



Appendix J:

Geneseo Pilot Plan

CONNECT
LIVINGSTON
Linking our communities

Final Report:
**Geneseo
Pilot Plan**

December 2013

Submitted by:



in association with:
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Livingston County Transportation Connectivity Plan

Geneseo Pilot Plan

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Livingston County Planning Department

Final Report

December 2013

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Transportation Connectivity Plan Geneseo Pilot Plan

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Transportation Connectivity Plan Geneseo Pilot Plan

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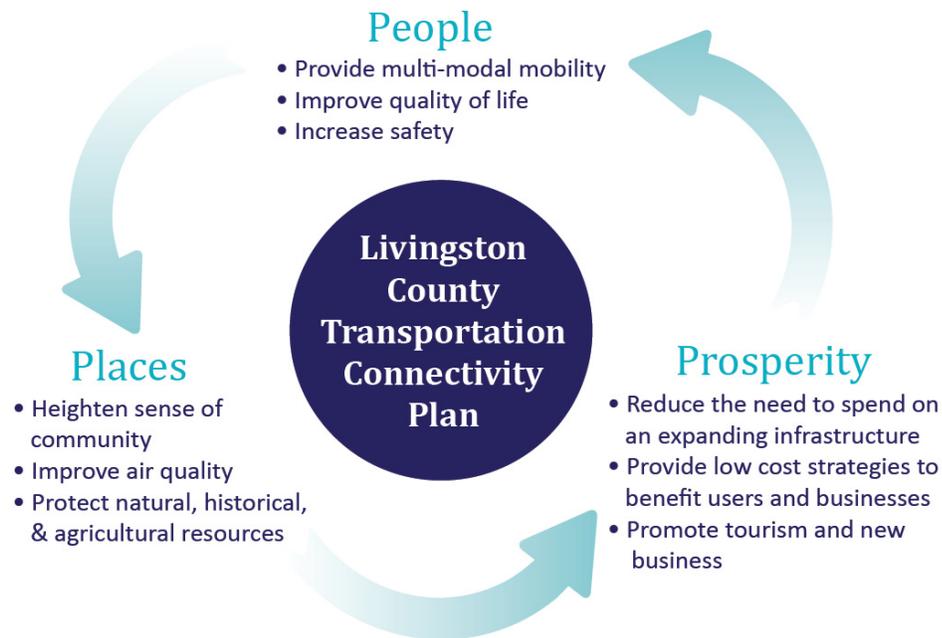
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- A. Summary of Recommendations in Existing Plans
- B. Evaluation Criteria & Matrix
- C. Capital Improvement Plan Samples

1. Introduction

1.1 Study Purpose

The Livingston County Transportation Connectivity Plan (the Plan) is a result of a number of different studies and statistics that show the need for a county-wide plan to address how growth, land use changes, regional transportation demands, natural resources issues, and changing demographics are affecting the transportation system, who it serves, and how. The Plan establishes a holistic approach that will address the following aspects, or the “3 P’s” of creating a sustainable transportation system:



The 3 P’s of a Sustainable Transportation System

Keeping this approach in mind, a vision for what this new transportation system would accomplish was established to guide the development of the Plan:

Vision

“Develop a transportation connectivity plan that fosters partnerships and connections for the purpose of supporting and promoting a vital and sustainable Livingston County for existing and future residents and visitors alike.”

The Plan includes an existing conditions inventory and baseline analysis, a system needs assessment, the development of alternatives and recommendations, and an implementation action plan. The development of the Plan was a community-based collaborative effort with extension public participation elements and stakeholder involvement. Another product of the Plan is a pilot plan or case study of the Town and Village of Geneseo to provide a template for how the County’s municipalities can customize the Plan to meet their needs associated with the transportation system.

The information in this pilot plan has been extracted from the county-wide plan and there are numerous references to detailed information available in the larger plan’s documents.

1.2 Study Area

This section summarizes study area information regarding the Town and Village of Geneseo from the county-wide plan. See the Plan for county-wide tables, maps, and graphics.

1.2.1 Boundaries and General Background

The study area for the Geneseo Pilot Plan includes the Village of Geneseo and land to the east and west of the Village. (See **Figure 1-1**) The western portion of the study area includes the 1941 Historical Aircraft Group Museum. The village was designated a National Historical Landmark Village in 1991 and includes the State University of New York at Geneseo, museums, an arboretum, art galleries, and many commercial and retail establishments. The Village is the county seat of Livingston County.

1.2.2 Demographics and Study Area Characteristics

The population of the Town of Geneseo in 2010 was 10,483 (16% of the County’s population). Of this population, 7,579 resided in the Village of Geneseo. Between 2000 and 2010, the population of the Village increased by 6.0% and the population of the Town outside the Village increased by 18.2%.¹ In the Village of Geneseo, a total of 6.6% of the population was age 65 or older and 9.2% was younger than 18 years.² In the Town outside the Village, 23.0% of the population was age 65 or older and 19.2% was younger than 18 years.³ For comparison, in Livingston County 13.7% of the population was 65 or older and 20.2% younger than 18 years. Geneseo’s population includes 3,093 within the Village residing in student housing at SUNY Geneseo. Approximately three-quarters (77%) of Geneseo’s population is concentrated in the Village.

¹ SOURCE: 2010 Census, SF 2 and 2000 Census, SF 2, U.S. Census Bureau

² SOURCE: 2010 Census, SF 2, U.S. Census Bureau

³ SOURCE: 2010 Census, SF 2, U.S. Census Bureau

Table 1-1: Population

Town (includes Villages)	Total	Population		Age 65+		Under Age 18		Households
		In Households	In Group Quarters	#	%	#	%	
Geneseo (Town)	10,483	7,267	3,216	1,096	10.5%	1,213	11.6%	3,017
Geneseo (Village)	8,031	4,815	3,216	531	6.6%	741	9.2%	1,928
Geneseo (Town outside Village)	2,452	2,452	0	565	23.0%	472	19.2%	1,089
County Total	65,393	59,635	5,758	8,985	13.7%	13,217	20.2%	24,409

SOURCE: 2010 Census, SF 2

An analysis of 2010 Census data by Block Group reveals that a concentration of low income households, seniors, and households without access to vehicles are located in the Village of Geneseo. These populations are more likely to rely on transit than the general population.

Education and government represent major employers in Livingston County, in addition to agriculture, food processing and manufacturing. Large employers in Geneseo include Livingston County, SUNY Geneseo and Walmart.

Table 1-2: Major employers

Employer	Location	# Employees ⁴
Livingston County	Geneseo, Mt. Morris	1,036
State University of New York at Geneseo	Geneseo	936
Wegmans	Geneseo	326 ⁵
Walmart Stores	Geneseo	175

Along with these major employers, numerous retail and service businesses are located in the Village. Several health care, retail, and service businesses are located along NYS Route 20A in the Town outside the Village.

1.2.3 Environmental Overview

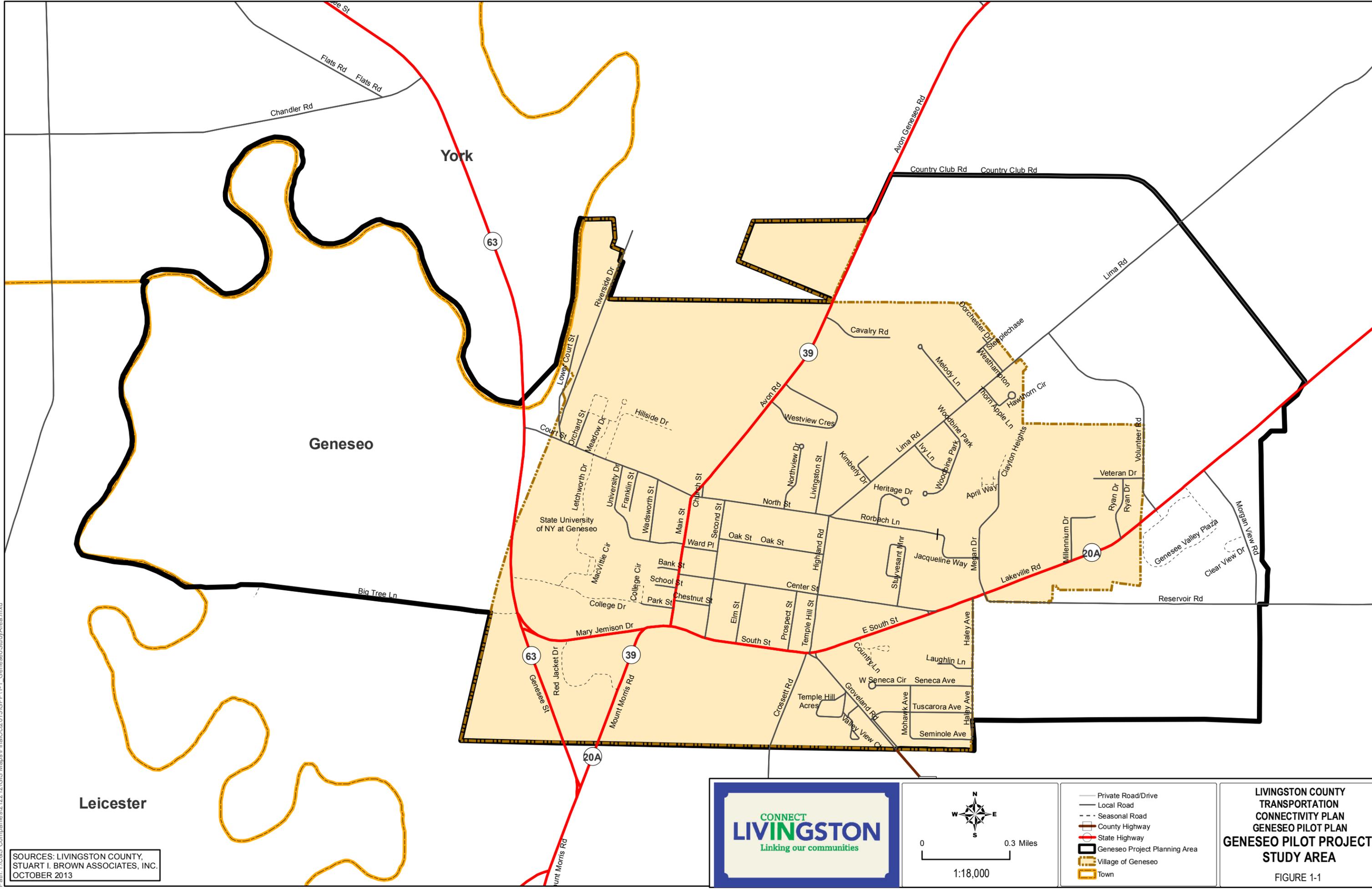
Sensitive natural resources that may affect the planning or implementation of transportation projects include lakes, streams, regulated wetlands and flood hazard areas. Within the Geneseo Study Area, the most prominent natural features are the Genesee River and Jaycox Creek.

⁴ SOURCE: Greater Rochester Enterprise; Livingston County Industrial Development Agency

⁵ SOURCE: <http://thelcn.com/2013/09/30/chamber-wegmans-nears-40-years-in-geneseo/#sthash.yznptnQ5.dpbs>

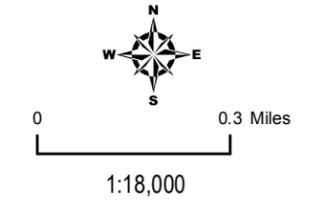
In addition to natural features, there are several parks, historic and archeological sites, and other areas within the Geneseo Study Area that have been identified as sensitive or protected due to their environmental, historic, archeological or social significance.

- Parks: The largest park in Geneseo is Highland Park, located in the Village.
- Watersheds: Geneseo is in the Upper Genesee River Basin, which drains into Lake Ontario. A portion of the Town of Geneseo is in the watershed of Conesus Lake, which is a supply of drinking water.
- Water Quality Classification of Lakes, Rivers, and Streams: All of the streams within the Geneseo study area are classified C.
- Wild, Scenic, or Recreational Rivers: None
- Regulated Wetlands, Flood Hazard Areas, Agricultural Districts, Archeologically Sensitive Areas, Environmental Justice Areas: See descriptions and figures in county-wide plan
- Historic Sites (as noted on the National Register of Historic Places):
 - Main Street Historic District
 - The Homestead
- National Natural Landmark: The only National Natural Landmark in Geneseo is located outside of the Pilot Plan Study Area. Fall Brook Gorge, located in the Town of Geneseo, has been designated a National Natural Landmark by the National Parks Service. Outstanding biological and geological features are designated by the U.S. Secretary of the Interior, with landowner concurrence, based on their condition, rarity, diversity and value to science and education. The Fall Brook Gorge is located along Fall Brook just west of NYS Route 63, south of the Village of Geneseo.
- Other notable sites include the Roemer Arboretum, Livingston Country Club (at the study area limits), and Temple Hill Cemetery.



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SOURCES: LIVINGSTON COUNTY,
STUART I. BROWN ASSOCIATES, INC.
OCTOBER 2013



- Private Road/Drive
- Local Road
- - - Seasonal Road
- ▬ County Highway
- ▬ State Highway
- ▭ Geneseo Project Planning Area
- ▭ Village of Geneseo
- ▭ Town

LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN
GENESEO PILOT PLAN
**GENESEO PILOT PROJECT
STUDY AREA**
FIGURE 1-1

2. Existing Conditions

2.1 Inventory of Transportation System

2.1.1 Infrastructure

This section summarizes infrastructure information regarding the Town and Village of Geneseo from the county-wide plan. See the Plan for county-wide tables, maps, and graphics.

- Inter-Modal or Multi-Modal: In Geneseo currently, inter-modal infrastructure consists of parking lots at trailheads and boat launches.
- Automobile/Truck:
 - Interchanges that serve the Geneseo Study Area are located along I-390 at NYS Route 20A (Exit 8) in the Town of Geneseo northeast of the Study area and at NYS Route 63/NYS Route 408 (Exit 7) in the Town of Mt. Morris south of the study area.
 - The main trucking corridors⁶ in and near Geneseo include:
 - NYS Route 20A Corridor, which connects to I-390 in Geneseo;
 - NYS Route 39 Corridor, which connects to I-390 via US Route 20/ NYS Route 5 and other connections;
 - NYS Route 63 Corridor, which provides a link between the NY State Thruway and I-390 via Batavia and Genesee County;
 - Other major trucking routes near Geneseo include NYS Routes 36 and 408.⁷
 - Within the Geneseo Study Area, the only County highway is Groveland Road.
 - The Town of Geneseo Highway Department and the Village of Geneseo Department of Public Works manage local roads and streets in the Town and Village.
 - None of the bridges in the study area are currently rated as structurally deficient, or functionally obsolete.
- Pedestrian/Bicycle:
 - Sidewalks: As depicted in **Figure 2-1**, sidewalks are present along nearly all streets in the Village of Geneseo and along some streets in the Town outside the Village.
 - Bicycle Infrastructure: No dedicated bicycle lanes have been created along roadways in Geneseo. Bicycle transportation takes place within the shoulders of existing roads.

⁶ SOURCE: Transportation Strategies for Freight/Goods Movement in the Genesee-Finger Lakes Region, Regional Freight and Economic Profile

⁷ SOURCE: Livingston County Planning Department



- Trails: Existing trails in Geneseo are used for transportation as well as recreation. The locations of trails are depicted in the county-wide plan and listed in **Table 2-1**.

Table 2-1: Trails

Name	Owner	Location	Total Length
Genesee Valley Conservancy			
Indian Fort Preserve Trails	Genesee Valley Conservancy	Town of Geneseo	2.0 miles
Island Preserve Trail	GVC	Village of Geneseo	1.3 miles
Municipal Trails			
Highland Park Trail	Village of Geneseo	Village of Geneseo	0.8 miles
SUNY Geneseo Trails			
Spencer J. Roemer Arboretum Trail	SUNY Geneseo	SUNY Geneseo	0.8 miles
Total Length of Trails:			4.9 miles

Genesee Valley Conservancy

The Genesee Valley Conservancy (GVC) owns and maintains trails in the Village of Geneseo and the Town of Avon. The trail in the Village of Geneseo is part of the John W. Chanler Island Preserve. A parking area is located on Cavalry Drive and a pedestrian entrance is at 213 Lima Road⁸. It connects Lima Road to NYS Route 39 near the Geneseo Central School and is used by many students as a route to school.

Hiking trails are located within the Indian Fort Nature Preserve, located just east of the Genesee River in the Town of Geneseo just south of Jones Bridge Road and Sweet Briar. The trail connects to privately-owned trails north and south of the preserve. A parking area is located on Jones Bridge Road and a canoe launch site is located on the Genesee River.

Trails Owned by Municipalities

Village of Geneseo: The Highland Park Trail forms a loop within Highland Park.

SUNY Geneseo Arboretum Trail

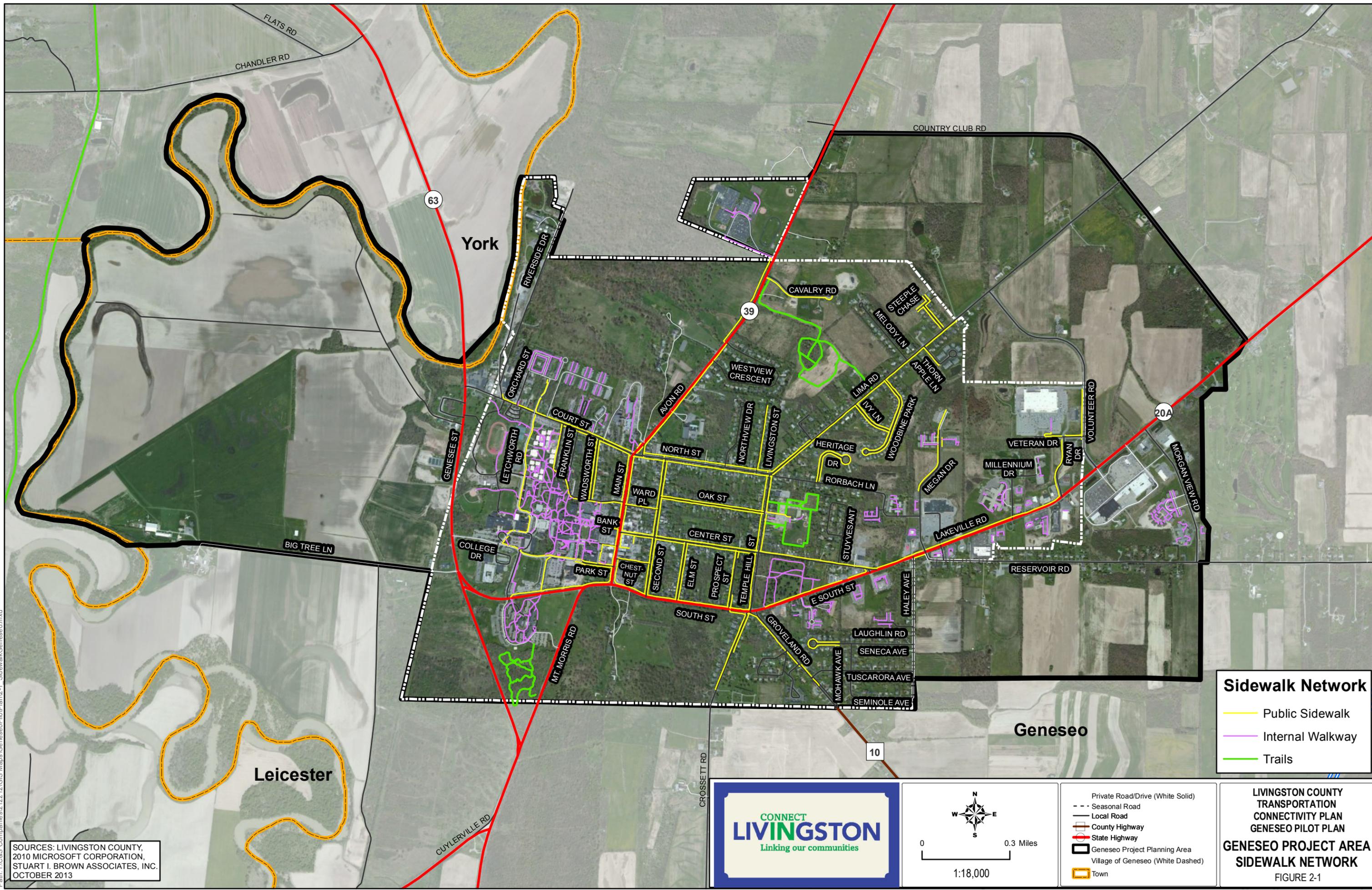
SUNY Geneseo maintains a network of trails at the Spencer J. Roemer Arboretum on the south end of campus between NYS Route 39 and 63. Entrance would be made from the South Campus parking lot J.

⁸ www.geneseevalleyconservancy.org

- Rail: No railroads are located within the Geneseo Study Area.
- Air:
 - The Geneseo Airport is privately owned and averages approximately 21 flights per day. A total of 21 aircraft are based on the field, including 15 single engine airplanes, 4 multi-engine airplanes, and 2 ultralights. It has a turf runway. Operations in 2010 consisted of 47% local general aviation, 27% transient general aviation, and 27% military activity.
 - The National Warplane Museum, formally the 1941 Historical Aircraft Group Museum, located at the Geneseo Airport, is dedicated to air transportation and the history of military airplanes. This not-for-profit organization organizes an annual airshow at the Geneseo Airport with a focus on World War II aviation.
- Boat/Marine: “Limited Access” site on the Genesee River is located at River Access Park in the Town of Geneseo. South of the study area, a potential site (rated “No Definitive Access”) was identified at NYS Routes 20A and 39 in the Town of Geneseo.



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Sidewalk Network

- Public Sidewalk
- Internal Walkway
- Trails

- Private Road/Drive (White Solid)
- Seasonal Road
- Local Road
- County Highway
- State Highway
- Geneseo Project Planning Area
- Village of Geneseo (White Dashed)
- Town

**LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN
GENESEO PILOT PLAN**

**GENESEO PROJECT AREA
SIDEWALK NETWORK**

FIGURE 2-1

**CONNECT
LIVINGSTON**
Linking our communities

0 0.3 Miles

1:18,000

SOURCES: LIVINGSTON COUNTY,
2010 MICROSOFT CORPORATION,
STUART I. BROWN ASSOCIATES, INC.
OCTOBER 2013

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2.1.2 Services & Programs

Section 3.1.2 of the county-wide plan includes descriptions of transportation services and programs, including the operation of transit and human services transportation, repair and maintenance of transportation facilities, and collaboration activities among government agencies and other organizations.

2.1.3 Policy and Planning

This section identifies regulations and policies relating to the planning of transportation programs and facilities for the Town and Village of Geneseo.

- **Land Use/Access Management:** Both the Town and the Village of Geneseo have land use regulations (zoning, including site plan review, subdivision) and Comprehensive Plans. Zoning regulations specify lot size requirements and usage. Subdivision regulations address the design and process for creating new parcels.

In addition, both the Town and the Village of Geneseo have regulations that specifically address access management, including driveway spacing requirements and design standards that address joint access and connectivity.

Access management can be addressed on a case-by-case basis as part of the review of the site development plan.

The Town is currently undertaking a re-zoning effort that is expected to be completed in early 2015.

2.2 Findings and Recommendations from Previous Studies and Plans

Existing studies and plans were reviewed in order to extract the relevant data, findings and recommendations in these documents that relate to all forms of transportation. Plans reviewed included regional transportation plans, municipal comprehensive plans, project-specific feasibility studies and plans for specific transportation modes. A complete list of the plans and studies reviewed and a summary of the relevant recommendations are included in Appendix F of the county-wide plan. The narrative below summarizes the key recommendations noted for the Town and Village of Geneseo. The locations of site-specific capital improvements are depicted in **Figure 2-2: Improvements Identified in Existing Plans – Geneseo Study Area**. Keyed improvement locations noted on Figure 2-2 are explained further in **Appendix A**.

Table 2-2: Recommendations from Previous Studies

Capital Projects	Services/Programs	Laws/ Policy
Village of Geneseo Comprehensive Plan (2007)		
<ul style="list-style-type: none"> • Comprehensive sidewalk system, pedestrian crossings 	<ul style="list-style-type: none"> • Create transportation district or impact fees to fund infrastructure upgrades 	<ul style="list-style-type: none"> • Adopt access management regulations • Discourage cul-de-sacs, encourage grid patterns in new streets • Assess traffic impacts of new development • Guide new development to main arterial highways • Support traffic calming on Main Street • Promote bicycle and pedestrian transportation • Require new development to contribute to sidewalk maintenance • Require sidewalks with new development
Town of Geneseo Outside Village (2008)		
<ul style="list-style-type: none"> • Consider alternate route south of Village to reduce congestion along Rt. 20A • Improve roads to enhance pedestrian mobility/ safety • Build/ maintain bicycle paths/ lanes/ routes • Link housing developments, community facilities, and commercial centers. • Add/ enhance pedestrian crossings, esp. along Rt. 20A 	<ul style="list-style-type: none"> • Identify appropriate truck routes; ensure proper signage • Address ped/ bicycle safety, esp. along Lima Road • Explore opportunities for off-road trails 	<ul style="list-style-type: none"> • Adopt access management standards • Reduce speed limits and implement traffic calming measures • Ensure mitigation of traffic impacts from new development • Require sidewalks in high density areas



Capital Projects	Services/Programs	Laws/ Policy
RT 39/North St/Court St Corridor (2009)		
<ul style="list-style-type: none"> • Intersection improvements: <ul style="list-style-type: none"> • Avon/North/Court • Numerous intersections along Main St & Court St • Bus shelter north side of Center St near Main St • Widen North St. to accommodate bicycles • Additional lighting on Court St., Court/ North/Main intersection • Bump-outs at every intersection on Main St. • Ped crossing signs at crosswalks • Ped crossing signs in all crosswalks and warning signs near Main and Court • Sidewalks and street trees on Lima and Avon Rds 	<ul style="list-style-type: none"> • Enhance road maintenance 	<ul style="list-style-type: none"> • Address parking, access management, and pedestrian accommodations in zoning and development regulations • Prohibit left turns 4-6 pm at Park/ Main intersection • Reduce speed – Lima Rd between Country Club and Volunteer to 45 mph • Survey Court/ North/ Main intersection area • Origin/destination study for Court St
NYS RT 20A Access Management Plan (2007)		
<ul style="list-style-type: none"> • Intersection improvements: <ul style="list-style-type: none"> • Numerous intersections along NYS RT 20A • South Ave & Second St • Pedestrian refuge islands – Rt. 20A at Second St. and Elm St. • Mark, enhance pedestrian crosswalk – Rt. 20A at Prospect St, Reservoir Rd/ Megan Dr, Millenium Dr., Volunteer Rd. • Enhanced crossing/ ped refuge island – Rt. 20A at Prospect St. • Bike racks – Center St near Main St, Bank St 		
Recommendations from Village of Geneseo Pedestrian Committee (2005)		
<ul style="list-style-type: none"> • Create walking paths between cul-de-sacs • Install trees along Avon & Lima Roads 		
Geneseo Gateway District Master Plan (2010)		
<ul style="list-style-type: none"> • Extend stub road (planned as part of previously approved site plan for Lowes) across Jaycox Creek to promote cross-access and improve potential for development east of Jaycox Creek. • Access drive from NYS Route 20A. Wide median terminates at roundabout. Include landscaping • Raised table intersection to calm traffic • Roadway to serve residential areas • Connector to allow cross access (consider public investment) 		



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Improvements Identified in Existing Plans Geneseo Study Area

Intersections*

Recommended in Rt 39/ North St/ Court St study

- * Improve pedestrian crossings

Identified in Rt.20A Access Management Plan

- Intersection improvements and pedestrian crossings

Pedestrian Facilities

Recommended in Rt 39/ North St/ Court St study

- Sidewalks and street trees

Recommended in Village of Geneseo Comprehensive Plan

- Improve pedestrian crossings; fill gaps in sidewalk network

Recommended by Geneseo Pedestrian Committee

- Trail Connecting Riverside Dr to Nations Rd
- Walking Trail along Jaycox Creek
- Cul de Sac Connections

Roadways

Identified in Geneseo Gateway District Master Plan

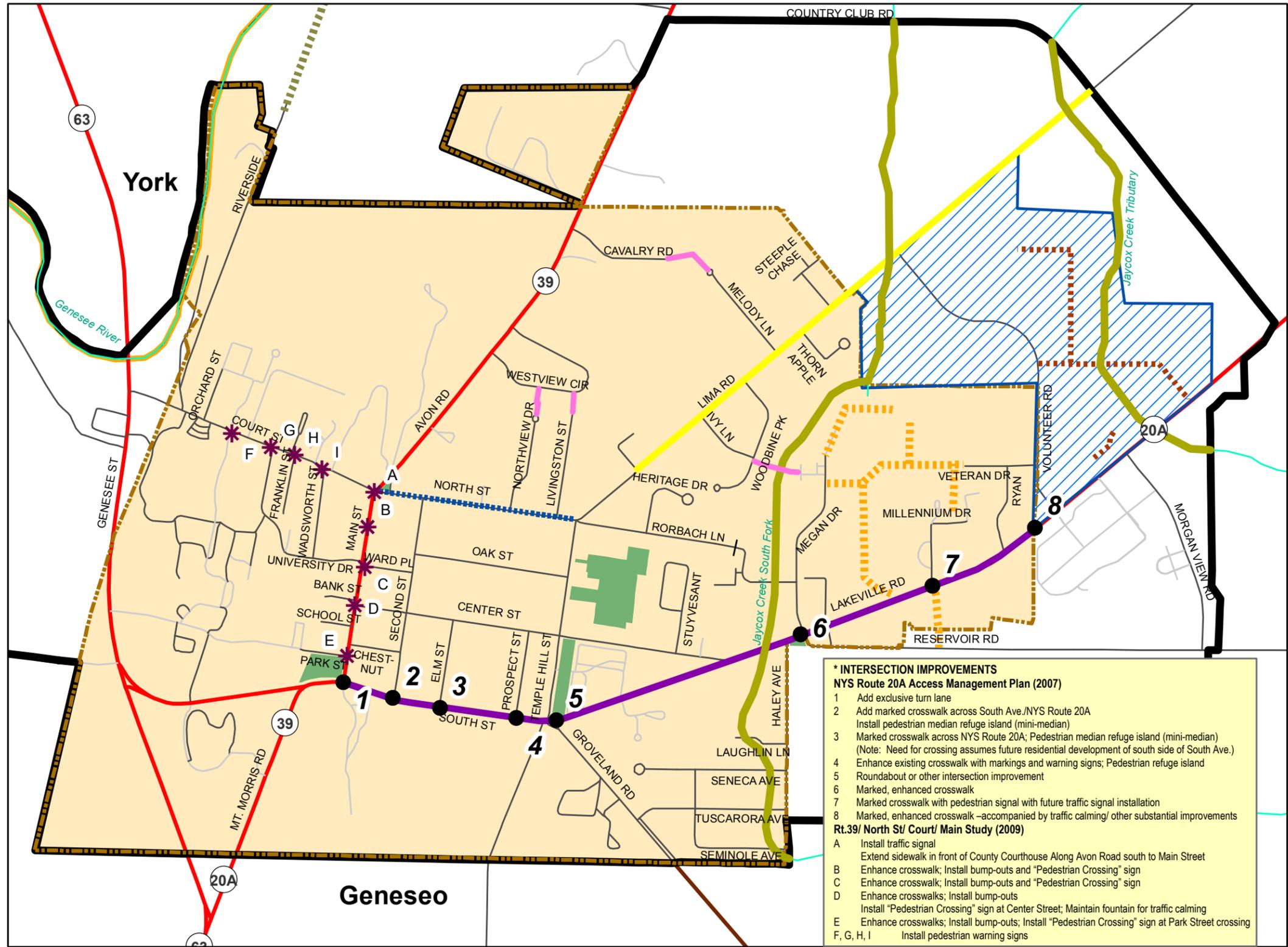
- Future Internal Roads

Identified in Rt.20A Access Management Plan

- Potential Future Roads

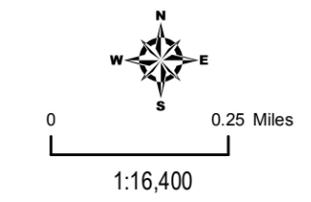
Recommended in Rt 39/ North St/ Court St study

- Road Reconstruction or Other Improvements



* INTERSECTION IMPROVEMENTS	
NYS Route 20A Access Management Plan (2007)	
1	Add exclusive turn lane
2	Add marked crosswalk across South Ave./NYS Route 20A
3	Install pedestrian median refuge island (mini-median)
4	Marked crosswalk across NYS Route 20A; Pedestrian median refuge island (mini-median) (Note: Need for crossing assumes future residential development of south side of South Ave.)
5	Enhance existing crosswalk with markings and warning signs; Pedestrian refuge island
6	Roundabout or other intersection improvement
7	Marked, enhanced crosswalk
8	Marked crosswalk with pedestrian signal with future traffic signal installation
Rt.39/ North St/ Court/ Main Study (2009)	
A	Install traffic signal
B	Extend sidewalk in front of County Courthouse Along Avon Road south to Main Street
C	Enhance crosswalk; Install bump-outs and "Pedestrian Crossing" sign
D	Enhance crosswalks; Install bump-outs
E	Install "Pedestrian Crossing" sign at Center Street; Maintain fountain for traffic calming
F, G, H, I	Enhance crosswalks; Install bump-outs; Install "Pedestrian Crossing" sign at Park Street crossing
F, G, H, I	Install pedestrian warning signs

Geneseo Gateway District



- Private Road/Drive
- Local Road
- - - Seasonal Road
- County Highway
- State Highway
- Geneseo Project Planning Area
- Village of Geneseo
- Town
- Parks

LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN
GENESEO PILOT PLAN
IMPROVEMENTS IDENTIFIED
IN EXISTING PLANS
GENESEO STUDY AREA
FIGURE 2-2

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SOURCES: BASE MAP - LIVINGSTON COUNTY,
VARIOUS EXISTING PLANS AS NOTED IN TEXT
OCTOBER 2013

3. Public Involvement

Throughout the public involvement process for the county-wide plan, public feedback was obtained through the project’s advisory committees, stakeholder interviews, a web-based public survey, and public meetings. Detailed information on these outreach efforts is provided in Section 2 of the county-wide plan.

A Geneseo Pilot Plan advisory committee was established by the County with a goal to provide technical and procedural guidance. The committee consisted of the following representatives:

- Livingston County Planning
- Town of Geneseo (planning board, supervisor)
- Village of Geneseo (Mayor’s office, planning board, board of trustees)
- State University of New York (SUNY) at Geneseo
- Developer representative
- At-large member

Information regarding public involvement for the Geneseo Pilot Plan is included in Appendix B of the county-wide plan.

Specific information was extracted and summarized from the web-based public survey regarding the Town and Village of Geneseo. The public survey was launched in August 2012 and was advertised through local publications, websites, and notices distributed via email databases. Hundreds of postcards were also created and distributed at various meetings, public offices/agencies, and commercial establishments. While the survey was created to be taken online, a number of hardcopies were distributed to those populations that are not comfortable using the computer or have limited access to the internet. The survey was closed in January 2013.



Attention
Livingston County...
we need your input!

The survey consisted of 27 questions that were designed to capture demographic information, existing mode share data, opinions on existing transportation services, preferences regarding shifts to alternative modes of transportation, detailed information on locations with safety concerns and gaps in the existing system, and over perceptions of the transportation network. To

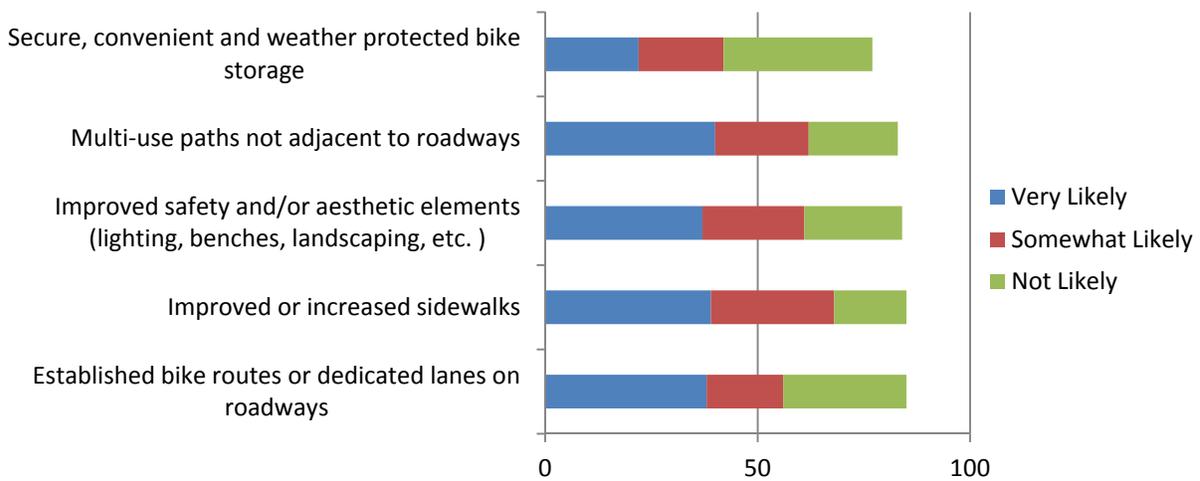
focus on concerns associated with the Town and Village of Geneseo, certain questions were reevaluated using only responses from those that noted they lived in Geneseo - approximately 120 respondents.

The responses for the questions chosen for consideration for the Geneseo Pilot Plan are summarized over the following pages. For the full survey responses, see **Appendix B** of the county-wide plan.

13. How likely would you be to consider walking or biking on a regular basis if the following incentives were available (Figure 3-1)?

This question shed light onto the incentives that might encourage active transportation as a regular activity. Nearly one third of respondents said they would be very likely to consider walking/biking if the any of the bottom four incentives in the chart below were available. Improved bike storage scored the lowest in terms of encouraging new walkers/bikers. Approximately 55% of respondents indicated that they would be likely to walk/bike if sidewalks were improved or expanded. Given that the majority of the village is served by sidewalks, and that many of the written responses were related to sidewalk extensions on Lima Road and Route 20A, this statistic could be interpreted as strong support for sidewalk extensions on major roadways.

Figure 3-1: Incentives for Walking/Biking



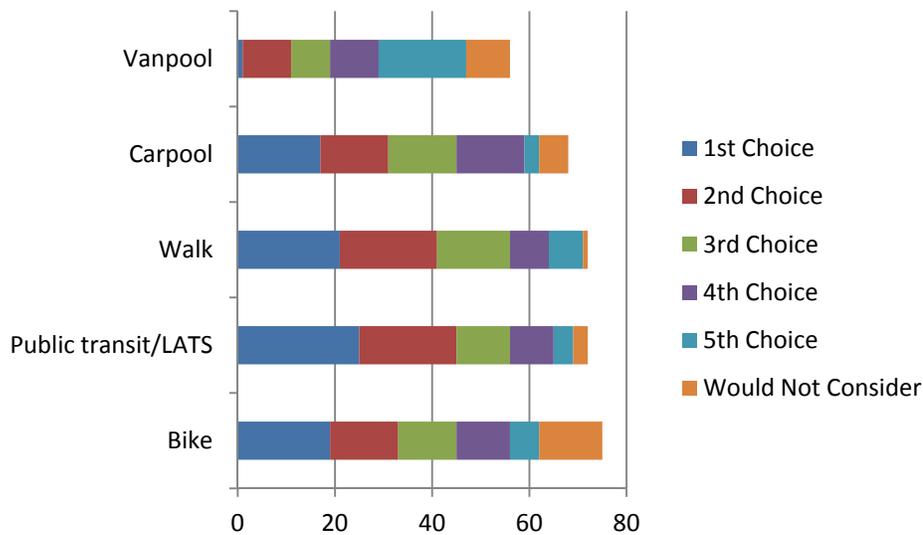
14. Please rank your preference for travel options you would consider using instead of driving a personal auto:

While non-automobile choices are unlikely for many residents, it is important to understand the alternative modes of transportation that represent the greatest opportunity in the community. According to how these modes were ranked, LATS would be the first choice of one fifth of

respondents, followed by walking and biking at 17% and 15%, respectively. Vanpooling appears to be the least popular option, capturing only one vote and having the lowest overall ranking (see **Figure 3-2**).

For the county-wide survey, 12% of respondents said they would not consider walking as an alternative to driving. However, for the Town and Village of Geneseo, only one of the 124 respondents said they would not consider walking. This demonstrates further support for expanding and maintaining the sidewalk network, as well as promoting pedestrian-oriented commercial and residential development.

Figure 3-2: Options Considered Other Than Driving Alone



15. Please indicate any safety or security concerns with the roadway system for the personal auto anywhere in Livingston County.

33 responses were provided and are summarized below. Individual responses are provided following the survey summary.

Infrastructure

- Need more/better signage – especially to share the road, warn of truck traffic, alignments as well as speed limit signs
- Need better lighting in rural areas – especially at intersections
- Concerns with poor roadway designs – curves, superelevations, drainage/ponding
- Need to provide bike lanes or better/wider shoulders
- Need to increase sidewalks

Other

- Concerned with increased driver distractions

Specific Locations Noted

- Need a center left turn lane along RT 20A in Geneseo
- Need reduced speed limit posted on Megan Rd – Geneseo
- Need to reduce congestion along RT 20A in Geneseo
- Safety improvements
 - Main/North/Court/Avon
 - South/Center
 - South/Temple Hill/Crossett/Groveland
 - Main St at Bank, at North, at Park – congestion & sight distance issues due to parked vehicles
 - North/Lima/Highland/Rorbach
 - RT 63 & Jones Bridge Rd - Geneseo

18. Please indicate any safety or security concerns with using the existing pedestrian/bicycle infrastructure anywhere in Livingston County.

38 responses were provided and are summarized below. Individual responses are provided following the survey summary.

Infrastructure

- Generally not enough bike/ped infrastructure – bike lanes, sidewalks, wide shoulders, bike racks, etc – support “complete streets” policies
- Need better connections between villages and commercial properties
- Need better connections between different commercial properties along the same roadway
- Need pedestrian level lighting
- Need better ADA compliance
- Need to better maintain existing infrastructure – crumbling sidewalks, lack of snow removal, poor drainage
- Improve warning signage at crossings or along roadways that are frequently used by bike/peds

Services & Programs

- Need education for drivers, pedestrians and bicyclists on rules of the road and safety
- Unleashed dogs are a safety concern
- Need better overall enforcement of laws (right of way, speeds, dog control)

Specific Locations

- Need multi-use path or wider shoulders around Conesus Lake
- Crosswalk visibility on South between Highland and Prospect

- Safer crosswalk at RT 63 bypass from SUNY Geneseo Southside campus
- Safer connection to the Genesee Valley Greenway
- Additional sidewalks/trails
 - RT 20A from Village to Walmart/Wegmans especially east of Ryan Dr
 - Formalize informal path between Megan Dr & Walmart
 - Along Lima Rd & Volunteer

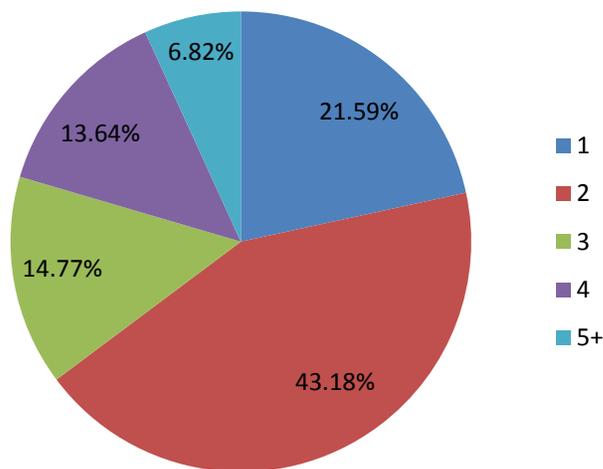
21. Please describe any specific gaps in any part of the transportation system anywhere in Livingston County (e.g., where a sidewalk is needed, a transit route that is not available, lack of bike racks, etc).

34 responses were provided but they were all comments that were noted or documented in other written comments.

23. How many individuals age 16 and over (including yourself) live in your household (Figure 3-3)?

88 respondents answered this question. Given that 124 people from Geneseo responded to the survey, it could be surmised that many of the 36 people from Geneseo that did not answer this question have no children under 16 in their household.

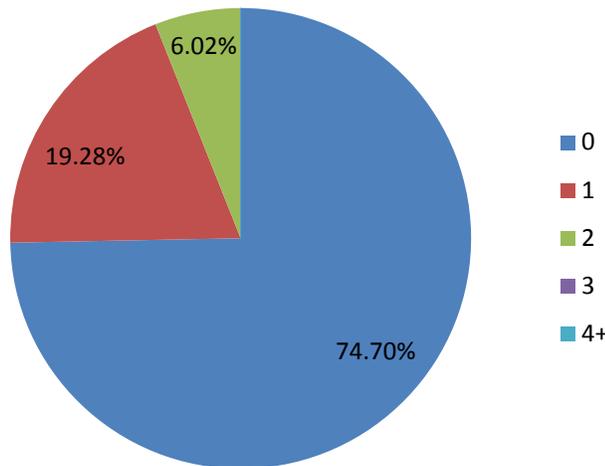
Figure 3-3: Number of People 16+ per Household



24. How many individuals age 65 and over (including yourself) live in your household (Figure 3-4)?

Of the 124 respondents that answered this question, 75% do not have anyone over 65 in their household, up from 66% at the county-wide survey level. 19% have 1 person over 65 and 6% have 2.

Figure 3-4: Number of People 65+ per Household



25. How many individuals in your household need personal assistance to travel (e.g., need help getting into/out of a vehicle, getting into/out of a wheelchair, etc)?

17% of respondents include 1 person that needs assistance and only 1 household indicated having 2 people in need of assistance. This indicates that services for seniors and the physically disabled will serve a larger percentage of people at the county-wide level than within Geneseo.

4. Needs Assessment

As a result of analyses, public outreach, and research into existing document and studies conducted through the county-wide plan process, a comprehensive list of needs and gaps in the existing transportation system has been compiled and is presented in this section of the Geneseo Pilot Plan. These needs will be considered as recommendations are progressed in a subsequent technical memorandum.

4.1 Summary of Needs from Existing Studies

Section 3.2 of the county-wide plan summarized key recommendations from the numerous existing studies and plans that have been reviewed. This section summarizes the needs associated with the Town or Village of Geneseo that were identified which led to the recommendations made or inferred from the recommendations themselves. The needs are organized by type of need – capital improvement/ infrastructure, services and programs, and policy and planning. The tables are further broken down by mode of transportation with specific projects or locations identified, where applicable.

Table 4-1: Infrastructure Needs from Existing Studies

Infrastructure			
Mode	Need	Document(s)	Location (county-wide or specific)
Multi-Modal	Improve trailhead parking & amenities	GTC TIP: 2011-2014, GTC Regional Trails (2002/2004)	County-wide
Multi-Modal	Roads & bridges need to accommodate pedestrians/bicyclists as well as vehicles	GTC Regional Trails (2002/2004)	County-wide
Public Transit	Need bus shelters and other amenities at bus stops	GFL Public Transit-Human Services Plan (2011)	County-wide
	<i>Need bus shelter on the north side of Center St near Main St</i>	<i>RT 39/North St/Court St Corridor (2009)</i>	<i>Village of Geneseo - north side of Center St near Main St</i>
Auto/Truck/ Ped/Bike	Need wayfinding signage for visitors	GTC LRTP 2035, GFLRPC Regional Tourism Sign Study (2001), GTC Regional Trails (2002/2004)	County-wide
	<i>Additional information needed to characterize origins/destinations along Court St</i>	<i>RT 39/North St/Court St Corridor (2009)</i>	<i>Village of Geneseo</i>
Auto/Truck	Need to address bridge weight & clearance issues to remove trucks from local roads	GTC Regional Freight/Goods Movement Plan	County-wide



Table 4-1 Cont: Infrastructure Needs from Existing Studies

Mode	Need	Document(s)	Location (county-wide or specific)
Auto/Truck	Need to address safety concerns at certain locations due to truck traffic - slow moving vehicles (school buses/agricultural equip), speeds, community/environmental impacts	RT 63 Corridor Study (2003-2007)	County-wide
	<i>Alignment of RT 20A/RT 63 intersection</i>	<i>RT 63 Corridor Study (2003-2007)</i>	<i>Geneseo</i>
	<i>RT 20A overlap in Geneseo</i>	<i>RT 63 Corridor Study (2003-2007)</i>	<i>Geneseo</i>
Auto/Truck	Need to improve congestion in some areas	Numerous studies/plans	County-wide
	<i>Along RT 20A in Geneseo</i>	<i>Town of Geneseo Outside Village (2008)</i>	<i>Geneseo</i>
	<i>Within Village of Geneseo</i>	<i>Village of Geneseo Comp Plan</i>	<i>Village of Geneseo</i>
Auto/Truck	Road improvements needed to support agriculture industry	Groveland Farmland Protection	Groveland/County-wide
Auto/Truck	Need for safety improvements	Numerous studies/plans	County-wide
Truck/Rail	Need to mitigate noise & emissions impacts from freight movement	GTC Regional Freight/Goods Movement Plan	County-wide
Ped/Bike	Improve ped/bike safety	Numerous studies/plans	County-wide
	<i>RT 39/North St/Court St corridor</i>	<i>RT 39/North St/Court St Corridor (2009)</i>	<i>Village of Geneseo</i>
	<i>RT 20A corridor</i>	<i>NYS RT 20A Access Management Plan (2007), Livonia Comp Plan (2004)</i>	<i>Geneseo, Livonia</i>
	<i>Concern about ped/bike safety</i>	<i>Town of Geneseo Outside Village (2008)</i>	<i>Geneseo</i>
	Increase ped/bike infrastructure & improve connections between facilities	Numerous studies/plans	County-wide
	<i>Need sidewalks along Lima & Avon Rds</i>	<i>RT 39/North St/Court St Corridor (2009)</i>	<i>Village of Geneseo</i>
	<i>Need bicycle infrastructure to encourage bicycling</i>	<i>NYS RT 20A Access Management Plan (2007)</i>	<i>Geneseo</i>
	<i>Close gaps in sidewalk network in Town of Geneseo</i>	<i>Town of Geneseo Outside Village (2008)</i>	<i>Geneseo</i>
	Increase ped/bike infrastructure & improve connections between facilities - cont.	Numerous studies/plans	County-wide
Boat/Marine	Enhance access & connections for boats - Conesus Lake, Genesee River, Hemlock Lake, Canaseraga Creek	GFL Regional Blueway Analysis (2010), Village of Avon Comp Plan (2010)	County-wide



Table 4-2: Service and Program Needs from Existing Studies

Services & Programs			
Mode	Need	Document(s)	Location (county-wide or specific)
Public Transit	Need efficiency & communications improvements for LATS	GTC TIP (2011-2014)	County-wide
Public Transit	Provide support for family & informal caregivers that provide transportation services	2020 Vision for Aging Services - SAGE (2011)	County-wide
Public Transit	Need affordable non-emergency transportation services for seniors	2020 Vision for Aging Services - SAGE (2011)	County-wide
Public Transit	Market & promote information regarding existing transportation services	GFL Public Transit-Human Services Plan (2011), Village of Avon Comp Plan (2010)	County-wide
Public Transit	Need to provide more efficient cross county or regional (Buffalo, Syracuse, Rochester) transport	GFL Public Transit-Human Services Plan (2011)	County-wide
Public Transit	Need to accommodate non-typical commuter times (early and late shifts) and medical appointments	GFL Public Transit-Human Services Plan (2011)	County-wide
Public Transit	Need to continue and improve coordination across agencies and the region	GFL Public Transit-Human Services Plan (2011)	County-wide
Public Transit	Catholic Charities needs more staff to help coordinate drivers	GFL Public Transit-Human Services Plan (2011)	County-wide
Auto/Truck/ Ped/Bike	Need to promote livable communities and complete streets initiatives	2020 Vision for Aging Services - SAGE (2011)	County-wide
Auto/Truck	Need to enforce speed limits	RT 39/North St/Court St Corridor (2009)	Village of Geneseo
		<i>Lima Rd</i> RT 39/North St/Court St Corridor (2009)	Village of Geneseo
Truck/Rail	Need to increase awareness of importance of freight transportation	GTC Regional Freight/Goods Movement Plan	County-wide

Table 4-3: Policy and Planning Needs from Existing Studies

Policy & Planning			
Mode	Need	Document(s)	Location (county-wide or specific)
All	Zoning & development regulations need to address parking, access management & pedestrian accommodations	RT 39/North St/Court St Corridor (2009)	Village of Geneseo
All	Need funding options for transportation services & infrastructure	Numerous studies/plans	County-wide
Ped/Bike	Need coordination among trail owners and managers to support maintenance, promotion & fundraising efforts	GTC Regional Trails (2002/2004)	County-wide

4.2 Summary of Needs by Mode

This section summarizes the list of needs by users or modes served. This list includes more generalized needs as noted in the county-wide plan that may be relevant to Geneseo while the next section focuses on needs identified in the Town and/or Village of Geneseo specifically.

General

- Accommodate following users :
 - Employees – all shift times
 - Seniors – Medicaid/non-Medicaid eligible needs, aging-in-place impacts
 - Disabled/Special needs – Medicaid/non-Medicaid eligible needs
 - Veterans
 - Younger generation (affected by school budget cuts)
 - Farm workers
 - Amish
 - English as a Second Language (ESL) populations
- Provide access to the following:
 - Workplaces
 - Medical appointments
 - Recreational/social/special events
 - Commercial establishments/areas
 - Food sources
 - Congregate sites (Dansville, Mt. Morris, Avon)
 - Educational institutions (schools, colleges) including Genesee Community College satellites (Lima/Dansville/Warsaw/Batavia)
- Accommodate all modes– auto, bicycle/pedestrian, transit, rail, air, horse/buggy, equestrian
- Provide more multi-modal connections between historic properties, recreational trails/facilities, institutions, residential communities and commercial districts
- Potential for recreational trails to support tourism/economic development
- Consider needs of youth outside of school – transportation to after-school and weekend activities; access to parks and recreational activities; access to volunteering activities/opportunities; walkable communities
- Funding will continue to be an issue and will have direct/indirect impacts to services
 - Research and utilize grant funding
 - Consider costs of not maintaining infrastructure – costs for vehicle service/replacement, increased travel time/delays, etc
 - Consider impacts to services
- Transportation system should promote downtown revitalization

Services and Programs

- Develop educate programs for drivers, pedestrian and bicyclists regarding road safety and laws/regulations including distracted driving

Policy and Planning

- Use land use/zoning regulations to minimize sprawl and encourage development in villages
- Use policies to minimize visual pollution associated with too many signs

Auto/Truck

Infrastructure

- Provide warning and regulatory signs to make users aware of increased trucks, Amish buggies, and farm equipment and the need to share the road with alternative modes of transportation
- Improve safety at intersections and rail crossings through signage and lighting
- Design infrastructure to serve the needs of older drivers (larger street signs, design for longer reaction times, etc)

Services & Programs

- Improve maintenance programs to address poor drainage, snow removal, pavement condition (pot holes), guide railing, visibility of pavement markings, and removal of vegetation that obstructs driver's view
- Increase parking enforcement in business districts and in rural shoulders
- Increase speed and weight restriction enforcement– especially in more rural areas
- Develop and implement special event and emergency traffic management plans: air show, graduations, etc
- Develop and implement maintenance and protection of traffic plans for construction activity in rural areas with specific accommodation for emergency vehicles

RGRTA/LATS

Infrastructure

- Provide bus stop amenities : signage, shelters, benches, security cameras and lighting
- Improve access to bus stops and consideration of special needs – sidewalks, crosswalks, and maintenance
- Provide vehicles that look less institutional and are easier to board (high first step)
- Provide seat belts, security cameras and hand sanitizers on buses

Services & Programs

- Provide higher frequency and longer service hours on LATS fixed route service, starting with priority corridor of Dansville–Mt. Morris–Geneseo–Avon.

- Provide improved connectivity between LATS fixed routes – consider having Geneseo serve as a transfer location for all routes (add a Geneseo stop on the Dansville-Perry Route and provide service to Geneseo from Nunda)
- Enhance Dial-a-ride service to provide connections/transfers between routes and expand service hours to cover mid-day hours
- Provide improved inter-county service including additional service and/or express route for RTS Route 91 serving Avon/Lima and consideration of a Monroe County express route from a park-n-ride location near I-390/Route 20A
- Need for public transportation services for tourist destinations, farmer’s markets, grocery stores, services, etc for all users: seniors, visitors, residents, etc.
- Enhance LATS service materials and promotion of LATS services

Other Service Providers

- Expand service hours to accommodate off-hour/non-traditional work shifts
- Address financial barriers for non-Medicaid customers is prohibitive
- Provide transportation to special event (weddings/parties/etc)

Pedestrian/Bicycle

Infrastructure

- Provide infrastructure at destinations/commercial establishments, including bicycle parking that is secure and weather protected and charging stations for motorized wheelchairs/scooters
- Design infrastructure to comply with ADA, provide adequate warning signs at high volume pedestrian crossings, and incorporate pedestrian level lighting where appropriate
- Provide additional auto and bicycle parking to improve access to trails
- Provide physical connections and/or way-finding between existing trail systems, including:
 - Greenway: Nunda/Hinsdale/York/Mt Morris (prison)/Lehigh Valley/Geneseo/Caledonia
 - Between York and Geneseo/Leicester
 - Between Avon and Geneseo to connect GVC trail

Services & Programs

- Develop and implement policies and/or programs for consistent maintenance of bicycle and pedestrian infrastructure

Rail/Air/Water

- Increase/improve river/boating access including parking along Conesus Lake, Genesee River, Hemlock Lake, and Canaseraga Creek and develop maps indicating access points

- Support activities with the National Warplane Museum

4.3 Summary of Needs for Geneseo Pilot Plan

Throughout the process, specific needs by location were gathered for the County’s municipalities. The capital improvement/infrastructure, service and program, and policy and planning needs noted for the Geneseo Pilot Plan study area are noted below.

Infrastructure

- Install more signed/marked crosswalks – potential for actuated signals/lights
 - Wegmans access on RT 20A
 - New senior development off Volunteer Road
 - Enhance crosswalks along Main St
- Riverside boat launch needs improvement
- Concern regarding traffic associated with potential new stadium for SUNY Geneseo near RT 63/Mary Jemison Dr (trucks/special events)
- Reduce congestion/need a center left turn lane along RT 20A , Main St, RT 39/North St/Court St corridor
- Need reduced speed limit posted on Megan Rd
- Install bicycle infrastructure to encourage bicycling
- Close gaps in sidewalk network outside of the village
- Improve wayfinding signage, including origins/destinations, for vehicles/pedestrians/bicycles
- Specific pedestrian/bicycle concerns:
 - Crosswalk on RT 20A: Prospect and Temple Hill St–poor visibility
 - Crosswalk on RT 20A at Volunteer Rd
 - Need sidewalks along Lima Rd, RT 39, Avon Rd, Country Club Rd, and Volunteer Rd
 - Demand for off-road trail from Fox Run to RT 20A
 - Sidewalks on north side of RT 20A but destinations on south side
 - NYSDOT increased speed limit to 35 MPH on RT 20A
 - Visibility on Main St near the bear statue
 - River is a barrier to connection to the Greenway
 - Need access to Conesus Lake and its parks
 - Establish pedestrian connection between Megan Dr & Walmart and Megan Dr & Woodbine Park
 - Provide bike racks at Livingston County Offices on Millennium Dr
- Safety concern locations:
 - North St/Court St/Main St intersection
 - RT 20A/Crossett Rd/Groveland Rd/Temple Hill intersection
 - Lima Rd - sharp curves/residential concentrations, passing on double solid yellow, equestrian traffic
 - RT 20A and Center St – consider signal/roundabout



- RT 20A and Crossett Rd – consider roundabout
- RT 20A and Millennium Dr. – consider signal
- North St/Lima Rd/Highland Rd/Rorbach Ln
- RT 63 & RT 20A
- RT 63 & Jones Bridge Rd
- Construct a bus shelter on the north side of Center St near Main St

Services and Programs

- Address access management – update/progress draft report – especially along RT 20A
- Enforce speed limits – especially on Lima Rd & RT 20A
- Transit needs:
 - Continue service from Geneseo to Nunda
 - Provide service between Geneseo to Groveland, Lakeville, Avon

Policy and Planning

- Zoning & development regulations need to address parking, access management & pedestrian accommodations

5. Action Plan

As noted in **Section 1.1**, the vision for what Livingston County’s transportation system would do is *foster partnerships and connections for the purpose of supporting and promoting a vital and sustainable Livingston County for existing and future residents and visitors alike.*” After gathering existing conditions and needs information and keeping the above-mentioned vision in mind, the following goals were developed to help achieve the vision:

1. Provide a sustainable transportation network that provides facilities for and encourages use by all modes, with particular emphasis on pedestrians and bicycles;
2. Improve safety for all modes and users of the transportation system through system design, innovative technology, and education;
3. Improve freight transportation infrastructure and access;
4. Provide comprehensive and innovative public transportation services through LATS and other human service and transportation providers;
5. Promote efficient, innovative, and sustainable system management, maintenance, and operations; and
6. Preserve, protect, and enhance the County’s quality of life, natural environment, cultural heritage, and community appearance.

Strategies were then developed to provide a guideline or action plan of implementation moving forward. These strategies provide the County and its municipalities a clear path for achieving the vision of a sustainable transportation system. Since the strategies range from those that are easy to implement to those that might be more challenging or costly to implement, evaluation criteria were developed to help highlight the differences between them, as well as the challenges and benefits of implementing each.

These same evaluation criteria could be used as specific projects are developed to ensure each project is serving the County’s vision and prioritize projects based on their benefits. The following criteria were used to evaluate the strategies for the county-wide action plan:

- Users served: commuters, residents, visitors, low-income, seniors, youth, special needs/other
- Modes served: auto/truck, pedestrian, bicyclist, transit, rail, air, water
- Safety: Emphasizes importance of improving safety for all users and all modes
- Cost of implementation: Considers order of magnitude and life cycle costs, potential to leverage other resources, consideration of immediacy of benefit
- Timeframe/each of implementation: Considers timeframe, availability of technology, support/partners for implementation
- Connectivity within & outside Livingston County: Considers the improvement or establishment of a new connection(s) between destinations within/outside the County
- Consistency with planning efforts: Considers if the strategy/project has been identified/ documented in other studies or previous planning efforts

- Environmental, Historical, & Cultural Impacts: Considers sustainability practices or potential for them, preserving & promoting historic/cultural characteristics, direct impacts to environment, etc.
- Business, Industrial, & Economic Development Impacts: Considers tourism, job retention, creation, and expansion, impacts to operations, new business development, etc.
- Quality of Life/Public Health Impacts: Considers the improvement of the quality of life and encouragement of active transportation to improve public health

The following sections provide an overview of each goal along with strategies to help achieve them. For each strategy discussed, timeframe and cost information is noted as well as a potential lead agency, stakeholders, and funding sources. More detail about the evaluation criteria and a matrix showing the evaluation of each strategy is provided in **Appendix B**.

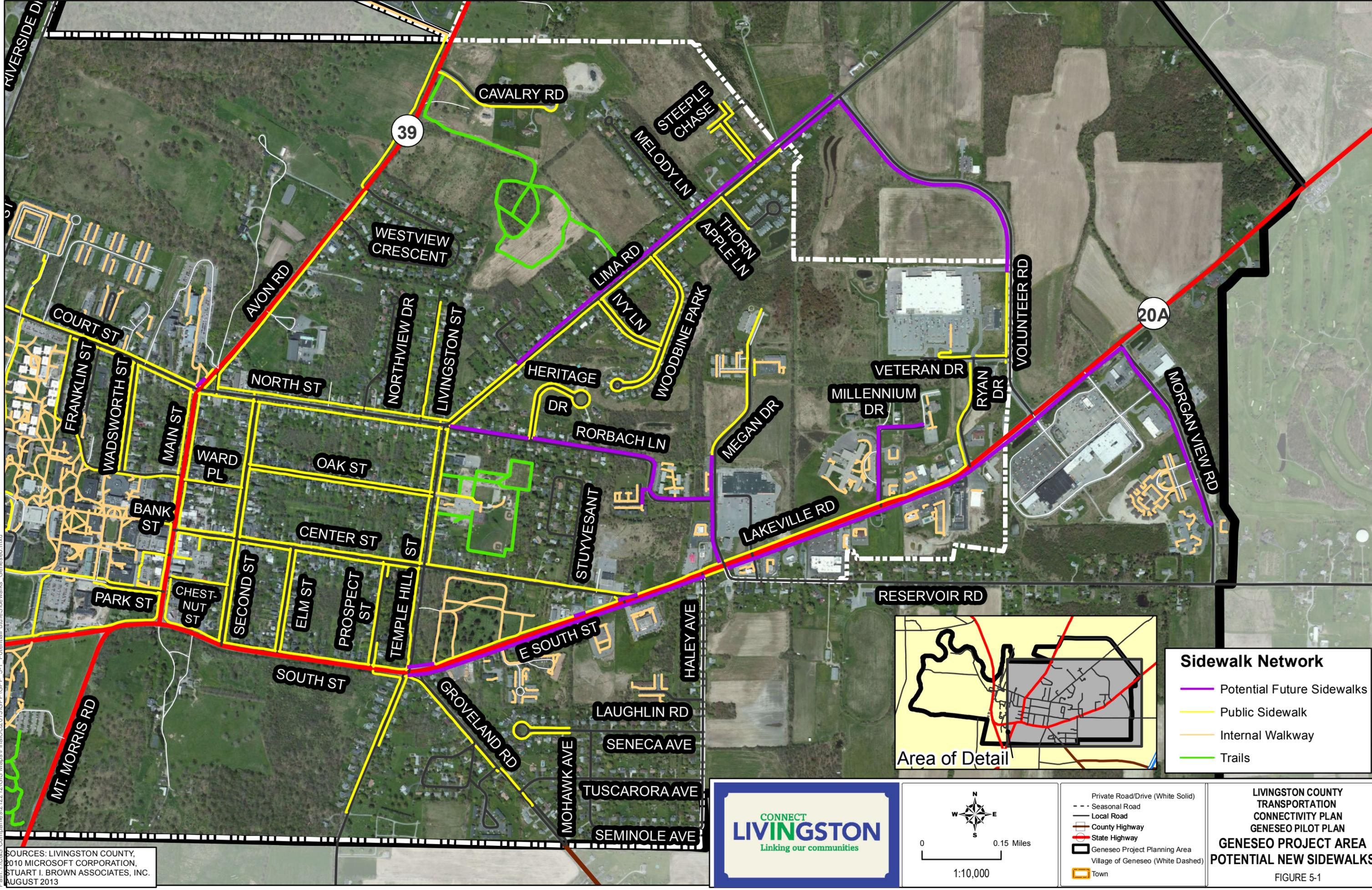
5.1 Goal # 1

Provide a sustainable transportation network that provides facilities for and encourages use by all modes, with particular emphasis on pedestrians and bicycles.

1.a *Implement standard roadway cross sections that include pedestrian/bicycle infrastructure (see **Figure 5-1**)*

- i) Construct sidewalks at the locations on the following page to fill gaps in the sidewalk network and to connect key facilities such as senior housing, health care, shopping, and services (see **Table 5-1**).
 - Timeframe: 0-16+ years depending on priority of improvement
 - Costs: \$60-\$75 per square yard, \$10,000-\$60,000 per project based on table
 - Lead agency: Village and Town of Geneseo/NYS DOT; adjoining landowners
 - Funding Sources: MAP-21 TAP, Safe Routes to Schools GTC TIP, Town/Village budgets

- ii) Determine feasibility of installing bicycle infrastructure along Lakeville Road (NYS Route 20A), Lima Road, Main Street, North Street, and Court Street
 - Timeframe: 0-5 years
 - Costs: Approx. \$370 per linear foot for striped bicycle lanes, varies based on type of infrastructure (striped lane, sharrow, multi-use path, etc)
 - Lead agency: Village and Town of Geneseo, NYSDOT, County
 - Funding Sources: MAP-21 TAP, Safe Routes to Schools, Town/Village budgets



SOURCES: LIVINGSTON COUNTY, 2010 MICROSOFT CORPORATION, STUART I. BROWN ASSOCIATES, INC. AUGUST 2013

Sidewalk Network

- Potential Future Sidewalks
- Public Sidewalk
- Internal Walkway
- Trails

Area of Detail

CONNECT LIVINGSTON
Linking our communities

0 0.15 Miles
1:10,000

- Private Road/Drive (White Solid)
- Seasonal Road
- Local Road
- County Highway
- State Highway
- Geneseo Project Planning Area
- Village of Geneseo (White Dashed)
- Town

LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN
GENESEO PILOT PLAN
**GENESEO PROJECT AREA
POTENTIAL NEW SIDEWALKS**
FIGURE 5-1

Table 5-1: Potential New Sidewalk

Location	Description	Approximate length (linear feet)
Rorbach Lane	Connect apartment complexes with Lakeville Road	3,034
Megan Drive		1,088
Lima Road - north side	Connect to the trail system through the Chanler Preserve	4,156
Avon Road - west side	Connect the Livingston County Government Center with North Street/ Court Street	117
Millenium Drive - Access government and health services		1,198
Lakeville Rd(NYS Rte 20A)		
Reservoir Road east to Millenium Drive		1,627
Millenium Drive to Ryan Drive		989
Ryan Drive to Volunteer Road		808
Volunteer Road to Morgan View Road		1,165
East South Street (NYS Rte. 20A) - south side - between Groveland Road and Haley Ave.		3,146
Volunteer Road - west side		2,678

iii) Enhance crosswalks with bump-outs and “pedestrian crossing” signs at the following locations:

- Main Street at Bank/Center Street
- Main Street between North/Court and University Drive
- Main Street at University Drive
- Main Street at School Street and Main Street at Park/Chestnut Streets
 - Timeframe: 0-16+ years depending on priority of improvement
 - Cost: Approx. \$500,000 for all⁹
 - Lead agency: Village and Town of Geneseo, NYSDOT, adjoining landowners
 - Funding Sources: MAP-21 TAP, Safe Routes to Schools, Town/Village budgets

iv) Install “pedestrian crossing” warning signs at the following intersections:

- Court Street at Wadsworth Street
- Court Street at Franklin Street
- Court Street between University Drive and Orchard Street
 - Timeframe: 0-16+ years depending on priority of improvement
 - Cost: Approximately \$500 each
 - Lead agency: Village and Town of Geneseo, NYS DOT, adjoining landowners
 - Funding Sources: MAP-21 TAP, Town/Village budgets

⁹ Geneseo Circulation, Parking, Safety and Aesthetics Study, 2009

- 1.b *Provide pedestrian/bicycle amenities such as bike parking, landscaping, street furniture, etc.*
- i) Install bicycle racks along Main Street at Center Streets, at Key Bank on Bank Street, and at public buildings such as the Livingston County offices on Court Street and at government, medical and other community facilities along Lakeville Road
 - Timeframe: 0-5 years
 - Cost: \$200-\$1,500 each (infrastructure cost only)
 - Lead agency: Village of Geneseo
 - Funding Sources: MAP-21 TAP, NYSERDA CGC Program, Town/Village budgets
- 1.c *Close gaps in trails network & improve trailhead access/amenities*
- i) Conduct a feasibility study to connect the Village of Geneseo with the Genesee Valley Greenway. Consider alternative ways to cross the Genesee River.
 - Timeframe: 6-15 years
 - Cost: \$12-24,000
 - Lead agency: Town and Village of Geneseo, County, Genesee Valley Greenway
 - Funding Sources: MAP-21 TAP, Town/Village budgets
- 1.d *Improve existing & create new river/boating access*
- i) Identify necessary improvements to the hand launch site for the Genesee River on Riverside Drive
 - Timeframe: 0-5 years
 - Cost: \$10-20,000
 - Lead agency: Village of Geneseo
 - Funding Sources: LWRP, Town/Village budgets
- 1.e *Develop/update zoning/comprehensive plans – complete streets, multi-modal infrastructure/amenity, land use considerations, connections in new & updated plans & regulations*
- i) Incorporate additional standards in Town and Village zoning regulations and design standards that require complete streets, transit accommodations, bicycle infrastructure, and improved access management provisions. Ensure the requirements for new development projects include providing pedestrian connections (cul-de-cac access/connectivity) and that the various planning documents work together rather than hinder the development and implementation of multi-modal requirements.
 - Timeframe: 0-5 years
 - Cost: \$12-\$40,000 depending on scope
 - Lead agency: Village and Town of Geneseo
 - Funding Sources: Town/Village budgets, NYSERDA CGC Program, GTC UPWP

- 1.f *Market & promote active transportation (wayfinding, benefits, historic/cultural components, etc)*
- i) Partner with businesses, educational institutions, government and not-for-profit agencies, recreational facilities, cultural organizations and tourist destinations to encourage visitors to walk and bicycle. Incorporate these sites into walking/ bicycling tour maps.
 - Timeframe: 0-5years; On-going
 - Cost: Minimal
 - Lead agency: Town and Village of Geneseo, Livingston County Chamber of Commerce, Livingston County Health Department
 - Funding Sources: Private or public grants, Town/Village budgets, Finger Lakes Health Systems Agency (shared resources)
 - ii) Partner with cultural organizations such as National Warplane Museum to identify appropriate locations and types of wayfinding signage. Ensure consistency with regional design for wayfinding signage.
 - Timeframe: 6-15 years
 - Cost: Approximately \$250 for 24” x 15” sign, plus annual permit fees where applicable (approx. \$50/ year for State highways)
 - Lead agency: Livingston County Chamber of Commerce
 - Funding Sources: State/ Federal/private grants, local budgets
- 1.g *Continue to identify & leverage potential funding options including various grants, private/public partnerships, etc.*
- i) Estimate project costs for the highest priority capital improvement projects.
 - Timeframe: 0-5 years; On-going
 - Cost: \$4-\$12,000 per project, depending on extent of preliminary engineering required
 - Lead agency: Village and Town of Geneseo
 - Funding Sources: Town/Village budgets
 - ii) Establish a Capital Improvement Plan process that incorporates specific information about project costs and potential funding sources for the highest priority transportation-related capital improvements (see sample forms in **Appendix C** & noted in Strategy 5.a.i)
 - Timeframe: 0-5 years; On-going
 - Cost: Staff time to set up process
 - Lead agency: Village and Town of Geneseo
 - Funding Sources: Included in existing budgets
 - iii) Work with Livingston County to pursue grant funding for projects and studies identified in this Plan.
 - Timeframe: On-going
 - Cost: Staff time
 - Lead agency: Town and Village of Geneseo, County

- Funding Sources: Livingston County (grant writing services)

1.h *Improve access to significant business and residential hubs such as the Geneseo Gateway District*

- i) Construct the following infrastructure improvements, identified as part of the Gateway District Master Plan process as “public sector investments,” as the Gateway District is developed and in coordination with private developers:
 - Extend stub road (planned as part of previously approved site plan for Lowes) across Jaycox Creek to promote cross-access and improve potential for development east of Jaycox Creek.
 - Access drive from NYS Route 20A. Wide median terminates at roundabout. Include landscaping
 - Raised table intersection to calm traffic
 - Roadway to serve residential areas
 - Connector to allow cross access (public/ private investment)
 - Add connecting road between Millennium Drive and Veteran’s Drive
 - Timeframe: 6-15 years
 - Cost: Varies based on specific improvements, generally mid-level costs
 - Lead agency: Town of Geneseo, developers
 - Funding Sources: Developers, property owners, Town of Geneseo, NYS CFA sources, NYSERDA CGC Program

5.2 Goal # 2

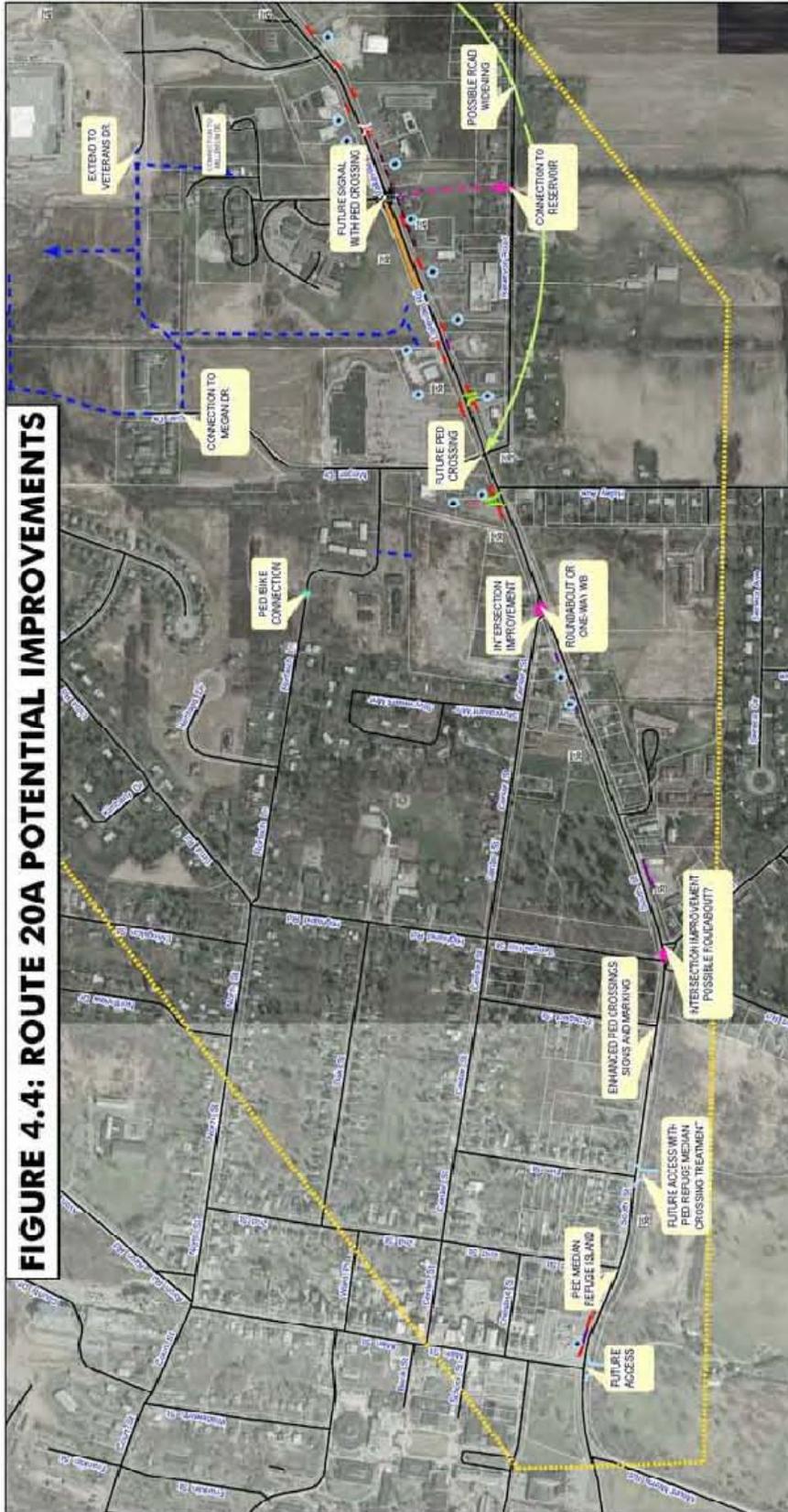
Improve safety for all modes and users of the transportation system through design, innovative technology, and education

2.a *Encourage/discourage truck traffic on specific roadways (see also Goal #3)*

- i) Continue to work with regional transportation agencies and NYS legislators to discourage excessive truck traffic on NYS Route 63, including maintaining signage along the NYS Thruway and trucker services along interstate highways.
 - Timeframe: On-going
 - Cost: Staff time
 - Lead agency: NYSDOT, Thruway Authority, Town and Village of Geneseo, Livingston County Traffic Safety Board and Sheriff, NYS Police
 - Funding Sources: Included in existing budgets
- ii) Enforce speed limits and weight restrictions along NYS Route 63.
 - Timeframe: On-going
 - Cost: Staff time
 - Lead agency: NYSDOT, Town and Village of Geneseo, Livingston County Traffic Safety Board and Sheriff, NYS Police

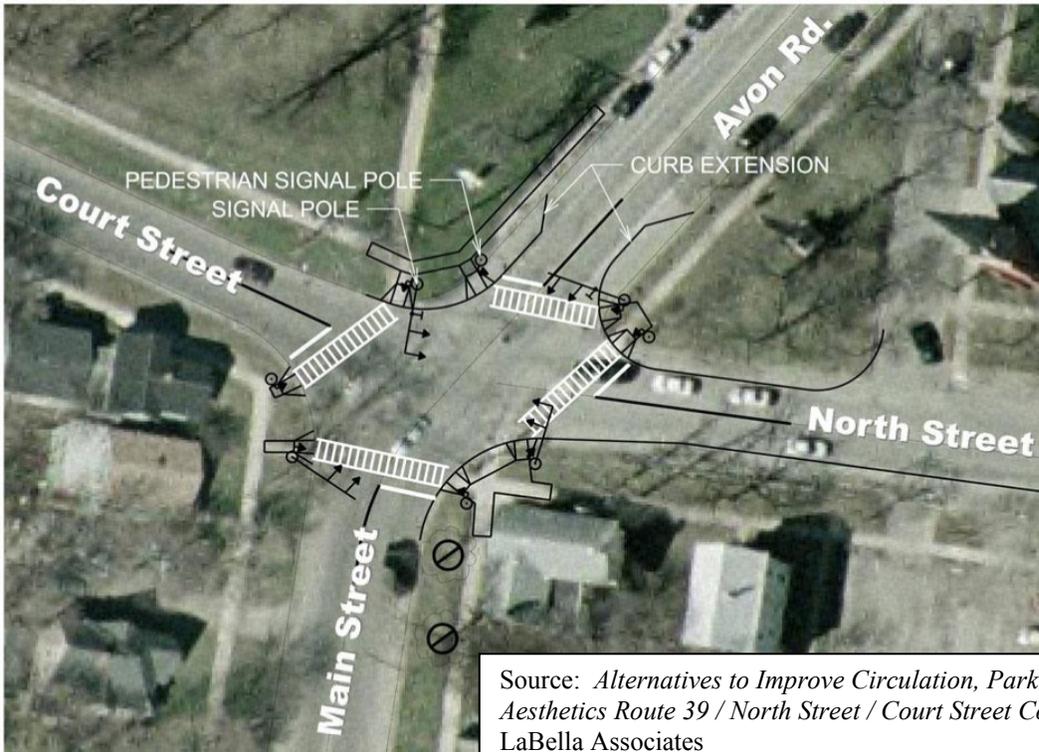
- Funding Sources: Included in existing budgets
- 2.b *Develop access management plans & implement recommendations*
- i) Revise zoning and subdivision regulations in the Town and Village to address problems associated with traffic, access management and lack of connectivity, including revised subdivision and site plan review procedures and design guidelines that require sidewalks, cross-connections, parking and transit access in new residential and commercial development.
 - Timeframe: 0-5 years
 - Cost: [Include in cost of comprehensive zoning revisions - \$25-40,000 – see Strategy 1.e.i]
 - Lead agency: Town/Village of Geneseo
 - Funding Sources: Town/Village budgets, GTC UPWP
 - ii) Implement recommendations in the NYS Route 20A Access Management Plan, including filling sidewalk gaps, improving crosswalks, and narrowing or eliminating excess access points as shown below. (See also Goal #1)
 - Timeframe: 6-15 years
 - Cost: Varies based on improvement
 - Lead agency: Town/Village of Geneseo
 - Funding Sources: Town/Village budgets, MAP-21 NHPP, STP, SHIP
- 2.c *Review existing roadway characteristics (regulatory/warning signage, alignment, drainage, etc) to identify new and confirm existing safety recommendations*
- i) Update the 2007 Comprehensive NYS Route 20A Access Management Plan (see **Figure 5-2**) and the 2009 Geneseo Circulation, Parking, Safety and Aesthetics Study (GCPSAS) with a focus on safety issues. Conduct a study of safety along Lima Road as conditions warrant, as part of an overall access management study. Involve law enforcement, pedestrian and bicycle safety organizations as well as residents, businesses and institutions with facilities along these corridors.
 - Timeframe: 6-15 years
 - Cost: \$40,000-\$80,000 for studies, wide range of costs for implementation depending on scale/complexity of improvements
 - Lead agency: Town/ Village of Geneseo
 - Funding Sources: MAP-21, GTC UPWP; Town/ Village budgets
- 2.d *Implement intersection, roadway, and corridor safety improvements*
- i) Construct intersection, roadway and safety improvements at the Main Street/Court Street/North Street/Avon Road intersection; Replace traffic signals; install bumpouts and lighting (see **Figure 5-3**).
 - Timeframe: 0-5 years
 - Cost: \$200,000 (from GCPSAS)
 - Lead agency: Village of Geneseo
 - Funding Sources: Village of Geneseo, MAP-21

Figure 5-2: NYS Route 20A Access Management Plan Improvements



Source: NYS Route 20A Comprehensive Access Management Plan. Village and Town of Geneseo (2007). SRF Associates

Figure 5-3: Court/North/Main Streets Intersection Improvements



2.e *Install intersection- and pedestrian-level lighting*

- i) Install pedestrian level lighting at the following locations:
 - Main Street/Court Street/North Street/Avon Road (in conjunction with intersection improvements – see Strategy 2.d.i)
 - Increase lighting along Court Street (estimated cost: \$50,000 per GCPSAS)
 - Timeframe: 0-16+ years depending on priority of project
 - Cost: Main/Court/North/Avon – see Strategy 2.d.i; Court Street: \$50,000¹⁰
 - Lead agency: Village of Geneseo, NYSDOT
 - Funding Sources: NYSERDA, Community Development Block Grant, NY Main Street Program

2.f *Evaluate existing speed limits & increase enforcement*

- i) Increase enforcement of speed limits along NYS Route 20A and Lima Road.
 - Timeframe: 0-5 years
 - Cost: Staff time
 - Lead agency: NYS and Village Police
 - Funding Sources: Included in current NYS Police budget

¹⁰ *Alternatives to Improve Circulation, Parking, Safety and Aesthetics Route 39 /North Street /Court Street Corridor (2009)*,

- 2.g *Educate the public on the rules of the road – all users/modes*
- i) Develop and distribute educational materials to promote sharing the road with bicycles and pedestrians.
 - Timeframe: 0-5 years, On-going
 - Cost: TBD – Varies based on type of materials and distribution method (print, kiosk, media advertisement, website, social media, etc.)
 - Lead agency: Livingston County Traffic Safety Board, NYS Dept. of Motor Vehicles, Town and Village of Geneseo
 - Funding Sources: Private grants, State/Federal grants, Town/Village budgets, Finger Lakes Health Systems Agency (shared resources)
 - ii) Collaborate with Cornell Cooperative Extension, SUNY Geneseo, Geneseo School District, and other organizations to hold educational events to promote bicycle safety.
 - Timeframe: 0-5 years, On-going
 - Cost: Staff time & event costs
 - Lead agency: Cornell Cooperative Extension, SUNY Geneseo, Geneseo School District, Town and Village of Geneseo
 - Funding Sources: Government and private grants for youth safety, active transportation, health, Finger Lakes Health Systems Agency (shared resources)

5.3 Goal # 3

Improve freight transportation infrastructure and access

- 3.a *Improve access to regional priority economic development sites: Dansville Industrial Park, Livonia Gateway Park, Crossroads Commerce and Livingston Industrial Complexes in Avon, and the Caledonia Industrial Development Area*
[Not applicable to Geneseo Pilot Plan.]
- 3.b *Maintain, repair, & rebuild key components of regional rail network including the Portage Bridge and the Rochester & Southern Railroad rail line between Dansville & Mt Morris*
[Not applicable to Geneseo Pilot Plan.]
- 3.c *Evaluate and improve rail crossings*
[Not applicable to Geneseo Pilot Plan.]
- 3.d *Maintain airport facilities: Dansville & Geneseo Airports*
 - i) Work with the National Warplane Museum to carry out necessary improvements to the Geneseo Airport.
 - Timeframe: 6-15 years
 - Cost: TBD by Museum
 - Lead agency: Museum
 - Funding Sources: Private grants/donations

- 3.e *Market/promote/educate - importance of freight transportation*
- i) Disseminate information to the public that acknowledges the importance of maintaining corridors for regional freight movement.
 - Timeframe: 0-5 years, On-going
 - Cost: Staff time
 - Lead agency: Livingston County (public education on regional benefits of freight movement)
 - Funding Sources: Existing budgets, GTC UPWP
 - ii) Promote safety awareness among SUNY students and others with regard to Route 63 truck traffic.
 - Timeframe: 0-5 years, On-going
 - Cost: Staff time
 - Lead agency: NYS Police (traffic enforcement), SUNY Geneseo (student education)
 - Funding Sources: Existing budgets, Finger Lakes Health Systems Agency (shared resources)

5.4 Goal # 4

Provide comprehensive and innovative public transportation services through LATS and other human service and transportation providers

- 4.a *Improve route connectivity & transfers (improve connectivity/transfers/ease of use for fixed routes & dial-a-ride (DAR) services)*
- 4.b *Simplify route structure to focus on core services (expand park and ride services to Rochester, social trips for elderly)*
- 4.c *Improve frequency/service span*
- 4.d *Improve out of county transit service & connections*
- 4.e *Document services and contact information for the numerous human service providers and create new or expand partnerships with non-profit and private transportation providers*
- 4.g *Improve marketing/promotional/educational outreach (website, printed brochures, social media, focus on special needs groups/populations) for all public transportation offerings*

While not responsible or the lead agency for the implementation of projects associated with Strategies 4.a through 4.e and 4.g, the Town and Village of Geneseo will be integral in the implementation of improvements to the LATS routes/system and services through other

providers. The town and village should coordinate with and support LATS as changes are made to the route structure, especially if transfers are established in Geneseo. Establishing the most appropriate and feasible location for a potential hub will be a critical part of developing a future transit route system and the Town and Village will be an important partner in this effort. They should also participate in the documentation of services and development and distribution of marketing materials regarding public and human service transportation activities. See Section 5.4 of the county-wide plan for more information.

4.f *Enhance existing & create new transit stops – ensure safe & secure pedestrian/bicycle access/ADA compliance*

- i) Install bus shelters at the northeast corner of Main Street and Center Street
 - Timeframe: 0-5 years
 - Cost: Approximately \$6,400 each (shelter + installation)
 - Lead agency: RGRTA, Village of Geneseo
 - Funding Sources: RGRTA

5.5 Goal # 5

Promote efficient, innovative, and sustainable system management, maintenance, and operations

5.a *Develop & execute a maintenance schedule for infrastructure that prioritizes key facilities*

- i) Develop and maintain a maintenance schedule for transportation infrastructure and incorporate priority improvements into the Town and Village’s overall capital improvement program. Example spreadsheets for organizing, prioritizing, and budgeting projects are included in Appendix C. These spreadsheets are meant only to provide a format or example and can be customized as needed. The prioritization spreadsheet includes many similar evaluation criteria as this plan, but more could be incorporated or revised to ensure the project helps the town/village work towards this plan’s goals.
 - Timeframe: On-going
 - Cost: Staff time
 - Lead agency: Village and Town of Geneseo
 - Funding Sources: Town/Village budgets

5.b *Establish service/maintenance agreements*

- i) Continue cooperative agreements between New York State, Livingston County and the Town and Village of Geneseo for maintenance of roadways and other facilities.
 - Timeframe: On-going
 - Cost: Staff time
 - Lead agency: Village and Town of Geneseo, NYSDOT
 - Funding Sources: Town/Village budgets

- 5.c *Develop special event and emergency traffic management plans*
- i) Develop a process to coordinate with Livingston County Sheriff, SUNY Geneseo, Historic Warplane Museum, Geneseo School District and other entities to plan for traffic management in advance of special events.
 - Timeframe: 0-5 years, On-going
 - Cost: Staff/volunteer time
 - Lead agency: Village of Geneseo Police Department/SUNY Geneseo, Geneseo School District other event venues
 - Funding Sources: Existing organization budgets
- 5.d *Continue to identify & leverage funding options to address key infrastructure deficiencies*
- i) (see Strategy 1.g.iii)

5.6 Goal # 6

Preserve, protect, and enhance the County’s quality of life, natural environment, cultural heritage, and community appearance

- 6.a *Support the rural & small town economy through improved services, programs, access and other initiatives (such as transit service for agriculture workers, minimizing land needed for infrastructure improvements, land use policies to protect agricultural land, etc)*
- i) Continue supporting the renewal of the agricultural district within the County and the landowners within the Town to conserve, protect, and encourage the development of lands for agricultural production.
 - Timeframe: On-going
 - Cost: Minimal
 - Lead agency: Town of Geneseo
 - Funding Sources: Operating budgets
- 6.b *Research, implement, and/or support initiatives that reduce transportation energy consumption (such as electric vehicle infrastructure, low emission fleet vehicles, Transportation Demand Management (TDM) programs, etc)*
- i) Install electric vehicle charging stations and alternative fuel vehicle priority parking in the Village of Geneseo, including SUNY Geneseo and government offices.
 - Timeframe: 0-5 years
 - Cost: \$5,000 - \$10,000 each
 - Lead agency: Village of Geneseo, SUNY Geneseo
 - Funding Sources: NYSERDA
- 6.c *Develop connections between transportation, culture, and tourism through trail development, connectivity with historic landmarks, etc.*

- i) Work with transportation and cultural organizations such as SUNY Geneseo, the National Warplane Museum, and the Genesee Valley Conservancy to establish trail connections between the Village of Geneseo and the Geneseo Airport, the Genesee River boat launches, and Conesus Lake.
 - Timeframe: 6-15 years
 - Cost: TBD
 - Lead agency: Village and Town of Geneseo, SUNY Geneseo, National Warplane Museum, Genesee Valley Conservancy
 - Funding Sources: MAP-21 TAP, private donations

- 6.d *Encourage growth directed towards hamlets and village centers and continue to support downtown revitalization efforts*
 - i) Work with the Livingston County Development Group’s Downtown Partnership to promote their marketing, educational, and funding programs and resources such as the signs and façade improvement program, the buy local campaign, training, and technical support to Village businesses.
 - Timeframe: On-going
 - Cost: TBD
 - Lead agency: Village of Geneseo, Livingston County Development Group and Downtown Coordinator
 - Funding Sources: Operating budgets

5.7 Geneseo Pilot Plan Summary

Beyond the capital improvement projects noted, the projects above include policy and planning along with service and program recommendations but the list is not all inclusive and is not meant to document a project for every need noted throughout this process.

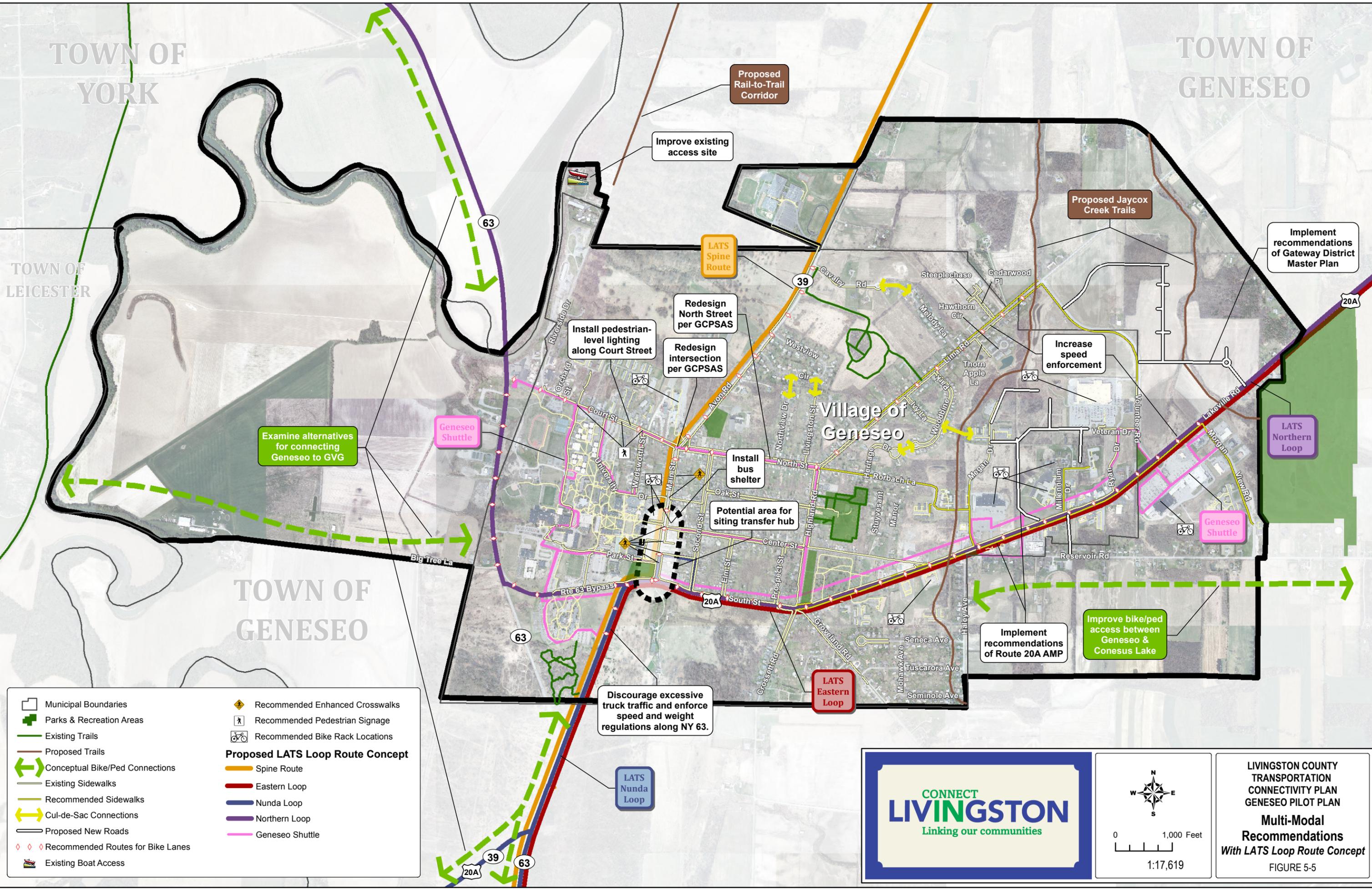
Projects associated with capital improvement projects in the study area, such as pedestrian and bicycle infrastructure, trail connections, and roadway or intersection improvements, are shown in **Figure 5-4 and 5-5** with both transit options as described in Section 6 in the county-wide plan. Recommendations from previous studies or documents that indicate specific locations are shown, but otherwise, potential connections are shown on a conceptual level.

TOWN OF YORK

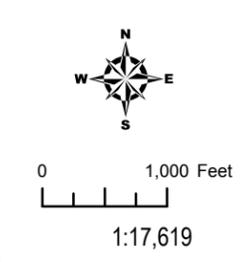
TOWN OF GENESEO

TOWN OF LEICESTER

TOWN OF GENESEO



- Municipal Boundaries
 - Parks & Recreation Areas
 - Existing Trails
 - Proposed Trails
 - Conceptual Bike/Ped Connections
 - Existing Sidewalks
 - Recommended Sidewalks
 - Cul-de-Sac Connections
 - Proposed New Roads
 - Recommended Routes for Bike Lanes
 - Existing Boat Access
 - Recommended Enhanced Crosswalks
 - Recommended Pedestrian Signage
 - Recommended Bike Rack Locations
- Proposed LATS Loop Route Concept**
- Spine Route
 - Eastern Loop
 - Nunda Loop
 - Northern Loop
 - Geneseo Shuttle



LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN
GENESEO PILOT PLAN

**Multi-Modal
Recommendations**
With LATS Loop Route Concept

FIGURE 5-5

TOWN OF YORK

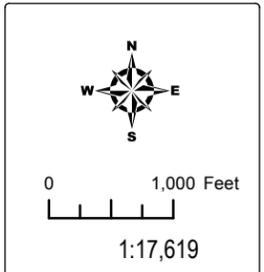
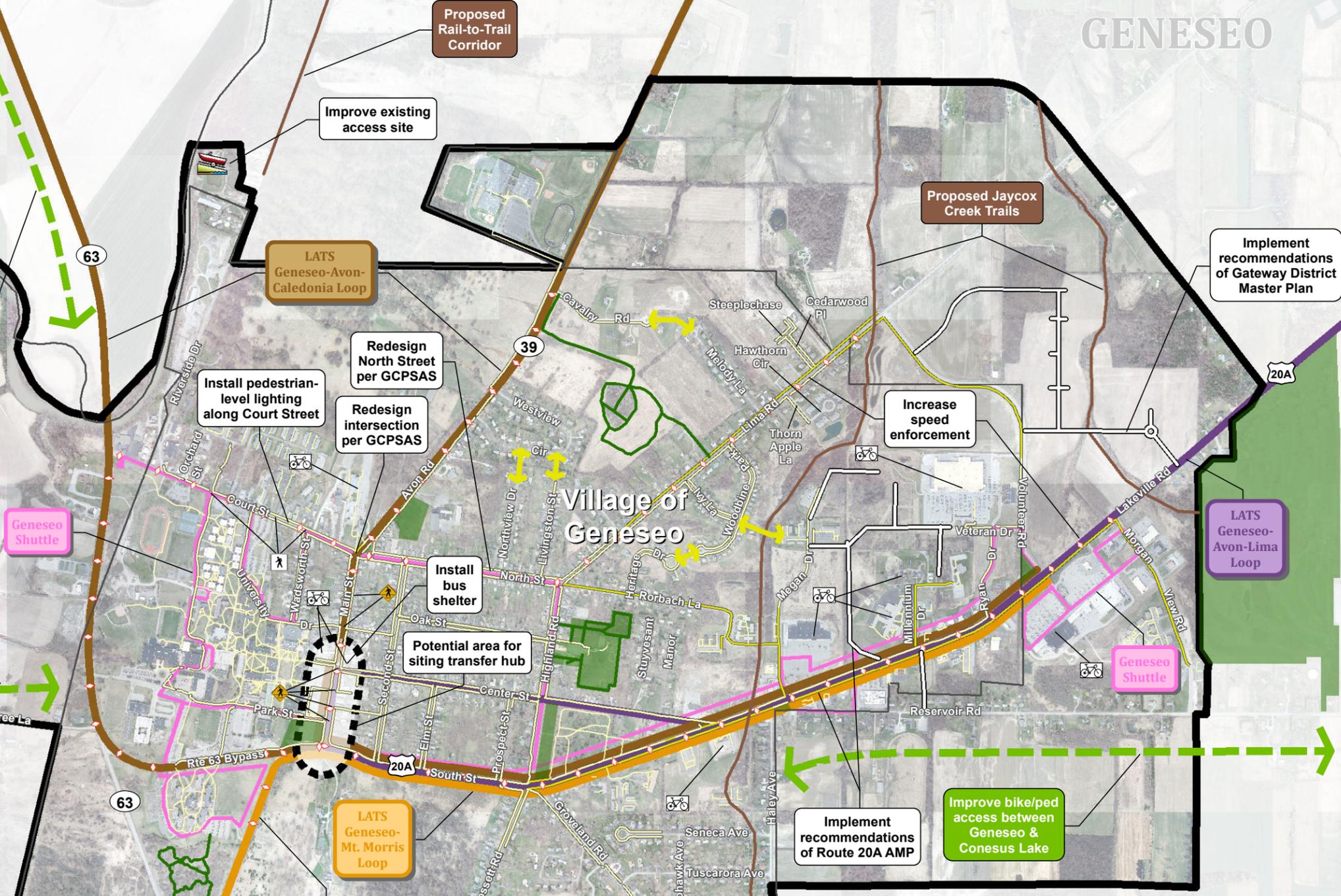
TOWN OF GENESEO

TOWN OF LEICESTER

TOWN OF GENESEO

Village of Geneseo

- Municipal Boundaries
 - Parks & Recreation Areas
 - Existing Trails
 - Proposed Trails
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 - Existing Sidewalks
 - Recommended Sidewalks
 - Cul-de-Sac Connections
 - Proposed New Roads
 - Recommended Routes for Bike Lanes
 - Existing Boat Access
 - Recommended Enhanced Crosswalks
 - Recommended Pedestrian Signage
 - Recommended Bike Rack Locations
- Proposed LATS Cloverleaf Concept**
- Geneseo-Avon-Caledonia Loop
 - Geneseo-Avon-Lima Loop
 - Geneseo-Mount Morris Loop
 - Mount Morris-Nunda-Dansville Loop
 - Dansville-Springwater-Sparta Loop
 - Conesus Loop
 - Geneseo Shuttle



LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN
GENESEO PILOT PLAN

**Multi-Modal
Recommendations
With LATS Cloverleaf Concept**

FIGURE 5-4



Appendix A:

Summary of Recommendations in Existing Plans - Geneseo

Physical Improvements Recommended in Existing Plans – Geneseo Study Area

Potential Improvements to Intersections along NYS Route 20A NYS Route 20A Access Management Plan, 2007

1. NYS Route 20A and Main Street (signalized)

Potential improvement:

- Add exclusive turn lane



2. South Ave (NYS Route 20A) and Second Street (unsignalized)

Potential improvements:

- Add marked crosswalk across South Ave./NYS Route 20A*
- Install pedestrian median refuge island (mini-median)

(* - add crosswalks in conjunction with future residential development on south side of South Ave.)



Physical Improvements Recommended in Existing Plans – Geneseo Study Area

3. NYS Route 20A and Elm Street (unsignalized)

- Potential improvements:
 - marked crosswalk across NYS Route 20A
 - Pedestrian median refuge island (mini-median)

(Note: Need for crossing assumes future residential development of 61-acre parcel south side of South Ave.)



4. NYS Route 20A and Prospect Street (unsignalized)

- Potential pedestrian improvements:
 - Enhance existing crosswalk with markings and warning signs
 - Pedestrian refuge island

5. Intersection of NYS Route 20A/ Temple Hill Road/ Crossett Road/ Groveland Road

- Potential Roundabout or other intersection improvement



Physical Improvements Recommended in Existing Plans – Geneseo Study Area

6. NYS Route 20A and Reservoir Rd/ Megan Drive (signalized)

- Potential pedestrian improvements:
 - Marked, enhanced crosswalk



7. NYS Route 20A and Millenium Drive (unsignalized)

- Potential improvement: Marked crosswalk with pedestrian signal with future traffic signal installation



Physical Improvements Recommended in Existing Plans – Geneseo Study Area

8. NYS Route 20A and Volunteer Road (signalized)

Potential improvement:

- Marked, enhanced crosswalk – should be accompanied by traffic calming and/or other substantial improvements

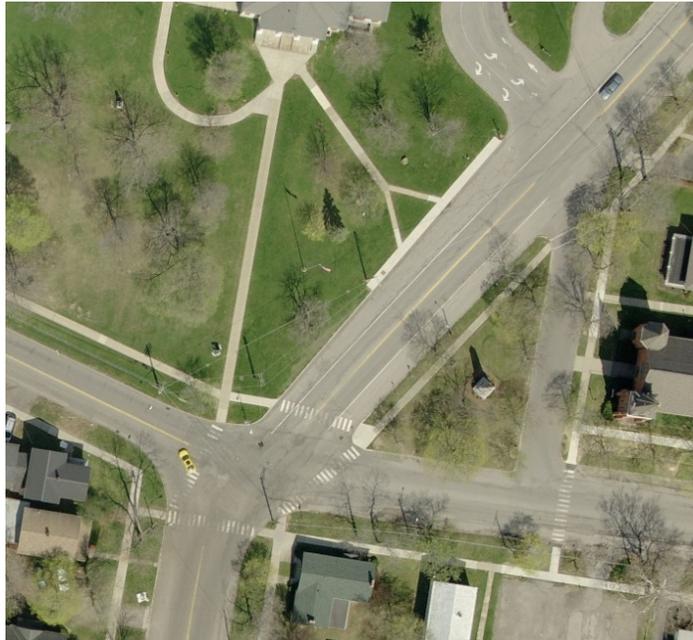


Physical Improvements Recommended in Existing Plans – Geneseo Study Area

From Rt.39/ Court/ Main Study for Village of Geneseo

A. Intersection of Avon/ North/ Court Streets

- Install traffic signal
- Extend sidewalk in front of County Courthouse Along Avon Road south to Main Street



B. Main Street between North/ Court and University Drive

- Enhance crosswalk; Install bump-outs and “Pedestrian Crossing” sign



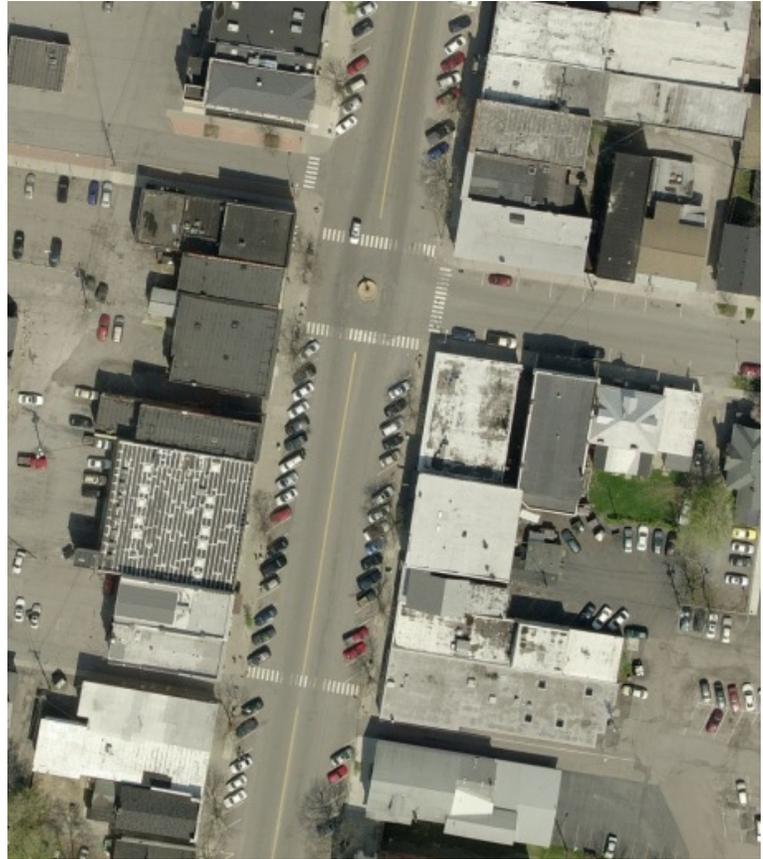
C. Main Street at University Drive

- Enhance crosswalk; Install bump-outs and “Pedestrian Crossing” sign

Physical Improvements Recommended in Existing Plans – Geneseo Study Area

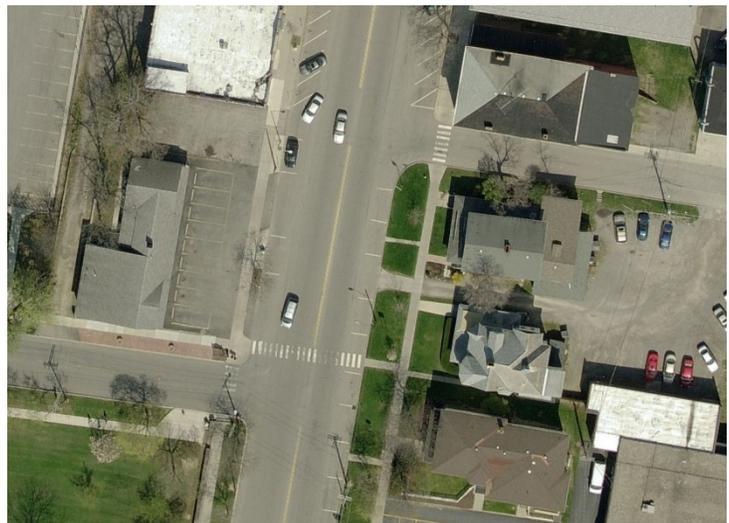
D. Main Street at Bank/ Center Streets

- Enhance crosswalks; Install bump-outs
- Install “Pedestrian Crossing” sign at Center Street
- Maintain fountain for traffic calming



E. Main Street at School Street and Main Street at Park/ Chestnut Streets

- Enhance crosswalks
- Install bump-outs
- Install “Pedestrian Crossing” sign at Park Street crossing



Physical Improvements Recommended in Existing Plans – Geneseo Study Area

- F. Court Street between University Drive and Orchard Street where SUNY Geneseo interior roadway and sidewalk crosses Court Street

- Install pedestrian warning sign



- G. Court Street at University Drive

- Install pedestrian warning sign

- H. Court Street at Franklin Street

- Install pedestrian warning signs



- I. Court Street at Wadsworth Street

- Install pedestrian warning sign



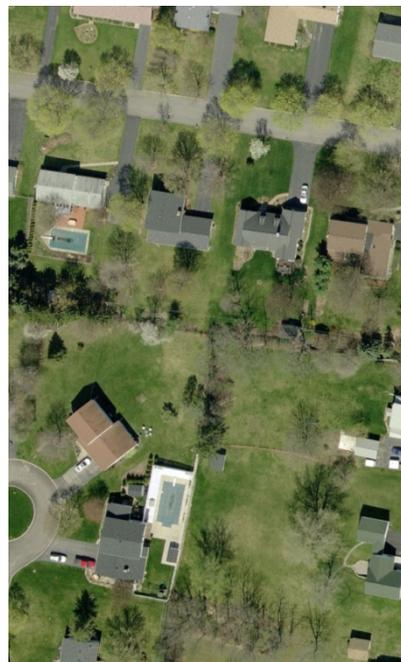
Physical Improvements Recommended in Existing Plans – Geneseo Study Area

Recommendations from Village of Geneseo Pedestrian Committee, 2005

- Create walking paths between cul-de-sacs



Heritage and Woodbine, 2010



Livingston and Westview, 2010



Northview and Woodbine, 2010



Calvalry and Melody, 2010

Physical Improvements Recommended in Existing Plans – Geneseo Study Area

- Install street trees along Avon and Lima Roads



Avon Road



Lima Road



Appendix B:

Evaluation Criteria & Matrix

Geneseo Pilot Plan
Project Matrix

- 2 - Positive
- ◐ 1 - No impact/neutral
- 0 - Negative

Goal	Strategy	Project	Criteria	Users Served	Modes Served	Safety	Cost of Implementation	Timeframe/Ease of Implementation	Connectivity Within Livingston County	Connectivity Outside Livingston County	Consistency with Planning Efforts	Environmental, Historical, & Cultural Impacts	Business, Industrial, & Economic Development Impacts	Quality of Life/Public Health Impacts	Total	Notes
			Considers # of user groups benefited		Emphasizes importance of improving safety for all users and all modes through recommended strategies/ projects	Considers order of magnitude and life cycle costs, potential to leverage other resources, consideration of immediacy of benefit	Considers timeframe, availability of technology, support/partners for implementation	Considers the improvement or establishment of a new connection(s) between destinations within the County	Considers the improvement or establishment of a new connection(s) outside of the County	Considers if the strategy/project has been identified/ documented in other studies or previous planning efforts	Considers sustainability practices or potential for them, preserving & promoting historic/cultural characteristics, direct impacts to environment, etc.	Considers tourism, job retention, creation, and expansion, impacts to operations, new business development, etc.	Considers the improvement of the quality of life and encouragement of active transportation to improve public health			
#1: Provide a sustainable transportation network that provides facilities for and encourages use by all modes, with particular emphasis on pedestrians and bicyclists.	#1.a: Implement standard roadway cross sections that include pedestrian/bicycle infrastructure	Construct sidewalks to fill gaps in the sidewalk network and to connect key facilities such as senior housing, health care, shopping, and services.	●		●	◐	◐	●	◐	●	◐	●	●	●	16	Users served: All Connectivity w/in County: text Planning efforts: Comprehensive Plans; Rt. 20A Access Management Plan; Rt 39/North St/Court St Corridor GCPSA
#1	#1.a	Determine feasibility of installing bike infrastructure along Lakeville Road (NYS Route 20A) and Lima Road	●		●	◐	◐	●	◐	●	◐	●	●	●	16	Users served: All Connectivity w/in County: text Planning efforts: Comprehensive Plans; Rt. 20A Access Management Plan; GCPSA
#1	#1.a	Enhance crosswalks with bump-outs, "pedestrian crossing" signs	●		●	◐	◐	●	◐	●	◐	●	●	●	16	Users served: All Connectivity w/in County: text Planning efforts: Comprehensive Plans; Rt. 20A Access Management Plan; GCPSA
#1	#1.b: Provide pedestrian/bicycle amenities such as bike parking, landscaping, street furniture, etc	Install bicycle racks	●		●	◐	●	●	◐	◐	●	◐	●	●	16	Users served: All Connectivity w/in County: text Planning efforts: Comprehensive Plans; Rt. 20A Access Management Plan; GCPSA
#1	#1.c: Close gaps in trails network & improve trailhead access/amenities	Conduct a feasibility study to connect the Village of Geneseo with the Genesee Valley Greenway	●		●	●	●	◐	●	●	◐	●	●	●	17	Users served: All Connectivity w/in County: text Planning efforts: numerous plans/studies
#1	#1.d: Improve existing & create new river/boating access	Identify necessary improvements to the hand launch site on Riverside Drive	◐		●	●	●	●	◐	◐	◐	●	●	●	15	Users served: Residents, Visitors Connectivity w/in County: text Planning efforts: Genesee-Finger Lakes Regional Blueway Analysis, V of Avon Comp Plan, FL Regional Sustainability Plan
#1	#1.e: Develop/update zoning/comprehensive plans	Incorporate additional standards in Town and Village zoning regulations and design standards that require complete streets, transit accommodations, bicycle infrastructure, and improved access management provisions	●		●	●	●	●	●	●	◐	●	●	●	19	Users served: All Connectivity w/in County: N/A Planning efforts: FL Regional Sustainability Plan
#1	#1.f: Market/promote active transportation	Partner with businesses, government and not-for-profit agencies, recreational facilities, cultural organizations and tourist destinations to encourage visitors to walk and bicycle. Incorporate these sites into walking/ bicycling tour maps.	●		●	◐	◐	●	●	●	●	●	●	●	18	Users served: All Connectivity w/in County: All Destinations Planning efforts: numerous plans/studies
#1	#1.f	Partner with cultural organizations such as National Warplane Museum to identify appropriate locations and types of wayfinding signage. Ensure consistency with regional design for wayfinding signage.	●		●	◐	◐	◐	●	●	◐	●	●	●	16	Users served: All Connectivity w/in County: All Destinations Planning efforts: GFLRPC Regional Tourism Sign Study
#1	#1.g: Continue to identify & leverage potential funding options including various grants, private/public partnerships, etc	Estimate project costs for the highest priority capital improvement projects.	●		●	◐	●	●	●	●	●	●	●	●	19	Users served: All Connectivity w/in County: N/A Planning efforts: numerous plans/studies
#1	#1.g	Establish a Capital Improvement Plan process that incorporates specific information about project costs and potential funding sources for the highest priority transportation-related capital improvements	●		●	◐	●	●	●	●	●	●	●	●	19	Users served: All Connectivity w/in County: N/A Planning efforts: Comprehensive Plans
#1	#1.g	Work with Livingston County to pursue grant funding for projects and studies identified in this Plan.	●		●	◐	●	●	●	●	●	●	●	●	19	Users served: All Connectivity w/in County: N/A Planning efforts: Comprehensive Plans
#1	#1.h: Improve access to significant business and residential hubs	Construct the infrastructure improvements, identified in the draft Gateway District Master Plan	●		●	◐	◐	◐	●	●	●	●	●	●	17	Users served: All Connectivity w/in County: N/A Planning efforts: Comprehensive Plans, Draft Gateway District Master Plan
#2: Improve safety for all modes and users of the transportation system through system design, innovative technology, and education.	#2.a: Encourage/discourage truck traffic on specific roadways	Continue to work with regional transportation agencies and NYS legislators to discourage excessive manage truck traffic on NYS Route 63, including maintaining signage along the NYS Thruway and trucker services along interstate highways.	●		●	●	●	●	○	◐	●	◐	●	●	15	Users served: All Connectivity w/in County: eliminates some connections Planning efforts: T of Geneseo Outside Village, Freight/Goods Movement in the GFL Region; Route 63 Corridor Plan
#2	#2.a	Enforce speed limits and weight restrictions along NYS Route 63.	●		●	●	●	●	○	○	●	◐	◐	●	14	

Geneseo Pilot Plan
Project Matrix

- 2 - Positive
- ◐ 1 - No impact/neutral
- 0 - Negative

Goal	Strategy	Project	Criteria	Users Served	Modes Served	Safety	Cost of Implementation	Timeframe/Ease of Implementation	Connectivity Within Livingston County	Connectivity Outside Livingston County	Consistency with Planning Efforts	Environmental, Historical, & Cultural Impacts	Business, Industrial, & Economic Development Impacts	Quality of Life/Public Health Impacts	Total	Notes
			Considers # of user groups benefited	Emphasizes importance of improving safety for all users and all modes through recommended strategies/projects	Considers order of magnitude and life cycle costs, potential to leverage other resources, consideration of immediacy of benefit	Considers timeframe, availability of technology, support/partners for implementation	Considers the improvement or establishment of a new connection(s) within the County	Considers the improvement or establishment of a new connection(s) outside of the County	Considers if the strategy/project has been identified/ documented in other studies or previous planning efforts	Considers sustainability practices or potential for them, preserving & promoting historic/cultural characteristics, direct impacts to environment, etc.	Considers tourism, job retention, creation, and expansion, impacts to operations, new business development, etc.	Considers the improvement of the quality of life and encouragement of active transportation to improve public health				
#2	#2.b: Develop access management plans & implement recommendations	Revised zoning and subdivision regulations in the Town and Village to address problems associated with traffic, access management and lack of connectivity, including revised subdivision and site plan review procedures and design guidelines that requiresidewalks, cross-connections, parking and transit access in new residential and commercial development.	●		●	●	●	●	◐	●	◐	●	◐	17	Users served: All Connectivity w/in County: All Destinations Planning efforts: Comprehensive Plans; Route 20A Access Management Plan	
#2	#2.b	Implement recommendations in the NYS Route 20A Access Management Plan, including filling sidewalk gaps, improving crosswalks, and narrowing or eliminating excess access points.	●		●	●	◐	●	◐	●	◐	●	◐	16	Users served: All Connectivity w/in County: All Destinations Planning efforts: Village of Geneseo Comp. Plan; Town of Geneseo Outside Village Comprehensive Plan; Route 20A Access Management Plan	
#2	#2.c: Review existing roadway characteristics	Update the 2007 Comprehensive NYS Route 20A Access Management Plan and the 2011 Geneseo Circulation, Parking, Safety and Aesthetics Study with a focus on safety issues. Conduct a study of safety along Lima Road as conditions warrant, as part of an overall access management study. Involve law enforcement, pedestrian and bicycle safety organizations as well as residents, businesses and institutions with facilities along these corridors	●		●	◐	◐	●	●	◐	◐	◐	◐	14	Users served: All Connectivity w/in County: N/A Planning efforts: FL Regional Sustainability Plan; Geneseo Circulation, Parking, Safety and Aesthetics; Route 20A Access Management Plan	
#2	#2.d: Implement intersection, roadway, & corridor safety improvements	Construct intersection, roadway and safety improvements at the Main Street/ Court Street/ North Street/ Avon Road intersection; Replace traffic signals; install bumpouts and lighting	●		●	◐	●	●	●	●	◐	◐	●	17	Users served: All Connectivity w/in County: N/A Planning efforts: Geneseo Circulation, Parking, Safety and Aesthetics; Route 20A Access Management Plan; Comprehensive Plans	
#2	#2.e: Install intersection- and pedestrian-level lighting	Install pedestrian level lighting at Main Street/ Court Street/ North Street/ Avon Road and along Court Street	●		●	●	●	●	●	●	◐	◐	●	18	Users served: All Connectivity w/in County: N/A Planning efforts: numerous plans/studies	
#2	#2.f: Evaluate existing speed limits & increase enforcement	Increase enforcement of speed limits along NYS Route 20A and Lima Road	●		●	●	●	●	●	●	◐	◐	●	18	Users served: All Connectivity w/in County: N/A Planning efforts: numerous plans/studies	
#2	#2.g: Educate the public on the rules of the road – all users/modes	Develop and distribute educational materials to promote sharing the road with bicycles and pedestrians.	●		●	●	●	●	●	◐	◐	◐	●	17	Users served: All Connectivity w/in County: N/A Planning efforts: Safe Routes to School Guidebook for the GFL Region	
#2	#2.g	Collaborate with Cornell Cooperative Extension, SUNY Geneseo, Geneseo School District and other organizations to hold educational events to promote bicycle safety	●		●	●	●	●	●	◐	◐	◐	●	17	Users served: All Connectivity w/in County: N/A Planning efforts: Safe Routes to School Guidebook for the GFL Region	
#3: Improve freight transportation infrastructure and access.	#3.d: Maintain airport facilities: Dansville & Geneseo Airports	Work with the National Warplane Museum to carry out necessary improvements to the Geneseo Airport	◐		◐	◐	◐	●	●	●	●	●	◐	15	Users served: Residents, Visitors Connectivity w/in County: N/A Planning efforts: Dansville/N Dansville Comp Plan, 2005 Dansville Municipal Airport Airport Layout Plan Update	
#3	#3.e: Market/promote/educate - importance of freight transportation	Disseminate information to the public that acknowledges the importance of maintaining corridors for regional freight movement.	◐		◐	●	●	●	●	●	●	●	◐	17	Users served: Other Connectivity w/in County: N/A Planning efforts: Freight/Goods Movement in the GFL Region, FL Regional Sustainability Plan	
#3	#3.e	Promote safety awareness among SUNY students and others with regard to Route 63 truck traffic.	●		●	●	●	●	●	●	●	●	◐	19	Users served: Other Connectivity w/in County: N/A Planning efforts: Freight/Goods Movement in the GFL Region, FL Regional Sustainability Plan	

Geneseo Pilot Plan
Project Matrix

- 2 - Positive
- ◐ 1 - No impact/neutral
- 0 - Negative

Goal	Strategy	Project	Criteria	Users Served	Modes Served	Safety	Cost of Implementation	Timeframe/Ease of Implementation	Connectivity Within Livingston County	Connectivity Outside Livingston County	Consistency with Planning Efforts	Environmental, Historical, & Cultural Impacts	Business, Industrial, & Economic Development Impacts	Quality of Life/Public Health Impacts	Total	Notes
			Considers # of user groups benefited		Emphasizes importance of improving safety for all users and all modes through recommended strategies/ projects	Considers order of magnitude and life cycle costs, potential to leverage other resources, consideration of immediacy of benefit	Considers timeframe, availability of technology, support/partners for implementation	Considers the improvement or establishment of a new connection(s) between destinations within the County	Considers the improvement or establishment of a new connection(s) outside of the County	Considers if the strategy/project has been identified/ documented in other studies or previous planning efforts	Considers sustainability practices or potential for them, preserving & promoting historic/cultural characteristics, direct impacts to environment, etc.	Considers tourism, job retention, creation, and expansion, impacts to operations, new business development, etc.	Considers the improvement of the quality of life and encouragement of active transportation to improve public health			
#4: Provide comprehensive and innovative public transportation services through LATS and other human service providers.	#4.f: Enhance existing & create new transit stops – ensure safe & secure pedestrian/bicycle access/ADA compliance	Install bus shelters at the northeast corner of along Main Street and Center Street	●		●	●	●	◐	◐	◐	◐	◐	◐	●	15	Users served: All Connectivity w/in County: All Connectivity Outside County: Monroe County, Possibly Wyoming Co. Planning Efforts: Geneseo Circulation, Parking, Safety and Aesthetics; GFL
#5: Promote efficient, innovative, and sustainable system management, maintenance, and operations.	#5.a: Develop & execute a maintenance schedule for infrastructure that prioritizes key facilities	Develop and maintain a maintenance schedule for transportation infrastructure and incorporate priority improvements into in coordination with the Town and Village's overall infrastructure capital improvement maintenance plan program.	●		◐	●	●	●	●	●	◐	●	●	◐	17	Users served: All Connectivity w/in County: N/A Planning efforts: GTC Regional Trails, FL Regional Sustainability Plan; Comprehensive Plans
#5	#5.b: Establish service/maintenance agreements	Continue cooperative agreements between New York State, Livingston County and the Town and Village of Geneseo for maintenance of roadways and other facilities.	●		◐	●	●	●	●	●	◐	◐	◐	◐	15	Users served: Other Connectivity w/in County: N/A Planning efforts: GTC Regional Trails
#5	#5.c: Develop special event traffic management plans	Develop a process to coordinate with Livingston County Sheriff, SUNY Geneseo, Historic Warplane Museum, Geneseo School District and other entities to plan for traffic management in advance of special events.	●		●	◐	◐	●	●	●	◐	●	◐	◐	15	Users served: All Connectivity w/in County: N/A Planning efforts: Not directly noted in reviewed documents but indirect effect of strategy would support numerous efforts
#5	#5.d: Continue to identify & leverage potential funding options to address key infrastructure deficiencies	see #1.g	●		●	●	●	●	●	●	◐	●	●	●	19	Users served: All Connectivity w/in County: N/A Planning efforts: numerous plans/studies
#6: Preserve, protect, and enhance the County's quality of life, natural environment, cultural heritage, and community appearance.	#6.a: Support rural & small town economy through improved services, programs, access, and other initiatives	Continue to support the renewal of the County agricultural district	◐		◐	●	●	◐	◐	◐	●	●	●	●	15	Users served: All Connectivity w/in County: N/A Planning efforts: FL Regional Sustainability Plan
#6	#6.b: Research, implement, and/or support initiatives that reduce transportation energy consumption	Install electric vehicle charging stations & priority parking in the Village of Geneseo, including SUNY Geneseo and government offices.	●		◐	◐	●	●	●	●	◐	●	●	●	17	Users served: All Connectivity w/in County: N/A Planning efforts: FL Regional Sustainability Plan
#6	#6.c: Develop connections between transportation, culture, and tourism through trail development, connectivity with historic landmarks, etc	Work with transportation and cultural organizations such as SUNY Geneseo, the National Warplane Museum, and the Genesee Valley Conservancy to establish trail connections between the Village of Geneseo and the Genesee Airport and Genesee River boat launches.	●		◐	◐	◐	●	●	●	●	●	●	●	17	Users served: All Connectivity w/in County: All Destinations Planning efforts: numerous plans/studies
#6	#6.d: Encourage growth directed towards centers & downtown revitalization	Work with LCDG's Downtown Partnership to promote their programs & resources	●		◐	◐	◐	◐	◐	●	●	●	●	●	15	Users served: All Connectivity w/in County: N/A Planning efforts: FL Regional Sustainability Plan, GTC Long Range Trans Plan



Appendix C:

Capital Improvement Plan Samples

Capital Improvement Plan Summary
Direct Appropriations and Debt Service Payments

	2014	2015	2016	2017	2018	2019	Beyond 2019 (Estimated Total Project Cost)
GENERAL FUND							
TOTAL GENERAL FUND	\$0						
HIGHWAY FUND							
TOTAL HIGHWAY FUND	\$0						
WATER FUND							
TOTAL WATER FUND	\$0						
SEWER FUND							
TOTAL SEWER FUND	\$0						
GRAND TOTAL	\$0						
EXISTING DEBT SERVICE PAYMENTS							
TOTAL EXISTING DEBT SERVICE PAYMENTS	\$0						

Project Detail Sheet

Project Name: _____ Fund: _____ Priority Score: _____

Project Description: _____

Engineer report prepared? Yes No Date of Engineering Report: _____ Design Plans Prepared? Yes No

Funding Sources:	Funding Secured	Funding Assumed	Grant Amount	Loan Amount	Interest Rate	Term	Annual Debt Service
TOTAL GRANTS			\$0	TOTAL DEBT SERVICE			\$0

Period of Probable Usefulness (PPU): _____ (See Local Finance Law, Article 2, Title 1, Section 11.00 for PPU)

Project Budget	2014	2015	2016	2017	2018	2019
Real Property Acquisition						
Construction						
Professional Services						
Equipment/Furnishings						
Contingency/Other						
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0

Available Reserve Balance: _____

Project Funding/Financing	2014	2015	2016	2017	2018	2019
From Reserves						
Federal/State Grants:						
Grant 1 & Source						
Grant 2 & Source						
Other Revenue						
SUBTOTAL	\$0	\$0	\$0	\$0	\$0	\$0
Direct Appropriations						
Amount to be Borrowed						
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0

Fiscal Impact of Project	2014	2015	2016	2017	2018	2019
Appropriation to Reserve Acct.						
Direct Appropriation to Project						
Annual Debt Service						
FISCAL IMPACT - CAPITAL COSTS	\$0	\$0	\$0	\$0	\$0	\$0
Impact on Operating Costs						
TOTAL FISCAL IMPACT	\$0	\$0	\$0	\$0	\$0	\$0

Project Priority Scoring Matrix

Project Name: _____

Date of Scoring _____

Criteria	Rating Points				Rating	Multiplier (Weighting)	Priority Score
	3	2	1	0			
Health and Safety / Critical Services	Need to alleviate existing public health or safety hazard	Needed to avoid a public health or safety threat	Needed to enhance or continue to provide a critical public service.	NOT needed in order to avoid a public health or safety threat or to provide a critical service		8	0
Legal Requirements	Required by Federal or State law, regulation, mandate or consent order	Required by contractual obligations	Needed in order to continue to provide a required service	NOT mandated or required by contractual obligations nor needed to continue to provide a mandated service		4	0
Consistency w/ community's planning document(s)	Project is specifically identified in a community plan.	Project is not specifically identified in a plan, but would advance the goals stated in a community plan	Project has no relationship to or with a community plan	Project is contrary to the goals and objectives in a community plan		1	0
Financial Feasibility	Financial assistance has been secured or is not needed	An application for financial assistance has been filed and the project is competitive and will likely be funded	The project is not affordable without financial assistance, but a funding application has not been filed.	No financial assistance is available and project is not affordable without financial assistance.		3	0
Benefits to residents	Will benefit \geq 75% of the households in the community	Will benefits 50% to 75% of the households in the community	Will benefits 25% to 50% of the households in the community	Will benefits \leq 25% of the households in the community		3	0
Public Support	Strong public support for the project with minor or no opposition	Moderate public support for the project with minor or no opposition	Moderate public opposition for the project with minor or no support	Strong public opposition to the project with minor or no support		2	0
Project Readiness- Engineering & Design	Project has been designed and is ready to bid or engineering design is not needed	The project is currently being designed.	A preliminary engineering report has been prepared, but design work has not been started	Preliminary engineering report has not yet been prepared		2	0
Feasibility	Project is feasible.	Project is feasible with some minor feasibility issues that can be resolved relatively easily and at modest, if any, additional cost	Project has some significant feasibility issues that will require substantial time and/or effort and/or money to overcome.	Project is not feasible and feasibility issues cannot be overcome at this time or will require too much time and/or effort and/or money to		4	0
<p>The multiplier (weighting) used for determining the priority score for each criterion is suggested. A town board or village board may assign a different multiplier to reflect its own assessment of the importance of each criterion. All board members will use the same multiplier when scoring projects, only the ratings may vary from board member to board member.</p>						TOTAL SCORE	0

