



# Neighborhood Association Meeting to Present the Highland Park / Canalway Trail Project

Wednesday, June 23, 2010  
St. John's Home  
6:30 PM



FISHERASSOCIATES



# Project Objectives

- Connect Highland Park with the Erie Canalway Trail and the Genesee Riverway Trail.
- Provide a safe pedestrian and bicycle route to Highland Park.
- Build a cost effective, context-sensitive, community-valued trail.
- Enhance the regional trail system.

# Project Evolution

- August 2002 – Genesee Transportation Council – Regional Trails Initiative
  - Purpose: to develop a comprehensive and achievable action plan for community leaders to create and maintain a safe, accessible, and highly functional regional trail system that is fully integrated with the existing transportation system and constitutes a nationally recognized distinguishing feature of this region

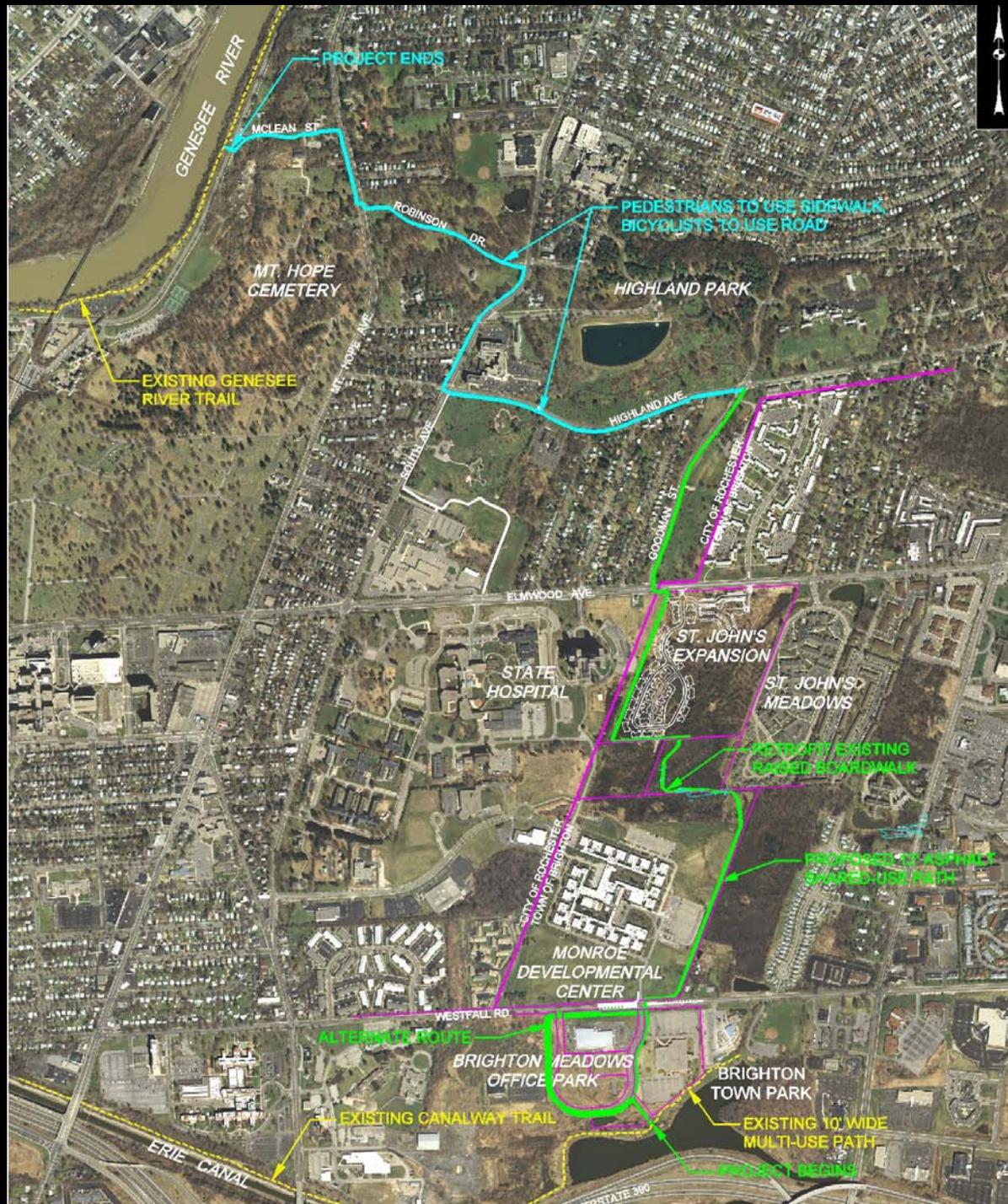
Near-Term Priority Project #12: Genesee Riverway Trail Neighborhood Connectors - Highland Park/Brighton Park Connection

# Project Evolution - continued

- October 2004 – Highland Park/Canalway Trail - Planning and Concept Design FINAL REPORT
  - Recommended a trail section running east/west along Highland Avenue, north/south along Goodman Street, and a crossing at Elmwood Avenue
- October 2004 – Town of Brighton and City apply to Genesee Transportation Council for Transportation Improvement Program funding for project
- January 2009 – Fisher Associates begins work on project

# Original Alignment

Note: This route was as put forth and approved in the 2004 study.



# Original Alignment within City Limits

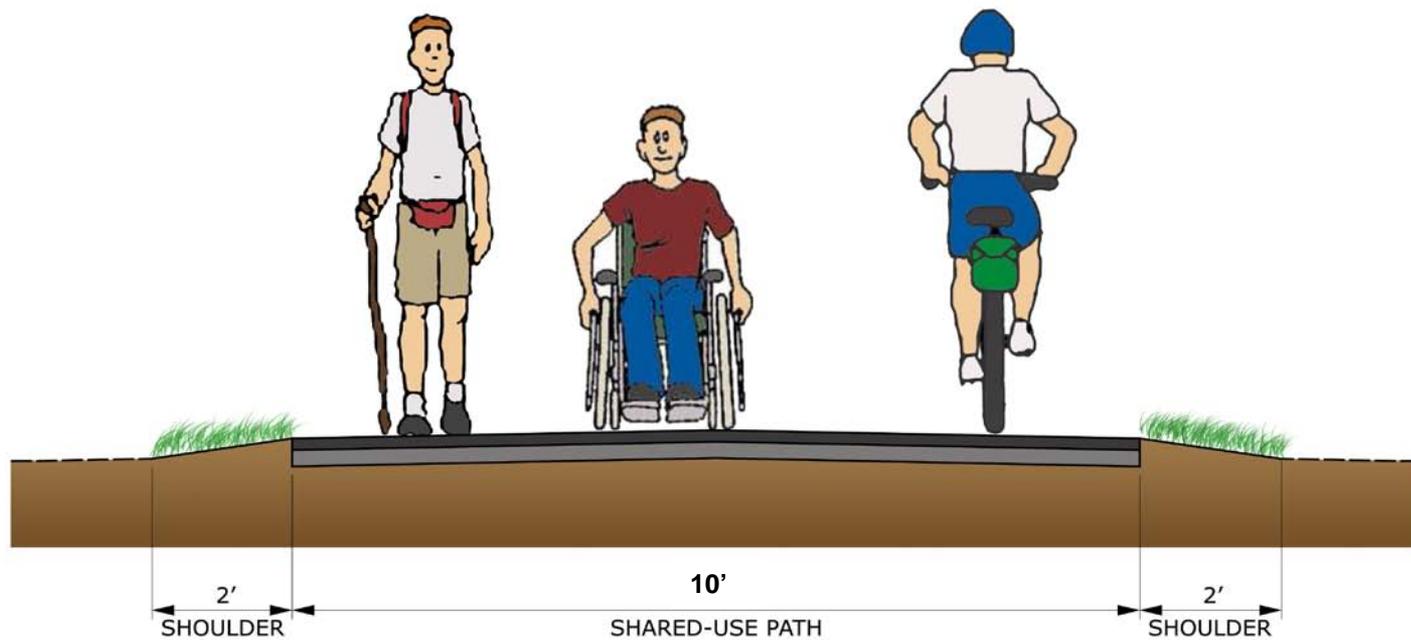


# Trail Segments

- Off-road trail segment – shared-use trail that is separated from the existing roadway.
- On-road trail segment – utilizes sidewalks and shoulders or shares the travel lane with motorists.

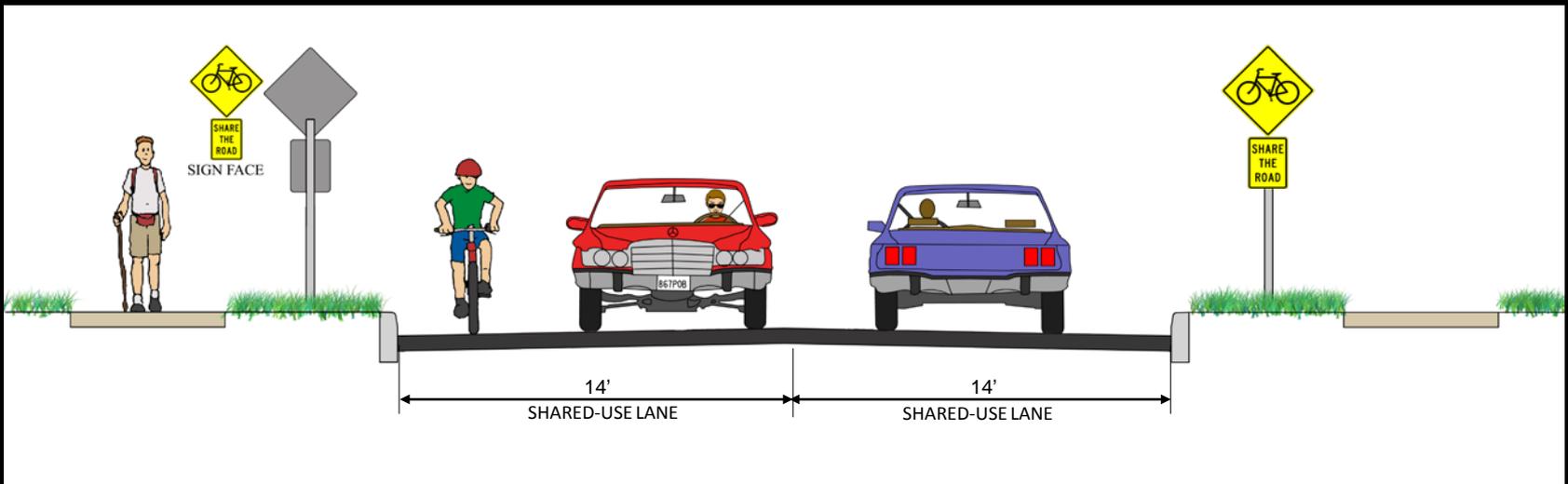
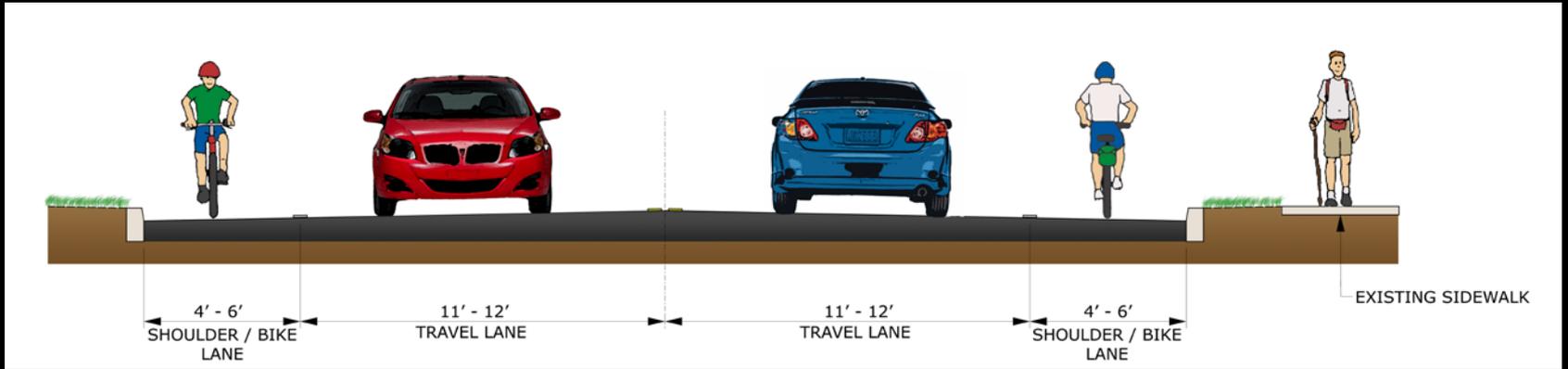


# Trail Section for Off-Road Segments



OFF-ROAD SECTION

# Trail Sections for On-Road Segments

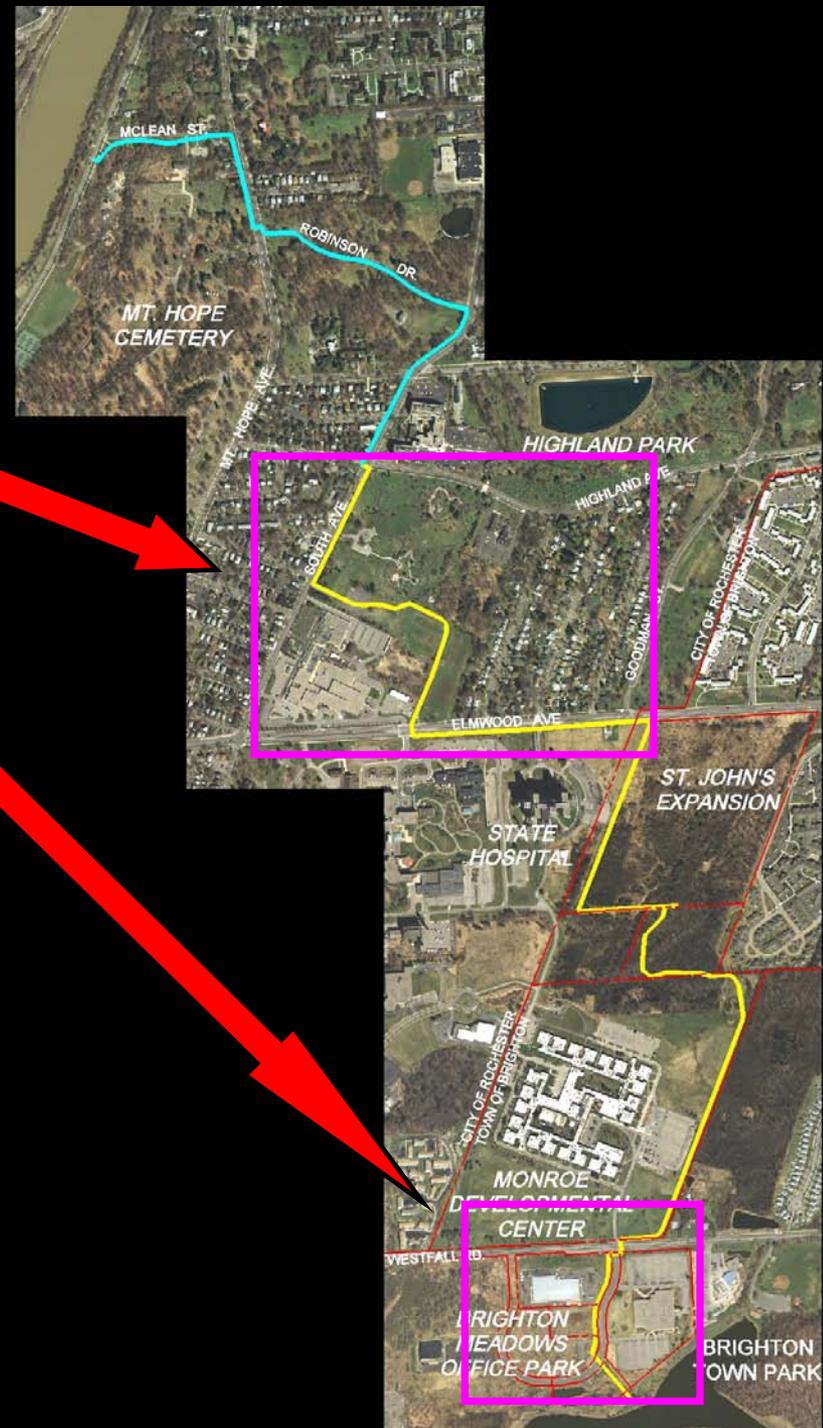


# Neighborhood Concerns

- Requested presentation be posted on-line
- Requested 2002 GTC study & 2004 Preliminary Design Study be posted on-line
- Lack of neighborhood notification and involvement
- Schedule too aggressive
- Safety of crossing Elmwood Ave. at Goodman Street
- Safety of bicyclists on Highland Ave. due to high volumes and speeds
- Trail along Goodman St. conflicts with the Lilac Festival traffic and parking
- Concern about the increase in pedestrian and bicycle traffic along Highland Ave.
- Concern about crossing Mt. Hope Ave.

# Revised Alignment

- Locations of changes
  - Between Elmwood Ave. and Highland Ave.
  - Along Sawgrass Dr.
- Remainder of trail route is unchanged





Sawgrass Dr.

3



3

4

4



Sawgrass Dr./  
Westfall Rd.  
Intersection

5



6



**Monroe  
Developmental  
Center/DDS Facility**



7



8



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St. John's



COUNT  
60  
14  
38  
homes 5  
COUNT = 117

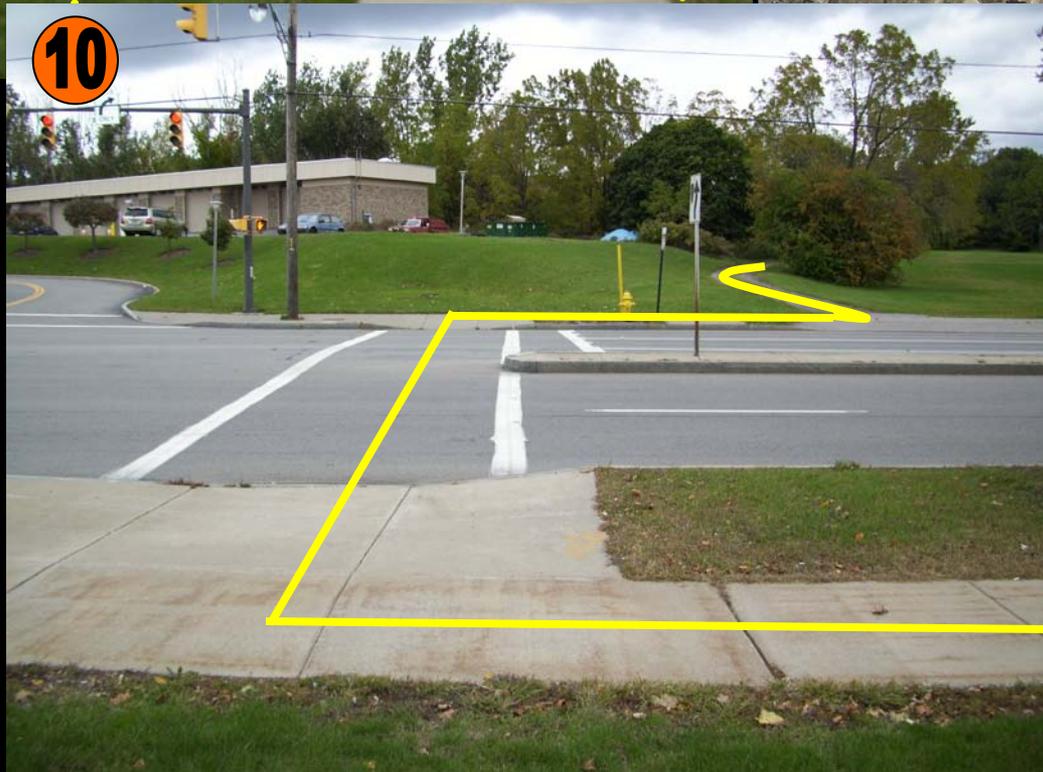


St. John's Expansion

9



10



Elmwood Ave.

11



12



13



14



Highland Park South

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15



16



South Ave.

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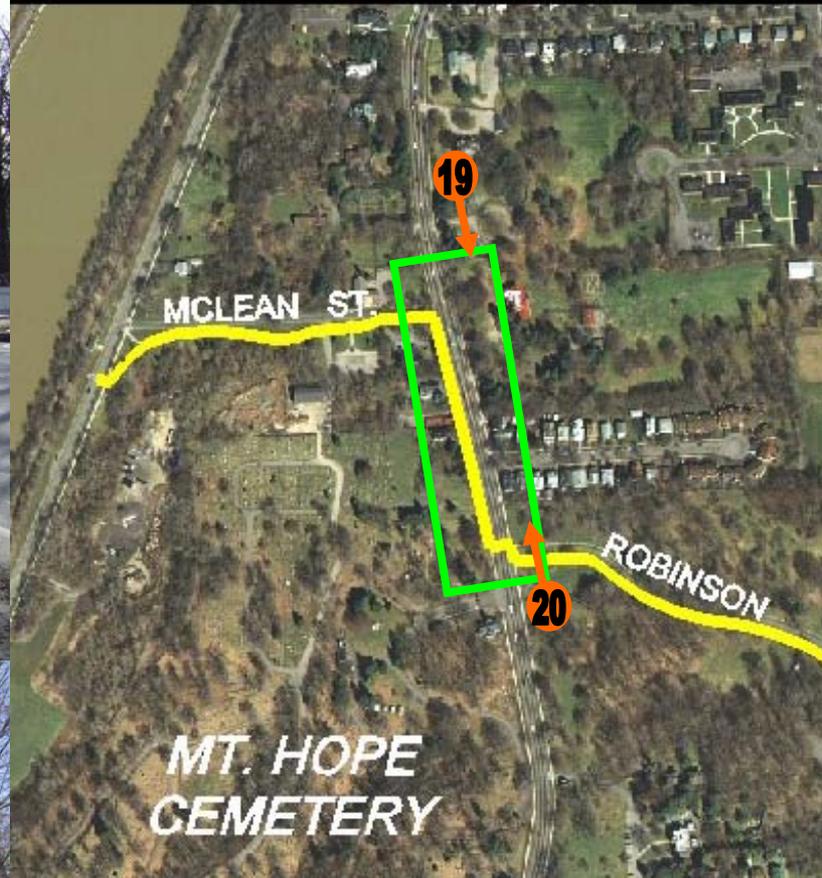
17



18

Robinson Dr.

19



20



Crossing may be at either McLean St. or Robinson Dr. depending on results of additional studies of speeds, traffic, & sight distances

**Mt. Hope Ave.**

# MCDOT Traffic Studies Procedure Manual

- **CROSSWALKS – MARKED**

- Multi-use Paths

- Crossing locations where a multi-use path crosses a roadway should automatically be considered for crossing treatments regardless of pedestrian volumes. This is to promote the use of multi-use paths recognizing that roadway crossings often create barriers for pedestrians and bicyclists and may contribute to lack of use.

# MCDOT Traffic Studies Procedure Manual

- **CROSSWALKS – MARKED**

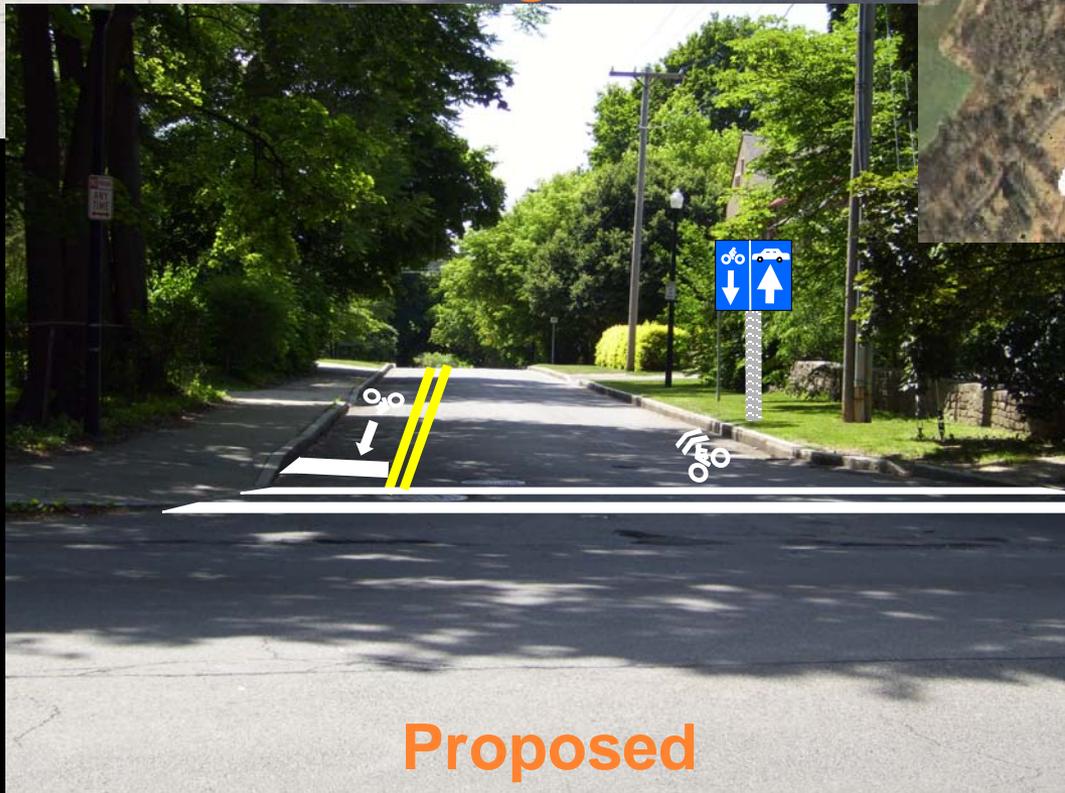
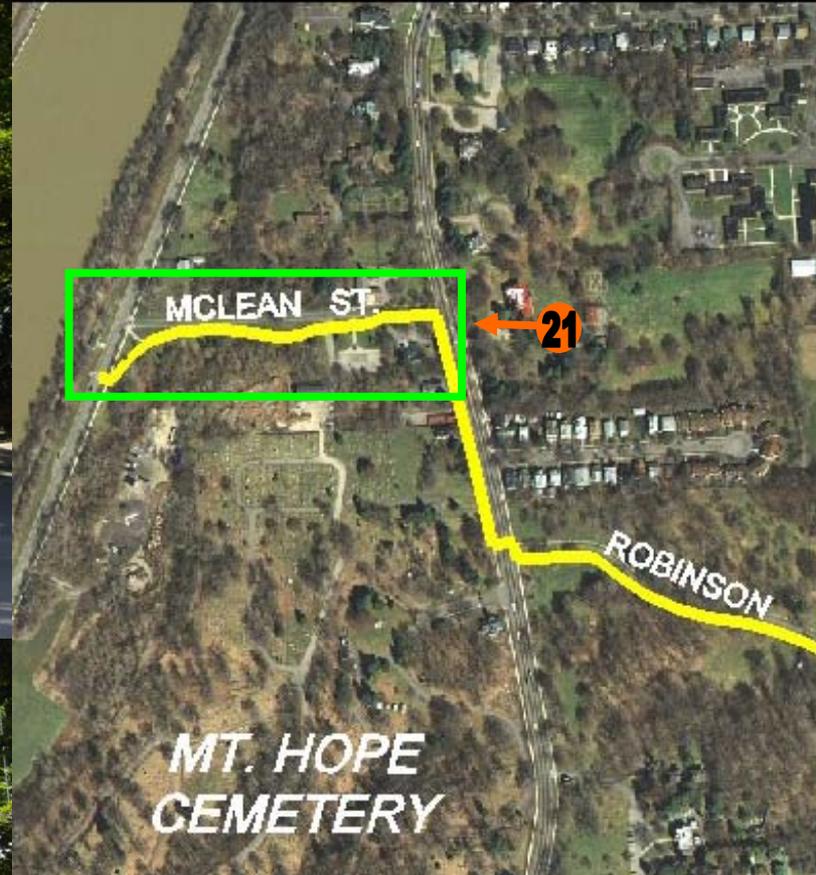
- **Uncontrolled Locations**

1. Sufficient demand exists to justify the installation of a crosswalk.
  - a. number of pedestrians served for the highest consecutive four hour period, OR
  - b. The crossing is a direct route to/from a pedestrian generator and serves at least some pedestrians.
2. The location is at least 300 feet from another crossing location.
3. The location has sufficient sight distance that exceeds the minimum stopping sight distance as defined by AASHTO.
4. Safety considerations do not preclude a crosswalk.

21



Existing



Proposed

McLean St.

22



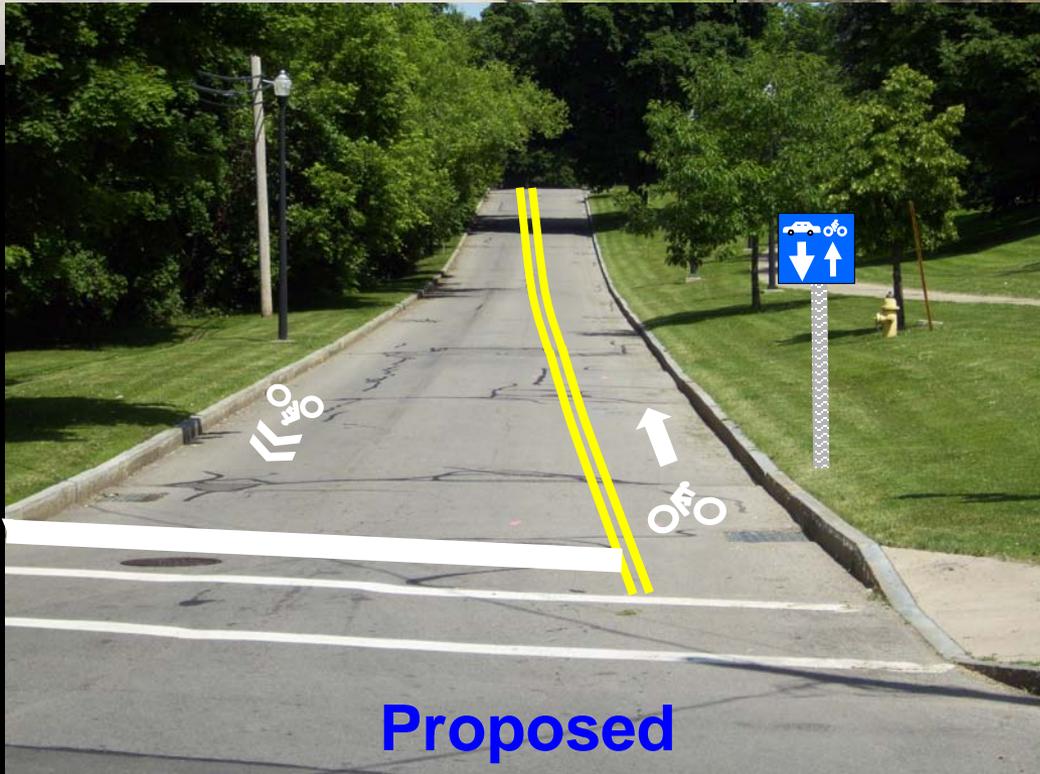
Existing



22

MCLEAN ST.

ROBINSON



Proposed



McLean St.

23



24



Wilson Blvd.

# Project Schedule

- Obtain Neighborhood Input → June 2010
- Refine Trail Alignment and conduct Environmental Studies → July 2010
- Prepare Design Report → August 2010
- Public Meeting → September 2010
- Design Approval → November 2010
- Final Design → November – January 2011
- Bid and Award Project → March 2011
- Trail Construction → Summer 2011