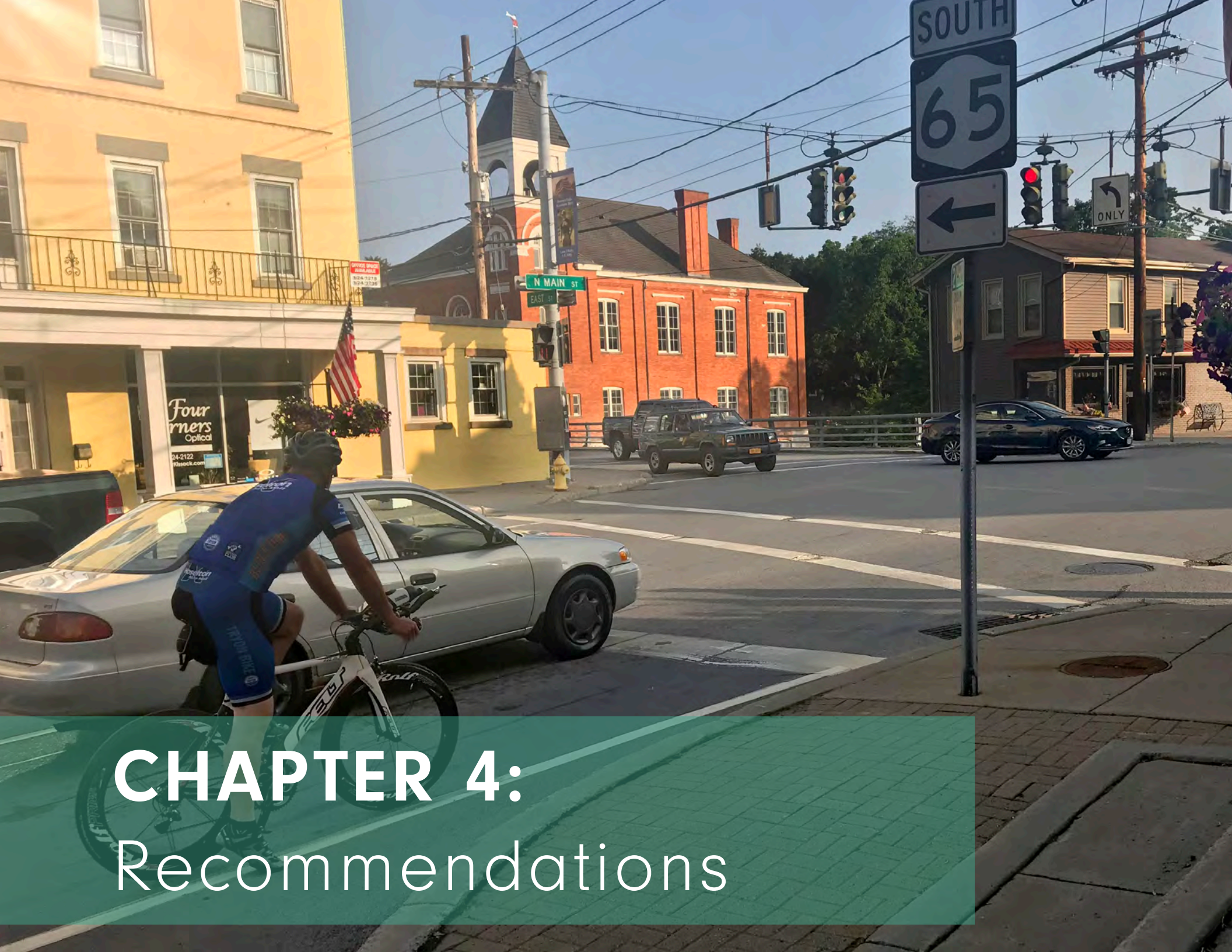




Figure 3.4 Land Use / Access Management / Streetscape Needs and Opportunities



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# CHAPTER 4:

## Recommendations



# RECOMMENDATIONS

Based on public input, technical analysis, and steering committee feedback, a set of recommendations were produced; all with the goal of enhancing the functionality and accessibility of the Village's road network for all users. The recommendations range from significant long-term improvements, such as the implementation of a roundabout, to smaller immediate projects, such as reconfiguring parking spaces. The recommendations are presented by geographic subarea.

## WEST MAIN STREET

### COMMERCIAL STREETSCAPE CONCEPTS

As stated in the needs assessment, it was identified through the public input process that the western-most segment of West Main Street feels uncomfortable for pedestrians and bicyclists, and lacks the traditional Village character that exists along the majority of the Village's main arterials. This is evident when analyzing the width of the right of way (ROW), and assessing the shoulder width, especially along the northern side of the street near Molye Chevrolet. Additionally, the historic development pattern that has occurred in this area is suburban in character, including larger-footprint retailers and a significant amount of off-street parking fronting the street. Therefore, it is recommended that the Village considers reallocating the space within the existing ROW to extend the pedestrian-friendly streetscaping that exists across the Village along the commercial segment of West Main Street. The first alternative considers reducing the 12-foot shoulder to 4 feet, and using the remaining space to install a 5 foot sidewalk and a tree lawn with trees placed along the north side of the roadway. The second alternative is similar in concept but, instead of a sidewalk, the Village would install a multi-use trail which would be usable for both bicyclists and pedestrians along this corridor. Both alternatives would create a more welcoming environment for pedestrians and bicyclists and help create better connections between this commercial area and Downtown Honeoye Falls. Additionally, these improvements would both physically and visually narrow the roadway for motorists, which would aid in traffic calming. The two alternatives developed for this Study are presented on pages 55 - 57, including a rendering of the second alternative.

**Everywhere is  
walking distance  
if you have the time**  
- Steven Wright

### RESIDENTIAL STREETSCAPE CONCEPTS

To extend pedestrian and bicyclist connectivity from the West Main Street commercial district eastward towards Downtown Honeoye Falls, it is also recommended to continue the recommended improvements into the residential district of West Main Street between Canandaigua National Bank and Norton Street. This will create a continuous bicycle and pedestrian corridor along all of Main Street, connecting residents and visitors to the centers of activity and business within the Village. In order to accomplish this, two alternatives were considered: one including the installation of street trees and sharrow (a shared use lane for cars and bicycles), and a second that considers the implementation of a multi-use trail along the north side of the roadway. The two alternatives considered are displayed on pages 58-59.

**ALT 1: Commercial Area | Replace 12 ' Shoulder with 4' shoulder + 8' Tree Lawn + Trees + Sidewalk**

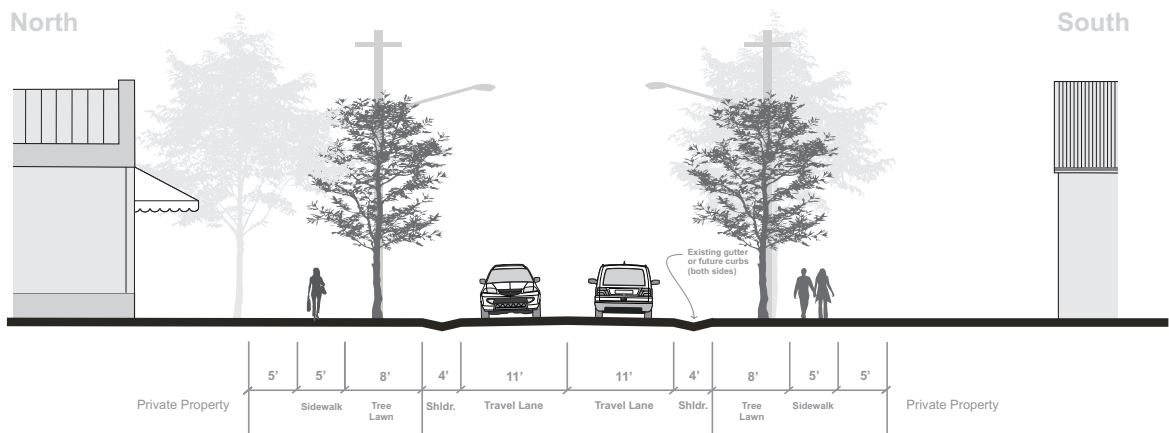
**Existing Conditions:**



**Representative Images:**



**Proposed Cross Section:**



**Figure 4.1 West Main Commercial District Alternative 1 Cross Section**



**ALT 2: Commercial Area | Replace 12 ' Shoulder with 4' shoulder + 8' Tree Lawn + Trees + Multi-use Trail**

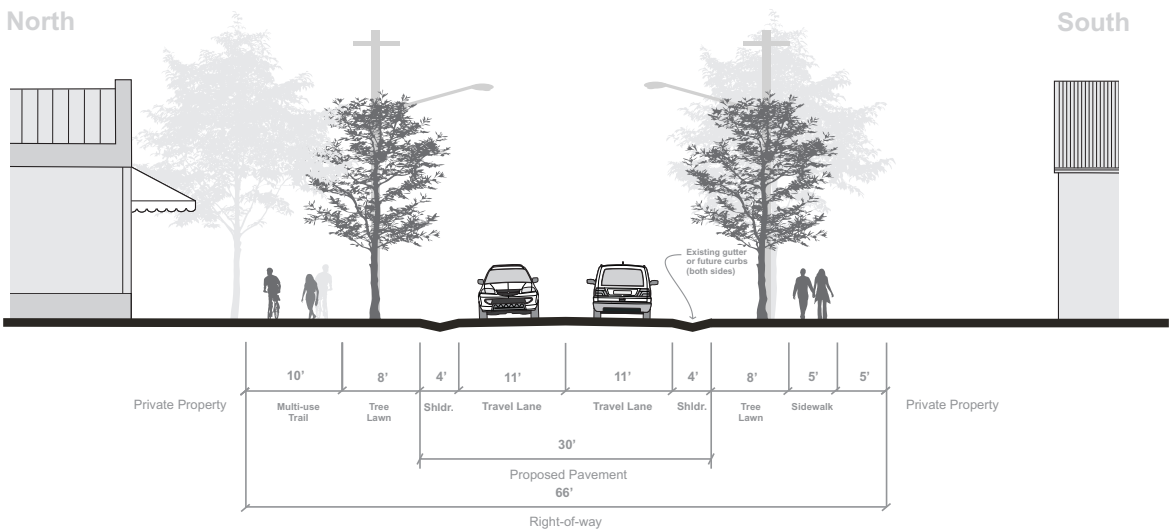
**Existing Conditions:**



**Representative Images:**



**Proposed Cross Section:**



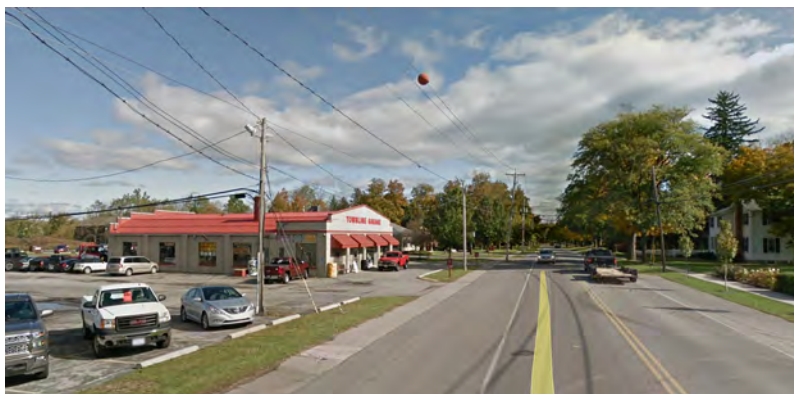
**Figure 4.2 West Main Commercial District Alternative 2 Cross Section**





**Figure 4.3: Proposed Long-term W. Main Street Improvements**

Figure 4.3 graphically illustrates the second alternative for commercial district of West Main Street. This alternative includes reducing the 12-foot shoulder to 4 feet, and using the remaining space to implement a multi-use trail which would be usable for both bicyclists and pedestrians along this corridor as well a tree lawn with trees along the northern side of the road segment.



**Photo: Existing W. Main Street**



## ALT 1: Residential Area | Street Trees + Sharrows

### Existing Conditions:



### Representative Images:



### Proposed Cross Section:

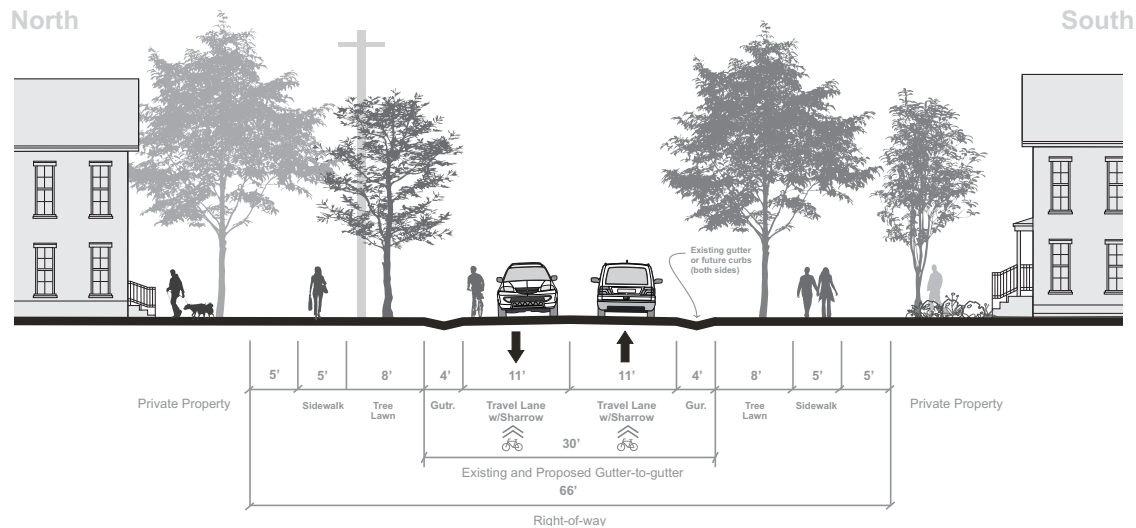


Figure 4.4 West Main Residential District Alternative 1 Cross Section





## ALT 1: Residential Area | Multi-Use Trail + Street Trees

### Existing Conditions:



### Representative Images:



### Proposed Cross Section:

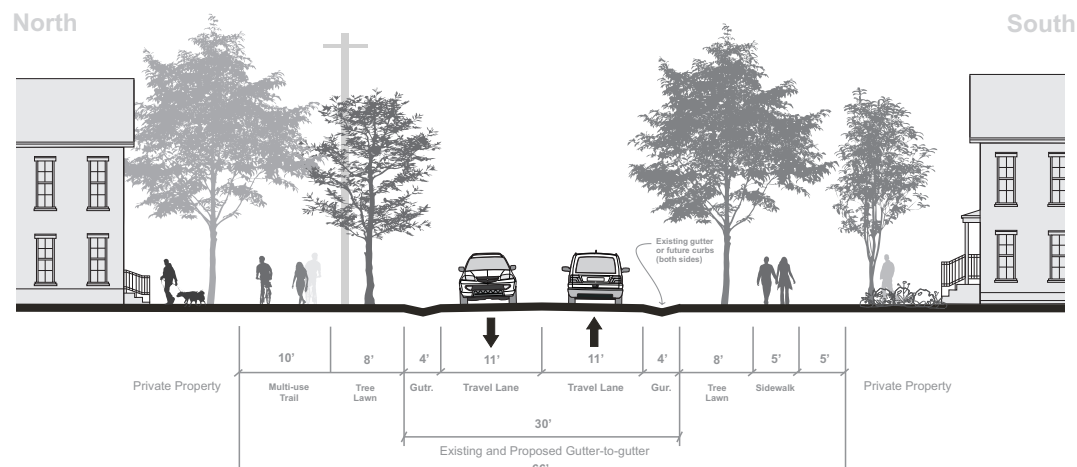


Figure 4.5 West Main Residential District Alternative 2 Cross Section





## ACCESS MANAGEMENT STRATEGY

The principal goal of the West Main Street Access Management Strategy is to develop an approach to investment within the commercial district that the Village and MCDOT can implement over time to make the corridor a safer and more efficient transportation facility for all users. This strategy shall respect the character of the Village while preserving the quality of life for residents, merchants, and visitors of the community. It accomplishes this through a series of efforts that serve to reduce the number curb cuts or driveways along West Main Street from the western Village Boundary to the Canandaigua National Bank.

It is a fact that each driveway or intersection along a roadway creates a set of potential conflict points between vehicles. For example, nine conflict points occur at every three-way or 'T' intersection (or driveway) and 24 conflict points occur at every four-way intersection. As traffic volumes and the number of driveways increase, the number of conflict point exposures also increases. As a result, traffic flows can become turbulent and unpredictable. According to studies conducted by the National Highway Institute, "An effective access management program can reduce crashes as much as 50 percent, increase roadway capacity by 23 to 45 percent, and reduce travel time and delay as much as 40 to 60 percent." In addition, access management can preserve market area for local merchants and make walking and biking more comfortable.

In order to be successful, access management policies must be comprehensive and integrate transportation and land use solutions. Some of the key elements to any good access management strategy includes:

- 1. Lay the foundation for access management in your local comprehensive plan.**
- 2. Promote a connected street system.**
- 3. Encourage internal access to outparcels.**
- 4. Connect parking lots and consolidate driveways.**
- 5. Regulate the location, spacing, and design of driveways in your local code.**
- 6. Locate driveways away from intersections.**
- 7. Limit the number of driveways per lot.**
- 8. Coordinate with the Monroe County Department of Transportation.**

It is noted that much of the West Main Street corridor is developed within the commercial area, and therefore in the future, as redevelopment occurs, requires mostly retrofit strategies that eliminate multiple driveways to the same property; combines adjacent driveways into one shared driveway; and relocates the driveways to a local street rather than West Main Street. For undeveloped properties, direct access to West Main Street should follow desirable access management principles and MCDOT's applicable access management guidelines.

In order to advance and implement access management on a consistent, corridor-wide basis, Honeoye Falls, should develop supporting access management ordinances and regulations, tailored to fit the Village; yet still provide the regional benefits, in terms of improved travel and safety for motorists along the West Main Street corridor. Such components that should be addressed are minimum corner clearances; minimum driveway spacing; the number of access points to a parcel of land; potential median treatments such as two-way left-turn lanes; exclusive turn lanes; joint and cross access; pedestrian access; and outparcels.

The Village of Honeoye Falls has successfully implemented several of these techniques but should capitalize on opportunities to further reduce the number of conflict points along the corridor. Some good local examples include:

1. The single shared curb cut that provides access to Walgreens and Family Dollar. This driveway also connects to Molye Chevrolet but that movement is discouraged at the present time but could be used in the future if land uses change. It should also be noted that that this curb cut is located +200' from the intersection with Village Square Blvd. and +170' from the driveway to the east. These separation distances significantly enhances the safety and operation of the roadway for all users.
2. The access to the Goodwill Donation Center and ESL Credit Union is provided via the lower volume side street (Village Square Blvd).
3. The Honeoye Falls Marketplace Plaza has a single driveway onto West Main Street and a single driveway onto Pine Trail. In addition, These driveways are placed +300' and +440' respectively from the West Main Street/Pine Trail/Village Square Boulevard intersection.
4. The Five Star Bank can only be accessed via the internal circulation network of the Honeoye Falls Marketplace Plaza. This eliminates the need for additional driveways along West Main Street and Pine Trail, in close proximity to the West Main Street/Pine Trail intersection.

By comparison, some of the following access conditions could be improved to create safer and more predictable traffic operations along the corridor.

5. The curb cut on West Main Street that serves Dipper Dan's is less approximately +35' from the Pine Trail intersection. Based on recommended practice, this distance should be approximately 125'. A potential cross-access location between Dipper Dan's and Miller Lanes is present. However, there are impediments in place that restrict this condition. It is noted that the distance between Pine Trail and Miller Lanes' driveway is approximately  $\pm 135'$ , a desired spacing distance. Cross-access opportunities such as this should be encouraged.
6. There are currently a total of seven curb cuts serving Molye Chevrolet, the former GM facility, Townline Garage, and Canandaigua National Bank. In the event that some of these land uses change over time, it may be feasible to reduce the number of driveways through consolidation or providing shared access via GM facility driveway.



Figure 4.6 West Main Street Access Management Strategy



# BENEFITS OF ROUNDABOUTS

There have been numerous studies that have proven roundabouts to be safer and more efficient than other intersection treatments, such as traditional stop sign controlled intersections. According to the Insurance Institute for Highway Safety (IIHS) and the Federal Highway Administration (FHWA), roundabouts on average achieve:

- **A 37% reduction in overall collisions**
- **A 75% reduction in injury collisions**
- **A 90% reduction in fatality collisions**
- **A 40% reduction in pedestrian collisions**

There are several cited factors for this, including the following:

- **Low Travel Speeds**
- **No incentive to speed up and “beat the light”**
- **One-way Travel**

In addition to the safety benefits of roundabouts, they also provide the following:

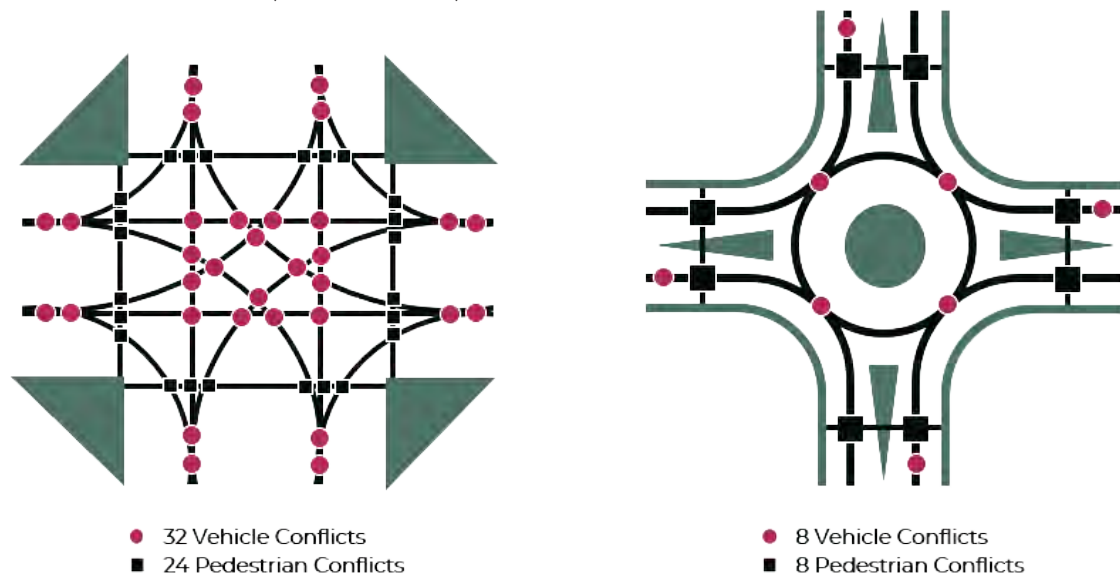
- **They reduce delay**
- **They improve traffic flow**
- **They are less expensive to maintain**
- **They function during power outages**
- **They reduce emissions due to less idling**

Source: WSDOT

## WEST MAIN STREET ROUNDABOUT

The potential for the intersection of West Main Street/Pine Trail/Village Square Boulevard to be reconstructed as a roundabout has been a topic of ongoing discussion. These discussions date back to 2015 when a Rochester Institute of Technology (RIT) class developed a concept plan for a roundabout installation. Their initial feasibility study has been analyzed as part of this CAP Study. A concept plan is shown on the following page.

Roundabouts have been proven effective at reducing crashes (frequency, type, and severity) and can function as an attractive gateway treatment. Additionally, a comparison of conflict points between a traditional four-legged intersection and a roundabout reveals a significant reduction in pedestrian and motor vehicle conflicts (as shown below).



**Figure 4.7 Points of Conflict for Traditional Intersection Designs vs. Roundabouts**

Source: Spanish Fork, UT

Roundabouts can be found throughout the Monroe County region, with the closest in place at the intersection of NYS-65 and NYS-251. A desire to establish a gateway element, while reducing vehicle speeds along the West Main Street corridor, has been expressed.

It should be noted that capacity analysis of the intersection was performed under 2029 No Build Conditions. This assessment found that during the PM peak hour, all approaches are projected to operate at LOS “B” or better.



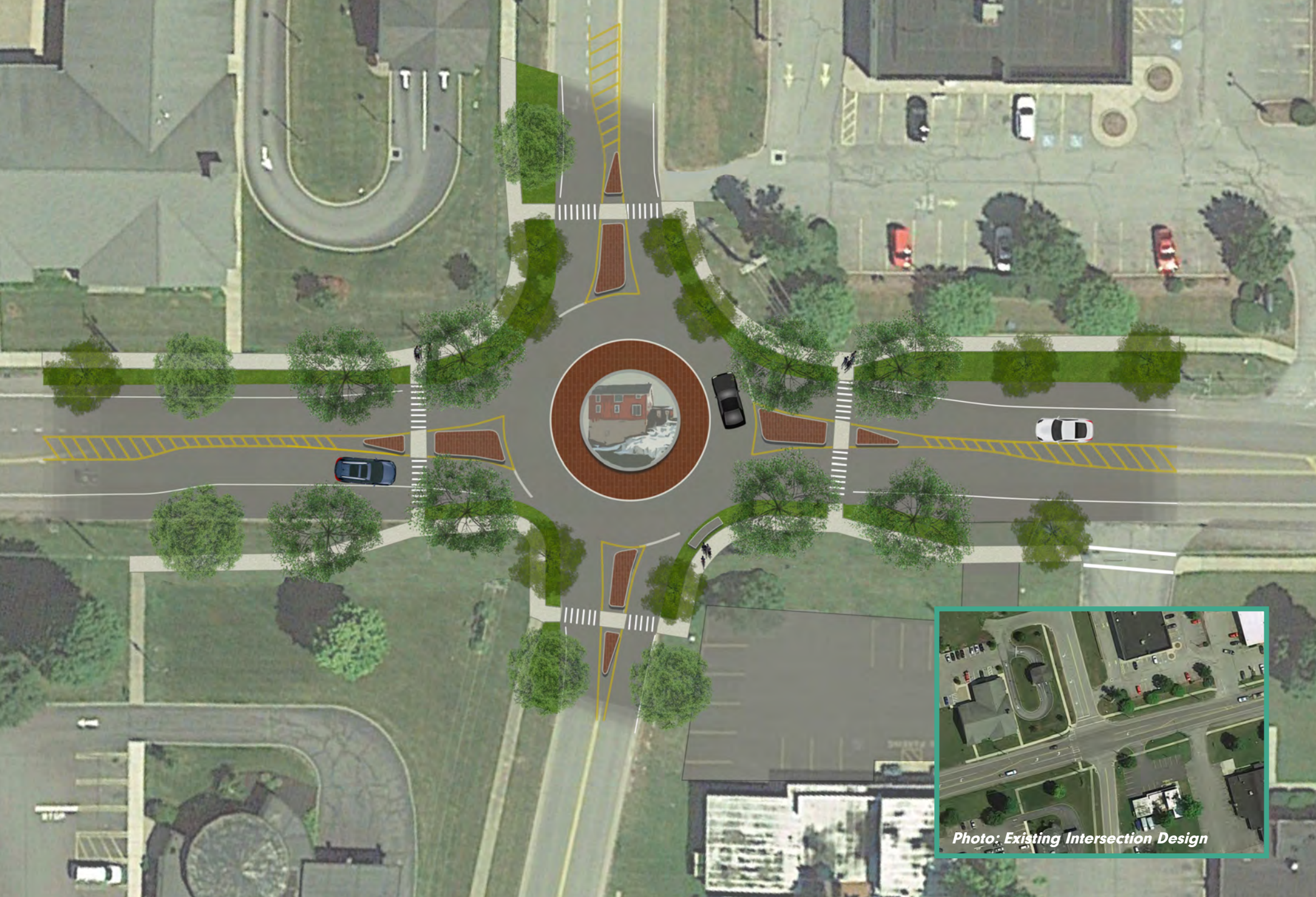


Figure 4.8 Roundabout Concept Design for West Main Street, Pine Trail, and Village Square Boulevard



# PARKING LOT REDESIGN

The West Main Concept Plan presented on the following page presents several strategies aimed at creating attractive streetscapes, including the redesign of the Town Hall parking lot and the parking lot at the corner of Norton Street. During the planning process, two alternatives were created for each parking lot for the Village to consider. The alternative layouts considered for these two parking lots are presented below:

## Town Hall Parking Lot Alternative Layout:



This alternative creates a planted median that separates parking from the sidewalk, creating a buffer zone which can be used as a parklet or resting area for those with mobility issues.

## Norton Street Parking Lot Alternative Layout:



This alternative extends the parking lot onto the privately owned parcel to the east. This would allow for a more efficient design and maneuvering. This would require coordination with the property owner.

## WEST MAIN STREET CONCEPT PLAN

There are many recommendations described within this section that are aimed at improving the segment of West Main Street between Norton Street and the Four Corners. In order to understand how these improvement interact and work together to create a cohesive and attractive streetscape, a concept plan was produced, which is presented on the following page. As you can see, the combination of small improvements, many of which can be made over time given funding availability, will help enhance the existing traditional Village character and help to support pedestrian and economic activity in Honeoye Falls.

**“Complete Streets” principles facilitate improved joint use of roadways by all users, including pedestrians, motorists, and bicyclists as well as promote a cleaner, greener transportation system with reduced traffic congestion and the resultant air pollution.**

- [governor.ny.gov](http://governor.ny.gov)

# W. Main Street Improvements

Honeoye Falls Circulation, Accessibility, & Parking Study



Figure 4.11 West Main Street Concept Plan



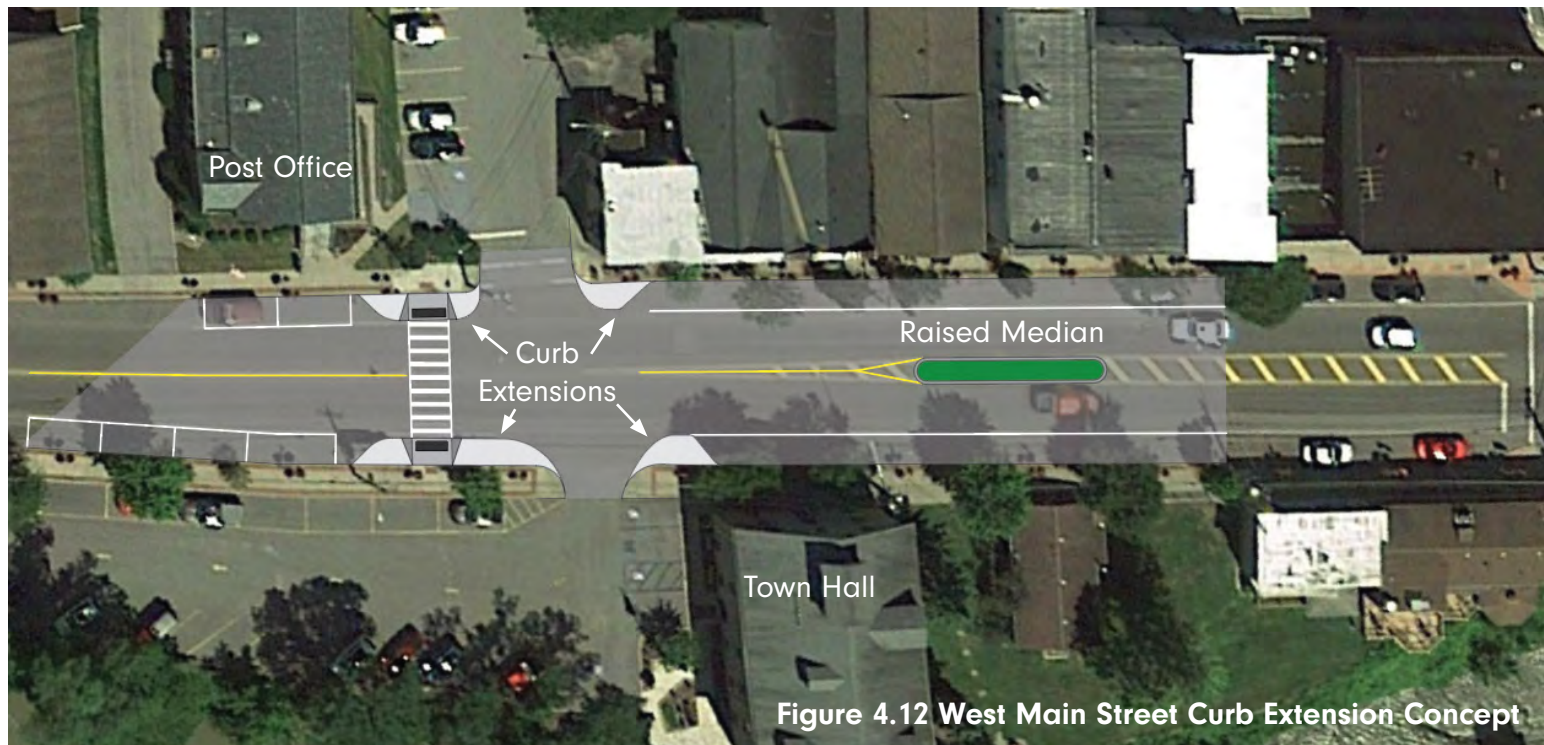
## DOWNTOWN

### CURB EXTENSIONS & RAISED MEDIAN

Between Norton Street and the four corners, pavement widths are in excess of 50 feet, including at the existing crosswalk in front of the post office. For a pedestrian walking, on average, 3.5 feet per second, it will take approximately 14.8 seconds to cross West Main Street. Further, parking spaces are located within 20 feet of the crosswalk; a prohibition within NYS Vehicle and Traffic Law (<http://ypdcrime.com/vt/article32.htm#t1202>).

To enhance the existing crosswalk, curb extensions are recommended for both sides of West Main Street. Curb extensions can reduce crossing distances and improve visibility between a pedestrian and motorist. Given that parking is prohibited within 20 feet of a crosswalk, no additional parking restrictions would be needed. The curb extension can reduce crossing times from 14.8 seconds to 10.2 seconds.

Additionally, a raised median may be considered (as shown in Figure 4.12) as a speed management and visual enhancement to the downtown. Examples of medians within villages can be found in Perry, NY; shown in the image on the following page.





## THE FOUR CORNERS

A review of the intersection of North-West Main Street/Monroe Street/East Street found several challenges, such as:

- » Visibility between pedestrians and motorists.
- » Existing utility poles presents space allocation challenges.
- » Existing infrastructure is aging.
- » Not all pedestrian buttons function properly, such as the crosswalk across Monroe Street.\*
- » Debris and water collect in front of curb ramps. The condition of the curb ramps are showing signs of degradation.
- » Parking spaces are located within 20' of the crosswalk, notably the crosswalk across North Main Street.
- » Sidewalk and driveway cross-slopes may exceed general standards per ADA guidelines.
- » Larger trucks turning from West Main Street onto East Street were observed driving onto the curb.

As a result, several recommendations are proposed and are illustrated in Figure 4.13 on the following page.

\* NOTE: DOT corrective action has been initiated for this issue as of 4/20/2020.



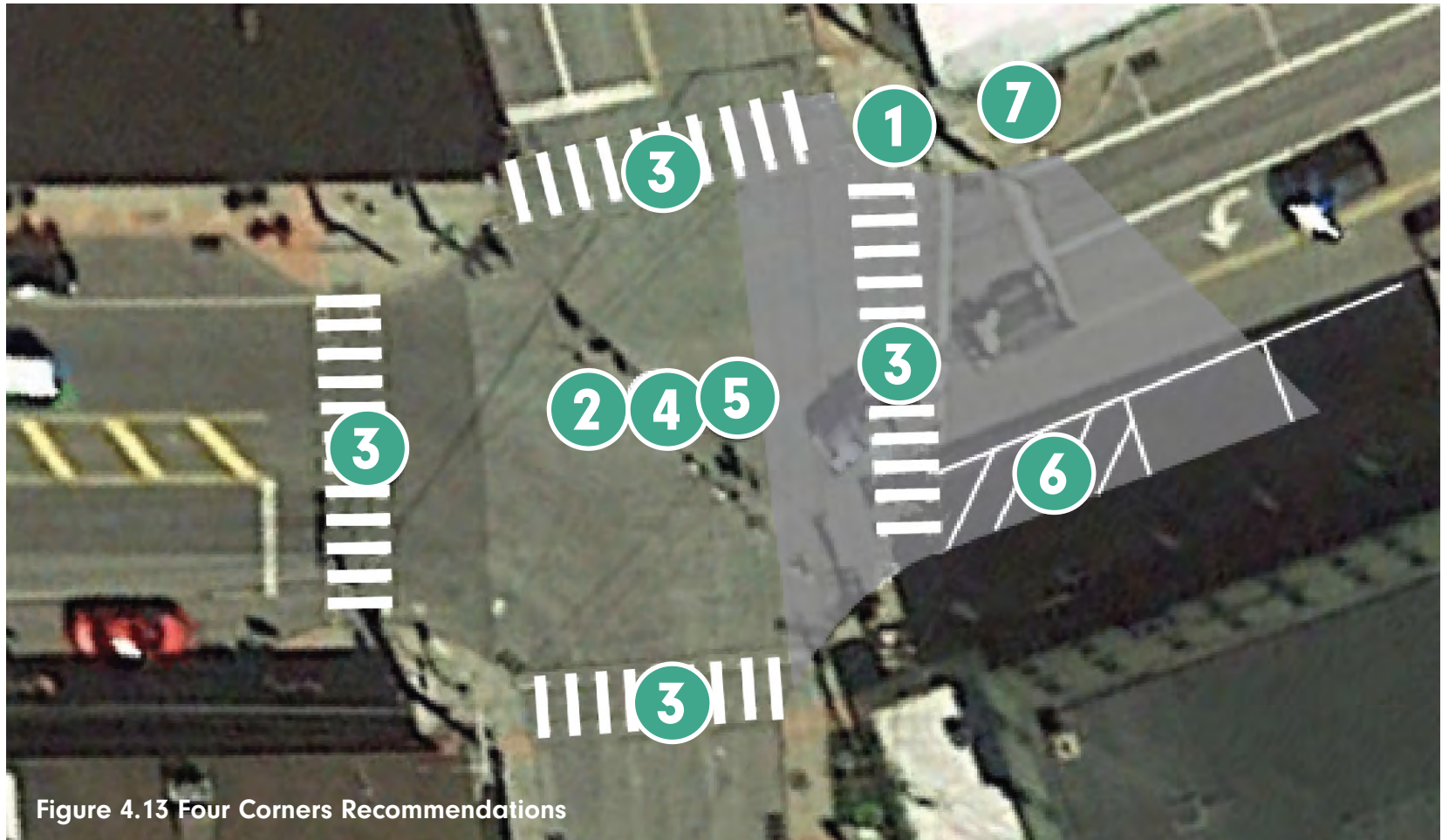


Figure 4.13 Four Corners Recommendations



Photo: Traffic Signal in Palmyra, NY



Photo: Ponding on Curb Ramp



Photo: Hatched Parking on North Main St.

**Table 4.1 Four Corners Recommendations**

Map #	Recommendation	Description
1	<b>Combine Curb Ramps</b>	Given the existing locational constraints of the utility pole at this location, the landing area of the curb ramp on the North Main Street side does not meet minimum clearance guidelines. Therefore, a unified curb ramp is recommended in order to meet ADA guidelines.
2	<b>Utilize a Leading Pedestrian Interval</b>	<p>One safety incident between a motorist and pedestrian occurred in 2013 as the pedestrian was crossing with the traffic signal. That is, they were given the green WALK phase concurrent for their approach and a turning vehicle struck them within the crosswalk. This crash type can be minimized using a signal timing modification called a Leading Pedestrian Interval (LPI).</p> <p>An LPI is a signal timing modification that gives pedestrians a minimum three (3) to seven (7) second head start entering the intersection prior to the concurrent vehicle movement receiving their green phase. Upon the green indication for vehicles, drivers must still yield to pedestrians within the crosswalk; however, the pedestrian is intended to be in a more visible location versus starting their trip at the curb ramp. "LPIs have been shown to reduce pedestrian vehicle collisions as much as 60% at treated intersections (NACTO)."</p>
3	<b>Restripe Crosswalks</b>	The existing crosswalks should be restriped for a high-visibility design, similar to the crosswalk in place at Maplewood Avenue. Currently, the crosswalks are classified as standard two-bar. In this case, the preferred design is a hybrid between the standard two bar and the continental design at Maplewood Avenue, also called a ladder-style crosswalk.
4	<b>Replace Signal Equipment</b>	Replacing the current traffic signal assembly from a span-wire to a mast-arm assembly should be considered as part of a future signal upgrade plan. This can offer space allocation benefits for pedestrians on the sidewalk, new signal equipment can offer improved traffic operations, and a mast-arm assembly can elevate the aesthetic value of the intersection. An example from Palmyra, NY is shown on the previous page.
5	<b>Implement ADA Compliant Improvements</b>	Driveway and sidewalk cross-slopes should be made ADA-compliant, all signal-mounted pedestrian hardware should be functioning properly, and the areas in front of the curb ramps should be improved to eliminate ponding issues.
6	<b>Remove Parking Within 20' of Crosswalk</b>	The existing parking space should be removed to ensure compliance with NYS Vehicle and Traffic Law. This can be done through hatching out the existing space.
7	<b>Consider Relocating Utility Equipment</b>	<p>In order to improve the aesthetic value of the intersection and corridor, as well as achieve greater sidewalk space for pedestrians and wheeled users, consideration should be made to relocating the existing above ground utility equipment (i.e., power lines). The example image used for the traffic signal replacement shows a main street with no utility lines. Given the complexity of undertaking such a project, this is considered long-term and would need to be coordinate amongst several agencies, such as RG&amp;E, NYSDOT, and the Village.</p> <p>The NYSDOT should consider evaluating the turning paths of larger vehicles, notably from West Main Street onto East Street, and consider modifying the stop bar location on the East Street approach. Drivers of larger trucks should be encouraged to use the existing hatched area on West Main Street to better position themselves in advance on making their turn to avoid driving over the curb. Increasing the size of the curb radius was considered, but was dismissed given the adverse impact on the pedestrian and geometric constraints between the roadway and bridge.</p>



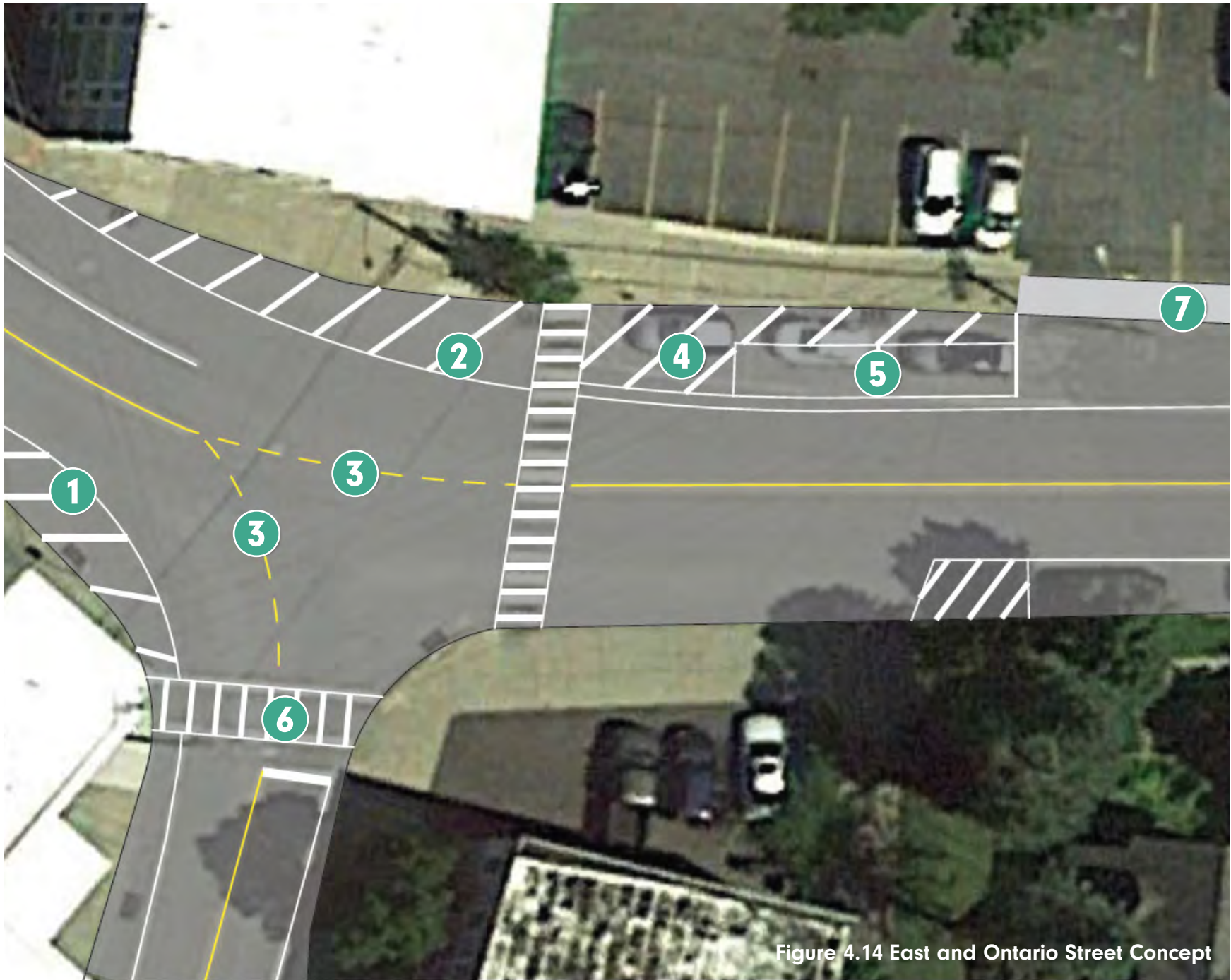


Figure 4.14 East and Ontario Street Concept

## EAST AND ONTARIO STREET CONCEPT

The present state of the intersection allows for higher speed turns for motorists approaching from Main Street turning onto Ontario Street given the large curb radius. Additionally, the angle at which motorists approaching from East Street also encourage undesirable approach speeds. The parking space along the north side adjacent the crosswalk is within 20' of the crosswalk. Currently, the crosswalk across East Street is 48' in length. As a result, several recommendations are proposed and are described in Table 4.2 below.

**Table 4.2 East and Ontario Street Recommendations**

Map #	Recommendation	Description
1	<b>Install Painted Edge Line (South Side)</b>	The new edge and associated hatching will "tighten" and reduce the effective curb radius for motorist. Larger vehicles may still pass over the space, if needed, to accomplish their turns. An optional treatment would be replacing the hatching with a flush colored treatment to enhance the visual impact.
2	<b>Install Painted Edge Line (North Side)</b>	In the short-term and similar to Item 1, this treatment also seeks to "tighten" the curb radius and provide a visual cue for motorists to reduce their travel speeds. Should the Village desire to make this treatment permanent, consideration may be given to extending the curbs to the edge line. The pedestrian crossing distance can be reduced to approximately ±36 feet (from ±48 feet).
3	<b>Install Intersection Lane Markings</b>	This treatment will reinforce to motorists where they should be positioned through the intersection and better define the travel lanes.
4	<b>Remove Parking Space</b>	There are three parking spaces currently installed. This space closest to the crosswalk should be removed as part of the edge line treatment. This will provide better visibility between pedestrians and motorists.
5	<b>Relocate Parking Spaces</b>	Along with Item 4, the relocation of the parking spaces closer to the travel lane with a small buffer space will narrow the approach for passing motorists and can reduce vehicle speeds.
6	<b>Install High-Visibility Crosswalk</b>	The existing crosswalks should be restriped for high visibility, notably the crosswalk across the Ontario Street approach. The East Street crosswalk can be enhanced with outside bars.
7	<b>Install Sidewalk</b>	The sidewalk along the north side of East Street should continue across the existing driveway apron.



## NORTH MAIN STREET

For this Study, two focus areas have been identified within the North Main Street Subarea. The location and extent of these areas are shown in Figure 4.15. Focus Area 1 is closest to the downtown and experiences high levels of pedestrian traffic (along with vehicle traffic). Area 2 is focused on the informal trail crossing. In each case, a desire to add additional pedestrian crossings was made. A speed study was performed between Maplewood Avenue and Honeoye Creek. The results indicated an average speed of approximately 32 MPH for both directions of traffic and an 85th percentile speed of 35 MPH. The 85th percentile speed means 85% of all traffic is traveling at the reported speed or less. The posted speed limit in this stretch of North Main Street is 30 MPH. As a result, some of the proposed recommendations are intended to reduce travel speeds for vehicles entering the Village.



Figure 4.15 North Main Street Focus Areas 1 and 2

**The best streets are comfortable to walk along with leisure and safety. They are streets for both pedestrians and drivers. They have definition, a sense of enclosure with their buildings; distinct ends and beginnings, usually with trees. Trees, while not required, can do more than anything else and provide the biggest bang for the buck if you do them right. The key point again, is great streets are where pedestrians and drivers get along together.**

- Allan Jacobs

## FOCUS AREA 1 RECOMMENDATIONS

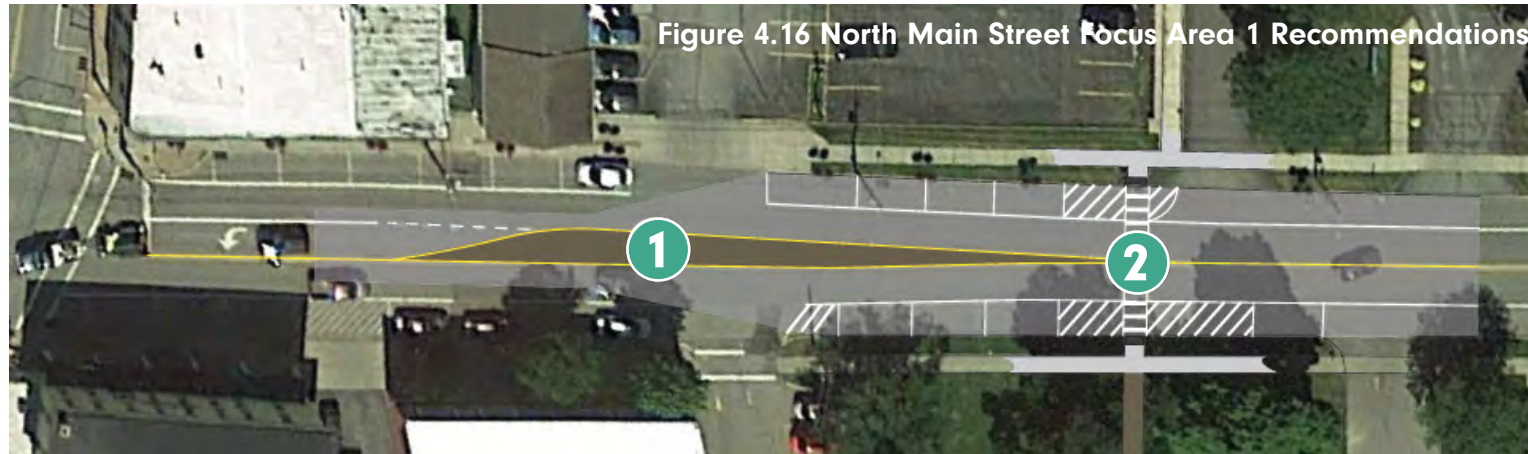


Table 4.3 Focus Area 1 Recommendations

Map #	Recommendation	Description
1	<b>Replace Existing Hatching</b>	The existing hatched area approaching the left-turn lane should be replaced with a flush color-contrasting pavement treatment. An example of this is shown in the following image from Glens Falls, NY. The benefit is visually narrowing the roadway using a bold color profile. The color can be matched to the adjacent buildings to elevate the aesthetic value of the roadway.
2	<b>Install New Crosswalk</b>	Consideration may be given to installing a new crosswalk in front of the park and nearly in line with the sidewalk connecting to the library. During times of worship and when the park is in use, residents stated a desire to have a formalized crossing opportunity. Further engineering evaluation should be performed in coordination with the NYSDOT. The crosswalk should be enhanced with high visibility striping and with pedestrian warning signage. Within 20' of the crosswalk, no parking shall be allowed.





## FOCUS AREA 2 RECOMMENDATIONS

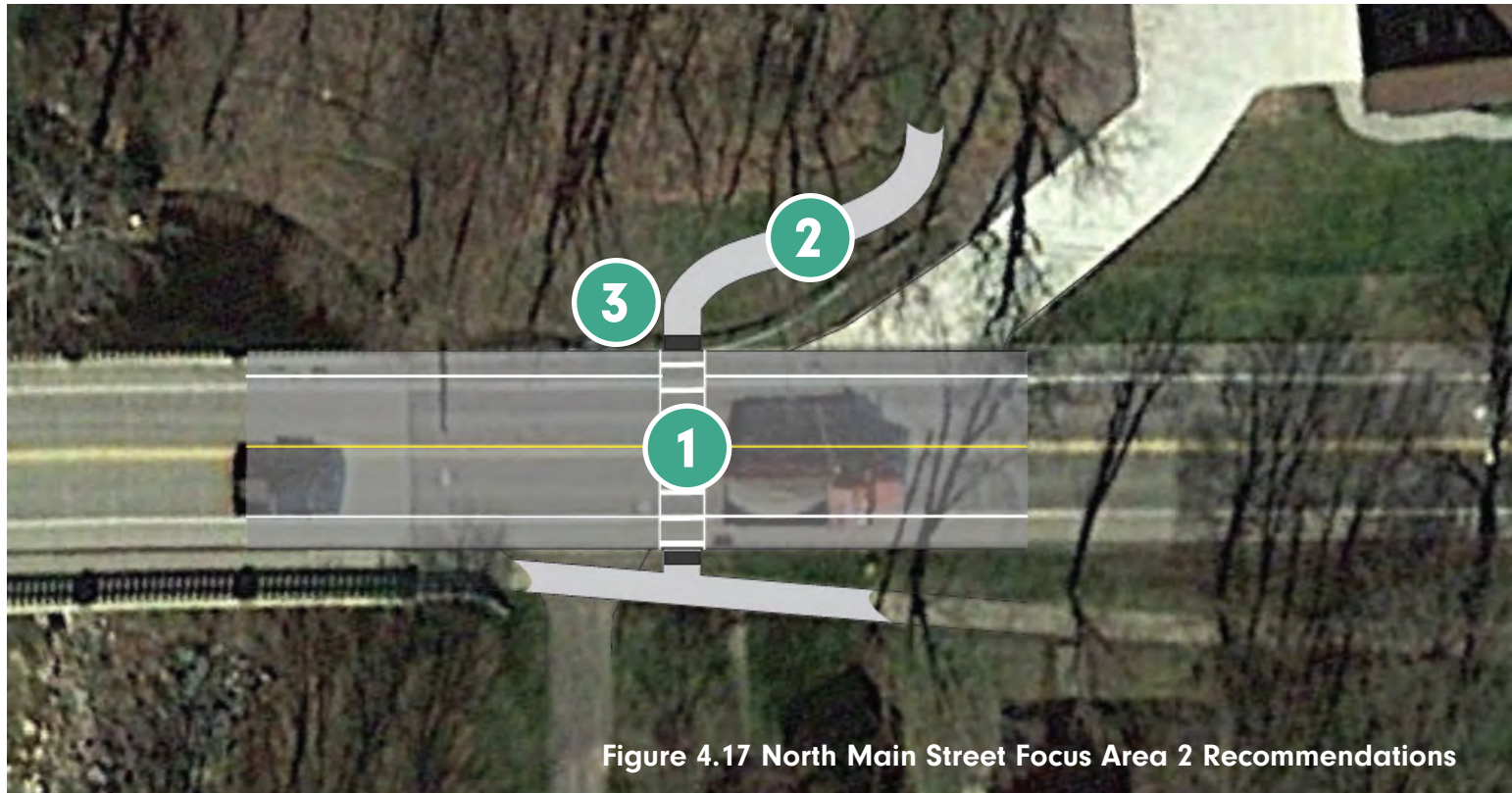


Figure 4.17 North Main Street Focus Area 2 Recommendations

Table 4.4 Focus Area 2 Recommendations

Map #	Recommendation	Description
1	<b>Install New Trail Crossing</b>	A new mid-block crosswalk is recommended at the existing trail crossing. The crosswalk should be enhanced with pedestrian warning signage, a potential Rectangular Rapid Flashing Beacon (RRFB), and high visibility crosswalk striping. Advance warning signage should be installed 100'-200' prior to the location in both directions. Additional engineering studies would be required for this recommendation.
2	<b>Install Formalized Trail</b>	A connection should be made from the curb ramp to the existing trail and be ADA compliant. This can consist of stone dust or an asphalt surface. Coordination is needed between the NYSDOT, the Village, and potentially the adjacent property owner.
3	<b>Relocation of Guide Rail</b>	As part of this recommendation, the existing guide rail needs to be relocated in order to facilitate the new curb ramp. ROW would need to be acquired for this to be accomplished, therefore coordination is needed between NYSDOT, the Village, and property owners.

## PARKING

Based upon the parking inventory conducted as part of this Study and the input received from local stakeholders we offer the following findings and recommendations by sub area. Our findings are based upon the accepted standard that the ideal walking distance for goods and services is considered to be one-quarter mile (1,320'). This distance equates to about a five minute walk. In environments that have a very high pedestrian level of service pedestrians may walk up to a half of a mile or 10 minutes .



### WEST MAIN STREET

As stated on page 40, there are 836 parking spaces in this subarea. These spaces are located in off-street lots and are privately controlled by the various businesses establishments operating in this area. The West Main commercial district is approximately +1,520' or 0.28 miles (measured along West Main Street from the Honeoye Falls Distillery to the Canandaigua National Bank). Given the close proximity of many of the land uses and the distribution of parking areas, it is reasonable to assume that patrons of one store or service could park once and walk to multiple destinations if the proper pedestrian accommodations are put in place throughout this subarea. As a result, no action is required to address the parking supplies or capacity in the West Main Street subarea. It is recommended that the Village implement the streetscape improvements articulated in this Study and work with property owners to provide on-site pedestrian circulation improvements.



### DOWNTOWN

As stated on page 40, there are a total of 501 parking spaces in this subarea. These parking resources are located in privately controlled off-street parking lots, publicly controlled off-street parking lots, and on-street spaces. The Downtown commercial district is approximately +925' in length or 0.17 miles (measured along Main Street from Norton Street to Harry Allen Park.) There are approximately 200 publicly controlled spaces between Norton Street and Harry Allen Park. These spaces are commonly used by patrons that park once and walk to multiple destinations. Therefore parking supply is adequate to meet the current needs in most of the Downtown subarea. The notable exception has been articulated by business owners located in the northwest corner of the Main Street/Monroe Street/East Street intersection. For example, at



certain times of day clients trying to get into the State Farm Insurance Operation report not being able to find a spot. The lack of parking in this quadrant would be aggravated by some of the recommendations of this Study for the removal of several on-street spaces along North Main Street and East Street to make various traffic calming and pedestrian enhancements.

It is recommended that the Village continue to work with businesses and the First Presbyterian Church to manage parking demand in this quadrant. The Village should also look for opportunities to increase the parking resources that may serve this quadrant without demolishing historic structures or negatively impacting the streetscape. This may mean developing partnerships with local businesses that have available parking. For example, the Village could approach Critics to allow some spaces to be marked and used as public spaces. In exchange, the Village may be able to contribute to the maintenance of the parking lot or offer some other compensation.



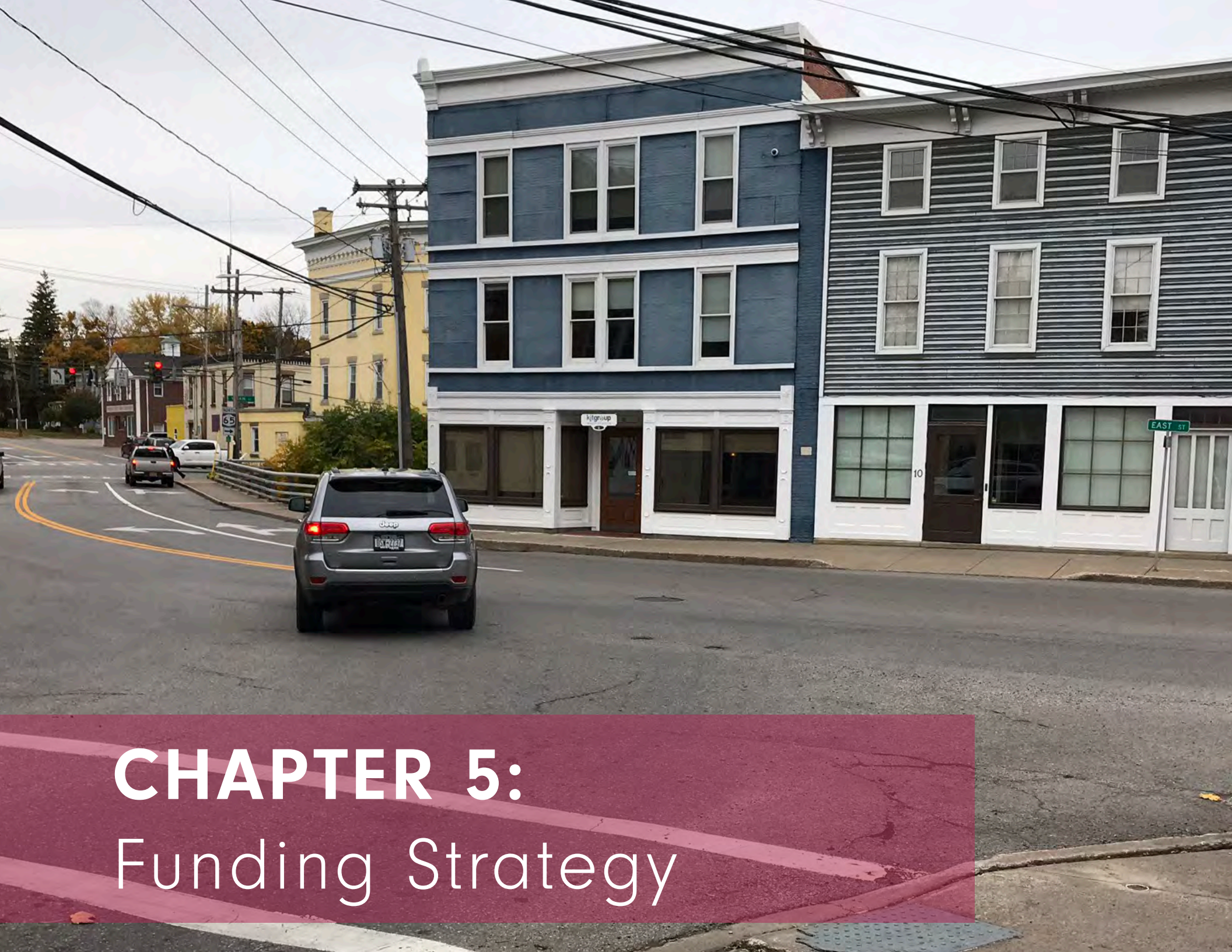
**The Village should encourage private businesses to develop shared parking arrangements along North Main Street.**

## NORTH MAIN STREET

As stated on page 40, there are a total of 210 parking spaces in this subarea. These parking resources are located in privately controlled off-street parking lots, publicly controlled off-street parking lots, and on-street spaces. The North Main Street subarea is approximately +1,300' in length or 0.25 miles (measured along North Main Street from Harry Allen Park to the north side of the Creek.) There is currently 108 publicly controlled spaces between Harry Allen Park and Honeoye Creek. The demand for parking in this area is associated with the commercial activity concentrated at the southern end (in the vicinity of M&T Bank) and the northern end adjacent to Maplewood Avenue (Rabbit Room, etc). The commercial uses at the southern end have ample off-street parking spaces. The middle portion of the subarea is primarily residential in character and the parking demand is satisfied by off-street parking lots and driveways. The primary parking deficit is created by the success of the Rabbit Room. It does not currently have sufficient off-street parking to accommodate its patrons during peak times and events.

It is recommended that the Village should look for opportunities to increase the parking resources that may serve the concentration of businesses that are adjacent to the Maplewood Avenue/North Main Street intersection without demolishing nearby residential structures or negatively impacting the streetscape. This may mean coordinating the sharing of public and private parking resources between the businesses that have available parking and complementary hours of operation. For example, the Rabbit Room may be able to utilize the parking lots at 58 and 66 North Main Street during the evening hours when those businesses are closed.





# CHAPTER 5:

## Funding Strategy



# FUNDING STRATEGY

The recommendations contained in this Study have a wide range of associated costs. Many of the improvements identified are very cost effective, and require little more than a can of paint and a few hours of DPW staff time. However, several of the recommendations are much larger in scale, and would require a significant amount of funding, most likely from external sources. In order for the Village to plan successfully for implementing the recommendations described in the previous section, a range of costs for each component is provided below in Table 5.1:

**Table 5.1 Cost Estimates**

Recommendation	Cost Estimate
<b>West Main Street Upgrades</b>	
Installing Roundabout	Up to \$2.5 million depending on the available right-of-way
Commercial Area - Alternative 1 (sidewalk only)	\$110,000 to \$140,000
Commercial Area - Alternative 2 (multi-use path)	\$180,000 to \$220,000
Residential Area - Alternative 1 (sharrows & trees)	\$35,000 to \$40,000
Residential Area - Alternative 2 (multi-use path)	\$190,000 to \$230,000
Curb Extensions at Town Hall Parking Lot	\$12,000 to \$20,000 each depending on site conditions
<b>Four Corners Upgrades</b>	
Combining curb ramps at northeast corner	\$3,200 to \$4,000
Utilizing pedestrian interval	\$0 to \$3,000 depending on signal controller
Restriping all four crosswalks	\$6,000 to \$8,000
Replacing signal equipment	\$200,000 to \$250,000
Improving ADA compliance	Varies based on associated work
Removing parking within 20' of crosswalk	\$100 to \$150
Relocating utility equipment	\$5,000 per foot
<b>East and Ontario Street Upgrades</b>	
Installing painting edge lines	
Installing intersection lane markings	\$3,000 to \$5,000
Removing/relocating parking spaces	
Installing a high visibility crosswalk	\$2,000 to \$2,800
Installing sidewalks	\$6,200 to \$6,600

**Table 5.1 Cost Estimates**

Recommendation	Cost Estimate
<b>North Main Street Upgrades</b>	
Installing a new crosswalk	\$5,500 to \$7,000
Implementing color/contrasting pavement in median	\$17,000 to \$22,000
Installing new trail crossing	\$35,000 (includes Rectangular Rapid Flash Beacons)
Installing formalized trail	\$6,000 to \$8,000
Relocating the guide rail at trail crossing	\$7,000 to \$9,000

In general, the costs associated with constructing the facilities recommended in this Study likely exceed available Village resources. To help alleviate this deficiency, this section identifies funding sources which can be used to provide monetary assistance for bicycle and pedestrian facilities and programs. Many of these funding sources are available on the federal level, as dictated in the new transportation legislation, Fixing America's Surface Transportation Act, or the "FAST" Act. Many of these federal programs are administered by the New York State Department of Transportation (NYSDOT). Additionally, there are other state and regional funding sources which can be used to help achieve the goals and objectives of this Study. Finally, a number of private funding sources exist which can be used by local governments to implement bicycle and pedestrian-related programs. The following table includes all of the funding sources that are described subsequently in greater detail. Those responsible for implementing this Study's recommendations should monitor capital improvement plans to identify specific opportunities, coordinate improvements with NYSDOT and MCDOT, and identify and follow through on relevant grant opportunities.

**Table 5.2 Funding Sources**

Funding Source	Category	Relevant Project Types
<b>National Highway Performance Program (NHPP)</b>	Federal	Bicycle transportation facilities and pedestrian walkways adjacent to highways in the National Highway System, including interstates (Section 207)
<b>Highway Safety Improvement Program (HSIP)</b>	Federal	Intersection safety improvement, pavement and shoulder widening; bicycle/pedestrian/disabled person safety improvements; traffic calming; installation of yellow-green signs at pedestrian and bicycle crossings and in school zones; transportation safety planning; road safety audits; improvements consistent with the Federal Highway Administration (FHWA) publication "Highway Design Handbook for Older Drivers and Pedestrians"; safety improvements for publicly owned bicycle and pedestrian pathway or trail



**Table 5.2 Funding Sources**

<b>Funding Source</b>	<b>Category</b>	<b>Relevant Project Types</b>
<b>Congestion Management and Air Quality (CMAQ)</b>	Federal funding (administered by NYSDOT)	Bicycle and pedestrian facility improvements; transit improvements; rideshare programs; alternative fueling facilities/clean vehicle deployment; and other transportation projects that reduce vehicle emissions and traffic congestion in areas where air quality does not meet National Ambient Air Quality Standards
<b>Transportation Alternatives (TA) [part of the Surface Transportation Block Grant Program]</b>	Federal funding (administered by NYSDOT)	On and off road bicycle and pedestrian facilities; projects that improve non-driver safety, access to transportation and enhanced mobility; conversion of abandoned railroad corridors into non-motorized trails; projects that enable/encourage children to walk/bike to school; construction of turnouts, overlooks and viewing areas; planning, designing or constructing boulevards in former divided highway right-of-ways
<b>Better Utilizing Investments to Leverage Development (BUILD)</b>	Federal funding (administered by NYSDOT)	Capital projects that generate economic development and improve access to reliable, safe and affordable transportation for communities, both urban and rural
<b>Surface Transportation Block Grant Program</b>	Federal funding (administered by NYSDOT)	Programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; Safe Routes to School projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways
<b>State and Community Highway Safety Grants</b>	Federal	Federal Safety-related programs and projects (Section 402 & 405)
<b>HUD Community Development Block Grants</b>	Federal	Public facilities and improvements, such as streets, sidewalks, sewers, water systems, community and senior citizen centers, recreational facilities, and greenways
<b>Urbanized Area Formula Grants, Capital Investment Grants and Loans, and Formula Program for Other than Urbanized Area</b>	Federal (FTA)	Bicycle access to public transportation facilities, shelters and parking facilities, bus bicycle racks

**Table 5.2 Funding Sources**

<b>Funding Source</b>	<b>Category</b>	<b>Relevant Project Types</b>
<b>The Community Development Block Grant (CDBG)</b>	Federal	Sidewalks
<b>CHIPS (Consolidated Local, State, and Highway Improvement Program)</b>	State	Bike lanes and wide curb lanes; sidewalks
<b>The Green Innovation Grant Program GIGP</b>	State	Projects that improve water quality and demonstrate green stormwater infrastructure in New York State
<b>The Greater Rochester Health Foundation</b>	Regional	Community health and prevention projects and programs
<b>People for Bikes</b>	Private	Bicycle facilities; end-of-trip facilities; trails; advocacy projects such as Ciclovias
<b>Robert Wood Johnson Foundation (general)</b>	Private	Various

## FEDERAL FUNDING SOURCES: FAST FUNDED PROGRAMS

The adoption of Fixing America's Surface Transportation (FAST) Act generally continues the bicycle and pedestrian funding mechanisms of its legislative predecessor, Moving Ahead for Progress for the 21st Century (MAP-21) with minor modifications and at slightly higher funding levels. The most significant structural change, which does not equate to a significant practical difference, is that the MAP-21 Transportation Alternatives Program (host to many of the Federal non-motorized transportation funding opportunities), is eliminated. Instead, transportation alternatives funding is a set-aside component of the Surface Transportation Block Grant (STBG) program, which is the successor to prior legislation's Surface Transportation Program (STP). Safe Routes to School projects and recreational trail projects are among the activities that now fall under this program set-aside.

These and other funding opportunities governed by the FAST Act are briefly described in this section. It is worth noting that some FAST Act changes related to transportation alternatives funding apply only to urbanized areas with populations greater than 200,000, and therefore may not be applicable to the Village of Honeoye Falls as an individual applicant. It is also worth noting that the FAST Act introduces some nonmotorized transportation changes, such as language related to Complete Streets concepts, which are not strictly related to funding.

Several of the following resources provide additional information on relevant aspects of the FAST Act:

- [http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/legislation/sec217.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/legislation/sec217.cfm)
- <http://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.pdf>
- <http://www.bikeleague.org/content/what-know-about-fast-act>



## NATIONAL HIGHWAY PERFORMANCE PROGRAM

Funds may be used to construct bicycle transportation facilities and pedestrian walkways on land adjacent to any highway in the National Highway System, including Interstate highways.

## HIGHWAY SAFETY IMPROVEMENT PROGRAM

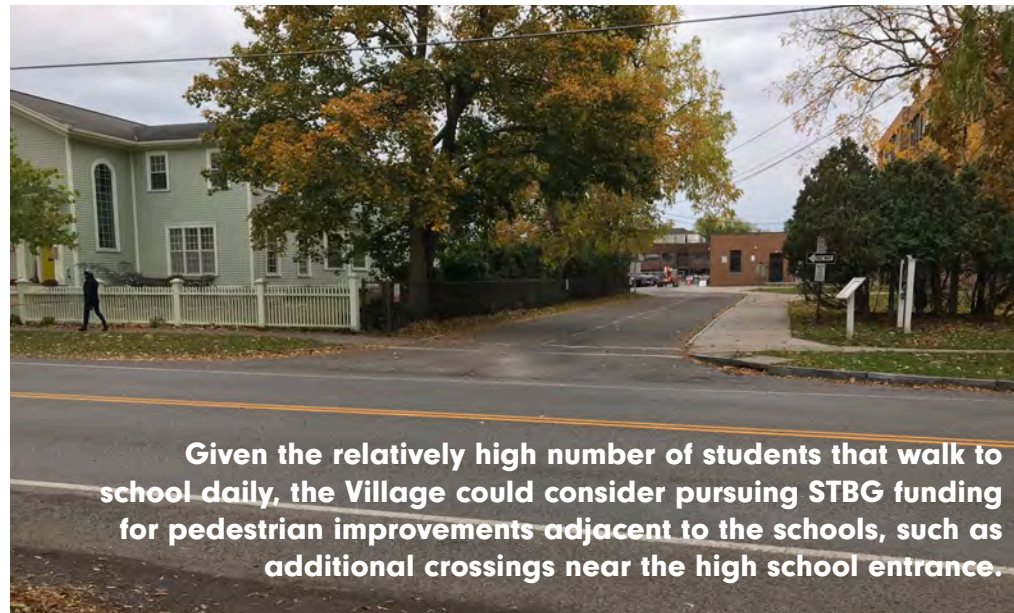
Funds may be used for bicycle- and pedestrian-related highway safety improvement projects on a public road that are consistent with a State strategic highway safety plan.

## CONGESTION MITIGATION AND AIR QUALITY (CMAQ) IMPROVEMENT PROGRAM

Established in 1991 and continued in the FAST Act, CMAQ provides funding for transportation projects that help State and local governments reduce vehicle emissions and traffic congestion in areas where air quality does not meet or did not previously attain the National Ambient Air Quality Standards. Projects require a 20 percent local match and the minimum grant amount is \$250,000.

## TRANSPORTATION ALTERNATIVES (TA)

The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.



**Given the relatively high number of students that walk to school daily, the Village could consider pursuing STBG funding for pedestrian improvements adjacent to the schools, such as additional crossings near the high school entrance.**

## SURFACE TRANSPORTATION BLOCK GRANT PROGRAM

This program replaced the long-standing Surface Transportation Program, and provides the most flexible funding of all Federal-aid highway programs for a variety of State and local transportation needs. NYSDOT administers this program, and eligible activities include access to public transportation, bicycle facilities, safe routes to school projects, and a wide array of other projects. Projects on local or rural minor collectors are not eligible for STBG funds.

## HIGHWAY SAFETY SECTION 402 GRANTS

A State is eligible for these Section 402 grants by submitting a Performance Plan (establishing goals and performance measures for improving highway safety) and a Highway Safety Plan (describing activities to achieve those goals). Research, development, demonstrations, and training to improve highway safety (including bicycle and pedestrian safety) are carried out under the Highway Safety Research and Development (Section 403) Program.

## HIGHWAY SAFETY SECTION 405 GRANTS

Under this new National Highway Traffic Safety Administration (NHTSA) program, states in which more than 15% of traffic fatalities are bicyclists and pedestrians (including New York) are eligible for nonmotorized safety funding. Eligible activities include safety education and awareness activities and programs, safety enforcement (including police patrols), and training for law enforcement on pedestrian- and bicycle related safety laws.

## OTHER FEDERALLY FUNDED PROGRAMS

### COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG)

Through the U.S. Department of Housing and Urban Development (HUD), the CDBG program provides eligible metropolitan cities and urban counties (called “entitlement communities”) with annual direct grants that they can use to revitalize neighborhoods, expand affordable housing and economic opportunities, and/or improve community facilities and services, principally to benefit low- and moderate-income persons. Eligible activities include building public facilities and improvements, such as streets, sidewalks, sewers, water systems, community and senior citizen centers, and recreational facilities. Several communities have used HUD funds to develop greenways. Monroe County is the responsible party for administering the CBDF Program for all of the municipalities in the County.

### BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD)

The highly competitive BUILD grant program replaced the Transportation Investment Generating Economic Recovery (TIGER) grants and has funds numerous multi-modal and multi-jurisdictional projects. This is an annually administered discretionary grant program distinct from the FAST Act and typically provides grants to projects difficult to fund through traditional federal programs. Awards focus on capital projects that generate economic development and improve access to reliable, safe and affordable transportation for communities, both urban and rural.



## TITLE 49 USC

Title 49 USC allows the Urbanized Area Formula Grants (Section 5307), Capital Investment Grants and Loans (Section 5309), and Formula Program for Other than Urbanized Area (Section 5311) transit funds to be used for improving bicycle and pedestrian access to transit facilities and vehicles. Eligible activities include investments in “pedestrian and bicycle access to a mass transportation facility” that establishes or enhances coordination between mass transportation and other transportation.

## STATE AND REGIONAL FUNDING SOURCES

### CHIPS (CONSOLIDATED LOCAL, STATE, AND HIGHWAY IMPROVEMENT PROGRAM)

Funds are administered by NYSDOT for local infrastructure projects. Eligible project activities include bike lanes and wide curb lanes (highway resurfacing category); sidewalks, shared use paths, and bike paths within highway right-of-way (highway reconstruction category), and traffic calming installations (traffic control devices category). CHIPS funds can be used for TAP grant program local match requirements.

### NEW YORK STATE CONSOLIDATED FUNDING APPLICATION (CFA)

The CFA is a streamlined resource through which applicants can access multiple financial assistance programs made available through various state agencies. The CFA offers the opportunity for local governments (and other eligible applicants) to submit a single grant application to state agencies that may have resources available to help finance a given proposal. All submitted CFAs are also reviewed by the applicant’s Regional Economic Development Council, which may elect to endorse the proposal as a regional priority project. Several grant resources have been made available that may be appropriate funding opportunities for implementation of active transportation efforts, including the following:

- Environmental Protection Fund Grant Program for Parks, Preservation and Heritage (EPF) - Parks Program
- EPF Recreational Trails Program
- Environmental Facilities Corporation’s Green Innovation Grant Program.

### GREATER ROCHESTER HEALTH FOUNDATION

The Greater Rochester Health Foundation administers a competitive grant program to implement community health and prevention projects. While grant focus topics and cycles may vary from year to year, bicycle- and pedestrian-related projects and programs may frequently be well suited for these opportunity grants.

## PRIVATE FUNDING SOURCES

There are a number of for and non-profit businesses that offer programs that can be used to fund bicycle and pedestrian related programs and projects. Nationally, groups like Bikes Belong fund projects ranging from facilities to safety programs. Locally, Wegmans and Excellus have a strong track record of supporting health-based initiatives and may be resources for partnership or sponsorship.

### PEOPLEFORBIKES

The PeopleForBikes Community Grant Program strives to put more people on bicycles more often by funding important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. Most of the grants awarded to government agencies are for trail projects. The program encourages government agencies to team with a local bicycle advocacy group for the application. Applications for accepted bi-annually for grants of up to \$10,000 each (with potential local matches).

**Transportation, the process of going to a place, can be wonderful if we rethink the idea of transportation itself. We must remember that transportation is the journey; enhancing the community is the goal.**

- PPS.org

### THE ROBERT WOOD JOHNSON FOUNDATION

The Robert Wood Johnson Foundation seeks to improve the health and health care of all Americans. One of the primary goals of the Foundation is to “promote healthy communities and lifestyles.” Specifically, the Foundation has an ongoing “Active Living by Design” grant program that promotes the principles of active living, including non-motorized transportation. Other related calls for grant proposals are issued as developed, and multiple communities nationwide have received grants related to promotion of trails and other non-motorized facilities.



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# CHAPTER 6:

## Follow On Activities



# FOLLOW ON ACTIVITIES

This CAP Study helps chart a course toward a fully inclusive and accessible transportation system for the community, and highlights a wide range of needed improvements that were identified by residents and stakeholders throughout the planning process. However, there are several other actions the Village should consider taking, or follow-on activities, that will help advance the overall objectives of the CAP Study.

The Follow-on activities can be placed into three general categories:

- Large-scale projects that the Village consider in the long-term;
- On-going coordination and communication to support an efficient and equitable transportation system; and
- Additional plans and studies to advance community objectives.

This Study does not identify all of the specifics needed to construct every recommended project. Some work still remains to be done. This includes, but is not limited to:

- Performing additional studies and operational analysis for some recommended projects prior to implementation.
- Consulting with - and agreement from - facility owners prior to implementation.
- Obtaining access agreements from landowners and/or property acquisition.
- Developing design and construction documentation for any construction related projects, such as trails, sidewalks, and other infrastructure improvements.
- Obtaining regulatory approvals and necessary permits for many of the recommended projects.

During the planning process, several possible projects emerged that would be beneficial follow-on activities:

## EAST STREET BRIDGE RECONFIGURATION

As a result of discussions with stakeholders and residents, it was identified that there are perceived safety issues while walking and/or biking across the East Street Bridge over Honeoye Creek. The bridge was last replaced in 1983, and as of February 2019 had a condition rating of 5.03. According to NYSDOT, any bridge with a condition rating of 5 or greater is considered to be in good condition. Therefore, it is unlikely that the bridge will be replaced in the near future. However, when the bridge must be replaced in the future, the Village should coordinate with NYSDOT to promote the widening of the bridge to provide for wider sidewalks, creating a more pedestrian friendly environment. In the short term, it is suggested the Village and NYSDOT could consider reconfiguring the existing bridge width, potentially removing one sidewalk and widening the other to facilitate more comfortable pedestrian travel.

## ONGOING COORDINATION WITH NYSDOT AND MCDOT

There are possible opportunities to collaborate with agencies conducting existing highway/street reconstruction projects to include upgrades to bicycle and pedestrian infrastructure. Coordination at the beginning of the reconstruction project will help to ensure bicycle and pedestrian facilities are studied as part of the inventory phase and carried through construction. Maintain regular communication with NYSDOT and MCDOT regarding implementation of plan recommendations.

## PEDESTRIAN AND BICYCLIST COUNTS

Collecting reliable data on pedestrian and bicycle usage and travel patterns will provide an important tool for advancing active transportation in Honeoye Falls. Without accurate and consistent demand and usage figures, it is difficult to measure the positive benefits of investments in these modes, especially when compared to the other transportation modes such as the private automobile. A good follow-on project would be to implement bike and pedestrian counts in selected locations, based on protocols provided by the National Bicycle and Pedestrian Documentation Project (NBPD), and the FHWA Traffic Monitoring Guide.

## RIT STUDENT PROJECTS

In the Spring of 2020, 18 students of Rochester Institute of Technology's 4th year Industrial Design program guided by the faculty Prof Amos Scully were tasked with developing projects in partnership with Barton & Loguidice (B&L). The projects used the Village of Honeoye Falls as a case study for examining a set of site related issues proposed by B&L. The issues included: Trail Security, Traffic Calming, Power Line Blight, Accessibility, and Snow Harvesting. The students were free to investigate any of these issues and conceive ideas free of budget constraints. Initial ideas were reviewed by John Steinmetz and Molly Gaudioso, from B&L. Students also engaged local stakeholders of Honeoye Falls for additional insights that led to further refinement of the concepts. The final projects will be made available to Honeoye Falls Village Board in April or May of 2020. Where appropriate, these ideas should be added to the recommendations contained in this Study as implementation occurs over the next decade.





**END OF STUDY**