

## **GENESEE TRANSPORTATION COUNCIL**

### **RESOLUTION**

#### **Resolution 21-4    Accepting the Village of Avon Circulation, Accessibility, and Parking Plan as evidence of completion of UPWP Task 6814**

#### **WHEREAS,**

1. The *FY 2020-2021 Unified Planning Work Program* includes Task 6814, Village of Avon Circulation, Accessibility, and Parking Study, for the purpose of studying the Routes 5 & 20 corridor from Pole Bridge Road to the Genesee River Bridge to improve pedestrian, bicycle, and vehicle circulation and safety throughout the corridor;
2. Said Task reviewed prior planning studies and summarized key considerations specific to the Village and the larger Avon community; summarized transportation infrastructure and operations through an existing conditions assessment; assessed needs that should be addressed to improve circulation, accessibility, and parking in a safe manner; presented proposed projects and initiatives to address identified needs in a cost-effective manner; and outlined potential revenue sources required to implement the presented recommendations;
3. Said Task has been completed and has resulted in the *Village of Avon Circulation, Accessibility, and Parking Plan*; and
4. Said Plan has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

#### **NOW, THEREFORE, BE IT RESOLVED**

1. That the Genesee Transportation Council hereby accepts the Village of Avon Circulation, Accessibility, and Parking Plan as evidence of completion of UPWP Task 6814; and
2. That this resolution takes effect immediately.

#### **CERTIFICATION**

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on February 25, 2021.

Date \_\_\_\_\_

KEVIN C. BUSH, Secretary  
Genesee Transportation Council

# Village of Avon Circulation, Accessibility, and Parking Study Executive Summary



*Village of* AVON *New York*

**GTC**

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engineers | planners | scientists

January 2021

# Village of Avon Circulation, Accessibility, and Parking Plan



Financial assistance for the preparation of this report was provided by the Federal Highway Administration through the Genesee Transportation Council, the Village of Avon, Avon Central School District, and Livingston County. The Genesee Transportation Council – as the lead agency – is solely responsible for its content and the views and opinions expressed herein do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

## GTC's Commitment to the Public

The Genesee Transportation Council assures that no person shall, on the grounds of race, color, national origin, disability, age, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. GTC further assures every effort will be made to ensure nondiscrimination in all of its programs activities, whether those programs and activities are federally funded or not.

## En Español

El Consejo Genesee del Transporte asegura completa implementación del Título VI de la Ley de Derechos Civiles de 1964, que prohíbe la discriminación por motivo de raza, color de piel, origen nacional edad, género, discapacidad, o estado de ingresos, en la provisión de beneficios y servicios que sean resultado de programas y actividades que reciban asistencia financiera federal.

# Village of Avon Circulation, Accessibility, and Parking Plan

## Introduction

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

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

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

### About the Village of Avon

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

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

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

# Village of Avon Circulation, Accessibility, and Parking Plan

## Needs Assessment

### *Summary of Key Considerations*

The Village of Avon is bisected by a circular village green that is surrounded by a unique roundabout carrying New York State Route 5 and U.S. Route 20. The more recently developed commercial/residential/retail district along the eastern section of Main Street within village boundaries has accessibility constraints and safety concerns. Adjacent to the eastern entrance to the Village where the speed limit on Route 5 & 20 abruptly changes from 55 miles per hour to 30 miles per hour, the transition into the Village is abrupt. Within a 3-year crash analysis study period, 9 crashes occurred at the intersection of Routes 5 & 20 and Pole Bridge Road. Just west of the intersection, congested conditions were observed along the corridor during the peak hour periods in the areas near closely spaced curb cuts.

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

### *Identified Needs*

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

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

# Village of Avon Circulation, Accessibility, and Parking Plan

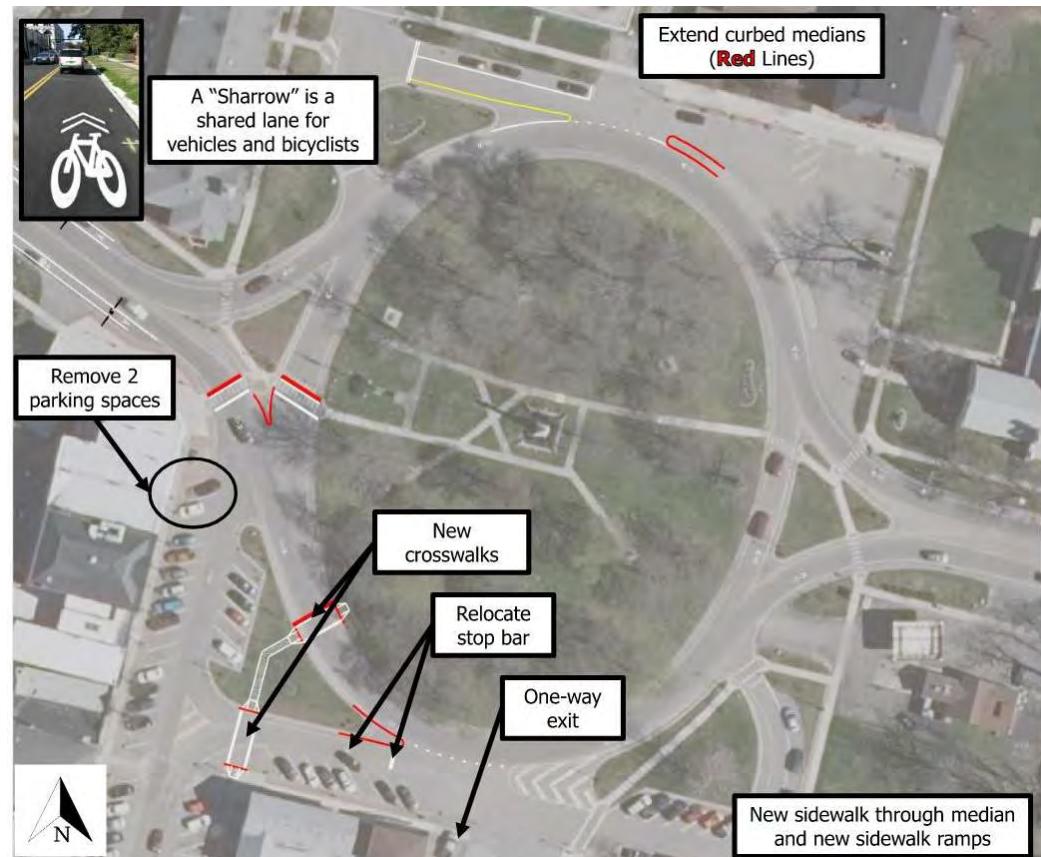
## Recommendations

### Overview

The recommendations address the identified needs by enhancing safety for all users through dedicated pedestrian and bicycle facilities to support non-motorized connectivity, including between residential neighborhoods and the Genesee Valley Greenway. The improvements represent a customized approach to selecting technically-sound solutions unique to the Village. The improvements are focused on proposed changes and additions to streets and pedestrian and bicycle facilities, intersection and street modifications, sidewalks, crosswalks and bicycle facilities.

### Routes 5 & 20

The street interventions along Routes 5 & 20 (East and West Main Streets) include modifications to the lane widths to accommodate six-foot wide bicycle lanes. Existing pavement striping would be modified in the plan area. Dedicated left turn lanes would be added at the intersection with Pole Bridge Road to enhance safety and efficiency. Recommendations for the section of West Main Street that encompasses 'The Circle' include access modifications, crosswalks, sharrows (shared bicycle/ vehicle lanes), and removal of two parking spaces to eliminate conflict with traffic entering Genesee Street.



# Village of Avon Circulation, Accessibility, and Parking Plan

## Recommendations

### *Genesee Street*

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



# Village of Avon Circulation, Accessibility, and Parking Plan

## Recommendations

### *Pedestrian and Bicycle Facilities*

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

### *Parking*

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

### *Gateway Treatments and Streetscape Enhancements*

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

### *Programmatic Alternatives*

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

# Village of Avon Circulation Accessibility and Parking Plan

## Implementing the Plan

### *Capital Costs*

Costs for the plan's recommendations were estimated using unit costs from bid prices for recent highway and bridge contracts and the *NYSDOT Quick Estimator Reference – Upstate* tool. This cost data set is robust and provides an applicable basis to estimate the plan recommendations.

The plan assumes that revised lane striping along East Main Street and West Main Street in the recommended locations would occur during the next pavement resurfacing project conducted by NYSDOT for Route 5 & 20. Other modifications near 'The Circle' and improvements to the intersections of Genesee Street at Clinton Street and East Main Street at Pole Bridge Road can be implemented as funding opportunities become available.

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

The costs include the base estimate and a 20 percent contingency. The contingency factor (based on the percent of the base estimate) is the minimum specified by NYSDOT at the Scoping phase per Engineering Instruction EI 20-014 – Conceptual and Preliminary Estimating Requirements and Preliminary Cost Estimating Tool Development (PCET) dated June 8, 2020.

# Village of Avon Circulation Accessibility and Parking Plan

## Implementing the Plan

### *Operating Costs*

There are also ongoing operations and maintenance costs that need to be considered. Routes 5 & 20 is an existing roadway so preventive maintenance and snow and ice removal are already performed. The widened pavement section at Pole Bridge Road will have negligible impacts from a cost perspective. The net change in O&M costs of the reconfigured lanes will be minimal. The same is true for the new pedestrian countdown signals, and improved street lighting. The largest increases in O&M costs will be related to the sidewalks on Hal-Bar Road, the connection street between Pole Bridge Road and Clinton Street, and any new cross access drive constructed by the Village with access to the commercial properties along the south side of East Main Street.

### *Federal Funding Programs*

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

*National Highway Performance Program (NHPP)* – Routes 5 & 20 are part of the National Highway System and thus, recommendations for Routes 5 & 20 are eligible to be programmed with NHPP funds.

*Transportation Alternatives Program (TAP)* – The TAP project categories that would apply to the recommendations of the plan include Safe Routes to School, design and construction of facilities for pedestrians, bicyclists and non-motorized transportation users, and storm water management activities.

*Congestion Mitigation and Air Quality Improvement Program (CMAQ)* – Livingston County was part of the 1997 Rochester Non-attainment Area for ground-level ozone. Plan recommendations are eligible as "pedestrian and bicycle facilities such as new, improved, or gap connecting bicycle commuter paths, and new, substantially improved or gap connecting sidewalks."

# Village of Avon Circulation Accessibility and Parking Plan

## Implementing the Plan

Recommendations are eligible for three other FHWA programs: Surface Transportation Program Block Grant Program (STBG), Better Utilizing Investments to Leverage Development Transportation Discretionary Grant program (BUILD), and the Highway Safety Improvement Program (HSIP). To be awarded HSIP funds, a project must be able to demonstrate that it will enhance safety.

### ***State and Local Funding***

Other potential funding programs that were made available through the Consolidated Funding Application (CFA) process administered by Empire State Development Corporation the Finger Lakes Regional Economic Development Council.

*Community Development Block Grant Program (CDBG)* – New York State makes CDBG funds from the United States Department of Housing and Urban Development available through the Governor’s Regional Economic Development Process, requiring that a CFA be completed. Sidewalks are an eligible use under the CDBG Public Facility program.

*Green Innovation Grant Program (GIGP)* – New York State makes GIGP funds through the NYS Environmental Facilities Corporation available through the Governor’s Regional Economic Development Process, requiring that a CFA be completed. Sidewalks are an eligible use under the GIGP provided they are constructed with permeable pavements.

*Environmental Protection Fund Grants Program for Parks, Preservation and Heritage (EPF)* - New York State makes EPF funds through the NYSOPRHP available through the Governor’s Regional Economic Development Process, requiring that a CFA be completed. Trails are an eligible use under the EPF provided they connect “already-protected state and local lands, historic sites, greenways, trails and waterways.”

Local sources of funding would include using *Consolidated Local Street and Highway Improvement Program (CHIPS)* funds apportioned to the Village of Avon for projects on the facilities it owns and operates. Another option would be to establish a sidewalk district to both raise funds for construction and pay for future maintenance.