

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 24-06 *Accepting the Village of Warsaw Active Transportation Plan as evidence of completion of UPWP Task 8752*

WHEREAS,

1. The *FY 2023-2024 Unified Planning Work Program* includes Task 8752, Village of Warsaw Active Transportation Plan, for the purpose of developing an active transportation plan for the Village of Warsaw;
2. Said Task developed an inventory of active transportation infrastructure within the study area, assessed motor vehicle traffic operation and safety; conducted a needs assessment of physical and programmatic needs as well as resource gaps for the study area based on the inventory; identified recommendations including trail facility types, alternative routes, priority routes and connections, and trail elements and amenities; developed an implementation strategy, including construction phasing, potential funding sources, and maintenance needs; and undertook an extensive public engagement process including meetings, interviews, and surveys to solicit and integrate community input on the recommendations.
3. Said Task has been completed and has resulted in the *Village of Warsaw Active Transportation Plan*, which provides a strategy for improving active transportation infrastructure in the Village of Warsaw; 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 Warsaw Active Transportation Plan* as evidence of completion of UPWP Task 8752; 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 29, 2024.

Date _____

CHRISTOPHER REEVE, Secretary
Genesee Transportation Council

ACTIVE TRANSPORTATION PLAN

Village of Warsaw

Wyoming County, NY

February 2024



EXECUTIVE SUMMARY

Executive Summary

The Village of Warsaw, in cooperation with the Wyoming County Planning Department and the Town of Warsaw, sought to create an innovative, yet practical plan that reflects the community's need to increase pedestrian/bicyclist mobility through a safe, comfortable, and interconnected multi-modal network for people of all ages and abilities. This Active Transportation Plan (ATP) encompassed the Village limits as well as a portion of NY-19 (N Main Street) from Old Buffalo Road to CR-7 (Saltvale Road).

The primary objective of this plan is to develop a set of strategies that rebalances the transportation network through a combination of active transportation and safety improvements, increased connectivity, and promotion of healthy and active lifestyles, and development of Complete Streets. These components should improve safety for all users, while enhancing the economic vitality, preserving the history, and elevating the overall sense of place for the "Village in the Valley." Under guidance from the project's partners, the plan's recommendations sought to provide the following benefits:

1. Increase healthy & active lifestyles for village residents by increasing mobility and connections to jobs, shopping, and recreation.
2. Improve safety, access, and connectivity for all modes of travel.
3. Promotion and protection of the historic built environment of the Village.
4. Enhance pedestrian/bicycle infrastructure.
5. Mitigation of the likelihood and severity of traffic conflicts.
6. Opportunities to capitalize on connections to the natural environment.
7. A potential future trail network with connections to other major trail systems.

Information contained in the final document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, and commentary contained within the Warsaw ATP are based on limited data and information, and on existing conditions that are

subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

While the New York State Department of Transportation (NYSDOT) participated on the steering committee, this does not necessarily reflect the official views or policy of NYSDOT.

Benefits of Active Transportation

"Active transportation" refers to human-powered mobility, primarily walking and biking. It can affect both a community and an individual in profound ways. The promotion of active transportation is important to the Warsaw community, as evidenced by the number of streets with sidewalks, its grid-like development pattern, and its desire to develop this plan to enhance alternative transport. There are significant benefits of active transportation in regard to the economy, health, the environment, and in consideration of social and human safety. The benefits can lead to a more sustainable and thriving community.

Economic

Active transportation has measurable economic benefits for communities. A multi-modal system offers mobility choices for all income levels. It can also be cheaper, when compared to road capacity improvements, to install and maintain producing greater returns on investment. Other benefits include:

- Can save money by diverting costs of vehicle ownership to low to no cost options, like walking and bicycling.
- Can decrease vehicle trips, thus providing a maintenance savings to communities.
- Improving one's health via active transportation networks can reduce healthcare costs.
- A more walkable community can help raise property values and increase tax-based revenues that can be used for place-based improvements.

Health

Most notably, individuals getting out of their vehicles and into walking shoes or on bicycles can provide many health benefits. Important benefits include:

- Children are more likely to perform better academically in school.
- Reduce risk of depression, cardiovascular diseases, and respiratory problems.
- Stress reduction.
- Increase in overall personal well being.

Social

The more people walk and bike, the more likely they are to interact with one another. Recent trends indicate young adults prefer compact, walkable communities where they live, work, and recreate. Places that are designed around an active lifestyle can lead to people lingering amongst public spaces, thereby benefiting local businesses and encouraging social interaction. Other benefits include:

- Walking, bicycling, and using transit as modes of transportation gives the user a choice of the routes they choose to take. This freedom can help reduce stress and health related impacts that stems from traffic congestion and other vehicle related impacts.
- Active transportation can reduce the frequency of pedestrian and bicycle related accidents resulting in a more livable community.
- The versatility of such networks mean that people of all ages, abilities, and income levels benefit from them.

Environmental

In 2013, greenhouse gas emissions from transportation accounted for about 27% of total U.S. greenhouse gas emissions. Active transportation can reduce traffic congestion, thereby reducing harmful greenhouse gas emissions.

- Walking and bicycling produce no greenhouse gases.
- 60% of vehicle pollution is created in the first few minutes of operation.

ACTIVE TRANSPORTATION PLAN
MONCTON

5 benefits of human powered movement

- Walking or biking to school or work increases alertness, supports **mental well-being**, and improves physical health.
- Cities that provide safe walking or cycling options help **build connection** among neighbours, and with the community.
- The **environment benefits** greatly, as energy consumption is lowered, and no harmful gas emissions are produced.
- People can **save thousands of dollars** each year by not owning a vehicle (ex. gas, insurance, payments, repairs).
- Regular physical activity **reduces the risk of developing chronic diseases**, like heart conditions and type 2 diabetes.

Learn more:
Let'sChatMoncton.ca

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- A four-mile by bicycle keeps about 15 pounds of pollutants out of the air.

Warsaw is an aging community and meets the criteria as a HUD Disadvantaged Community. A significant population of students walk and bike to school. The heavily traveled roads of NY-19 and US-20A can act as barriers between individuals and their destinations. Warsaw is also the County seat, providing important government, social service, public safety, and commercial functions for Wyoming County. These conditions represent a need for planning enhanced mobility approaches for everyone living, working, and visiting the community.

The Warsaw ATP is comprised of the following sections.

Existing Conditions

The ATP performed a comprehensive assessment of the community's existing conditions evaluating topics, such as:

- Previous plans and studies
- Land use and zoning
- Community-wide walkability assessment
- Transportation analysis focusing on pedestrian accommodations, bicycle accommodations, traffic conditions, vehicle speeds, intersection conditions, and a crash investigation
- Community-wide bicycle Level of Traffic Stress assessment

Community Engagement

Plans and studies of any kind in the modern era of planning (late 20th century and beyond) rely on meaningful and informative community engagement. Prior to the authorization of this study, a well-rounded, energetic, and passionate Project Advisory

Committee (PAC) was formed featuring a diverse cross section of individuals living and/or working within the Village of Warsaw. This committee was comprised of representatives from the Village, Town, Wyoming County, emergency services, health departments, the school district, local business, local pedestrian and cycling advocates, the Genesee Transportation Council (GTC), and New York State Department of Transportation (NYSDOT).

All told, there was an early coordination meeting with a smaller group of individuals from the PAC to help chart a course for the project and better prepare the Consultant Team prior to the first PAC meeting. There were six PAC meetings and two rounds of public engagement. The first round of public engagement sought to learn about the needs of the community and help establish a vision for its multimodal future. The second round offered a chance to present alternatives and recommendations for feedback. Additionally, the Consultant Team attended the Taste of Warsaw event to speak with community business owners about their specific needs.

During this Plan's development, the Village of Warsaw consulted with another consultant on the creation of an updated Comprehensive Plan. Close coordination took place, especially on the topic of land use, zoning, and trail development.

Plan Vision

The results from the first round of public engagement and a visioning exercise with the PAC informed the vision statement.

Warsaw is a friendly and diverse community with people who are proud to call the Village home. Residents and visitors of Warsaw enjoy an accessible, comfortable, and safe community; active parks; and expansive walking, biking, and trail facilities connecting their neighborhoods to the Village's thriving business district and non-residential areas. People of all ages gather on NY-19 and US-20A to socialize and enjoy unique restaurants and shops. The low-speed streets throughout the Village are walkable and bikeable while offering safe and accessible routes to nearby parks, trails, schools, and other popular Village, Town, and regional destinations.

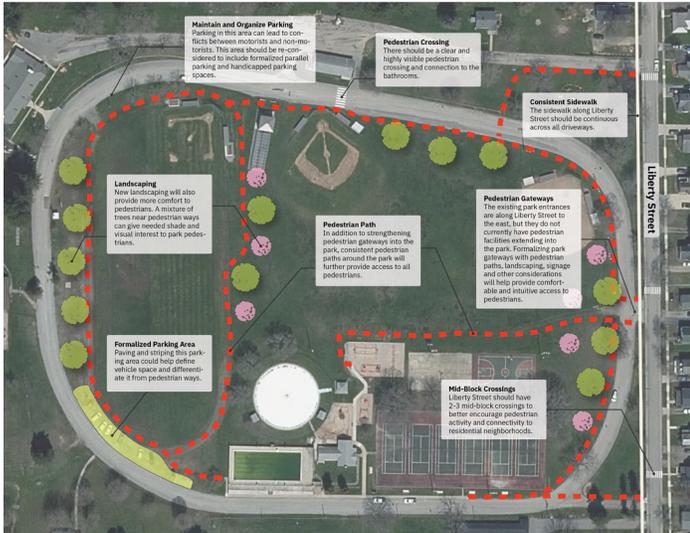
Recommendations

Following the existing conditions assessment and determination of community needs, recommendations were developed to promote a more active transportation system. The recommendations are varied and can be categorized into the following topic areas:

- Land use and regulatory
- Streetscape
- Trails and public access routes
- Pedestrian facilities
- Bicycle facilities
- Traffic operations
- Program and policy

For the trails recommendation, three trail opportunities were identified. The first was a trail connection between Warsaw Park and Warsaw Falls. The establishment of a formal route goes beyond the scope of this plan and coordination is required amongst several entities, such as the Village and property owners. The second opportunity is a trail between Linwood Avenue and Main Street

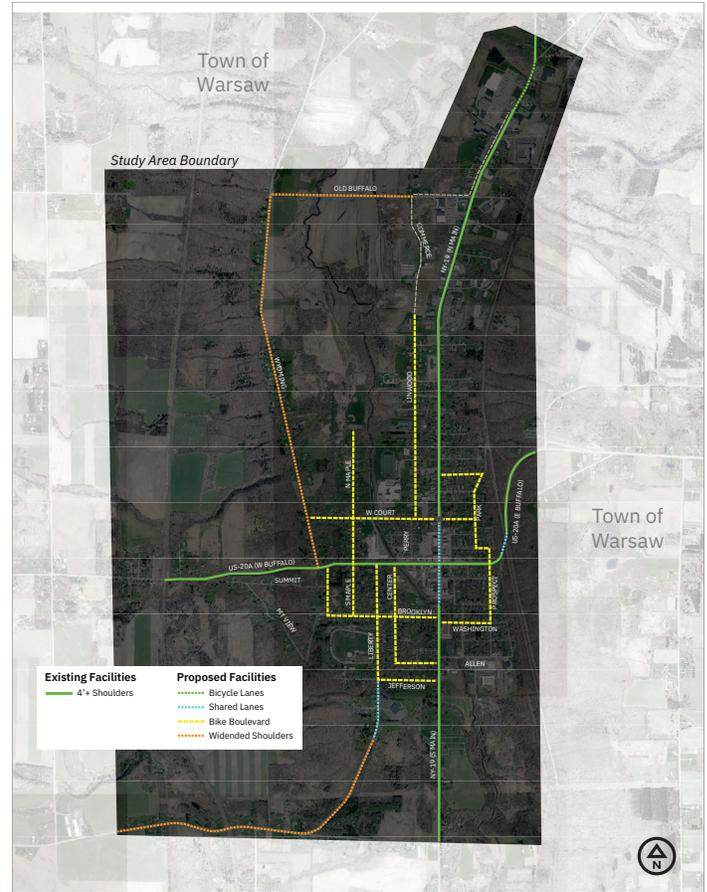
via Commerce Way and Old Buffalo Road. Again, coordination is required between the Village and property owners at a minimum. Lastly, the Warsaw should explore new ways to enhance and develop access to Oatka Creek.



Bicycle facility recommendations are generally categorized between State highways and Local roadways. Treatments range from signage and pavement markings to exploring the ability to widen roadside shoulders for bicycle and pedestrian access (e.g., Wyoming Street).



An important aspect of a well-rounded ATP is including programs and policies which compliment the infrastructure side. Tools such as Complete Streets policies, bicycle encouragement programs, local active transportation leaders, and improved maintenance schedules can help achieve the goals established in this Plan.



Implementation and Funding

This Plan includes sources of funding at the Federal, State, local, and private level. These sources, along with the development of this community-driven plan, better position Warsaw in being awarded such funding to implement the ATP. Preliminary cost estimates are provided at the closure of the Plan.

Village of Warsaw
Active Transportation Plan

February 2024