

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 21-5 **Accepting the Community Inventory Assessment, Visioning, Recommendations, and Implementation Plan as evidence of completion of UPWP Task 8767**

WHEREAS,

1. The *FY 2020-2021 Unified Planning Work Program* includes Task 8767, Honeoye Hamlet Active Transportation Study, for the purpose of developing a comprehensive transportation plan element for the Hamlet to become part of the Town of Richmond’s comprehensive plan addressing vehicular, parking, pedestrian, and recreational trail needs and incorporate a complete street approach for the Hamlet;
2. Said Task comprehensively examined the existing land use and transportation network within the Hamlet study area; presented a set of regulatory, physical, and programmatic strategies designed to create and enhance a walkable, bikeable community while also emphasizing development that is appropriate for a Hamlet center; proposed improvements to be considered for advancement; and developed a Plan that prioritizes project and policy recommendations, includes cost estimates, and identifies funding sources and/or responsible agencies;
3. Said Task has been completed and has resulted in the *Community Inventory Assessment, Visioning, Recommendations, and Implementation 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 Honeoye Hamlet Active Transportation Study Executive Summary as evidence of completion of UPWP Task 8767; 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



HAMLET OF HONEOYE

ACTIVE TRANSPORTATION STUDY

January 2021

Executive Summary



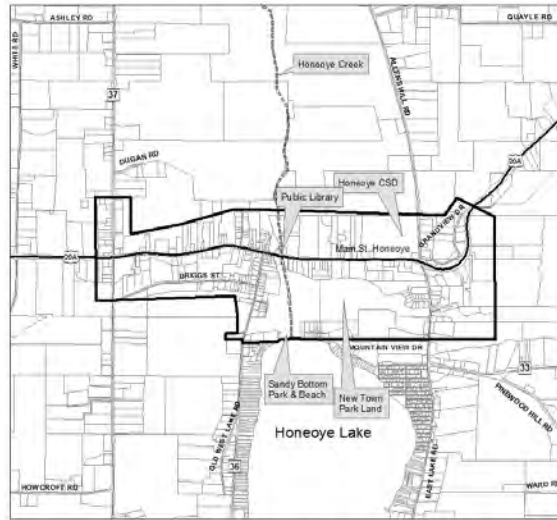
EXECUTIVE SUMMARY

STUDY PURPOSE

Ontario County, the Genesee Transportation Council, and the Town of Richmond initiated the Honeoye Hamlet Active Transportation Study as planning document that seeks to act as a chapter in the Town's Comprehensive Plan update addressing pedestrian, bicycle, recreational trails, land use, and motorist needs. This plan will build upon previous efforts and develop new physical and regulatory recommendations that increase transportation options for local residents and visitors, enabling improved access to destinations, services, and places of education and employment within the Hamlet. This plan recommends specific facility, programmatic, and policy improvements which intend to enhance the livability of the Hamlet and Main Street activity centers, preserve and enhance the Hamlet's character and walkability; identify opportunities for improved connectivity and access for non-motorists; and leverage the area's largest asset - Honeoye Lake. The following sections are included in this Study.

INTRODUCTION

The context and background is set in this section for why the Study is necessary for the Hamlet of Honeoye and how both the Town and Hamlet can benefit from addressing land use and transportation issues. A brief history of the community is provided, the study area is defined, and an outline of the Study's community engagement efforts are listed, which included early discovery meetings, business leader meetings, and a virtual public open house in response to the COVID-19 pandemic.



COMMUNITY INVENTORY ASSESSMENT

This section takes a comprehensive look at the existing land use and transportation network within the Hamlet study area, as well as other community characteristics that can either help support or detract from safe and efficient movement of pedestrians, bicyclists, and motorists. Key topics includes a community code assessment, walkability assessment, an analysis of traffic operations, a bicycle level of service model, safety assessment, and economic assessment. Also included as part of the community outreach undertaken at this time was the identification of issues, assets, and opportunities within the Hamlet. These topics, when taken together and with the guidance of the project's Steering Committee as well as community members, helped craft vision for Honeoye. The vision is reproduced below:

"Honeoye is a friendly and diverse community with people who are proud to call the Hamlet home. People in Honeoye enjoy a pristine lakefront, active parks, and expansive walking and biking trails connecting Honeoye Lake to the Hamlet's thriving business district. Residents and visitors gather on Main Street to socialize and enjoy unique restaurants and shops. The streets throughout the Hamlet are tree-lined, walkable, and bikeable while offering accessible routes to nearby parks, trails, and the waterfront."



RECOMMENDATIONS

The recommendations section present a set of regulatory, physical, and programmatic strategies designed to create and enhance a walkable, bikeable community while also emphasizing development that is appropriate for a Hamlet center. These recommendations include developing design standards for a newly established Hamlet District; development of a Main Street Access Management Plan; streetscape improvements, including defined parking, bicycle lanes, increased green space; improvements at existing pedestrian crossings and new crossing opportunities; green infrastructure to address drainage challenges; expanded pedestrian network; wayfinding; formalize and improve existing trail connections; intersection improvements; and economic development and housing strategies. Along Main Street, east of the Honeoye Creek bridge, on-street parking is proposed along the north side with bike lanes along both sides. A roundabout is considered at the intersection of Main Street/County Road 33/Allens Hill Road along with other conventional intersection improvements.



IMPLEMENTATION AND FUNDING

The implementation and funding section contains a list of proposed improvements to be considered for advancement. The project's Steering Committee reviewed and prioritized the recommendations from the previous section after hearing feedback from community members. Committee members completed a ranking exercise which determined the recommendations for priority implementation. Each of the recommendations includes an opinion of probably costs, potential funding sources, and other important notes. Funding sources include Local, State, and Federal agencies. Some recommendations do not require or include cost estimates as they can be completed as part of internal staff time and policy updates. It should be noted that the results of the prioritization process are not meant to imply that the remaining recommendations are unimportant. The Town should, whenever practical, pursue opportunities to efficiently accomplish any of the remaining recommendations. The prioritized recommendations table is depicted on the following page.



RECOMMENDATIONS	OPINION OF PROBABLE COSTS	POTENTIAL FUNDING SOURCES	WHO SHOULD BE INVOLVED/RESOURCES
Implement Access Management Plan	Cost would consist of Town Board and Town staff hours as well as public engagement	CFA - Empire State Development; Capital Improvement Funding	Town of Richmond; Town of Richmond Planning and Zoning Boards; Private Property Owners
Adopt HHATS as an element of Town's Comprehensive Plan	Cost would consist of Town Board and Town staff hours	N/A	Town of Richmond; Town of Richmond Planning Board
Streetscape Improvements Between Church Street and County Road 33	Total cost is dependent on the type and number of each streetscape element	CFA - Empire State Development; CHIPS; BUILD	Town of Richmond; Finger Lakes Regional Grant Administrator
<i>Benches</i>	\$1,250 each		
<i>Trash and Recycling Receptacles</i>	\$850 each		
<i>Bicycle Racks</i>	\$500 each		
<i>Street Trees</i>	\$750 each depending on species		
<i>Street Lighting</i>	\$7,500-\$10,000 each depending on fixture, foundation, and pole type		
<i>Pavement Work (Mill & Resurface and Pavement Markings)</i>	\$350,000-\$400,000		
Intersection improvements: Conventional and Roundabout	Conventional: \$1,200-\$150,000, depending on treatments applied Roundabout \$2.2-\$2.8 million	CHIPS; Surface Transportation Block Grant Program; TA; TAP;	Town of Richmond; Town Highway Superintendent; NYS DOT
Install sidewalks to County Road 33 trailhead	\$90,000-\$120,000	CMAQ; CDBG; CHIPS; Surface Transportation Block Grant Program; TAP	Town of Richmond; Town Highway Superintendent; NYS DOT
Implement Sidewalk Plan by recommended phasing	\$850,000-\$950,000	CMAQ; CDBG; CHIPS; Surface Transportation Block Grant Program; TAP	Town of Richmond; Town Planning Board; NYS DOT
Install pedestrian crossings at noted locations	\$50,000-\$70,000	CMAQ; CDBG; Surface Transportation Block Grant Program; TAP	Town of Richmond; Town Highway Superintendent; NYS DOT
Formalize and improve existing trail connections	\$400,000-\$600,000	CFA - Office of Parks, Recreation, and Historic Preservation; CDBG	The Town of Richmond; Finger Lakes Regional Grant Administrator
Identify retail uses for the Hamlet	Cost would consist of Town Board and Town staff hours as well as public engagement	N/A	Town of Richmond; Town Planning Board; Ontario County Planning Department