

Appendix A

PUBLIC MEETING #1 SUMMARY





GENESEO ACTIVE TRANSPORTATION PLAN

Public Information Meeting #1 Summary



MEETING DATE: SATURDAY, JULY 13, 2019

MEETING LOCATION & EVENT: GENESEO ROTARY FESTIVAL

MEETING TIME: 10AM - 2:30PM

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EXECUTIVE SUMMARY

Public Information Meeting #1 was held as a 'pop-up' style meeting in a booth at the Geneseo Summer Rotary Festival, one of the most popular annual events in Geneseo. Representatives from Barton & Loguidice, Livingston County, and the Genesee Transportation Council discussed active transportation-related use patterns, issues, and opportunities in Geneseo with an estimated 50-60 community members who stopped by the booth.

From children to seniors, avid bikers to occasional walkers, and longtime residents to families who recently moved to Geneseo, community members brought a diverse set of perspectives to the meeting. These meeting 'attendees' provided valuable information through interacting with visual preference boards, outlining the routes and destinations that they often walk, bike, or jog to, and responding to data presented from the inventory and analysis phases of this project.



STAFF ATTENDEES:

B&L: TOM ROBINSON, HANNA QUIGLEY, ZACH FELDER
GTC: BOB WILLIAMS
LIVINGSTON COUNTY: MEGAN CROWE

LIST OF MEETING MATERIALS

- (9) 36" x 24" Informational and Interactive Poster Boards (see pages 6-13 for details)
- (50) 8.5" x 11" Meeting Flyers
- (50) 4.5" x 3" Project Business Cards
- (50) 8.5" x 5.5" Comment Cards



GENESEO ACTIVE TRANSPORTATION PLAN

Public Meeting #1: July 13th
12-2:00 pm @ the Rotary Festival

Project Purpose:
The purpose of the Geneseo Active Transportation Plan is to develop a well-connected, attractive bicycle and pedestrian network which is safe, convenient, and user-friendly for people of all ages and abilities. This network will improve the connection between neighborhoods and activity centers within the Village and Town, while protecting the environment and local historic resources within the community.

Active Transportation
Bicycling & Walking

The public survey for the Geneseo Transportation Connectivity Pilot Plan 1/3 of respondents as being likely to walk/bicycle if additional infrastructure improvements were made or expanded.

Developing active transportation systems to encourage walking and bicycling has *health, environmental, community, and economic* that contribute to the overall improvement in quality of life, connectivity, and sustainability of a community.

Online Survey
<https://www.surveymonkey.com/r/GeneseoATP>



Please take the *online survey* to tell us more about how active transportation pertains to you.

Children bicycling after school hours crossing Avon Rd heading toward Geneseo Central Schools.

The development of a sustainable transportation network that provides facilities for and encourages use by all modes, with particular emphasis on pedestrians and bicycles, continues to be a priority for the Village, Town and partner agencies.

This Plan builds on recent in the Geneseo Transportation Connectivity Pilot Plan, developed through a comprehensive public input process in 2012-2013.

We Need Your Input!

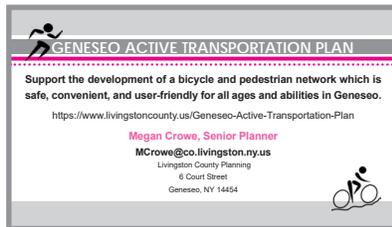
Stop by our booth to tell us where you currently walk or bicycle in Geneseo, what destinations you visit, and where you would like to walk or bicycle to in Geneseo if infrastructure and facilities were improved.

We look forward to seeing you there!

For more information, please contact:
Megan Crowe, Senior Planner
(585) 243-7550
Livingston County Planning
6 Court Street
Geneseo, NY 14454
mcrowe@co.livingston.ny.us

Livingston County
GENESEO TRANSPORTATION COUNCIL
The Metropolitan Planning Organization for the Geneseo-Port Jervis Region
Barton & Loguidice

Meeting Flyer



GENESEO ACTIVE TRANSPORTATION PLAN

Support the development of a bicycle and pedestrian network which is safe, convenient, and user-friendly for all ages and abilities in Geneseo.

<https://www.livingstoncounty.us/Geneseo-Active-Transportation-Plan>

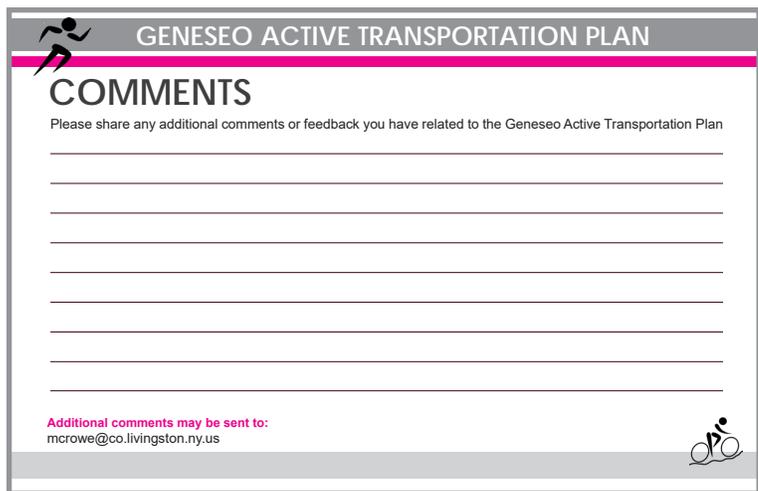
Megan Crowe, Senior Planner
MCrowe@co.livingston.ny.us
Livingston County Planning
6 Court Street
Geneseo, NY 14454

Business Cards



We Need Your Input!

Fill out the online survey at:
<https://www.surveymonkey.com/r/GeneseoATP>

GENESEO ACTIVE TRANSPORTATION PLAN

COMMENTS

Please share any additional comments or feedback you have related to the Geneseo Active Transportation Plan

Additional comments may be sent to:
mcrowe@co.livingston.ny.us

Comment Cards





INVENTORY OF COMMENTS

Intersection Comments

- Crossett / 20A / Temple Hill
 - Installation of a roundabout was a priority for nearly all attendees
 - Some attendees expressed interest in the installation of a HAWK signal
 - Existing crosswalk is not safe due to lack of advanced visibility (topography issue)
- Court / Main
 - Recent installation of a four way stop was identified as a negative impact by several attendees
 - “Causes traffic to back up over 300 feet at busy times, such as when school lets out”
 - Creates difficult movement for cars with manual transmissions
- Center / 20A (Byrne Dairy)
 - Mixed reception on the idea of installing a roundabout
 - Some in favor of slowing traffic
 - Discussion of installing a stoplight for ease of movement from Center St
 - Stoplight could also have emergency vehicle preemption for nearby Fire Hall
- 20A / Volunteer / Wegmans Plaza
 - Lack of sidewalk at Wegmans forces people to walk on the shoulder/grass
 - Wishes for potential bus stop

Corridor & Street Comments

- Volunteer Road
 - Need for sidewalks
 - Shoulders are wide enough for walking
- Morgan View
 - Need for Sidewalks
- 20A / South Street
 - Shoulders are generally wide enough for walking
 - Crossing anywhere is extremely difficult
 - Very difficult to bike due to amount of traffic
 - Sidewalk installation is preferable where possible
 - Some people prefer to shop at Walmart instead of Wegmans due to presence of sidewalk
- Rorbach Lane
 - Gate transforms lane into pedestrian and bicyclist friendly area
 - Before installation of gate, traffic speeds were high, creating dangerous environment for children and pedestrians
- Court Street
 - Bicycling is extremely difficult due to topography
 - Some bicyclists choose to bike all the way to Avon Road to avoid Court Street
- Big Tree Road
 - Bicycling to airport is difficult due to rough surface

- 2nd Street
 - Parked cars create congestion that is difficult to navigate around
- Route 63
 - Wish for signal to be added back at intersection with College Drive
 - Wish for sidewalk on east side of road between College Drive and Court St
- North Street
 - Wish for improved sidewalks between Avon and Lima Road
- Avon Road
 - Wish for improved crossing to school

Identified User Groups

- University Cross-Country team
- Older residents on Morgan View Road
- Runners
 - Mapping common running routes would be useful

General Suggestions

- Pedestrian Experience
 - Pedestrians generally use crosswalks in downtown area, making it safe
 - Many attendees mentioned that they walk the same routes every day
- Jogging Experience
 - Shoulders are often too thin for safe jogging
- Bicycling Experience
 - Biking downtown can be difficult due to cars pulling out from parking spaces
 - Leads many bicyclists to use sidewalks, creating a dangerous situation when they try to use crosswalks
 - Several attendees were in favor of cycle track implementation 'wherever possible'
- Trails
 - One attendee indicated that she prefers paved trails over more natural paths due to presence of ticks
- Lighting
 - Important to be 'dark-sky-compliant'
- Maintenance
 - Several attendees noted that the anticipated cost of maintaining sidewalks in the town has prevented them from being built
- Parking
 - Back-in angled parking is worth exploring for bicycle safety, but the learning curve would be 'difficult'
 - Lack of on-campus parking at SUNY Geneseo creates traffic volume issues throughout rest of downtown during semesters
- Location of Retail
 - Big-box retail draws economic activity away from walkable downtown areas





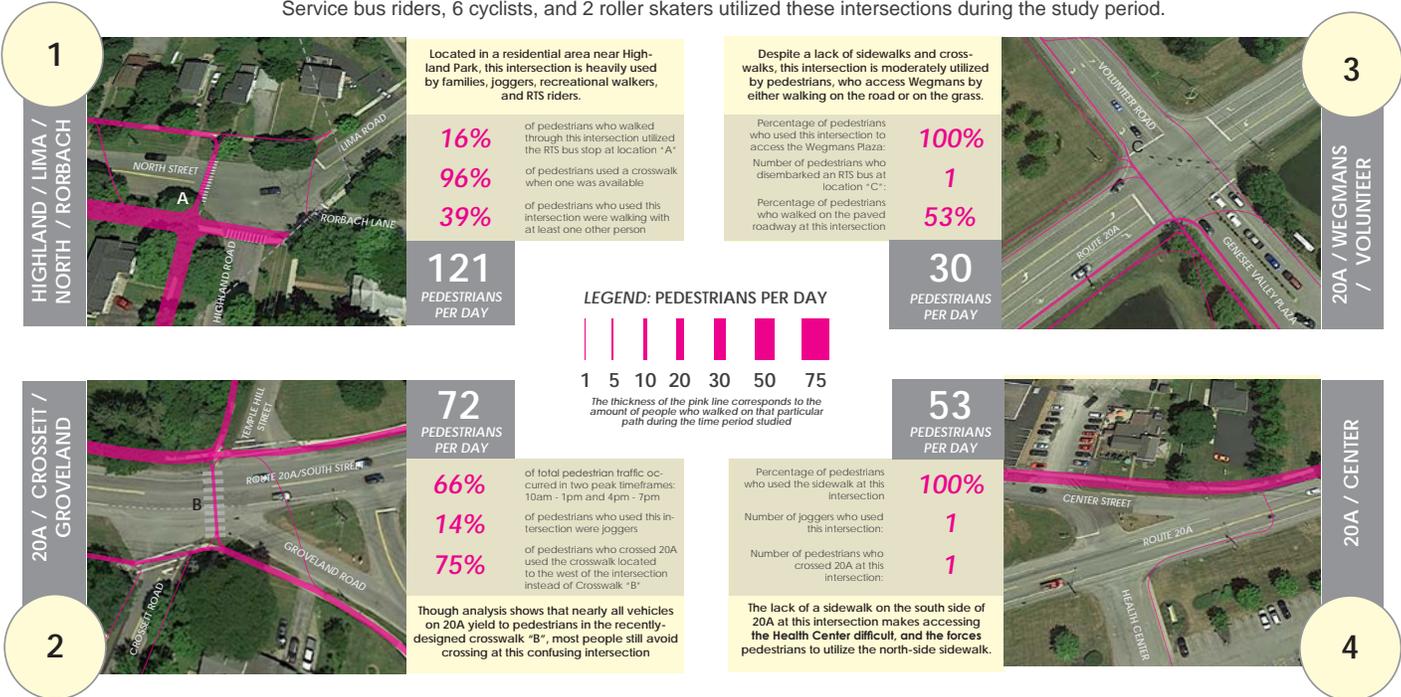
POSTER BOARD FEEDBACK

A series of nine poster boards were hung up at the public meeting booth. Aside from *Board 1: Time Lapse Camera Data*, all posters were designed to feature interactive elements. Over the following eight pages, photos of the boards are accompanied by tables detailing the community feedback that was gathered from each specific board.

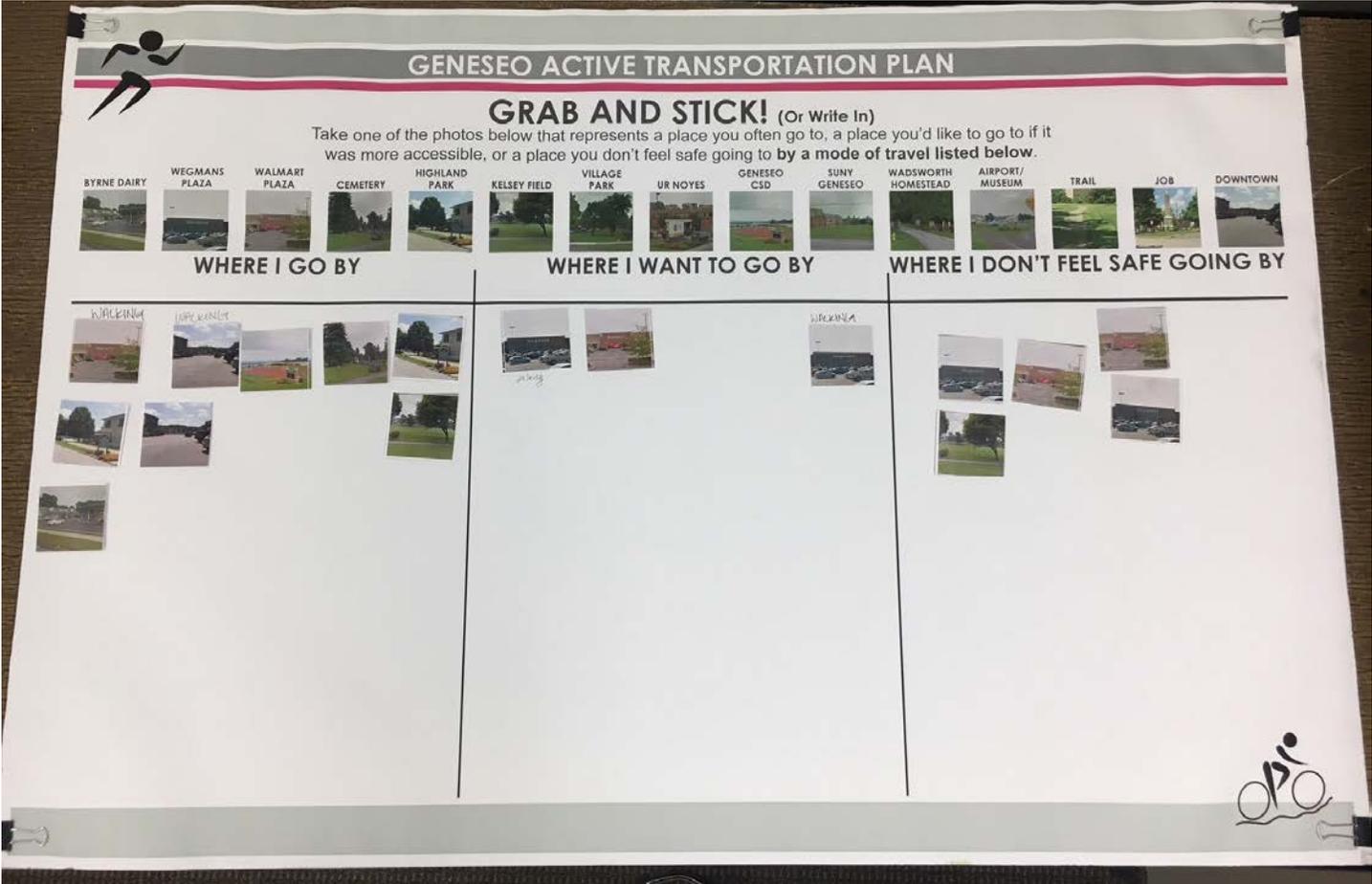
GENESEO ACTIVE TRANSPORTATION PLAN

Time Lapse Camera Data

To discover current patterns in pedestrian, bicycle, and public transit use, time lapse cameras were set up at four intersections on Monday, April 29th, 2019, a mostly sunny spring day. A total of 276 pedestrians, 20 Regional Transit Service bus riders, 6 cyclists, and 2 roller skaters utilized these intersections during the study period.



Board 1 Time Lapse Camera Data



Board 2 Accessibility of Destinations		
Where People Currently Walk/Bike To	Where People Want To Bike/Walk To	Where People Do Not Feel Safe Biking/Walking To
Walmart	Wegmans (2 Votes)	Wegmans (2 Votes)
Downtown (2 Votes)	Walmart	Walmart (2 Votes)
Geneseo School District		Kelsey Field
Cemetery		
Highland Park (2 Votes)		
Kelsey Field		
Byrne Dairy		



GENESEO ACTIVE TRANSPORTATION PLAN

U Pick (Intersections)

Stick a dollar sign (\$) in the yellow box next to 3 items you'd like to spend your money on at each of the following intersections in Geneseo that would suit your transportation needs.

- Path Items:** Sidewalk, Curbing, Pedestrian Signal, Crosswalk, List other Item
- Facility Items:** Bicycle Shelter, Bus Stop, Bench, Lighting, List other Item

Board 3 Intersection Improvements		
Intersection	Proposed Improvements	Votes
Avon / North / Court / Main	Pedestrian Signal	4
	Bicycle Shelter	1
South / Temple Hill / Crossett / Groveland	Pedestrian Signal	6
	Other (not described)	1
Lakeville / 20A / Reservoir / Megan	Bus Stop	1
	Bench	1
South / Main	Pedestrian Signal	2
	Crosswalk	2
	Bicycle Shelter	1
Highland / Lima / Rorbach / North	Crosswalk	2
	Bench	1
	Lighting	2
Center / 20A / Medical Center	Sidewalk	1
	Pedestrian Signal	2
	Crosswalk	1
	Other (not described)	1
Volunteer / 20A / Wegmans	Sidewalk	3
	Curbing	1
	Pedestrian Signal	3
	Crosswalk	5

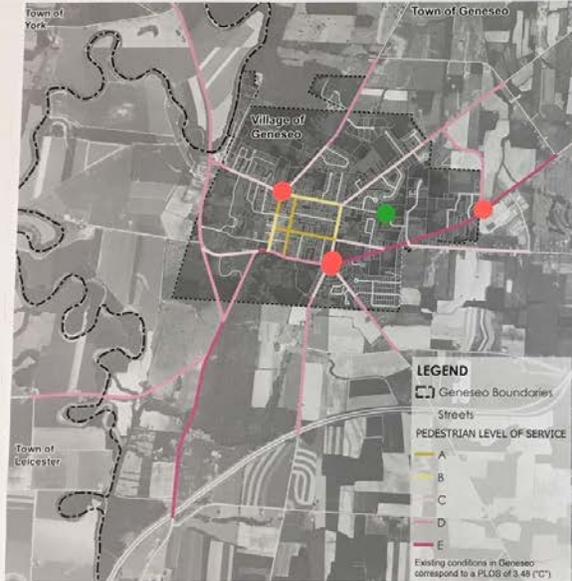


GENESEO ACTIVE TRANSPORTATION PLAN

Dot the Hot Spot! (Level of Service)

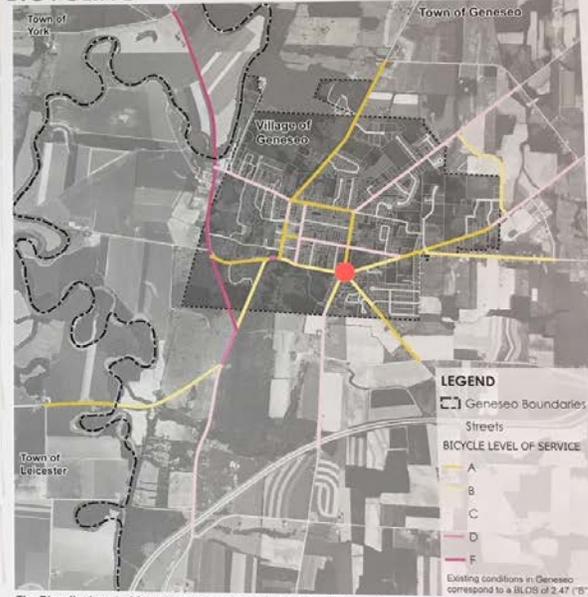
Based on the maps below, **place red dots** in locations you avoid, and place **green dots** in locations you often travel through in Geneseo. Consider the level of service ratings and tell us what you think by **commenting on sticky notes** below.

WALKING



The Pedestrian Level of Service Model (PLOS) is a nationally recognized performance metric that measures walking conditions of a roadway. The model provides an evaluation of the users' perceived safety and comfort with respect to motor vehicle traffic and roadway conditions.
Factors considered include: sidewalk presence, width; roadway width; traffic volume, speed, type; presence of buffer, width; and presence of barriers (on-street parking, street trees).

BICYCLING



The Bicyclist Level of Service Model (BLOS) is a nationally recognized performance metric that measures bicycling conditions of a roadway. The model provides an evaluation of the users' perceived safety and comfort with respect to motor vehicle traffic and roadway conditions.
Factors considered include: bike lane or paved shoulder width; traffic volume, speed, and type; presence of on-street parking, and pavement surface condition.

Board 4

Active Transportation Hot Spots

Areas Pedestrians Walk Through	Areas Pedestrians Avoid	Areas Bicyclists Travel Through	Areas Bicyclists Avoid
Rorbach Lane	Crossett / 20A Intersection		Crossett / 20A Intersection
	20A / Volunteer Intersection		
	North / Main Intersection		



GENESEO ACTIVE TRANSPORTATION PLAN

What's Your Preference? (Visual Preference Survey)

Place a dot in the yellow box next to the infrastructure that you would prefer for walking/bicycling in Geneseo. If you have a specific location in mind for these facilities, please also write this down in the yellow box.

Bicycle Lane

Designated on-street lanes signed and marked for bicycle use.



Shared Use Shoulder

Marked roadway lane indicating use shared between motorists, parking and bicycles.



Off-Road Path

Trail network or parallel paths not on or adjacent to roadway.



Bicycle Boulevard

Low volume, low speed, roadway optimizing bicycle travel.



Shared Use Road

Road with allowed space for pedestrians, bicyclists, and motorists.



Sidewalk

Minimum pathway adjacent to roadway for pedestrians, only.



Cycle Track

Bicycle facility on roadway but physically separated from motor traffic and distinct from sidewalk.



Shared Use Path

Marked path adjacent to the road accommodating bicyclists and pedestrians.



Comments

Please write in any general comments here regarding your visual preference.

Write Comments Here

GENESEO ACTIVE TRANSPORTATION PLAN

What's Your Preference? (Visual Preference Survey)

Place a dot in the yellow box next to the facilities that would best meet your transportation needs and preferences. If you have a specific location in mind for these facilities, please also write this down in the yellow box.

Bike Shelter

Covered, weather resistant shelter with racks to store bicycles.



Raised Crosswalk

Elevated crosswalk with ramp acts as speed bump to prioritize pedestrian crossing and slow vehicles.



Streetside Seating

Seating and tables fronting restaurants and local businesses.



Bike Rack

Facility to temporarily store bicycles along the street.



High Visibility Crosswalk

Highly marked and signed crosswalk.



Lighting

Overhead lighting to assist with evening strolls.



Bike Share

Program for shared bicycles individuals may access from a dock for short term local rides.



HAWK Signal

Pedestrian activated traffic signal with flashing lights.



Bus Shelter

Covered structure with a bench to utilize while waiting for the bus.



Boards 5 & 6	
Active Transportation Facilities Preferences	
Facility	Votes
Bicycle Lane	6
Bicycle Boulevard	0
Cycle Track	0
Shared Use Shoulder	2
Shared Use Road	4
Shared Use Path	2
Off-Road Path	3
Sidewalk	0
Bike Shelter	0
Bike Rack	5
Bike Share	2
Raised Crosswalk	3
High Visibility Crosswalk	5
HAWK Signal	2
Streetside Seating	2
Lighting	1
Bus Shelter	2

GENESEO ACTIVE TRANSPORTATION PLAN

What's it to You? (Active Transportation Benefits)

Identify with a dot which components of active transportation are the most important to you.

HEALTH

- More than 60% of US adults age 20 or older are overweight or obese. The percentage of young people who are overweight has tripled since 1980 (16% of people age 0-19 years).
- Regular physical activity can help lead to weight loss, and reduce the risk of many serious diseases, such as high blood pressure, heart disease, arthritis, and depression.

BENEFITS AT ANY AGE

- Children who are physically active perform better academically and miss fewer days of school.
- Older adults can also benefit from walking and bicycling. Regular exercise provides myriad health benefits for senior adults including a stronger heart, a positive mental outlook, and an increased chance of remaining indefinitely independent - a benefit that will become increasingly important as our population ages in the coming years.
- Health benefits of cycling outweigh the safety risks 8 to 1.

ENVIRONMENTAL

- 88% of all trips in the United States are made by car, often by an individual person.
- Of all trips 90% are under 3 miles; 28% are 1 mile or less. 72% of trips involving less than 1 mile are driven.
- Bicycling and walking creates zero greenhouse gas emissions.
- Half of the average person's greenhouse gas emissions stem from transportation.
- Motor vehicle emissions represent 31% of total carbon dioxide, 81% of carbon monoxide, and 49% of nitrogen oxides released in the U.S.
- A short, four-mile round trip by bicycle keeps about 15 pounds of pollutants out of the air we breathe.
- Vegetation will survive better if air pollution is reduced.

COMMUNITY SUSTAINABILITY

SOCIAL

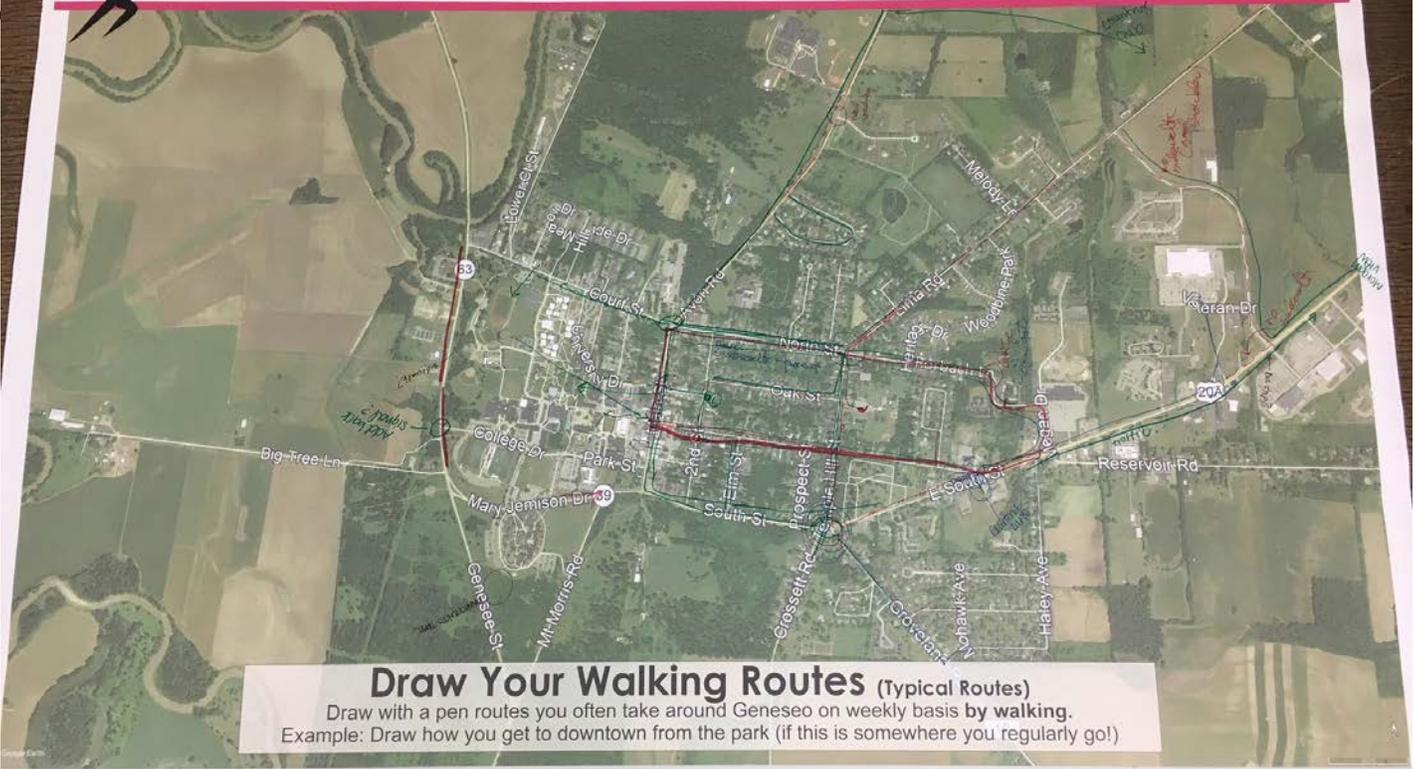
- Cities that promote bicycling retain youth, attract young families, and increase social capital.
- Increased transportation equity provides mobility for the 1/3 of the people in the U.S. who do not have cars, thereby increasing access to jobs, education, and health care.
- Better bicycling conditions provide access to recreational and work destinations, schools, public transit, and local shops.
- Walking and bicycling increases opportunities for social interaction and contributes to a sense of community.
- The number of people bicycling can be a good indicator of a community's livability - a factor that has a profound impact on attracting businesses, workers, and tourism.
- Increased active transportation typically increases safety for motorists, bicyclists, and walkers. Example: In Portland, OR bike crashes went down by 50%.

ECONOMIC

- For every dollar earned, the average American household spends 18 cents on transportation, of which almost 17 cents is for costs associated with owning a car.
- The average vehicular commuter spends \$7500 per year on commuting expense. The average transit rider spends between \$200 and \$2600 on public transportation. The cost of operating a bicycle for a year is only \$120.
- Walking and cycling can save money that can be re-invested in the local economy.
- On average, switching from driving to cycling saves \$142/mile.
- In Portland, OR, each \$1 invested in active transportation infrastructure led to \$8 in health care benefits.
- Every dollar invested in public transportation can generate \$4 in economic returns.

Board 7	
Active Transportation Benefits	
Benefit	Votes
Physical Health	2
Social	0
Environmental	0
Economic	0

GENESEO ACTIVE TRANSPORTATION PLAN



Draw Your Walking Routes (Typical Routes)

Draw with a pen routes you often take around Geneseo on weekly basis by walking.
Example: Draw how you get to downtown from the park (if this is somewhere you regularly go!)

Board 8 Common Pedestrian Routes			
Street	Between (Cross-Streets)		Frequency
Avon Rd	North St	School	3
	School	Country Club Rd	2
Country Club Rd	Avon Rd	Lima Rd	2
Lima Rd	North St	Country Club	2
Volunteer Rd	Wegmans Shopping Plaza	Lima Rd	2
Court St	Avon Rd	SUNY Geneseo	1
South St (20A)	Morgan View	Volunteer Rd	2
	Volunteer Rd	Megan Dr	3
	Megan Dr	Center St	5
	Center St	Temple Hill St	2
	Temple Hill St	Main St	2
Rorbach Ln	Megan Dr	Lima Rd	3
North St	Lima Rd	Main St	5
Main St	North St	Center St	5
	Center St	South St (20A)	2
Temple Hill St	North St	Highland Park	4
	Highland Park	South St (20A)	3
Oak St	Temple Hill St	2 nd St	2
Elm St	Center St	South St (20A)	2

Appendix B

PUBLIC MEETING #2 SUMMARY



GENESEO ACTIVE TRANSPORTATION PLAN



PUBLIC OPEN HOUSE #2 MEETING SUMMARY



JANUARY 7TH, 2020 / 5:00 PM - 7:00 PM
GENESEO SCHOOL DISTRICT CAFETERIA

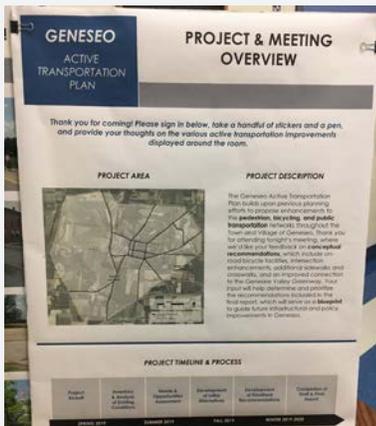
STAFF ATTENDEES

Megan Crowe Livingston County
Bob Williams Genesee Transportation Council
Tom Robinson Barton & Loguidice
Molly Gaudio Barton & Loguidice
Zach Felder Barton & Loguidice

MEETING SUMMARY

An estimated 70 community members attended Public Open House #2, providing feedback on preliminary recommendations that included bicycle facilities, sidewalk additions, school zone improvements, multimodal connections to the Genesee Valley Greenway, policy alternatives, and intersection reconfigurations. The Open House was held in an informal manner, with community feedback gathered through preference boards, comment cards, and conversations with the project staff. This document provides an overview of materials, a summary of key takeaways, and an inventory of all comments from the Open House.

MEETING MATERIALS



[6] 24"x36" Informational Presentation Boards displayed inventory & analysis findings, benefits of active transportation, and basic project information



[13] 24"x36" Interactive Preference Boards asked community members to vote on specific active transportation improvements they would like to see implemented in Genesee

RANK TOP FIVE	TYPE OF IMPROVEMENT CATEGORY OR AREA	SPECIFIC IMPROVEMENT(S) LOCATION, TYPE, SERIAL
2	BICYCLE FACILITIES	bike lanes for students
3	SIDEWALKS	more safe walking areas
1	CROSSWALKS	to help control flow of traffic
5	INTERSECTIONS	lighting measures especially preserving the beer fountain with safety features
4	SCHOOL ZONE	
	MAIN STREET	
	PROGRAMS	
	POICIES	
6	GREENWAY CONNECTION	great idea to expand greenway connection
2nd	OTHER	more lights @ intersections to help the flow of traffic and access on/off dock

PLEASE LEAVE ANY OTHER COMMENTS BELOW

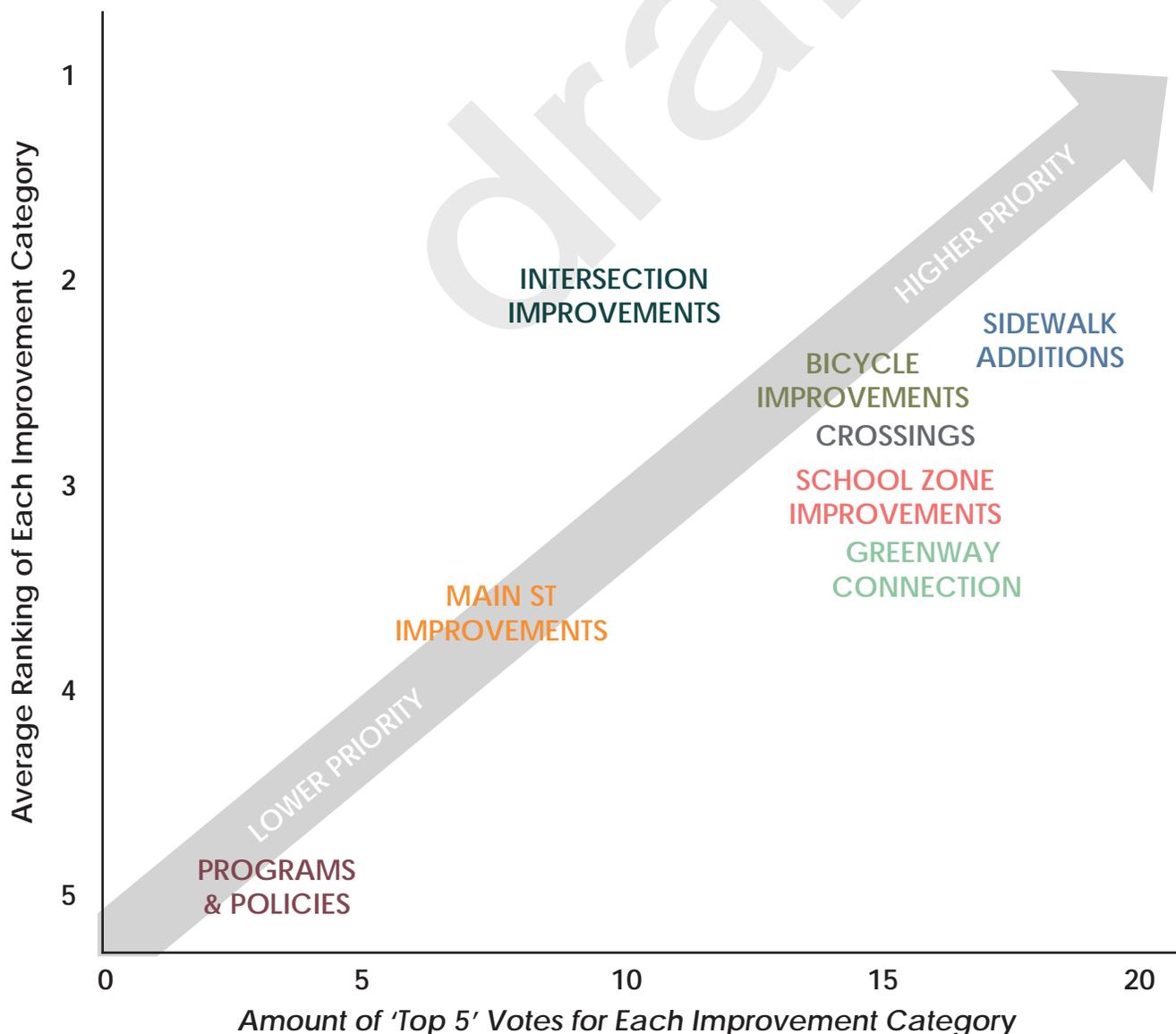
[50] Priority Ranking & Comment Sheets prompted meeting attendees to rank their 'top five' improvement categories and to provide general project comments



KEY TAKEAWAYS: IMPROVEMENT CATEGORIES

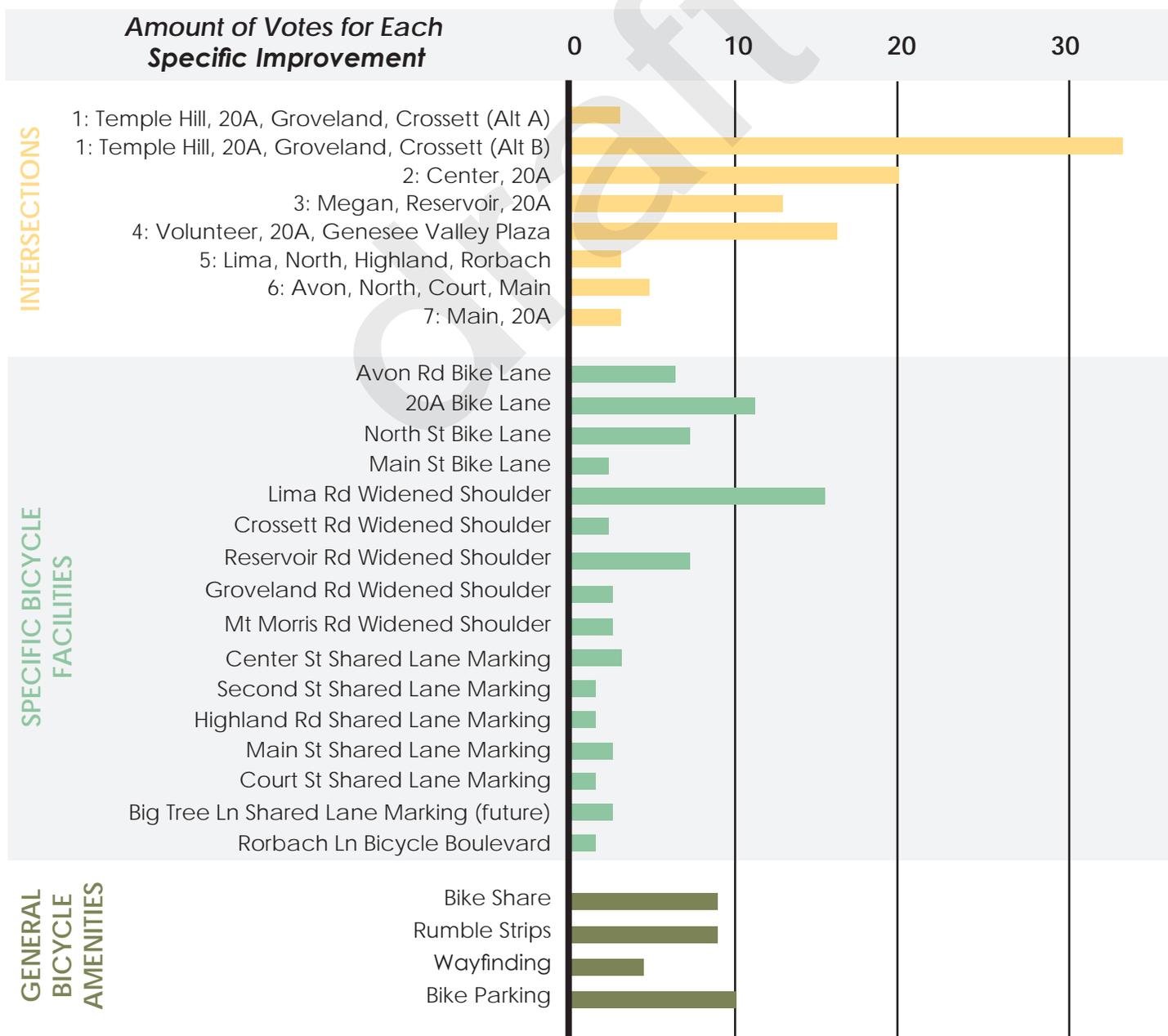
The 'Priority Ranking & Comment' sheet asked attendees to select and rank the five types of 'improvement categories' (e.g. sidewalk improvements) that they would most like to see in Geneseo. The graph below illustrates this data, incorporating each category's total amount of 'top five' votes and the average ranking of these votes (with 1 signifying higher priority). The closer to the top-right of the graph, the higher the community priority.

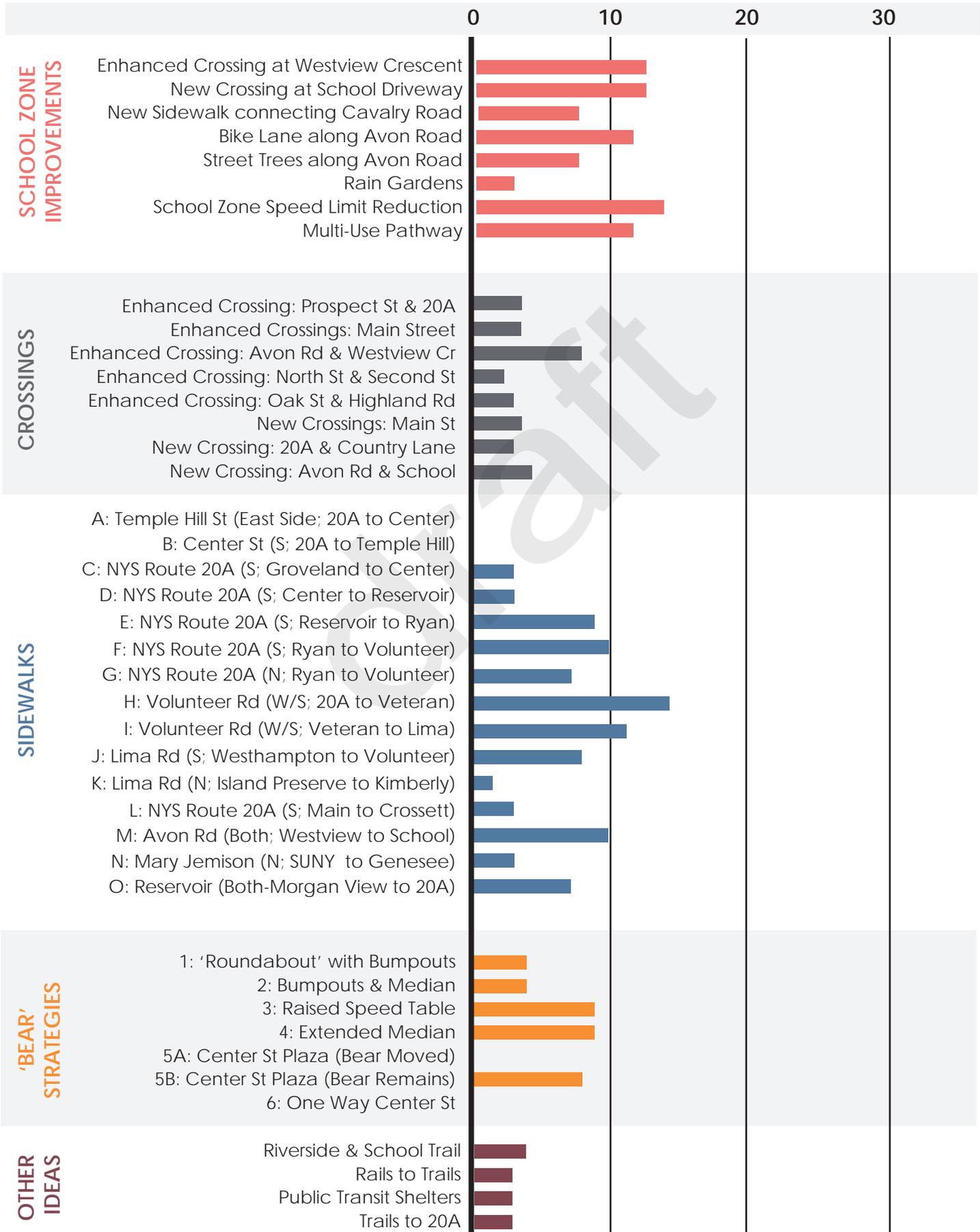
In general, community members indicated the highest preference for sidewalk additions, bicycle facility improvements, and crossing enhancements. Most community members also included school zone improvements and a new connection to the Genesee Valley Greenway in their 'top five' improvement categories, though these were typically ranked slightly lower; in contrast, fewer community members included intersection improvements in their 'top five' categories, but those who did typically ranked this category towards the top of their lists. Significantly fewer attendees prioritized programmatic, policy, and Main Street improvements.



KEY TAKEAWAYS: SPECIFIC IMPROVEMENTS

The graphs below represent the amount of stickers meeting attendees placed next to the specific improvement concepts that were displayed on the preference boards. In sum, community members indicated the greatest preference for the installation of a roundabout at the Temple Hill, NYS Rt 20A, Groveland, and Crossett intersection. Additional ideas that received significant support include: reconfigurations of NYS Rt. 20A's intersections with Center St, Reservoir Rd, and Volunteer Rd; exploration of a wider multi-use shoulder along Lima Rd; increased bicycle parking; general school zone improvements; sidewalks along NYS Rt 20A, Lima Rd, and Volunteer Rd; and all 'Bear strategies' that did not involve moving the fountain itself.





KEY TAKEAWAYS: COMMUNITY COMMENTS

The following pages contain an inventory of all comments by community members during and following the open house; comments have been compiled through written comment cards, post-it notes, emails, and personal conversations. The list below contains a brief summary of key takeaways from these comments:

- Interest in establishing connected ‘loops’ for pedestrians and joggers between the Village and Town
- Significant support for the roundabout at NYS Rt. 20A, Temple Hill, Crossett, and Groveland
- Longstanding community support for school zone safety improvements
- Interest in keeping the ‘Bear’ Fountain in its current location and protecting it through additional infrastructure
- Need to rebuild gate at Rorbach Lane to fully restrict vehicular traffic and enable pedestrian and bicycle passage on paved area
- Significant enthusiasm for Big Tree Lane connection to the Genesee Valley Greenway
- Preference for designated bike lanes when possible
- General appreciation for planning effort

INVENTORY OF COMMENTS

- Bicycle Facilities:
 - Need for bicycle parking/storage at parks
 - Multi Use Shoulders
 - Bike lanes
 - Expanded pavement on Lima Rd
 - We need bike racks there are very few around town
 - Bike lanes for students
 - Safe passage throughout village by bike
 - Main arteries
 - Bike lanes on roads that are already wide enough
- Sidewalks
 - Sidewalks that connect town/village areas for runners (ex. Lima, Volunteer, 20A, Country Club, Avon Rd)
 - Reservoir Rd
 - 20A & Volunteer Rd
 - 20A to Wegmans
 - Avon Rd
 - Avon Rd
 - 20A
 - Make it possible to walk everywhere in Geneseo on sidewalks
 - Need better access to major commercial areas
 - Would love to see plans to add sidewalks from Haley Ave and into the rest of the connect neighborhood. Haley Ave is especially highly trafficked by both cars and pedestrians from the apartment complex and it

can be dangerous for those pedestrians, as the cars that pass through are often speeding.

- Explore installation of sidewalks in the Haley Ave neighborhood. Lots of pedestrian traffic has an unsafe walk to 20A sidewalks with speeding cars
- Please focus on connecting village through at least sidewalks on one side of streets
- Along Lima to Volunteer & Near school
- No sidewalk needed on Wadsworth property
- Crosswalks
 - Signals when possible
 - Country Lane & 20A
 - End of Main St/more on main street
 - 20A
 - Avon Rd
 - Where accidents occur most
 - Low-hanging fruit – get it done
 - 3-D crosswalks = enhanced visibility
 - Not on 20A
- Intersections
 - Roundabout Temple Hill & Groveland
 - Temple Hill & Groveland
 - Center St
 - 20A Roundabout – would save hours of waiting
 - Temple Hill
 - Center St
- School Zone
 - Bicycle Path to School
 - Reduce speed
 - Crosswalks/sidewalks/flashing lights
 - Bike Lane
 - Enhanced path
 - More crosswalks
 - Reduced speed
 - Lower speed limit and new crosswalks
 - Lowered speed limit
 - Easy access to school via foot or bike from village
 - My kids go to Livonia; I have been surprised by the lack of connection from Geneseo village to the school, like Livonia has
 - Reduced speed

- Main St
 - 5B- Center St Plaza
 - Slowing traffic to reduce collision risk
 - Parallel Parking
 - Preserving the bear statue with safety features
 - Possible to reduce traffic?
 - Seeking slowed traffic and easier crossings
 - Don't move the Bear. Keep left turns near bear but make Bear area a plaza style
 - Pedestrian plaza on Center St
 - Don't move the bear!
- Programs
 - National Bike/Walk Community
 - Increase visibility of biking/walking
 - Communication via mixed media messages + appropriate signage
 - Single file for walkers & bicycles
- Policies
 - Unified Zoning Regs
 - Unified Development Ordinance
 - Encourage parking behind businesses, not in front
- Greenway Connection
 - Big Tree Path
 - Genesee River Bridge
 - Big Tree Lane Bridge
 - This would be great!
 - Yes!
 - Bridge at Big Tree lane
 - Great idea!
 - Easy, safe connection between village and greenway
 - Safety for crossing of Rt 63 – major concern may want to use new roundabout
 - Thrilled to see Big Tree Rd bridge idea – sooo great!
- Other
 - Trail to GCS from Riverside Drive
 - Second St Parking should be eliminated
 - North St crosswalk near Northview needs to be better marked so motorists will notice it
 - Right of way does not eliminate individual responsibility
- General Comments
 - Too many parked cars on Main St take away from walkability/bikeability
 - Thank you for this! Great work one and all
 - I would like safer ways to run/walk/bike this village – whether it's road sharing, wider roads, sidewalks, new paths. Children should be encouraged to feel safe walking or riding to school and around the village/ town. These are my primary issues. Any other additions are great to support being ' out and about' by

bike/foot and not always by car

- Bury power lines!
- If projects cannot be funded, it is still important to re-evaluate and make connections as much as possible
- Nice town, we love it here. Thanks for doing this. We look forward to what happens
- Set up a camera to stop the people going through the stop signs on Groveland and Crossett. Take a picture of their license plates and ticket them and maybe they will stop. It creates traffic and potential accidents
- Connecting to Greenway is HUGE!!! Have draft paddle access points
- Make school area safer is a must!
- If updating gate on Rorbach for bicycle infrastructure, please put in more impediments for cars so they can't get through!
- If bike path goes up Rorbach Lane and around the gate, that area needs to be maintained
- How much will the 'improvements' cost and where will the money come from?
- Don't move the Bear
- Is there a way to make the intersection from Volunteer into the Wegmans Plaza safer? That one is really dangerous for everyone!
- I saw no reports of bicycle use. Highest priority for improvements needs to be highest bicycle use roads.
- As a driver I find Avon Rd the scariest with the most inconsiderate cyclists
- Appreciate any improvements that positively impact safety of residents and visitors
- There is an exit from a public parking lot on Center St where view is obstructed by a private hedgerow. It represent a safety risk for pedestrians on Center. Addition of a stop sign to exit the lot and a corner mirror to assist both motorist and pedestrian visibility would be easy improvements
- Concerns over noise with new roundabout construction on Rt 63 – more trucks braking and accelerating than current road alignment
- I'd like to ask that the speed limit be lowered on Groveland Road between the end of the village limit and the next intersection with Crossett Road. It currently is 55; I'd like to ask that it be lowered to 40 mph. My reasons are these:
 1. It is unsafe for walkers and bikers who want to use that stretch for the nice loop that forms from Groveland to Long Point to Crossett to 20A to Groveland. The wide berths make Groveland Road useful for walking/running/biking, but it is dangerous in that one stretch - and far too dangerous for kids.
 2. There is a school at the intersection of Long Point and Groveland and a 55 mph speed limit is unsafe for going by a school.
 3. The speed limit increases dramatically from 30 mph to 55 mph as you head south on Groveland Road even though there are homes along that stretch. Drivers get impatient when a car they are following doesn't speed up because it has to turn into a home. I don't speed up to 55 mph because i have to turn into my driveway. Drivers behind me tailgate me and worse. One tried to pass me on the left just as I was turning left into my driveway. Thank God I noticed him in my rear view mirror - it saved us from a terrible accident.
 4. Going in the other direction (from Groveland to Geneseo), the drop from 55 mph to 30 mph is a lot and drivers don't observe it, making the speeds in the village actually high.
 5. Many drivers go faster than 55 mph in that residential stretch, adding to the danger.
 6. That stretch of Groveland Road has become increasingly residential and now has homes with children. A speed limit of 55 mph may have been fine for farmland or homes back far from the road, but the new homes are close to the road.

This seems like an easy change that would affect many people who live along that stretch of road and the many bikers/runners/walkers who use that stretch in the "loop" as it's known.

PREFERENCE BOARDS

GENESEO ACTIVE TRANSPORTATION PLAN

POTENTIAL SIDEWALK ADDITIONS

Sidewalks provide separate, accessible accommodations for pedestrians. Throughout the development of this plan, the following 'sidewalk gaps' have been identified as potential locations for new sidewalk construction in the Town and Village of Geneseo. Please place up to [5] stickers to indicate the areas where additional sidewalks would most benefit the community.

ROADWAY	Section	Side	VOTES	ROADWAY	Section	Side	VOTES
A	TEMPLE HILL ST	NYS Route 20A to Center St	East (SB)	I	VOLUNTEER RD	Volunteer Rd to Lina Rd	West (WB)
B	CENTER ST	NYS Route 20A to Center St	South (SB)	J	LINA RD	Volunteer Rd to Lina Rd	South (SB)
C	NYS ROUTE 20A	Center St to Center St	East (SB)	K	LINA RD	Center St to Lina Rd	South (SB)
D	NYS ROUTE 20A	Center St to Center St	West (WB)	L	NYS ROUTE 20A	Center St to Center St	South (SB)
E	NYS ROUTE 20A	Center St to Center St	East (SB)	M	AVON RD	Center St to Center St	South (SB)
F	NYS ROUTE 20A	Center St to Center St	West (WB)	N	MARY JENNISON	Center St to Center St	North (NB)
G	NYS ROUTE 20A	Center St to Center St	East (SB)	O	RESERVOR RD	Center St to Center St	East (EB)
H	VOLUNTEER RD	NYS Route 20A to Lina Rd	West (WB)				

GENESEO ACTIVE TRANSPORTATION PLAN

POTENTIAL CROSSWALK IMPROVEMENTS

Within Geneseo, there are opportunities to both implement new crosswalks and enhance existing ones through curb bumpouts or flashing beacons. Please either place a sticker on [2-3] of the crosswalk suggestions that are listed here, or place a sticker on the map where you would like to see crosswalk improvements!

ENHANCED CROSSWALKS

1. NYS ROUTE 20A (at PROSPECT STREET)
2. MAIN STREET (SEE MAP BELOW)
3. AVON ROAD (at WESTVIEW GREENBRIER SEE ADJACENT PAGES)

NEW CROSSWALKS

4. MAIN STREET (SEE MAP BELOW)
5. NYS ROUTE 20A (at COUNTRY LANE APARTMENTS)
6. AVON ROAD (at CANTLEY RD & BRUNNEN SEE ADJACENT PAGES)

FOCUS: MAIN STREET

In areas with high pedestrian traffic, crosswalks can be located as close as 120' apart. Would you like to see new crosswalks placed along Main Street? If so, please sketch them on the map below!

GENESEO ACTIVE TRANSPORTATION PLAN

SCHOOL ZONE IMPROVEMENTS

EXISTING USE OF INFORMAL SCHOOL PATH

SEASONAL

WEEKLY

DAILY

SCHOOL ZONE IMPROVEMENT IDEAS

- CROSSWALKS**
 - An enhanced, activated crossing at Winslow Crescent
 - New crossings at Cavalry Rd & School Driveway
- NEW SIDEWALK**
 - Connection between Cavalry Rd and new School crosswalk
- BIKE LANE**
 - Marked bicycle facility within existing shoulder of Avon Rd
- STREET TREES**
 - Traffic calming measures
 - Four-season visual quality
 - Air quality improvement
 - Habitat value
 - Climate reduction
- RAIN GARDENS**
 - Green infrastructure improves drainage issues along roadsides
 - Opportunity for interpretive signage
- SCHOOL ZONE SPEED LIMIT REDUCTION**
 - The installation of a crosswalk adjacent to the above-mentioned crosswalk at 1500' south of Avon Road to be developed as a 20 MPH complete street zone. The village of Geneseo State already included signage intended to speed zones with reduced traffic volume between 1:00 am and 6:00 pm.
- MULTI-USE PATHWAY**
 - Stone dust paths
 - Stabilize for pedestrians, joggers, bicyclists, equestrians, and other users
 - ADA accessible

GENESEO ACTIVE TRANSPORTATION PLAN

POTENTIAL VILLAGE - GREENWAY CONNECTION

Finding an active transportation connection between the Village of Geneseo and the Genesee Valley Greenway, the multi-use pathway that stretches from Cuba to Rochester, is a key priority of this plan. Five potential connections were analyzed, as shown below, with considerations including distance, topography, safety of facilities.

Connection	Distance	Topography	Safety	Facilities
1 Village of Geneseo River Access Park	Short	Flat	High	Good
2 Route 83 Geneseo Highway Bridge	Medium	Flat	High	Good
3 Big Tree Lane	Long	Hilly	Low	Poor
4 Centerville Road Highway Bridge	Medium	Flat	High	Good
5 Indian Park Nature Preserve	Long	Hilly	Low	Poor

Based on this analysis, the Big Tree Lane connection has been identified as the preferred alternative for the purposes of this plan. Coordination with property owner and relevant stakeholders has been ongoing, and continues to develop. A potential connection along Big Tree Lane will require improvements within the following five 'zones':

Public Open House #2 | January 19, 2020 | Genesee Central School District | 500 PM - 7:00 PM | Baker & Logsdon, LLC

GENESEO ACTIVE TRANSPORTATION PLAN

BIG TREE LANE GREENWAY CONNECTION

1 Multimodal Connections to Village of Geneseo

Action Items:

- Distance preferred route for connection to Big Tree Lane
- Route # is more direct, but crossing of Road 83 is more complex
- Route # goes through SURY Genesee, but has simple crossing

2 Big Tree Lane Pavement Improvements

Action Items:

- Finalize connection to Greenway in next update iteration of the Plan in the Town of Genesee
- Explore and secure funding sources for paving Big Tree Lane

3 Wagoner Museum Partnership

Action Items:

- Coordinate with Wagoner Museum during development of Comprehensive Plan to 2030
- Explore future reuse in street parking and facilities

4 Connector Trails to Bridge

Action Items:

- Conceptual connect 100' wide path accessible across field and across Wagoner Museum and River Bridge
- Develop system to allow for long-term maintenance
- SR, various agencies for SR Genesee River corridor along trail
- Consider alternatives and evaluate existing network

5 Genesee River Bridge & Connection to Greenway

Action Items:

- Coordinate connection with property owner or other state of River and coordinate right-of-way acquisition and other acquisition
- Conduct surveys and topographic and mapping
- Perform hydrologic analysis to determine flow velocities and velocities
- Conduct preliminary investigations with local professional engineers with topographic and other data
- Perform environmental studies and permiting with SR and other agencies
- Determine project location and construct the needed bridge

Public Open House #2 | January 19, 2020 | Genesee Central School District | 500 PM - 7:00 PM | Baker & Logsdon, LLC

GENESEO ACTIVE TRANSPORTATION PLAN

'SAVE THE BEAR' IDEAS

The 'Bear' Fountain located at the intersection of Center and Main Streets is an artistic, historic, and even traffic calming amenity in the heart of Geneseo. However, it has also been repeatedly struck by vehicles. The following images show potential streetscape designs that could protect the 'Bear' while simultaneously enhancing active transportation safety and/or public space amenities. Please vote for 2-3 of your favorite designs!

Existing Conditions: Bear fountain at the intersection of Center and Main Streets.

NOTE: Designs provided for Genesee Transportation Plan.

1. Roundabout with bumpouts: Roundabout with bumpouts around fountain location to protect fountain and improve traffic flow.

2. Bumpout & Median: Bumpout and median around fountain location to protect fountain and improve traffic flow.

3. Raised Speed Table: Raised speed table around fountain location to protect fountain and improve traffic flow.

4. Extended Median: Extended median around fountain location to protect fountain and improve traffic flow.

5A. Center St. Plaza: Center St. Plaza around fountain location to protect fountain and improve traffic flow.

5B. Center St. Plaza: Center St. Plaza around fountain location to protect fountain and improve traffic flow.

6. One-Way Center St.: One-way Center St. around fountain location to protect fountain and improve traffic flow.

Alternative Concept	Vehicular Movement	Truck Traffic	Traffic Calming	Feasibility/Cost	Parking Spaces	Collecting Spaces	Protection of 'Bear'	Emergency Vehicle Access	Historical Impacts	Bicycle Movement	Drainage	Business Access	Other
1. Roundabout & Bumpout	++	-	++	++	/	/	++	/	/	/	/	/	/
2. Bumpout & Median	++	-	++	++	/	/	++	-	/	/	/	/	/
3. Raised Speed Table	/	-	++	++	/	/	++	-	/	+	-	/	/
4. Extended Median	++	-	++	++	/	/	++	-	/	/	/	/	/
5A. Center St. Plaza	++	+	++	++	++	++	++	?	?	+	?	-	/
5B. Center St. Plaza	++	+	++	++	++	++	++	?	?	+	?	-	/
6. One-Way Center St.	++	-	++	++	/	/	++	-	/	/	/	/	/

Public Open House #2 | January 19, 2020 | Genesee Central School District | 500 PM - 7:00 PM | Baker & Logsdon, LLC

GENESEO ACTIVE TRANSPORTATION PLAN

ADDITIONAL IMPROVEMENTS

Please place stickers (or draw) on the map where you would like to see any of the following active transportation-related amenities within Geneseo

PUBLIC TRANSIT SHELTERS

ADDITIONAL TRAILS

WAYFINDING

Public Open House #2 | January 19, 2020 | Genesee Central School District | 500 PM - 7:00 PM | Baker & Logsdon, LLC

Appendix C

STAKEHOLDER MEETINGS SUMMARY



KICK-OFF MEETING SUMMARY

Thursday, January 17, 2019 2:00-3:30 pm
Livingston County Government Center
6 Court Street - Room 205
Geneseo, New York 14454

Meeting attendees: see attached sign-in sheets.

Landis Evan + Partners (transportation sub consultant) attended via conference call

A. Introductions

• **Genesee Transportation Council**

Joe Bovenzi, GTC

• **Project Steering Committee members**

• **Planning Team members**

Barton & Loguidice, DPC

Landis Evans + Partners

B. Discussion of Project Objectives

• **Improve safety**

reduce conflicts. Consider all travel modes, all mobility levels, all seasons

• **Improve connectivity**

between key community destinations and resources

Eliminate network gaps, make best use of existing infrastructure and opportunities

• **Shift mode share**

from short-distance auto trips to walking, bicycling, mass transit.

Capture all social, economic and environmental benefits of Active Transportation.

C. Discussion of Project Tasks and Preliminary Schedule

1. project initiation	January 2019
2. inventory of existing and planned conditions	January-April 2019
3. needs assessment	April-May 2019
4. first public meeting	May 2019
5. alternatives & recommendations	June-August 2019
6. draft report	September-November 2019
7. second public meeting	October 2019
8. final report	January 2020

D. Discussion of Steering Committee Meetings and participation

Steering Committee #1- Project Kick-off meeting

January, 2019

Review project objectives, scope, and schedule

Steering Committee #2- Geneseo “Walk-about”

March 2019

A walking and/or bicycling tour of Geneseo with committee members to observe existing bike and pedestrian conditions

Steering Committee #3- Review of Existing Conditions Inventory and Needs Assessment

May 2019

Typically held 1-2 weeks prior to Public Meeting #1

Steering Committee #4- Review of the Draft Report.

September 2019

Typically held 1-2 weeks prior to Public Meeting #2

Steering Committee #5- Project Wrap-Up

Review of Final Report and follow-on activities

E. Discussion of Public Meetings

Public Meeting #1

May 2018

public open house to identify needs and opportunities related to walking and bicycling in Geneseo

Public Meeting #2

October 2018

public open house workshop to discuss and solicit input on the Draft Report

F. Discussion of Priority Intersections/Areas of Study

- Center Street with Route 20A
- Route 20A and Volunteer Road, especially since this area is slated for development
- Groveland Road, Crossett Road, and Route 20A
- County Club Road and Avon Road
- Long Point Road, riding out to Long Point Park
- Avon Road and Lima Road are good routes to get out of the Village, but aren't comfortable to ride on
- Routes 63 and 20A to Indian Fort Nature Preserve – Students are walking and biking here, need on-street facilities and crosswalk
- Regional biking connections are key – Lakeville, Genesee Valley Greenway, etc.

- Rt. 63 bridge construction project, round-about, and possible pedestrian/bicycle connections

F. Next Steps

- Confirm Roadway Study Network
- Confirm (5) Priority Intersections for detailed study
- Draft Online Active Transportation Survey
- Draft Public Engagement Plan
- Deploy MioVision video data collection
- Schedule Committee Meeting # 2: Geneseo Walk-About

Project: Geneseo Active Transportation Plan
Meeting: Level of Service Debrief
Date: April 12, 2019
Time: 10:00 AM - 12:00 PM
Location: Livingston County Complex

In attendance

Heather Ferrero, Livingston County Planning
Joe Bovenzi, Genesee Transportation Council
Tom Robinson, Barton and Loguidice
Zach Felder, Barton & Loguidice
Theo Petritsch, Landis Evans
Chris Fellerhoff, Landis Evans

- 1) Theo and Chris discussed their preliminary observations regarding the network wide bike and ped LOS analysis. Data will be reduced, but general observations include:
 - ∂ Few shoulders or other specific bicycle accommodations on local streets
 - ∂ Higher volume thoroughfares, especially state roads, do include wide shoulders, but speeds and truck volumes counter the comfort provided
 - ∂ Pavement condition can be rough in areas, especially on shoulders
 - ∂ Sidewalk coverage is generally good within the more densely settled areas of the village, but only found on one side in some places. Sidewalks largely absent on roads leaving town.
 - ∂ We added Volunteer Road to the study network to connect Lima and Lakeville
 - ∂ We were made aware now-closed connection between Rohrback Lane and Jacqueline Way and will look at the potential of formalizing it as a non-motorized connection.

- 2) Theo reviewed preliminary observations regarding the intersections. We concur that the five intersections recommended at the kickoff meeting are good candidates for review and recommendations. These include:
 - ∂ Main St/ North St
 - ∂ Route 20A/Groveland Rd/Crossett Rd
 - ∂ Route 20A/ Center St
 - ∂ Route 20A/Reservoir Rd/Megan Dr
 - ∂ Route 20A/Volunteer Rd

With an alternate intersection of North/Highland/Lima/Rorbach, should any of the above yield limited practical recommendations.

County staff indicated that roundabouts could be considered among other more targeted recommendations.

3) We also discussed our preliminary observations of the five potential connections between the Village and the Genesee Valley Greenway.

∂ Village of Genesee River Access Park

- Pros
 - Close to village
 - Alignment would make use of existing ROW and public park on east side of river
 - Could increase use/raise profile of River Access Park
 - Existing low-volume street could be comfortable for some riders as-is
 - Significant hill climb occurs within existing Village street/trail network
- Cons
 - Using street as-is would not provide trail experience, some rider cohorts would not be comfortable
 - Riverside drive is narrow and along a hillside. Widening for a trail would require significant grading, perhaps railings along trail
 - Arrival on east side of the river is near Village, but not visibly so
 - Connection on west side would need to cross private farm fields and/or build adjacent to high volume roadways.
 - 1.86 miles to Greenway once on west side of river.

∂ Rt. 63 Highway Bridge

- Pros
 - Close to village, with visual arrival almost immediate after crossing bridge
 - **If** NYDOT includes trail/shoulders on bridge, would make use of existing/paid for structure
 - Traffic concerns slightly mitigated by plans for future roundabout
 - Significant hill climb occurs within existing Village street/trail network
 - Entire route likely within existing ROW
- Cons
 - Both crossing and west side connection are adjacent to a high-speed roadway with heavy truck traffic
 - Unclear if NYDOT is committed to bike accommodation on new bridge other than shoulders; existing bridge will not be kept in place as a trail bridge

∂ Big Tree Lane

- Pros
 - While slightly removed from Village, campus and Village are visible from crossing point
 - Trail connection could leverage attraction of the air museum
 - Potential for trailhead facilities along Big Tree
 - While private, property owner may be amenable to a partnership
 - Shortest west side connection to trail- as little as 100 feet
 - Could tie in to extension of trail-width sidewalk on Mary Jemison Dr
 - Route will either be next to very low volume/dead end road, or on independent trail
- Cons
 - Big Tree Lane is not a public ROW
 - Crossing of NYS Rt 63 could be challenging

∂ Rt. 39 Highway Bridge

- Pros
 - Could make use of existing wide shoulders on NYS Rt 39/US 20A, both along roadway and across bridge
 - Could perhaps be separated as trail along roadway

- Entire route likely within existing ROW
 - Cons
 - Crossing is remote from Village (1.75 mi) on east side and also 1.5 miles from Greenway on west side of river.
 - Most of route will be immediately adjacent to high volume, high speed roadways
 - Route will include a challenging hill climb in an area remote from Village
 -
 - ∂ Jones Bridge Rd./Indian Fort Nature Preserve;
 - Pros
 - West side connection and part of east side connection could be on or adjacent to existing low-volume road
 - East side connection would include pass by nature preserve as a destination and perhaps increase its profile to community
 - Entire route may be within existing ROW
 - Cons
 - Most remote from Village of all options (2.5 miles east of river/1.7 miles west of river)
 - Challenging hill climb occurs in area remote from village
 - Significant portion along high speed/high volume/ high truck corridor

Based on our observations, the Big Tree Lane connection emerged as a clear favorite, and County staff appeared to concur. The challenges of private ownership and the crossing of Rt. 63 are significant, though.

We also brainstormed the possibility of relocating the soon-to-be replaced Rt 63 bridge to the Big Tree crossing. B&L will ask their structures staff to do a high-level assessment of the feasibility of that concept.

It was also discussed that while Big Tree Lane has clear advantages as the most direct link between the Village and the existing greenway, both Jones Bridge Rd and the River Access park could have potential as crossings as part of a larger looping trail system connected to the greenway, or as nodes within a loop that runs along the east bank of the river.



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Project Planner | Designer

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Geneseo Active Transportation Plan

Project Meeting – Village Police Department

June 19, 2019 | Village Sheriff's Office | 119 Main Street, Geneseo, NY 14454

11:00 am – 12:15 pm

Met with Eric Osganian at Village of Geneseo PD. His comment on Active Transportation in Geneseo:

Village PD has 14 members. Village covers 4.5 square miles. Population is about 8,000.

SUNY Geneseo campus is within Village limits. About 5,600 students and 500 staff.

Pedestrian traffic is main concern in Village

Bicycle traffic is generally low

Meeting Notes:

Crash History

One recent bike crash involved intoxicated rider on Court Street downhill

PD received a traffic safety grant in 2004 for pedestrian safety, including enforcement and education.

Grant was based on high number of ped accidents, especially on Main St.

Second grant was received in 2006

Village prohibits bike on sidewalks (105-5). PD does not enforce

- suggest revisions to allow sidewalk riding for 12 and under, with helmets and bells.
- Covers any accompanying adult.
- Consider additional funding opportunities related to pedestrian and bicycle safety

PD provided copies of police reports for 2018 and 2017 pedestrian accidents

Discussed details of 2017 pedestrian fatality on RT 63

RT 63 has high volumes, speeds, and heavy vehicles.

SUNY teams run on RT 63, which is not favored by PD

Zoning

- ∂ No bicycling on the sidewalk permitted
- ∂ No sidewalks requirement in the Town of Geneseo for development
 - Age consideration for riding on sidewalk?
 - Significant gaps near McDonalds & Lima

Intersections

Main & Court St. intersection-

recent 4 way stop has been an effective improvement.

- Previously worst for pedestrians & bicyclists
- State put in four-way stop in 2018

- ∂ Main & Statue
 - Still not great conditions
 - Confusing where left turn occurs, not large enough or connected to anything to make inherent sense
- ∂ Center & 20A concern for vehicles
- ∂ Big Tree Lane is a Town Road

North Street-

Wide street with no marking or parking regulations/enforcement.

- Street parking occurs mostly during school year, most dense near 2nd street
- Parking on one side with cycle track on other side would be acceptable
- Mid-block crossing on both North St and Court St are common
- Overnight restrictions for parking on North
- ∂ There was a feasibility study 3 years ago to reconstruct North Street and add curbing. \$3 million estimated cost. Project was dropped

School Zone-

Lack of sidewalks in new developments should be addressed.

- ∂ There was an effort a 2-3 years back to reduce the 40 mph speed limit at the school NYS DOT rejected. (no crash history to document a “safety problem”)
 - Formalizing the existing “goat path” to the school would be a good idea
 - Geneseo observes national Walk to School Day in October/the fall. Students are bussed to the Armory, and they walk to school from there.
 - Parking for school events along RT 39 is problematic; Many cars would park along shoulder of school during games, hazard due to high speeds on roadway adjacent to cars
 - School would attempt to post no parking signs during games
 - NYS DOT did not feel roadway suited a reduction, no crashes to that point, so compromised by pushing back 40 mph for a more suitable transition down to 30 mph before school crossing

Big Tree Lane-

An unmaintained Town road.

Bicycle lanes

- ∂ There are no bike lanes in the Village.
Might be a good addition on key corridors

Sidewalk gaps

- ∂ Sidewalk gaps in Village should be infilled.
 - North, Court, only 1 crossing by Franklin
 - Lots of non-crosswalk crossings though along this roadway
 - Westview Crescent walk on Avon to school or into Village but other than that no foreseen issues with sidewalk gaps
- ∂ DPW has 2 bobcats for sidewalk snowplowing.
 - Winter maintenance of Village sidewalks is generally good

Lighting

PD has no particular concerns with existing street lighting.

- ∂ However, anything that increases pedestrian visibility in key areas is a plus.
 - More light might be desirable on Lima Road, and the intersection of Temple Hill/20ALED lighting throughout Village
- ∂ Owned by RG&E

ADA

- ∂ Parking at end of parking stall areas (at intersections)
- ∂ Uneven sidewalks cause issues
- ∂ Curb on main street seems high, no curb ramps, several senior citizens have fallen in transition
- ∂ Recent improvements to ADA parking on Main St.
- ∂ Stepped curb on Main St. is still a mobility obstacle
- ∂ Recent cases of senior citizens tripping on broken sidewalk pavement

Center Street is sometimes closed temporarily for events and festivals; seems to work well.

Closed Streets

- ∂ Center St often closed for events such as alumni weekend, as well as farmer's market every Thursday from 5-7
- ∂ 5k races close down streets, but never same pathway taken
- ∂ No road closings for rotary festival this year

Geneseo Active Transportation Plan

Project Steering Committee Meeting – Walking/Driving Tour

June 19, 2019 | Livingston County Government Center | 6 Court Street, Geneseo, NY 14454

1:00 pm – 3:15 pm

Meeting Notes:

Greenway Trail Connection

- Park Street is a preferred connection to Big Tree Lane
- Roundabout is not needed near Big Tree Lane – experienced little trouble crossing 63
- Preferably connect through easement instead of have to deal with private property over River
- Do not build on the bend in the River, conflict because this is where power line easement is located
- Move route 63 existing bridge to accommodate connection to Greenway Trail
- Expand parking at Geneseo Airport so Greenway trail users can drive here and access trail from bridge instead of make connection across 63
- Mary Jemison Drive gradual, but grade change takes place over a much larger distance that intervals on Center and Park

School

- Connect Conservancy trail to Megan Dr through property owner buy-in
- Connect bicycle boulevard on North to closed gate trail/dead end road to Megan Dr
- Need more visibility of pedestrian crossing such as hawk lighting or flashing light, better painted markings on roadway
- 40 mph and 30 mph zone near crossing too close, and even 30 mph seems fast
- Goat path needs to be formalized into sidewalk, multi-use path not necessary due to wide shoulders
- Ash trees line goat path will need to be planned for removal
- Pathway does not get wet
- Village or school plows path during winter months
- Need a platform near the road to wait before crossing
- Cavalry needs a pedestrian crossing as well with a sidewalk and conservancy path at Island Preserve link exiting the development, also much closer to the school and the path connects to Lima Rd
- But Lima Rd shoulders somewhat narrow for bicyclists – about 25' width

Center/20A

- Reduce Center exit & entrance into one to create a three-way intersection (without lights on 20A), will improve pedestrian connection from Byrne Dairy area & sidewalk to continue along 20A and potentially create a connection to the hospital
- If connection made to hospital, need to enhance entrance for pedestrians into area
- Slip lane should not be present

Megan/Reservoir/20A

- No shoulder on southern portion
- Connect to proposed trail connection linking to Megan by adding bicycle boulevard on north side of roadway, also where shoulder remains wide
- Need to look at Village sidewalk requirements
- Like the ability to go around traffic with wide shoulders presently
- No lighting east of auto repair (north side of 20A)

Volunteer/20A

- When development is created, require contractor to put in sidewalks
- Then enforce sidewalk connections around intersection and into Wegmans

End of Meeting Highlights:

- Crossett/Groveland/20A/Temple Hill Intersection most concerning
- Fountain is confusing
- Sidewalk by the school needs a better crossing and path
- Need to see what projects are in the works to coordinate with
- Main/20A needs to be added to intersection list, with consideration of pedestrian crossings
- Formalize bicycle & pedestrian routes around Temple hill with wayfinding & signage
- Connect to Greenway
- Need to reach out to DPW to see what's feasible
- Need to connect to bicycle store owner, as well as other local stakeholders
- Connect with RGRTA to expand bus share'

Submitted Committee Comments:

-
1. The segmentation of sidewalks between Walmart/Wegmans and heading west down 20A toward Wendy's, Country Max plaza, and all the way down to the village should be corrected. There should be a single sidewalk connecting all of these areas, especially for college students to walk from the school up the hill to Walmart/Wegmans.
 2. The sidewalks should be on the same side of the road as the street lamps

3. The "Y" shaped intersection across from Noyes could be re-designed to make this intersection less challenging for drivers, bicyclists and pedestrians.
4. Bicycle lanes are desperately needed through the village and connecting the school, to the college and from the college up to Walmart/Wegmans
5. I am still very much in support of a sidewalk for the school district along the current grass "bike path." This should include a flashing crosswalk sign on 39 to warn motorists of the location of the crossing connecting the school to the rest of the sidewalks heading down 39 and into town.

This is all I could come up with right now. If you have any questions, please just let me know and if I think of anything else, I will send it on.

1. Intersections of 20A/Crossett/Groveland

The unique geometry causes various conflicts particularly due to high vehicular traffic volume on 20A. A roundabout could mitigate these issues. I've attached concept depicting a roundabout at this location for feasibility and discussion purposes.

2. Intersection of Main/Center/Bank at the fountain

This appears to be the highest pedestrian area in the Village particularly when SUNY is in session. The fountain results in a confusing vehicular travel pattern and obstructs the view of pedestrians crossing. Vehicles traveling southbound on Main Street don't know whether to turn before or after the fountain. This intersection would benefit from traffic calming and channelization features.

3. Intersection of Main/20A

There is no crosswalk here and a raised median diverts pedestrian and bike traffic perhaps undesirably. This could be remedied by cutting a crosswalk through the curbed median.

4. Intersection of 20A/Center at Noyes facility

The "slip lane" extending from westbound 20A onto Center Street complicates pedestrian crossings here and there is no defined crosswalk to the Noyes facility. Eliminating the slip lane and extending sidewalks with crosswalks at the intersection could facilitate ped and bike crossing.

5. Pedestrian route at Town/Village line to the K-12 school

An improved walking surface along Route 39 extending

- Is there a way to make all the crosswalks more visible? Bolder striping? It seems to wear off each year during the winter. Is there a different material we can use, more fluorescent, more durable?
- There should be a crosswalk to the school at Calvary that also connects to the Conservancy trail
- The crosswalk at Westview Crescent needs a better landing on the grass side, it's very steep
 - Maybe a sidewalk or expanded path to the school-right now it's more like a goat path.
 - Connects to the track as well as the school

- Is there something that can be done about the way the speed limit increases to 40 MPH just before you get to the school from town? Should be 30 or even 25 here and then all along the school property to the north of the entrance
 - North Street should have striping indicating the “shoulder” (but it is steep in some parts) Right now without any striping vehicles are tempted to go faster. Also, where do you park? It would be beneficial to make this street feel more ‘cozy’/village like
 - Are curbs possible?
 - Love the idea of connecting the village to the Greenway via a bridge near the Warplane museum
 - Any conflict with FAA if the best place is at the end of the runway?
 - Safest crossing at Route 63?
 - If safest crossing is a Round About then how do you connect to Big Tree Lane?
 - Connectivity to paths is a key thing we need to work on-mapping all the trails and how we might make them more accessible. How do we market them? To outsiders and residents?
 - Review the “Geneseo Loop Trail” that is proposed and how we can mark that and make it part of the trail system (contact Kurt Cylke or Ben Gajewski for a map)
 - A plan for “wayfinding”-signs that indicate how far is the walk to the library, the park, the school, etc.
-

- Wide curb radius - SW corner North/Main
- Natural curb extension opportunity – SW corner Main/University protecting angled parking and reducing crossing distance
- Bear Fountain – potential as a median island that creates two pedestrian refuges, precludes left turns, and reduces driver uncertainty. Roadway crown suggests different elevation in the past. Are there historical photos available?
- There is no crossing at Chestnut, which seems like a more ideal place for a crossing than Park. Could use curb extensions to frame a potential crosswalk.
- Massive curb radii – NW and NE corners of Main/South
- No ability to cross Main at South. Sidewalk aligns with gas station sign and garden.
- Private property hedge interference on sidewalk along South St
- Crosswalk @ South and Prospect could use beacon and better street lighting
- South/Temple Hill/Crossett/Groveland
 - Very complex. Groveland split causes a lot of issues
 - Roundabout a strong possibility
 - If east leg of Groveland removed and Crossett made right-in, right-out, potential for a more conventional intersection
- South/Center
 - Remove slip lane to create 4 way intersection with Noyes Health Center
 - Could use long cycle traffic light or blinking yellow/red
 - Would allow more natural sidewalk alignment on north side
- Does Reservoir Road need a left turn lane at South/Lakeville/Megan? Would free up a lot of space to extend crosswalk/sidewalk on south side through the intersection

Geneseo Active Transportation Plan

Project Steering Committee Meeting #3 – Needs Assessment

Aug 22nd, 2019 | Livingston Co Government Ctr | 6 Court St, Geneseo, NY 14454
10:00 am – 11:30 am

Attendees

Crowe, Megan

Ellis, Angela

Felder, Zach

Flowers, Cindy

Grove, Mark

Leon, Lora

Petritsch, Theo

Quigley, Hanna

Robinson, Tom

Williams, Bob

Woods, David

Key Takeaways:

1. Existing Conditions Comments/Revisions

- Update speed sign locations along Rt 39
- Check speeds on Rt 63
- Add Indian Fort Nature Preserve Trails
- Look into maintenance schedule for re-striping
- Emphasize sidewalk infrastructure code in recommendations to require on both sides of the street
- Bring in information/highlights of code review into report
- Check to see referenced design standards are up to date

2. Involvement Comments/Revisions

Stakeholder, committee, and public involvement.

- Need to reach out to UR Noyes
- Need to reach out to Fire Department
- Look into walk-to-school day more in depth

3. Metrics Comments/Revisions

Evaluation of study network through Level of Service & Camera Data Analysis.

- Weigh topography into level of service model
- Change display so that directional colors are shown (2 colors)
- Revisit Rt 20A segment rating between Main St and Ryan Dr – how better than Rt 63?
- Break LOS into a few smaller segments
- Bring in more qualitative & conclusion information/data into report – this analysis had positive feedback

4. Needs Assessment Comments/Revisions

Needs & Opportunities identified by committee, public input, & evaluation metrics.

- Build upon Pilot Plan here – be more specific about what was added
- Follow-Up on Geneseo Loop Trail
- Add marked goat/dirt paths and Jaycox Creek recommended trails
- Refer to 20A access management study for roundabout at Center St

5. Resources & Next Steps Comments/Revisions

Moving forward from existing conditions/needs assessment.

- Distribute electronic copies of meeting materials: Updated facilities maps, updated needs assessment
- Schedule next public meeting: Set for October
- Spread the word about the online survey – boost participation

Meeting Notes

Project: Geneseo Active Transportation Plan

Meeting: School Zone Improvements

Date: 10/29/19

Time: 9:00 AM – 10:00 AM

Location: Livingston County Government Center

Attendees:

- Angela Ellis (Livingston County)
- Megan Crowe (Livingston County)
- Kelly Family (Property Owners)
- Cindy Flowers (Geneseo School District)
- Margaret Duff (Village of Geneseo)
- Tom Robinson (Barton & Loguidice)
- Zach Felder (Barton & Loguidice)

Topics of Discussion

- Feasibility of School Pathway
 - General interest in encouraging students to walk to school
 - Health benefits, social benefits, environmental benefits
 - Opportunity to create formalized multi-use pathway
 - Needs to be useful for equestrians, pedestrians, joggers
 - Potential to make ADA accessible
 - Path located on private land, but easement does exist
 - General consensus that path is possible, and that property owners are willing to support path on conditions of equestrian use and no liability
- School Speed Limit Installation
 - Previous efforts by School District were unsuccessful through conversations with NYSDOT
 - Idea has wide support from community
 - Many parents do not let their kids walk to school due to perceptions of unsafe speeds
 - Data shows speeds far in excess of posted 40 MPH
- Interest in additional crossing from Island Preserve trail and/or Cavalry Rd
 - Students could walk through from Lima Rd developments as well

Next Steps

- B&L
 - Examine details of school speed limit reduction
 - Create plan for multi-use path
 - Include improvement concepts in Public Meeting #2 to hear additional community input on issue
- Livingston County
 - Examine exact easement details and location

Meeting Notes

Project: Geneseo Active Transportation Plan

Meeting: Project Steering Committee #4: Discussion of Alternatives

Date: 11/12/2019

Time: 10:00 AM – 12:30 PM

Location: Livingston County Government Center

Attendees:

- Mark Grove (Livingston County)
- Megan Crowe (Livingston County)
- Louise Wadsworth (Livingston County Downtown Partnership)
- Margaret Duff (Mayor, Village of Geneseo)
- David Woods (Planning Board, Village of Geneseo)
- Angela Ellis (Livingston County)
- Stephen Kelly (Resident)
- Bob Williams (Genesee Transportation Council)
- Tom Robinson (Barton & Loguidice)
- Molly Gaudioso (Barton & Loguidice)
- Zach Felder (Barton & Loguidice)

Topics of Discussion

- Presentation by B&L Staff
 - Project Updates
 - Summary of Draft Needs Assessment
 - Draft Policies & Programs Overview
 - Draft Alternatives Discussion
 - Next Steps Discussion
- Asked for committee prioritization on draft alternative 'categories'
 - Programs & Policies
 - Intersection Improvements
 - Crosswalk Enhancements/Additions
 - Sidewalk Additions
 - Bicycle Infrastructure
 - Off-Road Trails
 - Greenway Connections
- Key takeaways from committee responses to each alternative category (please refer to following pages for a full inventory of comments)
 - Programs & Policies
 - General interest in most updates and enhancements
 - Specific interest in pursuing a Unified Development Ordinance
 - Intersection Improvements
 - Highest Priority
 - Temple Hill/Groveland/Crossett/20A
 - Center/20A
 - Medium Priority

- Volunteer/20A
 - Main/20A
 - Lower Priority
 - Rorbach/Lima/North/Highland
 - Avon/North/Court/Main
 - Reservoir/Megan/20A
- Crossings
 - Highest Priority
 - 20A at Prospect Street (Enhanced)
 - Avon Road at Westview Crescent (Enhanced)
 - Medium Priority
 - Avon Road at Cavalry & School (New)
 - 20A at Country Lane (New)
 - Main Street (Enhanced)
 - Lower Priority
 - Main Street (New)
 - Significant interest in alternatives to protect 'Bear' fountain
- Sidewalk Gaps
 - Highest Priority
 - 20A (North & South; less support near Wadsworth Homestead, however)
 - Avon Rd
 - Medium Priority
 - Center St
 - Volunteer Rd
 - Lima Rd
 - Lower Priority
 - Temple Hill
 - Reservoir Rd
 - Mary Jemison Dr
- Bicycle Infrastructure
 - General interest for bike lanes when available to implement
 - Specific interest in wayfinding and bicycle parking throughout
 - Highest Priority Roads
 - North St
 - 20A
 - Avon Rd
 - Lima Rd
 - Medium Priority
 - Main St
 - Country Club Rd (not within project boundaries)
 - Lower Priority
 - Highland Rd
 - Rorbach Ln
 - Genesee St



- Reservoir Rd
- Volunteer Rd
- Crossett Rd
- Center St
- Off-Road Networks
 - General support for pursuing Big Tree Lane connection
 - Consensus support for School Path recommendation
 - Not a need to delve into detail for other off-road paths for this project

Next Steps

- B&L to continue developing alternatives and recommendations
- B&L to verify roundabout feasibility
- B&L to begin preparing meeting materials for PIM2
- B&L to close survey at end of 2019
- Committee members to provide additional comments by end of following week

•

Inventory of All Comments:

Intersections:

1	TH, 20A, G, C	Residential connections, High Use, track runners and families	safety, confusing traffic	Safety	Safety	high speeds	difficult crossing	traffic, vulnerable users
2	20A, C	proximity to medical, low rank because expensive	expensive, would be nice	Safety & Vehicular Speed	Vulnerable group	hard to cross, high speeds	speed, difficult crossing	demand, confusing geometry
3	20A, R, M	vulnerable populations; already existing crossing	easier to implement	low demand	Safety	new typology		vulnerable users
4	20A, V, GVP	last because some improvements already happening	safety	low demand	Development Potential	new typology		momentum from existing plans
5	R, L, N, H	transit stop, easier to implement changes	high demand	low demand	Safety	Low safety		simple fix
6	M, C, A, N	high use by college students, need traffic calming	improve safety & traffic calming	stop signs have made it worse		High cost		high ped traffic
7	M, 20A	cost effective, lower rank b/c high speed crossings	connect amenities; safety	no facilities	Destination	high speed, large distances	difficult crossing	vulnerable users



Crossings

1	20A (Prospect)	depends on intersection	important	safety issues	Safety	lights
2	Avon (Westview)	student crossing, safe route to school, already existing path	don't care		Vulnerable	vulnerable users
3	Avon (School)	if needed for school speed zone	lower speed		Vulnerable	vulnerable users
4	20A (Country Lane)	high use by vulnerable user groups	not sure		Vulnerable	vulnerable users
5	Main (New)	already walkable	gaps too large			demand
6	Main (Enhncd)	already walkable	be selective; could be too much			
*	Bear	include as recommendation	like the plaza idea/plantings around bear			

Sidewalks

1	Temple Hill	no demand	don't need			character
2	Center	no demand				demand
3	20A (S)	heavy demand				
4	20A (N)	fill in select gaps	sidewalk by homestead			safety
5	Volunteer		at least one side			
6	Avon	school				
7	Lima	lots of pedestrians				
8	Mary Jemison					
9	Reservoir	proximity to residential				

Bicycle Facilities

Bike Lanes	easy to implement			low speeds	on some streets
Mixed Use Shoulders				sometimes sufficient	
Buffered Shoulders	for county roads & greenway connections		gives space from cars	bollards, rumble strip	
Shared Lane Marking		too confusing		Only Rorbach	
Parking	needed in village and downtown				
Wayfinding		love idea of designated route through village			

Meeting Notes

Project: Geneseo Active Transportation Plan

Meeting: Big Tree Lane Greenway Connection

Date: 11/15/2019

Time: 9:30-11:00AM

Location: Livingston County Government Center

Attendees:

- Will Wadsworth (Town of Geneseo; Property Owner)
- Craig Wadsworth (Village of Geneseo; Property Owner)
- Martha Wadsworth (Property Owner)
- Austin Wadsworth (Property Owner; Warplane Museum)
- Louise Wadsworth (Village of Geneseo; Property Owner)
- Angela Ellis (Livingston County)
- Megan Crowe (Livingston County)
- Bob Williams (Genesee Transportation Council)
- Kristine Uribe (Genesee Valley Greenway Parks Manager)
- Zach Felder (Barton & Loguidice)

Topics of Conversation

- Introduction of Project Purpose
- Discussion of Greenway Connectivity
 - 5 Alternatives
 - Evaluation Criteria
 - Potential short-term connection along Cuylerville Rd using existing infrastructure
 - Big Tree Lane identified as most desired connection
 - Least amount of high-volume roadway traffic
 - Shortest distance
 - Partnership with Airport & Warplane Museum
 - Scenic Trail
- Discussion of Big Tree Lane connection feasibility
 - Interest in creating a public access roadway
 - Need additional connection to justify expense
 - Connection to Greenway could provide justification
 - Preferred treatment of a paved road
 - Want to be 'on the books'
 - Need dedication to town, and adherence to town guidelines
 - 3-rod road
 - Opportunities to find funding
 - Issues with crossing Route 63
 - High speed traffic
 - College lack of interest in extending sidewalk
 - Potential Park Street extension

- College already uses land for jogging
- Warplane Museum plans
 - Recent acquisition of C130 Vietnam War-era plane
 - New efforts to increase amounts of visitors
 - Increased attention nationally and internationally
 - Events nearly every weekend during summer
 - Sincere interest in working with LC to develop a comprehensive plan for the airport/warplane museum
 - Explore funding through CFA grant next year
 - Enhanced museum design
 - Discussion of restrooms
- Signage & Education
 - Display ecology of area
 - Pull-off areas for looking out over river
 - Story of transportation history
 - Boats, Pedestrian, Bicycle, Rails, Airport, Vehicle
 - History of old 'Big Tree'
- Trail from Warplane Museum to Potential Bridge
 - Important to work around constantly moving river
 - Areas soon to become oxbows
 - Recognize liability issues
 - Recognize issues with airport landing
 - Planes currently land east-west
 - Need to have method for prohibiting use of trail
 - Potential boat launch?
 - Partner with Genesee River Watch group
 - Potential cinder path
 - Accessible, yet not paved
 - Look for potential law-enforcement access
- Parking
 - Would want parking closer to bridge for enhanced access
 - Potential additional funding for law-enforcement vehicles
 - Better for those with mobility challenges
 - Potential RTS stop for events
- Bridge Connection
 - Need to study river and explore engineering services
 - Potentially moveable bridge?
 - Discussed location at point of beautiful view from Greenway
 - Bridge would need aesthetic enhancements to complement scenery
 - View bridge as an amenity, not just a connection
- General Takeaways
 - Very exciting meeting
 - Resounding 'yes' for interest in creating a connection and trail
 - Next Steps
 - Access from Village

- Explore closing of sidewalk gap
- Route 63 Crossing
 - High-visibility crosswalk
 - Rapid Rectangular Flashing Beacon
- Big Tree Lane
 - Formalize roadway as paved entity within Town
 - Explore funding as through-roadway
- Warplane Museum
 - Continue developing Comprehensive Plan with LC
 - Exploring funding opportunities through 2020 CFA
- Parking
 - Evaluate need/best location for an addition parking lot
- Trail to Bridge
 - Create accessible cinder/crushed stone pathway
 - Explore best locations w/r/t changing river
 - Find locations for lookouts
 - Create signage trail for history, ecology, and transportation
 - Explore strategies for access management during runway use
- Bridge
 - Identify most appropriate structure and high level cost estimate
 - Create bridge as a 'destination'
 - Conduct engineering study to determine feasibility
 - Align with viewshed from Greenway
- Additional Stakeholders
 - Reach out to Property Owners on west side of river
 - Establish contact with NYSEG for trail location

Correspondence Summary

Project: Geneseo Active Transportation Plan

Agency: NYSDOT Comments on Draft Alternatives

Date Received: 12/12/2019

*Note: Responses in **bold italics** below are from Landis Evans + Partners. When a direct response is not included below, NYSDOT's comments have been reflected in the revised Draft Report.*

Inventory of Comments

Intersection 1 (Alt A)

- Conceptually this has potential however I would personally slide the roundabout to the north east more to provide better entry angles from the south and gain additional distance between the roundabout and the side street intersection to the west.
- Improvements should be shaded like other alternatives so that the public can better understand the proposed changes.
- Due to heavy truck volumes a separated bicycle accommodations at the roundabout should be considered at this location.
 - ***Important to remember that bike lanes are not marked in the circulating lanes of a roundabout. Bike lanes should be terminated on the approach and an “escape ramp” to a wider sidewalk can be provided for those uncomfortable sharing the roundabout.***

Intersection 1 (Alt B)

- Remove conflicting existing pavement markings in the image and add the appropriate proposed marking that would need to occur.
- Remove the bike lane symbols on the south side of the roadway. Also this is labeled buffer bike lane however the markings are not consistent with a buffered bike lane.
- Mainline (20A) crosswalks shall be NYSDOT Type LS Side Street crosswalks shall be Type S
- It may be helpful to add a stop sign for the stop controlled approaches to reinforce no signalization of the intersections is proposed
 - ***Also- we added a stop bar on NB Groveland***
- Would it be better to provide a single crossing for 20A? I am not a fan of left side crosswalks at T intersections as they have a higher potential for pedestrian crashes.
 - ***We don't disagree with the concern about left-side crosswalks at Ts. The crossing at Groveland is placed to connect to the only existing crosswalk on the west side of Groveland.***

Intersection 1 (Alt C)

- Was a realignment alternative that realigned Temple Hill across From Groveland to create a 4 legged intersection considered?
 - ***We did not. Also- we don't have Alt C in any of the reports/presentations we have.***

Intersection 2

- *Note: The drawing NYSDOT's comments are referring to has been significantly modified; consequently, many of the comments below do not apply to the drawing shown in the draft report.*
- Do the traffic counts warrant the lane designations depicted in the proposal? Is it possible to reduce the lanes on Center Street to a single lane?
- The current left / thru lane does not provide the 50' minimum storage length that NYSDOT would prefer to provide with an intersection realignment proposal.
- The Center Street Thru movement should be lined up with the opposing driveway entrance lane and not require drivers to shift through the intersection.
- Based on the volumes and lack of existing crosswalks is it necessary to provide crosswalks on both sides of the intersection or would a single one make more sense?
- Sidewalk improvements on the west side need to be made to support the west side crosswalk.
 - ***The concept we submitted only connected existing crosswalks. If crosswalks are marked on all approaches then sidewalk/ramp connections do need to be provided.***
- Do not show specific bicycle accommodations as part of this image. A standard should be shown at this time.
- It may be helpful to add a stop sign for the stop controlled approaches to reinforce no signalization of the intersections is proposed.
- Label states potential signalized crossing? Is this RRFB or 3 color signal? Does it meet warrants?
 - ***We had indicated possible RRFB in our draft. Not sure if the "signalized" bullet is in reference to this. A beacon is distinct from a signal. If speaking generally we might say "activated crossing" or "enhanced crossing."***
- Mainline (20A) crosswalks shall be NYSDOT Type LS Side Street crosswalks shall be Type S if unsignalized

Intersection 3

- Add a symbol to indicate this is a signalized intersection
- Crosswalks at signalized intersections shall be NYSDOT type L
- Bicycle infrastructure is mentioned however none is shown. The roadway lane designations would need to be changed as there is limited shoulder space along the south side of 20A.

Intersection 4

- Add a symbol to indicate this is a signalized intersection
- Crosswalks at signalized intersections shall be NYSDOT type L
- I would recommend removing the bicycle specific improvements from this image however showing bike space would be appropriate.
- Stage left turn boxes is not the correct terminology for this treatment. This treatment has MUTCD experimental interim approval under the terminology two stage turn box.

Intersection 5

- Not a NYSDOT Intersection – No comments provided

Intersection 6

- It may be helpful to add a stop sign for the stop controlled approaches to reinforce no signalization of the intersections is proposed.

- crosswalks shall be Type S.

Intersection 7

- Add a symbol to indicate this is a signalized intersection
- Crosswalks at signalized intersections shall be NYSDOT type L
- Was consideration given to reducing the pedestrian crossing distance across the Main St NB lanes?
 - ***We did tighten the radii a bit, which did shorten the distance some. If NYSDOT is amenable to a tighter turn into Main, then the distance could be reduced further.***
- Addition of a pedestrian refuge across the landscaped median may require additional removal of landscape features to provide adequate visibility of pedestrians in the median area
 - ***Yes, should be carefully managed regardless of crossing status.***
 - ***Also- we modified the SB stop bar to extend all the way to the curb.***

Crossings

- Avon Rd (Cavalry & School) – I do not see the generators or the volumes to support an enhanced crossing at this location.
- Change the label to be route 39
- Country lane / 20A intersection – Enhanced Crossing – Senior housing with bus stops on both sides of Route 20A – Will require intersection improvements such as radius ramps, and sidewalk improvements. Making the normal improvements would go a long way, adding an RRFB is a more drastic enhancement that should be utilized where documented issues exist. Has there been any safety issues with this location in the past?

Crossings – Main Street

- Please note that NYSDOT is investigating the uncontrolled crosswalks along the Touring Route for suggested improvements as part of the PSAP program.
- Do not agree with Caroline Street due to destinations and how many are in the area unless a safety concern
- All will require the loss of parking if done correctly.

Ideas Main Street -

- Proposal removes street access from several business.

Sidewalk gaps

- No comments

Ideas – Public Stops

- No Comments

Bicycle Facilities – Bike Lanes

- NYSDOT's preference is to designate dedicated bicycle lanes where parking lanes are adjacent to travel lanes. At locations where no sidewalks or no parking restrictions are present the formalization of the shoulder to be an exclusive bike lane creates operation and compliance issues and severely impacts pedestrian mobility and safety.

- Wide shoulders 6' or greater would be our recommended bicycle accommodations along NYSDOT roadways.

Bicycle Facilities – Buffered Bike Lanes or Shoulders

- NYSDOT prefers to have consistent sections for accommodations within roadway segments.
- There appears to be a restriction west of Haley Ave that would not allow for the implementation of this treatment.

Bicycle Facilities – Shared Lanes

- No comments

Ideas Bicycle Facilities

- Rumble Strips – For bicycle accommodations NYSDOT uses SHARDS which have gaps for bicycles to navigate between the lane and the shoulder for mobility.

Bicycle Facilities – Priority Rankings

- Although labeled rankings these are differing levels of accommodations from most desirable to least desirable
- Based on the box that labels reasons I do not see how some of these would rate above the others such as cost and feasibility pedestrian travel would IMO lower bike lanes in the listing.

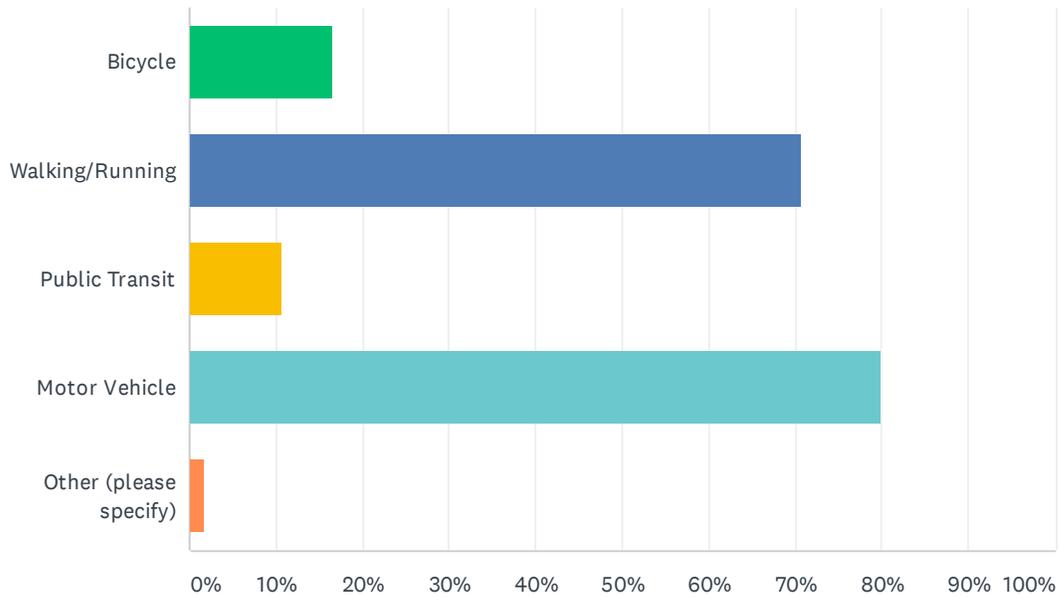
Appendix D

COMMUNITY SURVEY SUMMARY



Q1 What mode(s) do you utilize for daily transportation in Geneseo? Select all that apply.

Answered: 283 Skipped: 2

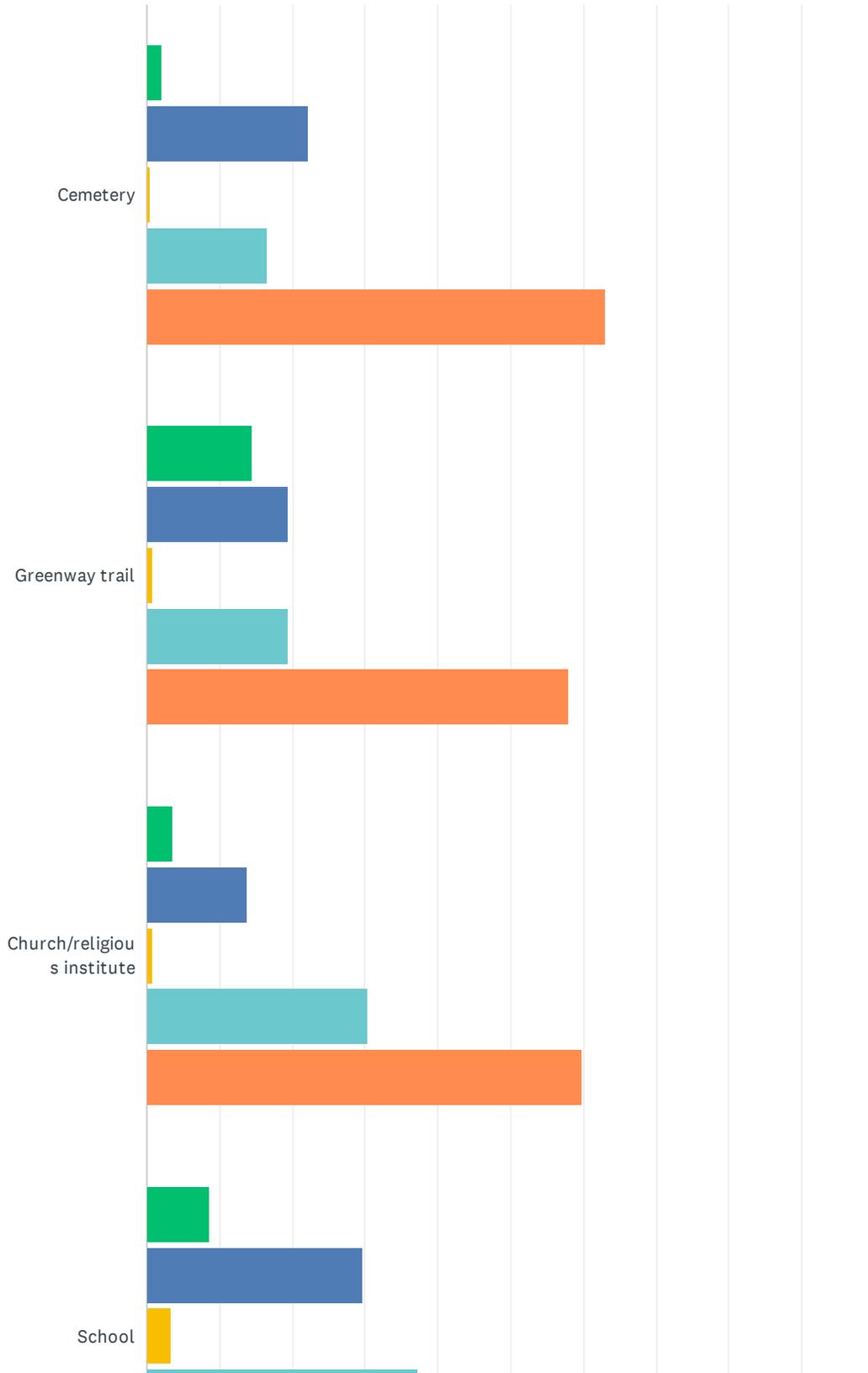


ANSWER CHOICES	RESPONSES
Bicycle	16.61% 47
Walking/Running	70.67% 200
Public Transit	10.60% 30
Motor Vehicle	79.86% 226
Other (please specify)	1.77% 5
Total Respondents: 283	

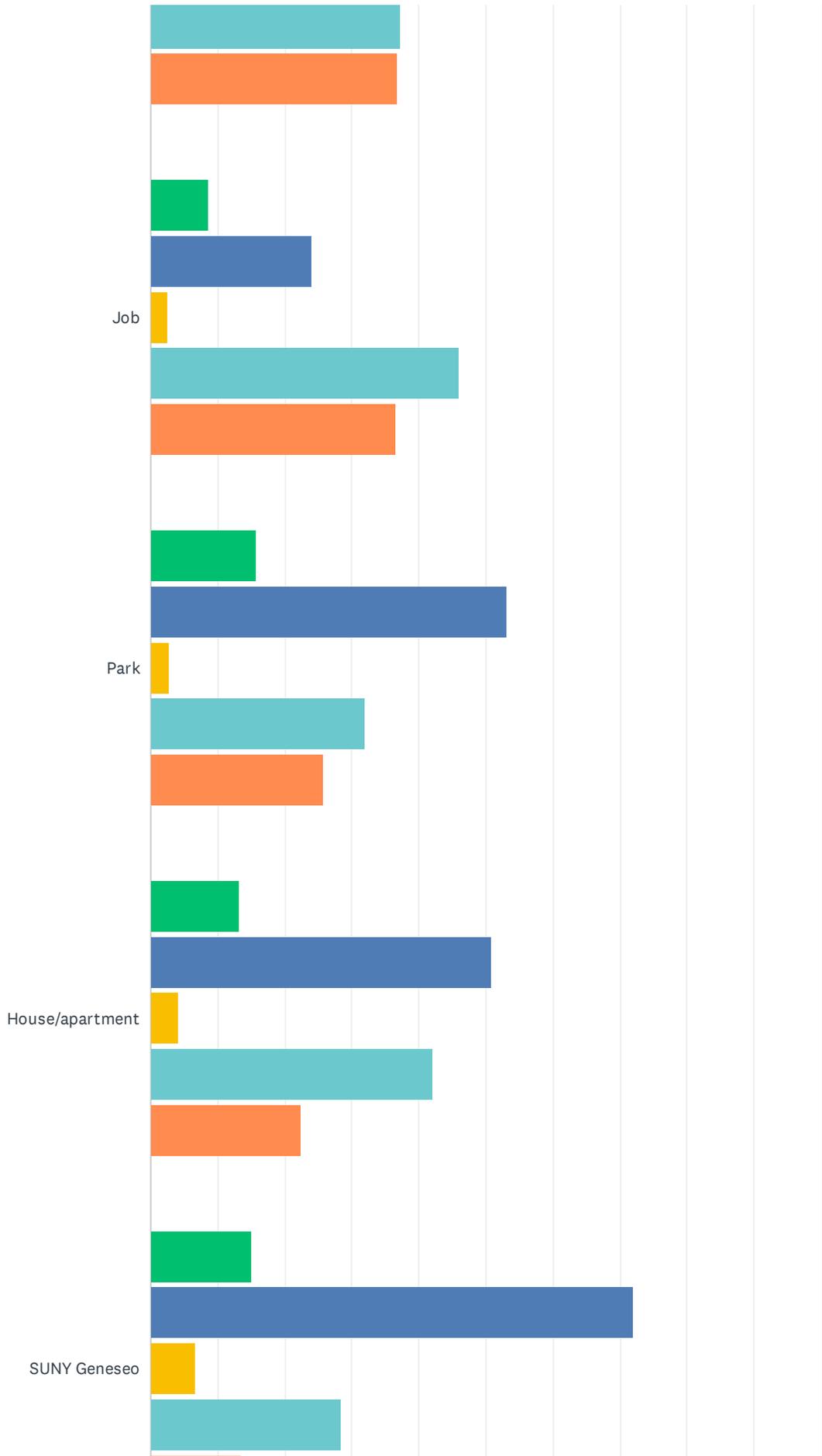
#	OTHER (PLEASE SPECIFY)	DATE
1	I use public transit but the amount available is extremely limited.	10/18/2019 12:53 AM
2	skateboard	10/12/2019 12:40 AM
3	Arc Liv-Wyo Transportation	8/31/2019 1:01 AM
4	Delivery Vehicle	8/30/2019 7:25 PM
5	County Nursing home handicap van	8/29/2019 10:10 PM

Q2 Do you have particular locations in the Town or Village that you like to bicycle, use public transit, or walk to? Please select all that apply.

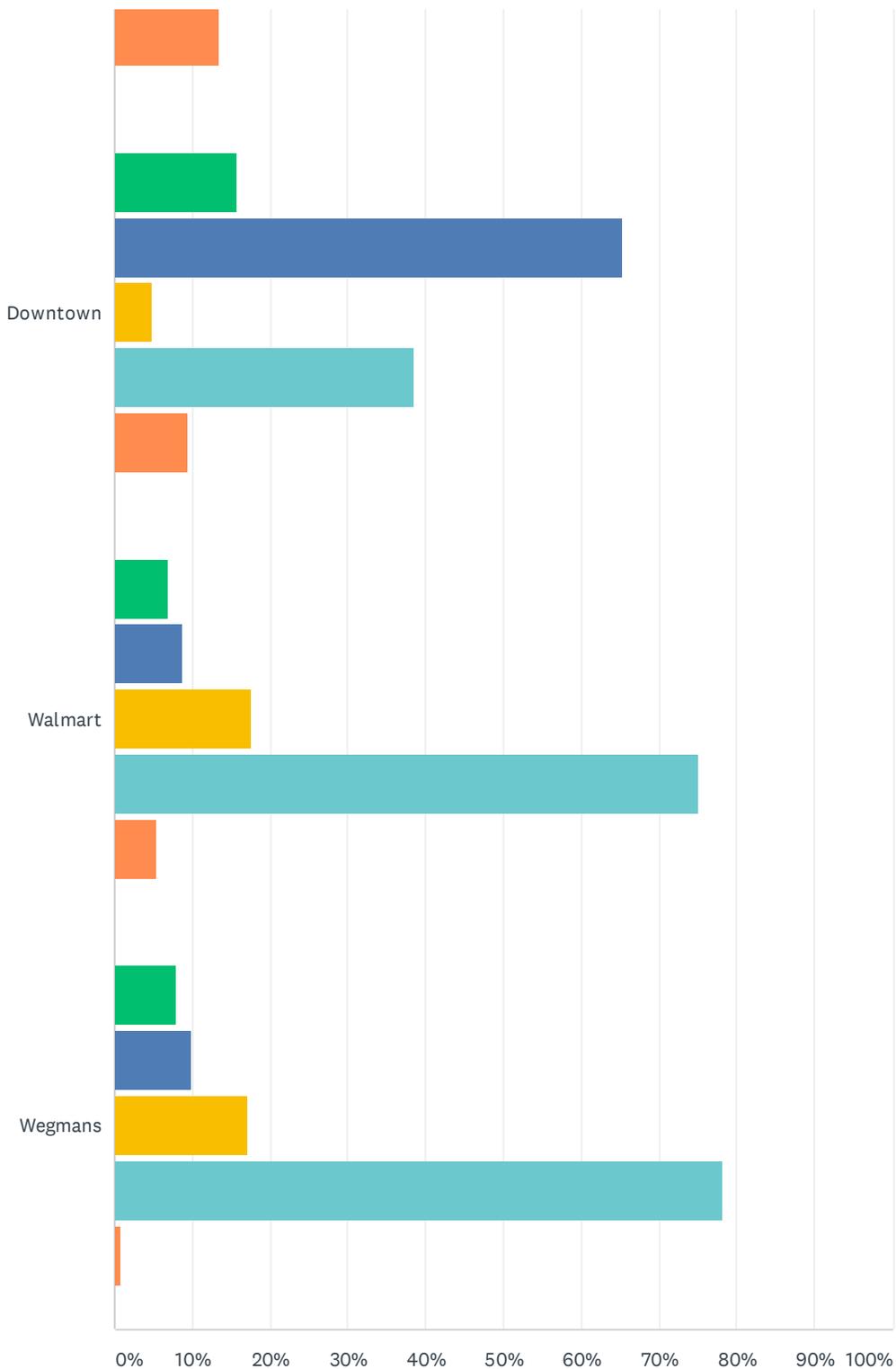
Answered: 281 Skipped: 4



Geneseo Active Transportation Plan



Geneseo Active Transportation Plan



Bicycle Walk Public transit Only vehicle
I do not travel to this location

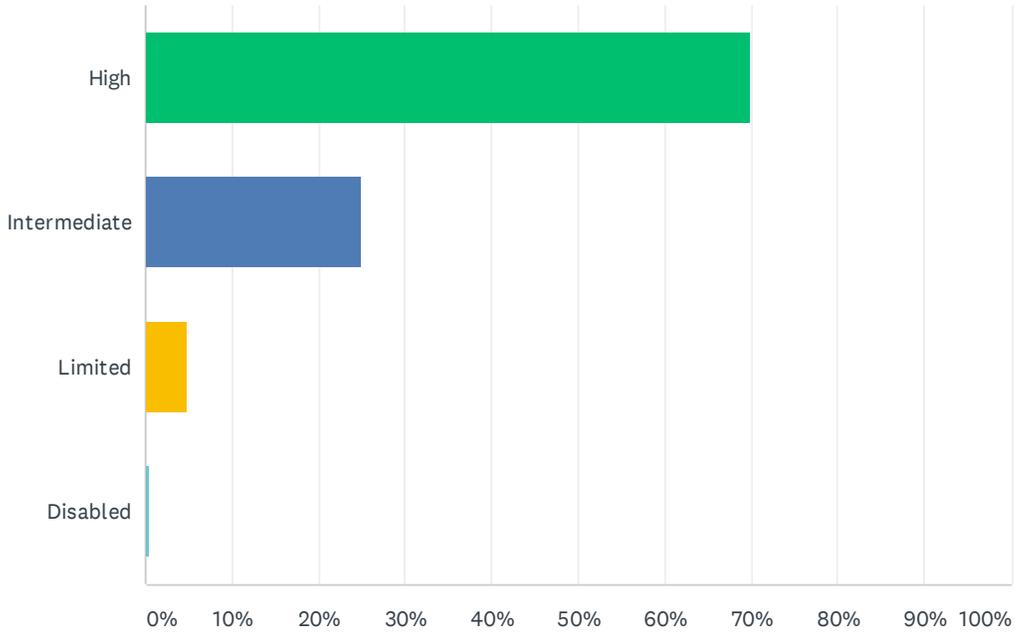
Geneseo Active Transportation Plan

	BICYCLE	WALK	PUBLIC TRANSIT	ONLY VEHICLE	I DO NOT TRAVEL TO THIS LOCATION	TOTAL RESPONDENTS
Cemetery	2.13% 5	22.13% 52	0.43% 1	16.60% 39	62.98% 148	235
Greenway trail	14.46% 35	19.42% 47	0.83% 2	19.42% 47	57.85% 140	242
Church/religious institute	3.46% 8	13.85% 32	0.87% 2	30.30% 70	59.74% 138	231
School	8.57% 21	29.80% 73	3.27% 8	37.14% 91	36.73% 90	245
Job	8.54% 21	23.98% 59	2.44% 6	45.93% 113	36.59% 90	246
Park	15.63% 40	53.13% 136	2.73% 7	32.03% 82	25.78% 66	256
House/apartment	13.22% 32	50.83% 123	4.13% 10	42.15% 102	22.31% 54	242
SUNY Geneseo	14.98% 40	71.91% 192	6.74% 18	28.46% 76	13.48% 36	267
Downtown	15.67% 42	65.30% 175	4.85% 13	38.43% 103	9.33% 25	268
Walmart	6.90% 18	8.81% 23	17.62% 46	75.10% 196	5.36% 14	261
Wegmans	8.02% 21	9.92% 26	17.18% 45	78.24% 205	0.76% 2	262

#	OTHER (PLEASE SPECIFY)	DATE
1	The 7-11 on main street. I would like to suggest a sidewalk by the stoplight as I do not wish to J-walk but I must go out of my way to the nearest side walk	10/15/2019 9:08 PM
2	drive most places as I sometimes use a cane	9/4/2019 6:33 PM
3	I live out in the country so I drive to walk.	8/30/2019 7:19 PM
4	i work at my home	8/30/2019 5:53 PM
5	Library-- bicycle or walk	8/29/2019 7:39 PM
6	I would love to use public transportation if available.	8/29/2019 4:02 PM
7	Town offices only vehicle	8/14/2019 1:28 PM
8	recreational bicycling	8/13/2019 8:02 PM
9	I commute from Swain/Allegany Cnty	7/31/2019 5:30 PM
10	Walk or bike to library	7/10/2019 2:23 PM
11	Island Preserve, Boat launch	7/5/2019 4:57 PM

Q3 Please indicate your level of physical mobility, with high meaning you are able to and regularly engage in physical activities, and with limited meaning there are barriers that inhibit your ability to be physically active.

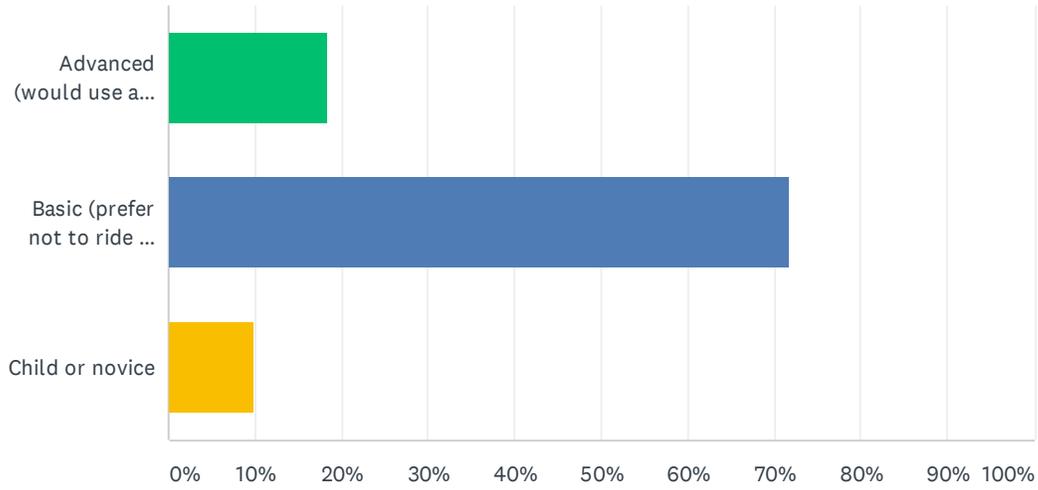
Answered: 285 Skipped: 0



ANSWER CHOICES	RESPONSES	
High	69.82%	199
Intermediate	24.91%	71
Limited	4.91%	14
Disabled	0.35%	1
TOTAL		285

Q4 Which of the following describes your personal bicycle experience level?

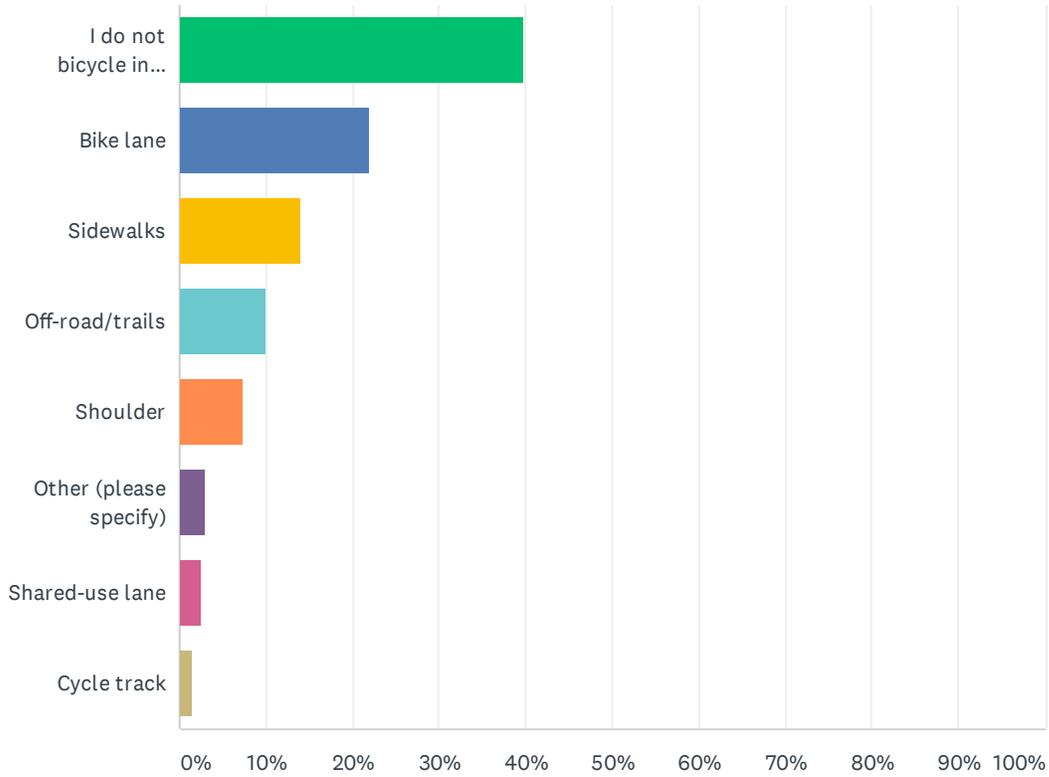
Answered: 276 Skipped: 9



ANSWER CHOICES	RESPONSES	
Advanced (would use as a motor vehicle)	18.48%	51
Basic (prefer not to ride on roads with busy traffic)	71.74%	198
Child or novice	9.78%	27
TOTAL		276

Q5 What is your preferred bicycling facility?

Answered: 277 Skipped: 8



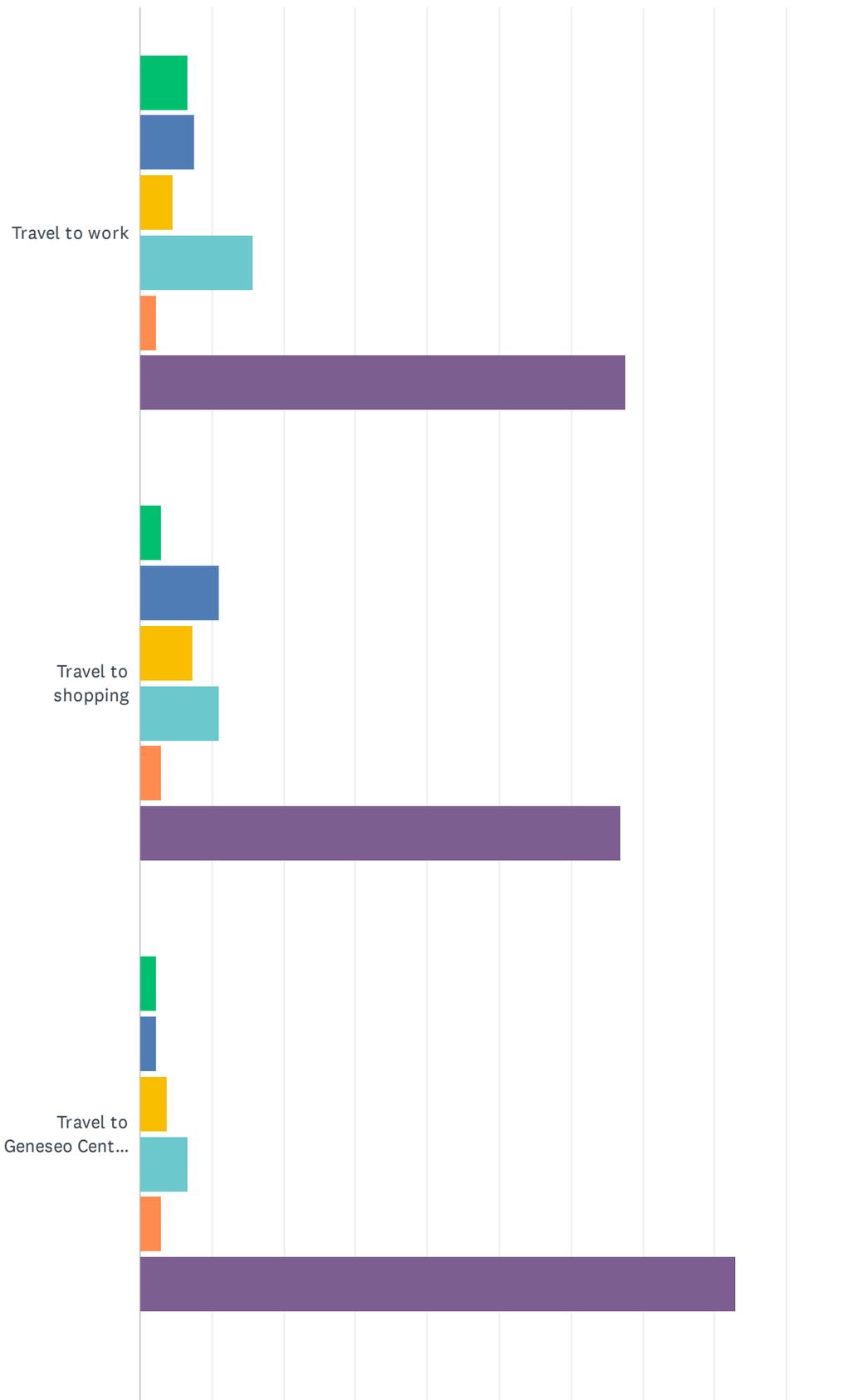
ANSWER CHOICES	RESPONSES	
I do not bicycle in Geneseo	39.71%	110
Bike lane	22.02%	61
Sidewalks	14.08%	39
Off-road/trails	10.11%	28
Shoulder	7.22%	20
Other (please specify)	2.89%	8
Shared-use lane	2.53%	7
Cycle track	1.44%	4
TOTAL		277

Geneseo Active Transportation Plan

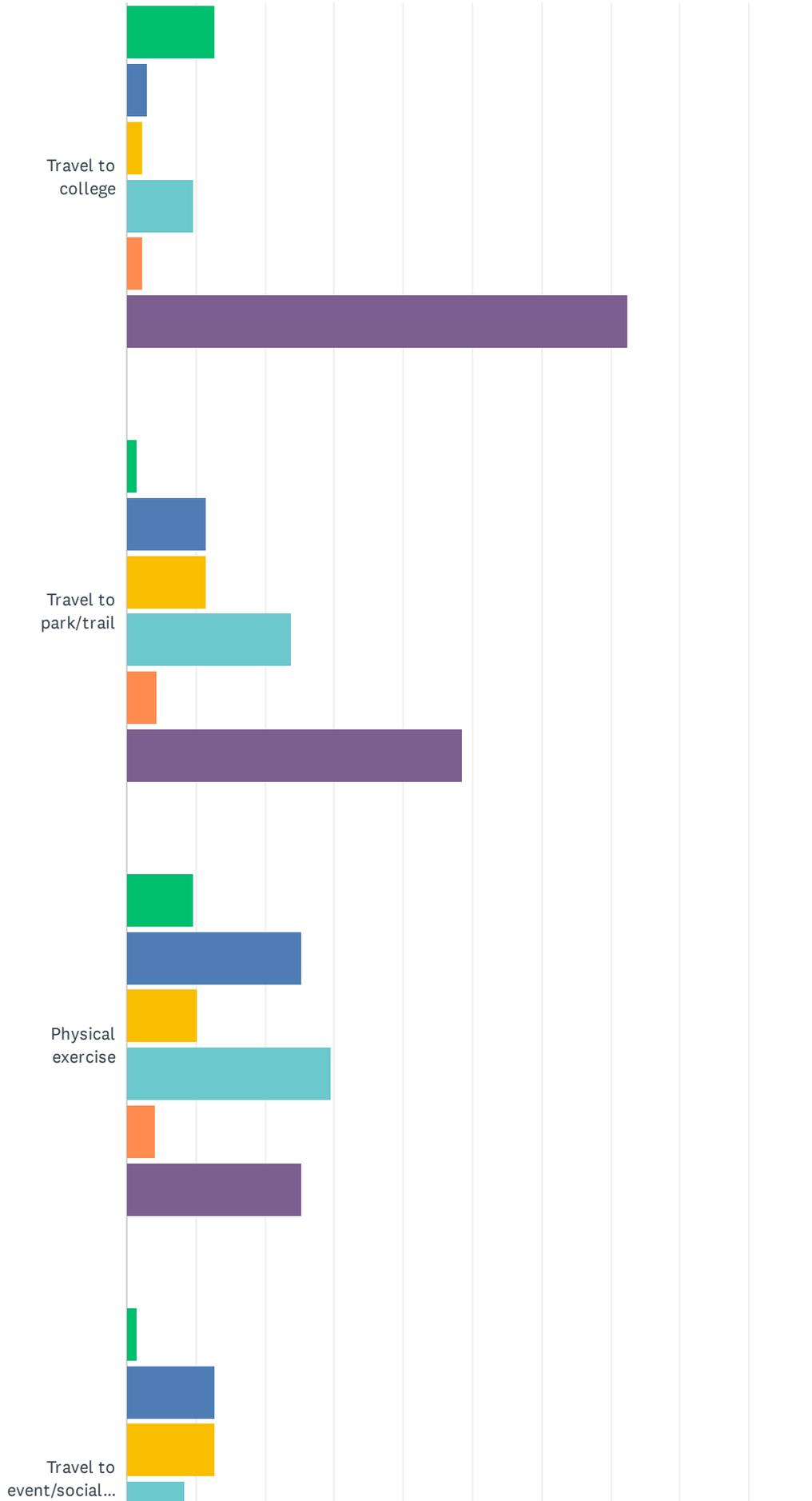
#	OTHER (PLEASE SPECIFY)	DATE
1	road bike lane and shoulders are too dangerous in the Geneseo area	12/1/2019 6:55 PM
2	Protected bike lane	10/11/2019 2:05 PM
3	I am not confident on a bicycle so I do not bicycle.	8/30/2019 7:20 PM
4	Anything off a busy road, either a sidewalk or trail. Bike lanes just don't seem to be safe.	8/29/2019 8:03 PM
5	Letchworth	8/29/2019 5:12 PM
6	Rails to Trails	7/22/2019 3:39 PM
7	Bike lane or shoulder	7/10/2019 2:24 PM
8	all the above, sidewalks being my least preferred	7/5/2019 4:58 PM

Q6 Please describe your frequency of bicycling for the following activities.

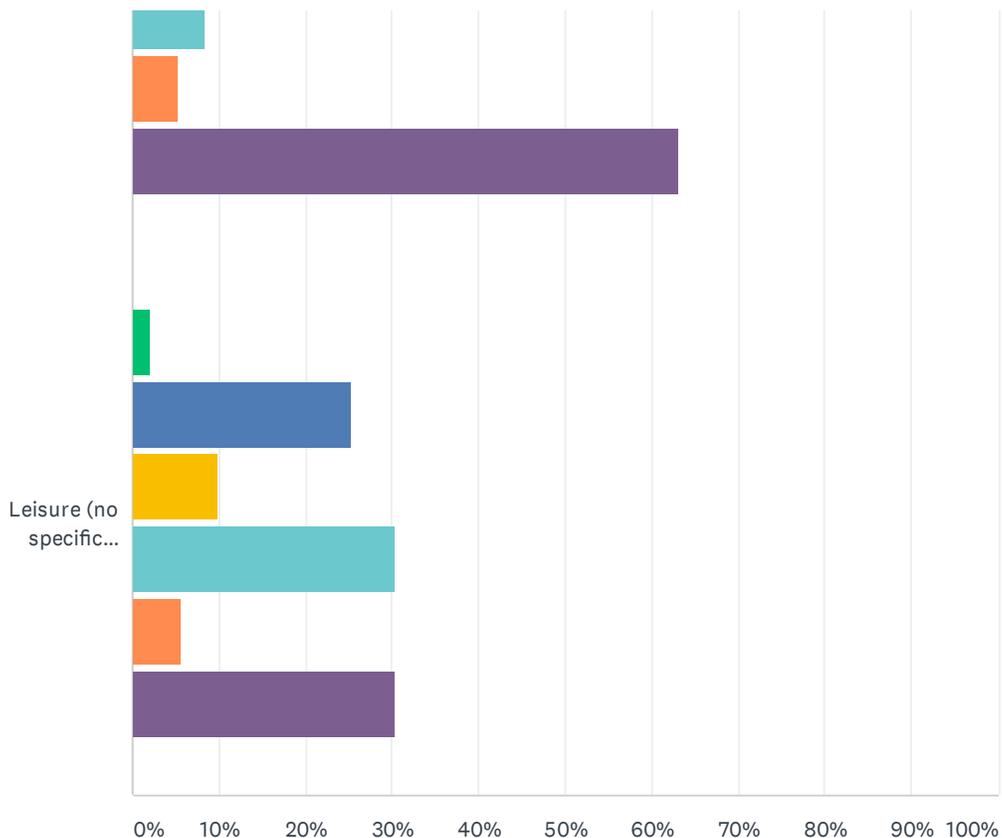
Answered: 146 Skipped: 139



Geneseo Active Transportation Plan



Geneseo Active Transportation Plan



■ Daily
 ■ Weekly
 ■ Monthly
 ■ Seasonally
 ■ Yearly
 ■ Never

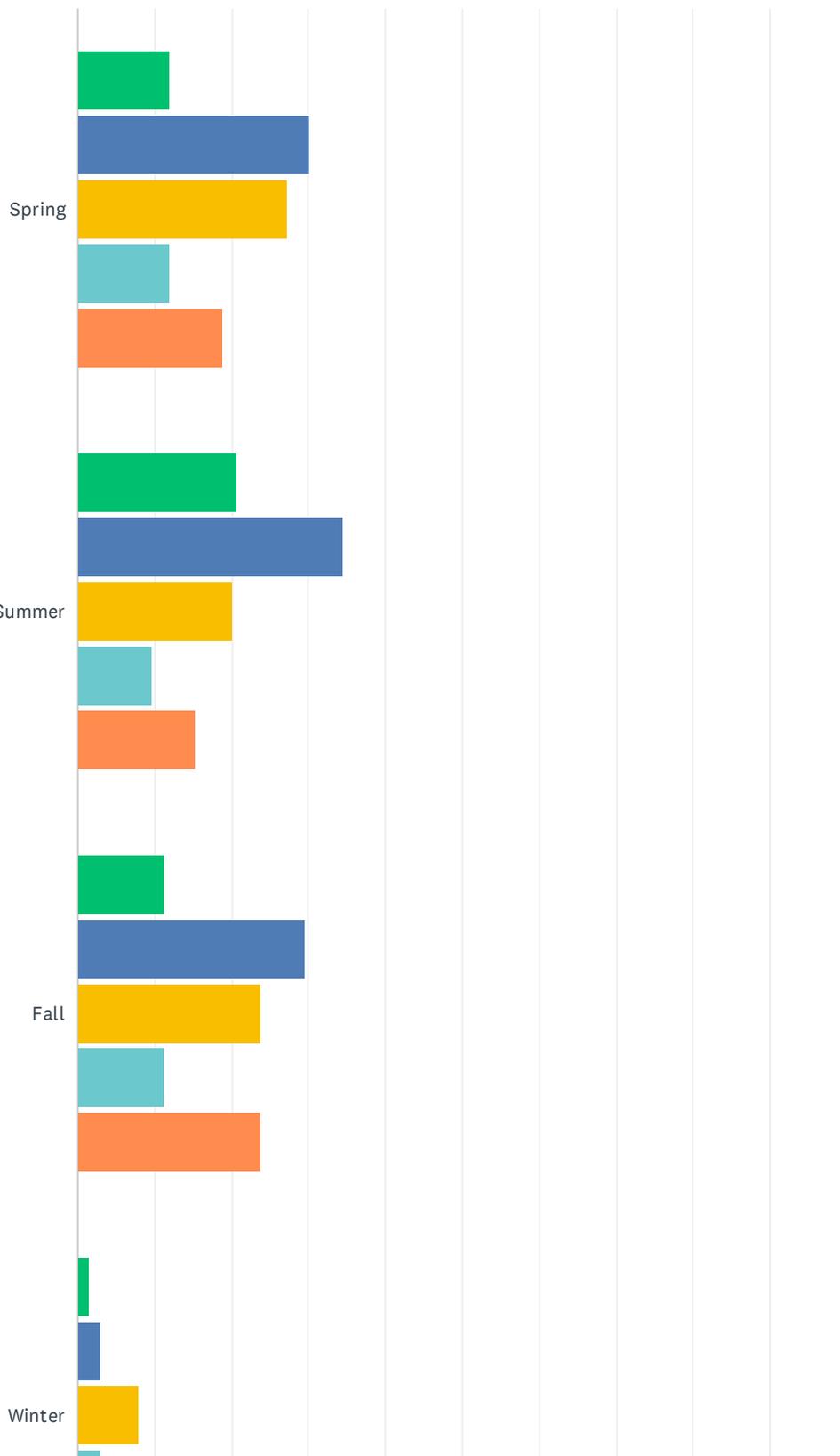
	DAILY	WEEKLY	MONTHLY	SEASONALLY	YEARLY	NEVER	TOTAL RESPONDENTS
Travel to work	6.77% 9	7.52% 10	4.51% 6	15.79% 21	2.26% 3	67.67% 90	133
Travel to shopping	2.94% 4	11.03% 15	7.35% 10	11.03% 15	2.94% 4	66.91% 91	136
Travel to Geneseo Central School	2.24% 3	2.24% 3	3.73% 5	6.72% 9	2.99% 4	82.84% 111	134
Travel to college	12.69% 17	2.99% 4	2.24% 3	9.70% 13	2.24% 3	72.39% 97	134
Travel to park/trail	1.45% 2	11.59% 16	11.59% 16	23.91% 33	4.35% 6	48.55% 67	138
Physical exercise	9.59% 14	25.34% 37	10.27% 15	29.45% 43	4.11% 6	25.34% 37	146
Travel to event/social destination	1.50% 2	12.78% 17	12.78% 17	8.27% 11	5.26% 7	63.16% 84	133
Leisure (no specific destination)	2.11% 3	25.35% 36	9.86% 14	30.28% 43	5.63% 8	30.28% 43	142

Geneseo Active Transportation Plan

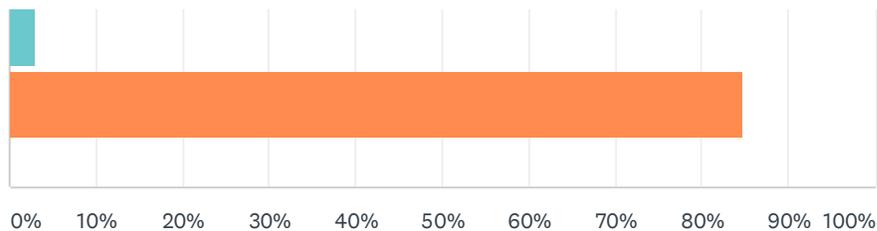
#	OTHER (PLEASE SPECIFY)	DATE
1	I did these things seasonally when I lived in the village, and not currently, as I no longer live within reasonable bicycling distance.	8/30/2019 9:40 PM
2	Multiple times weekly	8/29/2019 10:22 PM
3	I would bike more if I had a safe route to get to SUNY Geneseo.	7/31/2019 6:13 PM

Q7 To what degree does your bicycling vary by season? Please tell us how frequently you bicycle during each season of the year.

Answered: 145 Skipped: 140



Geneseo Active Transportation Plan

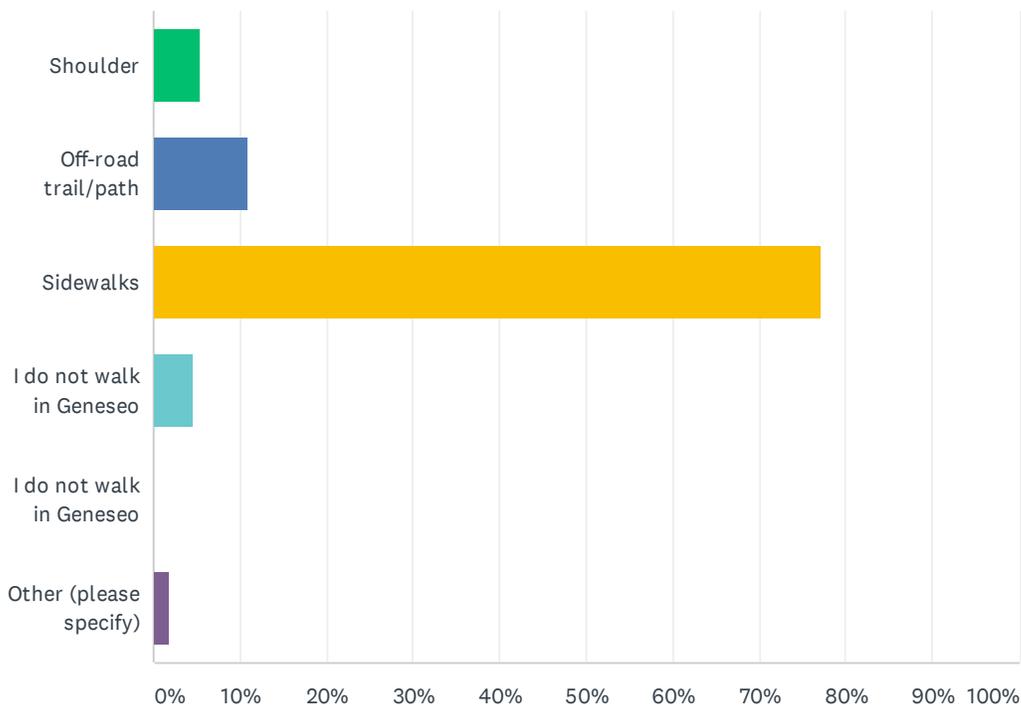


■ Daily
 ■ Weekly
 ■ Monthly
 ■ Yearly
 ■ Never

	DAILY	WEEKLY	MONTHLY	YEARLY	NEVER	TOTAL
Spring	11.89% 17	30.07% 43	27.27% 39	11.89% 17	18.88% 27	143
Summer	20.69% 30	34.48% 50	20.00% 29	9.66% 14	15.17% 22	145
Fall	11.27% 16	29.58% 42	23.94% 34	11.27% 16	23.94% 34	142
Winter	1.46% 2	2.92% 4	8.03% 11	2.92% 4	84.67% 116	137

Q8 What is your preferred facility for walking/running?

Answered: 258 Skipped: 27

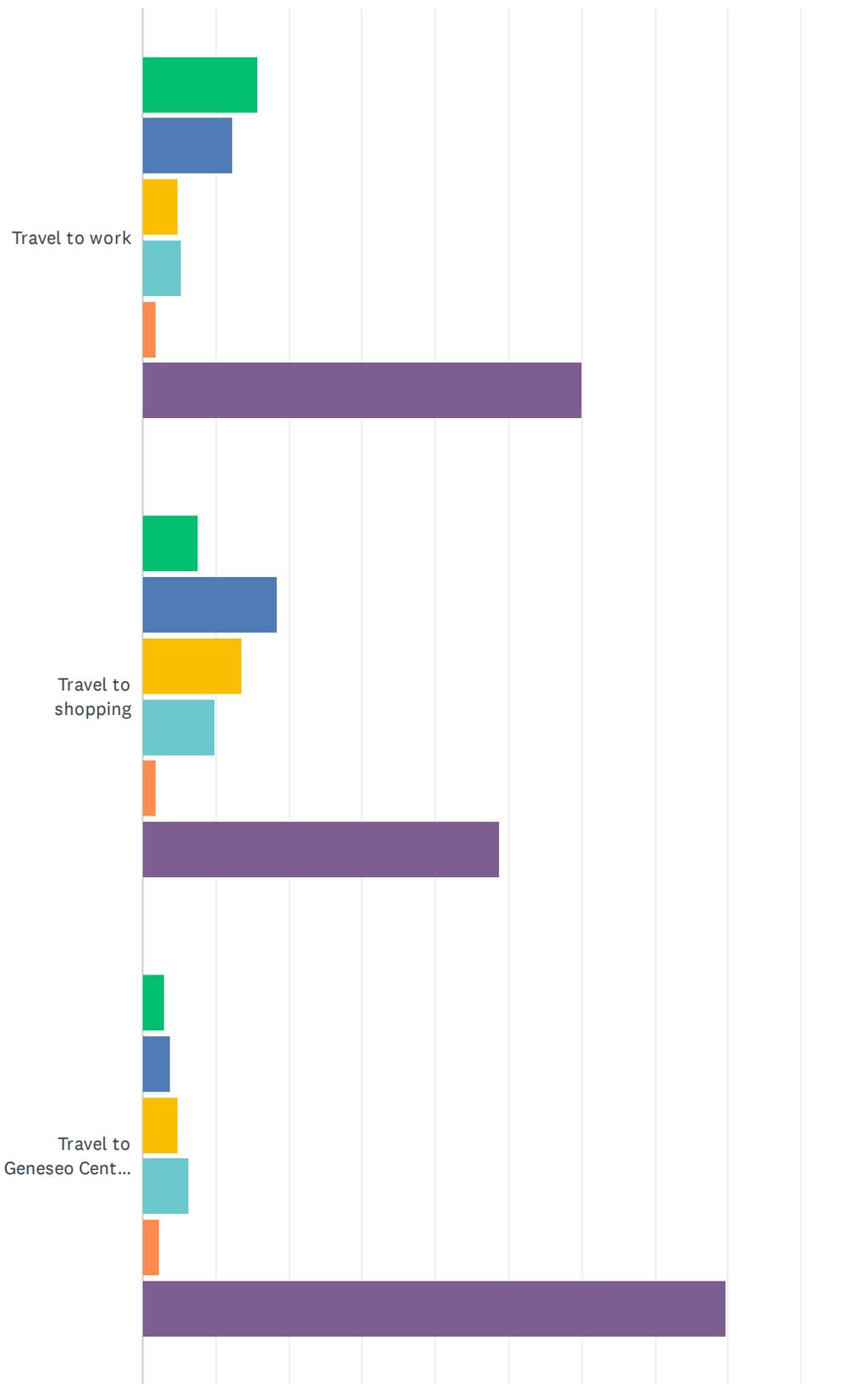


ANSWER CHOICES	RESPONSES	
Shoulder	5.43%	14
Off-road trail/path	10.85%	28
Sidewalks	77.13%	199
I do not walk in Geneseo	4.65%	12
I do not walk in Geneseo	0.00%	0
Other (please specify)	1.94%	5
TOTAL		258

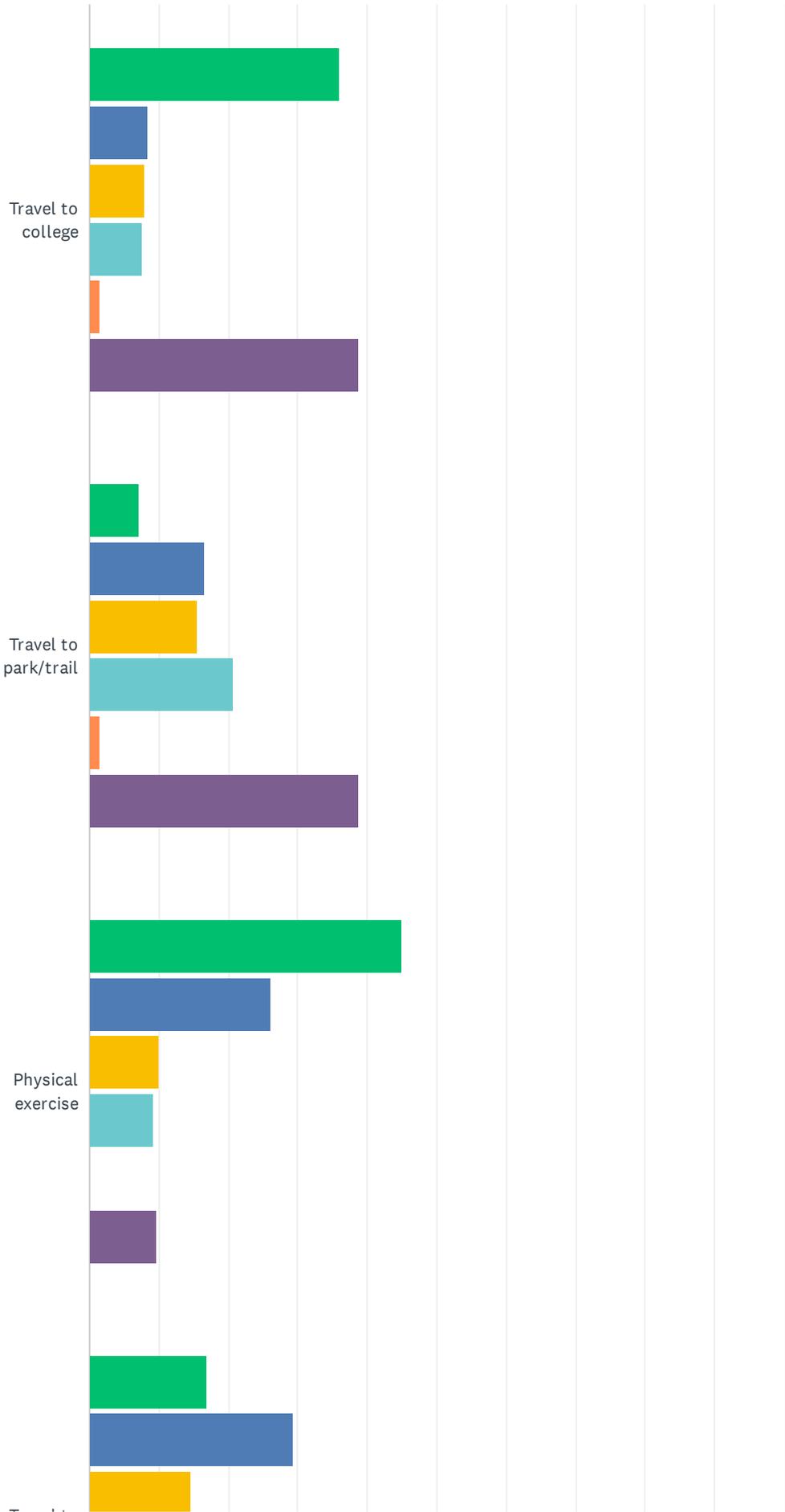
#	OTHER (PLEASE SPECIFY)	DATE
1	Anything works	10/11/2019 2:51 PM
2	in plazas only	9/4/2019 6:34 PM
3	I prefer a sidewalk but do it's not always an option. The word "preferred" implies what I like, not what is available or what I do.	7/6/2019 6:12 PM
4	sidewalks AND off-road trail/path	7/6/2019 5:17 PM
5	trail for running/jogging in Highland Park, or Greenway, sidewalks for walking and walking my dogs	7/5/2019 4:59 PM

Q9 Please describe your frequency of walking/running for the following activities.

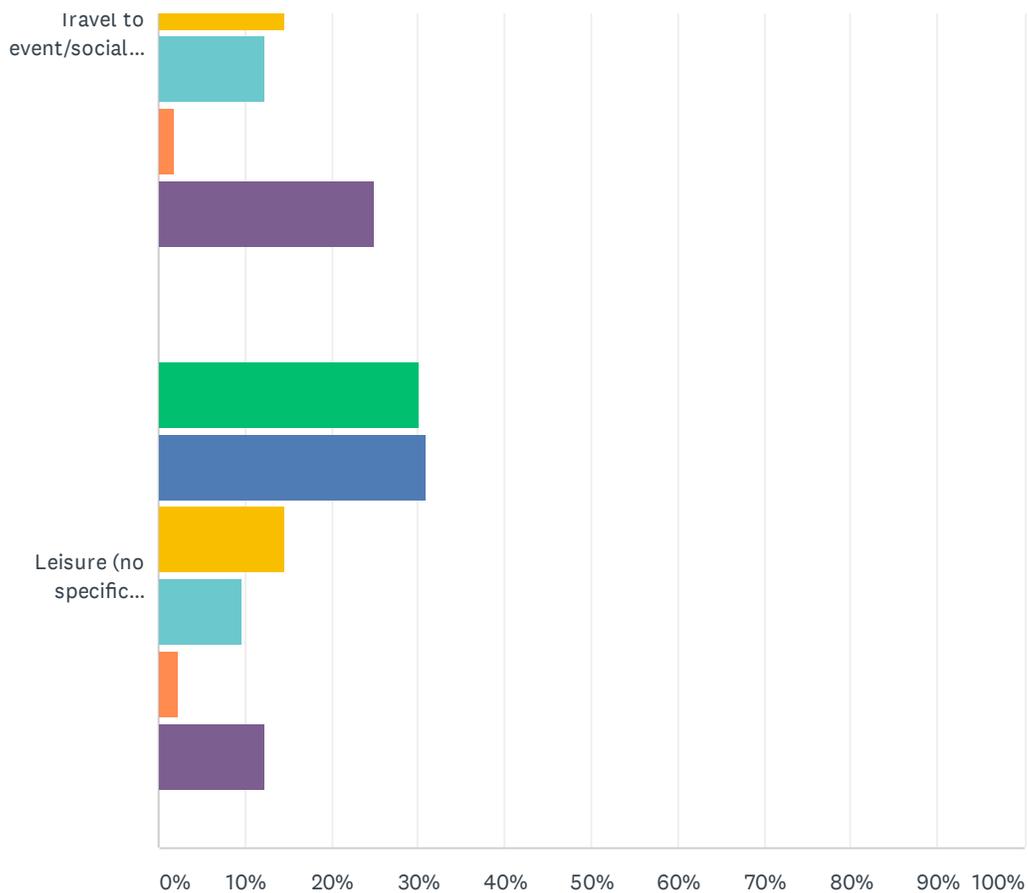
Answered: 225 Skipped: 60



Geneseo Active Transportation Plan



Geneseo Active Transportation Plan



■ Daily
 ■ Weekly
 ■ Monthly
 ■ Seasonally
 ■ Yearly
 ■ Never

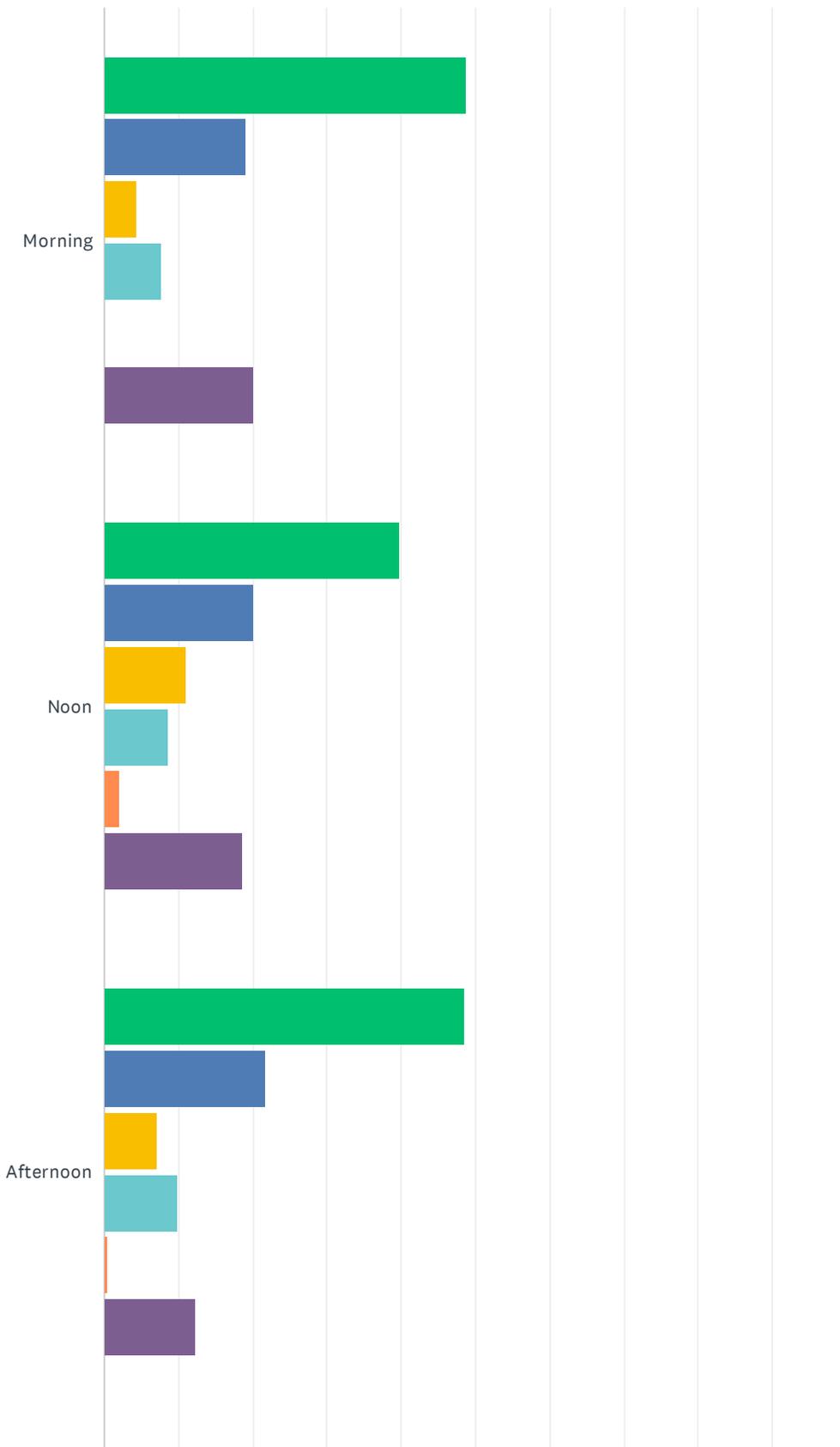
	DAILY	WEEKLY	MONTHLY	SEASONALLY	YEARLY	NEVER	TOTAL
Travel to work	15.71% 33	12.38% 26	4.76% 10	5.24% 11	1.90% 4	60.00% 126	210
Travel to shopping	7.51% 16	18.31% 39	13.62% 29	9.86% 21	1.88% 4	48.83% 104	213
Travel to Geneseo Central School	2.88% 6	3.85% 8	4.81% 10	6.25% 13	2.40% 5	79.81% 166	208
Travel to college	35.98% 77	8.41% 18	7.94% 17	7.48% 16	1.40% 3	38.79% 83	214
Travel to park/trail	7.08% 15	16.51% 35	15.57% 33	20.75% 44	1.42% 3	38.68% 82	212
Physical exercise	44.95% 98	26.15% 57	10.09% 22	9.17% 20	0.00% 0	9.63% 21	218
Travel to event/social Destination	16.98% 36	29.25% 62	14.62% 31	12.26% 26	1.89% 4	25.00% 53	212
Leisure (no specific destination)	30.14% 66	31.05% 68	14.61% 32	9.59% 21	2.28% 5	12.33% 27	219

Geneseo Active Transportation Plan

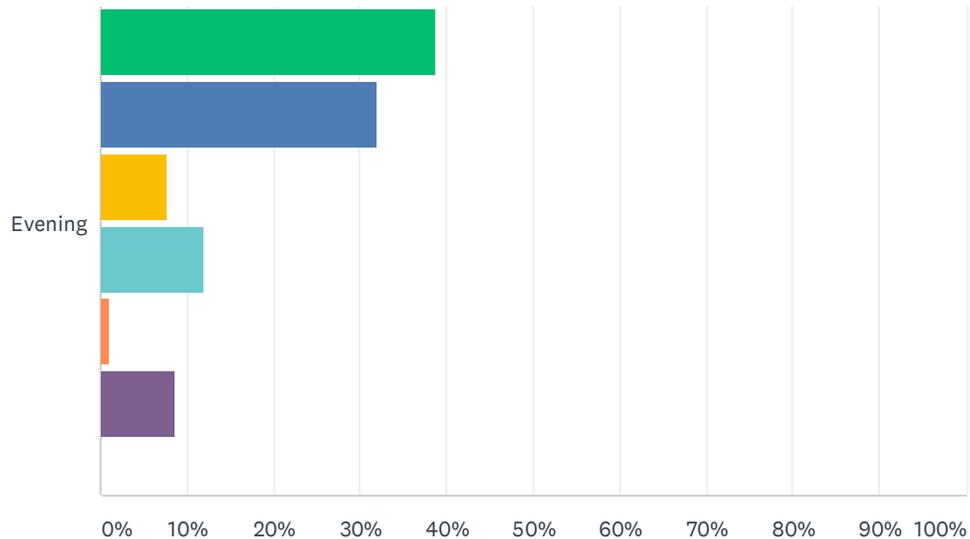
#	OTHER (PLEASE SPECIFY)	DATE
1	none	9/4/2019 6:35 PM
2	I try to walk frequently but combine it with shopping and appointments.	8/30/2019 7:25 PM
3	Library, post office, Main St-- 3 times/wk	8/29/2019 7:43 PM
4	walk dog	8/29/2019 4:04 PM
5	Walk my dogs daily to the dog park	7/10/2019 2:27 PM

Q10 How often do you walk/run at the following times of the day?

Answered: 224 Skipped: 61



Geneseo Active Transportation Plan

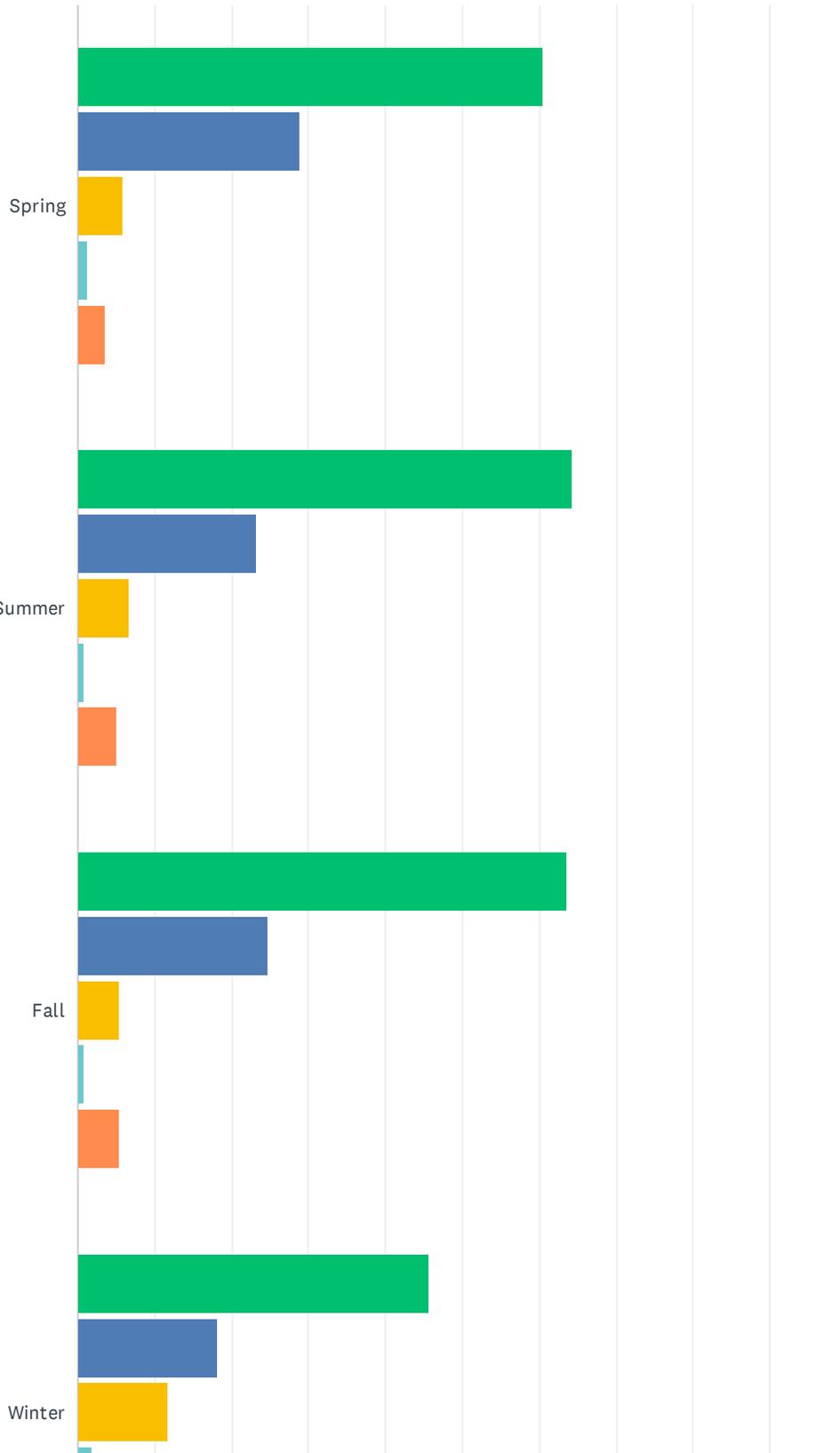


■ Daily
 ■ Weekly
 ■ Monthly
 ■ Seasonally
 ■ Yearly
 ■ Never

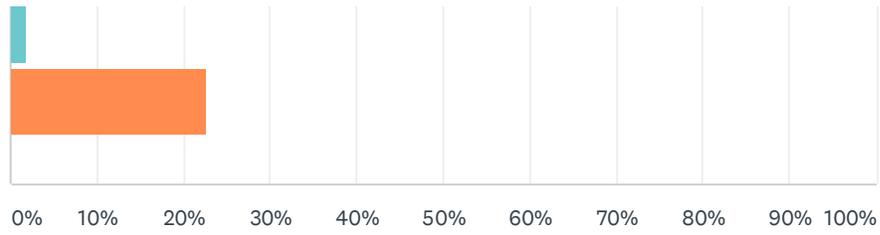
	DAILY	WEEKLY	MONTHLY	SEASONALLY	YEARLY	NEVER	TOTAL
Morning	48.80% 102	19.14% 40	4.31% 9	7.66% 16	0.00% 0	20.10% 42	209
Noon	39.70% 79	20.10% 40	11.06% 22	8.54% 17	2.01% 4	18.59% 37	199
Afternoon	48.58% 103	21.70% 46	7.08% 15	9.91% 21	0.47% 1	12.26% 26	212
Evening	38.76% 81	32.06% 67	7.66% 16	11.96% 25	0.96% 2	8.61% 18	209

Q11 To what degree does your walking/running vary by season? Please tell us how frequently you walk/run during each season of the year.

Answered: 223 Skipped: 62



Geneseo Active Transportation Plan

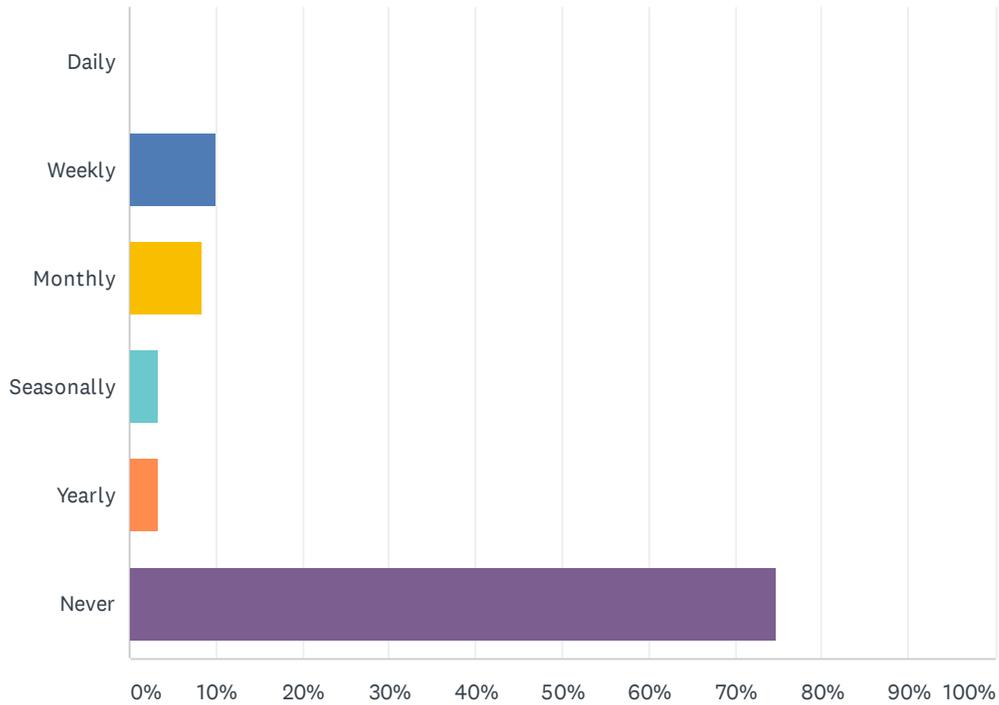


■ Daily
 ■ Weekly
 ■ Monthly
 ■ Yearly
 ■ Never

	DAILY	WEEKLY	MONTHLY	YEARLY	NEVER	TOTAL
Spring	60.36% 134	28.83% 64	5.86% 13	1.35% 3	3.60% 8	222
Summer	64.13% 143	23.32% 52	6.73% 15	0.90% 2	4.93% 11	223
Fall	63.51% 141	24.77% 55	5.41% 12	0.90% 2	5.41% 12	222
Winter	45.70% 101	18.10% 40	11.76% 26	1.81% 4	22.62% 50	221

Q12 In the last year, how often have you used the RTS bus service?

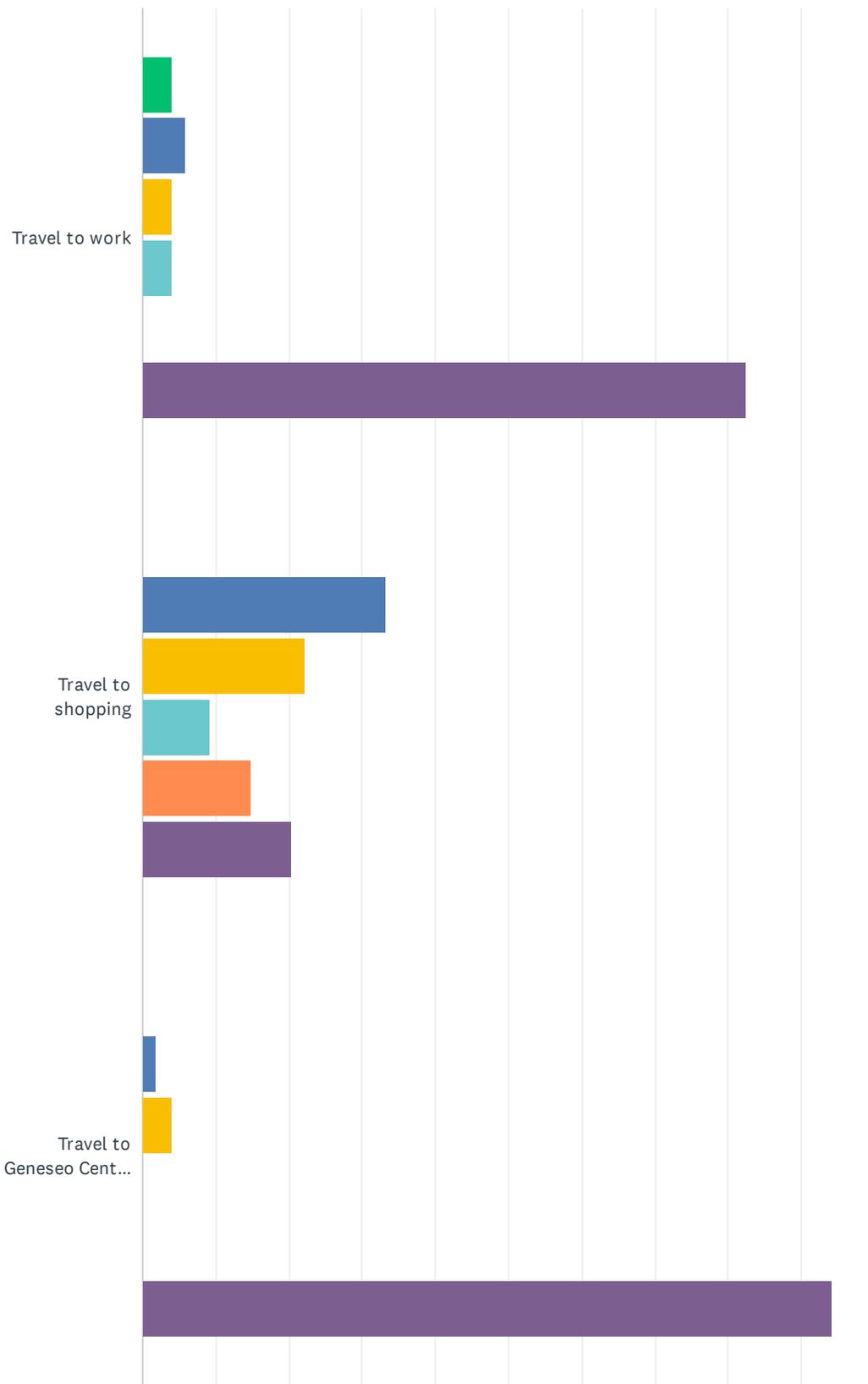
Answered: 237 Skipped: 48



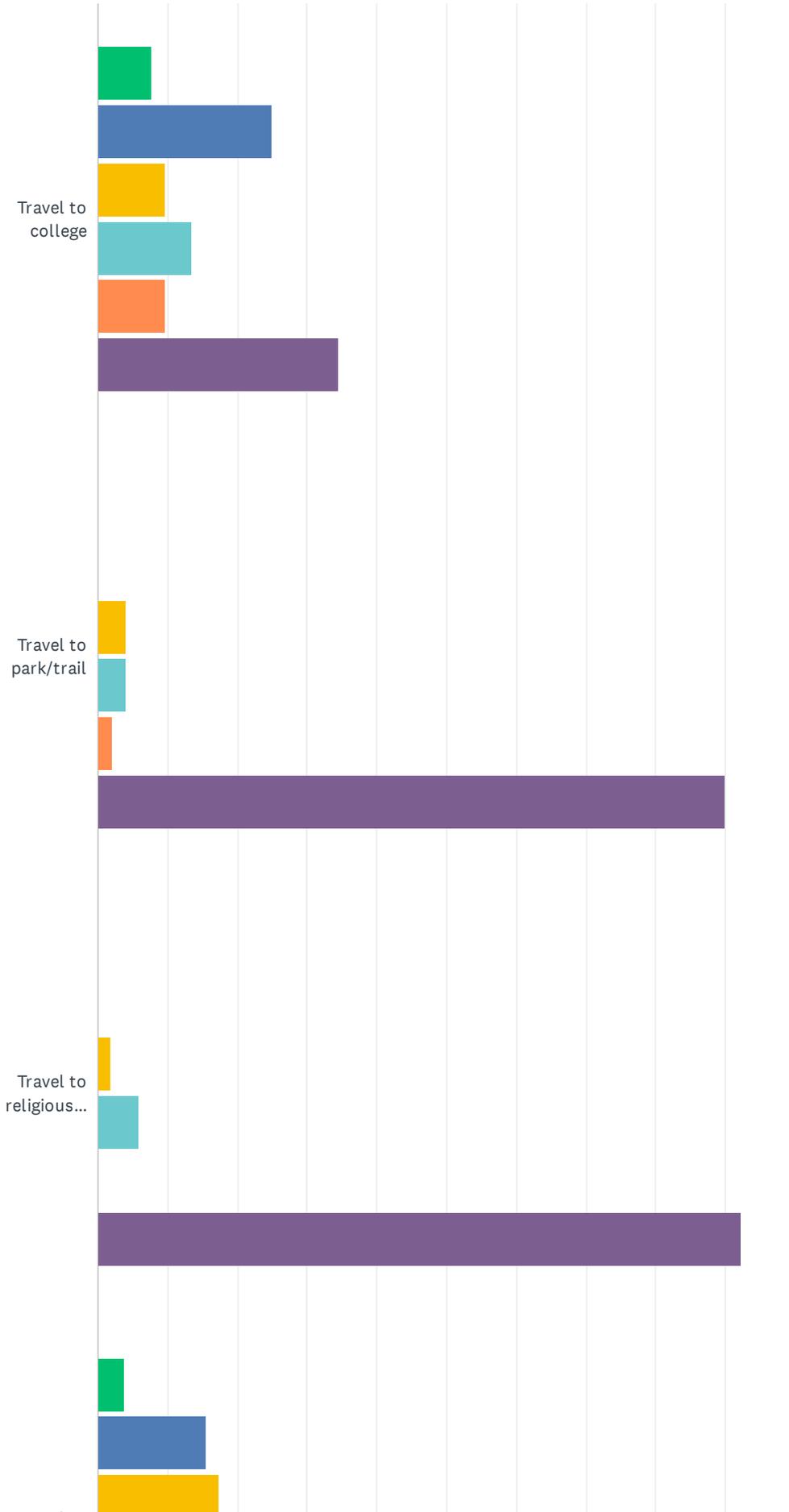
ANSWER CHOICES	RESPONSES	
Daily	0.00%	0
Weekly	10.13%	24
Monthly	8.44%	20
Seasonally	3.38%	8
Yearly	3.38%	8
Never	74.68%	177
TOTAL		237

Q13 Please describe your frequency in using RTS public transportation for the following activities.

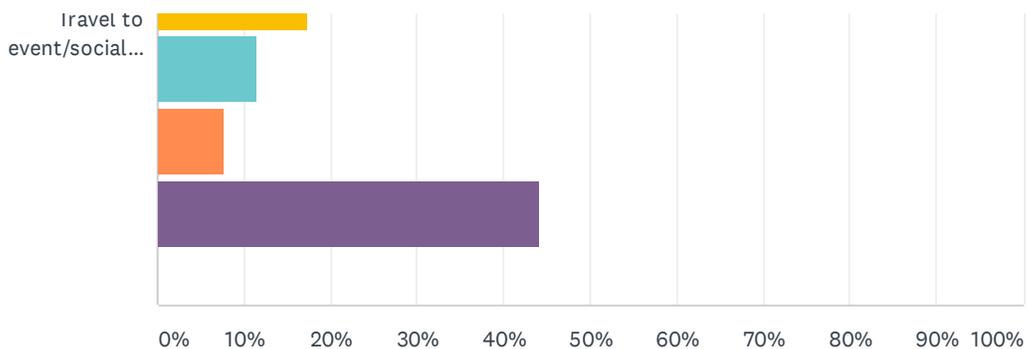
Answered: 54 Skipped: 231



Geneseo Active Transportation Plan



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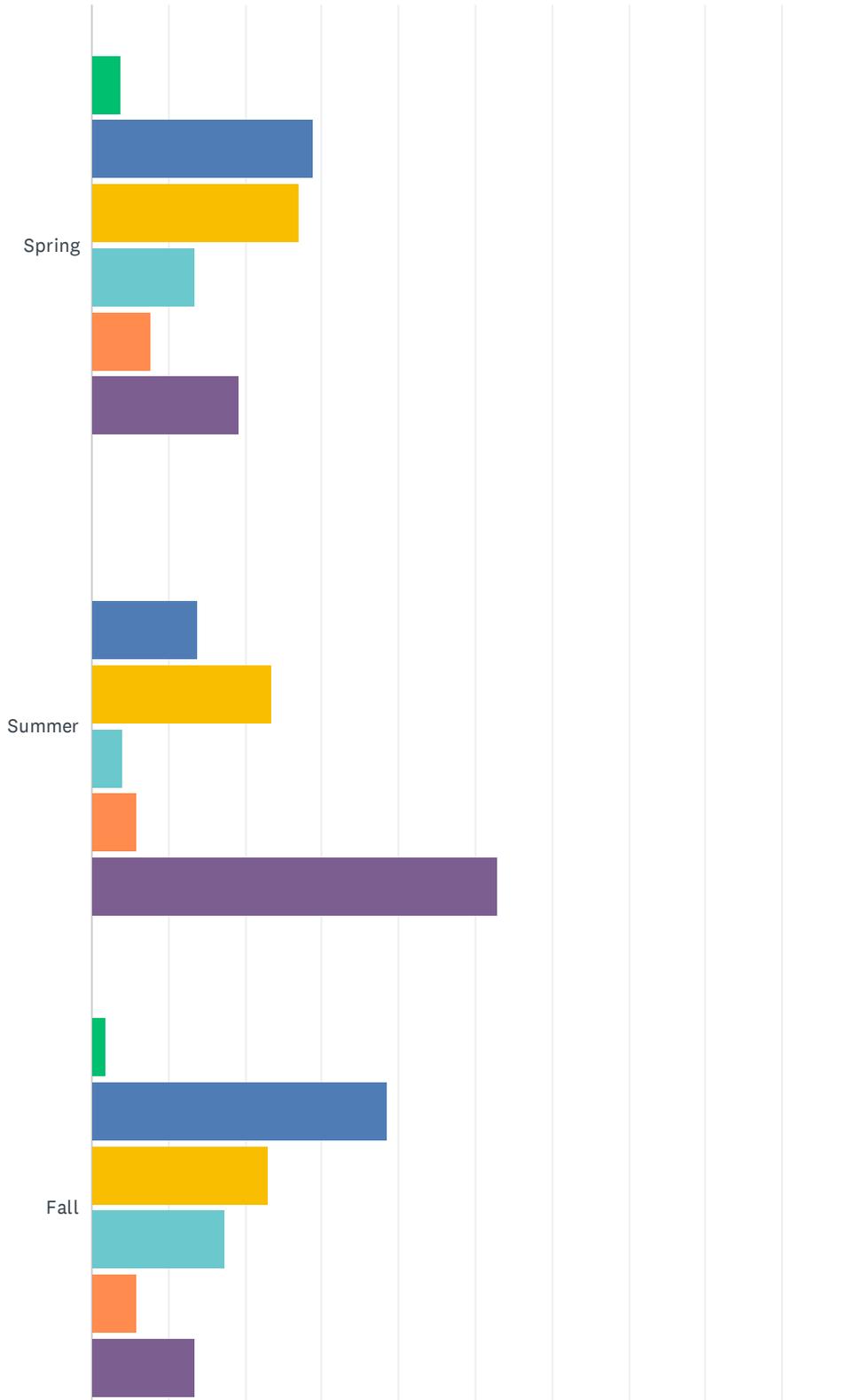
■ Daily
 ■ Weekly
 ■ Monthly
 ■ Seasonally
 ■ Yearly
 ■ Never

	DAILY	WEEKLY	MONTHLY	SEASONALLY	YEARLY	NEVER	TOTAL
Travel to work	3.92% 2	5.88% 3	3.92% 2	3.92% 2	0.00% 0	82.35% 42	51
Travel to shopping	0.00% 0	33.33% 18	22.22% 12	9.26% 5	14.81% 8	20.37% 11	54
Travel to Geneseo Central School	0.00% 0	1.96% 1	3.92% 2	0.00% 0	0.00% 0	94.12% 48	51
Travel to college	7.69% 4	25.00% 13	9.62% 5	13.46% 7	9.62% 5	34.62% 18	52
Travel to park/trail	0.00% 0	0.00% 0	4.00% 2	4.00% 2	2.00% 1	90.00% 45	50
Travel to religious institute	0.00% 0	0.00% 0	1.96% 1	5.88% 3	0.00% 0	92.16% 47	51
Travel to event/social destination	3.85% 2	15.38% 8	17.31% 9	11.54% 6	7.69% 4	44.23% 23	52

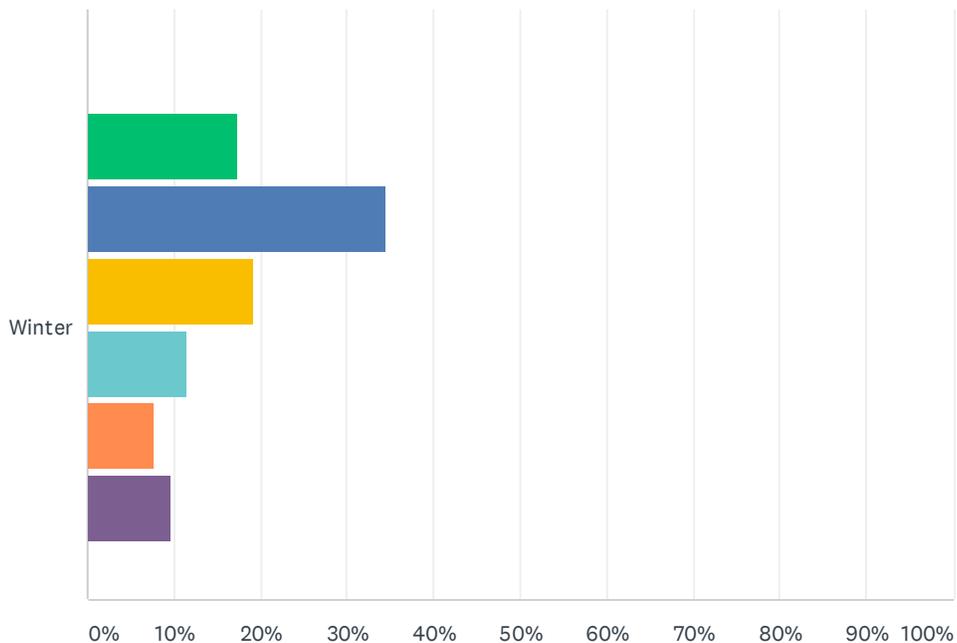
#	OTHER (PLEASE SPECIFY)	DATE
1	For bigger trips, often to Rochester, but the service doesn't run nearly enough.	10/18/2019 12:55 AM
2	Grocery Store	10/11/2019 4:06 PM

Q14 To what degree does your use of public transportation vary by season? Please tell us how frequently you use public transportation during each season.

Answered: 53 Skipped: 232



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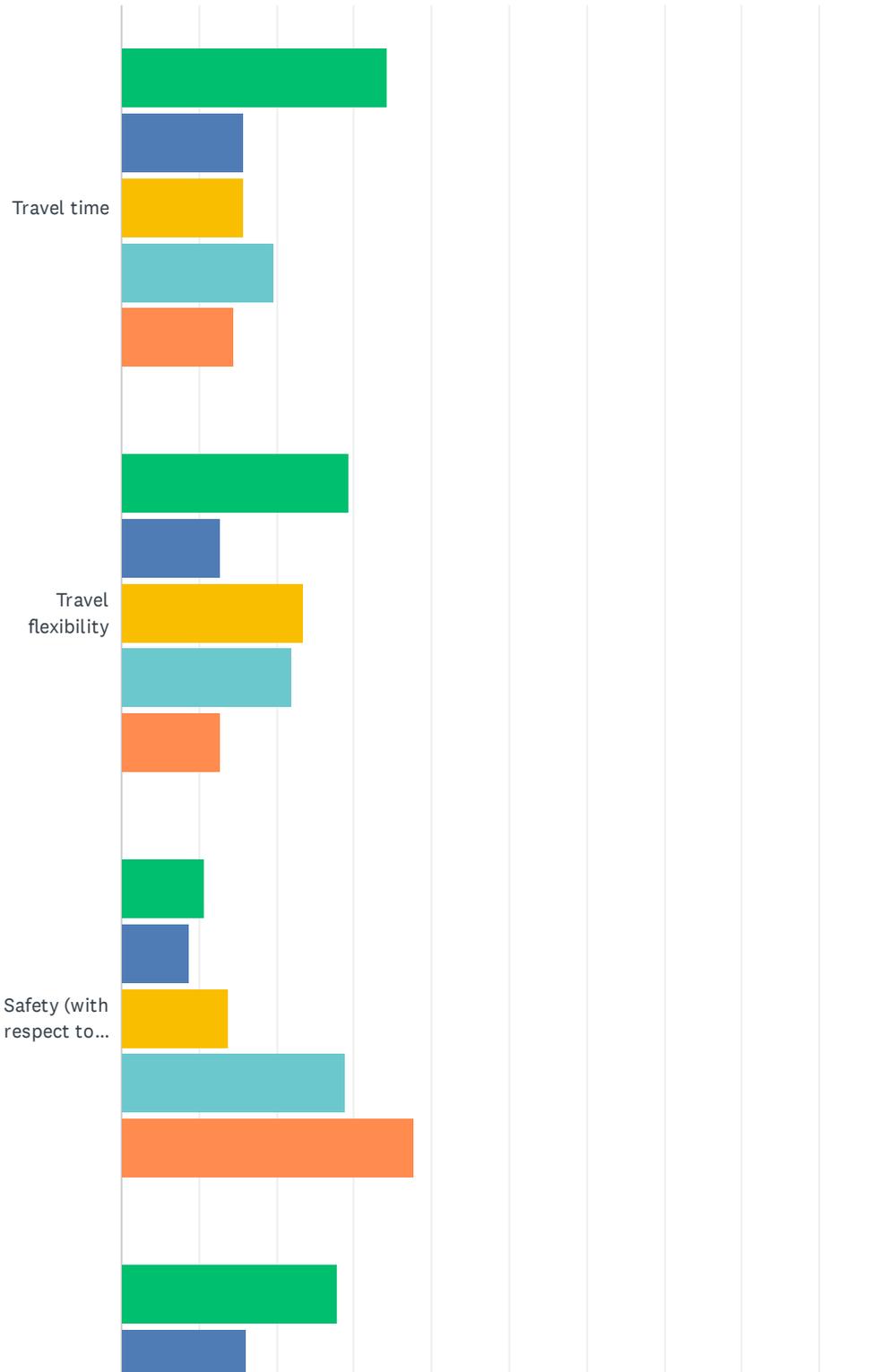


■ Daily
 ■ Weekly
 ■ Monthly
 ■ Seasonally
 ■ Yearly
 ■ Never

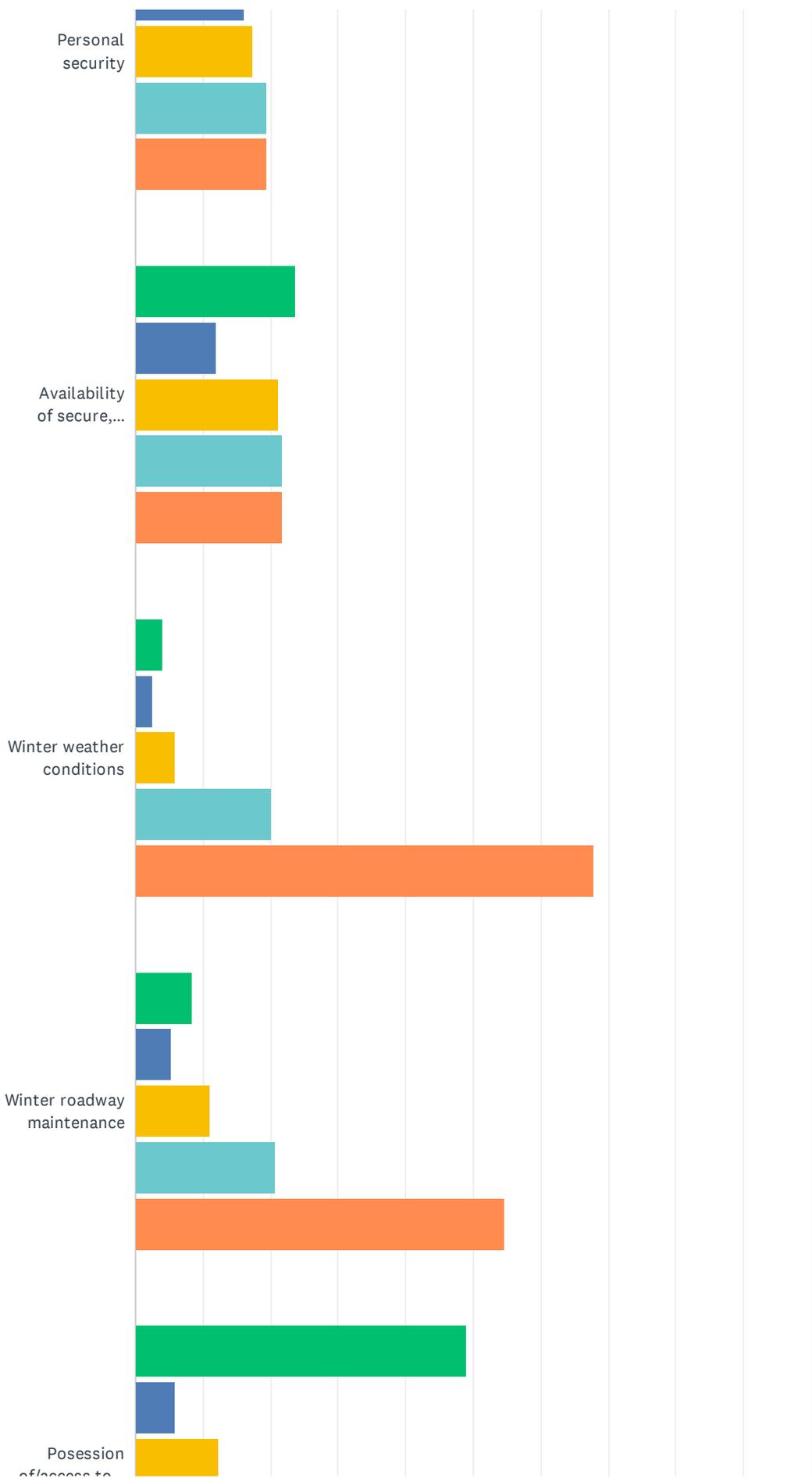
	DAILY	WEEKLY	MONTHLY	SEASONALLY	YEARLY	NEVER	TOTAL
Spring	3.85% 2	28.85% 15	26.92% 14	13.46% 7	7.69% 4	19.23% 10	52
Summer	0.00% 0	13.73% 7	23.53% 12	3.92% 2	5.88% 3	52.94% 27	51
Fall	1.92% 1	38.46% 20	23.08% 12	17.31% 9	5.77% 3	13.46% 7	52
Winter	17.31% 9	34.62% 18	19.23% 10	11.54% 6	7.69% 4	9.62% 5	52

Q15 What do you consider to be the primary barriers in Geneseo that keep you from bicycling more often? On a scale of 1 to 5, with 1 meaning no barrier and 5 meaning significant barrier, rate the following issues that could affect your ability and/or willingness to bicycle.

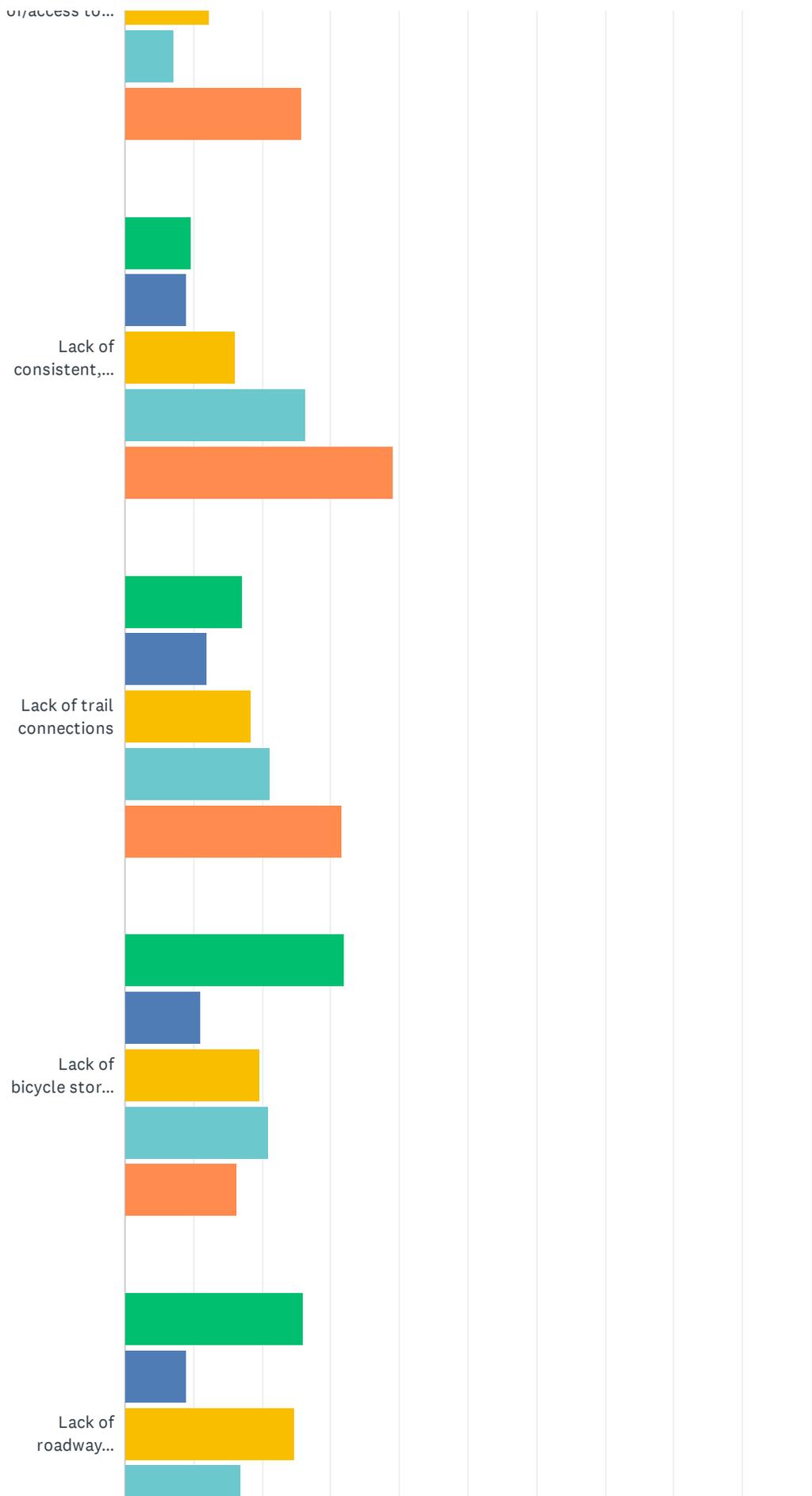
Answered: 163 Skipped: 122



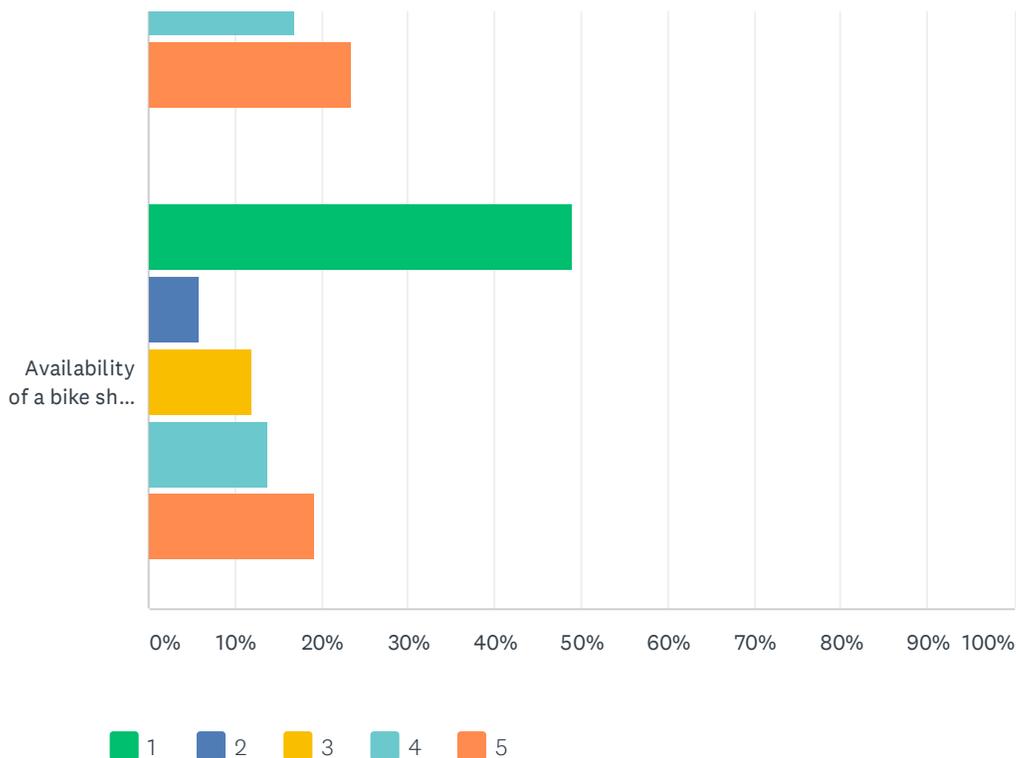
Geneseo Active Transportation Plan



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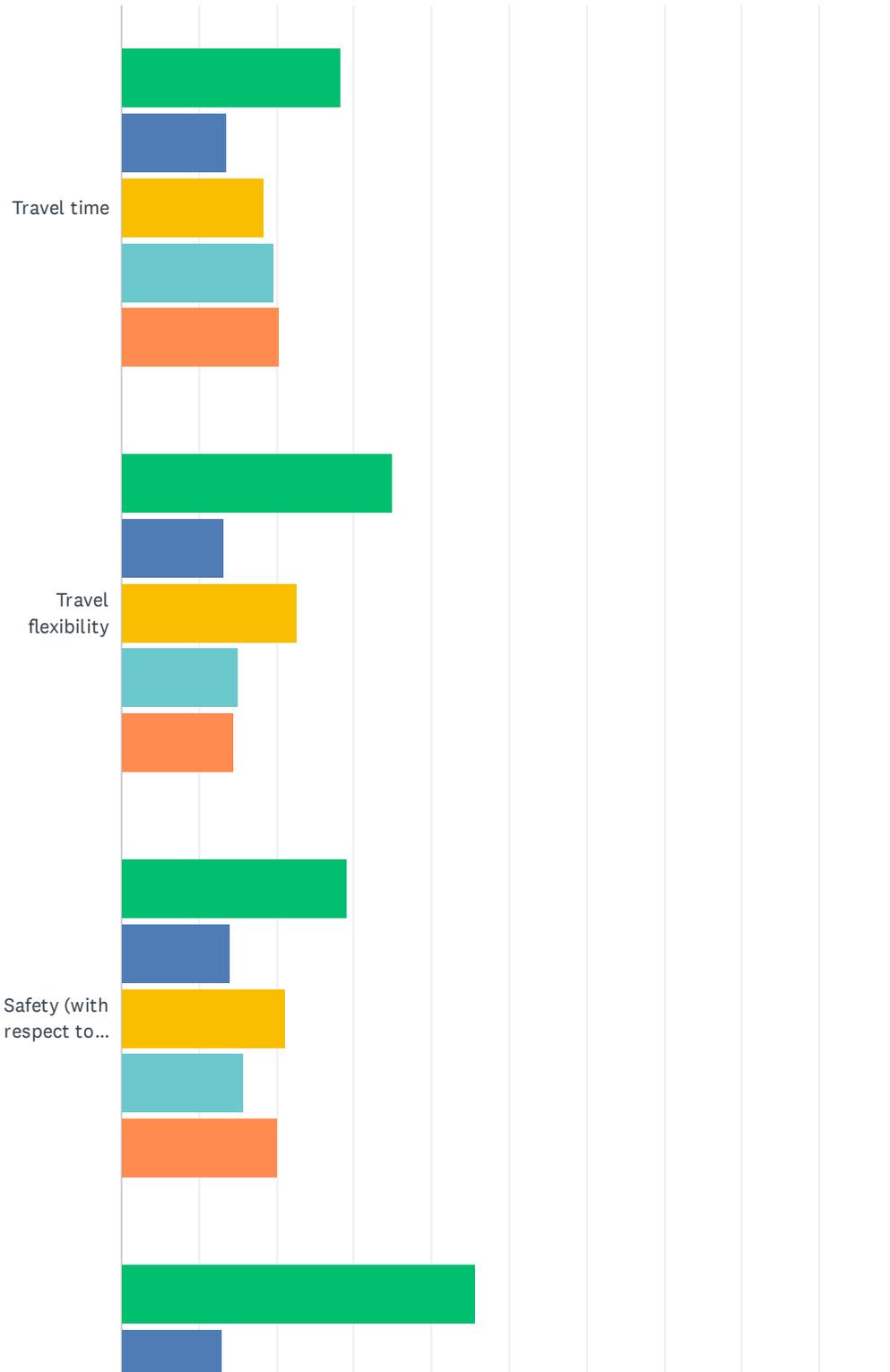
	1	2	3	4	5	TOTAL
Travel time	34.21% 52	15.79% 24	15.79% 24	19.74% 30	14.47% 22	152
Travel flexibility	29.33% 44	12.67% 19	23.33% 35	22.00% 33	12.67% 19	150
Safety (with respect to motor vehicle traffic)	10.69% 17	8.81% 14	13.84% 22	28.93% 46	37.74% 60	159
Personal security	27.74% 43	16.13% 25	17.42% 27	19.35% 30	19.35% 30	155
Availability of secure, weather-protected bicycle parking	23.68% 36	11.84% 18	21.05% 32	21.71% 33	21.71% 33	152
Winter weather conditions	3.87% 6	2.58% 4	5.81% 9	20.00% 31	67.74% 105	155
Winter roadway maintenance	8.44% 13	5.19% 8	11.04% 17	20.78% 32	54.55% 84	154
Possession of/access to a bicycle	49.03% 76	5.81% 9	12.26% 19	7.10% 11	25.81% 40	155
Lack of consistent, adequate shoulder space	9.62% 15	8.97% 14	16.03% 25	26.28% 41	39.10% 61	156
Lack of trail connections	17.11% 26	11.84% 18	18.42% 28	21.05% 32	31.58% 48	152
Lack of bicycle storage facilities	32.03% 49	11.11% 17	19.61% 30	20.92% 32	16.34% 25	153
Lack of roadway lighting	25.97% 40	9.09% 14	24.68% 38	16.88% 26	23.38% 36	154
Availability of a bike share program	49.01% 74	5.96% 9	11.92% 18	13.91% 21	19.21% 29	151

Geneseo Active Transportation Plan

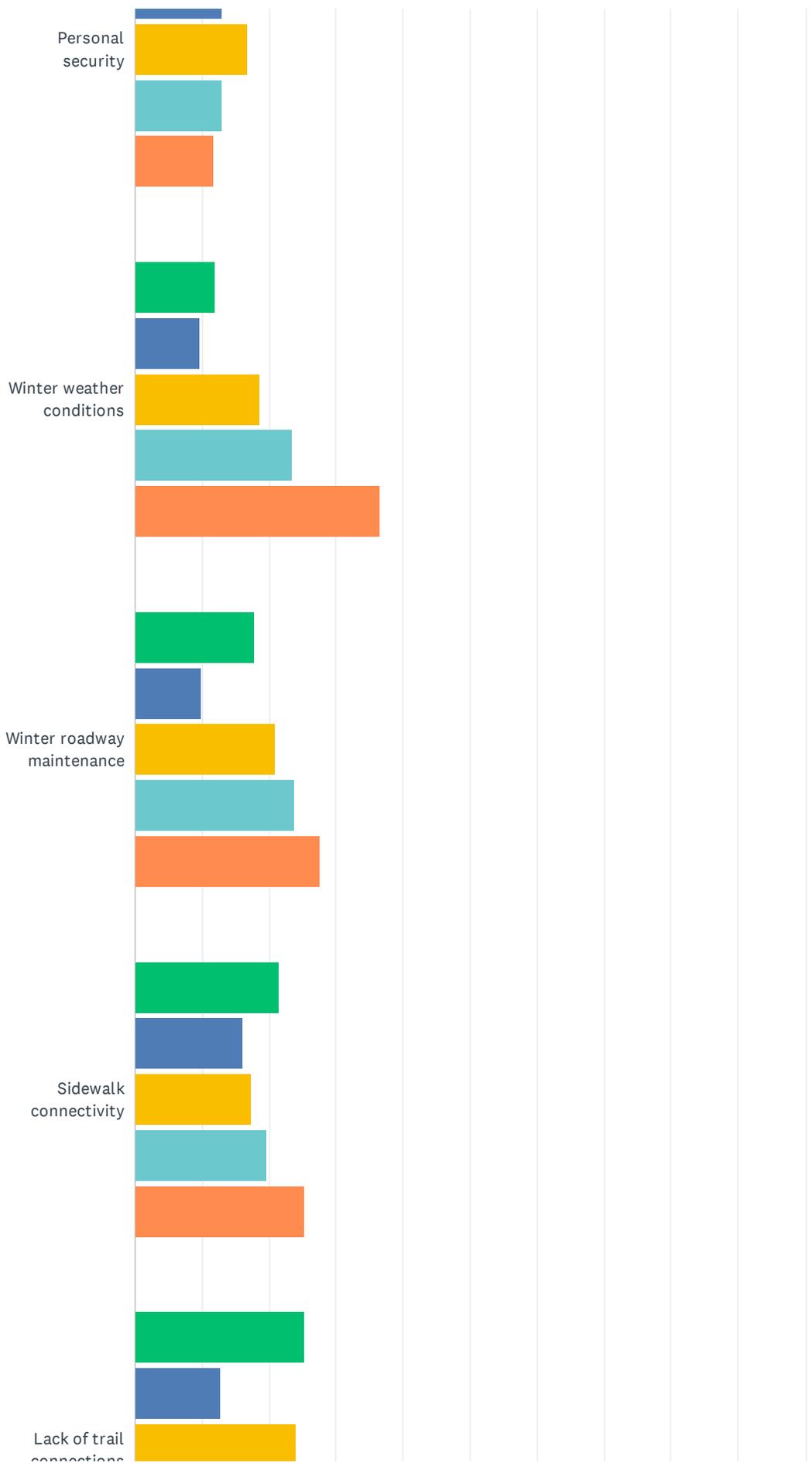
#	OTHER (PLEASE SPECIFY)	DATE
1	Amount of times & stops in the evening	10/15/2019 9:17 PM
2	Not applicable, I don't bike, delete my answer from dataset	10/11/2019 2:37 PM
3	Shoulders insufficient around Conesus lake ... a frequent destination	9/26/2019 3:06 PM
4	If Geneseo had a bike track off the road that ran through the village and up to Wegmans, I would use it all the time. I'm simply afraid of biking on the shoulder, and in addition to it feeling unsafe, it slows traffic and I feel bad about that.	9/5/2019 12:44 PM
5	Age	8/31/2019 4:19 PM
6	The biggest barrier is the hills!	8/30/2019 9:53 PM
7	I don't use a bicycle out of personal choice based on my physical ability.	8/30/2019 7:47 PM
8	no interest	8/29/2019 7:03 PM
9	Drivers skilled at sharing the road	8/13/2019 8:15 PM
10	I only come to Geneseo to teach at college a few days a week	7/31/2019 5:35 PM
11	lack of places to secure bike	6/27/2019 12:15 PM

Q16 What do you consider to be the primary barriers in Geneseo that keep you from walking/running more often? On a scale of 1 to 5, with 1 meaning no barrier and 5 meaning significant barrier, rate the following issues that could affect your ability and/or willingness to walk/run.

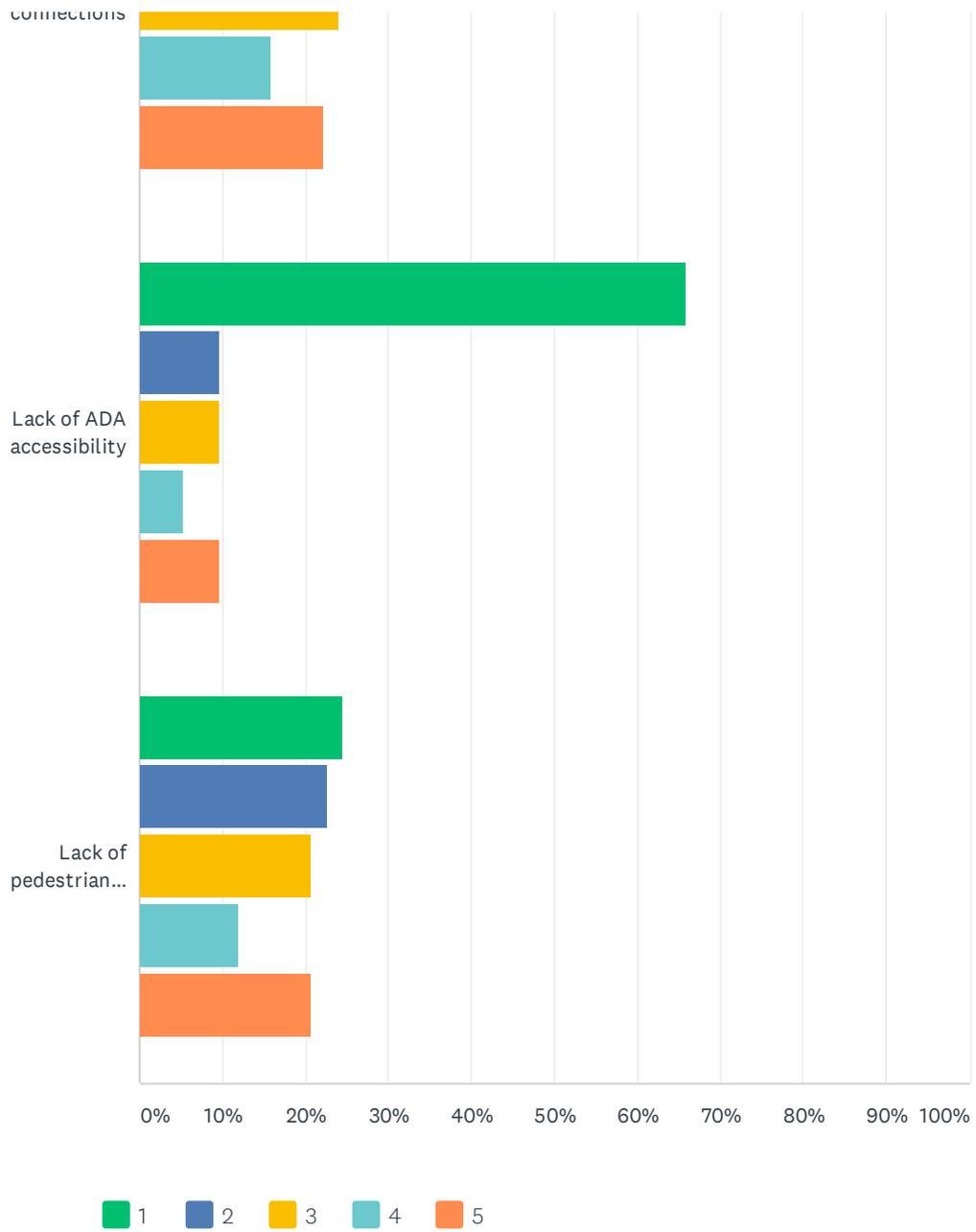
Answered: 172 Skipped: 113



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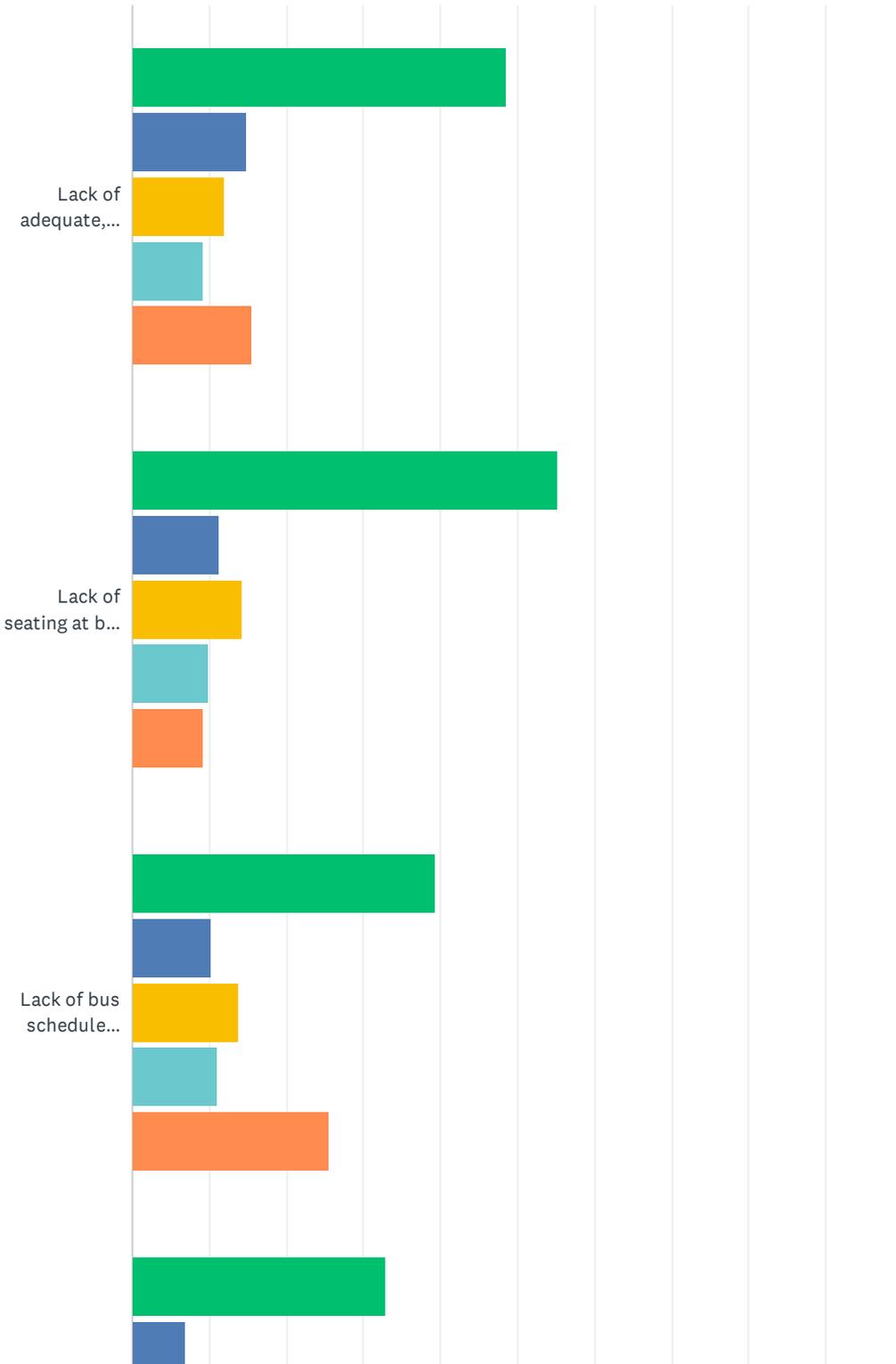
Geneseo Active Transportation Plan

	1	2	3	4	5	TOTAL
Travel time	28.22% 46	13.50% 22	18.40% 30	19.63% 32	20.25% 33	163
Travel flexibility	35.00% 56	13.13% 21	22.50% 36	15.00% 24	14.37% 23	160
Safety (with respect to motor vehicle traffic)	29.09% 48	13.94% 23	21.21% 35	15.76% 26	20.00% 33	165
Personal security	45.68% 74	12.96% 21	16.67% 27	12.96% 21	11.73% 19	162
Winter weather conditions	11.98% 20	9.58% 16	18.56% 31	23.35% 39	36.53% 61	167
Winter roadway maintenance	17.79% 29	9.82% 16	20.86% 34	23.93% 39	27.61% 45	163
Sidewalk connectivity	21.60% 35	16.05% 26	17.28% 28	19.75% 32	25.31% 41	162
Lack of trail connections	25.32% 40	12.66% 20	24.05% 38	15.82% 25	22.15% 35	158
Lack of ADA accessibility	65.81% 102	9.68% 15	9.68% 15	5.16% 8	9.68% 15	155
Lack of pedestrian lighting	24.38% 39	22.50% 36	20.63% 33	11.88% 19	20.63% 33	160

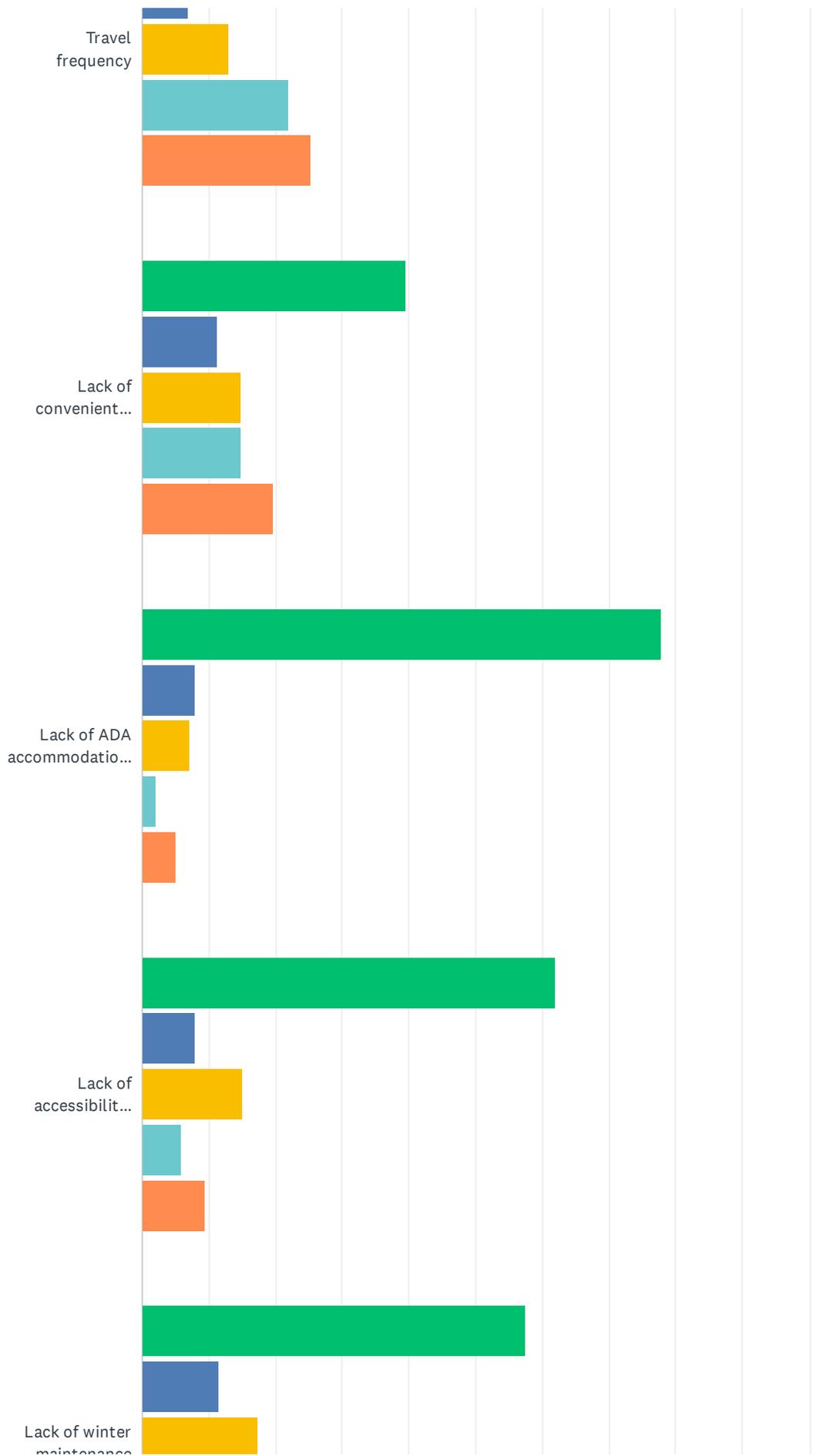
#	OTHER (PLEASE SPECIFY)	DATE
1	Main Street is very dark at night.	10/11/2019 3:22 PM
2	Age	8/31/2019 4:19 PM
3	Because I need a car to travel I do some walking at home when the car is not available.	8/30/2019 7:47 PM
4	risk from bicycles using sidewalks	8/29/2019 7:48 PM
5	choice	8/29/2019 7:03 PM
6	Sidewalks unsafe-tripping hazard	8/29/2019 1:11 PM
7	Trying to cross 20a	7/6/2019 8:25 PM
8	lack of enforcement of codes requiring homeowners to keep sidewalks clear of ice and/or snow once plowed by the village. VERY dangerous!!!!	7/6/2019 5:31 PM
9	need a way to reach the Greenway via a trail, NOT road	7/5/2019 5:04 PM

Q17 What do you consider to be the primary barriers in Geneseo that keep you from using public transit more often? On a scale of 1 to 5, with 1 meaning no barrier and 5 meaning significant barrier, rate the following issues that could affect your ability and/or willingness to use public transit.

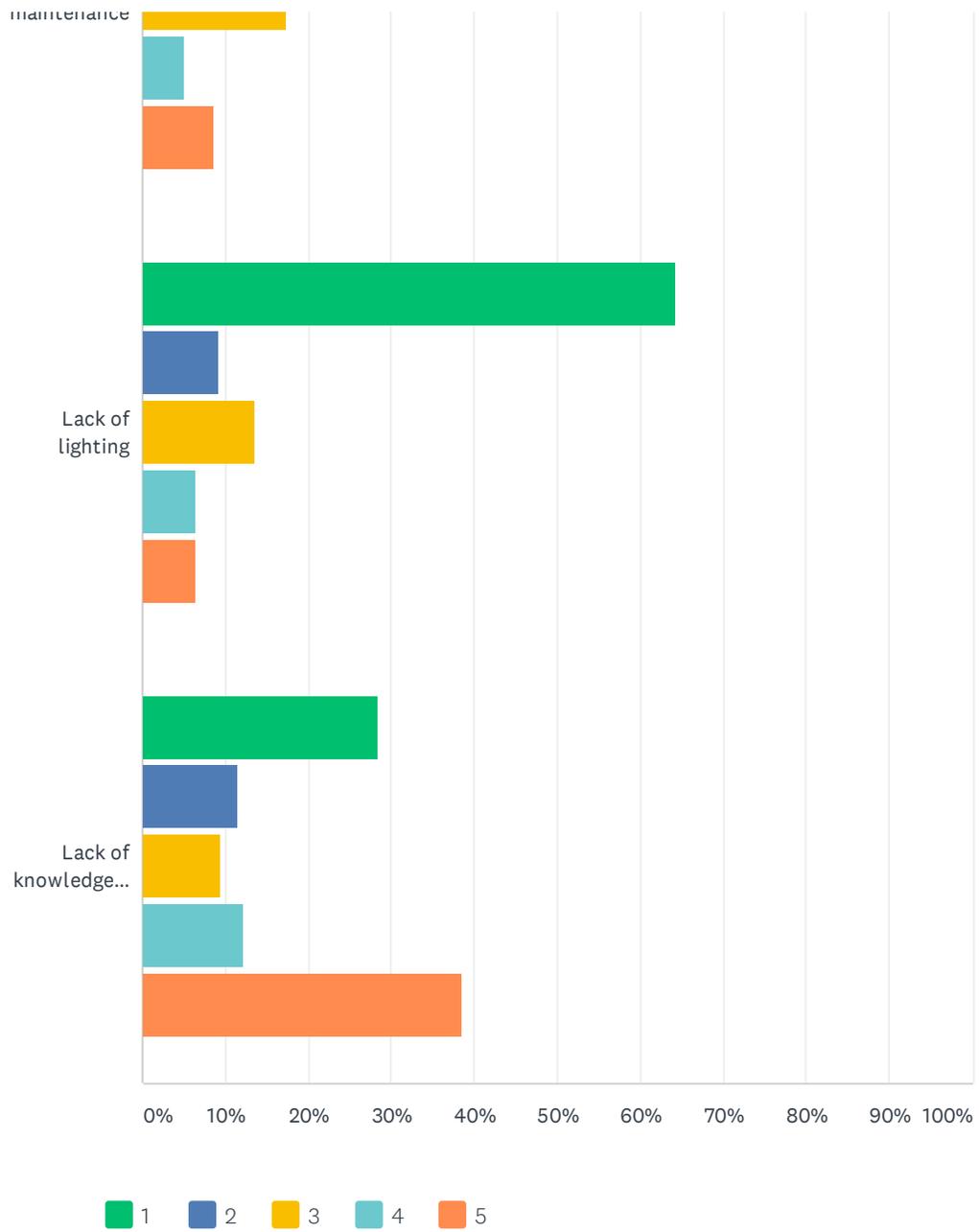
Answered: 156 Skipped: 129



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Geneseo Active Transportation Plan



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	1	2	3	4	5	TOTAL
Lack of adequate, all-weather bus shelter facilities	48.59% 69	14.79% 21	11.97% 17	9.15% 13	15.49% 22	142
Lack of seating at bus stops	55.32% 78	11.35% 16	14.18% 20	9.93% 14	9.22% 13	141
Lack of bus schedule reliability	39.31% 57	10.34% 15	13.79% 20	11.03% 16	25.52% 37	145
Travel frequency	32.88% 48	6.85% 10	13.01% 19	21.92% 32	25.34% 37	146
Lack of convenient locations	39.44% 56	11.27% 16	14.79% 21	14.79% 21	19.72% 28	142
Lack of ADA accommodations on bus	77.86% 109	7.86% 11	7.14% 10	2.14% 3	5.00% 7	140
Lack of accessibility to get to bus stops	61.87% 86	7.91% 11	15.11% 21	5.76% 8	9.35% 13	139
Lack of winter maintenance	57.55% 80	11.51% 16	17.27% 24	5.04% 7	8.63% 12	139
Lack of lighting	64.29% 90	9.29% 13	13.57% 19	6.43% 9	6.43% 9	140
Lack of knowledge regarding schedule and routes	28.38% 42	11.49% 17	9.46% 14	12.16% 18	38.51% 57	148

Q18 Please list locations in the Town or Village where you feel there is a need to improve bicycling or walking conditions under the following categories, and describe your concern.

Answered: 101 Skipped: 184

ANSWER CHOICES	RESPONSES	
Mid-block crossing needed	28.71%	29
Intersection	45.54%	46
Lack of signalized crossing	44.55%	45
Roadway segments of concern (Ex. Oak St from East Ave to Main St)	32.67%	33
Poor pavement conditions	20.79%	21
Hazard (Ex. pot hole)	10.89%	11
Poor visibility	27.72%	28
Gap, or missing connection	15.84%	16
Drainage issue	11.88%	12
Lack of lighting	24.75%	25
Excessive speeds	40.59%	41
Other	20.79%	21

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#	MID-BLOCK CROSSING NEEDED	DATE
1	7-11	10/15/2019 9:17 PM
2	yes, on North Street as there is lots and traffic and relatively few crossings	10/11/2019 5:41 PM
3	By orchard street	10/11/2019 2:51 PM
4	Lakeville	10/11/2019 2:16 PM
5	Groveland Rd	9/5/2019 2:51 AM
6	There should be a cross walk that allows folks to cross 20A at Country Ln.	9/4/2019 2:03 PM
7	Route 20a	8/31/2019 10:36 PM
8	At Country Lane well lit, crossing at Wegmans Plaza	8/31/2019 1:29 AM
9	Yes, on Main Street	8/30/2019 9:53 PM
10	In front of county facility	8/30/2019 12:23 PM
11	A pedestrian xing sign in the road on South St by temple Hill would help. Unless you start daring drivers they really don't stop when you're on the side of the rd	8/29/2019 8:10 PM
12	yes	8/29/2019 5:17 PM
13	Main Street could use another crosswalk past St. Michael's	8/29/2019 4:06 PM
14	Main Street more crossings needed	8/29/2019 1:11 PM
15	20A	8/20/2019 8:16 PM
16	Center Street	8/13/2019 8:15 PM
17	Main St.	8/8/2019 9:15 PM
18	Rt 63	8/8/2019 12:04 AM
19	Campus across court street to riverside dr, across Avon-Geneseo rd to chanler nature preserve; across Lima from chanler nature preserve all need crosswalks and perhaps lighting; crosswalk at prospect street across 20A is really difficult to see and cars do not stop	7/23/2019 10:55 AM
20	Route 20A (South Street) across from theater, etc.	7/17/2019 6:33 PM
21	5 way Intersection at Groveland Road and Cemetary	7/15/2019 3:03 PM
22	20A in the town where the commerical shopping is	7/6/2019 9:00 PM
23	Avon RD	7/5/2019 7:31 PM
24	at the PUBLIC SCHOOL FOR GOD SAKES	7/5/2019 5:04 PM
25	Main Street - Crosswalks - more needed	7/3/2019 1:42 PM
26	In front of Noyes Urgent Care center	6/27/2019 2:28 PM
27	Lima Road to Island Preserve, School trail to Calvary Drive sidewalk	6/27/2019 1:11 PM
28	Avon Road near the school across from the Nature Preserve. Many school field trips with kids walking across the main road.	6/21/2019 5:39 PM
29	more crossing on Main street	6/21/2019 5:09 PM

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#	INTERSECTION	DATE
1	Downtown, By the Wegmans Plaza (busier areas)	10/15/2019 5:29 PM
2	Court/North and Main- dedicated bike lane for turning/going straight	10/15/2019 3:59 PM
3	Court	10/14/2019 2:35 AM
4	Mt. Morris Rd/Genesee St is not a place I feel safe running.	10/11/2019 3:59 PM
5	Court and Main Street	10/11/2019 3:07 PM
6	20a & Crosett, Volenteer &20a	9/22/2019 8:42 PM
7	center st & east south st	9/13/2019 8:45 PM
8	Main Street and court street	9/5/2019 3:46 AM
9	South st and Groveland	9/5/2019 2:51 AM
10	Groveland Rd, Temple Hill St, Crossett Rd: This intersection is a fatality waiting to happen	9/3/2019 7:40 PM
11	Center Street and route 20A (left turns extremely dangerous)	9/3/2019 2:10 PM
12	Crossett, Grovland, Temple & 20a is disastrous.	8/31/2019 1:29 AM
13	sight lines	8/30/2019 7:47 PM
14	Crossett rd	8/30/2019 1:03 PM
15	Crossett Rd/ Temple Hill St.	8/30/2019 12:23 PM
16	The cars do not always stop at the four way stops on Highland road. It is dangerous for walkers to cross.	8/30/2019 4:23 AM
17	20A	8/30/2019 3:08 AM
18	20A and Groveland Rd	8/29/2019 8:29 PM
19	Crossett, 20a	8/29/2019 5:53 PM
20	yes	8/29/2019 5:17 PM
21	Crossett/south/groveland road MUST get a traffic circle or light	8/29/2019 3:58 PM
22	Groveland Rd/Route 20A/Crossett Rd	8/29/2019 3:51 PM
23	Main and 20a. Needs crossing	8/29/2019 1:11 PM
24	20A	8/20/2019 8:16 PM
25	Visibility at all intersections with yards with high hedges (Northview to North, Second to South, etc.)	8/14/2019 1:42 PM
26	Ward and Second St., Oak Street into Highland Park	8/13/2019 8:15 PM
27	would like a pedestrian crossing signal at entrance to Wegmans Plaza	8/13/2019 7:45 PM
28	Main St/20A	8/8/2019 9:15 PM
29	Wegman's Plaza	8/8/2019 12:04 AM
30	Corner by 7/11 close to the college	7/31/2019 6:19 PM
31	20A, Crossett, Groveland, Temple Hill needs to be a round about	7/28/2019 2:16 PM
32	Temple hill, 20A intersection. Cars do not stop for bikers or pedestrians; too many cars for safe crossing	7/23/2019 10:55 AM
33	Sight distance, gaps and pedestrians not paying attention	7/20/2019 3:55 PM
34	Route 20A, Crosset, Groveland, Temple Hill	7/17/2019 6:33 PM
35	5 way Intersection at Groveland Road and Cemetary	7/15/2019 3:03 PM

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36	Groveland rd / Crossett rd/ east south street	7/6/2019 9:46 PM
37	20A/Crosset Rd/Groveland Rd	7/6/2019 9:00 PM
38	Groveland Road and East South Street- it's very difficult to cross the road even with the crosswalk- cars don't stop.	7/6/2019 6:40 PM
39	Every one on Lakeville rd.	7/6/2019 6:20 PM
40	Wegmans Genesee valley plaza	7/6/2019 5:54 PM
41	MAIN STREET AND NORTH	7/5/2019 5:04 PM
42	In front of Walmart/Wegmans	6/27/2019 2:28 PM
43	Route 20A/Crossett Rd for left turns or crossing (cars, peds, and bikes)	6/27/2019 1:11 PM
44	Volunteer Rd. to Wegman's Plaza	6/27/2019 12:15 PM
45	Route 20A and Volunteer - shoppers cross now, but it is a busy intersection	6/21/2019 5:39 PM
46	light at the end of main street	6/21/2019 5:09 PM

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#	LACK OF SIGNALIZED CROSSING	DATE
1	wegmans plaza to Village Tavern	12/1/2019 7:06 PM
2	Volunteer / 20A, Veterans / Volunteer	10/22/2019 2:44 PM
3	Main Street	10/16/2019 2:59 AM
4	All locations need	10/15/2019 5:29 PM
5	Main and North Street. Traffic does not abide by the rules of the road now that there is a new stop sign.	10/15/2019 4:03 PM
6	court and Wadsworth street	10/13/2019 1:02 AM
7	there should be a traffic light and signal at the intersection of Court, North, Main, and Avon	10/11/2019 5:41 PM
8	Corner of Avon Rd, Main street and North street	10/11/2019 4:44 PM
9	The main cross walk by the bear. Maybe put in the same system used to get to south campus. A blinking light could make drivers be able to see better. I have seen people almost get hit crossing there numerous times because the lack of visibility	10/11/2019 3:22 PM
10	Lakeville	10/11/2019 2:16 PM
11	Needs more signals to let people cross 20A	9/14/2019 2:39 PM
12	20A to Wegmans	9/12/2019 1:08 AM
13	By Byrne Dairy and the gas station. People walk across the road to get to urgent care all the time, and it's very difficult for cars to get out onto 20A from Center St. without a light. This creates an especially hazardous environment for pedestrians and cyclists.	9/5/2019 12:44 PM
14	South & Prospect	9/5/2019 2:59 AM
15	South st and Groveland	9/5/2019 2:51 AM
16	need a crosswalk & signal from Volunteer Dr. to Genesee Vally Plaza	9/4/2019 6:42 PM
17	Crossett Rd & Route 20a	8/31/2019 10:36 PM
18	20a is indescribably congested	8/31/2019 1:29 AM
19	Crossett Rd/ Temple Hill St.	8/30/2019 12:23 PM
20	20A	8/30/2019 3:08 AM
21	20A and Groveland Rd	8/29/2019 8:29 PM
22	Crossett and 20a	8/29/2019 5:53 PM
23	Groveland Road and 20A	8/29/2019 5:40 PM
24	yes	8/29/2019 5:17 PM
25	Crossett Road/Groveland Road intersection/20A	8/29/2019 4:06 PM
26	Same as above	8/29/2019 3:58 PM
27	By Wegmans plaza	8/29/2019 1:11 PM
28	20A	8/20/2019 8:16 PM
29	The only signals that make bicycling easier the light at the south end of Main Street and from Volunteer to Wegman's	8/14/2019 1:42 PM
30	Oak Street into Highland Park	8/13/2019 8:15 PM
31	all locations on Main St, 20A	8/8/2019 9:15 PM
32	South & Reservoir	8/8/2019 12:04 AM
33	by wegman's	7/31/2019 6:19 PM
34	Roundabout may be more suitable	7/20/2019 3:55 PM

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35	Route 20A, Crosset, Groveland, Temple Hill and across from Wegmans	7/17/2019 6:33 PM
36	Need ped crossing signal at 20A and Volunteer Rd	7/10/2019 2:38 PM
37	At wegmans intersection	7/6/2019 9:46 PM
38	20A/Crosset Rd/Groveland Rd	7/6/2019 9:00 PM
39	Main st	7/6/2019 6:20 PM
40	20a	7/6/2019 4:04 AM
41	Avon RD	7/5/2019 7:31 PM
42	SEE ABOVE	7/5/2019 5:04 PM
43	everywhere	6/27/2019 2:28 PM
44	where Center Street meets 20A	6/27/2019 12:15 PM
45	Center/20A - takes forever to make a left turn onto 20A!	6/21/2019 5:39 PM

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#	ROADWAY SEGMENTS OF CONCERN (EX. OAK ST FROM EAST AVE TO MAIN ST)	DATE
1	south street, north street	12/1/2019 7:06 PM
2	Lime from village boundary to Volunteer Rd.- add sidewalk/larger shoulder	10/15/2019 3:59 PM
3	Court Street	10/14/2019 2:35 AM
4	Main street -- cars backing out have no chance of seeing cyclists	10/11/2019 2:09 PM
5	sidewalks to Wegmans from village and on Lima and Volunteer Road.	9/11/2019 6:23 PM
6	Reservoir rd	9/7/2019 3:27 PM
7	Marking ward as 1 way more clearly	9/5/2019 3:46 AM
8	Lima Rd is too narrow	8/31/2019 4:19 PM
9	what is East Ave?	8/30/2019 7:47 PM
10	North Street to Geneseo CSD	8/30/2019 12:23 PM
11	Neither Main nor Second St. is safe on bikes	8/29/2019 10:26 PM
12	all of South St dangerous--bad crossing conditions	8/29/2019 7:48 PM
13	Crossett, Groveland roads, 20A (South Street)	8/29/2019 5:17 PM
14	Crossett Road/Groveland Road intersection/20A	8/29/2019 4:06 PM
15	South street from elm to Burger King light	8/29/2019 3:58 PM
16	Route 63!!!!	8/29/2019 1:11 PM
17	Country club road from 39 to 20A lacks adequate shoulder.	8/22/2019 9:35 PM
18	20A	8/20/2019 8:16 PM
19	Second Street from North Street to South Street, lack of shoulder on Lima Road	8/14/2019 1:42 PM
20	Second Street between Center and North Streets	8/13/2019 8:15 PM
21	Rt 63	8/8/2019 12:04 AM
22	Lima Road, I could ride to work if this was a safe road	7/31/2019 6:19 PM
23	All of 20A, would love a sidewalk all the way to volunteer and 20A with crosswalks at the light; also the sidewalk along 20A is dangerous to bike along because cars pulling out of driveways aren't looking for cyclists; all of 63 - would be great to bike or walk to Indian fort and Fall Brook, but truck traffic and lack of space/lane/trail makes that really unsafe; Main Street is not bicycle friendly - the parking along it makes it difficult to bikes to navigate (lots of cars doing unexpected things) and no bike racks	7/23/2019 10:55 AM
24	Main/center, 39/crossett & 39/center	7/20/2019 3:55 PM
25	Avon Rd, Rt 20A, other busy roads	7/13/2019 5:54 PM
26	20A/Crosset Rd/Groveland Rd	7/6/2019 9:00 PM
27	20a needs turning lane	7/6/2019 8:25 PM
28	Lakeville rd	7/6/2019 6:20 PM
29	OVER 20A, GROVELAND/CROSSETT INTERSECTION	7/5/2019 5:04 PM
30	Lighting on Highland from Center to North St.	7/1/2019 6:09 PM
31	Lima Rd north of Melody Ln	6/28/2019 7:06 PM
32	(there is no East Ave in Geneseo)	6/27/2019 1:11 PM
33	Second St. - visibility of pedestrians	6/27/2019 12:15 PM

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#	POOR PAVEMENT CONDITIONS	DATE
1	All over	9/5/2019 2:51 AM
2	X	9/5/2019 2:20 AM
3	Village sidewalks	9/4/2019 6:42 PM
4	Route 20a sidewalks Prospect - Elm	8/31/2019 10:36 PM
5	20a uneven blacktop @ area of Temple, Crossett, Groveland roads	8/31/2019 1:29 AM
6	20A by Wegmans	8/30/2019 9:53 PM
7	Shoulder space on North	8/30/2019 12:23 PM
8	Indian Meadows	8/29/2019 8:29 PM
9	North street	8/22/2019 9:35 PM
10	North Street shoulders	8/14/2019 1:42 PM
11	north 1/2 of Second St	8/8/2019 12:04 AM
12	Lima Road	7/31/2019 6:19 PM
13	shoulders for bikes	7/28/2019 2:16 PM
14	Oak st and 2nd st and some of highland are hard to ride a bicycle on	7/23/2019 10:55 AM
15	Path from Geneseo High School to Village	7/15/2019 3:03 PM
16	Melody Lane	7/6/2019 9:46 PM
17	20A/Crosset Rd/Groveland Rd	7/6/2019 9:00 PM
18	NONE	7/5/2019 5:04 PM
19	North street excessive shoulders and lack of curbs	6/27/2019 1:11 PM
20	Sidewalks that are raised, especially on Main St. also curb cuts that are higher than standard at driveways on Main St..	6/27/2019 12:15 PM
21	sidewalks uneven, have tripped and fallen	6/21/2019 5:09 PM
#	HAZARD (EX. POT HOLE)	DATE
1	All over	9/5/2019 2:51 AM
2	X	9/5/2019 2:20 AM
3	NW corner of Highland & Center	8/31/2019 10:36 PM
4	tough to keep up so these can be a problem.	8/30/2019 7:47 PM
5	Along Highland Road East Side- storm Drains	8/30/2019 12:23 PM
6	By Crossett and Cemetary everyone tries to bypass stopped cars. Pothole there	8/29/2019 1:11 PM
7	NA	8/8/2019 12:04 AM
8	Drivers don't realize that the shoulder is often full of hazards like roadkill, trash from vehicles, gravel from driveways, etc that make it dangerous to bike in	7/23/2019 10:55 AM
9	Melody Lane	7/6/2019 9:46 PM
10	20A/Crosset Rd/Groveland Rd	7/6/2019 9:00 PM
11	NONE	7/5/2019 5:04 PM

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#	POOR VISIBILITY	DATE
1	2nd street, top of south street hill, intersection in front of village tavern, shoulders too small to bike safely	12/1/2019 7:06 PM
2	Anything on route 39	10/15/2019 5:29 PM
3	Court Street and Main Street, University Drive and Main Street	10/14/2019 2:35 AM
4	Main Street crossing everywhere. The problem is with the parked cars during the day it is hard to see the ride from sides of crosswalk	10/11/2019 3:22 PM
5	parked cars obstruct the view for cars coming from Center on to Main. Parked cars obstruct the view of the crosswalk at Main & University, mostly for cars going north on Main	9/5/2019 2:59 AM
6	Main St crosswalks	8/31/2019 10:36 PM
7	cars have poor corner visibility	8/30/2019 7:47 PM
8	Corner of Temple Hill St and Center St (vegetation)	8/30/2019 12:23 PM
9	east side of junction of north Street and Second Street; bushes on corner going onto North Street block view	8/30/2019 9:28 AM
10	Near the college	8/30/2019 3:41 AM
11	20A and Groveland/Crossett/ Temple Hill	8/29/2019 8:29 PM
12	top of South St	8/29/2019 7:48 PM
13	South street from elm to old bus garage	8/29/2019 3:58 PM
14	Route 63 parts of	8/29/2019 1:11 PM
15	20A	8/20/2019 8:16 PM
16	end of Ward at Second Street	8/13/2019 8:15 PM
17	NA	8/8/2019 12:04 AM
18	Lima Road	7/31/2019 6:19 PM
19	Main and center intersection	7/20/2019 3:55 PM
20	Northview onto North, hedges block view	7/10/2019 2:38 PM
21	Lighting in the village is poor	7/7/2019 11:56 AM
22	Walmart Exit	7/6/2019 9:46 PM
23	20A/Crosset Rd/Groveland Rd	7/6/2019 9:00 PM
24	On the corner of Groveland Road, after Service Road (driving towards Groveland). Cars don't slow down to 45 mph. It's not safe to walk/ run or ride a bike to town	7/6/2019 6:40 PM
25	Main st. (Cars parked on rd make crossing in crosswalks difficult because you are not visible until you step into the road)	7/6/2019 6:20 PM
26	NONE	7/5/2019 5:04 PM
27	Coming up hill on 20A where crosswalks are not marked with flashing lights- they sneak up on you and you cannot see pedestrians	6/27/2019 2:28 PM
28	hedges near sidewalks on corners making it difficult for motorists to see pedestrians bearing the crossing	6/27/2019 12:15 PM

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#	GAP, OR MISSING CONNECTION	DATE
1	difficult to cross 20A tough for bicycles to be on main roads	12/1/2019 7:06 PM
2	lima road	10/15/2019 4:10 PM
3	Side walks to the Wegmans Plaza.	9/4/2019 2:03 PM
4	important to close the gaps	8/30/2019 7:47 PM
5	Across 20A to Wadsworth Homestead and into Country Lane for Pedestrians	8/30/2019 12:23 PM
6	It would be nice to get to the piffard Greenway from Geneseo on a bike trail	8/29/2019 8:10 PM
7	Greenway from village	8/29/2019 1:11 PM
8	Outside of the town	8/27/2019 11:18 PM
9	would like the sidewalk on route 20A to make it all the way to Wegmans	8/13/2019 7:45 PM
10	NA	8/8/2019 12:04 AM
11	Sidewalk from village to past school	7/20/2019 3:55 PM
12	absence of sidewalks at various locales, particularly in proximity to College, like Rt. 63.	7/19/2019 3:18 PM
13	Groveland Road to Wegmans on south side of 20A - there are no sidewalks, so hard to walk to Wegmans	7/17/2019 6:33 PM
14	20A/Crosset Rd/Groveland Rd	7/6/2019 9:00 PM
15	No sidewalk on right side from village to Wegmans	7/6/2019 8:25 PM
16	Multiple- a Main St./20A intersection; near Wendy's/McDonalds; up to Wegmans/Walmart	6/27/2019 2:28 PM
#	DRAINAGE ISSUE	DATE
1	Bank and USPO parking lot often floods	9/4/2019 6:42 PM
2	Intersection of Haley Ave and 20A (pools with water during significant rain events)	9/3/2019 2:10 PM
3	on occasion	8/30/2019 7:47 PM
4	Oak street	8/30/2019 3:08 AM
5	Sidewalks during winter(various places)	8/29/2019 8:29 PM
6	Highland Road, Center Street	8/29/2019 5:57 PM
7	Oak Street	8/29/2019 3:51 PM
8	Highland near Oak Street	8/13/2019 8:15 PM
9	NA	8/8/2019 12:04 AM
10	Groveland Road along west side	7/17/2019 6:33 PM
11	Highland	7/6/2019 9:46 PM
12	Bottom of north street has freezing water on sidewalks frequently in winter	6/27/2019 1:11 PM

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#	LACK OF LIGHTING	DATE
1	Westview Crescent- no street lights	10/15/2019 3:59 PM
2	Wadsworth at night	10/13/2019 1:02 AM
3	On campus	10/11/2019 8:09 PM
4	Avon Road	10/11/2019 4:44 PM
5	More lighting on campus would be helpful	10/11/2019 4:02 PM
6	Once you pass crickets going towards the jail, lighting is scarce.	10/11/2019 3:22 PM
7	SUNY Geneseo	10/11/2019 3:07 PM
8	Second street, North street	10/11/2019 2:24 PM
9	Town streets, Lakeville road on some parts	10/11/2019 2:16 PM
10	Avon road	9/5/2019 3:46 AM
11	Cross-walk on 20A and Prospect Rd: Fatality waiting to happen	9/3/2019 7:40 PM
12	SUNY Geneseo	8/31/2019 10:36 PM
13	Many street lights continually out.	8/31/2019 1:29 AM
14	Most side roads in Geneseo	8/30/2019 3:41 AM
15	Prospect street	8/30/2019 3:08 AM
16	West Seneca circle.	8/29/2019 3:58 PM
17	Main Street	8/20/2019 8:16 PM
18	outside the Village	8/14/2019 1:42 PM
19	NA	8/8/2019 12:04 AM
20	Lima Road	7/31/2019 6:19 PM
21	Varied but generally poor	7/7/2019 11:56 AM
22	Ivy Lane at Lima rd (light post was never replaced when broken)	7/6/2019 9:46 PM
23	Lighting on Highland from Center to North St.	7/1/2019 6:09 PM
24	Several street lamps out- many street lamps on opposite side of road from sidewalks	6/27/2019 2:28 PM
25	Intersection of Church St. and North St.	6/27/2019 12:15 PM

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#	EXCESSIVE SPEEDS	DATE
1	and drivers paying attention, too many exits and entry points from businesses instead of consolidated entrance and exits	12/1/2019 7:06 PM
2	20 A & Lima Road	10/22/2019 2:44 PM
3	By the GCS needs to have reduced speed by the school.	10/15/2019 5:29 PM
4	lima road	10/15/2019 4:10 PM
5	High School section of RT 39	10/15/2019 4:09 PM
6	Rt 39 from school boundary on either side should be 30 mph	10/15/2019 3:59 PM
7	Throughout campus and on main street	10/11/2019 4:02 PM
8	People FLY though main at night.	10/11/2019 3:22 PM
9	any & all of 20A & South St	9/13/2019 8:45 PM
10	20A	9/5/2019 3:46 AM
11	Route 20a; Main St; Crossett Rd	8/31/2019 10:36 PM
12	20a is dangerous, Crossett, Groveland roads, Temple Hill, Passing on the right & buses. Cars cutting off other vehicles in intersections.	8/31/2019 1:29 AM
13	there is lots of speeding and tailgating	8/30/2019 7:47 PM
14	Crossett rd	8/30/2019 1:03 PM
15	North Street	8/30/2019 12:23 PM
16	Rt. 20	8/30/2019 3:41 AM
17	20A	8/30/2019 3:08 AM
18	Lakeville rd	8/30/2019 1:09 AM
19	20A, Groveland Rd, Crossett Rd	8/29/2019 8:29 PM
20	Rt 63	8/29/2019 8:10 PM
21	South St and, sometimes, Lima Rd.	8/29/2019 7:48 PM
22	20A, Route 63	8/29/2019 5:57 PM
23	Lima and Crossett Roads	8/29/2019 5:40 PM
24	20A	8/29/2019 5:17 PM
25	South street from main to Burger King light	8/29/2019 3:58 PM
26	Route 20A	8/29/2019 3:51 PM
27	Route 63 in its entirety	8/22/2019 9:35 PM
28	20A	8/20/2019 8:16 PM
29	Highland	8/13/2019 8:15 PM
30	Rt 63	8/8/2019 12:04 AM
31	Lima Road	7/31/2019 6:19 PM
32	63, 20A, 39, Lima north/east of volunteer, country club rd	7/23/2019 10:55 AM
33	Groveland Road	7/17/2019 6:33 PM
34	Volunteer road	7/15/2019 3:03 PM
35	Avon Rd, Rt 20A, other busy roads	7/13/2019 5:54 PM
36	20A/Crosset Rd/Groveland Rd	7/6/2019 9:00 PM

Geneseo Active Transportation Plan

37	Cars drive way too fast down Groveland Road, near Service Road. It's difficult to walk/run or ride a bike to town because there isn't much of a shoulder. Speed limit needs to be reduced.	7/6/2019 6:40 PM
38	All over, 20a and Main St	7/6/2019 4:04 AM
39	BY THE SCHOOL---IT'S 40MPH!!!	7/5/2019 5:04 PM
40	Hwy 20A	7/1/2019 6:09 PM
41	Geneseo CSD school zone (Rte 39)	6/27/2019 2:28 PM

Geneseo Active Transportation Plan

#	OTHER	DATE
1	lack of sidewalks and safe road crossing in retail area of town (wegmans/walmart etc) sidewalks need to have safe road crossing areas,	12/1/2019 7:06 PM
2	No	10/11/2019 4:12 PM
3	North street sidewalks are always covered in a thick layer of ice in the winter	10/11/2019 2:51 PM
4	No bike lanes, anywhere	10/11/2019 2:09 PM
5	Lack of "share the road" signs for cyclists across entire village	9/3/2019 2:10 PM
6	High weight truck traffic; ADA noncompliance throughout Village & University	8/31/2019 10:36 PM
7	Lack of understanding of crosswalk rules for drivers and pedestrians. Public educational campaign would be helpful.	8/31/2019 1:11 PM
8	People crossing streets not looking, J-walking,	8/31/2019 1:29 AM
9	distracted drivers and pedestrians	8/30/2019 7:47 PM
10	I believe the Village would be wise to explore the possibilities of promoting walking access to all of Jaycox Creek. In my understanding, since it is all public access, it would take a minimal expenditure to open that access. To be specific, the public access trails would have to be mowed and maintained and there would need to be a provision to inform the public. Frankly, this would involve minimal cost and would be a wonderful enhancement to the current walking areas. If you are spending any time reading these survey results, this is undoubtedly the most significant suggestion. Ignore all the rest of my responses, although I do walk in the community every day, and focus on a walking path along Jaycox Creek.	8/29/2019 7:01 PM
11	It is not safe to walk or bike from anywhere on south side of 20a to north side from main to wegmans. It is very dangerous to make a left turn anywhere even by car. There needs to be a left turning lane from second street to volunteer	8/29/2019 3:58 PM
12	For question 13, the change in RTS summer schedule (no longer around the campus) is a huge barrier for the hundreds of students we have working at the college all summer and the thousands that come through for various programs.	7/23/2019 10:55 AM
13	On North St we have bikers riding down the sidewalks and not stopping at intersections (Northview) and cars that go right through the stop sign to stop at the corner. It is an accident waiting to happen.	7/10/2019 2:38 PM
14	Route 20a high traffic no stop lights traffic doesn't stop for pedestrians	7/6/2019 8:25 PM
15	Not enough shoulder anywhere in the town	7/6/2019 6:20 PM
16	Lack of code enforcement re: homeowners keeping sidewalks clear of ice/snow once plowed by the village. Especially where it is dangerous to walk in the road. Highland Ave is bad, so is the hill on Temple Hill, and Heritage, North Road, Oak, Center etc. Lack of enforcement allows very, very dangerous conditions at times!!!!	7/6/2019 5:31 PM
17	Lack of sidewalks from the end of Lima RD sidewalk to Volunteer RD	7/5/2019 7:31 PM
18	Volunteer Road needs a sidewalk connecting it to South Lima Road and 20A.	7/5/2019 5:56 PM
19	NEED A CONNECTION FROM VILLAGE TO GREENWAY, VIA A BRIDGE AT THE BOTTOM OF BIG TREE LANE BY THE AIRPORT, A SMALL PEDESTRIAN TRAIL WOULD OPEN ACCESS TO THIS WONDERFUL RESOURCE.	7/5/2019 5:04 PM
20	lack of adequate shoulder on Lima Rd	6/28/2019 7:06 PM
21	Lima Road has too narrow of shoulders for comfort	6/27/2019 1:11 PM

Q19 Please list locations that lack ADA accessibility, including curb ramps, tactile mats/detectable warning strips, and/or safe crossings.

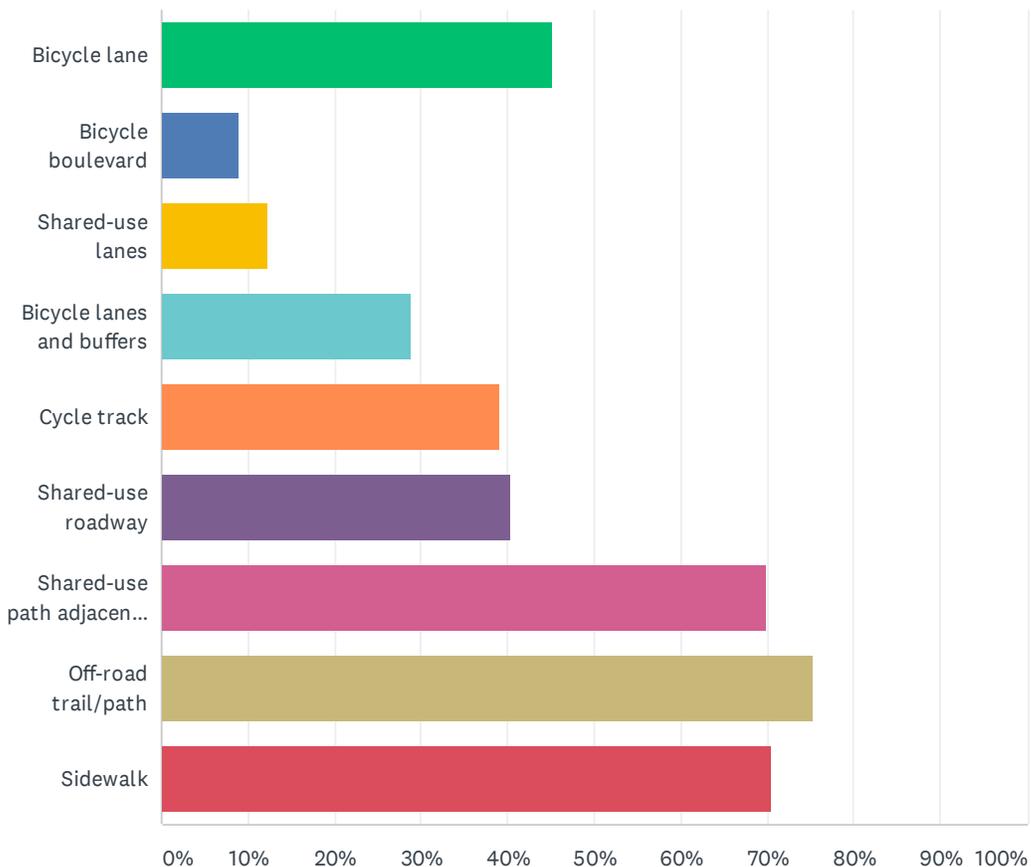
Answered: 15 Skipped: 270

ANSWER CHOICES	RESPONSES	
Location 1	100.00%	15
Location 2	20.00%	3
Location 3	13.33%	2

#	LOCATION 1	DATE
1	Safe crossing and sidewalks by 7-11 on main	10/15/2019 9:17 PM
2	highland, all locations	9/22/2019 8:42 PM
3	Many village curbs along main street are high	9/4/2019 6:42 PM
4	Intersection of 20a and reservoir road - ramp is really a jump down, not smooth	9/3/2019 2:10 PM
5	Most of SUNY Geneseo	8/31/2019 10:36 PM
6	Crosset/south/grove land road intersection	8/29/2019 3:58 PM
7	crosswalk across Main at Park Street - curb ramp high	8/14/2019 1:42 PM
8	Oak Street across to Highland Park	8/13/2019 8:15 PM
9	NA	8/8/2019 12:04 AM
10	Temple hill and prospect streets across 20A	7/23/2019 10:55 AM
11	I do not know	7/15/2019 3:03 PM
12	Lack of crossings on Avon Rd across from the high school	7/5/2019 7:31 PM
13	NA	7/5/2019 5:04 PM
14	Steps along sidewalk in front of park on Main St. at top of hill by college	6/27/2019 2:28 PM
15	Multiple locations on Main Street, especially driveway curb cuts.	6/27/2019 12:15 PM
#	LOCATION 2	DATE
1	Corner of University & Main crosswalk	8/31/2019 10:36 PM
2	across Bank Street at Main mat missing	8/14/2019 1:42 PM
3	Across/along Genesee Valley Plaza	6/27/2019 2:28 PM
#	LOCATION 3	DATE
1	Crosswalk near McClellan Gallery	8/31/2019 10:36 PM
2	crosswalk across Main at Ward Place- curb ramp high	8/14/2019 1:42 PM

Q20 Please look through the following images displaying roadway schemes. Then, select all options that reflect improvements you would like to see in Geneseo. Refer to definitions below pictures for more information.

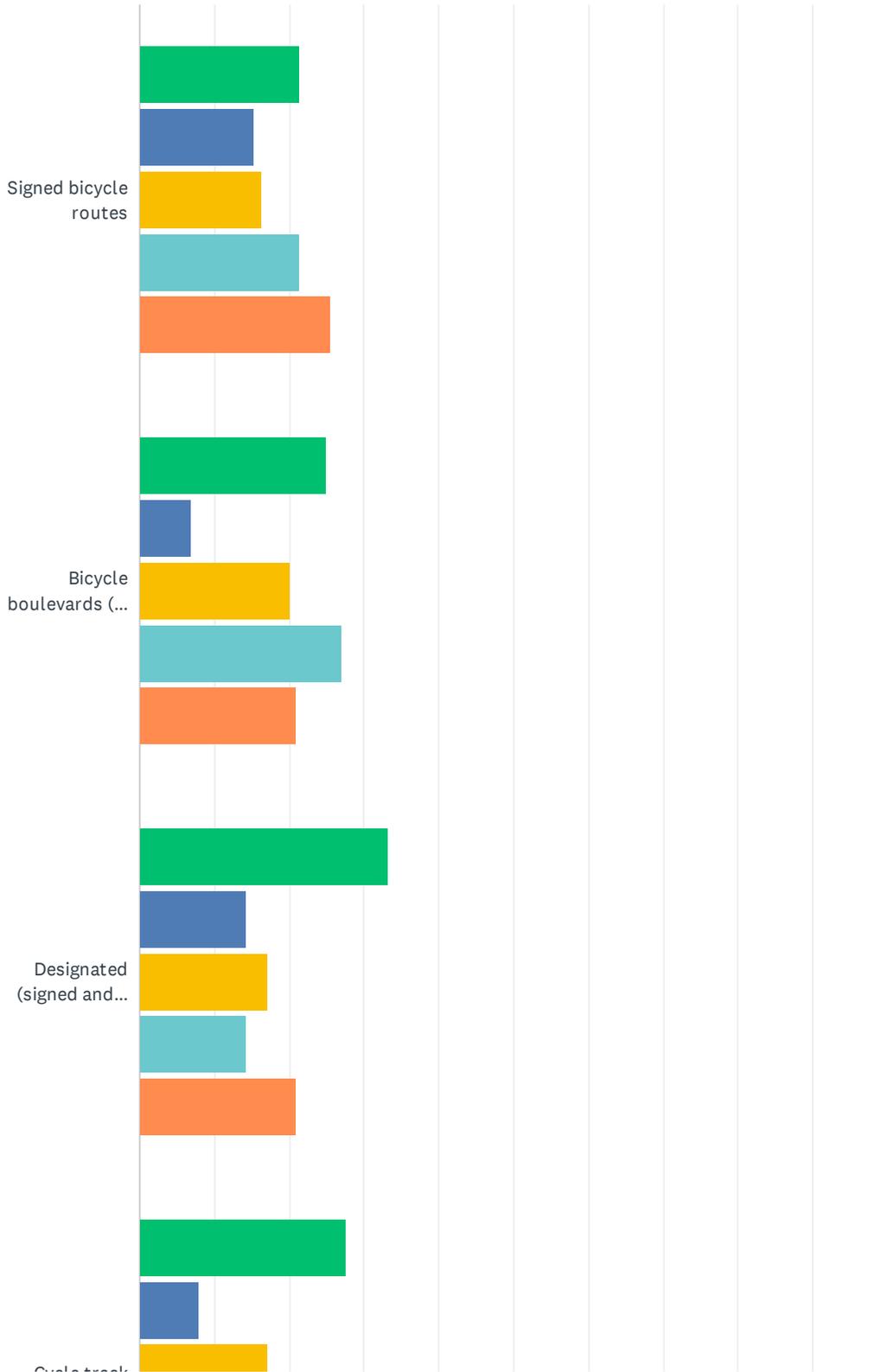
Answered: 146 Skipped: 139



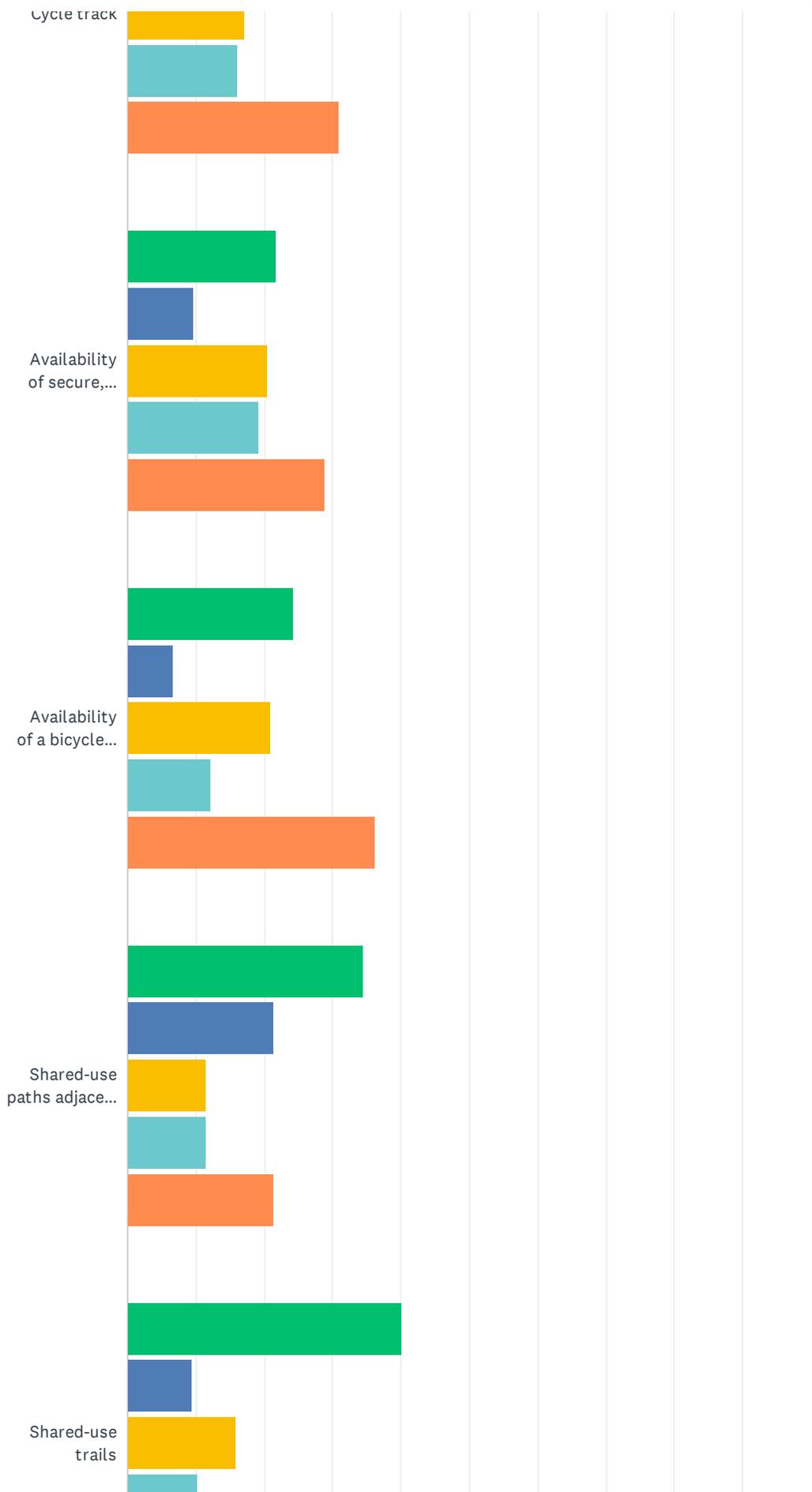
ANSWER CHOICES	RESPONSES
Bicycle lane	45.21% 66
Bicycle boulevard	8.90% 13
Shared-use lanes	12.33% 18
Bicycle lanes and buffers	28.77% 42
Cycle track	39.04% 57
Shared-use roadway	40.41% 59
Shared-use path adjacent to roadway	69.86% 102
Off-road trail/path	75.34% 110
Sidewalk	70.55% 103
Total Respondents: 146	

Q21 Of the following facilities or amenities, which would most likely increase your current level of bicycling? Select and rank your top 5, with 1 representing the most desired.

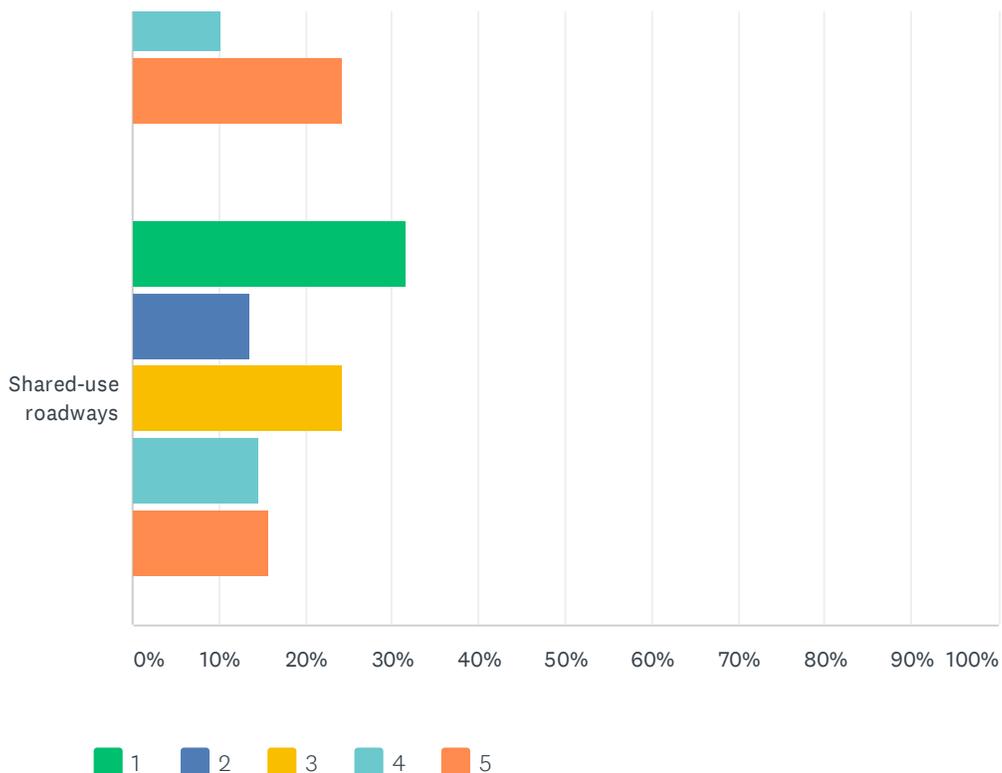
Answered: 126 Skipped: 159



Geneseo Active Transportation Plan



Geneseo Active Transportation Plan



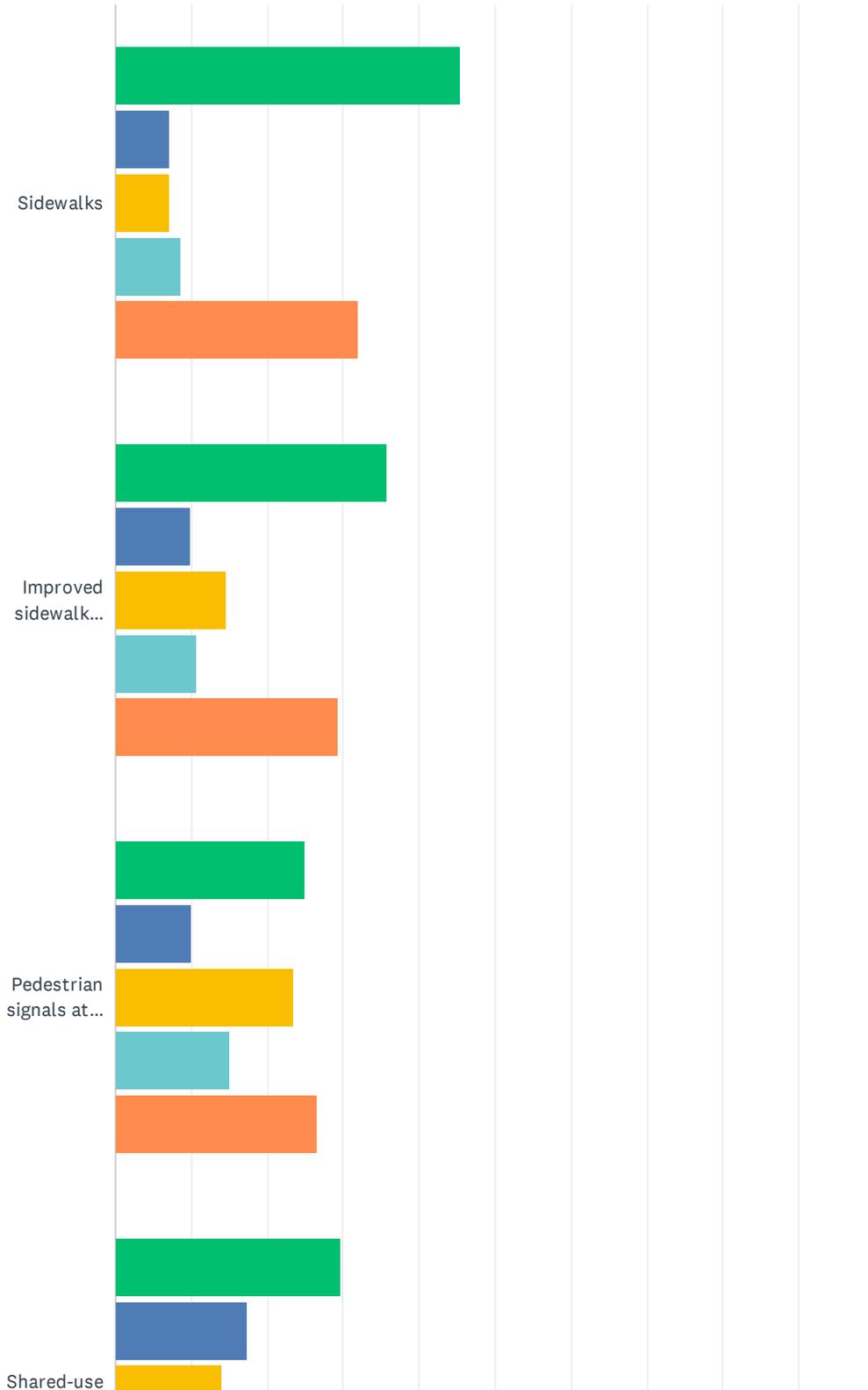
	1	2	3	4	5	TOTAL
Signed bicycle routes	21.43% 21	15.31% 15	16.33% 16	21.43% 21	25.51% 25	98
Bicycle boulevards (low volume, low speed, marked roadways that optimize bicycle travel)	25.00% 25	7.00% 7	20.00% 20	27.00% 27	21.00% 21	100
Designated (signed and marked) on-street bicycle lanes	33.33% 35	14.29% 15	17.14% 18	14.29% 15	20.95% 22	105
Cycle track	27.59% 24	8.05% 7	17.24% 15	16.09% 14	31.03% 27	87
Availability of secure, weather-protected bicycle parking	21.69% 18	9.64% 8	20.48% 17	19.28% 16	28.92% 24	83
Availability of a bicycle share program	24.18% 22	6.59% 6	20.88% 19	12.09% 11	36.26% 33	91
Shared-use paths adjacent to roadway	34.51% 39	21.24% 24	11.50% 13	11.50% 13	21.24% 24	113
Shared-use trails	40.19% 43	9.35% 10	15.89% 17	10.28% 11	24.30% 26	107
Shared-use roadways	31.58% 30	13.68% 13	24.21% 23	14.74% 14	15.79% 15	95

Geneseo Active Transportation Plan

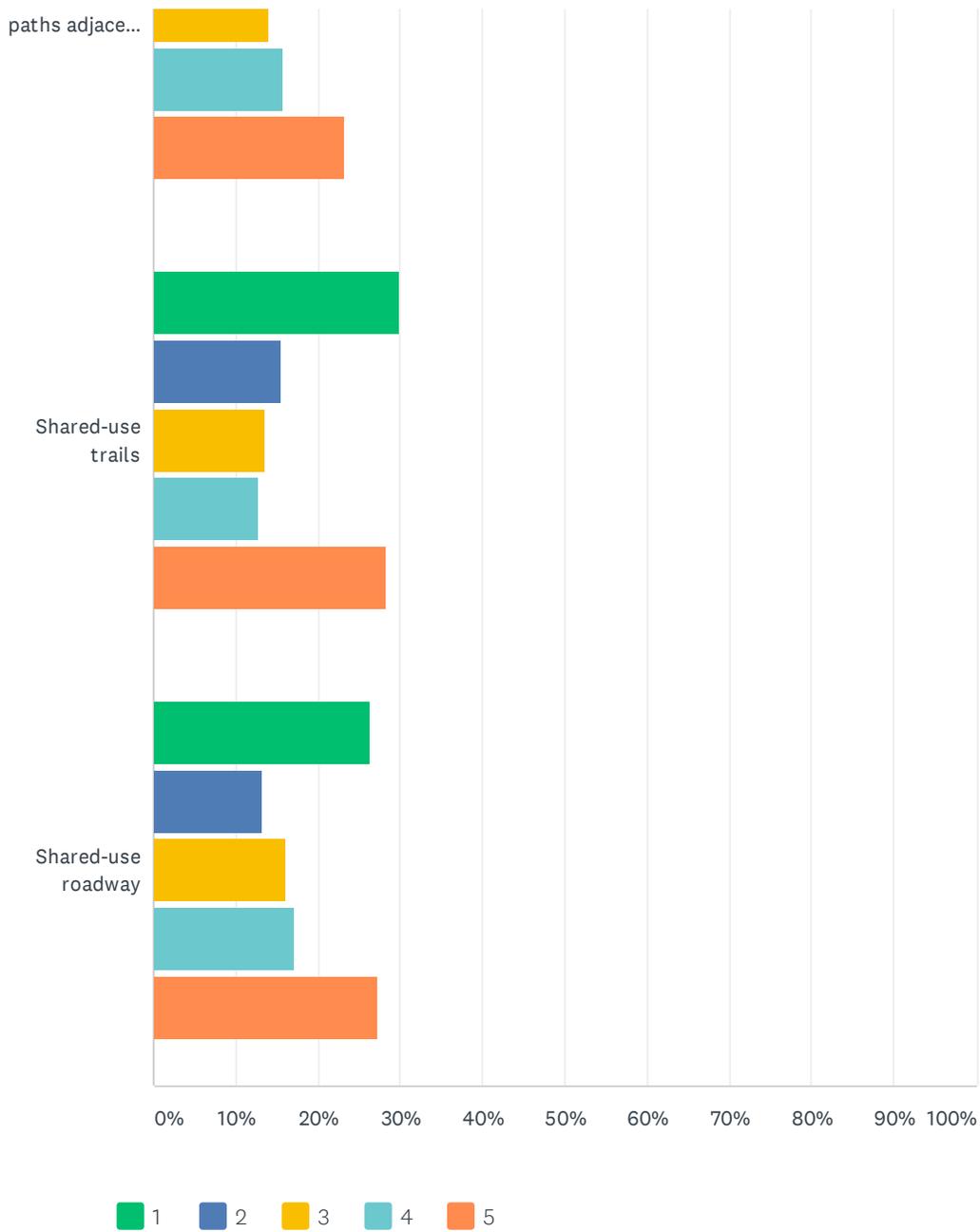
#	OTHER (PLEASE SPECIFY)	DATE
1	I am not able to bicycle.	9/4/2019 6:48 PM
2	We are too old to respond	8/31/2019 4:23 PM
3	I do not use a bicycle	8/30/2019 9:31 AM
4	none	8/29/2019 7:04 PM
5	Doesn't apply	8/29/2019 5:19 PM
6	Geneseo doesn't need any of this! What crazies come up with these nonsense ideas!	7/6/2019 9:52 PM
7	Our roads aren't wide enough for shared use. You can barely get down 20a as it is	7/6/2019 8:29 PM
8	Paved wooded trails that connect to the Greenway	7/5/2019 7:34 PM
9	Sidewalk	7/3/2019 1:45 PM

Q22 Of the following facilities or amenities, which would most likely increase your current level of walking? Select and rank your top 5, with 1 representing the most desired.

Answered: 137 Skipped: 148



Geneseo Active Transportation Plan



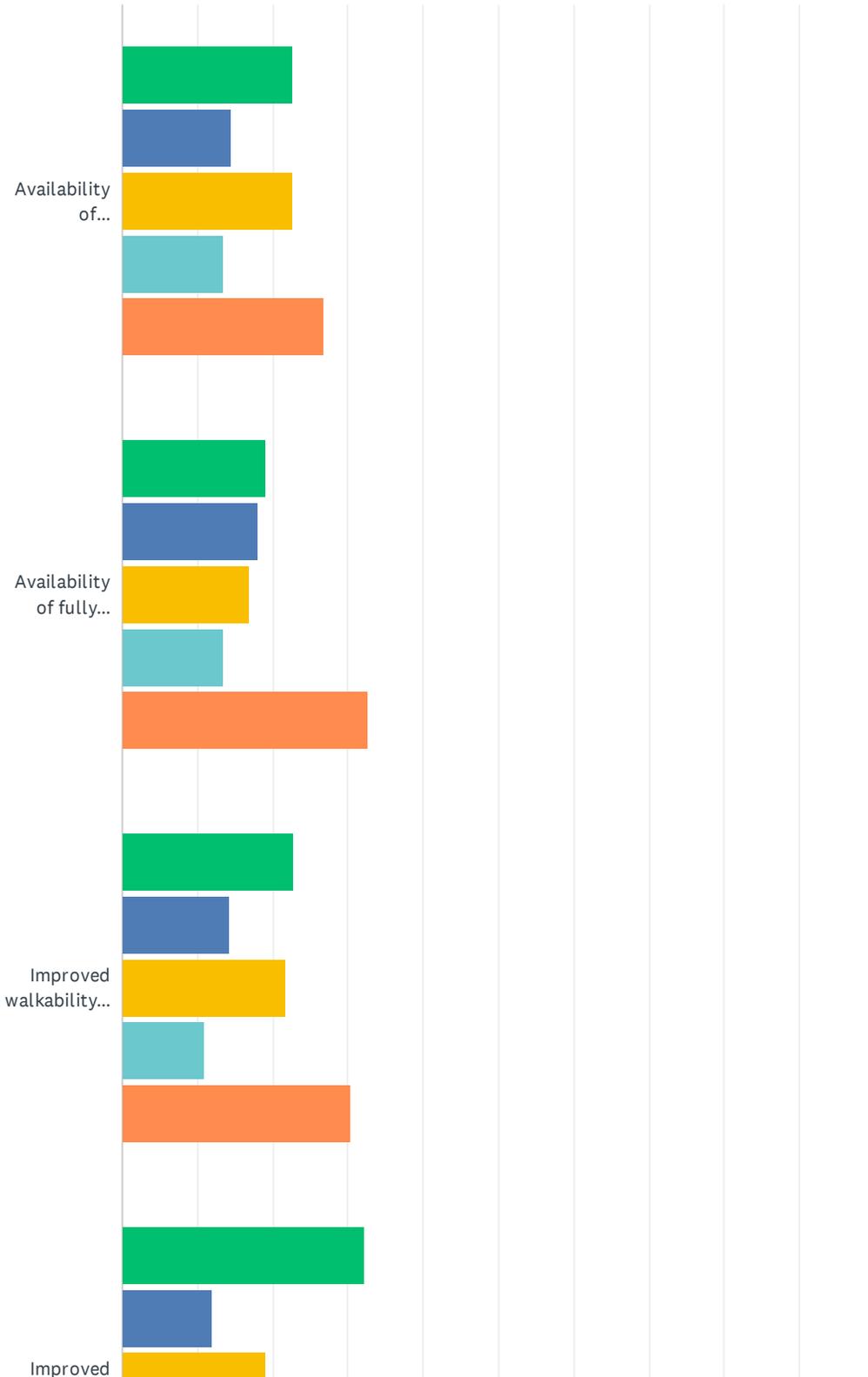
	1	2	3	4	5	TOTAL
Sidewalks	45.31% 58	7.03% 9	7.03% 9	8.59% 11	32.03% 41	128
Improved sidewalk maintenance	35.77% 44	9.76% 12	14.63% 18	10.57% 13	29.27% 36	123
Pedestrian signals at crosswalks and intersections	25.00% 30	10.00% 12	23.33% 28	15.00% 18	26.67% 32	120
Shared-use paths adjacent to roadway	29.75% 36	17.36% 21	14.05% 17	15.70% 19	23.14% 28	121
Shared-use trails	29.91% 35	15.38% 18	13.68% 16	12.82% 15	28.21% 33	117
Shared-use roadway	26.26% 26	13.13% 13	16.16% 16	17.17% 17	27.27% 27	99

Geneseo Active Transportation Plan

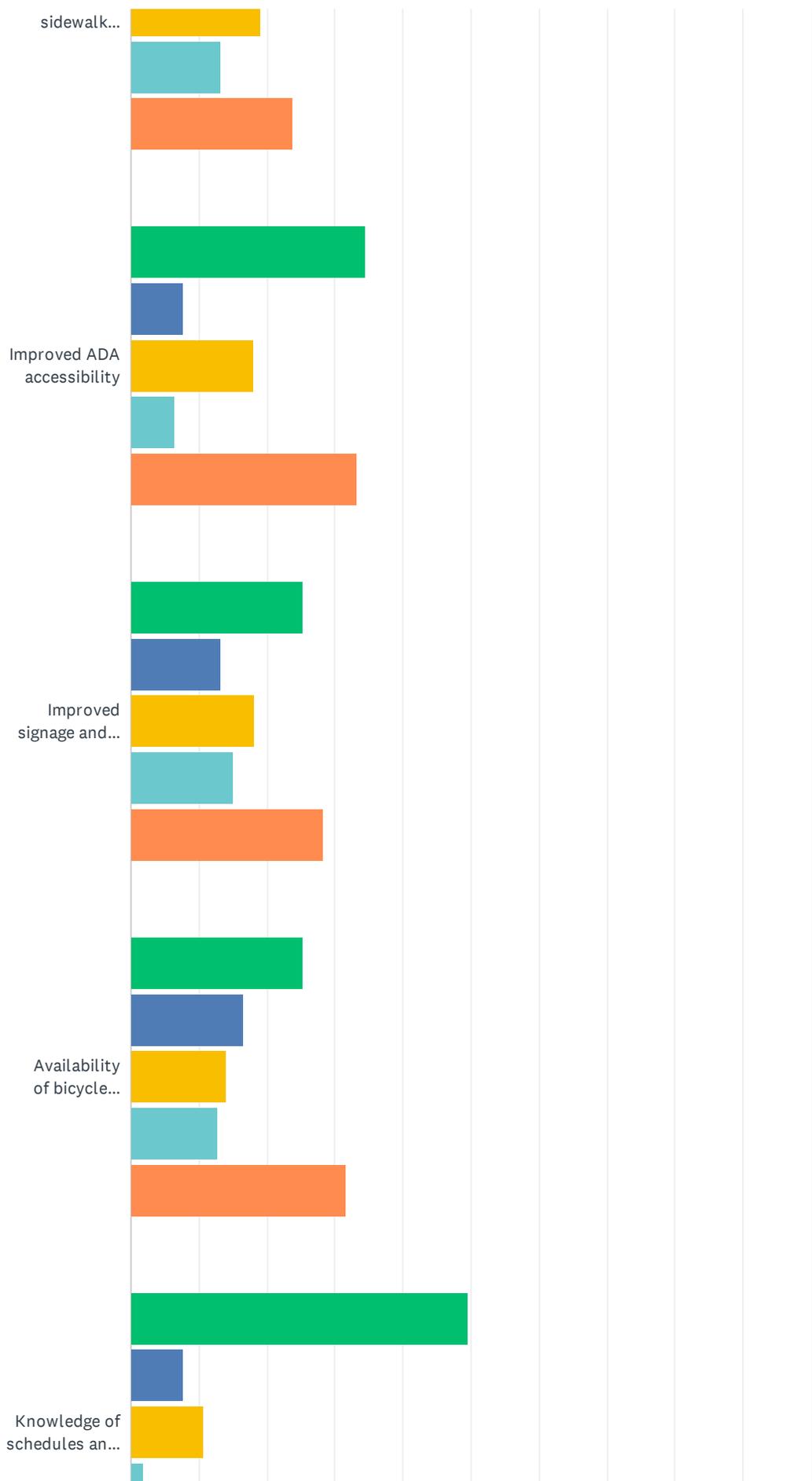
#	OTHER (PLEASE SPECIFY)	DATE
1	walking infrastructure is satisfactory.	10/11/2019 2:12 PM
2	Specificly Vollenteer Rd and 20a	9/22/2019 9:07 PM
3	Sidewalk to Wegmans	9/12/2019 1:09 AM
4	Age keeps us from walking	8/31/2019 4:23 PM
5	I think it is fine as is...but, then, I do not bicycle	8/30/2019 9:31 AM
6	none	8/29/2019 7:04 PM
7	Jaycox Creek walkway.	8/29/2019 7:04 PM
8	Maintenance meaning people trimming their bushes in the village!	7/28/2019 2:21 PM
9	Need a sidewalk that goes from North st to the Geneseo Central school	7/6/2019 9:52 PM
10	connections to trails	6/21/2019 5:13 PM

Q23 Of the following facilities or amenities, which would most likely increase your public transit use? Select and rank your top 5, with 1 representing the most desired.

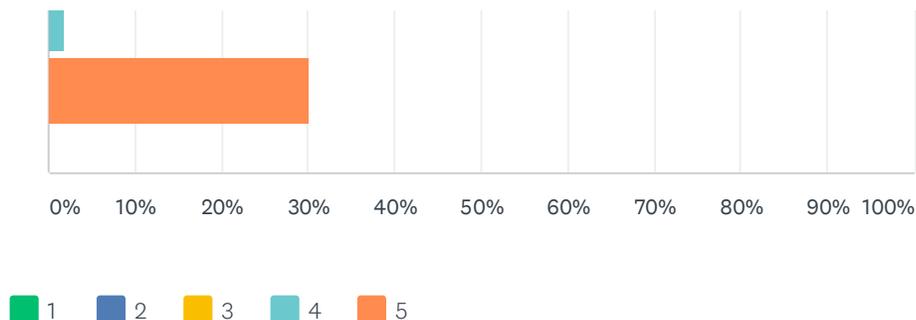
Answered: 110 Skipped: 175



Geneseo Active Transportation Plan



Geneseo Active Transportation Plan



	1	2	3	4	5	TOTAL
Availability of weather-protected transit stops (protection from rain and wind)	22.68% 22	14.43% 14	22.68% 22	13.40% 13	26.80% 26	97
Availability of fully enclosed transit stops (heating in the winter, cooling in the summer)	19.10% 17	17.98% 16	16.85% 15	13.48% 12	32.58% 29	89
Improved walkability around transit stops (between stop and destination)	22.83% 21	14.13% 13	21.74% 20	10.87% 10	30.43% 28	92
Improved sidewalk maintenance	32.14% 27	11.90% 10	19.05% 16	13.10% 11	23.81% 20	84
Improved ADA accessibility	34.62% 27	7.69% 6	17.95% 14	6.41% 5	33.33% 26	78
Improved signage and way-finding	25.25% 25	13.13% 13	18.18% 18	15.15% 15	28.28% 28	99
Availability of bicycle parking at stops	25.32% 20	16.46% 13	13.92% 11	12.66% 10	31.65% 25	79
Knowledge of schedules and routes	49.51% 51	7.77% 8	10.68% 11	1.94% 2	30.10% 31	103

#	OTHER (PLEASE SPECIFY)	DATE
1	Improved RTS schedules	10/11/2019 4:05 PM
2	Higher frequency	10/11/2019 2:38 PM
3	currently satisfactory.	10/11/2019 2:12 PM
4	I do not use public transit	9/14/2019 2:43 PM
5	Time it takes to get to destination with multiple stops is a deterrent	9/11/2019 6:28 PM
6	We have no need	8/31/2019 4:23 PM
7	I would be unlikely to use public transportation	8/30/2019 9:31 AM
8	None	8/29/2019 8:27 PM
9	none	8/29/2019 7:04 PM
10	doesn't apply	8/29/2019 5:19 PM
11	Longer hours and more routes	7/22/2019 6:46 PM
12	I'm unlikely to want to rely on public transit for my needs	7/19/2019 3:22 PM
13	None	7/6/2019 9:52 PM
14	NONE, I DRIVE OR WALK/BIKE	7/5/2019 5:15 PM

Q24 Please provide any other comments regarding bicycling and walking in Geneseo.

Answered: 48 Skipped: 237

Geneseo Active Transportation Plan

#	RESPONSES	DATE
1	sidewalks should be shared bike/walking paths, need to be wider. riding or walking in the road or grass is too dangerous with all of the driveways and entry points on 20 A specifically. Need more paths that travel out in the countryside for exercise etc	12/1/2019 7:12 PM
2	I am Groveland Resident but my kids attend Geneseo Central and my husband is a coach there for sports. We have ties there.	10/15/2019 5:32 PM
3	I would really like a bike path or safe enough path to run on because I am training for a marathon and find it dangerous to run long distances in Geneseo.	10/15/2019 4:12 PM
4	Would love to bike more places, but the road is so narrow that it feels like I would be putting myself in danger and creating a hazard for motor vehicles	10/14/2019 2:39 AM
5	shared bike lanes (with cars/trucks) are a temporary solution. dedicated cycling paths are needed.	10/11/2019 2:12 PM
6	The new crosswalk law is dangerous for pedestrians because a) pedestrians dart into traffic and b) because motorists make unexpected stops when a potential pedestrian is standing back allowing vehicular traffics to proceed and c) because pedestrians will cross when a vehicle coming one way stops without checking to see if there is a vehicle coming the other way.	10/2/2019 6:10 PM
7	Add interconnected paths off road (across public land)	9/22/2019 9:07 PM
8	Some of the survey questions are too complicated. That's probably the reason for the low response rate.	9/14/2019 2:43 PM
9	Bike lanes particularly to main shopping areas like Wegmans and Walmart and doctors makes sense. Great walking in the village except with ice on sidewalks.	9/11/2019 6:28 PM
10	Walking along state routes should not be encouraged because it is a public safety risk and multiple people have died in recent years after being struck by a car.	9/5/2019 3:50 AM
11	There is a need for increased safety for those who walk and/or bicycle.	9/4/2019 6:48 PM
12	The Groveland Rd, Temple Hill St, & Crossett Rd intersection is very dangerous. A dedicated traffic light with cross-walk is well overdue. At peaks times, traffic clogs at this intersection; any person crossing during these times is risking their life.	9/3/2019 7:44 PM
13	This is sorely needed to increase cyclist and ped safety.	9/3/2019 2:15 PM
14	Going down hill is great	8/31/2019 4:23 PM
15	I live on West Lake Rd, so bus options are not available to me. I do not bike, but do drive into the Village to walk some times.	8/30/2019 10:07 PM
16	I am older so I am careful walking. I do not bike but I look at it in context of safety.	8/30/2019 7:59 PM
17	For me, at my age and physicality, all is fine	8/30/2019 9:31 AM
18	Crosswalks need to be policed!!! Too many drivers just go through	8/30/2019 3:12 AM
19	20A is not safe for biking, walking, and sometimes too busy to drive	8/29/2019 11:27 PM
20	Bike paths needed along Rt. 20A	8/29/2019 10:32 PM
21	It would be great to have safe biking towards Groveland as well as the Greenway trail. All roads towards Groveland are just too high speed for safe biking but the rides are so beautiful we do it anyway. But I'm not comfortable. Thank you for looking into this!!	8/29/2019 8:16 PM
22	We need bicycle safety & courtesy training for youth	8/29/2019 7:53 PM
23	totally by choice, not due to anything else	8/29/2019 7:04 PM
24	I already said, focus on a Jajcox Creek walkway.	8/29/2019 7:04 PM
25	Main Street needs more pedestrian crossway signage	8/29/2019 5:19 PM
26	We really need safe sidewalks all the way to Wegmans and Walmart	8/29/2019 4:08 PM
27	Please listen to the residents. Not the students. The students got their way on corner of main and court. Do something to help the issues at crossest/south/groveland intersection. I am sure	8/29/2019 4:04 PM

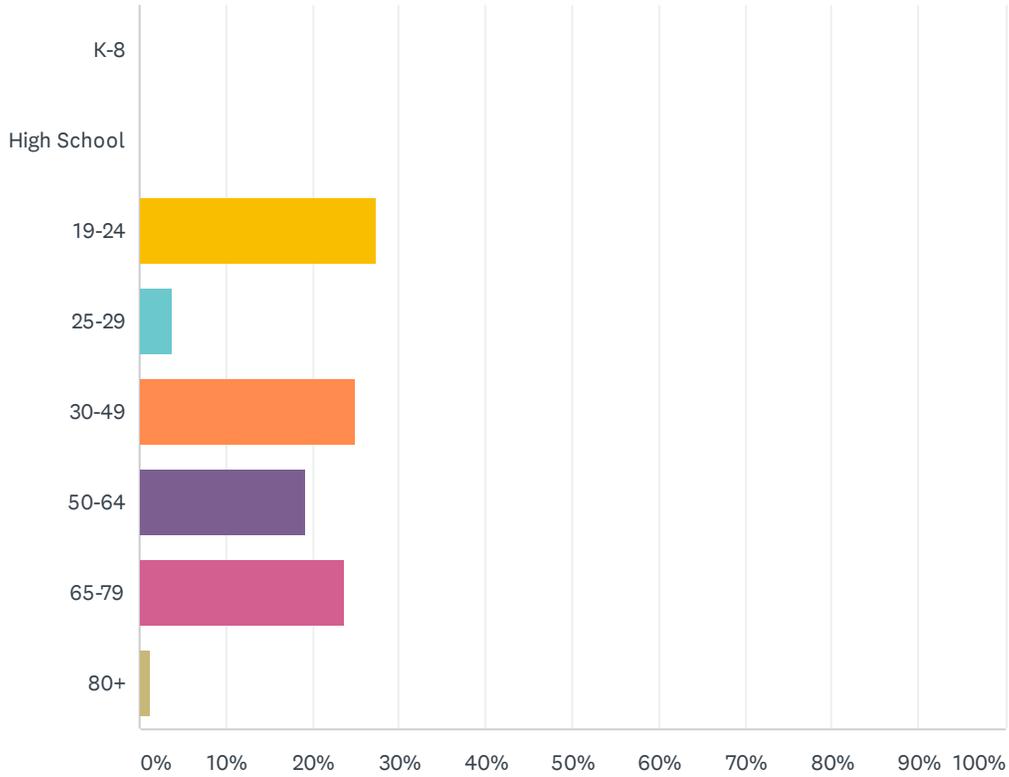
Geneseo Active Transportation Plan

if students crossed there it would have been resolved long ago. Residents are more important than students. If you go down Mary Jemison you'll see flashing lights and crosswalks. Nothing for us at top of hill. I have been nearly hit here a few times as well as my kids. We stopped walking downtown or to the park. Why can't we get a safe place to cross 20A there?? Traffic circle is ideal but somebody thinks it would be needed at court and 63 which it's not

28	As an avid cyclist, the best investment might be widening those roads in Geneseo that currently lack a shoulder, followed by dedicated bike/walk trails and connectors.	8/22/2019 9:39 PM
29	College students should be encouraged to bike instead of driving with bike sharing	8/20/2019 8:22 PM
30	REALLY PLEASED that you're asking these questions and are interested in improving walking and biking conditions in Geneseo. THANK YOU!!!	8/13/2019 7:50 PM
31	I would love to commute via bicycle from Lima, but I cannot find a safe route	7/31/2019 6:22 PM
32	Connectivity would be a wonderful thing. Geneseo (the town) is a perfect size for biking, but safe biking routes don't exist as roads with wider lanes and shoulders aren't connected and don't connect to destinations	7/23/2019 10:59 AM
33	I would like to see something done near the high school and north. There is a lot of runners and bikes on narrow shoulders and high speed traffic.	7/20/2019 4:01 PM
34	I encourage you to partner with the College on your efforts	7/19/2019 3:22 PM
35	There is only a sidewalk on one side of 20A, but the stores are on the other side of the road. There are no crosswalks and no sidewalk on the side of 20A with the stores. Seems silly to me.	7/17/2019 6:39 PM
36	Would be good to focus on pathways within the village first connecting schools, university, parks and shopping	7/15/2019 3:06 PM
37	We need to educate drivers to stop before stop signs so they will not run into bikers or joggers crossing the street from the sidewalk. We need to educate young bikers to stop at intersections if they choose to ride on the sidewalk. Joggers who choose to run blocking the sidewalk could be more courteous to dog walkers.	7/10/2019 2:51 PM
38	Not having to share the roadway with vehicles is the most desirable for both walking and riding for novice & intermediate activity	7/7/2019 12:03 PM
39	People use common sense and follow rules and there are no problems with walking/biking/running/driving/riding/hopping/?skipping/jumping.	7/6/2019 9:52 PM
40	We need more traffic lights at certain corners. It is almost impossible to make left hand turn onto 20 A at Crossett Rd/Groveland Rd. . You basically close your eyes, cross and hope for the best	7/6/2019 9:02 PM
41	Flashing crosswalk signs would be helpful at the corner of Groveland Road and South Street so people can walk/run/ bike and cross the road. Walking/ biking lane down Groveland Road (on both sides) would make it safe for people to run/walk and bike.	7/6/2019 6:58 PM
42	I'd like to take my kids out on their bikes but worry about traffic and pedestrians on the sidewalks.	7/6/2019 6:24 PM
43	I LOVE Geneseo village so much because it is very walkable village -- to a point. I would like to be able to walk to Wegman's without taking my life in my hands trying to cross over 20A. That intersection definitely needs a signal for pedestrians (sorry not to have mentioned that before in the survey.	7/6/2019 5:38 PM
44	Please add more sidewalks and bus routes	7/6/2019 5:16 PM
45	Trails in the woods between Avon Rd and the Genesee River would be great	7/5/2019 7:34 PM
46	Why didn't the town do a shared use path/shoulder/anything when Country Club was all dug up 2 years ago, LOTS of joggers and cyclists use this pleasant road, yet traffic makes it unsafe.	7/5/2019 5:15 PM
47	I am concerned by the number of bicycles on sidewalks. This is a hazard to cyclists and pedestrians.	6/28/2019 7:09 PM
48	Cost to implement and maintain should be a high consideration, otherwise any plans will look great but never be implemented. The only major issue is 20A crossing, there are many minor areas to improve (sidewalks leading to street with nothing opposite and/or no crosswalk), bump outs on Main Street would help make crossing more visible and improve safety.	6/27/2019 1:15 PM

Q25 Please select your age group.

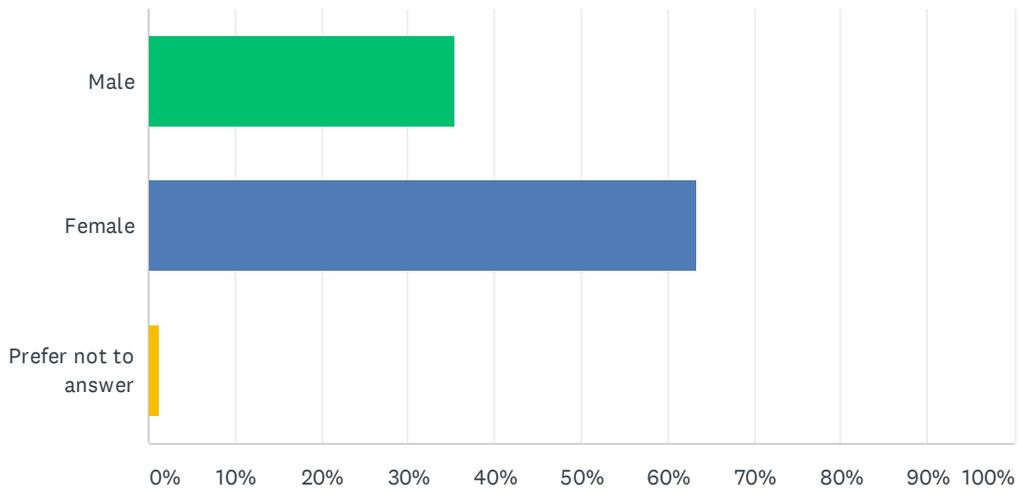
Answered: 161 Skipped: 124



ANSWER CHOICES	RESPONSES	
K-8	0.00%	0
High School	0.00%	0
19-24	27.33%	44
25-29	3.73%	6
30-49	24.84%	40
50-64	19.25%	31
65-79	23.60%	38
80+	1.24%	2
TOTAL		161

Q26 Please tell us your gender.

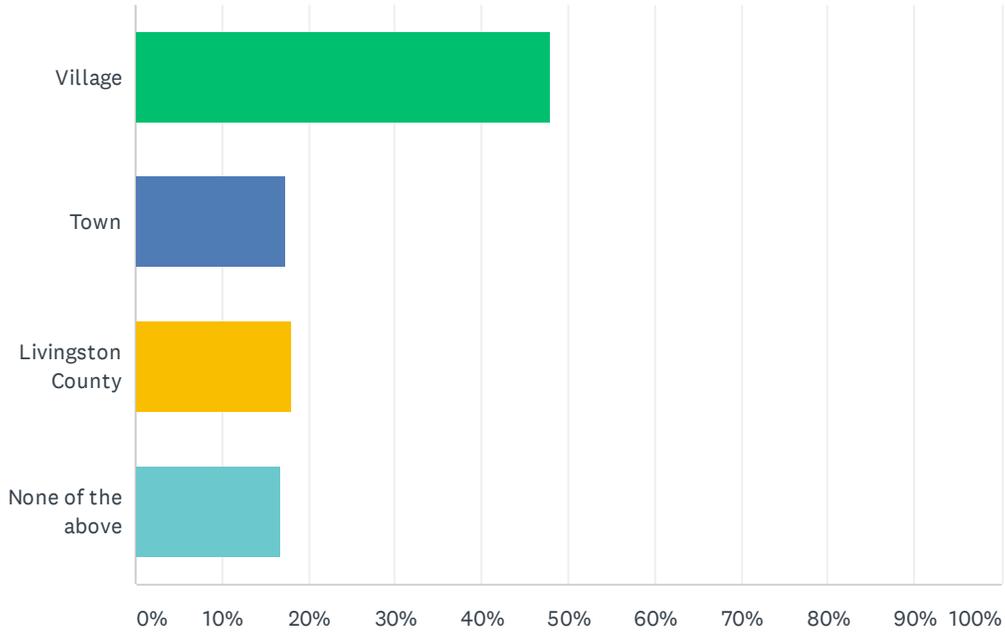
Answered: 161 Skipped: 124



ANSWER CHOICES	RESPONSES	
Male	35.40%	57
Female	63.35%	102
Prefer not to answer	1.24%	2
TOTAL		161

Q27 Are you a resident of Geneseo?

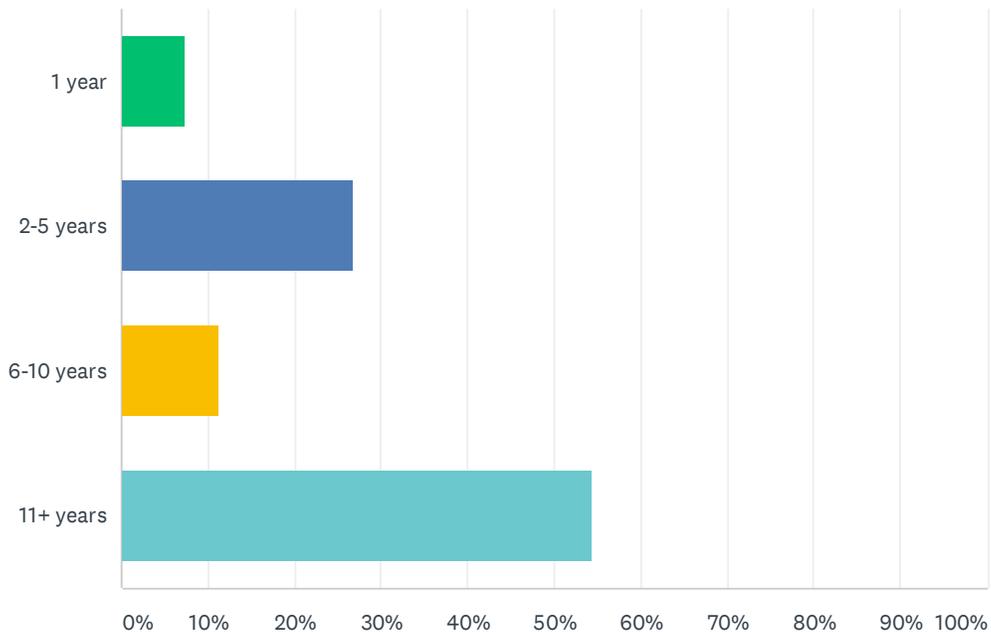
Answered: 161 Skipped: 124



ANSWER CHOICES	RESPONSES	
Village	47.83%	77
Town	17.39%	28
Livingston County	18.01%	29
None of the above	16.77%	27
TOTAL		161

Q28 For how many years have you lived in Geneseo?

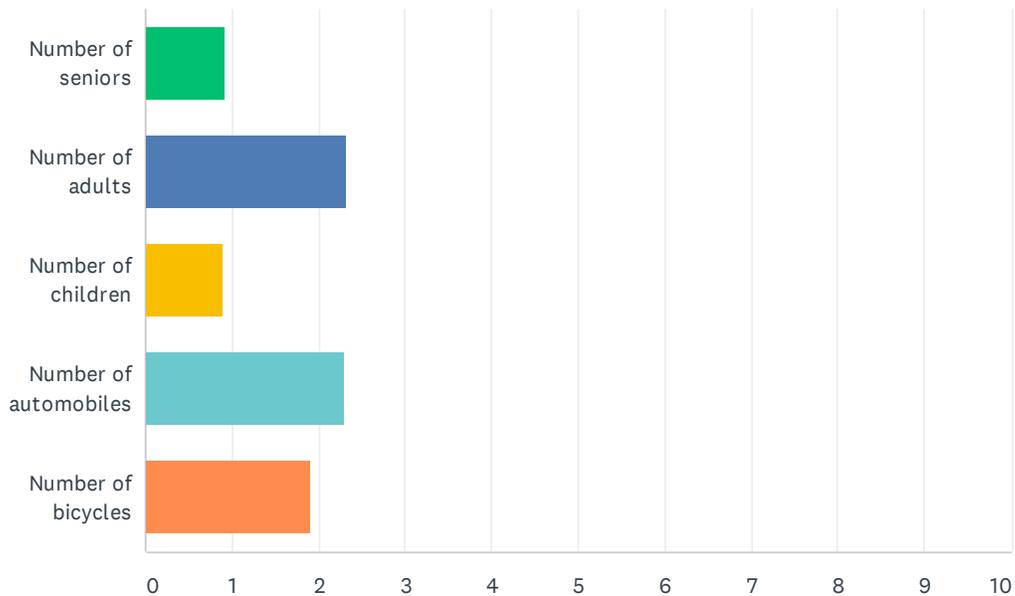
Answered: 123 Skipped: 162



ANSWER CHOICES	RESPONSES	
1 year	7.32%	9
2-5 years	26.83%	33
6-10 years	11.38%	14
11+ years	54.47%	67
TOTAL		123

Q29 Please tell us about your household:

Answered: 121 Skipped: 164



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
Number of seniors	1	72	78
Number of adults	2	248	107
Number of children	1	67	74
Number of automobiles	2	255	111
Number of bicycles	2	201	106
Total Respondents: 121			

Geneseo Active Transportation Plan

#	NUMBER OF SENIORS	DATE
1	0	12/1/2019 7:13 PM
2	0	10/22/2019 2:47 PM
3	0	10/22/2019 2:39 PM
4	2	10/16/2019 4:15 PM
5	0	10/15/2019 6:46 PM
6	0	10/15/2019 4:15 PM
7	0	10/15/2019 4:13 PM
8	0	10/15/2019 4:02 PM
9	0	10/12/2019 1:34 AM
10	0	10/11/2019 11:54 PM
11	0	10/11/2019 3:38 PM
12	0	10/11/2019 2:39 PM
13	0	10/11/2019 2:29 PM
14	2	10/2/2019 6:11 PM
15	2	9/26/2019 1:53 PM
16	1	9/22/2019 9:07 PM
17	2	9/14/2019 2:44 PM
18	0	9/13/2019 8:48 PM
19	2	9/12/2019 1:10 AM
20	0	9/5/2019 3:50 AM
21	0	9/5/2019 2:54 AM
22	1	9/4/2019 6:50 PM
23	0	9/3/2019 7:44 PM
24	2	9/2/2019 12:44 PM
25	1	8/31/2019 10:43 PM
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31	2	8/30/2019 7:59 PM
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36	1	8/29/2019 11:28 PM
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Geneseo Active Transportation Plan

38	2	8/29/2019 10:33 PM
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41	2	8/29/2019 8:43 PM
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61	0	7/23/2019 11:00 AM
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71	0	7/6/2019 5:17 PM
72	0	7/6/2019 5:15 PM
73	0	7/5/2019 7:35 PM
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Geneseo Active Transportation Plan

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Geneseo Active Transportation Plan

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35	2	9/5/2019 12:51 PM
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Geneseo Active Transportation Plan

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75	3	8/8/2019 12:11 AM

Geneseo Active Transportation Plan

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Geneseo Active Transportation Plan

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Geneseo Active Transportation Plan

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Geneseo Active Transportation Plan

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Geneseo Active Transportation Plan

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Geneseo Active Transportation Plan

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Geneseo Active Transportation Plan

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106	2	6/21/2019 5:14 PM

Q30 Please provide your email address if you would like to be notified of upcoming meetings and other activities regarding this project.

Answered: 52 Skipped: 233

Geneseo Active Transportation Plan

#	RESPONSES	DATE
1	roadmarks2019@gmail.com	12/1/2019 7:13 PM
2	sjurgielewicz@aol.com	10/15/2019 9:19 PM
3	pmendel37@gmail.com	10/15/2019 5:34 PM
4	ryan.peace.8@gmail.com	10/15/2019 4:15 PM
5	chris.morens@gmail.com	10/15/2019 4:02 PM
6	jer17@geneseo.edu	10/14/2019 2:40 AM
7	rxp1738@gmx.com	10/11/2019 5:44 PM
8	mrx1@geneseo.edu	10/11/2019 3:40 PM
9	erk11@geneseo.edu	10/11/2019 3:38 PM
10	sef15@geneseo.edu	10/11/2019 2:28 PM
11	Vel3@geneseo.edu	10/11/2019 2:27 PM
12	Ek20@geneseo.edu	10/11/2019 2:22 PM
13	ajs53@geneseo.edu	10/11/2019 2:12 PM
14	mom53gram@gmail.com	9/14/2019 2:44 PM
15	rxtech12@yahoo.com	9/13/2019 8:48 PM
16	sdimpfl45@gmail.com	9/12/2019 1:10 AM
17	kowalchukanna@gmail.com	9/11/2019 6:28 PM
18	kristybarkan@gmail.com	9/5/2019 12:51 PM
19	Calebberg84@gmail.com	9/5/2019 2:54 AM
20	dmcmullan@geneseony.org	9/4/2019 6:50 PM
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22	kwalt0888@gmail.com	9/3/2019 2:15 PM
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24	hello@touchofgrayce.com	8/30/2019 9:56 PM
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29	Susanna.garrett@gmail.com	8/29/2019 9:17 PM
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32	thill@cpmagic.com	8/29/2019 7:15 PM
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36	gregg.hartvigsen@gmail.com	8/13/2019 8:22 PM
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Geneseo Active Transportation Plan

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44	FaytheNHim79@yahoo.com	7/7/2019 11:17 PM
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46	fsamh1@hotmail.com	7/6/2019 7:00 PM
47	Drice628@yahoo.com	7/6/2019 5:16 PM
48	scarman@knights.ucf.edu	7/5/2019 7:35 PM
49	paulkreher@gmail.com	7/5/2019 5:16 PM
50	aprilesmack@rochester.rr.com	7/3/2019 1:46 PM
51	lofquist@geneseo.edu	6/28/2019 7:10 PM
52	louiselw@bigtreefarm.com	6/21/2019 5:14 PM

Appendix E

BICYCLE & PEDESTRIAN LEVEL OF SERVICE DATA



EXISTING BICYCLING AND PEDESTRIAN CONDITIONS

An important element of any bicycle and pedestrian planning initiative is to gauge how well or how poorly the area's roadways accommodate users of the transportation system. While qualitative characterizations can be made by expert observation or received through public or stakeholder input, an objective and defensible system-wide evaluation is also useful in setting the stage for identifying and prioritizing facility improvements.

An evaluation of existing bicycling and pedestrian conditions was conducted for a study network of arterial and collector roads centered on the Village of Geneseo, with some extensions into the surrounding Town and across the river to connect towards the Genesee Valley Greenway in the Town of Leicester. This network is comprised of approximately 84 directional segments totaling about 19 centerline miles and is depicted in the map in Figure 1.

The analyses used are the Bicycle & Pedestrian Level of Service Models, based on data collected in April 2019. These models, which have been applied on hundreds of thousands of miles of roads throughout the United States, are fundamental performance measures and design tools in the *Highway Capacity Manual (HCM 2010)*. The following sections provide background information and data descriptions for these evaluation tools.

As described below, the analysis results indicate relatively good bicycling and walking conditions for many of the study area segments, with distance weighted averages reflecting Bicycle and Pedestrian Level of Service grades of "B" and "C", respectively, but also with some particular local challenges. This generally

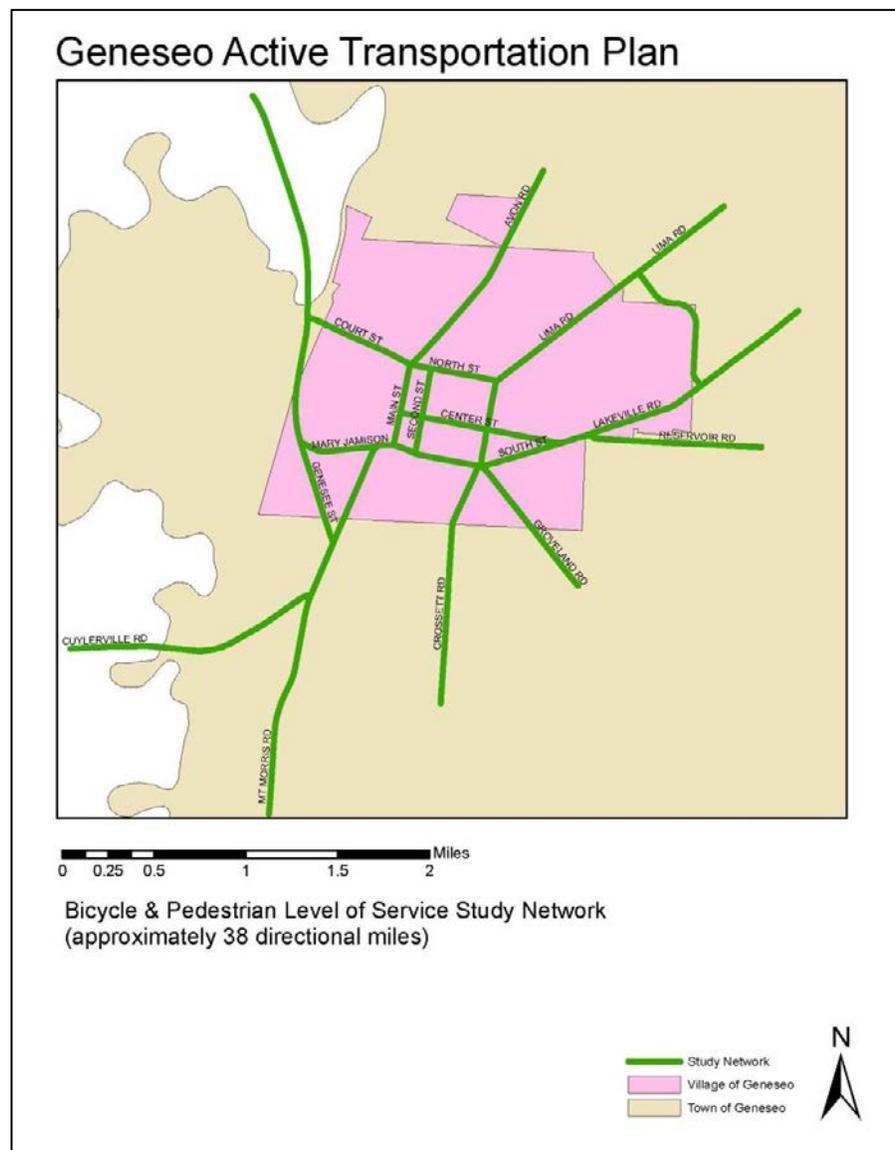


Figure 1

positive result is likely tied to the fact that Geneseo is a relatively small and compact community. Traffic volumes are generally low: only the US 20A corridor (Cuylerville Rd, Mt Morris Rd, South St, Lakeville Rd) has volumes in excess of 10,000 vehicles per day; almost 50% of the network is on roadways with fewer than 5,000 vehicles per day). Many of the rural roadways include paved shoulders, which provide separate operating space for bicyclists, albeit adjacent to faster moving traffic. Pedestrian conditions are generally more favorable close to the Village, where sidewalks are more likely to be found, even if only on one side of the street. Traffic data matches observations of an unusually high concentrations of heavy vehicles along the NYS Rt 63 corridor as it skirts the west side of the Village; this heavy truck pattern likely counteracts the benefits derived from the shoulders provided along this roadway.

The following sections briefly describe the evaluation procedures and the characteristics they consider, as well as the analysis results.

LEVEL OF SERVICE MODELS

The Bicycle Level of Service (BLOS) Model and Pedestrian Level of Service (PLOS) Model, existing conditions performance measures, are “supply-side” criteria. The models are objective measures of bicycling and walking conditions of a roadway which provides a modeled approximation of a typical user’s perceived safety and comfort with respect to motor vehicle traffic and roadway conditions. These nationally adopted and widely used methodologies quantify the quality of accommodation (or “level of service”) for bicyclists and pedestrians that currently exists within the roadway environment. A major benefit of incorporating the BLOS and PLOS is the indication they provide regarding which network segments have the greatest needs. They use the same measurable traffic and roadway factors that transportation planners and engineers use for other travel modes. These methods are not limited to merely assessing conditions; results can be used to provide a snapshot of existing bicycling and walking conditions, identify roadways that are candidates for reconfiguration for bicycle and pedestrian facility improvements, conduct a benefits comparison among proposed facilities and roadway cross-sections, and to prioritize and program roadways for such improvements.

The BLOS Model is statistically robust and clearly reflects the effect on bicycling suitability or “compatibility” due to variations in the following primary factors:

- bike lane or paved shoulder width;
- traffic volume, speed, and type;
- outside lane width;
- presence of on-street parking; and
- pavement surface condition.

In a similar manner, the PLOS Model incorporates the following primary factors:

- sidewalk presence, width;
- roadway width;
- traffic volume and speed;
- presence of buffer, width; and
- presence of barriers (on-street parking, street trees).

The level of service analysis produces, for each study network segment, an objective score and “grade” which measures accommodation on that section of roadway, as shown in the following Table 1.

Table 1: Level of Service Grade Classifications and Associated Numeric Scores

Level of Service	Numerical Range
A	≤ 1.5
B	> 1.5 and $2.5 \leq$
C	> 2.5 and $3.5 \leq$
D	> 3.5 and $4.5 \leq$
E	> 4.5 and $5.5 \leq$
F	> 5.5

Roadway Slope Adjustments for the Village of Geneseo

Because of the general topography of Geneseo, elevation change and roadway grade are common concerns among people looking to choose to walk or bike in the Village. This plan has developed a method of rating the grade of a roadway and applying that grade to modify the Bicycle or Pedestrian Level of Service result to reflect the challenges presented by roadway grades to non-motorized travel within Geneseo.

Using online slope analysis tools provided as an overlay on Google maps data by Mapmyfitness.com, the consultants were able to obtain elevation and slope data for the segments of the Geneseo study network and assign the segments to four slope classes¹. Slope Class 1 is considered effectively flat and features roadways with consistent slopes under 3%. Slope Class 2 is considered mild and includes slopes from 3% to 4.9% that extend 500 feet or more. Slope Class 3 is considered moderate, with slopes between 5% and 7.9% for 300 feet are considered moderate. Slope Class 4 is considered severe and includes slopes of 8% or more that run for 100 feet or more.

Once roadway segments were classified by slope, their Bicycle and Pedestrian Level of Service scores were adjusted, according to the values shown in Table 2 , with the maximum adjustment equivalent to one whole point (i.e., an entire letter grade for scores already at 0.5 or greater between B and F).

¹ The online tool allows for calculation of a slope profile between two points on the map. This allowed for more direct classification across the same analysis segments already devised. These calculated slopes were checked against an overlay of topographic lines to verify their general accuracy.

Table 2: Roadway Slope Classifications

Slope Class	Bike LOS adjustment	Ped LOS adjustment
1 (0-2.9%)	+ 0.000	+ 0.000
2 (3-4.9%, 500 ft +)	+ 0.150	+ 0.075.
3 (5-7.9%, 300 ft +)	+ 0.400	+ 0.200.
4 (8% +, 100 ft +)	+ 1.000	+ 0.500.

These adjustments were applied as appropriate to the Bicycle and Pedestrian LOS results to calculate adjusted LOS scores for the Village of Geneseo.

EXISTING CONDITIONS ANALYSIS RESULTS

Bicycling conditions were analyzed for 42 directional network segments (each with two distinct directional data rows) based on the collected network data and with the Geneseo-specific roadway slope adjustments applied. The directional distance of the study network is 38.4 miles (19.2 centerline miles). The distribution of adjusted bicycle level of service grades is shown in Figure 2. At a distance-weighted network-wide level, the Village of Geneseo and surrounding area was found to currently provide bicycling conditions that correspond to a bicycle level of service of 2.74 (“C”), which is typical compared with many other municipalities nationwide (the distance weighted average prior to the slope adjustment is 2.35 (“B”), which is comparably favorable to nationwide results). These results are mapped in Figure 3. Appendix A provides additional information about the BLOS Model, and Appendix B provides the BLOS data sheets for all roadways that were analyzed in the course of the study.

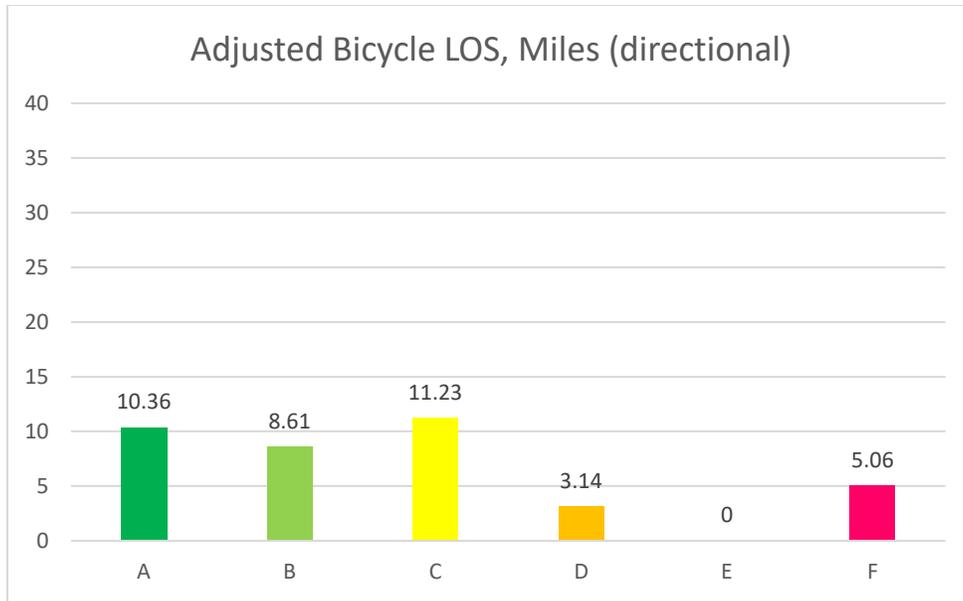


Figure 2

Pedestrian conditions were evaluated for the same study network. The distribution of pedestrian level of service grades is shown in Figure 4. At a distance-weighted network-wide level, the City of Geneva was found to currently provide pedestrian conditions that correspond to a pedestrian level of service 3.66 (“D”), which is typical compared with many other municipalities nationwide (the distance weighted average prior to the slope adjustment is 3.39. (“C”), which is also comparably favorable to nationwide results). These results are mapped in Figure 5, again showing the worse directional result for each network segment Appendix A provides additional information about the PLOS Model, and Appendix B provides the PLOS data sheets for all roadways that were analyzed in the course of the study.

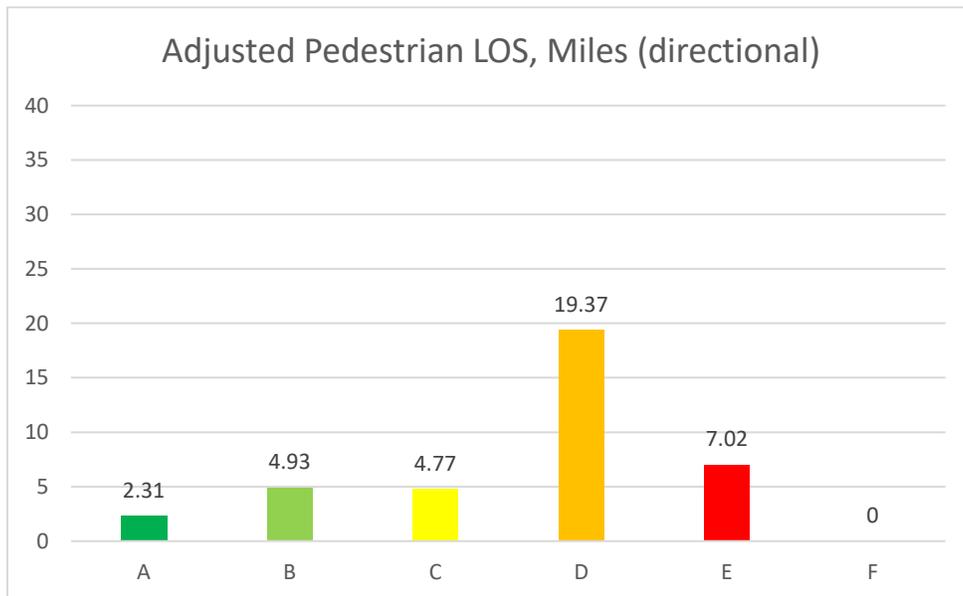


Figure 4

APPENDIX A:

The Bicycle Level and Pedestrian Level of Service Models

A1: Bicycle Level of Service

The statistically-calibrated mathematical equation entitled the *Bicycle Level of Service*¹ *Model (Version 2.0)* was used as the foundation of the evaluation. This *Model* is the most accurate method of evaluating the bicycling conditions of shared roadway environments. It uses the same measurable traffic and roadway factors that transportation planners and engineers use for other travel modes. With statistical precision, the *Model* clearly reflects the effect on bicycling suitability or “compatibility” due to factors such as roadway width, bike lane widths and striping combinations, traffic volume, pavement surface conditions, motor vehicles speed and type, and on-street parking.

The *Bicycle LOS Model* is based on the proven research documented in *Transportation Research Record 1578* published by the Transportation Research Board of the National Academy of Sciences. It was developed with a background of over 100,000 miles of evaluated urban, suburban, and rural roads and streets across North America. It has been adopted by the Florida Department of Transportation as the recommended standard methodology for determining existing and anticipated bicycling conditions throughout Florida. Many urbanized area planning agencies and state highway departments are using this established method of evaluating their roadway networks. These include metropolitan areas across North America such as Atlanta GA, Baltimore MD, Birmingham AL, Philadelphia PA, San Antonio TX, Houston TX, Buffalo NY, Anchorage AK, Lexington KY, and Tampa FL as well as state departments of transportation such as, Delaware Department of Transportation (DelDOT), New York State Department of Transportation (NYDOT), Maine Department of Transportation (MeDOT) and others.

Widespread application of the original form of the *Bicycle LOS Model* has provided several refinements. Application of the *Bicycle LOS Model* in the metropolitan area of Philadelphia resulted in the final definition of the three effective width cases for evaluating roadways with

¹ Landis, Bruce W. “Real-Time Human Perceptions: Toward a Bicycle Level of Service” *Transportation Research Record 1578*, Transportation Research Board, Washington DC 1997 (see Appendix A).

on-street parking. Application of the *Bicycle LOS Model* in the rural areas surrounding the greater Buffalo region resulted in refinements to the “low traffic volume roadway width adjustment”. A 1997 statistical enhancement to the *Model* (during statewide application in Delaware) resulted in better quantification of the effects of high-speed truck traffic [see the $SP_t(1+10.38HV)^2$ term]. As a result, *Version 2.0* has the highest correlation coefficient ($R^2 = 0.77$) of any form of the *Bicycle LOS Model*.

Version 2.0 of the *Bicycle LOS Model* was employed to evaluate the roads and streets within The Geneseo study area. Its form is shown below:

$$\text{Bicycle LOS} = a_1 \ln(\text{Vol}_{15}/L_n) + a_2 SP_t(1+10.38HV)^2 + a_3(1/PR_5)^2 + a_4(W_e)^2 + C$$

Where:

Vol_{15} = Volume of directional traffic in 15 minute time period

$$\text{Vol}_{15} = (\text{ADT} \times D \times K_d) / (4 \times \text{PHF})$$

where:

ADT = Average Daily Traffic on the segment or link

D = Directional Factor

K_d = Peak to Daily Factor

PHF = Peak Hour Factor

L_n = Total number of directional *through* lanes

SP_t = Effective speed limit

$$SP_t = 1.1199 \ln(SP_p - 20) + 0.8103$$

where:

SP_p = Posted speed limit (a surrogate for average running speed)

HV = percentage of heavy vehicles (as defined in the 1994 Highway Capacity Manual)

PR_5 = FHWA's five point pavement surface condition rating

W_e = Average effective width of outside through lane:

where:

$$W_e = W_v - (10 \text{ ft} \times \% \text{ OSPA}) \quad \text{and } W_i = 0$$

$$W_e = W_v + W_i (1 - 2 \times \% \text{ OSPA}) \quad \text{and } W_i > 0 \text{ \& } W_{ps} = 0$$

$$W_e = W_v + W_i - 2 (10 \times \% \text{ OSPA}) \quad \text{and } W_i > 0 \text{ \& } W_{ps} > 0 \text{ and a bikelane exists}$$

where:

W_t = total width of outside lane (and shoulder) pavement

OSPA = percentage of segment with occupied on-street parking

W_i = width of paving between the outside lane stripe and the edge of pavement

W_{ps} = width of pavement striped for on-street parking

W_v = Effective width as a function of traffic volume

and:

$$W_v = W_t \text{ if } ADT > 4,000 \text{ veh/day}$$

$$W_v = W_t(2 - 0.00025 \times ADT)$$

if $ADT \leq 4,000 \text{ veh/day}$,

and if the street/road is undivided and unstriped

$$a_1: 0.507 \quad a_2: 0.199 \quad a_3: 7.066 \quad a_4: -0.005 \quad C: 0.760$$

($a_1 - a_4$) are coefficients established by multi-variate regression analysis.

The *Bicycle LOS* score resulting from the final equation is stratified into service categories “A, B, C, D, E, and F” (according to the ranges shown in Table 1) to reflect users’ perception of the road segment’s level of service for bicycle travel.

TABLE 1 Bicycle Level-of-Service Categories

LEVEL-OF-SERVICE	BLOS SCORE
A	≤ 1.5
B	$> 1.5 \text{ and } \leq 2.5$
C	$> 2.5 \text{ and } \leq 3.5$
D	$> 3.5 \text{ and } \leq 4.5$
E	$> 4.5 \text{ and } \leq 5.5$
F	> 5.5

This stratification is in accordance with the linear scale established during the referenced research (i.e., the research project bicycle participants’ aggregate response to roadway and traffic stimuli). The *Model* is particularly responsive to the factors that are statistically significant. An example of its sensitivity to various roadway and traffic conditions is shown in Figure 1.

$$\text{Bicycle LOS} = a_1 \ln(Vol_{15}/L_n) + a_2 SP_t(1+10.38HV)^2 + a_3(1/PR_5)^2 + a_4(W_e)^2 + C$$

$$a_1: 0.507 \quad a_2: 0.199 \quad a_3: 7.066 \quad a_4: -0.005$$

$$C: 0.760$$

Baseline inputs:

ADT = 12,000 vpd % HV = 1 L = 2 lanes
 SP_p = 40 mph W_e = 12 ft PR₅ = 4 (good pavement)

Baseline Bicycle LOS Score	<u>BLOS</u> 3.98	<u>% Change</u> N/A
----------------------------	---------------------	------------------------

Lane Width and Lane striping changes (T-statistic = 9.844)

W _t	=	10 ft	4.20	6% increase
W _t	=	11 ft	4.09	3% increase
W _t	=	12 ft -- (baseline average) -----	3.98 - - - -	no change
W _t	=	13 ft	3.85	3% reduction
W _t	=	14 ft	3.72	7% reduction
W _t	=	15 ft (W _i = 3 ft)	3.57 (3.08)	10%(23%)
reduction				
W _t	=	16 ft (W _i = 4 ft)	3.42 (2.70)	14%(32%)
reduction				
W _t	=	17 ft (W _i = 5 ft)	3.25 (2.28)	18%(43%)
reduction				

Traffic Volume (ADT) variations (T-statistic = 5.689)

ADT	=	1,000 Very Low	2.75	31% decrease
ADT	=	5,000 Low	3.54	11% decrease
ADT	=	12,000 Average -- (baseline average) --	3.98 -----	no change
ADT	=	15,000 High	4.09	3% increase
ADT	=	25,000 Very High	4.35	9% increase

Pavement Surface conditions (T-statistic = 4.902)

PR ₅	=	2 Poor	5.30	33% increase
PR ₅	=	3 Fair	4.32	9% reduction
PR ₅	=	4 -- Good - (baseline average) - - - -	3.98 - - - -	no change
PR ₅	=	5 Very Good	3.82	4% reduction

Heavy Vehicles in percentages (Combined speed and heavy vehicles T-statistic = 3.844)

HV	=	0 No Volume	3.80	5% decrease
HV	=	1 --- Very Low - (baseline average) --	3.98 -----	no change
HV	=	2 Low	4.18	5% increase
HV	=	5 Moderate	4.88	23% increase ^a
HV	=	10 High	6.42	61% increase ^a
HV	=	15 Very High	8.39	111% increase ^a

^aOutside the variable's range (see Reference (1))

Figure 1: Bicycle LOS Model Sensitivity Analysis
Data Collection/Inventory Guidelines for Future Updates

Following is the list of data required for computation of the *Bicycle LOS* scores as well as the associated guidelines for their collection and compilation into the programmed database.

Average Daily Traffic (ADT)

ADT is the average daily traffic volume on the segment or link. The programmed database will convert these volumes to *Vol₁₅* (volume of directional traffic every fifteen minutes) using the Directional Factor (D), Peak to Daily Factor (K_d) and Peak Hour Factor (PHF) for the road segment.

Percent Heavy Vehicles (HV)

Percent HV is the percentage of heavy vehicles (as defined in the *2000 Highway Capacity Manual*).

Number of lanes of traffic (L)

L reflects the total number of *through* traffic lanes of the road segment and its configuration. (e.g., D = Divided, U = Undivided, OW = One-Way, S = Center Turning Lane). The programmed database will convert these lanes into directional lanes. The presence of continuous right-turn lanes should be noted in the comments field. In the other direction it will be noted in the comments if there is a different number of through lanes.

Posted Speed Limit (S_p)

S_p is recorded as posted.

W_t total width of pavement

W_t is measured from the center of the road, yellow stripe, or (in the case of a multilane configuration) the lane separation striping to the edge of pavement or to the gutter pan of the curb. When there is angled parking adjacent to the outside lane, W_t is measured to the traffic-side end of the parking stall stripes.

Width of pavement is the pavement striped for on-street parking (W_{ps})

W_{ps} is recorded only if there is parking to the right of a striped bike lane. If there is parking on two sides on a one-way, single lane street, W_{ps} is reported as the combined width of the striped parking.

Width of paving between the outside lane stripe and the edge of pavement (W_i)

W_i is measured from the outside lane stripe to the edge of pavement or to the gutter pan of the curb. When there is angled parking adjacent to the outside lane, W_i is measured from the outside lane stripe to the traffic-side end of the parking stall stripes.

OSPA %

OSPA% is the estimated percentage of the segment (excluding driveways) along which there is occupied on-street parking at the time of survey. Record each side separately. If the parking is allowed only during off-peak periods and parking restrictions change widths and

laneage, indicate the geometric changes in the comments field. Note: Indicate any “angled parking” in the comments field.

Pavement Condition (PC)

PC is the pavement condition of the motor vehicle travel lane according to the FHWA’s five-point pavement surface condition rating shown below in Figure 2.

Designated Bike Lane

A “Y” is coded if there is a bike lane on the segment, otherwise “N” is entered.

Comments

If there is any noticeable difference in the above parameters between two directions (north/south or east/west) on a roadway segment, the data will be recorded for the other direction in the comments field along with the direction. All special conditions and assumptions made during the data collection on the segment will be reported in the comments field.

RATING	PAVEMENT CONDITION
5.0 (Very Good)	Only new or nearly new pavements are likely to be smooth enough and free of cracks and patches to qualify for this category.
4.0 (Good)	Pavement, although not as smooth as described above, gives a first class ride and exhibits signs of surface deterioration
3.0 (Fair)	Riding qualities are noticeably inferior to those above; may be barely tolerable for high-speed traffic. Defects may include rutting, map cracking, and extensive patching.
2.0 (Poor)	Pavements have deteriorated to such an extent that they affect the speed of free-flow traffic. Flexible pavement has distress over 50 percent or more of the surface. Rigid pavement distress includes joint spalling, patching, etc.
1.0 (Very Poor)	Pavements that are in an extremely deteriorated condition. Distress occurs over 75 percent or more of the surface.

Source: U.S. Department of Transportation. Highway Performance Monitoring System-Field Manual. Federal Highway Administration. Washington, DC, 1987.

Figure 2: Pavement Condition Description

A2: Pedestrian Level of Service

Similar to the evaluation procedure used for the bicycle mode, this is an evaluation of pedestrians' perceived safety with respect to motor vehicle traffic. It identifies the quality of service for pedestrians that currently exists within the roadway environment. This section of the report documents the methodology that will be employed by *Sprinkle Consulting, Inc.* to evaluate the walking conditions, or "level of service" that currently exists on the roadway segments around Geneseo. This section documents the additional data requirements, data collection and compilation guidelines (other than the items listed in the bicycle portion) and results of the evaluation.

The *Pedestrian Level of Service (Pedestrian LOS) Model Version 2.0* was used for the evaluation of walking conditions. This model is the most accurate method of evaluating the walking conditions within shared roadway environments. It uses the same measurable traffic and roadway factors that transportation planners and engineer's use for other travel modes. With statistical precision, the *Model* clearly reflects the effect on walking suitability or "compatibility" due to factors such as roadway width, presence of sidewalks and intervening buffers, barriers within those buffers, traffic volume, motor vehicles speed, and on-street parking. The form of the *Pedestrian Level of Service Model*, and the definition of its terms are as follows:

$$\text{Ped LOS} = - 1.2276 \ln (W_{ol} + W_l + f_p \times \%OSP + f_b \times W_b + f_{sw} \times W_s) \\ + 0.0091 (\text{Vol}_{15}/L) + 0.0004 \text{SPD}^2 + 6.0468$$

Where:

W_{ol} = Width of outside lane (feet)

W_l = Width of shoulder or bike lane (feet)

f_p = On-street parking effect coefficient (=0.20)

$\%OSP$ = Percent of segment with on-street parking

f_b = Buffer area barrier coefficient (=5.37 for trees spaced 20 feet on center)

W_b = Buffer width (distance between edge of pavement and sidewalk, feet)

f_{sw} = Sidewalk presence coefficient = $6 - 0.3W_s$ (3)

W_s = Width of sidewalk (feet)

Vol_{15} = average traffic during a fifteen (15) minute period

L = total number of (through) lanes (for road or street)

SPD = Average running speed of motor vehicle traffic (mi/hr)

The Pedestrian LOS score resulting from the final equation is pre-stratified into service categories “A, B, C, D, E, and F”, according to the ranges shown in Figure 3 and reflect users’ perception of the road segments level of service for pedestrian travel. This stratification is in accordance with the linear scale established during the research (i.e., the research project participants’ aggregate response to roadway and traffic stimuli).

Figure 3: Pedestrian Level-of-Service Categories

LEVEL-OF-SERVICE	Pedestrian LOS Score
A	≤ 1.5
B	> 1.5 and ≤ 2.5
C	> 2.5 and ≤ 3.5
D	> 3.5 and ≤ 4.5
E	> 4.5 and ≤ 5.5
F	> 5.5

The Pedestrian LOS Model is used by planners and engineers throughout the US in a variety of planning and design applications. The Pedestrian LOS Model can be used to conduct a benefits comparison among proposed sidewalk/roadway cross-sections, identify roadways that are candidates for reconfiguration for sidewalk improvements, and to prioritize and program roadways for sidewalk improvements.

Additional Data Collection and Inventory Guidelines

Following is the additional list of data used in the computation of the Pedestrian Level of Service scores. Also described are the associated guidelines for their collection and compilation into the database.

Width of Buffer (W_b)

W_s is the width of a grass buffer. The width of the buffer is measured from the edge of pavement (including the width of the curb if present) to the beginning edge of the sidewalk. If a sidewalk has trees planted in it, then the horizontal width of the sidewalk occupied by the trees is collected.

Width of Sidewalk (W_s)

W_s is the width of the sidewalk, measured from either the edge of pavement (including the curb) if a grass buffer is not present. If a grass buffer is present, the width is measured from the edge of the buffer to the backside of the sidewalk.

Sidewalk Percentage

Sidewalk Percentage is the percentage of sidewalk coverage (estimated in increments of 25%) of the segment that is to be collected directionally.

Tree Spacing in Buffer

Tree spacing is the spacing of trees within a buffer, measured from the center (width of spacing between trees). Trees can either be in a grass buffer or in a sidewalk.

Cross-section

Cross-section indicates whether there is a curb and gutter (“C”) or an open shoulder (“S”). Any ditches or swales adjacent to the edge of pavement of the segment are indicated in the comments field.

Roadside Profile Condition

Roadside profile condition is collected to assist in determining the lateral area available for bicycle lane or paved shoulder and sidewalk construction. It is the area between the outside edge of the pavement and the right-of-way line. The profile condition will assist in determining the type of facility, hence its cost [i.e., bicycle lane or paved shoulder or bike path]. Roadside profiles were classified as one of the three types illustrated below. Condition 1, buildable shoulder is defined as an area adjoining the edge of pavement with a minimum width of seven feet and a maximum cross-slope of 6%. Condition 2 is a swale. Condition 3 is a ditch or canal. These conditions are illustrated in Figure 4

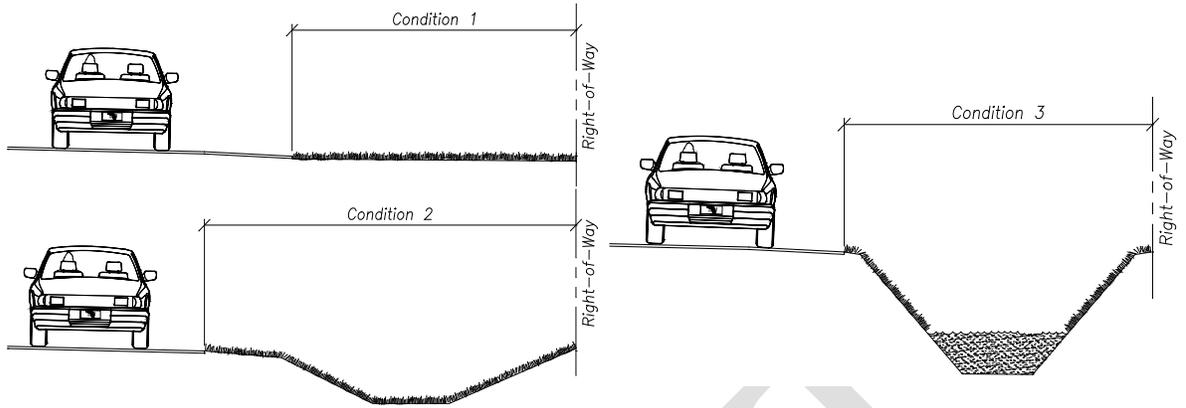


Figure 4: Roadside Profile Conditions

DRAFT

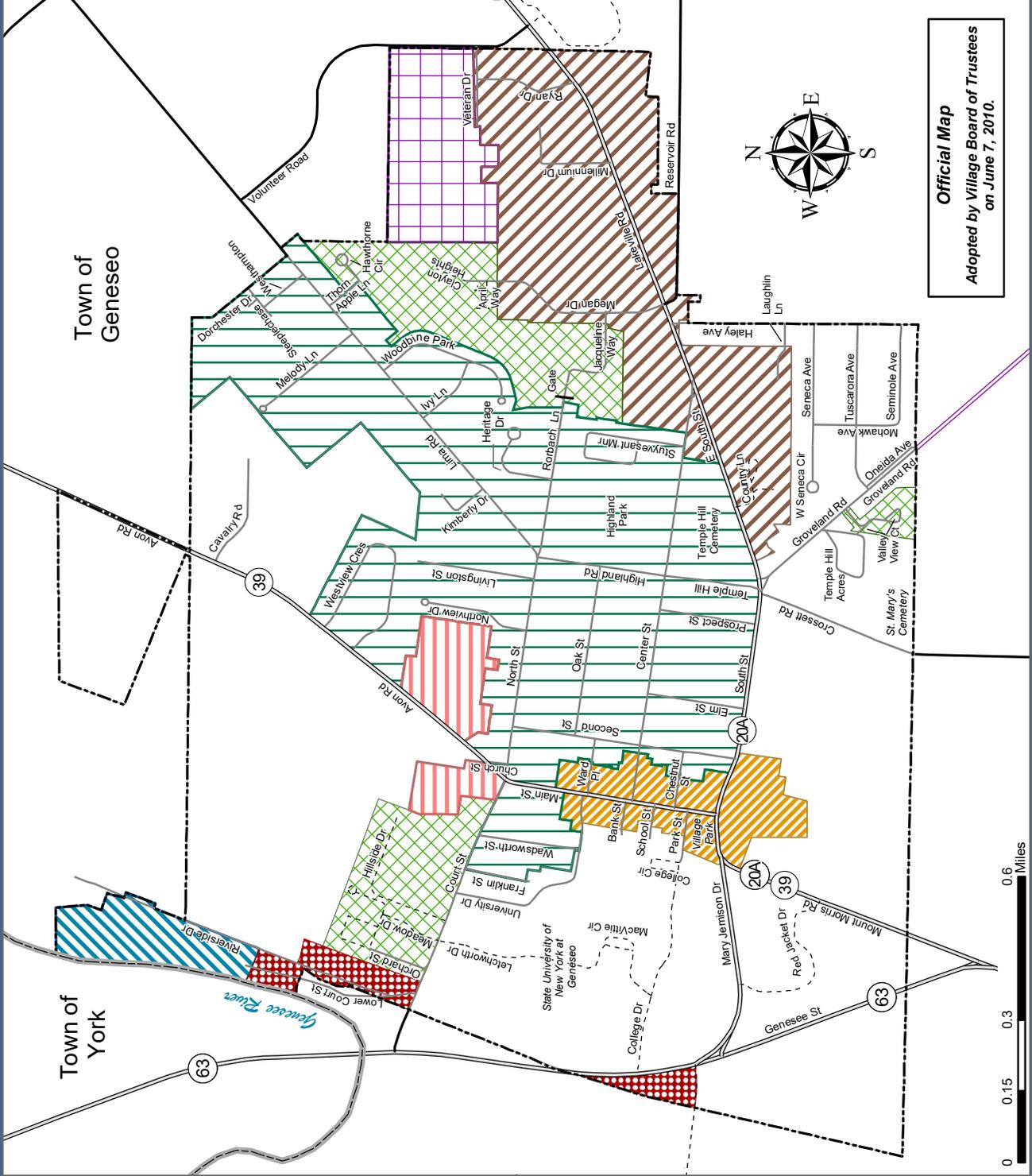
Appendix F

ZONING MAPS

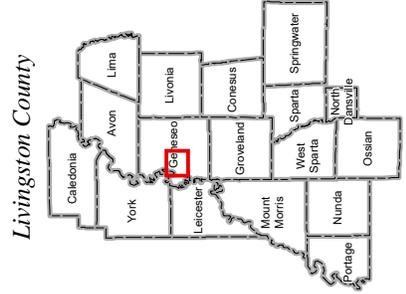


Village of Geneseo

Zoning 2011



- Legend**
- Residential (R-1)
 - Residential (R-2)
 - Residential (R-3)
 - Community Resources (CR)
 - Mixed Use (MU-1)
 - Mixed Use (MU-2)
 - Commercial (C-1)
 - Commercial/Industrial (CI-1)
 - WMU (Waterfront Mixed Use)
 - State Highway
 - County Highway
 - Town Road
 - Village Road
 - Private Road



Map is for general planning purposes only.

Map prepared by the Livingston County Planning Department - November 2009, rev. Feb. 2011

Source: Village of Geneseo Zoning Districts, Bergmann Associates, November 2008; Local Law #3, June 2010

McArcview/Geneseo/Geneseo_villagezoning_official_Feb2011.mxd

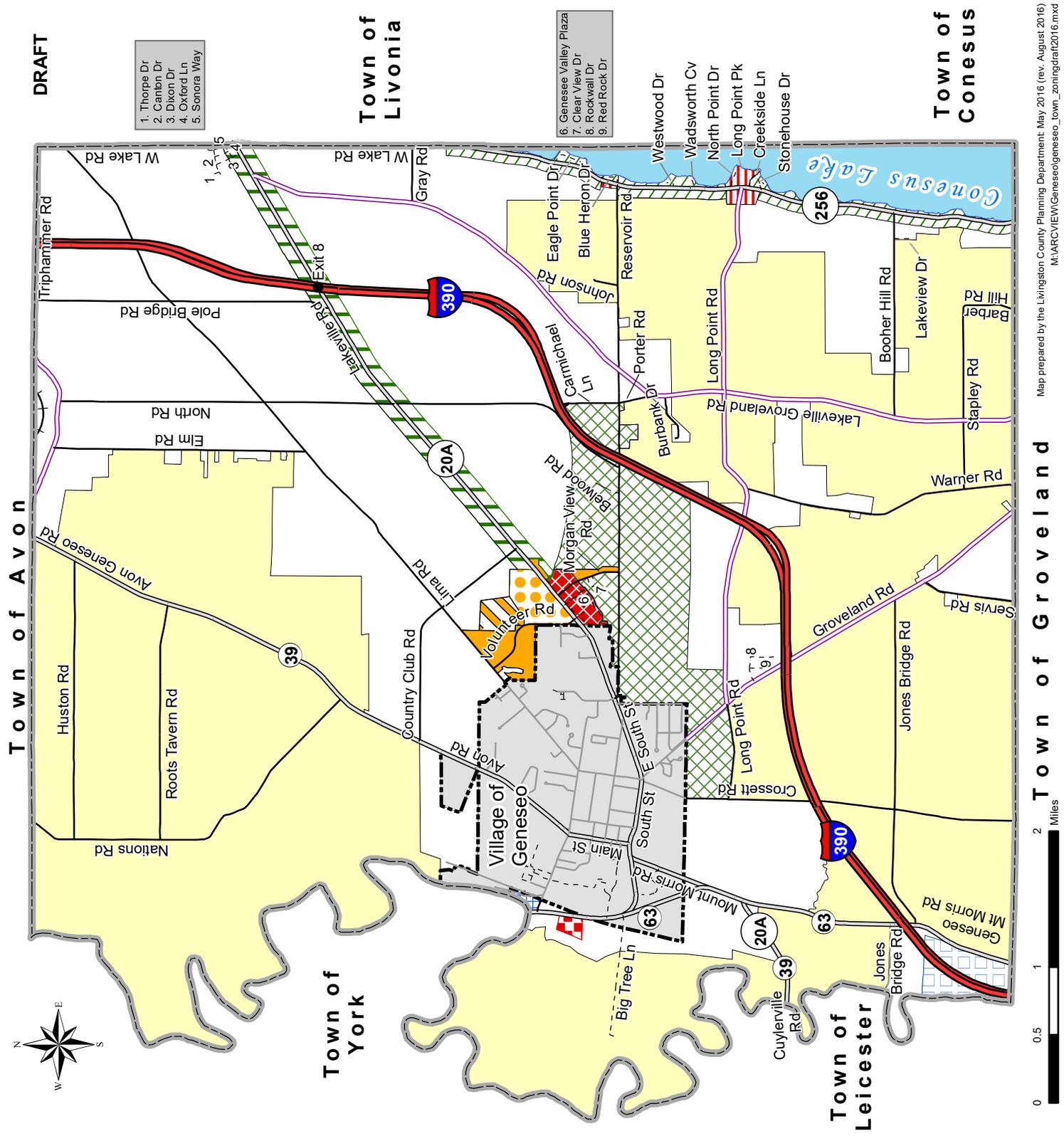


Official Map
 Adopted by Village Board of Trustees on June 7, 2010.



Town of Geneseo Zoning Map

-  Expressway
 -  State Highway
 -  County Highway
 -  Town Road
 -  Village Road
 -  Seasonal Road
 -  Private Road
 -  Railroads
 -  Town Boundary
 -  Village Boundary
 -  Lake
- ### Zoning Districts
-  Agricultural Zoning
 -  Rural Residential
 -  Highway Residential
 -  Lakeshore Residential
 -  Low Density Residential
 -  General Commercial
 -  Lakefront
 -  Neighborhood Commercial
 -  Limited Commercial
 -  General Industrial Use
 -  Light Industrial
 -  Mixed-Use I
 -  Mixed-Use II
 -  Mixed-Use III



Appendix G

SCHOOL AREA SIGNAGE & REGULATORY GUIDELINES

This appendix includes selected pages from the Federal 2009 Manual on Uniform Traffic Control Devices (MUTCD), as well as selected pages from the 2011 New York State Supplement. The modifications described in the NYS Supplement refer to the relative sections within the MUTCD.



Manual on Uniform Traffic Control Devices

for Streets and Highways

2009 Edition

Including Revision 1 dated May 2012
and Revision 2 dated May 2012



PART 7

TRAFFIC CONTROL FOR SCHOOL AREAS

CHAPTER 7A. GENERAL

Section 7A.01 Need for Standards

Support:

- 01 Regardless of the school location, the best way to achieve effective traffic control is through the uniform application of realistic policies, practices, and standards developed through engineering judgment or studies.
- 02 Pedestrian safety depends upon public understanding of accepted methods for efficient traffic control. This principle is especially important in the control of pedestrians, bicycles, and other vehicles in the vicinity of schools. Neither pedestrians on their way to or from school nor other road users can be expected to move safely in school areas unless they understand both the need for traffic controls and how these controls function for their benefit.
- 03 Procedures and devices that are not uniform might cause confusion among pedestrians and other road users, prompt wrong decisions, and contribute to crashes. To achieve uniformity of traffic control in school areas, comparable traffic situations need to be treated in a consistent manner. Each traffic control device and control method described in Part 7 fulfills a specific function related to specific traffic conditions.
- 04 A uniform approach to school area traffic controls assures the use of similar controls for similar situations, which promotes appropriate and uniform behavior on the part of motorists, pedestrians, and bicyclists.
- 05 A school traffic control plan permits the orderly review of school area traffic control needs, and the coordination of school/pedestrian safety education and engineering measures. Engineering measures alone do not always result in the intended change in student and road user behavior.

Guidance:

- 06 *A school route plan for each school serving elementary to high school students should be prepared in order to develop uniformity in the use of school area traffic controls and to serve as the basis for a school traffic control plan for each school.*
- 07 *The school route plan, developed in a systematic manner by the school, law enforcement, and traffic officials responsible for school pedestrian safety, should consist of a map (see Figure 7A-1) showing streets, the school, existing traffic controls, established school walk routes, and established school crossings.*
- 08 *The type(s) of school area traffic control devices used, either warning or regulatory, should be related to the volume and speed of vehicular traffic, street width, and the number and age of the students using the crossing.*
- 09 *School area traffic control devices should be included in a school traffic control plan.*

Support:

- 10 Reduced speed limit signs for school areas and crossings are included in this Manual solely for the purpose of standardizing signing for these zones and not as an endorsement of mandatory reduced speed zones.
- 11 “School” and “school zone” are defined in Section 1A.13.

Section 7A.02 School Routes and Established School Crossings

Support:

- 01 To establish a safer route to and from school for schoolchildren, the application of planning criterion for school walk routes might make it necessary for children to walk an indirect route to an established school crossing located where there is existing traffic control and to avoid the use of a direct crossing where there is no existing traffic control.

Guidance:

- 02 *School walk routes should be planned to take advantage of existing traffic controls.*
- 03 *The following factors should be considered when determining the feasibility of requiring children to walk a longer distance to a crossing with existing traffic control:*
- A. *The availability of adequate sidewalks or other pedestrian walkways to and from the location with existing control,*
 - B. *The number of students using the crossing,*
 - C. *The age levels of the students using the crossing, and*
 - D. *The total extra walking distance.*

Section 7A.03 School Crossing Control Criteria

Support:

- 01 The frequency of gaps in the traffic stream that are sufficient for student crossing is different at each crossing location. When the delay between the occurrences of adequate gaps becomes excessive, students might become impatient and endanger themselves by attempting to cross the street during an inadequate gap. In these instances, the creation of sufficient gaps needs to be considered to accommodate the crossing demand.
- 02 A recommended method for determining the frequency and adequacy of gaps in the traffic stream is given in the “Traffic Control Devices Handbook” (see Section 1A.11).

Figure 7A-1. Example of School Route Plan Map



Section 7A.04 Scope

Standard:

01 Part 7 sets forth basic principles and prescribes standards that shall be followed in the design, application, installation, and maintenance of all traffic control devices (including signs, signals, and markings) and other controls (including adult crossing guards) required for the special pedestrian conditions in school areas.

Support:

02 Sections 1A.01 and 1A.08 contain information regarding unauthorized devices and messages. Sections 1A.02 and 1A.07 contain information regarding the application of standards. Section 1A.05 contains information regarding the maintenance of traffic control devices. Section 1A.08 contains information regarding placement authority for traffic control devices. Section 1A.09 contains information regarding engineering studies and the assistance that is available to jurisdictions that do not have engineers on their staffs who are trained and/or experienced in traffic control devices.

03 Provisions contained in Chapter 2A and Section 2B.06 are applicable in school areas.

04 Part 3 contains provisions regarding pavement markings that are applicable in school areas.

05 Part 4 contains provisions regarding highway traffic signals that are applicable in school areas. The School Crossing signal warrant is described in Section 4C.06.

CHAPTER 7B. SIGNS

Section 7B.01 Size of School Signs

Standard:

- 01 Except as provided in Section 2A.11, the sizes of signs and plaques to be used on conventional roadways in school areas shall be as shown in Table 7B-1.
- 02 The sizes in the Conventional Road column shall be used unless engineering judgment determines that a minimum or oversized sign size would be more appropriate.
- 03 The sizes in the Minimum column shall be used only where traffic volumes are low and speeds are 30 mph or lower, as determined by engineering judgment.
- 04 The sizes in the Oversized column shall be used on expressways.

Guidance:

- 05 The sizes in the Oversized column should be used on roadways that have four or more lanes with posted speed limits of 40 mph or higher.

Option:

- 06 The sizes in the Oversized column may also be used at other locations that require increased emphasis, improved recognition, or increased legibility.
- 07 Signs and plaques larger than those shown in Table 7B-1 may be used (see Section 2A.11).

Table 7B-1. School Area Sign and Plaque Sizes

Sign	Sign Designation	Section	Conventional Road	Minimum	Oversized
School	S1-1	7B.08	36 x 36	30 x 30	48 x 48
School Bus Stop Ahead	S3-1	7B.13	36 x 36	30 x 30	48 x 48
School Bus Turn Ahead	S3-2	7B.14	36 x 36	30 x 30	48 x 48
Reduced School Speed Limit Ahead	S4-5, S4-5a	7B.16	36 x 36	30 x 30	48 x 48
School Speed Limit XX When Flashing	S5-1	7B.15	24 x 48	—	36 x 72
End School Zone	S5-2	7B.09	24 x 30	—	36 x 48
End School Speed Limit	S5-3	7B.15	24 x 30	—	36 x 48
In-Street Ped Crossing	R1-6, R1-6a, R1-6b, R1-6c	7B.11, 7B.12	12 x 36	—	—
Speed Limit (School Use)	R2-1	7B.15	24 x 30	—	36 x 48
Begin Higher Fines Zone	R2-10	7B.10	24 x 30	—	36 x 48
End Higher Fines Zone	R2-11	7B.10	24 x 30	—	36 x 48

Plaque	Sign Designation	Section	Conventional Road	Minimum	Oversized
X:XX to X:XX AM X:XX to X:XX PM	S4-1P	7B.15	24 x 10	—	36 x 18
When Children Are Present	S4-2P	7B.15	24 x 10	—	36 x 18
School	S4-3P	7B.09, 7B.15	24 x 8	—	36 x 12
When Flashing	S4-4P	7B.15	24 x 10	—	36 x 18
Mon-Fri	S4-6P	7B.15	24 x 10	—	36 x 18
All Year	S4-7P	7B.09	24 x 12	—	30 x 18
Fines Higher	R2-6P	7B.10	24 x 18	—	36 x 24
XX Feet	W16-2P	7B.08	24 x 18	—	30 x 24
XX Ft	W16-2aP	7B.08	24 x 12	—	30 x 18
Turn Arrow	W16-5P	7B.08, 7B.09, 7B.11	24 x 12	—	30 x 18
Advance Turn Arrow	W16-6P	7B.08, 7B.09, 7B.11	24 x 12	—	30 x 18
Diagonal Arrow	W16-7P	7B.12	24 x 12	—	30 x 18
Diagonal Arrow (optional size)	W16-7P	7B.12	21 x 15	—	—
Ahead	W16-9P	7B.11	24 x 12	—	30 x 18

- Note: 1. Larger sizes may be used when appropriate
 2. Dimensions are shown in inches and are shown as width x height
 3. Minimum sign sizes for multi-lane conventional roads shall be as shown in the Conventional Road column

Section 7B.02 Illumination and Reflectorization**Standard:**

- 01 **The signs used for school area traffic control shall be retroreflectorized or illuminated.**

Section 7B.03 Position of Signs**Support:**

- 01 Sections 2A.16 and 2A.17 contain provisions regarding the placements and locations of signs.
 02 Section 2A.19 contains provisions regarding the lateral offsets of signs.

Option:

- 03 In-roadway signs for school traffic control areas may be used consistent with the requirements of Sections 2B.12, 7B.08, and 7B.12.

Section 7B.04 Height of Signs**Support:**

- 01 Section 2A.18 contains provisions regarding the mounting height of signs.

Section 7B.05 Installation of Signs**Support:**

- 01 Section 2A.16 contains provisions regarding the installation of signs.

Section 7B.06 Lettering**Support:**

- 01 The “Standard Highway Signs and Markings” book (see Section 1A.11) contains information regarding sign lettering.

Section 7B.07 Sign Color for School Warning Signs**Standard:**

- 01 **School warning signs, including the “SCHOOL” portion of the School Speed Limit (S5-1) sign and including any supplemental plaques used in association with these warning signs, shall have a fluorescent yellow-green background with a black legend and border unless otherwise provided in this Manual for a specific sign.**

Section 7B.08 School Sign (S1-1) and Plaques**Support:**

- 01 Many state and local jurisdictions find it beneficial to advise road users that they are approaching a school that is adjacent to a highway, where additional care is needed, even though no school crossing is involved and the speed limit remains unchanged. Additionally, some jurisdictions designate school zones that have a unique legal standing in that fines for speeding or other traffic violations within designated school zones are increased or special enforcement techniques such as photo radar systems are used. It is important and sometimes legally necessary to mark the beginning and end points of these designated school zones so that the road user is given proper notice.
- 02 The School (S1-1) sign (see Figure 7B-1) has the following four applications:
- A. School Area – the S1-1 sign can be used to warn road users that they are approaching a school area that might include school buildings or grounds, a school crossing, or school related activity adjacent to the highway.
 - B. School Zone – the S1-1 sign can be used to identify the location of the beginning of a designated school zone (see Section 7B.09).
 - C. School Advance Crossing – if combined with an AHEAD (W16-9P) plaque or an XX FEET (W16-2P or W16-2aP) plaque to comprise the School Advance Crossing assembly, the S1-1 sign can be used to warn road users that they are approaching a crossing where schoolchildren cross the roadway (see Section 7B.11).
 - D. School Crossing – if combined with a diagonal downward pointing arrow (W16-7P) plaque to comprise the School Crossing assembly, the S1-1 sign can be used to warn approaching road users of the location of a crossing where schoolchildren cross the roadway (see Section 7B.12).

Option:

- 03 If a school area is located on a cross street in close proximity to the intersection, a School (S1-1) sign with a supplemental arrow (W16-5P or W16-6P) plaque may be installed on each approach of the street or highway to warn road users making a turn onto the cross street that they will encounter a school area soon after making the turn.

Figure 7B-1. School Area Signs

School Advance Crossing Assembly



S1-1



W16-9P

OR



W16-2aP

OR



W16-2P

OR



W16-5P (optional)

OR



W16-6P (optional)

School Crossing Assembly



S1-1



W16-7P

School Zone Sign



S1-1



S4-7P (optional)



S4-3P (optional)

OR



W16-5P (optional)

OR



W16-6P (optional)

School Speed Limit Assembly



S4-3P



R2-1



S4-1P

OR



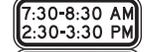
S4-2P

OR



S4-4P

OR



S4-1P



S4-6P



S3-1



S3-2



S4-5



S4-5a



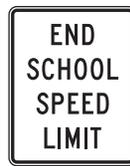
S5-1



R2-6P (optional)



S5-2



S5-3



R2-10



R2-11

Section 7B.09 School Zone Sign (S1-1) and Plaques (S4-3P, S4-7P) and END SCHOOL ZONE Sign (S5-2)

Standard:

- 01 **If a school zone has been designated under State or local statute, a School (S1-1) sign (see Figure 7B-1) shall be installed to identify the beginning point(s) of the designated school zone (see Figure 7B-2).**

Option:

- 02 A School Zone (S1-1) sign may be supplemented with a SCHOOL (S4-3P) plaque (see Figure 7B-1).
- 03 A School Zone (S1-1) sign may be supplemented with an ALL YEAR (S4-7P) plaque (see Figure 7B-1) if the school operates on a 12-month schedule.
- 04 The downstream end of a designated school zone may be identified with an END SCHOOL ZONE (S5-2) sign (see Figures 7B-1 and 7B-2).
- 05 If a school zone is located on a cross street in close proximity to the intersection, a School Zone (S1-1) sign with a supplemental arrow (W16-5P or W16-6P) plaque may be installed on each approach of the street or highway to warn road users making a turn onto the cross street that they will encounter a school zone soon after making the turn.

Section 7B.10 Higher Fines Zone Signs (R2-10, R2-11) and Plaques

Standard:

- 01 **Where increased fines are imposed for traffic violations within a designated school zone, a BEGIN HIGHER FINES ZONE (R2-10) sign (see Figure 7B-1) or a FINES HIGHER (R2-6P), FINES DOUBLE (R2-6aP), or \$XX FINE (R2-6bP) plaque (see Figure 2B-3) shall be installed as a supplement to the School Zone (S1-1) sign to identify the beginning point of the higher fines zone (see Figures 7B-2 and 7B-3).**

Option:

- 02 Where appropriate, one of the following plaques may be mounted below the sign that identifies the beginning point of the higher fines zone:
- A. An S4-1P plaque (see Figure 7B-1) specifying the times that the higher fines are in effect,
 - B. A WHEN CHILDREN ARE PRESENT (S4-2P) plaque (see Figure 7B-1), or
 - C. A WHEN FLASHING (S4-4P) plaque (see Figure 7B-1) if used in conjunction with a yellow flashing beacon.

Standard:

- 03 **Where a BEGIN HIGHER FINES ZONE (R2-10) sign or a FINES HIGHER (R2-6P) plaque supplementing a School Zone (S1-1) sign is posted to notify road users of increased fines for traffic violations, an END HIGHER FINES ZONE (R2-11) sign (see Figure 7B-1) or an END SCHOOL ZONE (S5-2) sign shall be installed at the downstream end of the zone to notify road users of the termination of the increased fines zone (see Figures 7B-2 and 7B-3).**

Section 7B.11 School Advance Crossing Assembly

Standard:

- 01 **The School Advance Crossing assembly (see Figure 7B-1) shall consist of a School (S1-1) sign supplemented with an AHEAD (W16-9P) plaque or an XX FEET (W16-2P or W16-2aP) plaque.**
- 02 **Except as provided in Paragraph 3, a School Advance Crossing assembly shall be used in advance (see Table 2C-4 for advance placement guidelines) of the first School Crossing assembly (see Section 7B.12) that is encountered in each direction as traffic approaches a school crosswalk (see Figure 7B-4).**

Option:

- 03 The School Advance Crossing assembly may be omitted (see Figure 7B-5) where a School Zone (S1-1) sign (see Section 7B.09) is installed to identify the beginning of a school zone in advance of the School Crossing assembly.
- 04 If a school crosswalk is located on a cross street in close proximity to an intersection, a School Advance Crossing assembly with a supplemental arrow (W16-5P or W16-6P) plaque may be installed on each approach of the street or highway to warn road users making a turn onto the cross street that they will encounter a school crosswalk soon after making the turn.
- 05 A 12-inch reduced size in-street School (S1-1) sign (see Figure 7B-6), installed in compliance with the mounting height and special mounting support requirements for In-Street Pedestrian Crossing (R1-6 or R1-6a) signs (see Section 2B.12), may be used in advance of a school crossing to supplement the post-mounted school warning signs. A 12 x 6-inch reduced size AHEAD (W16-9P) plaque may be mounted below the reduced size in-street School (S1-1) sign.

Figure 7B-2. Example of Signing for a Higher Fines School Zone without a School Crossing

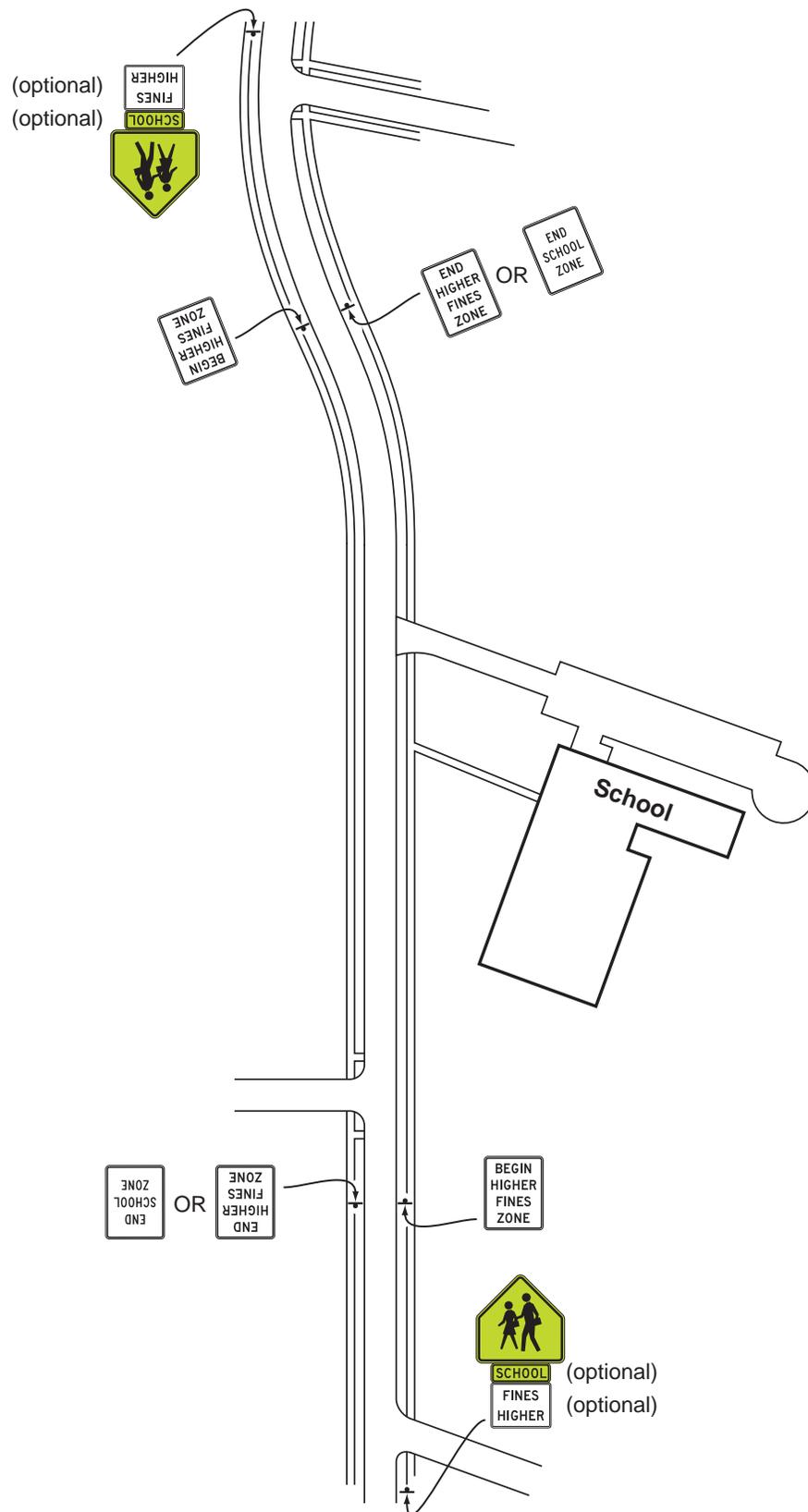


Figure 7B-3. Example of Signing for a Higher Fines School Zone with a School Speed Limit

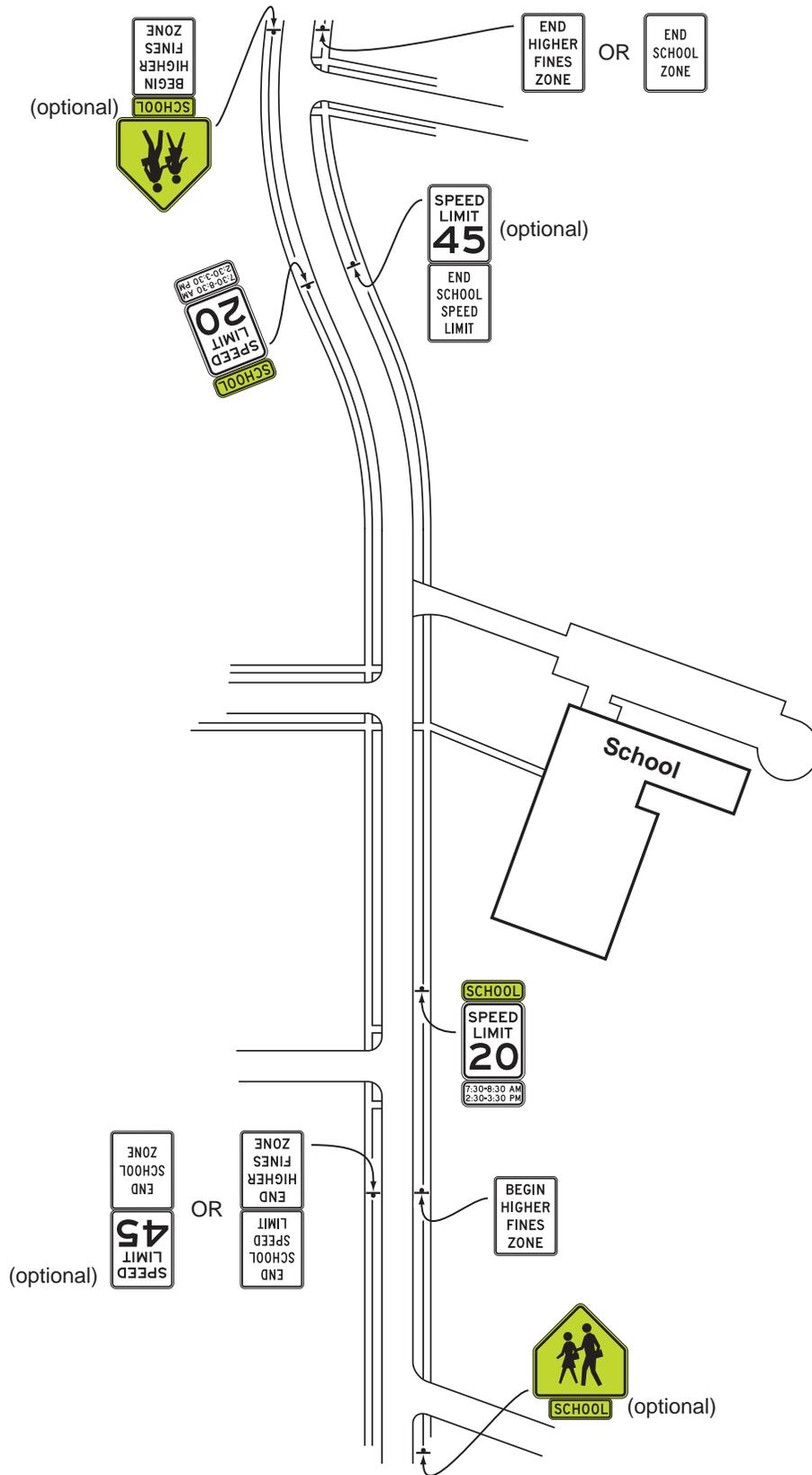


Figure 7B-4. Example of Signing for a School Crossing Outside of a School Zone

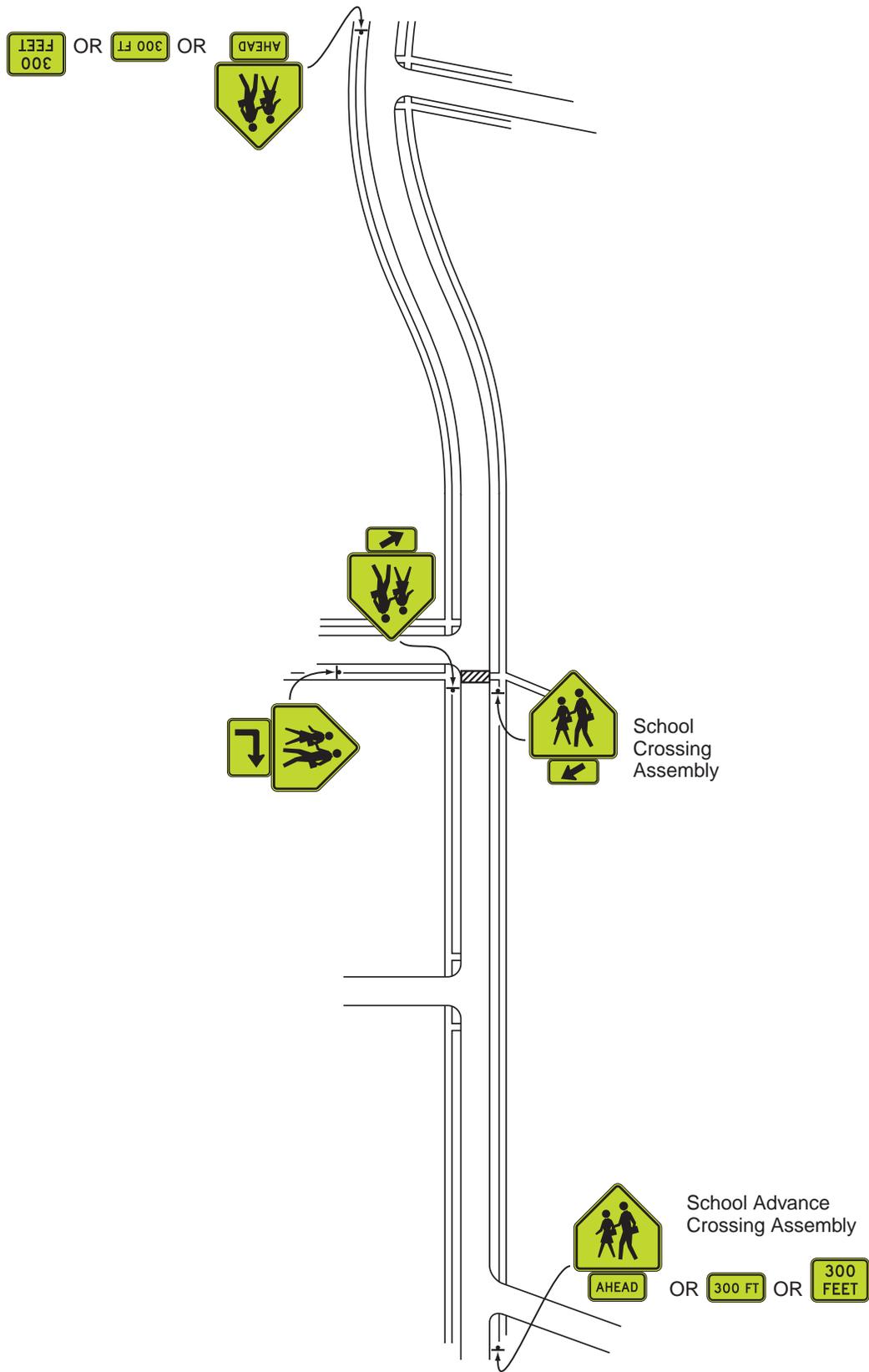


Figure 7B-5. Example of Signing for a School Zone with a School Speed Limit and a School Crossing

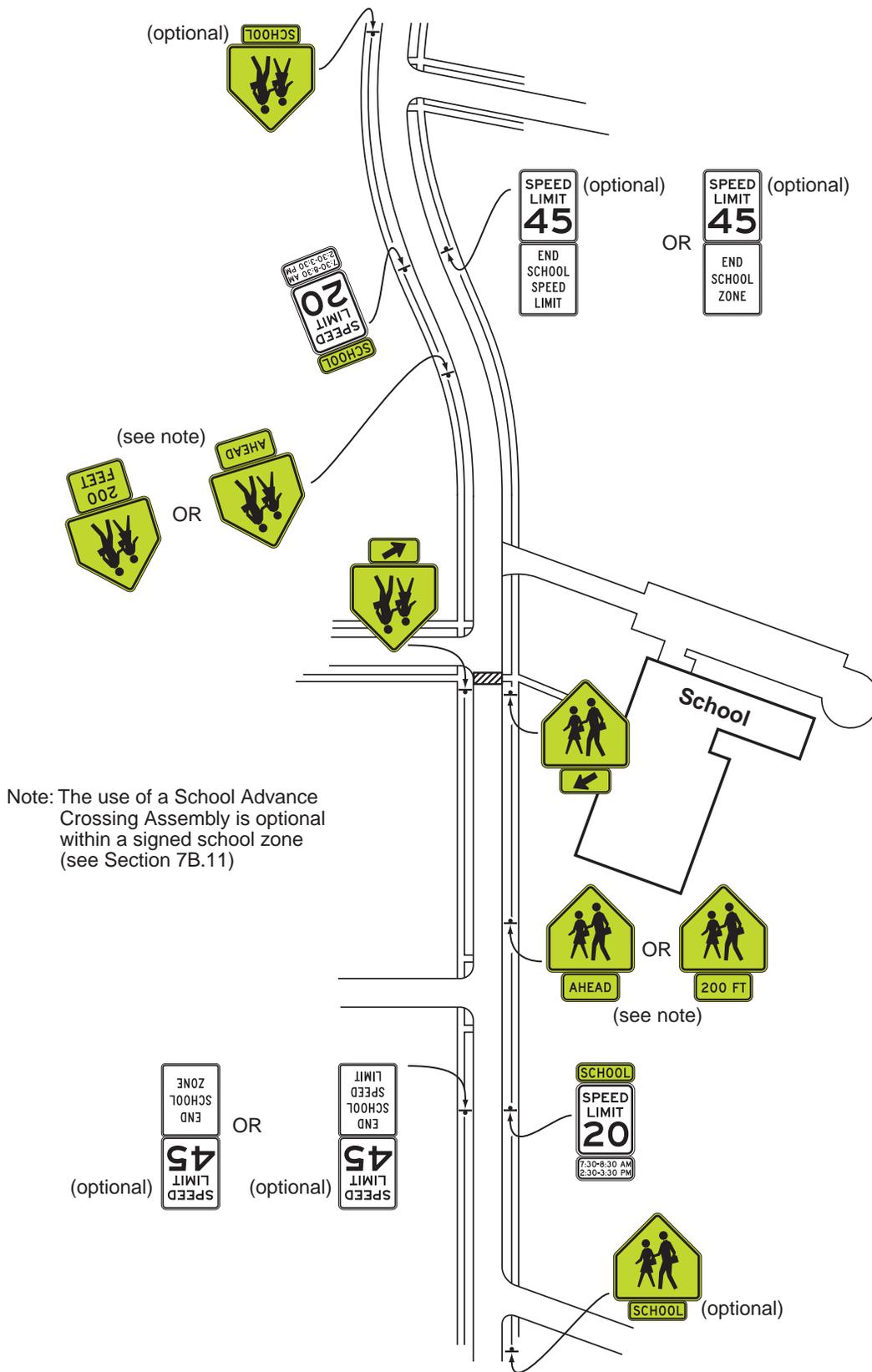
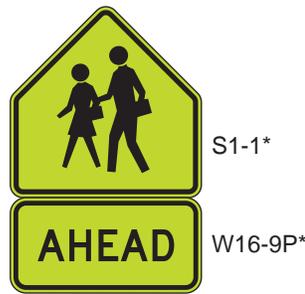


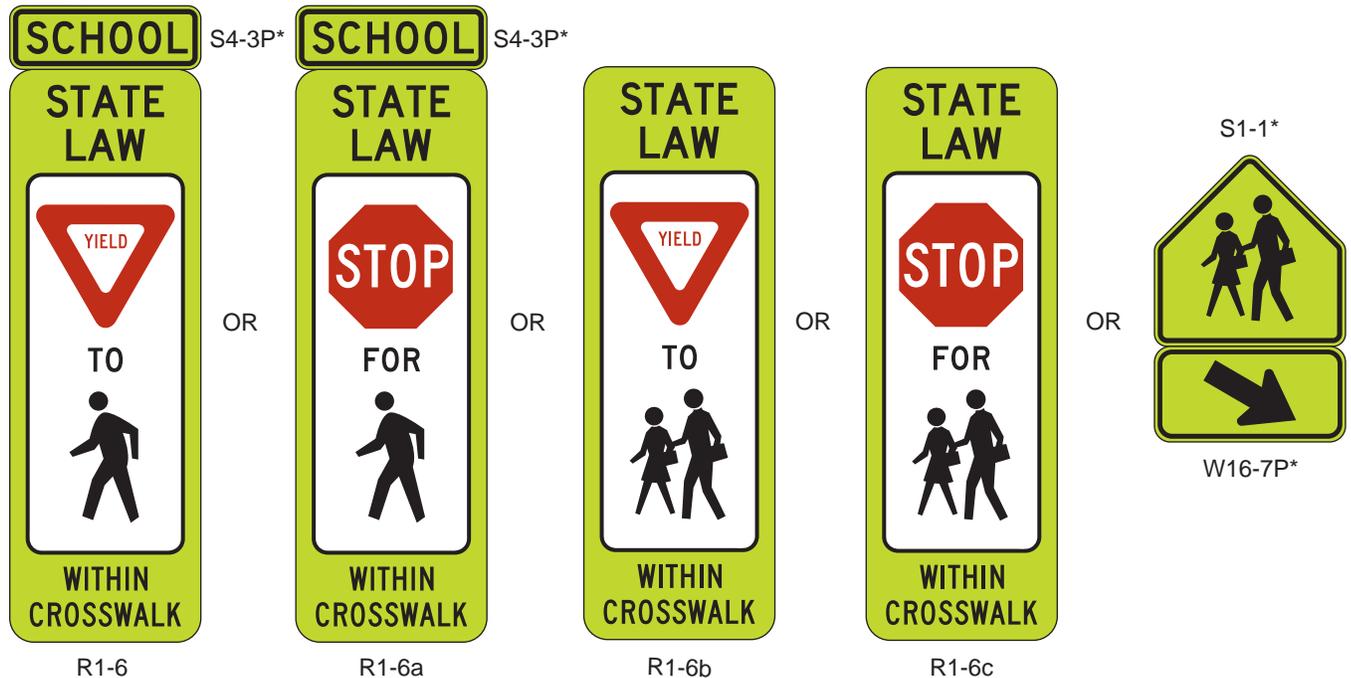
Figure 7B-6. In-Street Signs in School Areas

A - In advance of the school crossing



* Reduced size signs:
 S1-1 12 x 12 inches
 S4-3P 12 x 4 inches
 W16-7P 12 x 6 inches
 W16-9P 12 x 6 inches

B - At the school crossing



Notes:

1. The use of the STATE LAW legend is optional on the R1-6 series signs (see Section 7B.12).
2. The use of the SCHOOL plaque above the R1-6 and R1-6a signs is optional.

Section 7B.12 School Crossing Assembly

Standard:

- 01 If used, the School Crossing assembly (see Figure 7B-1) shall be installed at the school crossing (see Figures 7B-4 and 7B-5), or as close to it as possible, and shall consist of a School (S1-1) sign supplemented with a diagonal downward pointing arrow (W16-7P) plaque to show the location of the crossing.
- 02 The School Crossing assembly shall not be used at crossings other than those adjacent to schools and those on established school pedestrian routes.
- 03 The School Crossing assembly shall not be installed on approaches controlled by a STOP or YIELD sign.

Option:

- 04 The In-Street Pedestrian Crossing (R1-6 or R1-6a) sign (see Section 2B.12 and Figure 7B-6) or the In-Street Schoolchildren Crossing (R1-6b or R1-6c) sign (see Figure 7B-6) may be used at unsignalized school crossings. If used at a school crossing, a 12 x 4-inch SCHOOL (S4-3P) plaque (see Figure 7B-6) may be mounted above the sign. The STATE LAW legend on the R1-6 series signs may be omitted.

05 The Overhead Pedestrian Crossing (R1-9 or R1-9a) sign (see Section 2B.12 and Figure 2B-2) may be modified to replace the standard pedestrian symbol with the standard schoolchildren symbol and may be used at unsignalized school crossings. The STATE LAW legend on the R1-9 series signs may be omitted.

06 A 12-inch reduced size in-street School (S1-1) sign (see Figure 7B-6) may be used at an unsignalized school crossing instead of the In-Street Pedestrian Crossing (R1-6 or R1-6a) or the In-Street Schoolchildren Crossing (R1-6b or R1-6c) sign. A 12 x 6-inch reduced size diagonal downward pointing arrow (W16-7P) plaque may be mounted below the reduced size in-street School (S1-1) sign.

Standard:

07 **If an In-Street Pedestrian Crossing sign, an In-Street Schoolchildren Crossing sign, or a reduced size in-street School (S1-1) sign is placed in the roadway, the sign support shall comply with the mounting height and special mounting support requirements for In-Street Pedestrian Crossing (R1-6 or R1-6a) signs (see Section 2B.12).**

08 **The In-Street Pedestrian Crossing sign, the In-Street Schoolchildren Crossing sign, the Overhead Pedestrian Crossing sign, and the reduced size in-street School (S1-1) sign shall not be used at signalized locations.**

Section 7B.13 School Bus Stop Ahead Sign (S3-1)

Guidance:

01 *The School Bus Stop Ahead (S3-1) sign (see Figure 7B-1) should be installed in advance of locations where a school bus, when stopped to pick up or discharge passengers, is not visible to road users for an adequate distance and where there is no opportunity to relocate the school bus stop to provide adequate sight distance.*

Section 7B.14 SCHOOL BUS TURN AHEAD Sign (S3-2)

Option:

01 The SCHOOL BUS TURN AHEAD (S3-2) sign (see Figure 7B-1) may be installed in advance of locations where a school bus turns around on a roadway at a location not visible to approaching road users for a distance as determined by the "0" column under Condition B of Table 2C-4, and where there is no opportunity to relocate the school bus turn around to provide the distance provided in Table 2C-4.

Section 7B.15 School Speed Limit Assembly (S4-1P, S4-2P, S4-3P, S4-4P, S4-6P, S5-1) and END SCHOOL SPEED LIMIT Sign (S5-3)

Standard:

01 **A School Speed Limit assembly (see Figure 7B-1) or a School Speed Limit (S5-1) sign (see Figure 7B-1) shall be used to indicate the speed limit where a reduced school speed limit zone has been established based upon an engineering study or where a reduced school speed limit is specified for such areas by statute. The School Speed Limit assembly or School Speed Limit sign shall be placed at or as near as practical to the point where the reduced school speed limit zone begins (see Figures 7B-3 and 7B-5).**

02 **If a reduced school speed limit zone has been established, a School (S1-1) sign shall be installed in advance (see Table 2C-4 for advance placement guidelines) of the first School Speed Limit sign assembly or S5-1 sign that is encountered in each direction as traffic approaches the reduced school speed limit zone (see Figures 7B-3 and 7B-5).**

03 **Where increased fines are imposed for traffic violations within a reduced school speed limit zone, a FINES HIGHER (R2-6P), FINES DOUBLE (R2-6aP), or \$XX FINE (R2-6bP) plaque (see Figure 2B-3) shall be installed as a supplement to the reduced school speed limit sign to notify road users.**

04 **Except as provided in Paragraph 5, the downstream end of an authorized and posted reduced school speed limit zone shall be identified with an END SCHOOL SPEED LIMIT (S5-3) sign (see Figures 7B-1 and 7B-5).**

Option:

05 If a reduced school speed limit zone ends at the same point as a higher fines zone, an END SCHOOL ZONE (S5-2) sign may be used instead of a combination of an END HIGHER FINES ZONE (R2-11) sign and an END SCHOOL SPEED LIMIT (S5-3) sign.

06 A standard Speed Limit sign showing the speed limit for the section of highway that is downstream from the authorized and posted reduced school speed limit zone may be mounted on the same post above the END SCHOOL SPEED LIMIT (S5-3) sign or the END SCHOOL ZONE (S5-2) sign.

Guidance:

07 *The beginning point of a reduced school speed limit zone should be at least 200 feet in advance of the school grounds, a school crossing, or other school related activities; however, this 200-foot distance should be increased if the reduced school speed limit is 30 mph or higher.*

Standard:

- 08 **The School Speed Limit assembly shall be either a fixed-message sign assembly or a changeable message sign.**
- 09 **The fixed-message School Speed Limit assembly shall consist of a top plaque (S4-3P) with the legend SCHOOL, a Speed Limit (R2-1) sign, and a bottom plaque (S4-1P, S4-2P, S4-4P, or S4-6P) indicating the specific periods of the day and/or days of the week that the special school speed limit is in effect (see Figure 7B-1).**

Option:

- 10 Changeable message signs (see Chapter 2L and Section 6F.60) may be used to inform drivers of the school speed limit. If the sign is internally illuminated, it may have a white legend on a black background. Changeable message signs with flashing beacons may be used for situations where greater emphasis of the special school speed limit is needed.

Guidance:

- 11 *Even though it might not always be practical because of special features to make changeable message signs conform in all respects to the standards in this Manual for fixed-message signs, during the periods that the school speed limit is in effect, their basic shape, message, legend layout, and colors should comply with the standards for fixed-message signs.*
- 12 *A confirmation light or device to indicate that the speed limit message is in operation should be considered for inclusion on the back of the changeable message sign.*

Standard:

- 13 **Fluorescent yellow-green pixels shall be used when the “SCHOOL” message is displayed on a changeable message sign for a school speed limit.**

Option:

- 14 Changeable message signs may use blank-out messages or other methods in order to display the school speed limit only during the periods it applies.
- 15 Changeable message signs that display the speed of approaching drivers (see Section 2B.13) may be used in a school speed limit zone.
- 16 A Speed Limit Sign Beacon (see Section 4L.04) also may be used, with a WHEN FLASHING legend, to identify the periods that the school speed limit is in effect.

Section 7B.16 Reduced School Speed Limit Ahead Sign (S4-5, S4-5a)**Guidance:**

- 01 *A Reduced School Speed Limit Ahead (S4-5, S4-5a) sign (see Figure 7B-1) should be used to inform road users of a reduced speed zone where the speed limit is being reduced by more than 10 mph, or where engineering judgment indicates that advance notice would be appropriate.*

Standard:

- 02 **If used, the Reduced School Speed Limit Ahead sign shall be followed by a School Speed Limit sign or a School Speed Limit assembly.**
- 03 **The speed limit displayed on the Reduced School Speed Limit Ahead sign shall be identical to the speed limit displayed on the subsequent School Speed Limit sign or School Speed Limit assembly.**

Section 7B.17 Parking and Stopping Signs (R7 and R8 Series)**Option:**

- 01 Parking and stopping regulatory signs may be used to prevent parked or waiting vehicles from blocking pedestrians' views, and drivers' views of pedestrians, and to control vehicles as a part of the school traffic plan.
- Support:**
- 02 Parking signs and other signs governing the stopping and standing of vehicles in school areas cover a wide variety of regulations. Typical examples of regulations are as follows:
- A. No Parking X:XX AM to X:XX PM School Days Only,
 - B. No Stopping X:XX AM to X:XX PM School Days Only,
 - C. XX Min Loading X:XX AM to X:XX PM School Days Only, and
 - D. No Standing X:XX AM to X:XX PM School Days Only.
- 03 Sections 2B.46, 2B.47, and 2B.48 contain information regarding the signing of parking regulations in school zone areas.

CHAPTER 7C. MARKINGS

Section 7C.01 Functions and Limitations

Support:

- 01 Markings have definite and important functions in a proper scheme of school area traffic control. In some cases, they are used to supplement the regulations or warnings provided by other devices, such as traffic signs or signals. In other instances, they are used alone and produce results that cannot be obtained by the use of any other device. In such cases they serve as an effective means of conveying certain regulations, guidance, and warnings that could not otherwise be made clearly understandable.
- 02 Pavement markings have some potential limitations. They might be obscured by snow, might not be clearly visible when wet, and might not be durable when subjected to heavy traffic. In spite of these potential limitations, they have the advantage, under favorable conditions, of conveying warnings or information to the road user without diverting attention from the road.

Section 7C.02 Crosswalk Markings

Guidance:

- 01 *Crosswalks should be marked at all intersections on established routes to a school where there is substantial conflict between motorists, bicyclists, and student movements; where students are encouraged to cross between intersections; where students would not otherwise recognize the proper place to cross; or where motorists or bicyclists might not expect students to cross (see Figure 7A-1).*
- 02 *Crosswalk lines should not be used indiscriminately. An engineering study considering the factors described in Section 3B.18 should be performed before a marked crosswalk is installed at a location away from a traffic control signal or an approach controlled by a STOP or YIELD sign.*
- 03 *Because non-intersection school crossings are generally unexpected by the road user, warning signs (see Sections 7B.11 and 7B.12) should be installed for all marked school crosswalks at non-intersection locations. Adequate visibility of students by approaching motorists and of approaching motorists by students should be provided by parking prohibitions or other appropriate measures.*

Support:

- 04 Section 3B.18 contains provisions regarding the placement and design of crosswalks, and Section 3B.16 contains provisions regarding the placement and design of the stop lines and yield lines that are associated with them. Provisions regarding the curb markings that can be used to establish parking regulations on the approaches to crosswalks are contained in Section 3B.23.

Section 7C.03 Pavement Word, Symbol, and Arrow Markings

Option:

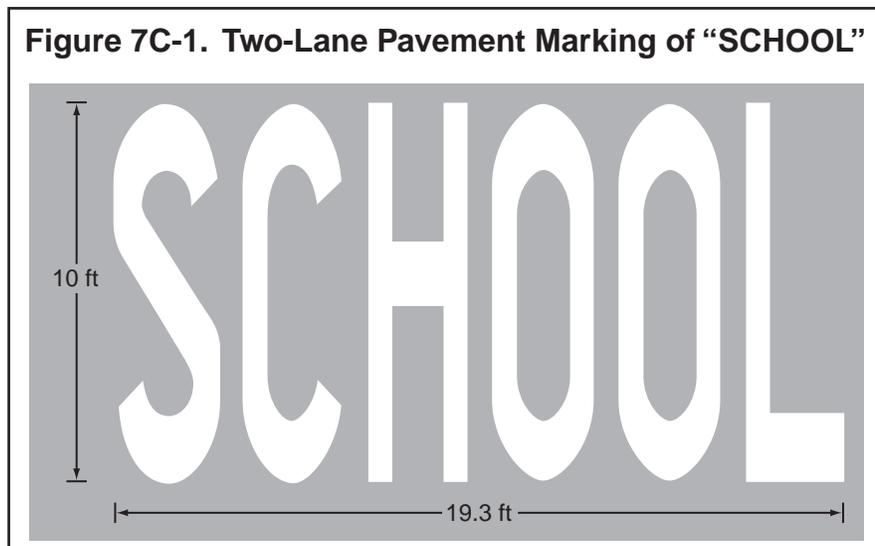
- 01 If used, the SCHOOL word marking may extend to the width of two approach lanes (see Figure 7C-1).

Guidance:

- 02 *If the two-lane SCHOOL word marking is used, the letters should be 10 feet or more in height.*

Support:

- 03 Section 3B.20 contains provisions regarding other word, symbol, and arrow pavement markings that can be used to guide, warn, or regulate traffic.



CHAPTER 7D. CROSSING SUPERVISION

Section 7D.01 Types of Crossing Supervision

Support:

- 01 There are three types of school crossing supervision:
- A. Adult control of pedestrians and vehicles by adult crossing guards,
 - B. Adult control of pedestrians and vehicles by uniformed law enforcement officers, and
 - C. Student and/or parent control of only pedestrians with student and/or parent patrols.
- 02 Information regarding the organization, administration, and operation of a school safety patrol program is contained in the “AAA School Safety Patrol Operations Manual” (see Section 1A.11).

Section 7D.02 Adult Crossing Guards

Option:

- 01 Adult crossing guards may be used to provide gaps in traffic at school crossings where an engineering study has shown that adequate gaps need to be created (see Section 7A.03), and where authorized by law.

Section 7D.03 Qualifications of Adult Crossing Guards

Support:

- 01 High standards for selection of adult crossing guards are essential because they are responsible for the safety of and the efficient crossing of the street by schoolchildren within and in the immediate vicinity of school crosswalks.

Guidance:

- 02 *Adult crossing guards should possess the following minimum qualifications:*
- A. *Average intelligence;*
 - B. *Good physical condition, including sight, hearing, and ability to move and maneuver quickly in order to avoid danger from errant vehicles;*
 - C. *Ability to control a STOP paddle effectively to provide approaching road users with a clear, fully direct view of the paddle’s STOP message during the entire crossing movement;*
 - D. *Ability to communicate specific instructions clearly, firmly, and courteously;*
 - E. *Ability to recognize potentially dangerous traffic situations and warn and manage students in sufficient time to avoid injury.*
 - F. *Mental alertness;*
 - G. *Neat appearance;*
 - H. *Good character;*
 - I. *Dependability; and*
 - J. *An overall sense of responsibility for the safety of students.*

Section 7D.04 Uniform of Adult Crossing Guards

Standard:

- 01 **Law enforcement officers performing school crossing supervision and adult crossing guards shall wear high-visibility retroreflective safety apparel labeled as ANSI 107-2004 standard performance for Class 2 as described in Section 6E.02.**

Section 7D.05 Operating Procedures for Adult Crossing Guards

Standard:

- 01 **Adult crossing guards shall not direct traffic in the usual law enforcement regulatory sense. In the control of traffic, they shall pick opportune times to create a sufficient gap in the traffic flow. At these times, they shall stand in the roadway to indicate that pedestrians are about to use or are using the crosswalk, and that all vehicular traffic must stop.**
- 02 **Adult crossing guards shall use a STOP paddle. The STOP paddle shall be the primary hand-signaling device.**
- 03 **The STOP (R1-1) paddle shall be an octagonal shape. The background of the STOP face shall be red with at least 6-inch series upper-case white letters and border. The paddle shall be at least 18 inches in size and have the word message STOP on both sides. The paddle shall be retroreflectorized or illuminated when used during hours of darkness.**

Option:

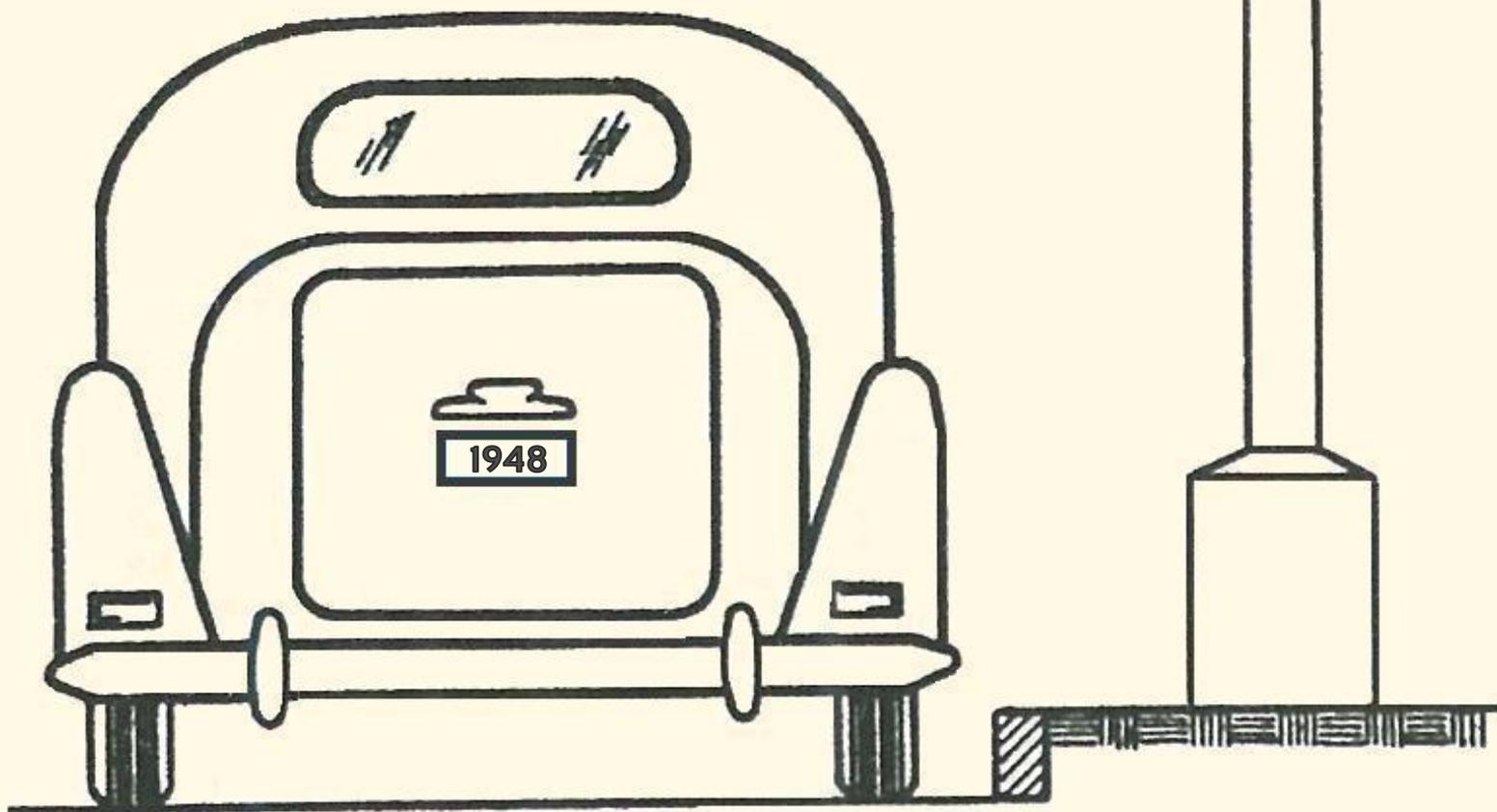
- 04 The STOP paddle may be modified to improve conspicuity by incorporating white or red flashing lights on both sides of the paddle. Among the types of flashing lights that may be used are individual LEDs or groups of LEDs.
- 05 The white or red flashing lights or LEDs may be arranged in any of the following patterns:
- A. Two white or red lights centered vertically above and below the STOP legend,
 - B. Two white or red lights centered horizontally on each side of the STOP legend,
 - C. One white or red light centered below the STOP legend,
 - D. A series of eight or more small white or red lights having a diameter of 1/4 inch or less along the outer edge of the paddle, arranged in an octagonal pattern at the eight corners of the STOP paddle (more than eight lights may be used only if the arrangement of the lights is such that it clearly conveys the octagonal shape of the STOP paddle), or
 - E. A series of white lights forming the shapes of the letters in the legend.

Standard:

- 06 **If flashing lights are used on the STOP paddle, the flash rate shall be at least 50, but no more than 60, flash periods per minute.**

New York State Supplement to the Manual on Uniform Traffic Control Devices for Streets and Highways (2009 Edition)

Effective March 16, 2011
New York State Department of Transportation



PART 7

TRAFFIC CONTROL FOR SCHOOL AREAS

CHAPTER 7B. SIGNS

DELETE Figures 7B-2, 7B-3, and 7B-5.

Section 7B.03 Position of Signs

DELETE Paragraph 03.

Option:

- 02A In-roadway signs for school traffic control areas may be used consistent with the requirements of Sections 2B.12, 7B.12, and the New York State Supplement.

Section 7B.08 School Sign (S1-1) and Plaques

DELETE Item B of Paragraph 02.

INSERT the following paragraph:

Support:

- 01A New York State Law does not define “School Zone” other than in conjunction with “Drug Free School Zones” (Highway Law Section 317).

Section 7B.09 School Zone Sign (S1-1) and Plaques (S4-3P, S4-7P) and END SCHOOL ZONE Sign (S5-2)

INSERT the following paragraph:

Support:

- 01A New York State Law does not define “School Zone” other than in conjunction with “Drug Free School Zones” (Highway Law Section 317).

Standard:

- 04A **The END SCHOOL ZONE (S5-2) sign shall not be used in New York.**

Section 7B.10 Higher Fines Zone Signs (R2-10, R2-11) and Plaques

DELETE the entire section.

INSERT the following paragraphs:

Support:

- 00A New York State law does not define “school zone” and does not provide for increased fines for violations in school zones.
- 00B The New York State Vehicle and Traffic Law §1180(h)(4) provides for higher fines when convicted of violating a school speed limit.

Standard:

- 00C **A FINES HIGHER (R2-6P) plaque (see Figure 7B-1) shall be installed as a supplement to the first reduced school speed limit sign in a reduced school speed zone to identify the beginning point of the higher fines zone.**

Section 7B.11 School Advance Crossing Assembly

DELETE Paragraphs 03 and 05.

Section 7B.12 School Crossing Assembly

DELETE Paragraphs 06 - 08.

INSERT the following paragraphs:

Guidance:

- 03A *The School Crossing assembly should be installed at marked crosswalk(s) used by students going to and from school (see Figure 7B-4), as determined by an engineering study. The School Crossing assembly should not be installed at signalized intersections.*

Standard:

- 03B **The R1-6a and R1-6c signs shall not be used in New York State.**

Standard:

- 05A **If an In-Street Pedestrian Crossing sign or an In-Street Schoolchildren Crossing sign is placed in the roadway, the sign support shall comply with the mounting height and special mounting support requirements for In-Street Pedestrian Crossing (R1-6) signs (see Section 2B.12).**
- 05B **The In-Street Pedestrian Crossing sign, the In-Street Schoolchildren Crossing sign, and the Overhead Pedestrian Crossing sign shall not be used at signalized locations.**

Section 7B.13 School Bus Stop Ahead Sign (S3-1)

INSERT the following paragraph:

Guidance:

- 01A *Both the need for, and the placement of, the School Bus Stop Ahead sign should be based on the distances in Table 4D-2.*

Section 7B.15 School Speed Limit Assembly (S4-1P, S4-2P, S4-3P, S4-4P, S4-6P, S5-1) and END SCHOOL SPEED LIMIT Sign (S5-3)

DELETE the entire section.

INSERT the following paragraphs:

Standard:

- 00A **A New York School Speed Limit assembly (see Figure 7B-101) shall be used to indicate the speed limit where a reduced school speed limit zone has been established based upon an engineering study or where a reduced school speed limit is specified for such areas by statute. The New York School Speed Limit assembly shall be placed at or as near as practical to the point where the reduced school speed limit zone begins.**
- 00B **The S5-1 sign and the S4-1P, S4-2P, S4-4P, and S4-6P plaques shall not be used in New York.**

Support:

- 00C Section 2B.13 contains information regarding placement of additional speed limit signs within a speed zone.
- 00D The New York State Vehicle and Traffic Law (Sections 1620(a), 1622, 1630, 1643, 1662-a, 1180(c)) specifies the maximum length of a school speed limit zone and the locations where school speed limits may be established, the times when the limits are allowed to be in effect, and the manner in which the speed limits must be posted. A school is considered to be every place of academic, vocational or religious services or instruction for persons under the age of 21 years, except places of higher education. It shall include every child care center, every institution for the care or training of the mentally or physically handicapped; and every day camp. (17 NYCRR 720.1(s))

Standard:

- 00E **If a reduced school speed limit zone has been established, a School (S1-1) sign (see Figure 7B-1) shall be installed in advance (see Table NY2C-4 for advance placement guidelines) of the first School Speed Limit sign assembly that is encountered in each direction as traffic approaches the reduced school speed limit zone (see Figure 7B-102).**

00F **In order for a school speed limit to be established, all of the following conditions shall be met:**

- A. **The facility is a school; and**
- B. **Some of the children walk or bicycle to or from the facility; or the facility and related facilities (e.g., classrooms, cafeteria, gymnasium, playground, athletic fields, parking lots) are separated by a highway and require the children to cross the highway on foot to access the facilities; and**
- C. **The facility and the jurisdiction responsible for the highway provide written documentation of their support for a school speed limit.**

Guidance:

00G *Where a school speed limit is established and if students must cross a highway at a school, the following conditions should be met:*

- A. *The school speed limit zone contains a marked crosswalk; and*
- B. *The crosswalk is supervised by an adult crossing guard; and*
- C. *There is no nearby traffic control signal, pedestrian overpass or underpass, or bridge suitable for pedestrian use within the designated school speed zone.*

00H *The numerical value of a school speed limit should be approximately 10 MPH below the normally prevailing 85th percentile speed on the highway, or at approximately the actual 85th percentile speed within the zone during school crossing periods.*

Standard:

00I **In accordance with the New York State Vehicle and Traffic Law, school speed limits shall not be set below 15 MPH.**

00J **The maximum length of a school speed limit zone, as established in the New York State Vehicle and Traffic Law, shall not be greater than 1320 feet (0.25 mile) on a highway passing a school building, entrance or exit of a school abutting on the highway.**

Guidance:

00K *The reduced speed limit zone should begin at a point either 200 feet upstream from the crosswalk, or 300 feet upstream from the school property line, whichever is encountered first as traffic approaches the school. The minimum length of a school speed limit zone should be 400 feet.*

Option:

00L **Longitudinal distances may be slightly adjusted to fit field conditions.**

Standard:

- 00M **The hours of operation of a school speed limit as established by the New York State Vehicle and Traffic Law shall be effective only on “school days” at times indicated by the school speed limit sign. The hours of operation shall be one of the following:**
- A. Between the core hours of 7:00 AM and 6:00 PM, inclusive; or**
 - B. Alternative times within such core hours (e.g., 9:00 AM to 4:00 PM, 7:00 AM to 9:00 AM and 2:00 PM to 4:00 PM); or**
 - C. A period when beacons attached to the school speed limit assembly are flashing, and such sign is equipped with a WHEN FLASHING (NYR7-13P) plaque (see Sign Drawing SD-R11) indicating that the school speed zone is in effect when such beacons are flashing. The beacons shall only flash during student activities at the school, and up to 30 minutes immediately before and up to 30 minutes immediately after such student activities.**
- 00N **A School Speed Limit assembly shall consist of one of the following configurations:**
- A. Standard School Speed Limit Assembly – A Speed Limit (R2-1) sign (see Section 2B.13) with a SCHOOL (S4-3P) plaque (see Figure 7B-1) mounted above it. In addition, the assembly shall contain one of the following:**
 - 1. A time (NYR7-4P) plaque (see Sign Drawing SD-R11) indicating the times the school speed limit is in effect mounted below the Speed Limit sign; or**
 - 2. A time (NYR7-4P) plaque indicating the times the school speed limit is in effect mounted below the Speed Limit sign, with Speed Limit Sign Beacons (see Section 4L.04) that are operated only when the school speed limit is in effect; or**
 - 3. A WHEN FLASHING (NYR7-13P) plaque (see Sign Drawing SD-R11) mounted below the Speed Limit sign, and Speed Limit Sign Beacons that are operated only when the school speed limit is in effect;**
 - B. Blank-Out School Speed Limit Assembly – Identical to the Standard School Speed Limit assembly, except that the Speed Limit (R2-1) sign contains a blank-out message device which displays a numeric speed value when the school speed limit is in effect and no message at other times. When no numeric value is displayed, Speed Limit Sign Beacons, if provided, shall not be operated; or**
 - C. Changeable School Speed Limit Assembly – A Speed Limit (R2-1) sign with a changeable message element for the numerals, with a SCHOOL (S4-3P) plaque mounted above it. The assembly shall also contain a WHEN FLASHING (NYR7-13P) plaque mounted below the Speed Limit sign, and Speed Limit Sign Beacons that are operated only when the school speed limit is in effect. If the changeable message device is used to display a speed limit other than the school speed limit, the SCHOOL plaque shall be a blank-out device that is not illuminated when the school speed limit is not in effect. If no numerical speed is displayed, the school speed limit shall not be in effect, and the Speed Limit Sign Beacons shall not be operated; or**

D. Overhead School Speed Limit Assembly – Similar to the Standard School Speed Limit Assembly or the Blank-Out School Speed Limit assembly, except that the Speed Limit sign and SCHOOL plaque are integrated into a single sign (NYR2-8) (see Sign Drawing SD-R2), and supplemented with either a time (NYR7-4) plaque or WHEN FLASHING (NYR7-13aP) plaque. If a WHEN FLASHING (NYR7-13aP) plaque is used, Speed Limit Sign Beacons shall also be installed and shall only operate when the school speed limit is in effect. The NYR2-8 sign shall only be installed overhead. A post-mounted sign shall not be required where a NYR2-8 sign is used.

00O **White pixels on a black background shall be used when the numerals for a speed limit are displayed on a changeable message sign or a blank-out sign in a school speed limit assembly.**

00P **Fluorescent yellow-green pixels on a black background shall be used when the SCHOOL (S4-3P) plaque is a blank-out sign as part of a school speed limit assembly.**

Guidance:

00Q *A confirmation light or device to indicate that the speed limit message is in operation should be considered for inclusion on the back of the changeable or blank-out message sign.*

Option:

00R Changeable message signs that display the speed of approaching drivers (see Section 2B.13) may be used in a school speed limit zone.

Standard:

00S **Except as provided in Paragraph 00T, the downstream end of an authorized and posted reduced school speed limit zone shall be identified with an END SCHOOL SPEED LIMIT (S5-3) sign (see Figure 7B-102).**

Option:

00T A standard Speed Limit sign showing the speed limit for the section of highway that is downstream from the authorized and posted reduced school speed limit zone may be mounted on the same post above the END SCHOOL SPEED LIMIT (S5-3) sign.

Section 7B.16 Reduced School Speed Limit Ahead Sign (S4-5, S4-5a)

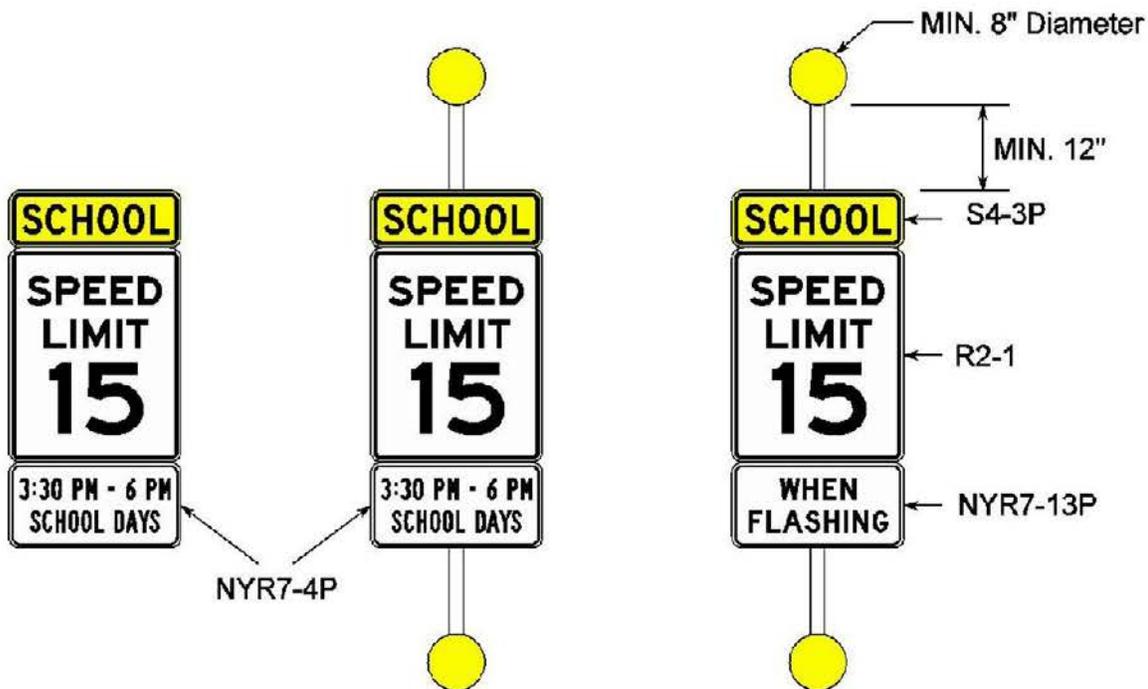
INSERT the following paragraph:

Standard:

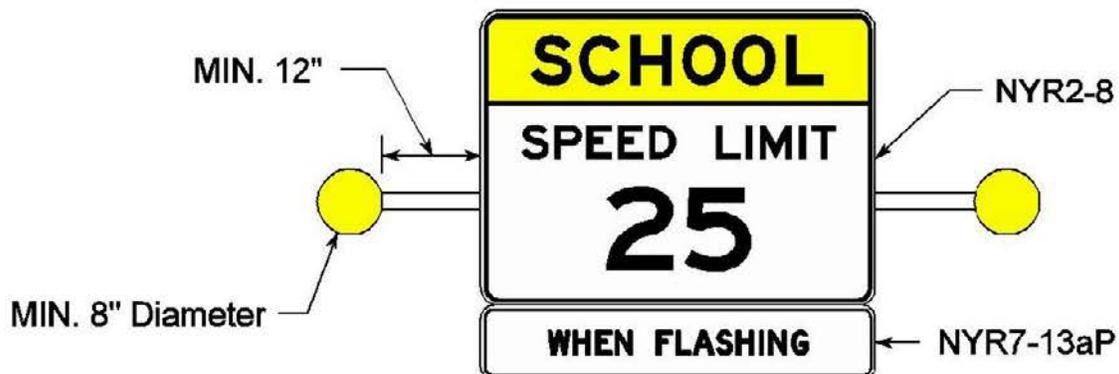
00A **The S4-5a sign shall not be used in New York.**

Figure 7B-101. Examples of School Speed Limit Assemblies

POST-MOUNTED SCHOOL SPEED LIMIT ASSEMBLIES



OVERHEAD SCHOOL SPEED LIMIT ASSEMBLY



APPENDIX 1

SIGN DRAWINGS

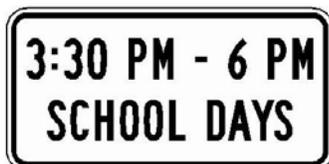
SIGN DRAWING SD-R11	White Background	Black Legend
<i>Auxiliary Regulatory Plaques (Sheet 1 of 2)</i> <i>(NYR7-2P, NYR7-3P, NYR7-4P, NYR7-5P, NYR7-6P, NYR7-7P, NYR7-13P, NYR7-13aP)</i>		



NYR7-2P



NYR7-3P



NYR7-4P



NYR7-4P



NYR7-5P



NYR7-6P



NYR7-7P



NYR7-13P



NYR7-13aP

SIGN DRAWING SD-R11	White Background	Black Legend
<p><i>Auxiliary Regulatory Plaques (Sheet 2 of 2)</i> <i>(NYR7-2P, NYR7-3P, NYR7-4P, NYR7-5P, NYR7-6P, NYR7-7P, NYR7-13P, NYR7-13aP)</i></p>		

	Sign	Size	Margin	Border	Line 1	Line 2	Line 3
C	NYR7-2P	24" x 8"	.375"	.375"	4"-D		
	NYR7-2P	30" x 10"	.375"	.625"	5"-D		
	NYR7-2P	36" x 12"	.5"	.75"	6"-D		
	NYR7-2P	48" x 16"	.625"	.875"	8"-D		
C	NYR7-3P	24" x 8"	.375"	.375"	2"-D	2"-D	
	NYR7-3P	30" x 10"	.375"	.625"	2.5"-D	2.5"-D	
	NYR7-3P	36" x 12"	.5"	.75"	3"-D	3"-D	
	NYR7-3P	48" x 16"	.625"	.875"	4"-D	4"-D	
C	NYR7-4P	24" x 12"	.375"	.375"	3"-B min.	3"-B min.	
	NYR7-4P	30" x 15"	.375"	.625"	4"-B min.	4"-B min.	
	NYR7-4P	36" x 18"	.5"	.75"	4.5"-B min.	4.5"-B min.	
	NYR7-4P	48" x 24"	.625"	.875"	6"-B min.	6"-B min.	
C	NYR7-5P	24" x 12"	.375"	.375"	2"-E	2"-E	2"-E
	NYR7-5P	30" x 15"	.375"	.625"	2.5"-E	2.5"-E	2.5"-E
	NYR7-5P	36" x 18"	.5"	.75"	3"-E	3"-E	3"-E
	NYR7-5P	48" x 24"	.625"	.875"	4"-E	4"-E	4"-E
C	NYR7-6P	24" x 16"	.375"	.375"	4"-D	4"-D	
	NYR7-6P	30" x 20"	.375"	.625"	5"-D	5"-D	
	NYR7-6P	36" x 24"	.5"	.75"	6"-D	6"-D	
	NYR7-6P	48" x 32"	.625"	.875"	8"-D	8"-D	
C	NYR7-7P	24" x 8"	.375"	.375"	4"-B		
	NYR7-7P	30" x 10"	.375"	.625"	5"-B		
	NYR7-7P	36" x 12"	.5"	.75"	6"-B		
	NYR7-7P	48" x 16"	.625"	.875"	8"-B		
C	NYR7-13P	24" x 12"	.375"	.375"	3"-D	3"-D	
	NYR7-13P	30" x 15"	.375"	.625"	4"-D	4"-D	
	NYR7-13P	36" x 18"	.5"	.75"	4.5"-D	4.5"-D	
	NYR7-13P	48" x 24"	.625"	.875"	6"-D	6"-D	
	NYR7-13aP	48" x 9"	.375"	.375"	3"-D		

Appendix H

GREENWAY CONNECTION HIGH-LEVEL COST ESTIMATES



Geneseo Active Transportation Plan

Genesee Valley Greenway Connection Alternatives High Level Cost Estimates

- Connection 1: *Genesee River Access Park*
 - Paved Riverside Drive: \$700,000
 - New Pedestrian Bridge: \$500,000
 - Stone Dust Path to Rt 63: \$50,000
 - Miscellaneous (Signage, Easement, ROW Acquisition, etc.): \$50,000
 - **Total: \$1,300,000**

- Connection 2: *Route 63 Highway Bridge*
 - Addition to Existing Bridge: \$250,000
 - Miscellaneous (Signage, etc.): \$10,000
 - **Total: \$260,000**

- Connection 3: *Big Tree Lane*
 - Sidewalk towards Rt 63: \$40,000
 - Crossing over Rt 63: \$20,000
 - Paved Big Tree Lane: \$1,000,000
 - Stone Dust Path to Bridge Site: \$50,000
 - New Pedestrian Bridge: \$500,000
 - Miscellaneous (Signage, Green Infrastructure, Parking Area): \$40,000
 - **Total: \$1,650,000**

- Connection 4: *Cuylerville Rd*
 - Signage: \$10,000
 - **Total: \$10,000**

- Connection 5: *Indian Fort Nature Preserve*
 - New Pedestrian Bridge: \$500,000
 - Miscellaneous (Signage, Pathways): \$50,000
 - **Total: \$550,000**