

X Transportation

The transportation system in Brighton provides routes for motor vehicles (road and rail), watercraft, pedestrians and non-motorized vehicles to respond to the needs of Brighton residents and businesses, and to facilitate the regional transportation of people and goods. This report describes the impacts of existing development on Brighton's transportation system, the potential impact of future development on Brighton's roads, and projects and plans proposed for the future. Goals, policies and strategies relating to Brighton's transportation system are expressed at the end of the report.

The information in this report is the result of the examination of existing reports and plans by the Transportation Focus Group of the Steering Committee and town staff; presentations made at Steering Committee meetings by Kristin Bennett, Non-Motorized Transportation Analyst for Genesee Transportation Council, and David Nutter, a principal with Nutter Associates planning firm and authority on the Erie Canal in Brighton; discussions with various town personnel; and the contributions of two consultants - Genesee Transportation Council, who provided analysis of existing and future peak hour volume/capacity ratios town-wide, and Sear Brown Group, who provided analysis of the traffic impacts on the critical central Brighton area of several future development scenarios.

The Transportation Focus Group met three times in the fall of 1999 to discuss existing conditions and proposed projects and make recommendations regarding the future transportation system in Brighton. These discussions were aided by a presentation from Tom Low, Public Works and Highway Commissioner, on issues and plans related to Brighton streets.

Transportation Update

Genesee Transportation Council

The Genesee Transportation Council (GTC) is the designated Metropolitan Planning Organization (MPO) for the nine-county Genesee-Finger Lakes region. In their 2000-2020 Long Range Transportation Plan Update, GTC makes the following short- and long-term recommendations:

- ♦ Establish suburban transit centers to facilitate inter-urban and suburb-to-suburb transit service, as well as express bus service to major employment centers.
- ♦ Develop and distribute bicycle parking design and location standards to be considered by communities for inclusion in local zoning codes. The need to provide convenient and secure end-of-trip facilities for bicyclists is consistently noted as a major barrier to bicycling. Principal locations may include schools (elementary through college), public

- buildings (libraries, government centers, post offices), business districts, and recreational facilities (parks, community centers).
- ♦ Review community sidewalk policies within the Transportation Management Area and develop recommendations to minimize facility and maintenance discontinuity issues across community lines.
 - ♦ Identify needs and barriers to the development of safe and efficient connections between the on-street road network and the off-street multi-use trail network.
 - ♦ Develop and install signage (both guidance and regulatory) for waterfront trails and to increase safety and ease of use by residents and visitors.
 - ♦ Install appropriate lighting along waterfront trails in the short-term, especially at trailheads and intersections with streets, to improve the safety and comfort of users.
 - ♦ Expand ride sharing programs, which may include public or private initiatives (e.g., ride matching services, van pooling).
 - ♦ Explore incentives to encourage higher occupancy of automobiles and the use of transit, bicycles, and walking.
 - ♦ Ensure transportation planning and decision-making supports and reinforces local land use and development objectives, balanced with broader community goals as defined by representative community master plans.

Roadways

- ♦ Over the last 50 years, the character of transportation in Brighton has changed. Brighton roads are increasingly used for trips originating and ending in other communities. Combined with steady development within Brighton, these through-trips have placed increasing pressure on Brighton's major roads and increasing problems with "cut-through" traffic on Brighton's residential streets, even as Brighton's population has remained relatively stable (Table 2, p. 98). This increased pressure has, in turn, decreased the ease and safety of pedestrian and bicycle transportation.
- ♦ The 1990 *Master Plan* recommended the development of two new roads running between S. Clinton Ave. and Winton Rd. One of these roads, following the path of the West Branch of Allens Creek, has been planned, construction has begun, and development (Clinton Crossings) has begun along it - Senator Keating Blvd. The other road, proposed to connect S. Clinton Ave. and Winton Rd. south of I-590, has been investigated and would be more difficult to configure. The access point on S. Clinton Ave. for this road, proposed in the 1990 plan to provide access to new residential, office and waterfront development, is constrained by the existence of radio transmission towers on the optimal access site. The tower site includes an extensive network of underground cables which would be disturbed by road construction. The

- ♦ Monroe County is studying the reuse and redevelopment potential of the Iola Campus, part of which extends into Land Use Plan Area 15. During the initial public outreach sessions, input was received from the community suggesting consideration of an east-west “link”/roadway that would connect East Henrietta Rd. with Westfall Rd. through the Iola parcel. Preliminary investigation of the idea indicates that a roadway connection through the Brighton Meadows development, utilizing existing curb cuts on Westfall Rd., could be accomplished.
- ♦ The intersections in Brighton with the greatest potential for future capacity problems are Monroe Ave./I-590, Winton Rd./I-590 and Elmwood Ave./I-590.

Pedestrian/Bikeways

- ♦ The increase in traffic volume on Brighton’s major streets caused by increased development within and surrounding Brighton increases the desirability of sidewalks along these streets to provide convenient and safe pedestrian and bicycle travel through town.
- ♦ Where they would provide public benefit, the town requires sidewalks to be constructed as a condition of approval of development projects.
- ♦ The town has created sidewalk districts and taken over maintenance of existing sidewalks. This has helped to ensure that sidewalks within the town are serviceable and safe for pedestrians and bicycles.
- ♦ The town includes funds for new sidewalks in each budget. In addition to those sidewalks installed by the town, it is often a condition of the approval of new development that sidewalks are installed by the developer of the project.
- ♦ There are two state-designated on-street bicycle routes in Brighton: one follows Elmwood Ave. and Monroe Ave., the other follows Clover St.
- ♦ In addition to the two state-designated bike routes, the Genesee Transportation Council’s Long Range Transportation Plan proposes bike routes on East Henrietta Rd., Jefferson Rd. and East Ave. in Brighton, continuing on in adjacent municipalities.
- ♦ The Brighton Trails Task Force, in 1999, delineated existing trails and pedestrian linkages in Brighton and recommended needed additions to the system.
- ♦ The town has created or planned for the immediate future the following pedestrian and multi-use paths:
 1. Pedestrian paths linking the Town Park (Westfall Rd.) and Meridian Centre Park (Winton Rd.) with the Erie Canal. A boat dock and fishing pier were also constructed on the canal at Meridian Centre Park.
 2. A pedestrian nature path on the town’s Conservation Easement adjacent to St. John’s Meadows (Elmwood Ave.).

3. A multi-use trail on the abandoned Lehigh Valley rail line in western Brighton. This trail will provide an important linkage between E. River Rd., the Erie Canal, Genesee Valley Park, and the Genesee Valley River trail on the north; Crittenden Rd. in the center; and Town Line Rd./Jefferson Rd. on the south.
4. A pedestrian nature path through Corbett's Glen (Rte. 441).

Waterways

- ♦ The Erie Canal footpath is the most significant trail in Brighton. It provides for multiple forms of transportation, provides a pedestrian connection between eastern and western Brighton and adjacent towns, and is accessible from the town's Meridian Centre Park and Town Park. In addition to its recreational and transportation value, it is also an important historic asset for Brighton. The canal itself provides boating access to the state waterways system.
- ♦ State (NYS Canal Recreationway Plan), regional (Genesee/Finger Lakes Regional Canal Plan) and local plans have created renewed interest in the canal as a focal point for regional/local tourism efforts and local recreation opportunities. The July, 1999 creation of a planning commission for the Western Erie Canal Heritage Corridor offers new potential for Brighton to leverage efforts to make the most of the canal.
- ♦ Although Brighton has significant shoreline on the Genesee River, development along the river and the narrow width of the land between the river and East River Rd. limit public access opportunities. However, access to the river near the Stowell Nature Conservancy (located on East River Road) could enhance the public value of the Conservancy, and the possibility of such access should be investigated.

Central Brighton Development Impact Analysis

1996-1997 Senator Keating Blvd. Study

The 1990 *Master Plan* called for the ultimate construction of Senator Keating Blvd. between S. Clinton Ave. and Winton Rd., between I-590 and Westfall Rd. Sen. Keating Blvd. is intended to be a collector road, providing east-west access to the undeveloped parcels within the described area and diverting traffic flow from Westfall Rd. In 1997, a study was completed by Sear Brown Group that recommended the best alignment for and structure of the boulevard and investigated the environmental impact of its construction. The Sear Brown study used data and information from the 1990 *Master Plan* and the 1993 *Central Brighton Transportation Study*, updated to reflect existing land use decisions and development trends. The results of the study included the following findings regarding transportation impacts of the proposed road:

- < Based on the 1990 *Master Plan* recommended land uses, approximately 245,000 square feet of office and medical uses could be accommodated between S. Clinton Ave. and Lac de Ville Blvd. Residential uses (low and medium density) would total approximately 1,200 dwelling units, the remainder of the area would be parkland. This development would generate approximately 1,090 vehicular trips during the average weekday morning peak hour and 1,390 trips during the evening peak hour.
- < If Sen. Keating Blvd. is not built, traffic generated by the development of office, residential and park uses in the area, as recommended by the 1990 *Master Plan*, would result in an approximately 300 additional vehicles per hour on Westfall Rd. and approximately 200 additional vehicles on S. Clinton Ave. The additional traffic would necessitate the widening of Westfall Rd. to 5 lanes.
- < Projecting the traffic impacts of development to the year 2013 (used to be consistent with the Central Brighton Transportation Study), and assuming that Sen. Keating Blvd. would be a two-lane road and that Winton Rd. and S. Clinton Ave. would not be altered, levels of service at both ends of Sen. Keating Blvd. would be unacceptable (level F).
- < Monroe County assumed the construction of Sen. Keating Blvd. in its design plan for the reconstruction of Westfall Rd., and therefore did not add additional lanes.
- < The study assumed that development review in the area would limit access to Westfall Rd., directing traffic to Sen. Keating Blvd.

1999 Central Brighton Development Impact Analysis

In 1999, the town engaged the Sear Brown Group (engineering consultants) to analyze the impact on traffic of several development scenarios for the area bounded by Westfall Rd., S. Clinton Ave., B-H Town Line Rd. and Winton Rd. A “choke point” analysis was used to measure existing traffic conditions and the impacts of varying intensities of development in the block on traffic conditions at the intersections surrounding the block: Clinton/Westfall, Westfall/Winton, Winton/590, Winton/Town Line and Town Line/Clinton. The results of the analysis indicated that two of these intersections are currently operating at a Level of Service D (see glossary), two at Level of Service E, and one at Level of Service F. To analyze future conditions, the study assumed the completion of Senator Keating Blvd. and improvements as planned in the *Central Brighton Transportation Study* (1993) and *Southern Corridor Mobility Study* (1999). Levels of service were then estimated based on the development of the area as currently zoned and under three alternative development scenarios of varying intensity. The results of the study indicated that, with transportation improvements already planned, development in the block would have to be controlled to maintain the standard of service to a minimum of “level D” on these intersections. The results of the study were considered in the land use recommendations of the Land Use Plan.

Focus Group Recommendations

Recommended Goals

1. Provide and encourage an efficient, safe and convenient transportation system, including roads, trails, waterways and public transit, to serve the needs of existing and projected development within the town.
2. Protect the residential character of the town by discouraging the expansion of existing arterial or collector streets.
3. Provide for travel modes that present alternatives to the automobile.
4. Provide safe pedestrian linkages between neighborhoods and commercial and recreation areas.
5. Provide pedestrian and bike linkages through Brighton to pedestrian/bike routes in the city and neighboring towns.

Recommended Policies and Strategies

1. Minimize direct access points onto arterial right-of-ways by encouraging the utilization of common driveways.
2. Consider bicycle facilities in the design of all new development (i.e., bicycle lanes, signage and parking).
3. Consider in all new development proposals the feasibility of incorporating bicycle and pedestrian linkages and pass-throughs in areas where streets are not planned. An example of such a linkage is the paved path from the Town Hall parking lot connecting with Sylvan Rd. to the north.
4. Review development adjacent to the canal with regard to impact on access, use and enjoyment of the canal and canal path.
5. New urban-scale development should be located and designed to minimize traffic impacts on areas with an established rural or semi-rural character.
6. Complete Senator Keating Blvd. to relieve traffic pressure on Westfall Rd.
7. Implement the plan of the Brighton Trails Task Force.
8. Require developers to provide or to make use of consulting services to determine the impact of proposed development or land use on transportation systems.
9. Consider the feasibility of using the I-590 right-of-way as a multi-use trail to provide linkage between areas not easily connected by other means. The Brighton Trails Task Force could investigate.

10. The Town of Brighton should be actively involved with the Western Erie Canal Heritage Corridor Planning, and promote regional coherence to further the town's recreational and transportation goals.