



Appendix A:

Historic Sites

Appendix A
National Register Historic Sites

RESOURCE NAME	ADDRESS	MUNICIPALITY	MULTI- RESOURCE AREA
Delaware, Lackawanna & Western Railroad Station	South Park Drive	Avon	
Barber-Mulligan Farm	NE of Avon at 5403 Barber Rd.	Avon	
Avon Inn	55 E. Main St.	Avon	
Kellogg, J. Francis, House	255 Genesee Street	Avon	
First Methodist Episcopal Church of Avon [Avon Methodist Church]	130 Genesee Street	Avon	
Hall's Opera Block	15-19 Genesee Street	Avon	
Barber, Aaron, Memorial Building	143 Genesee St	Avon	
First Presbyterian Church of Avon	5605 Avon-Lima Road	Avon	
Clark-Keith House	3092 Main Street	Caledonia	
Caledonia House Hotel (Masonic Temple)	3141 State Street	Caledonia	
Caledonia Library	West Main Street	Caledonia	
Payne Cobblestone House	5813 Federal Road	Conesus	3
Conesus Amusement Hall [Conesus Town Hall]	6210 South Livonia Road	Conesus	
Kellerman Log Cabin	Ricky Greene Park, 6074 South Livonia Road	Conesus	
Sliker Cobblestone House	6050 Sliker Road	Conesus	3
Pioneer Farm	S of Dansville on NY 36	Dansville	
Dansville Library	200 Main St.	Dansville	
US Post Office--Dansville	100 Main St.	Dansville	
Dansville Downtown Historic District	Main St and Ossian St	Dansville	
Engleside	9086 McNair Rd	Dansville	
Hartman, William, Farmstead	9296 NY 63 (North Dansville Road	Dansville	
Geiger, Elias H., House	10693 Geiger Road	Dansville	
Main Street Historic District	Main St. from the courthouse at Court and North Sts.	Geneseo	
Homestead, The	NY 39 and U.S. 20A	Geneseo	
Sweet Briar	5126 Mount Morris Rd.	Geneseo	
Williamsburg Cemetery	Abele Rd	Geneseo	
Black and White Farm Barn	7420 Dansville--Mt. Morris Rd., NY 36	Groveland	
National Hotel	2927 Main Street	Leicester	
Boyd & Parker and Groveland Ambuscade Parks		Leicester	
Coverdale, Thomas, Cobblestone House	2049 Coverdale Rd	Leicester	
Corby Farm Complex	7400 Corby Road	Lima	
Markham Cobblestone Farmhouse and Barn Complex	6857 Heath--Markham Rd.	Lima	1
Ganoung Cobblestone Farmhouse	2798 Popular Hill Rd.	Lima	1
Moses, Ogilvie, Farmhouse	2150 Clay St.	Lima	1
Clark Farm Complex	7646 E. Main Rd.	Lima	1
Genesee Wesleyan Seminary and Genesee College Hall	College St.	Lima	
Hillcrest	7242 W. Main St.	Lima	
Lima Village Historic District	1881--1885 & 1818--1870 Rochester St., Lima Presbyterian Church, 7304--7312 & 7303--7315 E. Main St.	Lima	
St. Rose Roman Catholic Church Complex	Lake Ave.	Lima	
Leech--Lloyd Farmhouse and Barn Complex	1589 and 1601 York St.	Lima	1
Morgan Cobblestone Farmhouse	6870 W. Main Rd.	Lima	1
School No. 6	6679 Jenks Rd.	Lima	1
Barnard Cobblestone House	7192 W. Main St.	Lima	1

SOURCE: NYS Office of Parks, Recreation Historic Preservation

Appendix A
National Register Historic Sites

RESOURCE NAME	ADDRESS	MUNICIPALITY	MULTI-RESOURCE AREA
Spencer House	7372 E. Main St.	Lima	1
Cargill House	1839 Rochester St.	Lima	1
DePuy, William, House	1825 Genesee St.	Lima	1
Peck, J. Franklin, House	7347 E. Main St.	Lima	1
Stanley House	7364 E. Main St.	Lima	1
Harmon, William, House	1847 Genesee St.	Lima	1
Dayton House	7180 W. Main St.	Lima	1
Moses, Zebulon, Farm Complex	2770 Clay Rd.	Lima	1
Godfrey House and Barn Complex	1325 Rochester Rd.	Lima	1
Bristol House	1950 Lake Ave.	Lima	1
Martin Farm Complex	1301 Bragg St.	Lima	1
Peck, Thomas, Farmhouse	7955 E. Main Rd.	Lima	1
Warner, Matthew, House	7449 E. Main St.	Lima	1
Warner, Asahel, House	7136 W. Main St.	Lima	1
Draper House	1764 Rochester St.	Lima	1
Vary, William L., House	7378 E. Main St.	Lima	1
Harden House	7343 E. Main St.	Lima	1
Leech--Parker Farmhouse	1537 York St.	Lima	1
Alverson--Copeland House	1612 Rochester St.	Lima	1
Smith, Dr. Justin, House	7137 West Main Street	Lima	
North Bloomfield School	7840 Martin Rd.	Lima	
Hemlock Fairground	East Avenue	Livonia	
Livonia Baptist Church	9 High St.	Livonia	
South Main Street Historic District	South Main St.	Mount Morris	
Murray Street Historic District	Murray Street	Mount Morris	
State and Eagle Streets Historic District	State St. and Eagle St.	Mount Morris	
Mills, Gen. William A., House	14 Main St.	Mount Morris	
St. John's Episcopal Church	Jct. of State and Stanley Sts.	Mount Morris	
New Family Theater	102 Main Street	Mount Morris	
Grove Street, House at No. 48	48 Grove Street	Mount Morris	2
Grove Street, House at No. 13	13 Grove Street	Mount Morris	2
Murray Street, House at No. 30	30 Murray Street	Mount Morris	2
State Street, House at No. 8	8 State Street	Mount Morris	2
South Main Street, House at No. 176	176 South Main Street	Mount Morris	2
First Presbyterian Church of Tuscarora	8082 Main Street	Mount Morris	
Letchworth State Park		Multiple	
Union Block	38-42 State Street	Nunda	
G.A.R. Memorial Hall	Main Street	Portage	
Edgerley	S of Oakland at 9303 Creek Rd.	Portage	
Sparta First Presbyterian Church	4687 Scottsburg Road	Sparta	
Linwood (Gratwick Estate)	Craig Road	York	
Westerly	Chandler Rd.	York	

Multiple Resource Areas:

- 1 Lima MRA
- 2 Mount Morris MPS
- 3 Cobblestone Architecture of New York State MPS



Appendix B:

Public Involvement



**Livingston County
Transportation Connectivity Plan**

**Public Communication and
Promotion Plan**

Prepared by
C&S Engineers, Inc.
for
Livingston County Planning Department

Revised
June 18, 2012



An inclusive community communications and promotion plan is integral to any planning project, helping to set the stage for successful implementation of final plan recommendations. An outreach plan should be developed that meaningfully engages the public, builds consensus, and translates public opinion into plan concepts and recommendations. In terms of the Livingston County Transportation Connectivity Plan (the connectivity plan), the outreach plan will have several components:

- Project branding;
- Involvement of an advisory committee;
- Involvement of key stakeholders; and
- Public outreach.

Project Branding

Since a project like the connectivity plan will ultimately have a myriad interim and final reports, meeting notices, flyers, etc., developing and presenting a consistent ‘face’ will be important to not only get the public’s attention but to help them quickly and easily associate the information they are getting with the connectivity plan. During the project kick-off meetings, a number of logos were presented to obtain feedback from the stakeholder and advisory committee members. The following logo is a result of revisions based on feedback:



This logo graphically depicts each mode of transportation while incorporating the existing “Buy/Support Local” campaign with the highlighted “CONNECT IN”. The logo can be used alone or used in conjunction with a motto or identification of a specific municipality within the county.

The connectivity plan’s logo will be used on all materials associated with the project and ideally throughout implementation of the plan’s elements in the future.

Advisory Committee

The plan’s advisory committee was established by the County with a goal to provide technical and procedural guidance for the development of the plan. The advisory committee includes representatives from the following agencies:

- Livingston County
 - Planning
 - Highway
 - Department of Health
 - Department of Social Services
 - Office for the Aging
 - Tourism
- Genesee Transportation Council
- Rochester Genesee Region Transit Authority/Livingston Area Transit Service
- New York State Department of Transportation



- Genesee Valley Conservancy
- At-Large Member

The advisory committee will meet up to six (6) times throughout the course of the project at the following points:

1. Project Kick-off
2. After submittal of Technical Memorandum #1: Existing Conditions Baseline
3. After submittal of Technical Memorandum #2: Needs Assessment/Gap Analysis
4. To review alternatives and recommendations
5. After submittal of Draft Action Plan
6. After submittal of Draft Final Report

The role of the advisory committee will be to provide resources for relevant information needed, provide input on technical issues, help to identify existing and future needs, assist in brainstorming alternatives and potential impacts as well as reviewing draft documents and public informational materials. Draft documents will be distributed via email through the County representative.

The development of the Genesee Pilot Plan requires its own advisory committee which will meet four (4) times through the development of the plan. Their purpose and role is the same as for the county-wide connectivity plan. The Genesee Pilot Plan advisory committee consists of the following representatives:

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

Stakeholders

While the advisory committee will help to guide the project, the stakeholders will provide much of the data needed to develop the plan. Stakeholders are the people, groups or agencies that use and provide the services available today and/or those who represent traditionally underserved populations, including persons with disabilities, ethnic, minority, and low income groups. Interviews with representatives will be conducted from each stakeholder group to obtain their knowledge and perceptions of the existing system as well as their thoughts on where the system could and should be in the future.

An initial stakeholder list was developed by the County and expanded upon during the plan’s kick-off meetings. The following is a list of the stakeholder groups and the individual groups, organizations or agencies that will be contacted for both the county-wide connectivity plan and the Genesee Pilot Plan:



Service Providers

- RGRTA/LATS
- School districts
- Department of Social Services
Transportation Broker
- Red Cross
- ARC
- Private bus companies (Covered Wagon, Laidlaw, others?)
- Taxi companies (Able Medical, Century Cab, CH Medical, Isaman Motors, Mt. Morris Taxi, Totem Taxi, Town & Country Cab)
- Hilltop Industries

Human Services Providers, Housing & Advocacy Organizations

- Catholic Charities
- Department of Social Services
- Department of Health
- Department of Community Services/Mental Health
- Office for the Aging/RSVP/Senior Companion Program
- Veterans Services
- Workforce Development
- Council on Alcohol & Substance Abuse (CASA)
- Noyes Memorial Hospital (patient transport)
- Chances & Changes
- ARC of Livingston and Wyoming counties
- Youth Bureau
- Genesee Valley Health Partnership
- ABVI
- AARP
- Coalition of Churches
- Genesee Valley Rural Preservation Council
- Migrant Outreach Center

Consumers

- Seniors
- College Students & Off-Campus Housing/Student Association (SUNY Geneseo)
- Person with disabilities
- Commuters
- Multi-family Residential Groups (Fox Run, Thornapple, etc.)

Business/Employers/Employees

- SUNY Geneseo
- Walmart
- Wegmans
- Livingston County
- Barilla
- Kraft
- Noyes Memorial Hospital
- School Districts/BOCES
- Seneca Foods
- Livingston Health Services
- Genesee Community College
- American Rock Salt – Salt Mine
- Geneseo Downtown Businesses & Route 20A

Government Agencies

- Livingston County
 - Board of Supervisors
 - Planning Board
- Town & Village Officials

Highway & Safety

- County, Town, Village Highway Superintendents
- Cornell Cooperative Extension
- Traffic Safety Board
- Livingston County Sheriff's Department
- NYSDOT
- Genesee Transportation Council
- Village of Geneseo Police Department
- SUNY Campus Police
- Corrections/State Police/Local Police Departments



Environmental & Recreation

- Conesus Lake Association
- Bicycle groups – Swain Sports
- Genesee Valley Riding & Driving Club
- Letchworth State Park
- Genesee Valley Greenway
- NYS Department of Environmental Conservation
- County Environmental Management Council
- Association for the Preservation of Genesee (APOG)
- Genesee Valley Conservancy
- Historic Aircraft Association/Air Show
- Historians
- Army Corp of Engineers

Economic Development/ Rail & Aviation

- Municipal Economic Development representatives
- Livingston County Chamber of Commerce/Tourism
- Dansville Economic Development Corporation
- Representatives from trucking industry
- Livingston County Industrial Development Agency
- Developers
- Merchant/Main Street Associations
- Genesee Wyoming Railroad
- Livonia-Avon-Lakeville Railroad
- Dansville Airport
- Agricultural & Farmland Protection Board
- Livingston County Farm Bureau

These groups will be contacted and information solicited in two different ways depending upon the group:

- **In-person interviews (see Exhibit A):** The County will provide contact information for each of these groups and coordinate scheduling interviews over two (2) days in a central location within the county. Follow up interviews or additional questions will be accomplished through telephone or email correspondence.
 - Service providers – RGRTA/LATS
 - Human service providers
 - Government agencies
 - Housing/advocacy groups
 - Highway/safety groups
 - Environmental/recreation groups
- **On-line surveys:** Groups that were not interviewed will be contacted through an on-line survey. Email notices and/or flyers with directions for accessing the survey will be distributed through contacts at each organization and an on-line survey will be created to obtain input.
 - Economic development groups
 - Employers/businesses
 - Rail/aviation groups

The interviews/surveys will occur as part of the existing baseline assessment and will focus on obtaining their input and feedback regarding their operations, existing/future needs, overlaps or gaps in services, issues with funding sources or sharing of resources. The information gathered



through this process will be documented and included as part of the final connectivity plan and considered as each task is completed and the plan is developed.

Public Outreach

Three (3) public meetings will occur throughout the development of the connectivity plan: upon completion of the existing baseline conditions assessment, after the needs assessment and gap analysis is completed to solicit input on the development of alternatives and to discuss the draft action plan. The Geneseo Pilot Plan will be addressed as part of each meeting through specific discussion topics or break-out sessions. Public outreach is broken down into three components: education/promotion, meetings and then the documentation of information gathered.

- **Education/promotion:** Whether it is educating the public about the project or informing them of an upcoming meeting, getting the word out is crucial. It is recommended that existing websites (county, government agencies, service providers, etc) should highlight the project, any published information available and meeting notices. We will produce email notices and/or flyers with meeting information to be left in public facilities (libraries, government offices, etc) or willing businesses in the area. Brief articles or ‘advertisements’ will also be created to be included in existing newsletters or other publications distributed throughout the County. The media outlets will be notified via press release.

The project team will create email, flyer and advertisement templates that can be modified depending on the outlet and information to be shared. All notices will include the approved logo and text reviewed by the County.

- **Meetings:** Since the public information meetings provide the opportunity to not only present data and findings to the public but also to gather input and opinions, the meetings will be formatted to easily do both. It is recommended that the meetings begin with a powerpoint presentation by the project team to summarize the project findings to date. Then depending on the number of attendees, open the meeting for discussion or break-out into groups for question/answer or brainstorming sessions. Email notices and/or flyers with links to the surveys will also be available at the first meeting in order to capture input that may have been missed during the existing conditions baseline development. Other means for providing input, such as sheets that can be filled out at/after the meeting as well as an email to write to and provide input to, will be available at each meeting as well.
- **Documentation:** The information gathered through this process will be documented and included as part of the final connectivity plan and considered as each task is completed and the plan is developed. Copies of interim documents (maximum of 10 hardcopies for each document) or fact sheets will be made available through links on existing websites or distributed throughout different locations throughout the county. The County and project team will collaborate on what will be provided where and how it will be distributed.

Advisory Committee Meeting Summaries



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Memo

To: Attendees

From: Kim Fabend, Sr. Planner/Engineer

Date: February 28, 2012

Re: Livingston County Transportation Connectivity Plan
Kickoff Meeting Summary

File: H08.004.001

The kickoff meeting for the Livingston County Transportation Connectivity Plan was held at 10:00 am on Wednesday, February 15, 2012 at the Livingston County Highway Building, Conference Room in Groveland. A list of attendees is provided at the end of this summary.

The purpose of the meeting was to introduce the project and solicit feedback from project stakeholders. A copy of the presentation is enclosed. The meeting agenda included:

- Introduction of the consultant team and project stakeholders
- Study description
 - Purpose
 - Scope
 - Deliverables
 - Schedule
- Public/Stakeholder Participation Plan
- Identification of Issues and Needs
- Vision Statement
- Communication protocols

The following is a brief summary of the discussions that took place at the meeting.

GENERAL DISCUSSION:

Stakeholders – An initial list of potential project stakeholders was presented. It was noted that interviews will be conducted with representatives from the stakeholder groups to obtain their knowledge and perceptions of the existing transportation system and their thoughts on where the system could and should be improved. Attendees identified the following additional stakeholders.

- Genesee Wyoming Railroad
- Farm Bureau/Agriculture
- Salt Mine
- School District – Employer/Provider
- Genesee Valley Conservancy
- Corrections/State Police
- RSVP - expanded program operated by Office for the Aging (OFA)
- Economic Development
- Representative/someone knowledgeable of trucking industry
- Genesee Police Department
- Private Bus Companies (i.e. Cover Wagon, Laidlaw)
- Sr. Companion Programs - operated by Office for the Aging (OFA)
- County/ Municipal historians and private historical societies
- CASA – Livingston County
- Livonia –Avon Railroad
- State Park
- Historic Aircraft Association - Air Show
- Genesee Valley Greenway
- Mt. Morris Dam/Army Corp of Engineers
- Barilla – employer
- Noyes Hospital – patient transportation is an issue
- Economic development – IDA, municipal economic development representatives
- Transportation consumers
 - high school students, other youth
 - Commuters – including those who travel outside of the County
 - General public

Issues/Needs – Attendees identified the following issues and needs:

- Rt. 20A Corridor – volume and safety; consideration of a roundabout
- Limited escorted/assisted transportation
- Land use – transportation connection
- Access management – set-backs and site storage
- Non-emergency transportation – especially to out-of-county locations. Addressed partially by Veterans Administration program
- Certain populations are underserved by transit
 - residents of Tuscarora, Springwater, Lima
 - those needing early or late service
- Inadequate signage
 - Wayfinding – tourism
 - Rural roads (i.e. Triphammer vs Route number)
- Rt. 63 Corridor (Mt. Morris to Groveland)
- Truck stop at rest area along I-390 – often overcrowded, blocking off- and on-ramps
- Commuter traffic to Rochester - congestion
- Consideration of potential affect of hydrofracking

Branding/Logo – As part of the presentation on the marketing and promotion of the project, it was suggested that a project brand be established in the form of a logo and language to present a consistent image. Several examples were provided to elicit the following feedback:

- Preference for oval example since it speaks to all literacy levels- no language barriers
- All modes need to be represented – train and pedestrian were omitted in some examples
- Use of tree for sustainability may not be understood
- Tag line could include reference to connect/travel/move – i.e. Can we get there from here?
- Consider building on the LivINGston campaign
- Keep it simple

Outreach – Attendees identified potential outreach methods and locations to generate interest and participation in the study.

- Consider placing signs/ notices/ flyers in agency waiting rooms
- Office for the Aging plans a series of public hearings in Summer 2012 - opportunity to engage seniors
- Internet – links on County/Municipal websites
- Water-sewer district mailings
- Articles in established newsletters
- Libraries/Shopping Centers
- County Press Releases

Vision – It was noted that a vision statement for the project is important to clarify the project direction and purpose, energize stakeholders and the community to support goals and establish an ambitious future. Attendees reviewed the following statement established during the initial planning stages for the project:

“Develop a transportation connectivity plan that fosters partnerships and connections *between government, private, nonprofit and educational agencies* for the purpose of supporting and promoting a vital and sustainable Livingston County for existing and future residents and visitors alike.”

Based on feedback that this statement was long and may eliminate some groups, it was suggested that the words in italics above be eliminated resulting in the following recommended vision statement:

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

Enclosed for your review and comments are:

- Copy of presentation
- List of existing studies, please review this list and identify if any studies may have been omitted.
- Summary of the kick-off meeting for the Geneseo Pilot Plan
- Revised logo concepts

Please provide edits or additions to this meeting summary or comments on the enclosures to:

Angela Ellis, Planning Director
Livingston County Planning Department
6 Court Street, Room 305
Geneseo, NY 14454
(585) 243-7550
AEllis@co.livingston.ny.us

ATTENDEES:

Kaaren Smith
Ben Gajewski
Sally Walker
Denise Bentley
Joe Van Remmen
John Prospero
Bonnie Turner
Kelly Fitzpatrick
Jim Szczesniak
Joan Ellison
John M. York
David Woods
Sanford Vreeland
Don Higgins
June Webster
Bonnie Taylor-Davis
Gail A. Long
Tony Favro
Ryan Snyder
Keith Mitchell
Lisa Burns
Frank Hollister
Virgina Amico
James Merrick
Pete Yendell
Carrie Lyons
Diane Deane
Charles McGarry
Barbara Johnston
Kim Fabend
Aileen Maguire Meyer
Angela Ellis
Heather Ferraro

REPRESENTING:

County OFA
Genesee Valley Conservancy
Genesee Valley Conservancy
DSS Transportation
SUNY Geneseo, Parking & Trans
Livingston/Wyoming ARC
Livingston Area Trans. Svcs.
Livingston Area Trans. Svcs.
Undersheriff, Sheriffs Office
Director, Livingston Co. DOH
Sheriff, Livingston Co.
At Large - Planner
Livingston Co. Traffic Safety Board
Livingston Co. Highway Superintendent
Cornell Cooperative Extension
Livingston Co. Planning Board
Livingston Co. Mental Health
Genesee Trans. Council
Livingston Co. Office for Workforce Dev.
Livingston Co. Office for Workforce Dev.
Livingston Co. Tourism
Livingston Co. Veterans Services
Livingston Co. Board of Supervisors
Livingston Co. Board of Supervisors
Livingston Co. Board of Supervisors
Catholic Charities of Livingston Co.
Livingston Co. DSS Transportation
NYSDOT
Stuart I. Brown Assoc.
C&S Engineers
C&S Engineers
Livingston Co. Planning Dept
Livingston Co. Planning Dept



Livingston County Transportation Connectivity Plan
 Kick-off Meeting
 February 15, 2012

MARTIN ALEXIO GRYVSON
 C&S COMPANIES
 Stuart I. Brown
 A LaBella Company

Agenda

- Introductions
- Study Description
- Public/Stakeholder Participation Plan
- Brainstorm and Develop Study Vision
- Schedule & Next Steps

MARTIN ALEXIO GRYVSON
 C&S COMPANIES
 Stuart I. Brown
 A LaBella Company

Project Team

 Kimberly Fekord, PE, PTOE C&S Engineers, Inc. • Project Manager • Public Participation • Other Mode Analysis • Genesis Pilot Plan	 Alison Mauer, PE, AICP C&S Engineers, Inc. • Principal in Charge • Quality Assurance/Quality Control • Public Participation
 Nathaniel Greer, PE Martin/Alexio/Gryvson, Inc. • Transit Analyst • Public Participation	 Deborah Johnson, AICP Susan F. Reum Associates, Inc. • Utility Coordinator • Justice Analyst • Census Data Plan • Public Participation

MARTIN ALEXIO GRYVSON
 C&S COMPANIES
 Stuart I. Brown
 A LaBella Company

Study Purpose - Connectivity

- Provides Choices
 - Efficiency
 - Equity
- Improves Livability/Quality of Life
 - Air quality
 - Safety
 - Health benefits
 - Fosters partnerships/support community
 - Economic development
 - Sustainable/protects resources

MARTIN ALEXIO GRYVSON
 C&S COMPANIES
 Stuart I. Brown
 A LaBella Company

Sustainable Transportation System



People

- Provide multi-modal mobility
- Improve quality of life
- Increase safety

Places

- Heighten sense of community
- Improve air quality
- Protect natural, historical, & agricultural resources

Prosperity

- Reduce the need to spend on an expanding infrastructure
- Provide low cost strategies to benefit users and businesses
- Promote tourism and new business

Livingston County Transportation Connectivity Plan

MARTIN ALEXIO GRYVSON
 C&S COMPANIES
 Stuart I. Brown
 A LaBella Company

Study Description - Assessment

Assessment <ul style="list-style-type: none"> • Existing Conditions • Needs/ Gap Analysis <ul style="list-style-type: none"> – Stakeholder Interviews – Surveys 		Integration of Modes <ul style="list-style-type: none"> • Auto • Bus Transit • Pedestrian/Bicycle • Freight/Rail • Aviation
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MARTIN ALEXIO GRYVSON
 C&S COMPANIES
 Stuart I. Brown
 A LaBella Company

Study Description - Alternatives

- Capital Projects**
 - Bicycle/pedestrian infrastructure
 - Road and bridge improvements
 - Trails
 - Rail and Airport (GTC Regional Goods Movement Strategy)
- Services/Programs**
 - Public/private transit
 - Services for special needs population
 - Transportation Demand Management (TDM)
- Policy/Planning**
 - Marketing and education
 - Share-ride and volunteer programs
 - Zoning modifications to better integrate the land use-transportation connection
 - Complete streets guidelines
 - Healthy LIVINGston (Healthy communities programs)
 - Public safety






Study Description - Evaluation

Alternative Description	Transit Strategy #1	Transit Strategy #2	Transit Strategy #3	Transit Strategy #4
Users Served				
Ease of Implementation				
Time Frame of Implementation				
Cost of Implementation				
Connectivity				
Societal Impacts				
Advantages				
Disadvantages				

High cost, without rail, etc.
 Medium cost, moderate
 Low cost, easy start, public/private, etc.






Deliverables – Action Plan

- Vision Statement
- Measurable Goals
- Strategies to Meet Goals
 - Lead Agency
 - Timeline
 - Funding sources
 - Monitoring/evaluation measures






Deliverables – Geneseo Pilot Plan

- Comprehensive Case Study
- Diverse Characteristics & Needs
- Mirror County Plan Process
 - Public Participation Plan
 - Vision Statement
 - Goals
- Ensure Pilot Plan Contributes to County Plan
- Show How County Action Plan Can be Adapted as Projects for Each Municipality






Public/Stakeholder Participation

- Roles
 - Project steering committee
 - Project stakeholders
- Public Information Meetings
- Marketing and Promotion








Project Steering Committee

- Livingston County
 - Planning
 - Highway
 - Department of Health
 - Department of Social Services
 - Office for the Aging
 - Tourism
- Genesee Transportation Council
- RGRTA/LATS
- NYSDOT
- Genesee Valley Conservancy
- At-Large Member






Stakeholders

<p>Employers</p> <p>SUNY Geneseo Noyes Hospital Livingston County School Districts Kraft Seneca Foods Chamber of Commerce/Tourism Genesee Community College</p>	<p>Government Agencies</p> <p>County Board of Supervisors/Planning Board Public/Human Services Committees County Planning Board Ag & Farmland Protection Board Environmental Management Council Public Safety/Traffic Safety Board Town & Village Officials</p>	<p>Consumers/Advocacy Organizations</p> <p>Seniors Students Bicyclists/Pedestrians Persons with Disabilities Cornell Cooperative Extension Genesee Valley Health Partnership</p>
<p>Highway, Rail, Aviation</p> <p>County, Town, Village Highway Superintendents Railroad Companies Dansville Airport</p>	<p>Transportation Providers</p> <p>LATS/RGRTA Dept. of Social Services Trans Broker ARC Red Cross Taxi Companies</p>	<p>Human Service Providers</p> <p>Catholic Charities Dept. of Social Services Dept. of Health Dept. of Comm. Services/Mental Health Office for the Aging Veterans Services Workforce Development</p>
<p>Environmental/Conservation</p> <p>Recreational Groups Letchworth Park Agriculture & Farmland Protection Dept. of Conservation Historians</p>		

Stakeholder Interviews

- Services Provided/Used
- Understanding Existing and Future Demands
- Issues with Allocation of Resources?
- Overlap in Services?
- Others?

Issues & Needs

Marketing & Promotion Plan

- Project Branding
- Steering Committee Meetings
- Stakeholder Interviews
- Public Meetings
- Surveys
- Interim Reports/Summaries

Project Branding

Vision Statement

- Key Messages
 - Defines the future you want to create
 - A vision not a prophecy
 - Energizes team members to support goals
- A good vision statement:
 - Sets a standard of excellence
 - Clarifies direction and purpose
 - Is ambitious

Vision Statement

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



Anticipated Schedule



Next Steps

- Review Existing Documents
- Interview Stakeholders
- Inventory Existing Services & Resources
- Existing Baseline Assessment Memorandum
- Steering Committee Meeting #2



Communication Protocols

- Single-point of contact

Angela Ellis, Planning Director
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 AEllis@co.livingston.ny.us





List of Existing Plans to be Reviewed

Plans in Hand:

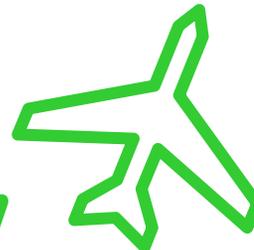
1. Strategic Plan for Public Transportation in Livingston County (2001)
2. Genesee Finger Lakes Region Coordinated Public Transit – Human Services Transportation Plan Update (2011)
3. GTC Long-Range Transportation Plan for the Genesee-Finger Lakes Region 2035 (2011)
4. GTC Regional Trails Initiative - Phases 1 and 2 (2002 and 2004)
5. Comprehensive Economic Development Strategy Update (2010-2011)
6. GFLRPC Regional Tourism Sign Study (2001)
7. Transportation Strategies for Freight/Goods Movement in the Genesee-Finger Lakes (draft technical memorandum) (2011)
8. NYS Routes 5&20 Corridor Study: Lima to Canandaigua (2004)
9. Erie-Attica Railroad Bridge and Trail Feasibility Study (2007)
10. Livingston County Community Initiatives Council Community Needs Assessment (2008)
11. Livingston County Community Health Assessment (2002)
12. NYs Route 20A Comprehensive Access Management Plan (2007)

Still attempting to find following plans:

13. Livingston County Community Initiatives Council Consumer Spending Outflow Study (2009)
14. Livingston County Comprehensive Emergency Management Plan

MOVE
**LIVINGSTON
COUNTY**

**Transportation
Connectivity
Plan**





**MOVE
LIVINGSTON COUNTY**

Transportation Connectivity Plan





C&S Companies
 150 State Street, Suite 120
 Rochester, NY 14614
 p: (585) 325-9040
 f: (585) 697-7588
 www.cscos.com

Memo

To: Attendees

From: Kim Fabend, Sr. Planner/Engineer

Date: February 28, 2012

Re: Livingston County Transportation Connectivity Plan
 Geneseo Pilot Plan Kickoff Meeting Summary

File: H08.004.001

The kickoff meeting for the Geneseo Pilot Plan was held at 2:00 pm on Wednesday, February 15, 2012 at the Geneseo Village Office Conference Room. The following is a list of attendees:

ATTENDEES:

Will Wadsworth
 Louise Wadsworth
 Dick Hatheway
 Sandy Brennan
 Joe Van Rennem
 Angela Ellis
 David Woods, AICP
 David Matthews
 Claren Kruppner
 Dawn Aprile
 Barbara Johnston
 Aileen Maguire Meyer
 Kim Fabend

REPRESENTING:

Town of Geneseo
 Village of Geneseo
 Village of Geneseo
 Village of Geneseo
 SUNY Geneseo
 County Planning
 Village & Town Planning Boards
 Village of Geneseo
 Village Planning Board
 Premium Development Corp.
 Stuart I. Brown Assoc.
 C&S Engineers
 C&S Engineers



The purpose of the meeting was to introduce the project and solicit feedback from the project steering committee. A copy of the presentation is enclosed. The meeting agenda included:

- Introduction of the consultant team and project stakeholders
- Study description
 - Purpose
 - Scope
 - Deliverables
 - Schedule
- Stakeholder Involvement
- Identification of Issues and Needs
- Communication protocols

The following is a brief summary of the discussions that took place at the meeting.

GENERAL DISCUSSION:

Stakeholders – An initial list of potential project stakeholders was presented. It was noted that interviews will be conducted with representatives from the stakeholder groups to obtain their knowledge and perceptions of the existing transportation system and their thoughts on where the system could and should be improved.

Attendees identified the following additional stakeholders.

- Developer community
- Association for the Preservation of Geneseo (APOG) – historical society
- SUNY Geneseo – Student Association/off-campus housing coordinator
- Friends of the Genesee Valley Greenway
- Riding Club (Town)
- Bicycling advocacy group – Swain Sports
- Genesee Valley Conservancy
- Friends of Genesee Valley Greenway
- Geneseo Tourism Committee
- Geneseo Merchants Association
- Large employers - Wegmans/Walmart
- Multi-family residential – resident groups/property managers (i.e. Fox Run, Thornapple)
- Conesus Lake Association
- NYSDOT/County transportation
- Off-campus housing

Issues/Needs – Attendees identified the following issues and needs:

- Leverage existing information
 - County Traffic Safety Board
 - Municipal and Village Plans and Design Standards
 - NYSDOT intersection study – Rt. 20A/Main/Center
 - Access Management Plan Rt. 20A
 - Village UPWP (parking) Study
 - Project specific studies (development projects)
- Safety
 - Electric scooters/motorized wheelchairs
 - Pedestrian access to commercial development
 - Crosswalks – marked/unmarked (i.e. Temple Hill/Reservoir)
 - List of locations identified by the Village Sidewalk Committee
- School District bus policies - existing and proposed
- Congestion - defined periods
- Need for network/cross connections (i.e. Walmart to Village)
 - Identification of need for future roads/easements
 - Genesee Valley Conservancy proposed trails
- Village takeover of Millenium Drive? - extend thru County property

Enclosed for your review and comments are:

- Copy of presentation
- Pilot Plan Study Area
- List of existing studies, please review this list and identify if any studies may have been omitted.
- Summary of the kick-off meeting for the county-wide plan

Please provide edits or additions to this meeting summary or comments on the enclosures to:

Angela Ellis, Planning Director
Livingston County Planning Department
6 Court Street, Room 305
Geneseo, NY 14454
(585) 243-7550
AEllis@co.livingston.ny.us

Livingston County Transportation Connectivity Plan - Geneseo Pilot Plan
 Kick-off Meeting
 February 15, 2012

Agenda

- Introductions
- Study Description & Schedule
- Geneseo Action Plan
- Stakeholder Involvement
- Issues & Needs
- Next Steps

Project Team

	<p>Kimberly Fekord, PE, PTOE C&S Engineers, Inc.</p> <ul style="list-style-type: none"> • Project Manager • Public Participation • Other Mode Analysis • Geneseo Pilot Plan 		<p>Alison Muzzina, MA, PE, AICP C&S Engineers, Inc.</p> <ul style="list-style-type: none"> • Principal in Charge • Quality Assurance/Quality Control • Public Participation
	<p>Nathaniel Greer, PE Martin/Alexiou/Bryson, PC.</p> <ul style="list-style-type: none"> • Health Analyst • Public Participation 		<p>Deborah Johnston, AICP System 1, Resum Associates, Inc.</p> <ul style="list-style-type: none"> • Utility Coordinator • Justice Analyst • Census Data Plan • Public Participation

Study Purpose - Connectivity

- Provides choices
 - Efficiency
 - Equity
- Improves Livability/Quality of Life
 - Air quality
 - Safety
 - Health benefits
 - Fosters partnerships/support community
 - Economic development
 - Sustainable/protects resources

Sustainable Transportation System

Livingston County Transportation Connectivity Plan

- People**
 - Provide multi-modal mobility
 - Improve quality of life
 - Increase safety
- Prosperity**
 - Reduce the need to spend on an expanding infrastructure
 - Provide low cost strategies to benefit users and businesses
 - Promote tourism and new business
- Places**
 - Heighten sense of community
 - Improve air quality
 - Protect natural, historical, & agricultural resources

Study Description - Assessment

<p>Assessment</p> <ul style="list-style-type: none"> • Existing Conditions • Needs/ Gap Analysis <ul style="list-style-type: none"> – Stakeholder Interviews – Surveys 		<p>Integration of Modes</p> <ul style="list-style-type: none"> • Auto • Transit • Pedestrian/Bicycle • Freight/Rail • Aviation
--	--	--

Study Description - Alternatives

- Capital Projects**
 - Bicycle/pedestrian infrastructure
 - Road and bridge improvements
 - Trails
 - Rail and Airport (GTC Regional Goods Movement Strategy)
- Services/Programs**
 - Public/private transit
 - Services for special needs population
 - Transportation Demand Management (TDM)
- Marketing and education
- Share-ride and volunteer programs
- Policy/Planning**
 - Zoning modifications to better integrate the land use-transportation connection
 - Complete streets guidelines
 - Healthy LIVINGston (Healthy communities programs)
 - Public safety



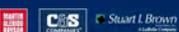
Study Description - Evaluation

	Transit Strategy #1	Transit Strategy #2	Transit Strategy #3	Transit Strategy #4
Alternative Description				
Users Served				
Ease of Implementation				
Time Frame of Implementation				
Cost of Implementation				
Connectivity				
Societal Impacts				
Advantages				
Disadvantages				



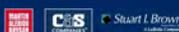
Deliverables – Action Plan

- Vision Statement
- Measurable Goals
- Strategies to Meet Goals
 - Lead Agency
 - Timeline
 - Funding sources
 - Monitoring/evaluation measures



Geneseo Action Plan

- Comprehensive Case Study
- Diverse Characteristics & Needs
- Mirror County Plan Process
 - Public Participation Plan
 - Vision Statement
 - Goals
- Ensure Pilot Plan Contributes to County Plan
- Show How County Action Plan Can be Adapted as Projects for Each Municipality

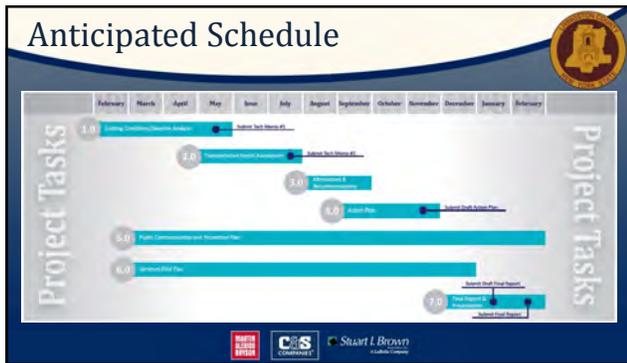


Stakeholders

Employers SUNY Geneseo Livingston County Kraft Chamber of Commerce/Tourism Geneseo Community College Noyes Hospital School Districts Seneca Foods	Government Agencies County Board of Supervisors/Planning Board Public/Human Services Committees County Planning Board Ag & Farmland Protection Board Environmental Management Council Public Safety/Traffic Safety Board Town & Village Officials	Consumers/Advocacy Organizations Seniors Students Bicyclists/Pedestrians Persons with Disabilities Cornell Cooperative Extension Geneseo Valley Health Partnership
Highway, Rail, Aviation County, Town, Village Highway Superintendents Railroad Companies Dansville Airport	Transportation Providers LATS/RGRTA Dept. of Social Services Trans Broker ARC Red Cross Taxi Companies	Human Service Providers Catholic Charities Dept. of Social Services Dept. of Health Dept. of Comm. Services/Mental Health Office for the Aging Veterans Services Workforce Development
Environmental/Conservation Recreational Groups Letchworth Park Agriculture & Farmland Protection Dept. of Conservation Historians		

Issues & Needs





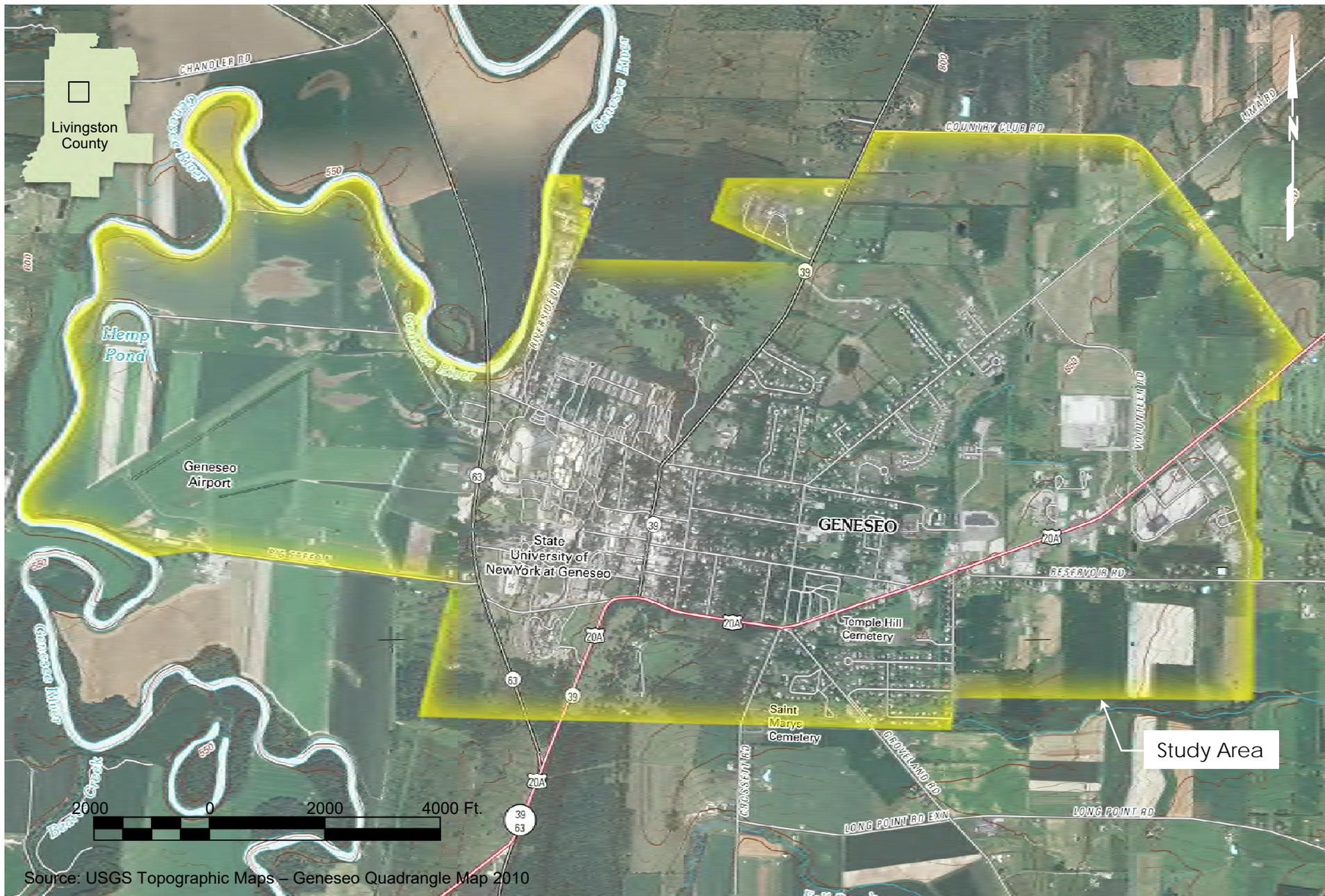
- ### Next Steps
- Review Existing Documents
 - Interview Stakeholders
 - Inventory Existing Services & Resources
 - Existing Baseline Assessment Memorandum
 - Steering Committee Meeting #2
- Logos for Livingston County, C&S CONSULTANTS, and Stuart L. Brown are visible at the bottom.

Communication Protocols

- Single-point of contact

Angela Ellis, Planning Director
 Livingston County Planning Department
 6 Court Street, Room 305
 Geneseo, NY 14454
 (585) 243-7550
 AEllis@co.livingston.ny.us

Logos for Livingston County, C&S CONSULTANTS, and Stuart L. Brown are visible at the bottom.



Geneseo Pilot Plan
Study Area
Figure 1-1



C&S Companies
150 State Street, Suite 120
Rochester, NY 14614
p: (585) 325-9040
f: (585) 697-7588
www.cscos.com

Memo

To: Attendees
From: Kim Fabend, Sr. Planner/Engineer
Date: December 7, 2012
Re: Livingston County Transportation Connectivity Plan
Tech Memo #1 Meeting Summary
File: H08.004.001

The kickoff meeting for the Livingston County Transportation Connectivity Plan was held at 1:00 PM on Tuesday, November 27, 2012 at the Livingston County Emergency Operations Center, Conference Room in Mt Morris. A list of attendees is provided at the end of this summary.

The purpose of the meeting was to review Technical Memorandum #1 – Existing Conditions Inventory & Baseline Analysis and obtain feedback. A copy of the presentation is enclosed. The meeting agenda included:

- Welcome & Introductions
- Overview of Tech Memo #1
 - General Background & Demographics
 - Inventory Information
 - Summary of Previous Studies/Plans
- Summary of Public Survey to Date
- Summary & Discussion of Issues/Needs

The following is a brief summary of the discussions that took place at the meeting:

- Angela Ellis and David Woods provided comments on the Tech Memo that will be addressed. ***If there are any other comments on the memo, please send them to Angela Ellis. The report can be accessed via the link below:***

<ftp://ftp.cscos.com/>

User Name = livingston
Password = cscompanies

- It was noted that the low income area shown in Geneseo includes the low income housing near Court Street and off-campus SUNY Geneseo housing

- Documents that should be included and reviewed as part of list of Previous Studies/Plans:
 - Livingston County Population & Housing Profile
 - Dansville Airport Master Plan (C&S to provide) – Angela Ellis will request information from Geneseo Airport & 1941 Historical Aircraft Group
 - Livingston County Safe Passing Zone Inventory
 - Angela Ellis will send request to all municipalities for any recent traffic impact studies associated with development
 - Town of Geneseo Gateway District Plan – not adopted but should be included and made available
 - Town of Geneseo-outside the village- Comprehensive Plan
- It was noted that while it is not part of the scope for this project, a recommendation out of the plan may be to conduct sidewalk inventories for the villages
- The Village of Geneseo has a Sidewalk Committee – minutes of meetings and any other relevant information, especially noted issues and needs, will be sent to Angela Ellis
- Property around Hemlock Lake should be shown park land/conservation land
- The attendees were surprised at the low walk/bike percentage in the preliminary public summary results
- Issues/needs:
 - Walk/Bike: Geneseo – crosswalk needed at RT 20A/Volunteer Rd intersection
 - General: with expanding growth of Amish population their needs and safety, education and impacts of wheels on roadways need to be considered

Next Steps:

- Public Open House was held later that night from 5-7pm at the Big Tree Inn – a separate summary will be available from that event
- Address comments (from committee meeting and public open house) and review additional documents to update Technical Memorandum #1 for incorporation into final document
- Needs Assessment and Gap Analysis Technical Memorandum will be the next report with a committee meeting and another public meeting following

Enclosed for your review and comments are:

- Copy of presentation
- Handouts provided at the meeting
 - Appendix D – Summary of Recommendations in Existing Plans
 - Summary of Issues/Needs
- Summary of the Public Open House

Please provide edits or additions to this meeting summary or comments on the technical memorandum or enclosures to:

Angela Ellis, Planning Director (AEllis@co.livingston.ny.us)
Livingston County Planning Department
6 Court Street, Room 305
Geneseo, NY 14454
(585) 243-7550

ATTENDEES:

Dick Hathaway
Sandy Brennan
Denise Bentley
Joe Van Remmen
John Prospero
Bonnie Turner
Kelly Fitzpatrick
Dawn Aprile
Chris Smith
David Woods
Don Higgins
Bo Freeman
Tony Favro
Pete Yendell
Diane Deane
Barbara Johnston
Kim Fabend
Aileen Maguire Meyer
Angela Ellis
Heather Ferrero

REPRESENTING:

Village of Geneseo
Village of Geneseo
DSS Transportation
SUNY Geneseo, Parking & Trans
Livingston/Wyoming ARC
Livingston Area Trans. Svcs.
Livingston Area Trans. Svcs.
Premium Development Corp
Sheriff, Livingston Co.
At Large - Planner
Livingston Co. Highway Superintendent
Cornell Cooperative Extension
Genesee Trans. Council
Livingston Co. Board of Supervisor
Livingston Co. DSS Transportation
Stuart I. Brown Assoc.
C&S Engineers
C&S Engineers
Livingston Co. Planning Dept
Livingston Co. Planning Dept



Livingston County Transportation Connectivity Plan

Technical Memorandum #1 Meeting
November 27, 2012

Logos: MARTIN ALEXANDER & ASSOCIATES, C&S COMPANIES, Stuart I. Brown & Associates, a LaBella Company

Agenda

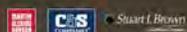
- Overview of Tech Memo #1
- Summary of Public Survey to Date
- Summary & Discussion of Issues/Needs



The diagram shows a process flow with two main tracks: Stakeholder Involvement and Environmental Considerations. Stakeholder Involvement includes: Vision & Goals, Existing Conditions Inventory, Needs Assessment / Gap Analysis, and Development of Alternatives & Recommendations. Environmental Considerations includes: Development of Implementation Action Plan, Genesee Pilot Plan/Case Study, and Final Report (Summer 2013). Arrows indicate the flow between these steps.

Tech Memo #1 Overview

- General background & demographics
- Inventory of the transportation system
- Summary of previous studies & plans
- Stakeholder interviews

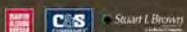
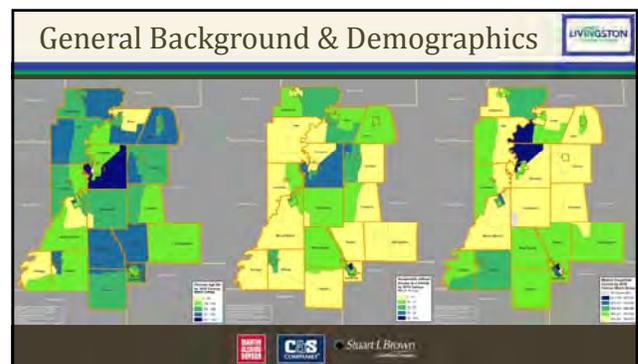
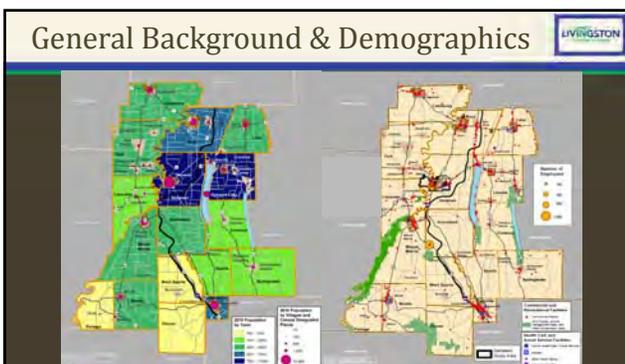


Vision

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



The diagram features a central circle labeled 'Livingston County Transportation Connectivity Plan'. It is surrounded by three pillars: **People** (Provide multi-modal mobility, Increase quality of life, Increase safety), **Places** (Increase sense of community, Improve air quality, Protect natural, historical, & recreational resources), and **Prosperity** (Reduce the need for sprawl, Encouraging innovation, Provide new energy to benefit user and business, Promote urban and new business). Arrows connect the pillars in a circular fashion.

Other Transportation Providers

- Livingston County Department of Social Services
- The ARC of Livingston-Wyoming Counties
- Catholic Charities of Livingston County
- Friends in Service Here (FISH) - Lima
- Red Cross of Northern Livingston County and the Clara Barton Chapter

- Taxi companies
- Rochester Medical Transport
- CH Medical Transport
- Monroe Medi-Trans
- Medicab
- Emergency services
 - Rural Metro
 - Mercy Flight
 - County Emergency Medical Service
 - Advanced Life Support



Policy & Planning

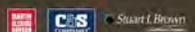
Land use & access management regulations

Municipality	Land Use Zoning Regulations	Subdivision Regulations	Site Plan Review Provisions	Access Management Provisions	Comprehensive Plan
Avon (T)	Y	Y	Y	Y	Y
Avon (V)	Y	Y	Y	Y	Y
Caledonia (T)	Y	Y	Y	Y	Y
Caledonia (V)	Y	Y	Y	Y	Y
Conesus	Y	Y	Y	Y	Y
Liverville (V)	Y	Y	Y	Y	Y
Genesee (T)	Y	Y	Y	Y	Y
Genesee (V)	Y	Y	Y	Y	Y
Groveland	Y	Y	Y	Y (part of Site Plan, Subdiv.)	N (in process)
Leicester (T)	Y	Y	Y	Y	N
Leicester (V)	Y	N (in process)	Y	Y	N
Lima (T)	Y	Y	Y	Y	Y
Lima (V)	Y	Y	Y	Y	Y
Livonia (T)	Y	Y	Y	Y	Y
Livonia (V)	Y	Y	Y	Y	Y
Mt. Morris (T)	Y	Y	Y	Y	Y
North Dansville (T)	Y	Y	Y	Y	Y
Mt. Morris (V)	Y	Y	Y	Y	Y
Nunda (T)	Y	Y	Y	Y	Y
Nunda (V)	Y	Y	Y	Y	Y
Noyes (V)	Y	Y	Y	Y	N
Ossian	Y	Y	Y	Y	Y
Portage	N	Y	N	N	N
Sparta	Y	Y	Y	Y	Y
Springwater	Y (minimum lot size only)	Y	N	Y	N
West Sparta	Y	Y	Y	Y	Y
York	Y	Y	Y	Y	Y

Previous Studies/Plans

39 different documents reviewed

- Transit/human services
- Corridor studies/access management/safety plans
- Trails
- Signage/amenities/cultural resources
- Non-transportation focused plans
- Comprehensive plans



Previous Studies/Plans

Summarized recommendations by transportation mode:

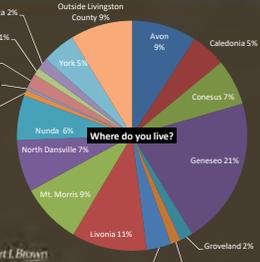
- Multi-modal
- Transit/community transportation
- Auto/truck
- Pedestrian/bicycle
- Rail/air
- Boat/marine

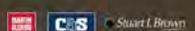


Public Survey to Date

As of 11/21: 509 responses

- 79% never used LATS
- 28% of households include someone over the age of 65
- 11% of households include someone that needs personal assistance to travel
- 29% of households have 3 or more vehicles





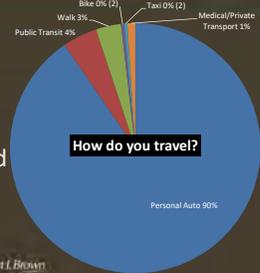
Public Survey to Date

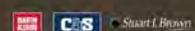
Reasons for choosing how to travel:

1. Convenience
2. Cost/value
3. Parking availability

Top 3 options for travel instead of personal auto:

1. Public transit/LATS
2. Carpool
3. Vanpool





Stakeholder Interviews

Groups Interviewed over 2 days:

- Service providers
- Government agencies
- Consumers
- Highway & safety
- Human service providers, housing & advocacy organization
- Businesses/employers/employees
- Environmental & recreation groups
- Economic development
- Rail & aviation entities

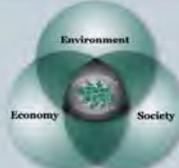


Issues/Needs

- General
- RGRTA/LATS
- Other service providers
- Pedestrian/bicycle
- Town/Village of Geneseo
- Other specific locations



Finger Lakes Regional Sustainability Plan Project Framework



Environment
Economy
Society

NYSERDA Plan Purpose
The Plan, aligned with the Finger Lakes Regional Economic Development Council (REDC) Strategic Plan – Accelerating Our Transformation, will improve the economic and environmental health of the region and thereby improve the quality of life in the Finger Lakes.

NYSERDA Plan Objectives

- Build upon existing and planned sustainability efforts in the Genesee-Finger Lakes Region (Region) by establishing a framework for infrastructure investment, decision making,
- Outline specific and tangible actions to reduce greenhouse gas (GHG) emissions by 80 percent from 1990 levels by the year 2050,
- Inform municipal policies and plans, and
- Identify recommendations for adapting to the effects of climate change in a manner that promotes robust, high quality economic growth.

FOR MORE INFORMATION EMAIL: TARA.BOGGS@TYLIN.COM
<http://sustainable-fingerlakes.org/>

FUNDED BY NYSEDA – CLEANER, GREENER COMMUNITIES PROGRAM



Next Steps

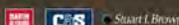


Stakeholder Involvement

Environment Considerations

Vision & Goals → Existing Conditions Inventory → Needs Assessment /Gap Analysis → Development of Alternatives & Recommendations

Development of Implementation Action Plan → Geneseo Pilot Plan/Case Study → Final Report Summer 2013



Summary of Needs & Concerns

General

- Users to be served by the system
 - Employees – all shift times
 - Seniors – Medicaid/non-Medicaid eligible needs
 - Disabled/Special needs – Medicaid/non-Medicaid eligible needs
 - Veterans
 - Younger generation (affected by school budget cuts)
 - Migrant Workers
 - Amish
 - English as a Second Language (ESL) populations
- Users need access to the following:
 - Workplaces
 - Medical appointments
 - Recreational/social/special events
 - Commercial establishments/areas
 - Food sources
 - Congregate sites (Dansville, Mt. Morris, Avon)
- Need to accommodate all modes– auto, bicycle/pedestrian, transit, rail, air
- Need for education regarding safety, available services, laws/regulations
- Preserve County’s diverse characteristics/cultures – agricultural, historic, natural,
- Provide more multi-modal connections between historic properties, recreational trails/facilities, institutions, residential communities and commercial districts
- Concern regarding the impact of increased traffic, especially trucks and farm equipment, on alternative modes of transportation and road condition
- Need for parking enforcement in business districts and in rural shoulders
- Consider best practices in Town of Avon-Walkable Community initiative
- Potential for recreational trails to support tourism/economic development
- Concerns regarding signage – too many, not the right signs, lack of enforcement
- Potential to use policies to stop sprawl and bring growth back into villages
- Need to consider impacts of construction in rural areas (emergency vehicles)
- Concerned with special event traffic: air show, graduations, etc
- Need to increase/improve river/boating access
- Need connections to Genesee Community College satellites (Warsaw/Batavia)
- Need access to fresh foods/farmers markets
- Needs of an aging population
 - Medicaid changes may affect operations/demand
 - keep seniors at home longer
 - new employment that will serve seniors (i.e. home health care workers)
- Accessibility and parking for boat launches

Pedestrian/Bicycle

- Bicycle/pedestrian infrastructure is not consistent; poorly maintained
- Need infrastructure at destinations/commercial establishments
- 2011 grant provided bike racks at all the schools and education/promotion
- Most conservancy trails/lands are not connected

- Consider need of motorized wheelchairs and scooters: charging station access
- Greenway Trail
 - Need to address gaps-connections: Nunda/Hinsdale/York/Mt Morris-prison/Lehigh Valley
 - Need more parking
 - Need wayfinding signage between trails and along trails

RGRTA/LATS

- Routes and schedules times need to be reevaluated on a regular basis
- Buses look/feel institutional and are associated with special needs
- Cannot serve door-to-door or door-through-door service
- Need for more frequent service not just 2 scheduled routes per day
- Need back-up system/ guaranteed ride home program
- Every route (even contracted routes) are public
- Need more education and promotion of services
- Dial-a-ride service is limited – consider Ontario Co (CATS) as an example
- Need service to: Springwater, Mt Morris DSS campus, County probation/ courthouse, VA Hospitals
- Potential SUNY Geneseo service: Nunda – Mt. Morris – Geneseo
- Need to consider special needs when determining bus stop/crosswalk placement
- Circulator transit routes through Geneseo at capacity

Other Service Providers

- Need transport for off-hour/non-traditional work shifts
- Cost for transportation for non-Medicaid customers is prohibitive
- Need for transportation to special event (weddings/parties/etc)
- GTC to study mobility management resources/coordination in region
- Potential to use accessible school buses for service during off-hours
- All calls for Department of Social Services (DSS) go through call center
 - Calls increased from 800 to 2,500-3,000 over 8 year period
 - Serve ambulatory needs, ESL and other non- Medicaid users
 - Can reach out to volunteers and other organizations if no other options
- ARC
 - Door-*through*-door service
 - Transport up to 700 people a day by scheduled appointments/contracts
 - Service has increased 30% in last 7 years but still have growth potential
- Taxi
 - Anywhere in County - \$2/mile;\$10 minimum
 - 20% of trips are scheduled
 - 99% of customers are private but have helped DSS occasionally
- Rochester Medical Transport
 - For profit organization serving Medicaid patients only
 - Service north end of County and users returning from hospitals/services out of county
 - Scheduled appointments and on-demand services
 - Current fleet: 30, potential to locate wheelchair vehicle in County

Specific locations

- RT 63
 - Concern regarding increase in truck traffic
 - Barrier between Geneseo and Greenway
 - Shoulders accommodate bikes/pedestrians
- Mt. Morris
 - Truck traffic on Main Street in Mt. Morris
 - Pedestrian crossing timings not sufficient
 - Need sidewalks on Mill St
 - Need parking and wayfinding: RT 63, RT 39 & RT 408 for all modes
 - Need to improve access to Letchworth as a major destination
- Livonia
 - W/E Lake Rd – limited right-of-way to accommodate bikes/pedestrians
 - Shelly Rd and state roads –shoulders accommodate bikes/pedestrians
- Conesus
 - High speeds
 - Lack of pedestrian accommodations – especially RT 15
 - Safety concerns: Turkey Hill Road, E/W Lake Rd, Clark Rd, Rowland Rd
- Safety Concerns:
 - Leicester: intersection of Perry Rd & RT 36
 - Groveland/Mt. Morris: RT 408/I-390 interchange
 - Groveland/Geneseo: Jones Bridge Rd/RT 63 intersection – visibility
 - Fillmore: Speeds on River Rd

Town/Village of Geneseo

- Need access management – update/progress draft report
- Need more signed/marked crosswalks – potential for actuated signals/lights
- Riverside boat launch needs improvement
- Pedestrian/bicycle concerns:
 - Crosswalk on RT 20: Prospect and Temple Hill St–poor visibility
 - Shoulders of Lima Rd, RT 39, Country Club Rd, and Volunteer Rd
 - Demand for off-road trail from Fox Run to RT 20A
 - Sidewalks on north side of RT 20A but destinations on south side
 - NYSDOT increased speed limit to 35 MPH on RT 20A
 - Visibility on Main St near the bear statue
 - River is a barrier to connection to Greenway
 - Need access to Conesus Lake and its parks
- Safety concerns:
 - North St/Court St/Main St intersection
 - RT 20A/Crossett Rd/Groveland Rd/Temple Hill intersection
 - Lima Rd - sharp curves/residential concentrations
 - RT 20A and Center St – consider signal/roundabout
 - RT 20A and Crossett Rd – consider roundabout
 - RT 20A and Millenium Dr. – consider signal
- Concern regarding traffic associated with potential new stadium for SUNY Geneseo near RT 63/Mary Jemison Dr (trucks/special events)

Appendix D:

Summary of Recommendations in Existing Plans

Summary of Recommendations in Existing Plans

Plans/Reports	Multi-modal		
	Capital Projects	Services/Programs	Laws/ Policy
GTC TIP: 2011-2014 (3/12)	<ul style="list-style-type: none"> Genesee Valley Greenway parking, amenities- V. Mt. Morris 		
GTC 2035 Long-Range Plan (2011)	<ul style="list-style-type: none"> Ensure that all fixed route buses can accommodate bicycles 	<ul style="list-style-type: none"> Improve real-time travel information Integrate Greater Rochester Regional Commute program with 511 NY Upgrade 511 NY program Car/ bike sharing programs Educate local boards about integrating land use and transportation 	<ul style="list-style-type: none"> Prioritize ADA compliant treatments Preserve ROWs
GTC Regional Trails (2002/2004)	<ul style="list-style-type: none"> Accommodate bicyclists and pedestrians on roads and bridges Trail accessibility, trailheads, parking areas 		
Erie-Attica Railroad Bridge and Trail Feasibility Study (2007)	<ul style="list-style-type: none"> Construct parking lots at trailheads. 		
Freight/Goods Movement in the GFL Region (2012)	<ul style="list-style-type: none"> Regional scale rail/highway transfer facility – location TBD 	<ul style="list-style-type: none"> Improve resilience of freight system to reduce impacts of incidents Monitor congestion and delays Mitigate noise and emissions impacts of freight movement 	
RT 39/North St/Court St Corridor, Village of Geneseo (2011)			<ul style="list-style-type: none"> Address parking, access management and pedestrian accommodations in zoning and development regulations
Regional Rights-of-Way Preservation Action Plan: Abandoned Railroads (2005)			<ul style="list-style-type: none"> Priorities and strategies for ROW and corridor preservation
Town of Avon Comp. Plan (1995)		<ul style="list-style-type: none"> Capital Improvement Program 	<ul style="list-style-type: none"> Communicate with State/ County officials to promote local priorities, coordinate improvements

Summary of Recommendations in Existing Plans

Plans/Reports	Multi-modal		
	Capital Projects	Services/Programs	Laws/ Policy
Conesus Comp. Plan (2005)		<ul style="list-style-type: none"> • Capital Improvement Program • Funding for transportation improvements 	
V. Dansville/ T. N. Dansville Comprehensive Plan			<ul style="list-style-type: none"> • Prepare Access Management Plan for State highways and I-390 interchanges
York Comp. Plan (2006)		<ul style="list-style-type: none"> • Establish Capital Improvement Program • Obtain funding for capital projects 	

Summary of Recommendations in Existing Plans

Plans/Reports	Transit/ Community Transportation		
	Capital Projects	Services/Programs	Laws/ Policy
GTC TIP: 2011-2014 (3/12)	<ul style="list-style-type: none"> • Computer Aided Dispatch/ Automatic Vehicle Locator communications system – LATS 		
GTC 2035 Long-Range Plan (2011)		<ul style="list-style-type: none"> • Mobility management program • Ensure accessibility of public transportation 	
GFL Coordinated Public Transit-Human Services Plan (2011)	<ul style="list-style-type: none"> • Bus shelters, amenities 	<ul style="list-style-type: none"> • Improve service to seniors • Taxi support service • Support volunteer/ agency services • Expand service hours and locations • Travel training program • Mobility management training • Regional Mobility Management network, centralized transportation services database, call center, communications plan • Partnerships and cost sharing • Improve job access 	<ul style="list-style-type: none"> • Encourage facility siting where transit is available
GTC Strategic Plan for Public Transp. in Livingston County (2001)		<ul style="list-style-type: none"> • Improve LATS marketing and publicity • Improve links between LATS and WYTS, RTS • Centralized brokerage (<i>implemented by DSS</i>) • Coordinated network of transportation service providers • Medical shuttle (<i>implemented by LATS</i>) • Continue/ integrate demand-responsive service • Support volunteer services 	
Village of Avon Comp. Plan (2010)		<ul style="list-style-type: none"> • Publicize transit • Add express route from Avon to Rochester 	

Summary of Recommendations in Existing Plans

Plans/Reports	Auto/Truck		
	Capital Projects	Services/Programs	Laws/ Policy
GTC TIP: 2011-2014 (3/12)	<ul style="list-style-type: none"> • I-390 culvert repairs • I-390 Rest Areas: truck parking/inspection station - Groveland • Maple Beach Rd Rehabilitation (NYS 256-CR 10) – Groveland • Wildcat Road Bridge over Wildcat Gully –T. Mt. Morris • Old State Road over Keshequa Creek – T. Nunda • Walnut Street Bridge over Keshequa Creek - V. Nunda • Swanson Rd. bridge over Buck Run Creek – T. Mount Morris • NYS Rt. 20 bridge over Montague Creek – T. York • NYS Route 36 bridge over the Genesee River – V. Mt. Morris, T. Leicester • NYS Route 36 bridge over Rock Spring Creek – T. West Sparta • Replace two Rt. 5 bridges over Honeoye Creek with single bridge - T. Lima 	<ul style="list-style-type: none"> • Preventative maintenance - 4 bridges 	
GTC 2035 Long-Range Plan (2011)	<ul style="list-style-type: none"> • Wayfinding signs 		
Freight/Goods Movement in the GFL Region (2012)	<ul style="list-style-type: none"> • NYS 63/ Arkema Plant - caution signs/flashers; deceleration/turn lanes, York • NYS 63/US 20A/NYS 39: intersection - Geneseo • NYS 63 Bypass: from I-90/ I-490 • NYS 36/Maple St: intersection improvements - Dansville • Livonia Gateway Park Rd: NYS 15, Village line near West Ave. –Livonia • NYS 5 improvements - Caledonia • Additional truck parking • Traffic calming – T York 	<ul style="list-style-type: none"> • Update truck driver navigation systems with better information about clearances and routes • Monitor congestion • Partner with SmartWay, NYSERDA to reduce fuel consumption and emissions 	<ul style="list-style-type: none"> • Address low clearance and weight restricted bridges in key access routes • Increase allowable weight and length of trucks • Manage impacts of gas drilling on roads
GFLRPC Regional Tourism Sign Study (2001)	<ul style="list-style-type: none"> • Consistent tourism signage 		
RT 39/North St/Court St Corridor, Village of Geneseo (2011)		<ul style="list-style-type: none"> • Enhance road maintenance 	

Summary of Recommendations in Existing Plans

Plans/Reports	Auto/Truck		
	Capital Projects	Services/Programs	Laws/ Policy
NYS RT 20A Access Management Plan, Geneseo (2007)			
RT 63 Corridor Study (2007)	<ul style="list-style-type: none"> • Move school driveways to Rt. 36 - York • Caution signs/ flashers at Arkema plant entrance - York 		
Town of Conesus Transportation & Safety Management (2004)	<ul style="list-style-type: none"> • Entry treatments – Rt. 15 in Hamlet • Reconstruct East Lake Road 	<ul style="list-style-type: none"> • Enforce speed limits in hamlet and along Holmes Hill, Clark, Turkey Hill and Stagecoach Roads • Investigate accident locations 	<ul style="list-style-type: none"> • Investigate feasibility of paving of unpaved roads • Enact access management regulations for major routes (NYS Rt. 15 and Federal, Stagecoach, Sliker Hill and Marrowback Roads)
NYS RTS 5&20 Corridor Study: Lima to Canandaigua (2004)	<ul style="list-style-type: none"> • Street lighting • Warning signs – Doran Road • Delineate on-street parking • Gateway, directional signs 	<ul style="list-style-type: none"> • Encourage landowners to pave driveways, landscape • Establish fund for viewshed protection and beautification 	<ul style="list-style-type: none"> • Eliminate passing zones near V. Lima • Create an overlay district to protect viewsheds
Village of Avon Comp. Plan (2010)			<ul style="list-style-type: none"> • Adopt Official Map
Village of Geneseo Comp. Plan (2007)		<ul style="list-style-type: none"> • Create transportation district or impact fees to fund infrastructure upgrades 	<ul style="list-style-type: none"> • Adopt access management regulations • Discourage cul-de-sacs, encourage grid patterns in new streets • Assess traffic impacts of new development • Guide new development to main arterial highways • Support traffic calming on Main Street
Groveland Farmland Protection		<ul style="list-style-type: none"> • Prepare Capital Improvement Program with farmer input • Schedule repairs to avoid disrupting farm operations 	

Summary of Recommendations in Existing Plans

Plans/Reports	Auto/Truck		
	Capital Projects	Services/Programs	Laws/ Policy
Lima Comp. Plan (2008)	<ul style="list-style-type: none"> • Install drainage improvements along Heath Markham, Dalton, Pond Roads (Town) and Eastwood Circle (Village) 		<ul style="list-style-type: none"> • Avoid dead-end streets in subdivisions • Incorporate access management provisions into zoning (done)
Livonia Comp. Plan (2004)			<ul style="list-style-type: none"> • Improve access management along Rt. 20A
Mt. Morris Comp. Plan (1998)		<ul style="list-style-type: none"> • Encourage County road maintenance • Update Street Improvement Plans annually 	<ul style="list-style-type: none"> • Improve design standards for new roads • Periodically review State/ County road and street classifications • Discourage strip development and manage access along State highways
Nunda Comp. Plan (2002)			<ul style="list-style-type: none"> • Limit strip residential development along State highways
West Sparta Comp. Plan (2007)	<ul style="list-style-type: none"> • Construct new maintenance facility 	<ul style="list-style-type: none"> • Expand volunteer roadside cleanup • Increase frequency of asphalt resurfacing • Provide adequate funding for road maintenance 	
York Comp. Plan (2006)	<ul style="list-style-type: none"> • Improve/ consolidate access points on Rt. 63 		<ul style="list-style-type: none"> • Direct large-scale developments to Rts. 63 and 36 • Adopt access management standards for Rt. 20A • Establish standards for driveway spacing and curb cuts

Summary of Recommendations in Existing Plans

Plans/Reports	Pedestrian/Bicycle		
	Capital Projects	Services/Programs	Laws/ Policy
GTC TIP: 2011-2014 (3/12)	<ul style="list-style-type: none"> • Erie-Attica Trail: Genesee Valley Greenway – T, V. Avon • Conesus Fish & Wildlife Management Area: trail improvements –T. Conesus • Portageville rail bridge – T. Portage • Genesee Valley Greenway: Whiskey Bridge Culvert – T. Portage; York Landing Culvert repairs – York 		
GTC 2035 Long-Range Plan (2011)	<ul style="list-style-type: none"> • Pedestrian ITS instrumentation at intersections • Bicycle parking at employment, education centers • Sidewalks along federal-aid highways 		
GTC Regional Trails (2002/2004)	<ul style="list-style-type: none"> • Linkages to close gaps • Amenities, beautification, signage, interpretation 	<ul style="list-style-type: none"> • Information database of rail corridors • Website with regional trail information • Partnerships, information sharing, coordinated fund raising and planning • Address security through enforcement and design • Education and signage to reduce conflicts with landowners adjoining trails • Connect with tourist destinations • Apply best management practices to trail design, maintenance and operations • Provide detours during reconstruction and maintenance • Encourage community maintenance programs and multi-community agreements 	<ul style="list-style-type: none"> • Promote shared trail development, maintenance • Assess economic impacts of trails

Summary of Recommendations in Existing Plans

Plans/Reports	Pedestrian/Bicycle		
	Capital Projects	Services/Programs	Laws/ Policy
		<ul style="list-style-type: none"> Identify funding sources for maintenance Prepare maintenance plans. 	
Feasibility Study for the Former Lehigh Valley Railroad Multi-Use Trail – Village and Town of Caledonia (2008)	Construct 2,900-foot trail between terminus at Greenway and River Road		
Erie-Attica Railroad Bridge and Trail Feasibility Study (2007)	<ul style="list-style-type: none"> Construct trail between River Road east, with bridge across Genesee River and across Farmers Road, and parking lots at trailheads. 		
RT 63 Corridor Study (2007)	<ul style="list-style-type: none"> Rt. 63 Greigsville: Pedestrian crossings and sidewalks near school – T. York 		
Town of Conesus Transportation & Safety Management (2004)	<ul style="list-style-type: none"> Complete sidewalk system in hamlet Enhance crosswalks Establish ped/ bike space along East Lake Road (lake side) Sidewalk/trail from Ricky Greene Park to Sliker Hill Rd – T. Conesus Pedestrian crossings – Hamlet of Conesus, East Lake Road - T. Conesus Reuse RR corridor Connect Hamlet to hiking trails near Hemlock Lake and to Conesus Lake 		<ul style="list-style-type: none"> Update Development Regulations to preserve land for trails
NYS RTS 5&20 Corridor Study: Lima to Canandaigua (2004)	<ul style="list-style-type: none"> Rte. 5/20: Crosswalks, bumpouts – V. Lima 	<ul style="list-style-type: none"> Encourage bicyclists to utilize road shoulders 	
Village of Avon Comp. Plan (2010)	<ul style="list-style-type: none"> Complete sidewalk system – V. Avon Create trails that connect to Genesee Valley Greenway and other recreational facilities, schools and businesses 	<ul style="list-style-type: none"> Repair/ maintain sidewalks 	<ul style="list-style-type: none"> Require sidewalks in new residential developments Require pedestrian-level lighting
Conesus Comp. Plan (2005)	<ul style="list-style-type: none"> Establish sidewalk system in Hamlet, along Rt. 20A Develop trails at WMA south of Conesus Lake; connect to Hemlock Lake 	<ul style="list-style-type: none"> Partnerships to connect to regional trail systems 	<ul style="list-style-type: none"> Link parks and other facilities Improve pedestrian safety
V. Dansville/ T. N. Dansville Comprehensive Plan	<ul style="list-style-type: none"> Install “Yield to Pedestrians” sign in front of Star Theater 	<ul style="list-style-type: none"> Increase enforcement of speed limits 	<ul style="list-style-type: none"> Review/revise sidewalk replacement

Summary of Recommendations in Existing Plans

Plans/Reports	Pedestrian/Bicycle		
	Capital Projects	Services/Programs	Laws/ Policy
			<p>policies</p> <ul style="list-style-type: none"> • Address pedestrian facilities and safety in project review • Identify potential walking/ biking trails • Advocate for pedestrian accommodations when replacing bridges • Designate 2.5 miles of former RR bed along East Hill as park
Village of Geneseo Comp. Plan (2007)	<ul style="list-style-type: none"> • Comprehensive sidewalk system, pedestrian crossings 		<ul style="list-style-type: none"> • Promote bicycle and pedestrian transportation • Require new development to contribute to future sidewalk maintenance • Require sidewalks with new development
Town and Village of Lima Comprehensive Plan (2008)	<ul style="list-style-type: none"> • Complete sidewalk network • Link neighborhoods to parks and commercial core with trails/ sidewalks • Install crosswalks at intersections • Develop trail between Lima and Honeoye Falls 		<ul style="list-style-type: none"> • Require sidewalks on both sides of street in new development in and near Village
Livonia Comp. Plan (2004)	<ul style="list-style-type: none"> • Extend sidewalks from Village to Lakeville, Livonia Center • Trail along L,A & L Railroad - Hamlet of South Lima • Sidewalks – Hamlet of Hemlock 		
Mt. Morris Strategic Plan for Community Revitalization (2006)	<ul style="list-style-type: none"> • ROW for sidewalk, lighting north of 100 Main Street 		
Mt. Morris Comp. Plan (1998)	<ul style="list-style-type: none"> • Path and amenities along rail and canal ROW • Pedestrian amenities downtown 		
West Sparta Comp. Plan (2007)	<ul style="list-style-type: none"> • Multi-use trail links 	<ul style="list-style-type: none"> • Task force of trail users 	

Summary of Recommendations in Existing Plans

Plans/Reports	Pedestrian/Bicycle		
	Capital Projects	Services/Programs	Laws/ Policy
York Comp. Plan (2006)	<ul style="list-style-type: none"> • Sidewalks along both sides of Rt. 63 between high school and Rt. 36 • Pedestrian crossings, signage Rt. 63 in Greigsville, Piffard (Genesee Valley Greenway) • Bicycle, footpaths • Link trails to Little Italy area 		<ul style="list-style-type: none"> • Integrate new residential development along trails with ROW dedication or financial contribution for maintenance

Summary of Recommendations in Existing Plans

Plans/Reports	Rail/ Air		
	Capital Projects	Services/Programs	Laws/ Policy
GTC TIP: 2011-2014 (3/12)	<ul style="list-style-type: none"> • Peoria Road crossing, G & W – T. Leicester • New Road crossing, G & W – T. Leicester 		
Freight/Goods Movement in the GFL Region (2012)	<ul style="list-style-type: none"> • Sidings, overhead clearance, RSR • Rail spur to Dansville Industrial Park • Bulk transfer facilities for businesses 	<ul style="list-style-type: none"> • Improve efficiency of rail car interchanges • Promote use of rail shipping 	<ul style="list-style-type: none"> • Preserve Lehigh Valley ROW for freight rail service – T. Lima • Preserve LAL RR for freight rail – T, V. Livonia
V. Dansville/ T. N. Dansville Comprehensive Plan			<ul style="list-style-type: none"> • Support/ promote airport renovation projects

Summary of Recommendations in Existing Plans

Plans/Reports	Boat/Marine		
	Capital Projects	Services/Programs	Laws/ Policy
Genesee-Finger Lakes Regional Blueway Analysis (2010)			<ul style="list-style-type: none"> Enhance water access and connectivity at “blueway opportunity areas” along Conesus Lake, Genesee River, Hemlock Lake and Canaseraga Creek.
Village of Avon Comprehensive Plan (2010)	<ul style="list-style-type: none"> Construct boat launches along Genesee River 		



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Memo

To: All Committee Members

From: Kim Fabend, Sr. Planner/Engineer

Date: June 27, 2013

Re: Livingston County Transportation Connectivity Plan
Tech Memo #2 Advisory Committee Meeting Summary

File: H08.004.001

The Tech Memo #2 meeting for the Livingston County Transportation Connectivity Plan was held at 2:00 PM on Thursday, June 6, 2013 at the Livingston County Highway Department Building in Mt Morris. A list of attendees is provided at the end of this summary.

The purpose of the meeting was to review Technical Memorandum #2 – Needs Assessment, obtain feedback, and discuss the next steps of the project. A copy of the presentation is enclosed. The meeting agenda included:

- Welcome & Introductions
- Project Overview
 - Vision
 - Goals
 - Strategies
- Summary of Transit Analysis & Public Survey
- Summary & Discussion of Issues/Needs
- Evaluation Criteria

The following is a brief summary of the discussions that took place at the meeting:

- Question – do we have an understanding of what the agricultural community’s needs are?
 - Bonnie Turner at LATS has met with farmers and has a good understanding of their needs – need employment transportation but also access to medical appts, shopping, and other recreational needs
 - Wayne County had developed a transportation service for migrant workers but not sure of their catchment area
- Comment regarding lack of needs noted for Town of Lima, especially speeds on RT 15A north of the Village
- Denise Bentley discussed the cloveleaf transit configuration – this and other options are currently being discussed between the County and RGRTA/LATS

- Need to refer to the Greenway, Greenway Trail, and Genesee Valley Greenway consistently – they are the same thing
- Need to consider destinations outside of the county other than for commuters – for example, people in Lima need to go to Honeyoe Falls to go to a bank
- A permit is needed for a parade on state routes - \$5,000 state mandated fee that hasn't always been enforced
- Question - when it comes to the strategy evaluation, will available funding sources be documented?
 - The action plan will document potential funding sources as well as look at how any projects might fit with the recommendations of the regional sustainability plan and Consolidated Funding Applications (CFA)
- Surprised with responses indicating interest in LATS, lack of interest in bicycling
- The County is making an effort to engage the youth community in planning – through Cornell Co-op Extension and other outreach groups

Next Steps:

- Public Information Meeting was held later that night from 6:30 – 8:30pm at the Village of Geneseo Courtroom – a separate summary will be available from that event
- Address comments (from committee & public meetings) and begin development of action plan – evaluate and develop strategies
- Next meeting will occur after draft plan is developed

Enclosed for your review and comments are:

- Copy of presentation
- Handouts provided at the meeting
 - Summary of Issues/Needs
 - Draft goals & strategies
 - Draft evaluation criteria

Please provide edits or additions to this meeting summary or comments on the technical memorandum or enclosures to:

Angela Ellis, Planning Director (AEllis@co.livingston.ny.us)
Livingston County Planning Department
6 Court Street, Room 305
Geneseo, NY 14454
(585) 243-7550

ATTENDEES:

Denise Bentley
Frank Hollister
David Woods
Ian Coyle

REPRESENTING:

DSS Transportation
Livingston County
At Large - Planner
Livingston County

Jim Merrick	Chair of Board of Supervisors
Charles McGarry	NYSDOT
Rodney Corry	Livingston County
Tony Favro	Genesee Trans. Council
Pete Yendell	Livingston Co. Board of Supervisors
Barbara Johnston	Stuart I. Brown Assoc.
Kim Fabend	C&S Engineers
Aileen Maguire Meyer	C&S Engineers
Angela Ellis	Livingston Co. Planning Dept
Heather Ferrero	Livingston Co. Planning Dept

Livingston County Transportation Connectivity Plan
 Technical Memorandum #2 Meeting
 June 6, 2013

Agenda

- Project Overview: Vision-Goals-Strategies
- Summary of Public Survey
- Summary & Discussion of Issues/Needs
- Evaluation Criteria
- Next Steps

Vision

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

Vision – Goals - Strategies

Goals: Measurable goals to guide decision-making

Vision
↓
Goals
↓
Strategies

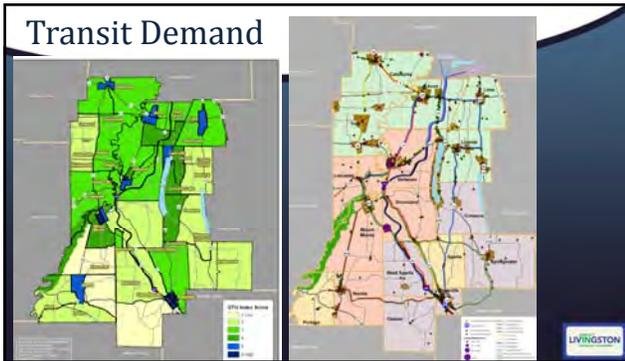
Strategies: Action-oriented based on needs to achieve goals

Goals

- Goal #1: Provide a complete transportation network that provides facilities for and encourages use by all modes, with particular emphasis on pedestrians and bicycles.
- Goal #2: Improve safety for all modes and users of the transportation system.
- Goal #3: Improve freight transportation infrastructure and access
- Goal #4: Provide comprehensive public transportation services through LATS and other human service providers
- Goal #5: Promote efficient system management, maintenance, and operations
- Goal #6: Preserve, protect, and enhance the natural environment, cultural heritage, and community appearance

Strategy Development

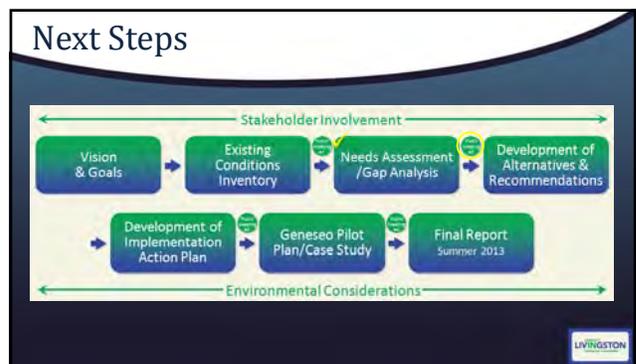
- Based on Needs Assessment
 - Steering committee
 - Stakeholder interviews
 - Public survey & meeting
 - Existing studies & plans
 - Transit gap analysis



- ### Transit Gap Analysis
- LATS meets 29% of estimated (unconstrained) need & 50% of estimated demands
 - Improve frequency, service span for full range of work, shopping, recreation/social trips
 - Implement additional trips between Dial-a-Ride service areas
 - Improve connectivity to/from Rochester/Monroe County
 - Provide transport for agricultural workers
 - Provide for an increasing number of “aging in place” and limited mobility citizens
 - Improve/add access to/from stops: sidewalks, stops, amenities
 - Market/promote services

- ### Needs Assessment
- General
 - Auto/truck
 - RGRTA/LATS
 - Other service providers
 - Pedestrian/bicycle
 - Rail/air/water

- ### Strategy Evaluation
- Users Served (number served)
Commuters, Residents, Visitors, Low-income, Seniors, Youth, Special Needs/Other
 - Modes Served (each mode served noted)
 - Cost of Implementation
 - Timeframe/Ease of Implementation
 - Safety Impacts
 - Connectivity Within/Outside of County
 - Consistency with Planning Efforts (# documented)
 - Environmental, Historical, & Cultural Impacts
 - Impacts to Business/Industrial/Economic Development
 - Quality of Life/Public Health Impacts
- Positive Impacts
 - ◐ Neutral/No Impacts
 - Negative Impacts





Summary of Needs by Mode

General

- Users to be served by the system
 - Employees – all shift times
 - Seniors – Medicaid/non-Medicaid eligible needs
 - Medicaid changes may affect operations/demand
 - Keep seniors at home longer
 - New employment that will serve seniors (i.e. home health care workers)
 - Disabled/Special needs – Medicaid/non-Medicaid eligible needs
 - Veterans
 - Younger generation (affected by school budget cuts)
 - Migrant Workers
 - Amish
 - English as a Second Language (ESL) populations
- Users need access to the following:
 - Workplaces
 - Medical appointments
 - Recreational/social/special events
 - Commercial establishments/areas
 - Food sources
 - Congregate sites (Dansville, Mt. Morris, Avon)
- Need to accommodate all modes– auto, bicycle/pedestrian, transit, rail, air
- Provide more multi-modal connections between historic properties, recreational trails/facilities, institutions, residential communities and commercial districts
- Potential for recreational trails to support tourism/economic development
- Need connections to Genesee Community College satellites (Lima/Dansville/Warsaw/Batavia)
- Need to consider needs of youth outside of school – transportation o after-school and weekend activities; access to parks and recreational activities; walkable communities
- Funding will continue to be an issue and will have direct/indirect impacts to services
 - Need to research and utilize grant funding
 - Need to consider costs of not maintaining infrastructure – costs for vehicle service/replacement, increased travel time/delays, etc
 - Need to consider impacts to services

Services and Programs

- Need for education regarding safety, available services, laws/regulations
- Need for parking enforcement in business districts and in rural shoulders
- Concerns regarding signage – too many, not the right signs, lack of enforcement

Policy and Planning

- Potential to use policies to stop sprawl and bring growth back into villages
- Town of Portage needs land use/zoning regulations
- Town of Ossian needs subdivision regulations
- Site plan review provisions need to be established in the Village of Leicester, Town of Portage, and the Town of Springwater



- Towns/villages need to establish access management provisions except the Town/Village of Geneseo, Groveland, the Town of Lima and the Town of Livonia
- The following towns/villages need to conduct a comprehensive plan: Town/Village of Leicester, Ossian, Portage and Springwater

Auto/Truck

Infrastructure

- Concern regarding the impact of increased traffic, especially trucks and farm equipment, on alternative modes of transportation and road condition
- Need to consider impacts of construction in rural areas (emergency vehicles)
- Concerned with special event traffic: air show, graduations, etc
- Need more/better signage – especially to share the road, warn of truck traffic, alignments as well as speed limit signs
- Need better lighting in rural areas – especially at intersections
- Concerns with poor roadway designs – curves, superelevations, drainage/ponding
- Need to improve rail crossings – safety & capacity
- Need to consider infrastructure that serves older drivers (larger street signs, design for longer reaction times, etc)

Services & Programs

- Maintenance concerns – pot holes, guide railing, pavement markings, snow removal/weather protection, view obstructions (vegetation)
- Need to educate regarding special vehicles on the roadways – farm equipment, Amish buggies
- Speed enforcement and general roadway law enforcement is needed – especially in more rural areas
- Educate both drivers and pedestrians/bicyclists on road safety and regulations

Other

- Concerned with increased driver distractions
- Concerned with animal collisions
- Drivers should stop passing on the right – unsafe for peds/bikes in shoulder

RGRTA/LATS

Infrastructure

- Need proper/improved signage at bus stops
- Need more shelters, benches and lighting at bus stops
- Need better access to bus stops – sidewalks, snow removal, etc
- Need better security at stops and on buses – cameras, additional staff on buses
- First step on buses is high and difficult to climb
- Need seat belts on buses
- Concerned with the spread of germs on buses – provide hand sanitizers on the buses
- Need to consider special needs when determining bus stop/crosswalk placement
- Buses look/feel institutional and are associated with special needs



Services & Programs

- Routes and schedules times need to be reevaluated on a regular basis
- Need for transit trips is mostly, but not exclusively, concentrated around the larger villages on the I-390 corridor (Geneseo, Mt Morris, Dansville)
- Need to service out of county commuters to Rochester and Buffalo
- Need better coordination between fixed-route services and various Dial-A-Ride services to provide greater and easier geographic access
- Need to improve reliability
- Need back-up system/ guaranteed ride home program
- Dial-a-ride service is limited – consider Ontario Co (CATS) as an example
- Need service to: Springwater, Mt Morris DSS campus, County probation/ courthouse, VA Hospitals
- Potential SUNY Geneseo service: Nunda – Mt. Morris – Geneseo
- Circulator transit routes through Geneseo at capacity
- Shuttles to Rochester are often full and therefore uncomfortable
- Some users need help getting on bus
- Need to better serve non-medical trips
- Need to cross serve with Wyoming County
- Need to market/promote LATS services – a number of people noted they didn’t know enough about the service to comment or feel they focus on students and special needs population

Other Service Providers

- Need transport for off-hour/non-traditional work shifts
- Cost for transportation for non-Medicaid customers is prohibitive
- Need for transportation to special event (weddings/parties/etc)

Pedestrian/Bicycle

Infrastructure

- Bicycle/pedestrian infrastructure is not consistent; poorly maintained
- Need infrastructure at destinations/commercial establishments
- Most conservancy trails/lands are not connected
- Consider need of motorized wheelchairs and scooters: charging station access
- Need pedestrian level lighting
- Need better ADA compliance
- Improve warning signage at crossings or along roadways that are frequently used by bike/peds
- Greenway Trail
 - Need to address gaps-connections: Nunda/Hinsdale/York/Mt Morris-prison/Lehigh Valley/Geneseo
 - Need more parking
 - Need wayfinding signage between trails and along trails
- Connect trails between York and Geneseo/Leicester
- Develop Little Italy Trail from Groveland Secondary Trail to Genesee Valley Greenway

Services & Programs

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



Rail/Air/Water

- Dansville Industrial Park - rail spur, intersection improvements on RT 36 & Maple St, remove truck prohibition, install wayfinding signage
- Repair/restore the Portage Bridge to reduce weight and speed restrictions
- Need to increase/improve river/boating access including parking
- Need to continue to maintain Dansville Airport
- Consider the potential to use air transport for life threatening or unique/special needs cases – equipping capability in the County Air Fields & Dansville
- Would like to consider passenger train from Geneseo to Rochester



Summary of Needs by Location

Avon

- Improve condition of Rochester St from Avon to Rush
- Specific pedestrian/bicycle concerns
 - Close gaps in sidewalk network – Pole Bridge Rd, E River Rd, Barber Rd, RTS 5/20, RT 15, Lake Rd, Sutton Rd, Branson Hill Rd
 - Provide bike infrastructure
- Safety concern locations
 - Improve access to DEC offices on RTS 5/20
 - I-390 interchange with RTS 5/20 near Athena Dr
- Transit needs
 - Add route along Pole Bridge Rd
 - Consider express route to Rochester

Conesus

- High speeds
- Improve dirt roads
- Need to enforce speed limits
- Specific pedestrian/bicycle concerns:
 - Close gaps in sidewalk & trail network in hamlet of Conesus and E Lake Rd
 - Lack of pedestrian accommodations – especially RT 15
 - Need accommodations around Conesus Lake
- Safety concern locations
 - Turkey Hill Road, E/W Lake Rd, Clark Rd, Rowland Rd
 - W Lake/W Swamp Rd & Sliker Hill Rd
 - RT 15/Sliker Hill Rd/Stagecoach Rd

Dansville

- Dansville Industrial Park - rail spur, intersection improvements on RT 36 & Maple St, remove truck prohibition, install wayfinding signage
- Renovations needs at Dansville Airport
- Specific pedestrian/bicycle concerns
 - Improve the condition of and increase ped/bike infrastructure
 - Add sidewalk from Woodsville to Cumminsville to RT 36 plaza
 - RT 436 from Nunda to Dansville
- Provide transit service from Nunda to Dansville

Geneseo

Infrastructure

- Need more signed/marked crosswalks – potential for actuated signals/lights
 - Wegmans access on RT 20A
 - New senior development off Volunteer Road
 - Enhance crosswalks along Main St
- Riverside boat launch needs improvement

- Concern regarding traffic associated with potential new stadium for SUNY Geneseo near RT 63/Mary Jemison Dr (trucks/special events)
- Need to reduce congestion/need a center left turn lane along RT 20A , Main St, RT 39/North St/Court St corridor
- Need reduced speed limit posted on Megan Rd
- Need bicycle infrastructure to encourage bicycling
- Close gaps in sidewalk network outside of the village
- Improve wayfinding signage, including origins/destinations, for vehicles/peds/bikes
- Specific pedestrian/bicycle concerns:
 - Crosswalk on RT 20A: Prospect and Temple Hill St–poor visibility
 - Need sidewalks along Lima Rd, RT 39, Avon Rd, Country Club Rd, and Volunteer Rd
 - Demand for off-road trail from Fox Run to RT 20A
 - Sidewalks on north side of RT 20A but destinations on south side
 - NYSDOT increased speed limit to 35 MPH on RT 20A
 - Visibility on Main St near the bear statue
 - River is a barrier to connection to Greenway
 - Need access to Conesus Lake and its parks
 - Formalize worn path between Megan Dr & Walmart
 - Provide bike racks at Department of Social Services
- Safety concern locations:
 - North St/Court St/Main St intersection
 - RT 20A/Crossett Rd/Groveland Rd/Temple Hill intersection
 - Lima Rd - sharp curves/residential concentrations
 - RT 20A and Center St – consider signal/roundabout
 - RT 20A and Crossett Rd – consider roundabout
 - RT 20A and Millenium Dr. – consider signal
 - North St/Lima Rd/Highland Rd/Rorbach Ln
 - RT 63 & RT 20A
 - RT 63 & Jones Bridge Rd
- Specific transit needs:
 - Need to continue service from Geneseo to Nunda
 - Provide service between Geneseo to Groveland, Lakeville, Avon
 - Need a bus shelter on the north side of Center St near Main St

Services and Programs

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

Policy and Planning

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



Livonia

- Improve condition of Federal Rd
- Need an access road to serve Gateway Park Development
- Specific pedestrian/bicycle concerns:
 - W/E Lake Rd – limited right-of-way to accommodate bikes/pedestrians
 - Shelly Rd and state roads –shoulders accommodate bikes/pedestrians
 - Add sidewalk from Big Tree Rd to Old Hickory Golf Course
 - Inadequate & unsafe crossings along RT 20A – especially at Commercial St
 - Close gaps in sidewalk network in hamlet of Hemlock & between Lakeville & Livonia Center
- Safety concern locations
 - Sight distance issues at Stone Hill Rd & Branson Hill Rd
 - Along RT 20A in hamlet of Lakeville

Mt. Morris

- Need improved maintenance on RT 408 between Mt. Morris & Nunda
- Truck traffic a concern on Main Street in Mt. Morris
- Need parking and wayfinding: RT 63, RT 39 & RT 408 for all modes
- Improve amenities along Greenway Trail & in downtown Mt. Morris
- Specific pedestrian/bicycle concerns
 - Pedestrian crossing timings not sufficient
 - Need sidewalks on Mill St
 - Need to improve access to Letchworth as a major destination
 - Provide bike racks at Department of Social Services
- Safety concern locations
 - RT 408 & Main St
 - RT 408 & Ridge St
 - Stanley St & Grove St

York

- Provide advanced clearance signage for rail bridge underpass on RT 63 in Greigsville
- Safety concern locations
 - RT 63 – especially near school
 - RT 63 & Chandler Rd
 - RT 63 & Restof Rd
 - Fowlerville Rd
- Specific pedestrian/bicycle concerns
 - Sidewalk needed along RT 63 near school
 - Improve accommodations on RT 63 at Greigsville & Piffard – Genesee Valley Trail

Other

- Road improvements are needed to support agricultural industry – Groveland/county-wide
- Improvements to RT 5 to accommodate future truck traffic associated with Caledonia Industrial Development Area
- Safety concern locations
 - Leicester: intersection of Perry Rd & RT 36
 - Groveland/Mt. Morris: RT 408/I-390 interchange



- Groveland/Geneseo: Jones Bridge Rd/RT 63 intersection – visibility
- Groveland: I-390 interchange with RT 36 (Sonyea)
- Fillmore: Speeds on River Rd
- Caledonia: RT 5 & RT 36 circle
- Specific pedestrian/bicycle concerns
 - Narrow shoulders on RT 36 south of Caledonia
 - Close sidewalk gaps in Lima
 - Sidewalk improvements in Nunda
 - From village to Dollar General
 - Along Creek Rd (CR 15) between trailer park & village
 - Along Portage Rd (RT 436) and Fuller Rd – especially near athletic fields
 - Along RT 15A from Lima to Honeoye Falls (shared school district)
- RT 63
 - Concern regarding increase in truck traffic
 - Barrier between Geneseo and Greenway
 - Shoulders accommodate bikes/pedestrians



Draft Goals & Strategies

Goal #1: Provide a complete transportation network that provides facilities for and encourages use by all modes, with particular emphasis on pedestrians and bicycles.

- 1.a Implement standard roadway cross sections that include pedestrian/bicycle infrastructure
- 1.b Provide pedestrian/bicycle amenities such as bike parking, landscaping, street furniture, etc.
- 1.c Close gaps in trails network & improve trailhead access/amenities
- 1.d Improve existing & create new river/boating access
- 1.e Develop/update zoning/comprehensive plans – complete streets, multi-modal infrastructure/amenity, land use considerations
- 1.f Market & promote active transportation (wayfinding, benefits, historic/cultural components, etc)
- 1.g Research potential funding options including various grants, private/public partnerships, etc.

Goal #2: Improve safety for all modes and users of the transportation system.

- 2.a Encourage/discourage truck traffic on specific roadways
- 2.b Develop access management plans & implement recommendations
- 2.c Review existing roadway characteristics (regulatory/warning signage, alignment, drainage, etc) & implement recommended changes in existing and future studies
- 2.d Implement intersection safety improvements
- 2.e Install intersection- and pedestrian-level lighting
- 2.f Increase enforcement of speed limits
- 2.g Educate the public on the rules of the road – all users/modes

Goal #3: Improve freight transportation infrastructure and access.

- 3.a Improve access to regional priority economic development sites: Dansville Industrial Park, Livonia Gateway Park, Caledonia Industrial Development Area
- 3.b Maintain, repair, & rebuild key components of regional rail network including the Portage Bridge
- 3.c Evaluate and improve rail crossings
- 3.d Maintain airport facilities: Dansville & Geneseo Airports
- 3.e Market/promote/educate - importance of freight transportation

Goal #4: Provide comprehensive public transportation services through LATS and other human service providers

- 4.a Develop a transfer center for all fixed-route & Dial-A-Ride services
- 4.b Simplify route structure & improve frequency/service span (expand P&R services to Rochester, work hours, social trips for elderly, improve connectivity/transfers/ease of use for DAR services)
- 4.c Improve marketing/promotional/educational outreach (website, printed brochures, social media, focus on special needs groups/populations)
- 4.d Enhance existing & create new transit stops – ensure safe & secure pedestrian/bicycle access/ADA compliance



Draft Goals & Strategies

Goal #5: Promote efficient system management, maintenance, and operations

- 5.a Maintain existing transportation infrastructure
- 5.b Establish service/maintenance agreements
- 5.c Develop special event traffic management plans

Goal #6: Preserve, protect, and enhance the natural environment, cultural heritage, and community appearance

- 5.a Any strategies to support the rural economy – transit service for agriculture workers
- 5.b Any strategies to reduce transportation energy consumption – electric vehicle infrastructure
- 5.c Cross sections and close gaps in trails would fall here as well

DRAFT

Alternatives Evaluation Criteria



Users Served

1. Commuters
2. Residents
3. Visitors
4. Low-income
5. Seniors
6. Youth

7. Special Needs/Other (disabled, veterans, farmworkers, Amish, etc)



Benefits 5-7 user groups



Benefits 2-4 user groups



Benefits 0-1 user groups

Modes Served

1. Auto/Truck
2. Pedestrian
3. Bicyclist
4. Transit
5. Rail
6. Air
7. Water

Each mode that is served/benefitted would be indicated



Cost of Implementation

Considers order of magnitude and life cycle costs, potential to leverage other resources, consideration of immediacy of benefit



Low/medium order of magnitude & life cycle cost; High potential to leverage other funding sources; Significant benefit early in project life cycle



High order of magnitude and life cycle costs but high potential to leverage other funding sources; Low/medium order of magnitude and life cycle costs but low potential to leverage other funding sources; Benefits are distributed evenly across the life of project



High order of magnitude and life cycle cost; Low potential to leverage other funding sources; Benefit is delayed or ramps up over life of project

Timeframe/Ease of Implementation

Considers timeframe, availability of technology, support/partners for implementation



Short (0-5 years) timeframe, established technology & support/partnership network



Mid-term/Continuous (6-15 years) timeframe, potential for support/partnerships but nothing established



Long-term (16+ years) timeframe, no technology currently available, no established support/partnerships

Safety



Improves safety for any users/modes



Neutral or no impact to safety



Decreases safety for any users/modes

Connectivity Within Livingston County

Destinations

1. Workplaces/educational facilities
2. Medical facilities
3. Recreational/historic/social/ special events
4. Commercial establishments
5. Food sources



Establishes a new direct connection to 1 or more communities/destinations within the County for any users/modes



Improves an existing connection to 1 or more communities/destination within the County for any users/modes



Does not substantially enhance connections within the County

Alternatives Evaluation Criteria Cont.



Connectivity Outside Livingston County

- Establishes a new direct connection to 1 or more communities outside the County for any users/modes
- Improves an existing connection to 1 or more communities outside the County for any users/modes
- Does not substantially enhance connections outside the County

Consistency With Planning Efforts

- Consistent with 2 or more documented local or regional planning efforts
- Consistent with 1 documented local or regional planning effort
- Conflicts with a goal/project in a document local or regional planning effort

Environmental, Historical, & Cultural Impacts

Considers sustainability practices or potential for them, preserving & promoting historic/cultural characteristics, direct impacts to

- Positive impact to environmental, historical, & cultural assets within the County
- Neutral or no impact to environmental, historical, & cultural assets within the County
- Negative impact to environmental, historical, & cultural assets within the County

Impacts to business/industrial/economic development

Considers tourism, job retention, creation, and expansion, impacts to operations, new business development, etc.

- Positive impact to business/industrial/economic development
- Neutral or no impact to business/industrial/economic development
- Negative impact to business/industrial/economic development

Quality of life/public health

- Positive impact to quality of life/public health
- Neutral or no impact to quality of life/public health
- Negative impact to quality of life/public health



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Memo

To: All Committee Members

From: Kim Fabend, Sr. Planner/Engineer

Date: June 27, 2013

Re: Livingston County Transportation Connectivity Plan
Tech Memo #2 Geneseo Pilot Plan Committee Meeting Summary

File: H08.004.001

The Tech Memo #2 Geneseo Pilot Plan Committee meeting for the Livingston County Transportation Connectivity Plan was held at 10:00 AM on Thursday, June 6, 2013 at the Village of Geneseo offices. A list of attendees is provided at the end of this summary.

The purpose of the meeting was to review Technical Memorandum #2 – Needs Assessment, obtain feedback, and discuss the next steps of the project. A copy of the presentation is enclosed. The meeting agenda included:

- Welcome & Introductions
- Project Overview
 - Vision
 - Goals
 - Strategies
- Summary of Transit Analysis & Public Survey
- Summary & Discussion of Issues/Needs
- Evaluation Criteria

The following is a brief summary of the discussions that took place at the meeting:

- Number of landmarks to be included in the Geneseo Pilot Plan document such as the Arboretum, John Chandler Island Preserve, Temple Hill Cemetery, etc.
- When it comes to the goals/strategies: need to incorporate sustainability and innovative technologies throughout – not only making sure to consider latest technologies, but be on the ‘cutting edge’
- Be sure to add a note that the needs assessment includes ‘unfiltered’ needs as heard from the committees, stakeholders, and public
- Additional/clarified needs:
 - Arboretum crossing – good for future trail planning
 - RT 63 bypass – safety concerns/pedestrian crossing
 - Homestead Trail

- Volunteer Rd/RT 20A pedestrian crossing safety
- RT 20A & Ryan Dr – safety concerns, is a signal warranted?
- Trees & visibility a concern at some intersections: RT 63 and Court and University (why did the signal at RT 63 & University go away?)
- RT 20A & Megan Dr is currently signalized (memo noted recommendation for signalization)
- Surprised that parking issues in Geneseo was not indicated as an issue, especially on Main St
- Need a river crossing for the Greenway
- Worn path used by pedestrians between Megan Dr & Walmart is actually a mowed path for maintenance – not meant to be a path
- Comments regarding goals/strategies/evaluation criteria:
 - Safety should be at the top of the list to indicate priority in evaluation criteria
 - Geneseo Gateway District should be included in strategy statement as a shovel ready development site
 - Rail line upgrade between Dansville & Mt Morris should be included in strategy statement
- Specific document comments:
 - Page 1-2/1-3: compare demographics to overall county numbers
 - Add Wegmans to major employers list
 - Page 2-1: add Exit 7 to interchange list
 - Page 2-2: add Indian Fort
 - Page 2-5: Town re-zoning effort to be completed in early 2015
 - Verify some bridges, landmarks, etc are in actual Pilot Plan study area vs Town of Geneseo

Next Steps:

- Public Information Meeting was held later that night from 6:30 – 8:30pm at the Village of Geneseo Courtroom – a separate summary will be available from that event
- Address comments (from committee & public meetings) and begin development of action plan – evaluate and develop strategies
- Next meeting will occur after draft plan is developed

Enclosed for your review and comments are:

- Copy of presentation
- Handouts provided at the meeting
 - Summary of Issues/Needs
 - Draft goals & strategies
 - Draft evaluation criteria

Please provide edits or additions to this meeting summary or comments on the technical memorandum or enclosures to:

Angela Ellis, Planning Director (AEllis@co.livingston.ny.us)
Livingston County Planning Department
6 Court Street, Room 305
Geneseo, NY 14454
(585) 243-7550

ATTENDEES:

Denise Bentley
Joe VanRemmen
David Woods
Louise Wadsworth
Dick Hathaway
Ben Gujewski
Will Wadsworth

Tony Favro
Dawn Aprile
Sandy Brennan
Barbara Johnston
Kim Fabend
Aileen Maguire Meyer
Angela Ellis
Heather Ferrero

REPRESENTING:

DSS Transportation
SUNY Geneseo
At Large - Planner
Village of Geneseo
Mayor Village of Geneseo
Genesee Valley Conservancy
Town of Geneseo

Genesee Trans. Council
Premium Development Corporation
Village of Geneseo
Stuart I. Brown Assoc.
C&S Engineers
C&S Engineers
Livingston Co. Planning Dept
Livingston Co. Planning Dept



Livingston County Transportation Connectivity Plan
 Geneseo Pilot Plan – Needs Assessment
 June 6, 2013

Logos: C&S COMPANIES, Livingston County, Stuart I. Brown A LaBella Company, VIB Kinross-Hanover Brantford, Inc.

Agenda

- Vision/Goals/Strategy Development
- Public Survey
- Needs Assessment
- Strategy Evaluation
- Next Steps

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Vision

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



The diagram shows a central circle labeled 'Livingston County Transportation Connectivity Plan' surrounded by three pillars: 'People' (Provide multimodal mobility, Improve quality of life, Increase safety), 'Prosperity' (Reduce the need to spend on an expanding infrastructure, Provide low cost alternatives for commuters and businesses, Increase transit-related business), and 'Places' (Multiple sense of connectivity, Easy use and cycling, Access to natural, historical, & agricultural resources).

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Vision – Goals - Strategies

Goals: Measurable goals to guide decision-making

Vision ↓ **Goals** ↓ **Strategies**

Strategies: Action-oriented based on needs to achieve goals

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Goals

- Goal #1: Provide a complete transportation network that provides facilities for and encourages use by all modes, with particular emphasis on pedestrians and bicycles.
- Goal #2: Improve safety for all modes and users of the transportation system.
- Goal #3: Improve freight transportation infrastructure and access
- Goal #4: Provide comprehensive public transportation services through LATS and other human service providers
- Goal #5: Promote efficient system management, maintenance, and operations
- Goal #6: Preserve, protect, and enhance the natural environment, cultural heritage, and community appearance

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Strategy Development

- Based on Needs Assessment
 - Steering committee
 - Stakeholder interviews
 - Public survey & meeting
 - Existing studies & plans
 - Transit gap analysis

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Needs Assessment - Geneseo

- Services & Programs
 - Need to update/progress recommendations from access management plan (2007)
 - Increase speed enforcement: Lima Rd & RT 20A
 - Transit needs:
 - Continue service between Geneseo/Nunda
 - Provide service between Geneseo & Groveland/Lakeville/Avon



Needs Assessment - Geneseo

- Policy & Planning
 - Zoning & development regulations need to address parking, access management, and multi-modal accommodations
- Other
 - Road improvements needed to support agriculture industry county-wide
 - RT 63 corridor
 - Concern with increased truck traffic
 - Barrier between Geneseo & Greenway
 - Conflicts/safety concerns with trucks & bicycles/pedestrians in shoulders



Strategy Evaluation

- Users Served (number served)
 - Commuters, Residents, Visitors, Low-income, Seniors, Youth, Special Needs/Other
- Modes Served (each mode served noted)
- Cost of Implementation
- Timeframe/Ease of Implementation
- Safety Impacts
- Connectivity Within/Outside of County
- Consistency with Planning Efforts (# documented)
- Environmental, Historical, & Cultural Impacts
- Impacts to Business/Industrial/Economic Development
- Quality of Life/Public Health Impacts



- Positive Impacts
- ◐ Neutral/No Impacts
- Negative Impacts



Example

Goal #1: Provide a complete transportation network that provides facilities for and encourages use by all modes, with particular emphasis on pedestrians and bicycles.

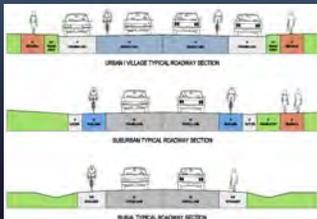
- 1.a Implement standard roadway cross sections that include pedestrian/bicycle infrastructure
- 1.b Provide pedestrian/bicycle amenities such as bike parking, landscaping, street furniture, etc.
- 1.c Close gaps in trails network & improve trailhead access/amenities
- 1.d Improve existing & create new river/boating access
- 1.e Develop/update zoning/comprehensive plans – complete streets, multi-modal infrastructure/amenity, land use considerations
- 1.f Market & promote active transportation (wayfinding, benefits, historic/cultural components, etc)
- 1.g Research potential funding options including various grants, private/public partnerships, etc.



Example

1.a Implement standard roadway cross sections that include pedestrian/bicycle infrastructure

- Indicate appropriate cross section for Town/Village roadways
- Identify roadways that do not match section
- Prioritize locations for improvements




Next Steps






Memo

To: Angela Ellis, Livingston County Planning Director

From: Kim Fabend, Sr. Planner/Engineer

Date: December 2, 2013

Re: Livingston County Transportation Connectivity Plan
Draft Final Report Meeting Summary

File: H08.004.001

The meetings to review the Draft Final Report for the Livingston County Transportation Connectivity Plan were held on Tuesday, November 19th, 2013. Three meetings were held over the course of the day: Geneseo Pilot Plan committee meeting, overall county-wide plan committee meeting, and the third and final public meeting. A list of attendees for each meeting is provided at the end of this summary.

The purpose of the meeting was to review the Draft Final Report, obtain feedback, and discuss the next steps of the project. A copy of the presentation used for the county-wide plan committee and public meeting is enclosed. The meeting agenda included:

- Welcome & Introductions
- Project Overview
 - Vision
 - Goals
 - Strategies
 - Representative Projects
- Next Steps

The following is a brief summary of the discussions that took place at each meeting:

Geneseo Pilot Plan Committee – the format of this meeting was a roundtable discussion regarding each goal, strategy, and representative projects

- Goal #1
 - Project 1.a.ii – determine feasibility of bicycle infrastructure vs install specific treatments
 - Consider possibility of making new sidewalk along RT 20A shared-use path
 - Implementation of cul-de-sac connections maybe impossible – recommendation should be more in the comprehensive planning/land use/zoning stage to ensure connections can be made in the future

- Project 1.d.i – need to study/determine necessary improvements, vehicular access is good, boat access difficult, Angela Ellis will check the Blueway Study for more specific improvements noted
- Project 1.e.i – are there specific improvements needed to the Village Plans? Need to consider staging of approach moving forward: complete streets policy vs update to comprehensive plan vs zoning – make sure they isn't a disconnect or something that will hinder implementation
- Project 1.f.i – add educational institutions to list of entities to partner with
- Strategy 1.g – add a project or language that discusses private/public partnership opportunities, Rich Perrin will provide excerpt from another study that identifies potential opportunities
- Project 1.h.i – replace “identified in the draft Gateway District Master Plan” with “identified as part of the Gateway District Master Plan process”
- Goal #2
 - Strategy 2.a – lead agency listing should include Livingston County Traffic Safety Board and County Sheriff
 - Strategy 2.f – lead agency listing should include Village and NYS Police
- Goal #3
 - Strategy 3.a – add two industrial parks in Avon
- Goal #4
 - Spell out DAR (dial-a-ride)
 - Add text associated with strategies a-e regarding the potential for a transfer hub in the Village – other potential locations to consider other than Main St are Wegmans and Millennium Dr, consider how private/public partnerships can provide subsidies for public transportation
 - Separate Strategy 4.e and note how the perception of public transportation needs to be expanded to include human service providers
- Goal #5
 - Add strategy regarding downtown revitalization which would include the connections between businesses and alternative transportation and/or special event plans
 - Strategy 5.c needs to include emergency management plans
 - Project 5.c.i – include Geneseo Police Dept, connection with transit goals, strategies, and projects
- Goal #6
 - Strategy 6.a is applicable to Geneseo because of agricultural district within study area and since many destinations for projects/workers are in study area
 - Strategy 6.b – other projects could include priority parking for green vehicles or carpoolers, as Village provides business development loans, require Transportation Demand Management (TDM) programs/initiatives, note availability of roceasyride.com
 - Strategy 6.c – lead agency listing should include Geneseo Tourism Committee and County Chamber of Commerce, add connection to Conesus Lake
- General document comments:
 - Add page numbers to appendices
 - In appendix noting intersection improvements, Megan Dr & NYS RT 20A is noted as unsignalized but it is currently signalized
 - Village is the county seat, not Town
 - Summary of Needs for Geneseo Pilot Plan – change “Provide bike racks at Department of Social Services” to “Provide bike racks at Livingston County Offices on Millennium Dr”

- Better indicate legend for matrix – not just numerical value

County-wide Plan Committee – the public meeting presentation was shared with the committee and open discussion occurred throughout the presentation:

- Transit
 - The difference between the 2 options presented: 1 included a single transfer point in Geneseo, while the other had a transfer point in Geneseo and one in Mt Morris with a connector between the two towns
 - Still need a coordinated system for transportation needs as people without Medicaid have needs
 - There was interest in understanding how ridership is projected, LATS will conduct more studies/planning efforts to estimate ridership
 - Marking campaign will need to be aggressive to have successful public transportation system
 - Need to educate public that public transportation may not always be a bus
 - Office of the Aging representative noted that their clients have a hard time using the bus
 - For SUNY Geneseo students, transit needs to access employment centers
 - How would dialysis patients in Scottsville/Town of Sparta get to/from Geneseo?
- The document should reference roceasyride.com site that provides information on commuter/transportation choices
- Comments on the draft final report should be submitted by December 6, 2013
- In the typical rural cross section in Strategy 1.a, add note regarding Amish buggy and farm vehicle space
- How can Amish be served without access to internet/phone/electricity?
- Consider use of Apps/social media to rideshare
- Feasibility and safety concerns were raised over the rail-to-trail project noted on the recommendations map in Dansville and Sparta. This trail was previously documented in the Genesee Transportation Council's Regional Trails Initiative, Phase 2 and the Dansville Comprehensive Plan and shown on the map as such.

Public Meeting – Presentation followed by open house with opportunity to speak with County/consultant representatives and/or leave comments:

- Specific comments regarding Lima Rd:
 - Need to address equestrian riders – consider multi-use trails
 - Discourage commercial traffic – enforce 10 ton weight limit
 - Slower speed limit and add 4-way stops
 - Safety concern with drivers passing on double solid yellow marking
- Education should include aggressive driving along with distracted driving
- Potential for bypass on Wadsworth land
- Add pedestrian bridge when replacing new bridge in Geneseo on RT 63 to connect to Genesee Valley Greenway
- Want a connection from Woodbine area to Megan Dr
- Need transit route that supports Nunda residents: Nunda to Mt Morris to Geneseo to Dansville (3 comments supporting this idea)
- Conduct a feasibility study to connect Groveland Extension Trail to Genesee Valley Greenway
- Build a rope bridge across the road to connect Greenway with Genesee Valley wildlife management area in Portage

- Need bicycle/kayak security features along Greenway (locks, structure, cameras)
- Need a map of all boat launches along Genesee River
- Lack of detail relative to villages is disappointing
- Lima has been discussing an extension with RGRTA to include stops at a large mobile home park and at Genesee Community College to improve safety and enhance village retail
- Many students and residents are walking on the high speed RT 15A corridor

Enclosed for your review and comments are:

- Copy of presentation
- Handouts/boards provided at the public meeting
- Comment sheets from public meeting

Please provide edits or additions to this meeting summary or comments on the draft final report or enclosures to by December 6:

**Angela Ellis, Planning Director (AEllis@co.livingston.ny.us)
Livingston County Planning Department
6 Court Street, Room 305
Geneseo, NY 14454
(585) 243-7550**

Geneseo Pilot Plan Meeting Attendees:

Sandy Brennan
David Woods
Richard Perrin
David Matthews
Dick Hatheway
Louise Wadsworth
Joe VanRemmen
Angela Ellis
Barbara Johnston
Aileen Maguire Meyer
Kim Fabend

Public Meeting Attendees:

Alex Pierce
Aislinn Klein
Lori Morsch
Corinne King
Erin Seaburg
Matt Spitzer
Dave Nagel
Matt Cole
Heather Grant
Howard Appell
Pete Vogt
George Gotesik
Madeline Smith

Denise Bentley
Olivia Kelley
Sharyn Duffy
Thomas Wilson
Paula McClure
Kendall Fitzgerald
Kyle Fletcher
Sanford Vreeland
Heather Ferrero
Angela Ellis
Nat Grier
Ed Flynn
Aileen Maguire Meyer
Kim Fabend

County-wide Committee Meeting Attendees:

David Woods
Richard Perrin
Pete Yendell
Carol Bauman
Mark Schuster
Ray LeChase
Bonnie Turner
Will Wadsworth
Joe VanRemmen
Diane Deane
Kaaren Smith
Charles McGarry

Amie Alden
Angela Ellis
Barbara Johnston
Nat Grier
Aileen Maguire Meyer
Kim Fabend



CONNECT LIVINGSTON
Linking our communities

Livingston County Transportation Connectivity Plan

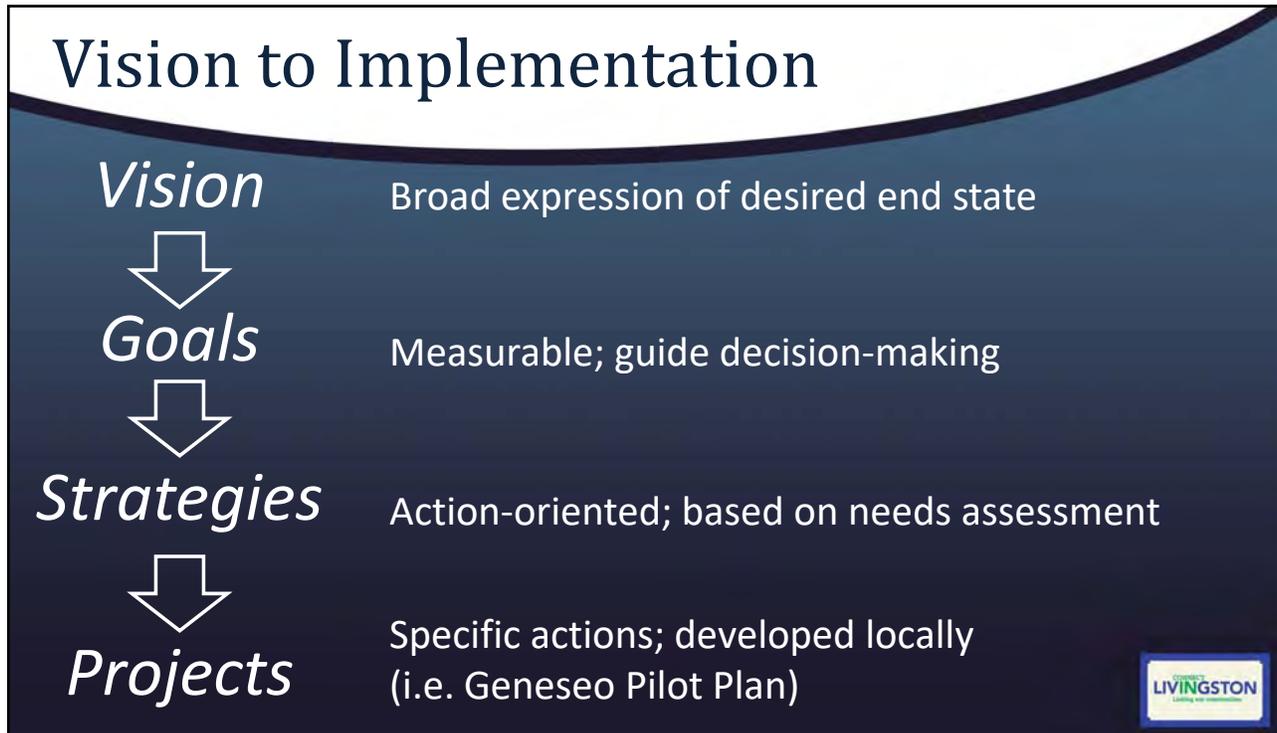
Public Meeting # 3
November 19, 2013



Agenda

- Presentation
 - Project Overview
 - Vision, Goals, & Strategies
- Open House
 - Stations
 - We welcome your feedback!





Existing Conditions

- Transportation system baseline
 - Infrastructure
 - Programs & services
 - Policies
- Detailed review of previous studies



Needs Assessment

- Project committees
- Interviews
- Previous studies
- Public meetings
- Public survey



Attention
Livingston County...
we need your input!



Goals

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



Strategy Development

- Based on Needs Assessment
- Refined with Evaluation Criteria
 - Cost, modes served, connectivity, etc.
- Identify time frame, responsible agency, funding sources
- Specific projects identified locally (i.e. Geneseo Pilot Plan)



Strategy Examples

Goal #1:

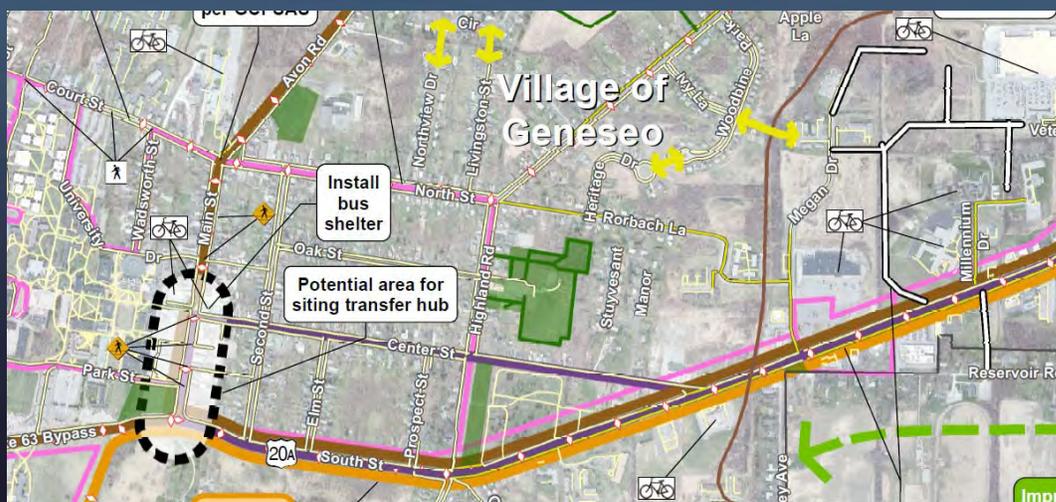
Provide a sustainable transportation network that provides facilities for and encourages use by all modes, with particular emphasis on pedestrians and bicycles.

Strategy 1b:

Provide pedestrian/bicycle amenities such as bike parking, landscaping, street furniture, etc.



Geneseo Pilot Plan



Strategy Examples

Goal #2:

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

Strategy 2d:

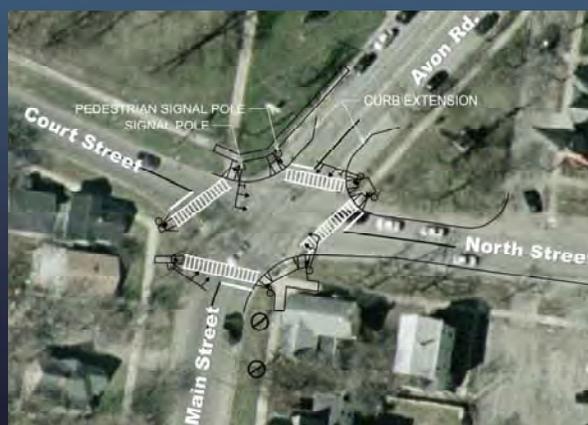
Implement intersection, roadway, and corridor safety improvements.



Geneseo Pilot Plan

Representative Project:

Construct intersection, roadway and safety improvements at the Main Street/Court Street/North Street/Avon Road intersection; Replace traffic signals; install bumpouts and lighting.



Strategy Examples

Goal #3:

Improve freight transportation infrastructure and access.

Strategy 3e:

Market/promote/educate the importance of freight transportation.



Geneseo Pilot Plan

Representative Project:

Promote safety awareness among SUNY students and others with regard to NYS Route 63 truck traffic.



Strategy Examples

Goal #5:

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

Strategy 5.c:

Develop special event traffic management plans.



Geneseo Pilot Plan

Representative Project:

Coordinate the development of special event plans for SUNY Geneseo, Historic Warplane Museum, & the Geneseo School District.



Strategy Examples

Goal #6:

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

Strategy 6b:

Research, implement, and/or support initiatives that reduce transportation energy consumption.



Geneseo Pilot Plan

Representative Project:

Install electric vehicle charging stations in the Village of Geneseo, including SUNY Geneseo and government offices.



Strategy Examples

Goal #4:

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

Strategy 4c:

Improve frequency and service span.



Alternative Transit Route Options

Cloverleaf



Geneseo Transfer



Next Steps

- Finalize report based on feedback
- Follow-on activities
 - Use this document and its vision as a guideline
 - Implement strategies at county-wide and municipal level



Stations

- Station for Goals & Recommendations
- Station for Geneseo Pilot Plan
- Station for LATS options
- Ask questions/provide comments





Welcome

Livingston County Transportation Connectivity Plan Public Meeting



November 19, 2013
6:30 – 8:30 PM



Project Overview & Summary

Vision

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

Goals

Goal #1: Provide a sustainable transportation network that provides facilities for and encourages use by all modes, with particular emphasis on pedestrians and bicycles.

Goal #2: Improve safety for all modes and users of the transportation system through system design, innovative technology, and education.

Goal #3: Improve freight transportation infrastructure and access.

Goal #4: Provide comprehensive and innovative public transportation services through LATS and other human service providers.

Goal #5: Promote efficient, innovative, and sustainable system management, maintenance, and operations.

Goal #6: Preserve, protect, and enhance the County’s quality of life, natural environment, cultural heritage, and community appearance.

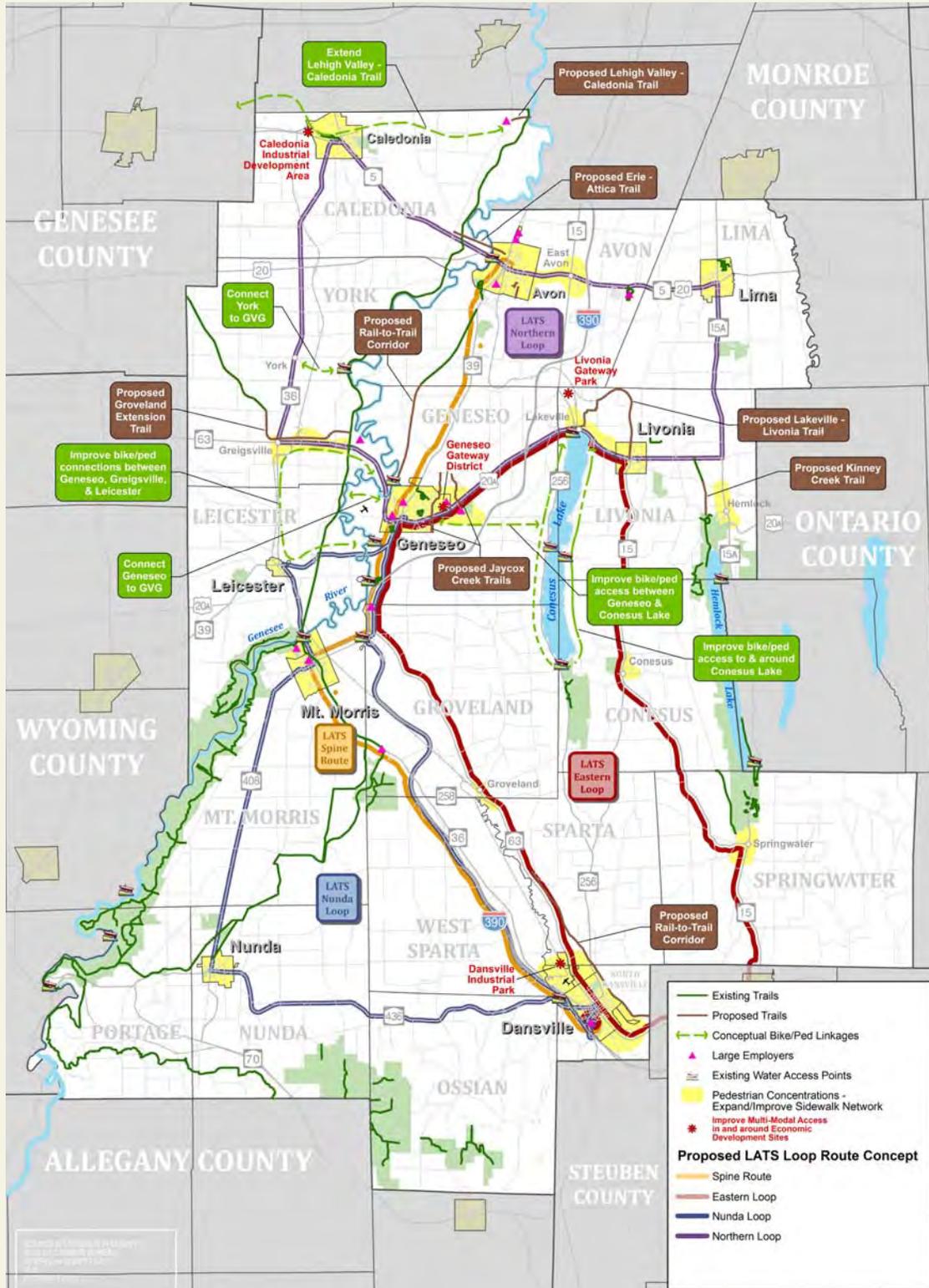
Evaluation Criteria

- Users Served (number served)
Commuters, Residents, Visitors, Low-income, Seniors, Youth, Special Needs/Other
- Modes Served (each mode served noted)
- Safety
- Cost of Implementation
- Timeframe/Ease of Implementation
- Connectivity Within/Outside of County
- Consistency with Planning Efforts
- Environmental, Historical, & Cultural Impacts
- Business, Industrial, & Economic Development Impacts
- Quality of Life/Public Health Impacts

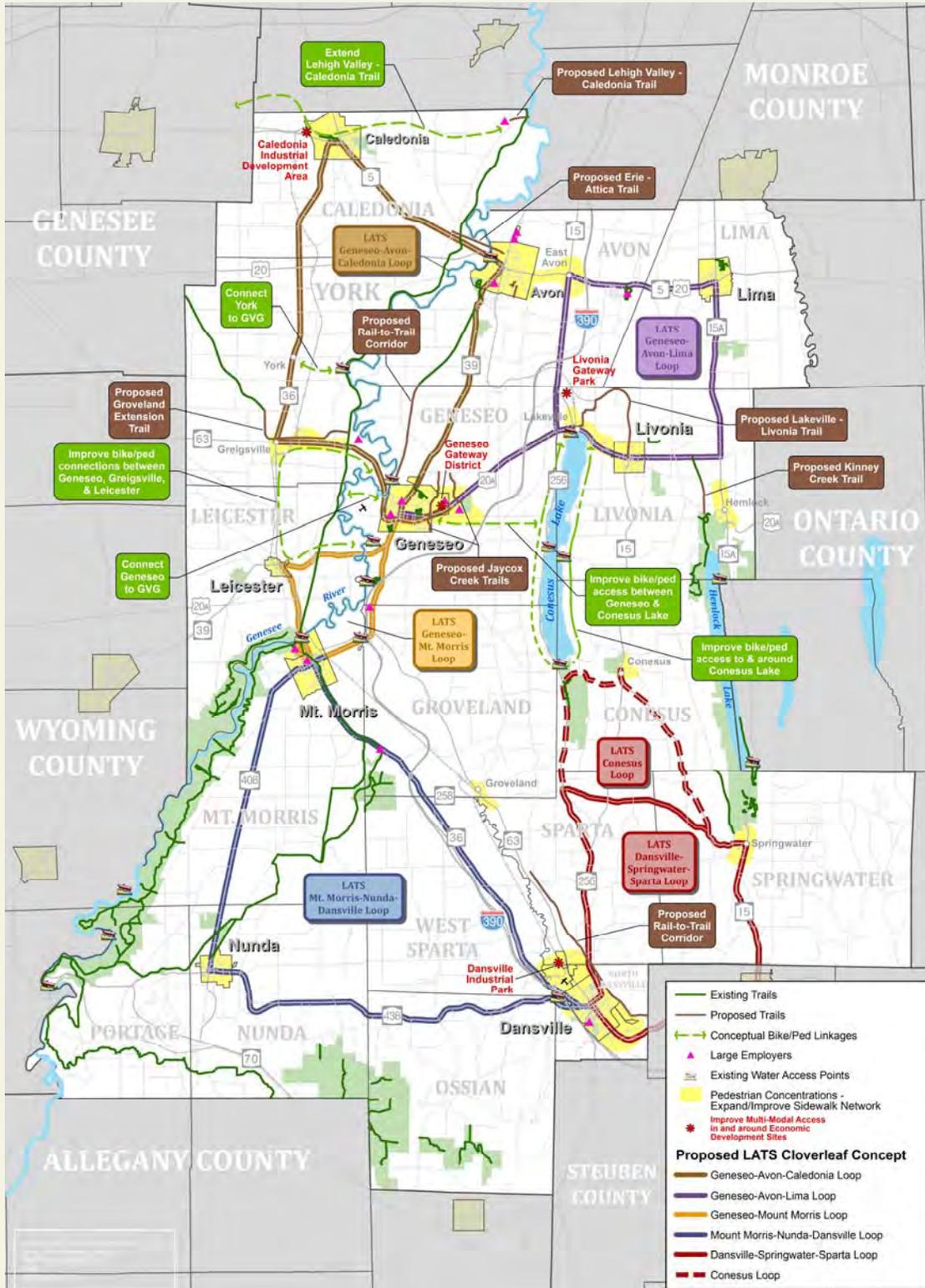
General Legend

-  Positive Impact
-  Neutral or No Impact
-  Negative Impact

Multi-Modal Recommendations With LATS Loop Route Concept



Multi-Modal Recommendations With LATS Cloverleaf Concept





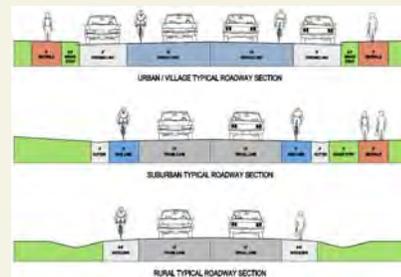
Goals 1 & 2

Goal #1

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

Strategies

- Implement standard roadway cross sections (accommodating peds/bikes)
- Provide ped/bike amenities
- Expand trail network
- Improve/expand boating access
- Address transportation needs in comprehensive plans & zoning codes
- Market/promote active transportation
- Pursue funding options
- Improve bike/ped access to activity centers





Goals 3, 5, & 6

Goal #3

“Improve freight transportation infrastructure and access.”

Strategies

- Improve access to key economic development sites
- Improve key components of rail network
- Evaluate and improve rail crossings
- Maintain airport facilities
- Market/promote/educate importance of freight transportation



Goal #5

“Promote efficient, innovative, and sustainable system management, maintenance, and operations.”

Strategies

- Prioritize maintenance of key facilities
- Establish service/maintenance agreements
- Develop special event traffic management plans
- Leverage funding options for infrastructure



Goal #6

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

Strategies

- Improve services that serve the rural economy
- Advance initiatives that reduce transportation energy consumption
- Improve connections between key cultural sites





Goal 4 (Transit)

Goal #4

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

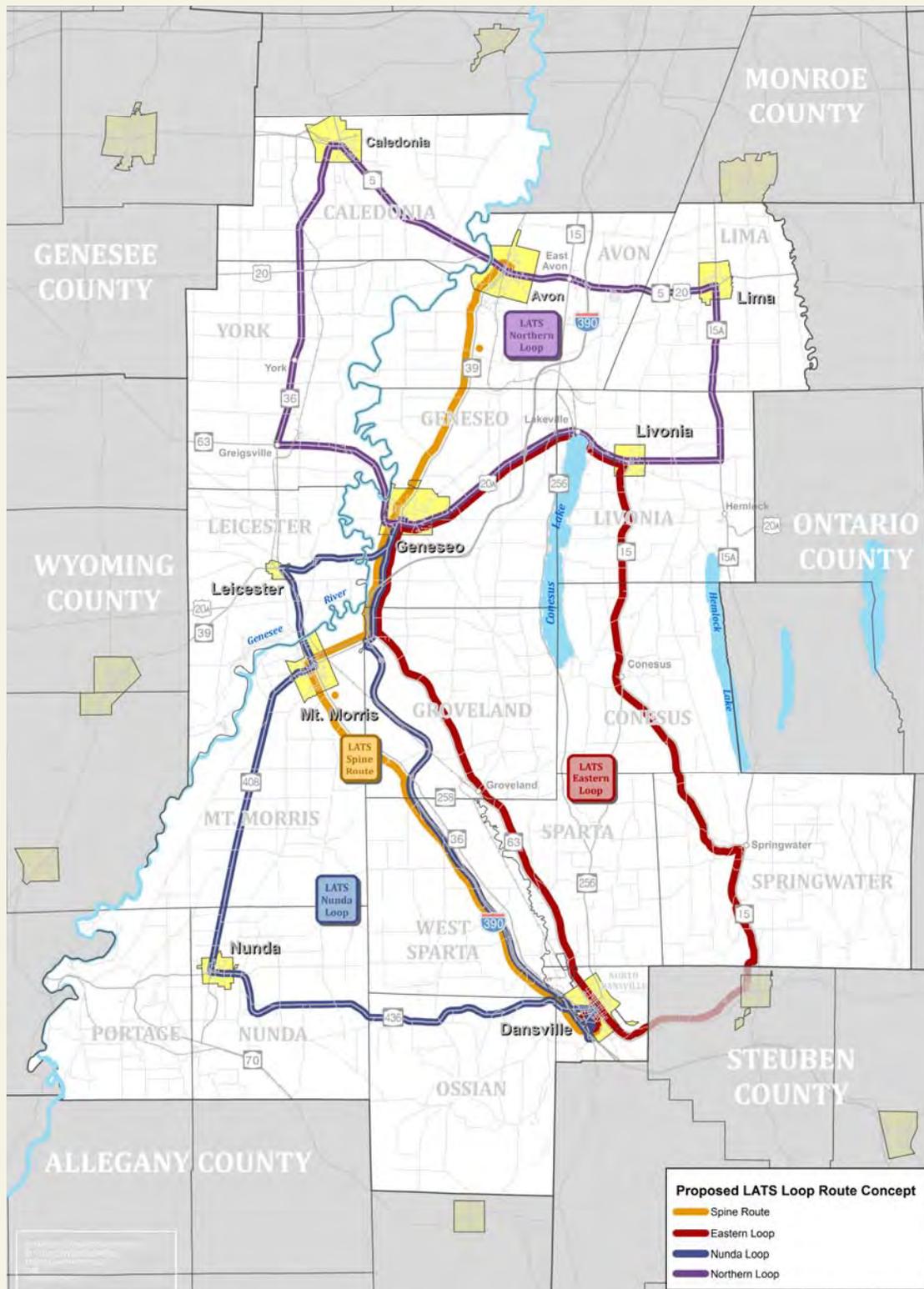
Strategies

- Improve route connectivity and transfers
- Simplify route structure
- Improve frequency/service span
- Improve out of county service
- Retain institutional knowledge of service providers
- Improve marketing of available services



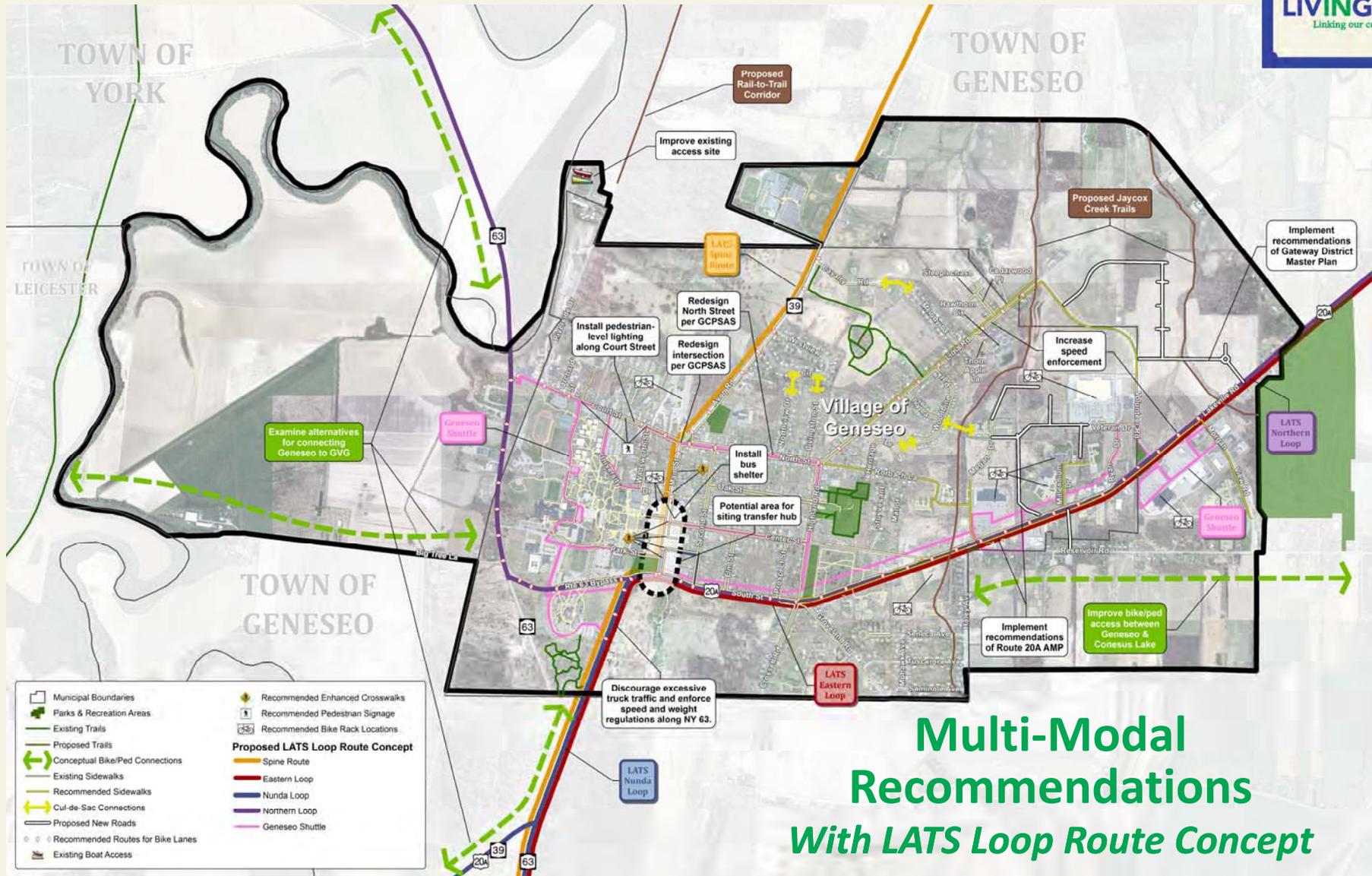
Transit Options

LATS Loop Route Concept



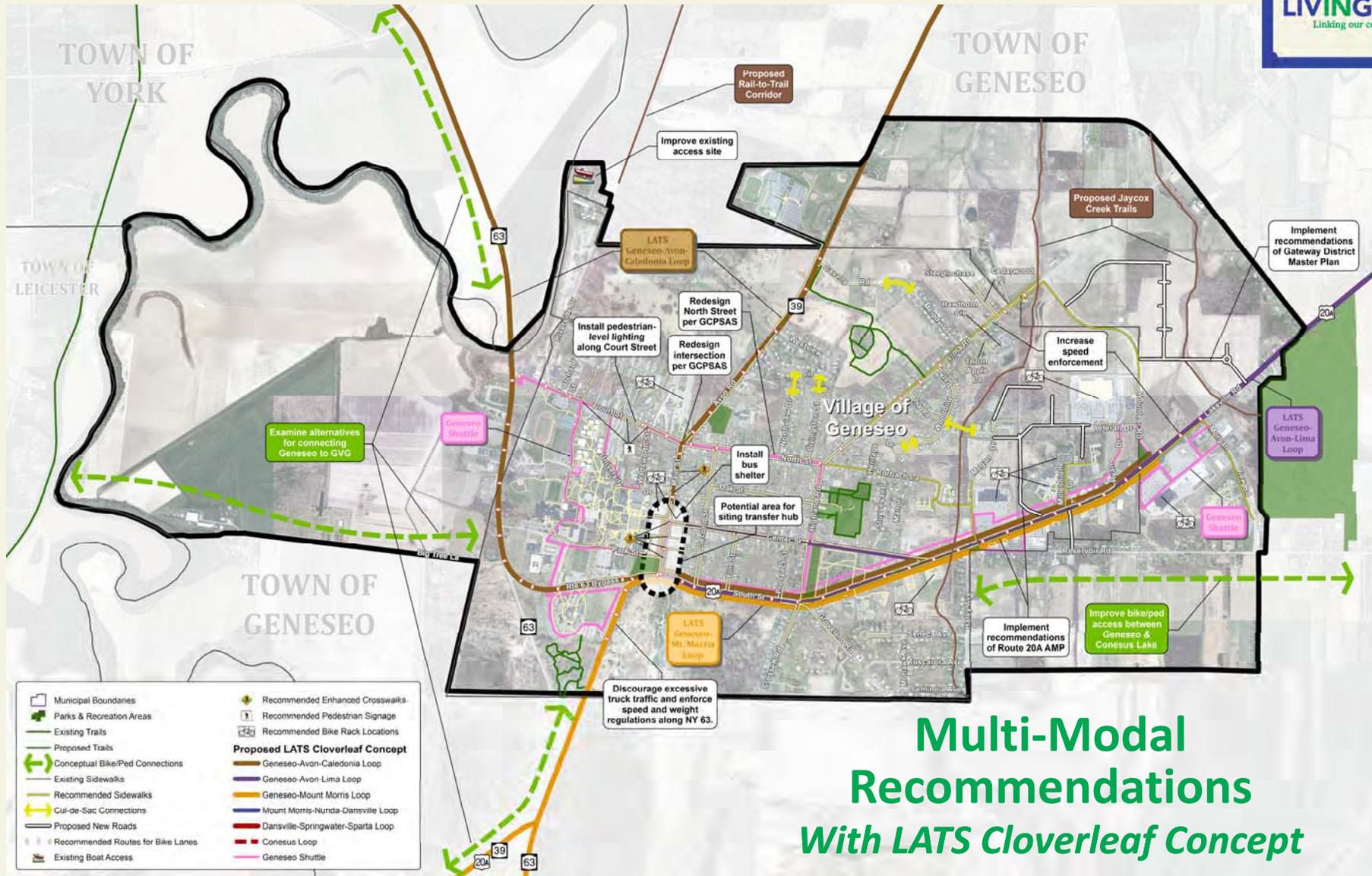


Geneseo Pilot Plan



Multi-Modal Recommendations

With LATS Loop Route Concept



Multi-Modal Recommendations With LATS Cloverleaf Concept

County-wide Action Plan Strategy Matrix

● 2
◐ 1
○ See Evaluation Criteria for rating information

Goal	Strategy	Criteria	Users Served	Modes Served	Safety	Cost of Implementation	Timeframe/Ease of Implementation	Connectivity Within Livingston County	Connectivity Outside Livingston County	Consistency with Planning Efforts	Environmental, Historical, & Cultural Impacts	Business, Industrial, & Economic Development Impacts	Quality of Life/Public Health Impacts	Total	Notes
#1: Provide a sustainable transportation network that provides facilities for and encourages use by all modes, with particular emphasis on pedestrians and bicyclists.	#1.a: Implement standard roadway cross sections that include pedestrian/bicycle infrastructure	●	●	●	●	◐	◐	●	◐	●	◐	●	●	16	Users served: All Connectivity w/in County: text Planning efforts: numerous plans/studies
#1	#1.b: Provide pedestrian/bicycle amenities such as bike parking, landscaping, street furniture, etc	●	●	●	●	●	●	◐	◐	●	●	●	●	18	Users served: All Connectivity w/in County: text Planning efforts: numerous plans/studies
#1	#1.c: Close gaps in trails network & improve trailhead access/amenities	●	●	●	●	◐	◐	●	●	●	●	●	●	18	Users served: All Connectivity w/in County: text Planning efforts: numerous plans/studies
#1	#1.d: Improve existing & create new river/boating access	◐	●	●	●	●	●	◐	◐	●	●	●	●	17	Users served: Residents, Visitors Connectivity w/in County: text Planning efforts: Genesee-Finger Lakes Regional Blueway Analysis, V of Avon Comp Plan, FL Regional Sustainability Plan
#1	#1.e: Develop/update zoning/comprehensive plans	●	●	●	●	●	●	●	●	◐	●	●	●	19	Users served: All Connectivity w/in County: N/A Planning efforts: FL Regional Sustainability Plan
#1	#1.f: Market/promote active transportation	●	●	●	◐	◐	●	●	●	●	●	●	●	18	Users served: All Connectivity w/in County: All Destinations Planning efforts: numerous plans/studies
#1	#1.g: Continue to identify & leverage potential funding options including various grants, private/public partnerships, etc	●	●	●	◐	●	●	●	●	●	●	●	●	19	Users served: All Connectivity w/in County: N/A Planning efforts: numerous plans/studies
#1	#1.h: Improve access to significant business and residential hubs	●	●	●	●	◐	◐	●	●	●	◐	●	●	17	Users served: All Connectivity w/in County: Workplaces, Commercial Establishments, Neighborhoods Planning efforts: numerous plans/studies
#2: Improve safety for all modes and users of the transportation system through system design, innovative technology, and education.	#2.a: Encourage/discourage truck traffic on specific roadways	●	●	●	●	◐	●	○	○	●	◐	◐	●	13	Users served: All Connectivity w/in County: eliminates some connections Planning efforts: T of Genesee Outside Village, Freight/Goods Movement in the GFL Region
#2	#2.b: Develop access management plans & implement recommendations	●	●	●	●	●	●	●	◐	●	◐	●	◐	17	Users served: All Connectivity w/in County: All Destinations Planning efforts: numerous plans/studies
#2	#2.c: Review existing roadway characteristics	●	●	●	●	◐	●	●	●	◐	◐	◐	◐	15	Users served: All Connectivity w/in County: N/A Planning efforts: FL Regional Sustainability Plan
#2	#2.d: Implement intersection, roadway, & corridor safety improvements	●	●	●	●	●	●	●	●	●	◐	◐	●	18	Users served: All Connectivity w/in County: N/A Planning efforts: numerous plans/studies
#2	#2.e: Install intersection- and pedestrian-level lighting	●	●	●	●	●	●	●	●	●	◐	◐	●	18	Users served: All Connectivity w/in County: N/A Planning efforts: numerous plans/studies

County-wide Action Plan
Strategy Matrix

● 2
◐ 1
○ See Evaluation Criteria for rating information

Goal	Strategy	Criteria	Users Served	Modes Served	Safety	Cost of Implementation	Timeframe/Ease of Implementation	Connectivity Within Livingston County	Connectivity Outside Livingston County	Consistency with Planning Efforts	Environmental, Historical, & Cultural Impacts	Business, Industrial, & Economic Development Impacts	Quality of Life/Public Health Impacts	Total	Notes
		Considers # of user groups benefited			Emphasizes importance of improving safety for all users and all modes through recommended strategies/projects	Considers order of magnitude and life cycle costs, potential to leverage other resources, consideration of immediacy of benefit	Considers timeframe, availability of technology, support/partners for implementation	Considers the improvement or establishment of a new connection(s) between destinations within the County	Considers the improvement or establishment of a new connection(s) outside of the County	Considers if the strategy/project has been identified/ documented in other studies or previous planning efforts	Considers sustainability practices or potential for them, preserving & promoting historic/cultural characteristics, direct impacts to environment, etc.	Considers tourism, job retention, creation, and expansion, impacts to operations, new business development, etc.	Considers the improvement of the quality of life and encouragement of active transportation to improve public health		
#2	#2.f: Evaluate existing speed limits & increase enforcement	●			●	◐	●	●	●	●	◐	◐	●	17	Users served: All Connectivity w/in County: N/A Planning efforts: numerous plans/studies
#2	#2.g: Educate the public on the rules of the road – all users/modes	●			●	●	●	●	●	◐	◐	◐	●	17	Users served: All Connectivity w/in County: N/A Planning efforts: Safe Routes to School Guidebook for the GFL Region
#3: Improve freight transportation infrastructure and access.	#3.a: Improve access to regional priority economic development sites: Dansville Industrial Park, Livonia Gateway Park, & Caledonia Industrial Development Area	◐			◐	◐	◐	●	●	●	○	●	◐	13	Users served: Commuters, Residents, Visitors Connectivity w/in County: All Destinations Planning efforts: Livonia Comp Plan, Freight/Goods Movement in the GFL Region, Rt 20A Access Management Plan, FL Regional Sustainability Plan
#3	#3.b: Maintain, repair, & rebuild key components of regional rail network including the Portage Bridge and the Rochester & Southern Railroad rail line between Dansville & Mt Morris	◐			●	◐	◐	●	●	●	●	●	◐	16	Users served: Residents, Other Connectivity w/in County: Workplaces, Commercial Establishments Planning efforts: numerous plans/studies
#3	#3.c: Evaluate and improve rail crossings	●			●	◐	◐	●	●	◐	◐	◐	◐	14	Users served: All Connectivity w/in County: N/A Planning efforts: FL Regional Sustainability Plan
#3	#3.d: Maintain airport facilities: Dansville & Geneseo Airports	◐			◐	◐	◐	●	●	●	●	●	◐	15	Users served: Residents, Visitors Connectivity w/in County: N/A Planning efforts: Dansville/N Dansville Comp Plan, 2005 Dansville Municipal Airport Airport Layout Plan Update
#3	#3.e: Market/promote/educate - importance of freight transportation	○			◐	●	●	●	●	●	●	●	◐	16	Users served: Other Connectivity w/in County: N/A Planning efforts: Freight/Goods Movement in the GFL Region, FL Regional Sustainability Plan
#4: Provide comprehensive and innovative public transportation services through LATS and other human service providers.	#4.a: Improve route connectivity & transfers	●			◐	●	●	●	◐	●	●	●	●	18	Users served: All Connectivity w/in County: All Connectivity Outside County: Monroe County, Possibly Wyoming Co. Planning Efforts:
#4	#4.b: Simplify route structure to focus on core services	●			◐	●	●	◐	◐	◐	◐	●	●	15	Users served: All Connectivity w/in County: May add connectivity but focus is on improving existing connections Connectivity Outside County: Improve ease of connection w/ Monroe County Planning Efforts:
#4	#4.c: Improve frequency/service span	●			◐	○	●	●	◐	●	●	●	●	16	Users served: All Connectivity w/in County: All Connectivity Outside County: Monroe County Planning Efforts:

County-wide Action Plan
Strategy Matrix

● 2
◐ 1
○ See Evaluation Criteria for rating information

Goal	Strategy	Criteria	Users Served	Modes Served	Safety	Cost of Implementation	Timeframe/Ease of Implementation	Connectivity Within Livingston County	Connectivity Outside Livingston County	Consistency with Planning Efforts	Environmental, Historical, & Cultural Impacts	Business, Industrial, & Cultural Impacts	Quality of Life/Public Health Impacts	Total	Notes
#4	#4.d: Improve out of county transit service & connections	●		◐	○	◐	◐	●	●	●	●	●	●	15	Users served: All Connectivity w/in County: Likely improves internal connectivity through express service Connectivity Outside County: Monroe County (Strong, Downtown, others?), Possibly Wyoming Co. Planning Efforts:
#4	#4.e: Improve marketing/promotional/ educational outreach	●		◐	●	●	◐	◐	◐	◐	◐	◐	●	14	Users served: All Connectivity w/in County: Improved awareness of transit service should allow some users who did not previously understand/have access to use transit for trips they could not previously make (or at least not easily); affects all location types Connectivity Outside County: Same goes for connections to out-of-county. Planning Efforts:
#4	#4.f: Enhance existing & create new transit stops – ensure safe & secure pedestrian/bicycle access/ADA compliance	●		●	◐	◐	◐	◐	◐	◐	◐	◐	●	13	Users served: All Connectivity w/in County: All Connectivity Outside County: Monroe County, Possibly Wyoming Co. Planning Efforts:
#5: Promote efficient, innovative, and sustainable system management, maintenance, and operations.	#5.a: Develop & execute a maintenance schedule for infrastructure that prioritizes key facilities	●		◐	●	●	●	●	●	◐	●	●	◐	17	Users served: All Connectivity w/in County: N/A Planning efforts: GTC Regional Trails, FL Regional Sustainability Plan
#5	#5.b: Establish service/maintenance agreements	○		◐	●	◐	●	●	◐	◐	◐	◐	◐	12	Users served: Other Connectivity w/in County: N/A Planning efforts: GTC Regional Trails
#5	#5.c: Develop special event traffic management plans	●		◐	●	◐	●	●	◐	●	◐	◐	◐	16	Users served: All Connectivity w/in County: N/A Planning efforts: Not directly noted in reviewed documents but indirect effect of strategy would support numerous efforts
#5	#5.d: Continue to identify & leverage potential funding options to address key infrastructure deficiencies	●		◐	●	●	●	●	●	◐	●	●	●	19	Users served: All Connectivity w/in County: N/A Planning efforts: numerous plans/studies
#6: Preserve, protect, and enhance the County's quality of life, natural environment, cultural heritage, and community appearance.	#6.a: Support the rural & small town economy through improved services, programs, access and other initiatives	●		◐	◐	◐	●	●	●	●	●	●	●	17	Users served: All Connectivity w/in County: All Destinations Planning efforts: numerous plans/studies
#6	#6.b: Research, implement, and/or support initiatives that reduce transportation energy consumption	●		◐	◐	●	●	●	◐	●	●	●	●	17	Users served: All Connectivity w/in County: N/A Planning efforts: FL Regional Sustainability Plan
#6	#6.c: Develop connections between transportation, culture, and tourism through trail development, connectivity with historic landmarks, etc	●		◐	◐	◐	●	●	●	●	●	●	●	17	Users served: All Connectivity w/in County: All Destinations Planning efforts: numerous plans/studies

Geneseo Pilot Plan: Goal # 1

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

Strategy 1.a **Implement standard roadway cross sections that include pedestrian/bicycle infrastructure.**

- Project i) Construct sidewalks at the locations shown in Table 1 to fill gaps in the sidewalk network and to connect key facilities such as senior housing, health care, shopping, and services.
- Project ii) Install bicycle lanes along Lakeville Road (NYS Route 20A), Lima Road, Main Street, North Street, and Court Street.

Table 1: Potential New Sidewalks

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

- Project iii) Enhance crosswalks with bump-outs and “pedestrian crossing” signs at the following locations:
- Main Street at Bank/Center Street
 - Main Street between North/Court and University Drive
 - Main Street at University Drive
 - Main Street at School Street and Main Street at Park/Chestnut Streets
- Project iv) Install “pedestrian crossing” warning signs at the following intersections:
- Court Street at Wadsworth Street
 - Court Street at Franklin Street
 - Court Street between University Drive and Orchard Street

Geneseo Pilot Plan: Goal # 1

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

Strategy 1.b Provide pedestrian/bicycle amenities such as bike parking, landscaping, street furniture, etc.

Project i) Install bicycle racks along Main Street at Center Streets, at Key Bank on Bank Street, and at public buildings such as the Livingston County offices on Court Street and at government, medical and other community facilities along Lakeville Road.

Strategy 1.c Close gaps in trails network & improve trailhead access/amenities.

Project i) Conduct a feasibility study to connect the Village of Geneseo with the Genesee Valley Greenway. Consider alternative ways to cross the Genesee River.

Strategy 1.d Improve existing & create new river/boating access.

Project i) Improve access to the hand launch site on Riverside Drive.

Strategy 1.e Develop/update zoning/comprehensive plans – complete streets, multi-modal infrastructure/amenity, land use considerations, connections in new & updated plans & regulations.

Project i) Incorporate additional standards in Town and Village zoning regulations and design standards that require complete streets, transit accommodations, bicycle infrastructure, and improved access management provisions.

Strategy 1.f Market & promote active transportation (wayfinding, benefits, historic/cultural components, etc).

Project i) Partner with businesses, government and not-for-profit agencies, recreational facilities, cultural organizations and tourist destinations to encourage visitors to walk and bicycle. Incorporate these sites into walking/ bicycling tour maps.

Project ii) Partner with cultural organizations such as National Warplane Museum to identify appropriate locations and types of wayfinding signage. Ensure consistency with regional design for wayfinding signage.

Geneseo Pilot Plan: Goal # 1

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

Strategy 1.g Continue to identify & leverage potential funding options including various grants, private/public partnerships, etc.

- Project i) Estimate project costs for the highest priority capital improvement projects.
- Project ii) Establish a Capital Improvement Plan process that incorporates specific information about project costs and potential funding sources for the highest priority transportation-related capital improvements.
- Project iii) Work with Livingston County to pursue grant funding for projects and studies identified in this Plan.

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

- Project i) Construct the following infrastructure improvements, identified in the draft Gateway District Master Plan as “public sector investments,” as the Gateway District is developed and in coordination with private developers:
 - Extend stub road (planned as part of previously approved site plan for Lowes) across Jaycox Creek to promote cross-access and improve potential for development east of Jaycox Creek.
 - Access drive from NYS Route 20A. Wide median terminates at roundabout. Include landscaping
 - Raised table intersection to calm traffic
 - Roadway to serve residential areas
 - Connector to allow cross access (public/ private investment)

Geneseo Pilot Plan: Goal # 2

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

Strategy 2.a Encourage/discourage truck traffic on specific roadways.

[see also Goal #3]

Project i) Continue to work with regional transportation agencies and NYS legislators to discourage excessive truck traffic on NYS Route 63.

Project ii) Enforce speed limits and weight restrictions along NYS Route 63.

Strategy 2.b Develop access management plans & implement recommendations.

Project i) Revise zoning and subdivision regulations in the Town and Village to address problems associated with traffic, access management and lack of connectivity.

Project ii) Implement recommendations in the NYS Route 20A Access Management Plan as shown in Figure 1.

Strategy 2.c Review existing roadway characteristics (regulatory/warning signage, alignment, drainage, etc) to identify new and confirm existing safety recommendations.

Project i) Update the 2007 Comprehensive NYS Route 20A Access Management Plan and the 2009 Geneseo Circulation, Parking, Safety and Aesthetics Study (GCPSAS) with a focus on safety issues.

Strategy 2.d Implement intersection, roadway, and corridor safety improvements.

Project i) Construct intersection, roadway and safety improvements at the Main Street/Court Street/North Street/Avon Road intersection; replace traffic signals; install bumpouts and lighting (see Figure 2).

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

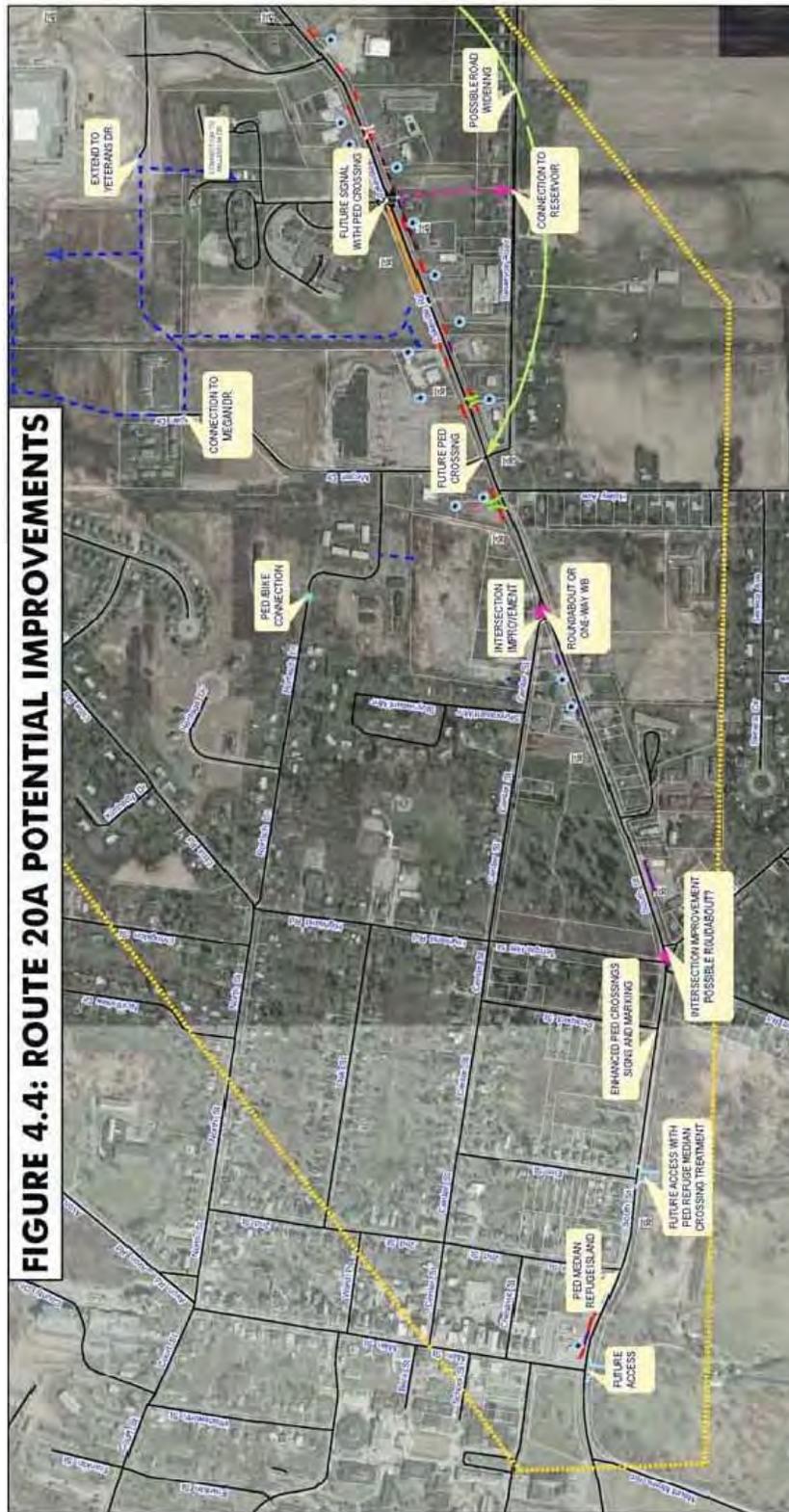
Project i) Install pedestrian level lighting at the following locations:

- Main Street/Court Street/North Street/Avon Road (in conjunction with intersection improvements – see Project 2.d.i)
- Increase lighting along Court Street.

Geneseo Pilot Plan: Goal # 2

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

Figure 1: NYS Route 20A Access Management Plan Improvements



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

Geneseo Pilot Plan: Goal # 2

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

Figure 2: Court/North/Main Streets Intersection Improvements



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

Project i) Increase enforcement of speed limits along NYS Route 20A and Lima Road.

Strategy 2.g Educate the public on the rules of the road – all users/modes.

Project i) Develop and distribute educational materials to promote sharing the road with bicycles and pedestrians.

Project ii) Collaborate with Cornell Cooperative Extension, SUNY Geneseo, Geneseo School District, and other organizations to hold educational events to promote bicycle safety.

Geneseo Pilot Plan: Goal # 3

Improve freight transportation infrastructure and access.

Strategy 3.a Improve access to regional priority economic development sites: Dansville Industrial Park, Livonia Gateway Park, and the Caledonia Industrial Development Area.
[Not applicable to Geneseo Pilot Plan.]

Strategy 3.b Maintain, repair, & rebuild key components of regional rail network including the Portage Bridge and the Rochester & Southern Railroad rail line between Dansville & Mt Morris.
[Not applicable to Geneseo Pilot Plan.]

Strategy 3.c Evaluate and improve rail crossings.
[Not applicable to Geneseo Pilot Plan.]

Strategy 3.d Maintain airport facilities: Dansville & Geneseo Airports.

Project i) Work with the National Warplane Museum to carry out necessary improvements to the Geneseo Airport.

Strategy 3.e Market/promote/educate - importance of freight transportation.

Project i) Disseminate information to the public that acknowledges the importance of maintaining corridors for regional freight movement.

Project ii) Promote safety awareness among SUNY students and others with regard to NYS Route 63 truck traffic.

Geneseo Pilot Plan: Goal # 4

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

- Strategy 4.a** Improve route connectivity & transfers (improve connectivity/transfers/ease of use for fixed routes & DAR services).
- Strategy 4.b** Simplify route structure to focus on core services (expand P&R services to Rochester, social trips for elderly).
- Strategy 4.c** Improve frequency/service span.
- Strategy 4.d** Improve out of county transit service & connections.
- Strategy 4.e** Document services and contact information for the numerous human service providers to retain the institutional knowledge of the former transportation broker and improve marketing/promotional/educational outreach (website, printed brochures, social media, focus on special needs groups/populations) for all public transportation offerings.

While not responsible or the lead agency for the implementation of projects associated with Strategies 4.a through 4.e, the Town and Village of Geneseo will be integral in the implementation of improvements to the LATS routes/system and services through other providers. The town and village should coordinate with and support LATS as changes are made to the route structure, especially if transfers are established in Geneseo. They should also participate in the documentation of services and development and distribution of marketing materials regarding public and human service transportation activities.

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

Project i) Install bus shelters at the northeast corner of Main Street and Center Street.

Geneseo Pilot Plan: Goal # 5

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

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

Project i) Develop and maintain a maintenance schedule for transportation infrastructure and incorporate priority improvements into the Town and Village's overall capital improvement program.

Strategy 5.b Establish service/maintenance agreements.

Project i) Continue cooperative agreements between New York State, Livingston County and the Town and Village of Geneseo for maintenance of roadways and other facilities.

Strategy 5.c Develop special event traffic management plans.

Project i) Develop a process to coordinate with Livingston County Sheriff, SUNY Geneseo, Historic Warplane Museum, Geneseo School District and other entities to plan for traffic management in advance of special events.

Strategy 5.d Continue to identify & leverage funding options to address key infrastructure deficiencies.

Project i) (see Project 1.g.iii)

Geneseo Pilot Plan: Goal # 6

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

Strategy 6.a Support the rural & small town economy through improved services, programs, access and other initiatives (such as transit service for agriculture workers, minimizing land needed for infrastructure improvements, land use policies to protect agricultural land, etc).

[Not applicable to Geneseo Pilot Plan.]

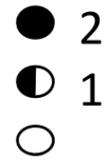
Strategy 6.b Research, implement, and/or support initiatives that reduce transportation energy consumption (such as electric vehicle infrastructure, low emission fleet vehicles, Transportation Demand Management (TDM) programs, etc).

Project i) Install electric vehicle charging stations in the Village of Geneseo, including SUNY Geneseo and government offices.

Strategy 6.c Develop connections between transportation, culture, and tourism through trail development, connectivity with historic landmarks, etc.

Project i) Work with transportation and cultural organizations such as SUNY Geneseo, the National Warplane Museum, and the Genesee Valley Conservancy to establish trail connections between the Village of Geneseo and the Geneseo Airport and Genesee River boat launches.

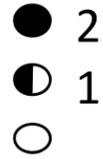
Genesee Pilot Plan
Project Matrix



See evaluation criteria information for details on rating system.

Goal	Strategy	Project	Criteria	Users Served	Modes Served	Safety	Cost of Implementation	Timeframe/Ease of Implementation	Connectivity Within Livingston County	Connectivity Outside Livingston County	Consistency with Planning Efforts	Environmental, Historical, & Cultural Impacts	Business, Industrial, & Economic Development Impacts	Quality of Life/Public Health Impacts	Total	Notes
			Considers # of user groups benefited			Emphasizes importance of improving safety for all users and all modes through recommended strategies/ projects	Considers order of magnitude and life cycle costs, potential to leverage other resources, consideration of immediacy of benefit	Considers timeframe, availability of technology, support/partners for implementation	Considers the improvement or establishment of a new connection(s) between destinations within the County	Considers the improvement or establishment of a new connection(s) outside of the County	Considers if the strategy/project has been identified/ documented in other studies or previous planning efforts	Considers sustainability practices or potential for them, preserving & promoting historic/cultural characteristics, direct impacts to environment, etc.	Considers tourism, job retention, creation, and expansion, impacts to operations, new business development, etc.	Considers the improvement of the quality of life and encouragement of active transportation to improve public health		
#1: Provide a sustainable transportation network that provides facilities for and encourages use by all modes, with particular emphasis on pedestrians and bicyclists.	#1.a: Implement standard roadway cross sections that include pedestrian/bicycle infrastructure	Construct sidewalks to fill gaps in the sidewalk network and to connect key facilities such as senior housing, health care, shopping, and services.	●			●	◐	◐	●	◐	●	◐	●	●	16	Users served: All Connectivity w/in County: text Planning efforts: Comprehensive Plans; Rt. 20A Access Management Plan; Rt 39/North St/Court St Corridor GCPSA
#1	#1.a	Install bicycle lanes along Lakeville Road (NYS Route 20A) and Lima Road	●			●	◐	◐	●	◐	●	◐	●	●	16	Users served: All Connectivity w/in County: text Planning efforts: Comprehensive Plans; Rt. 20A Access Management Plan; GCPSA
#1	#1.a	Enhance crosswalks with bump-outs, "pedestrian crossing" signs	●			●	◐	◐	●	◐	●	◐	●	●	16	Users served: All Connectivity w/in County: text Planning efforts: Comprehensive Plans; Rt. 20A Access Management Plan; GCPSA
#1	#1.b: Provide pedestrian/bicycle amenities such as bike parking, landscaping, street furniture, etc	Install bicycle racks	●			◐	●	●	◐	◐	●	●	◐	●	16	Users served: All Connectivity w/in County: text Planning efforts: Comprehensive Plans; Rt. 20A Access Management Plan; GCPSA
#1	#1.c: Close gaps in trails network & improve trailhead access/amenities	Conduct a feasibility study to connect the Village of Genesee with the Genesee Valley Greenway	●			●	●	◐	●	●	◐	●	●	●	17	Users served: All Connectivity w/in County: text Planning efforts: numerous plans/studies
#1	#1.d: Improve existing & create new river/boating access	Improve access to the hand launch site on Riverside Drive	◐			●	◐	◐	◐	◐	◐	◐	●	●	13	Users served: Residents, Visitors Connectivity w/in County: text Planning efforts: Genesee-Finger Lakes Regional Blueway Analysis, V of Avon Comp Plan, FL Regional Sustainability Plan
#1	#1.e: Develop/update zoning/comprehensive plans	Incorporate additional standards in Town and Village zoning regulations and design standards that require complete streets, transit accommodations, bicycle infrastructure, and improved access management provisions	●			●	●	●	●	●	◐	●	●	●	19	Users served: All Connectivity w/in County: N/A Planning efforts: FL Regional Sustainability Plan
#1	#1.f: Market/promote active transportation	Partner with businesses, government and not-for-profit agencies, recreational facilities, cultural organizations and tourist destinations to encourage visitors to walk and bicycle. Incorporate these sites into walking/ bicycling tour maps.	●			◐	◐	●	●	●	●	●	●	●	18	Users served: All Connectivity w/in County: All Destinations Planning efforts: numerous plans/studies
#1	#1.f	Partner with cultural organizations such as National Warplane Museum to identify appropriate locations and types of wayfinding signage. Ensure consistency with regional design for wayfinding signage.	●			◐	◐	◐	●	●	◐	●	●	●	16	Users served: All Connectivity w/in County: All Destinations Planning efforts: GFLRPC Regional Tourism Sign Study
#1	#1.g: Continue to identify & leverage potential funding options including various grants, private/public partnerships, etc	Estimate project costs for the highest priority capital improvement projects.	●			◐	●	●	●	●	●	●	●	●	19	Users served: All Connectivity w/in County: N/A Planning efforts: numerous plans/studies
#1	#1.g	Establish a Capital Improvement Plan process that incorporates specific information about project costs and potential funding sources for the highest priority transportation-related capital improvements	●			◐	●	●	●	●	●	●	●	●	19	Users served: All Connectivity w/in County: N/A Planning efforts: Comprehensive Plans
#1	#1.g	Work with Livingston County to pursue grant funding for projects and studies identified in this Plan.	●			◐	●	●	●	●	●	●	●	●	19	Users served: All Connectivity w/in County: N/A Planning efforts: Comprehensive Plans
#1	#1.h: Improve access to significant business and residential hubs	Construct the infrastructure improvements, identified in the draft Gateway District Master Plan	●			◐	◐	◐	●	●	●	●	●	●	17	Users served: All Connectivity w/in County: N/A Planning efforts: Comprehensive Plans, Draft Gateway District Master Plan
#2: Improve safety for all modes and users of the transportation system through system design, innovative technology, and education.	#2.a: Encourage/discourage truck traffic on specific roadways	Continue to work with regional transportation agencies and NYS legislators to discourage excessive manage truck traffic on NYS Route 63, including maintaining signage along the NYS Thruway and trucker services along interstate highways.	●			●	●	●	○	◐	●	◐	●	●	15	Users served: All Connectivity w/in County: eliminates some connections Planning efforts: T of Genesee Outside Village, Freight/Goods Movement in the GFL Region; Route 63 Corridor Plan
#2	#2.a	Enforce speed limits and weight restrictions along NYS Route 63.	●			●	●	●	○	○	●	◐	◐	●	14	

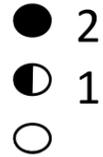
Geneseo Pilot Plan
Project Matrix



See evaluation criteria information for details on rating system.

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

Geneseo Pilot Plan
Project Matrix



See evaluation criteria information for details on rating system.

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#4: Provide comprehensive and innovative public transportation services through LATS and other human service providers.	#4.f: Enhance existing & create new transit stops – ensure safe & secure pedestrian/bicycle access/ADA compliance	Install bus shelters at the northeast corner of along Main Street and Center Street	●			●	●	●	◐	◐	◐	◐	◐	●	15	Users served: All Connectivity w/in County: All Connectivity Outside County: Monroe County, Possibly Wyoming Co. Planning Efforts: Geneseo Circulation, Parking, Safety and Aesthetics; GFL
#5: Promote efficient, innovative, and sustainable system management, maintenance, and operations.	#5.a: Develop & execute a maintenance schedule for infrastructure that prioritizes key facilities	Develop and maintain a maintenance schedule for transportation infrastructure and incorporate priority improvements into in coordination with the Town and Village's overall infrastructure capital improvement maintenance plan program.	●			◐	●	●	●	●	●	◐	●	◐	17	Users served: All Connectivity w/in County: N/A Planning efforts: GTC Regional Trails, FL Regional Sustainability Plan; Comprehensive Plans
#5	#5.b: Establish service/maintenance agreements	Continue cooperative agreements between New York State, Livingston County and the Town and Village of Geneseo for maintenance of roadways and other facilities.	●			◐	●	●	●	●	◐	◐	◐	◐	15	Users served: Other Connectivity w/in County: N/A Planning efforts: GTC Regional Trails
#5	#5.c: Develop special event traffic management plans	Develop a process to coordinate with Livingston County Sheriff, SUNY Geneseo, Historic Warplane Museum, Geneseo School District and other entities to plan for traffic management in advance of special events.	●			●	◐	◐	●	●	◐	●	◐	◐	15	Users served: All Connectivity w/in County: N/A Planning efforts: Not directly noted in reviewed documents but indirect effect of strategy would support numerous efforts
#5	#5.d: Continue to identify & leverage potential funding options to address key infrastructure deficiencies	see #1.g	●			●	●	●	●	●	●	◐	●	●	19	Users served: All Connectivity w/in County: N/A Planning efforts: numerous plans/studies
#6: Preserve, protect, and enhance the County's quality of life, natural environment, cultural heritage, and community appearance.	#6.b: Research, implement, and/or support initiatives that reduce transportation energy consumption	Install electric vehicle charging stations in the Village of Geneseo, including SUNY Geneseo and government offices.	●			◐	◐	●	●	●	◐	●	●	●	17	Users served: All Connectivity w/in County: N/A Planning efforts: FL Regional Sustainability Plan
#6	#6.c: Develop connections between transportation, culture, and tourism through trail development, connectivity with historic landmarks, etc	Work with transportation and cultural organizations such as SUNY Geneseo, the National Warplane Museum, and the Genesee Valley Conservancy to establish trail connections between the Village of Geneseo and the Geneseo Airport and Genesee River boat launches.	●			◐	◐	◐	●	●	●	●	●	●	17	Users served: All Connectivity w/in County: All Destinations Planning efforts: numerous plans/studies

Comment Sheet –
Livingston County Transportation Connectivity Plan



At the Bridge at the base
of Genesee on Rt 63
that is going to be replaced
put ^{APD} in a pedestrian bridge
here to connect to the
Genesee Valley Greenway.

Comment Sheet –
Livingston County Transportation Connectivity Plan



connection from Woodbine area to Megan Dr.

Comment Sheet –
Livingston County Transportation Connectivity Plan



Continues to be a point of interest to test and
advertise a route that supports Nunda Residents –
travel from the Village to Mt Morris to Genesee to
Danville at more frequent + longer operational times a
Trial, but not long enough.

Comment Sheet –
Livingston County Transportation Connectivity Plan



I am excited to learn that LATS
is considering changing / suspending
their routes that serve the county.
I am interested in using the
bus to come to work at SUNY Genesee
from Nunda Monday - Friday
work hours 8 AM - 4:15 pm.

morschk@genesee.edu
Kori Morsch
721-9779

Comment Sheet –
Livingston County Transportation Connectivity Plan



I currently carpool from Aurora. Last summer we were able to have a pilot program with LATS. The proposed charges seem very positive and we would be willing to utilize the service working hours for my office @ Genesee are 8:AM -4:15 pm.
Corrie Judd

Comment Sheet –
Livingston County Transportation Connectivity Plan



To a feasibility study to connect
Ormeland Extension Trail to
Genesee Valley Greenway.

Comment Sheet –
Livingston County Transportation Connectivity Plan



- Build a rope bridge across the road to connect the Greenway with the Genesee Valley WMA in Portage

- Need bicycle/kayak security features along the greenway. Lock up bike/boat. In a structure w/ security cameras (or devices that look like security cameras)

- Need a map of all of the boat launches on the Genesee River

Comment Sheet –
Livingston County Transportation Connectivity Plan



LACK OF DETAIL RELATIVE TO VILLAGES IS
disappointing LIMA HAS DISCUSSED AN EXTENSION
W/ RGATA TO INCLUDE STOPS AT A LARGE MOBILE HOME
PARK and at GCC TO IMPROVE SAFETY and enhance
village retail — MANY STUDENTS AND RESIDENTS
ARE WALKING IN THE HIGH-SPEED I-19 CORRIDOR

George Gotsick CHRT Planning Bd LIMA
624-2484

**Comment Sheet –
Livingston County Transportation Connectivity Plan**



NEED SIDEWALKS IN HAMLET OF WOODSVILLE
(WEST SPARTA) AND PEDESTRIAN ACCESS TO
CUMMINSVILLE, FOSTER WHEELER, AND THE PLAZAS
ON RT 36, HIGHWAY BRIDGE OVER
CANASERAGA CREEK (RT 36) DOES NOT
HAVE SIDEWALKS, PEDESTRIANS MUST WALK
ON SHOULDER

Stakeholder Interview Summaries



Memo

To: Angela Ellis, Livingston County Planning Department

From: Kim Fabend, Sr. Planner/Engineer

Date: May 31, 2012

Re: Livingston County Transportation Connectivity Plan
Stakeholder Interview Summary

File: H08.004.001

The stakeholder interviews for the Livingston County Transportation Connectivity Plan were held on Tuesday, May 15 and Wednesday, May 16, 2012. A list of attendees is provided as an attachment.

The purpose of these meetings was to introduce the project and solicit feedback from project stakeholder groups. A copy of the presentation is attached. The meeting agenda included:

- Introduction of the consultant team and project stakeholders
- Study description
 - Purpose
 - Scope
 - Deliverables
 - Schedule
- Public/Stakeholder Participation Plan
- Open Discussions
- Next Steps

The following is a summary of the discussions that took place at the meeting:

General

- Users that need to be served by transportation system:
 - Employees
 - Seniors – Medicaid/non-Medicaid
 - Disabled/Special needs – Medicaid/non-Medicaid
 - Veterans
 - Younger generation (without a driver's license)
 - Migrant Workers
 - Amish
 - English as a Second Language (ESL) populations

- Need access to and from the following:
 - Medical appointments
 - Recreational/social/special events
 - Commercial establishments/areas
 - Food sources
- Need education for all users
 - Drivers – auto/horse and buggy
 - Bicyclists
 - Pedestrians
- When establishing plan, keep in mind latent demand for different aspects of the system (e.g., those that don't bike now because it doesn't seem safe or those that don't ride transit because there isn't a route that meets their needs, but they would if it was safer/available)
- Belief that walking/biking would occur more if it was perceived as safer
- Agriculture is part of the culture and county identity
- Need a cultural change
- Make sure as one mode is being addressed, all potential modes are being considered
- Bill McDonald from Medical Motor Services could be a resource in terms of funding sources and best practices

Needs/Issues

- General
 - Enforcement focuses on side streets to guide vehicular traffic to main roadways
 - Concern over condition of roadways with increased traffic – especially truck traffic associated with hydrofracking
 - Town of Avon has done some positive things/Walkable Community – maintained lower speed limits, increased sidewalks/bike lanes, tie-ins to Greenway
 - County-wide recreational trails could help to increase tourism/economic development
 - Perceived safety concerns
 - Drive children to school to avoid kidnapping/accidents/etc
 - People will walk on shoulder even if sidewalk is available
 - SUNY Geneseo underclassmen allowed to have cars on campus
 - People go where they feel safe and are familiar with the area (such as Vitale Park)
 - General disconnect between Dansville and rest of county
 - Signage concerns – too many signs, not the right signs, lack of enforcement
 - Use policy changes to stop sprawl and bring growth back into villages, development requirements (setbacks, bike/ped/transit infrastructure)
 - Include special needs when determining bus stop/crosswalk placement
 - When considering locations for senior communities/low income housing, there is a need to consider access and required services
 - Rural areas have limited access during construction (emergency vehicles)
 - School budget cuts are eliminating after hour/late bus trips and services for field trips
 - Concerned with special even traffic: air show, graduations, etc

- Amish community
 - Confusion regarding rules for visibility/using roads and shoulders
 - Increasing population – Springwater
 - Wayfinding signage for parking areas
 - Increased horse and buggy parking
- Farm equipment on roads pose safety concern and wear/tear on roadways
- Increase/improve river/boating access
- Inappropriate/illegal parking of vehicles/trailers/etc along roadways or in construction areas – enforcement/seasonal issue
- Veterans’ needs
 - Closing veteran base site in Warsaw and will need to go to Batavia or Bath for services
 - Need access to VA hospitals
- Senior’s needs
 - Need help getting to congregate sites (Dansville, Mt. Morris, Avon)
 - Need to consider transport needs outside of Medicaid approved services
 - Need to connect to rural areas to grocery stores/farmers markets/Food Link
 - Lakeville
 - York/Leicester
 - Portage
 - Ossian
 - Caledonia
 - Springwater
 - Nunda
 - Consider pockets of older populations/retirement communities (planned and unplanned such as Dogwood in Dansville)
- Bicycle/Pedestrian concerns
 - Need infrastructure at destinations/commercial establishments
 - Bike racks were provided to all the schools last year as part of a grant and educated/promoted bike use
 - Most conservancy trails/lands are not connected
 - John Chandler Island Preserve used as a connector between Lima Rd and Avon Rd – especially for students
 - Potential to extend railroad bed trail north to bridge gap to Village of Avon
 - Need to keep motorized wheelchairs and scooters (and other wheeled users – strollers, skates) in mind
 - Access
 - Charging stations
 - Need to better maintain existing sidewalks but no funding
- RGRTA/LATS
 - General
 - Recent change in CEO and other management

- Needs and demands for routes/times may have changed since they were first established
- Buses look/feel institutional – associated with special needs instead of general public
- All buses equipped to carry up to 3 bikes at a time
- Special needs population can't get to bus stops and/or need help getting them and equipment (wheelchairs) onto buses (door-to-door or door-through-door)
- Not enough service times – riders would need to stay in destination all day before being able to get a bus back
 - Dial-a-ride service is limited to certain days - look to Ontario Co (CATS) as an example
- Expensive to operate – need increased ridership to make additional services feasible
- Surveys conducted quarterly but does not address gaps or future needs
- Every route (even contracted routes) are public
- If RGRTA/LATS is used as a charter service (such as for wedding) – they have to post the information regarding contract so that another provider can perform service if desired
- No back-up system or guaranteed ride home program in county
- Need more education and promotion of services
- Good service in Dansville
- Schedules/routes need to be easier to read
- Need a stop near Livingston County Probation/courthouse
- Specific locations/routes
 - Lack of service to Springwater
 - SUNY Geneseo trying to start service from Nunda – Mt. Morris – Geneseo: a morning and afternoon route
 - Need service to Mt. Morris DSS campus – potential user
- Future Plans
 - Educate/promote services
 - Currently developing toolkit to help with design and transit needs for construction/development projects
 - Senior community needs
 - Potential to provide service between senior housing and grocery stores (current service in Newark between senior center and Wegmans – through contract with Wegmans)
 - Consider partnership with Industrial Development Agency to promote employer participation
 - Coordinating with GTC to determine needs – sharing data through GTC's "mobility for everyone" effort and other related documents and surveys
 - Seniors ("Our Burgeoning Senior Population: Remaining Mobile", "Retaining Seniors to Revitalize our Region")
 - Multi-modal programs
 - Household Travel Survey
 - Development & planning in each community
 - Potential to serve farming/agriculture community
 - Geneseo Migrant Center

- Potential to provide services from housing to commercial establishments
- Farmers/workers worry about safety/discrimination and lost work time

- Other service providers
 - General
 - Need transport for off-hour/non-traditional work shifts
 - Can use LATS to get people to appointments but because of limited route times, need another service to get them home (ARC)
 - Cost for transportation for non-Medicaid customers is prohibitive
 - Need special event services (weddings/parties/etc) – for disabled/special needs
 - Identify mobility managers from other counties/regions and coordinate for regional service
 - Genesee Transportation Council is looking at mobility management resources for a 9 county area
 - Need to coordinate access to grants
 - Could use accessible school buses for service during off-hours
 - All calls for Department of Social Services (DSS) go through call center
 - Calls increased from 800 to 2,500-3,000 over 8 year period
 - Can serve ambulatory needs (door-to-door and door-through-door)
 - Can reach out to volunteers and other organizations if no other options
 - Use VersaTrans (transportation management software)
 - Need to promote services – not just for Medicaid customers
 - Also serve ESL: classes at DSS in Dansville and Geneseo – currently serviced through DSS, volunteers and walking but need additional service
 - ARC
 - Door-*through*-door service
 - Transport up to 700 people a day
 - Service has increased 30% in last 7 years
 - 90 vehicle fleet in Livingston/Wyoming counties but still have room to grow
 - New Freedom grant (annual) based on mileage – for non-Medicaid users
 - By scheduled appointment/contracts
 - Skilled nursing facilities, state consumers, individual transport
 - Non-emergency medical appts – separate grant but can combine services
 - Taxi
 - Anywhere in Livingston Co - \$2/mile - \$10 minimum
 - Hours: sunrise to bar closing time
 - 20% of trips are scheduled
 - 99% of customers are private but have helped DSS occasionally
 - Try to stay away from medical transport – worried about liability issues associated with assisting passengers in/out of vehicles
 - Rochester Medical Transport
 - For profit organization
 - Services north end of Livingston Co and out of county (7 counties adjacent to Monroe)

- Serve people coming back from hospitals or services out of county
 - Schedule appointments and on-demand services
 - Medicaid patients only
 - Current fleet – 30, considering locating wheelchair vehicle in Livingston Co
- Town/Village of Geneseo
 - Town of Geneseo will be reviewing existing zoning starting this year
 - Need access management – access management plan was progressed to draft report but not moved forward
 - Crosswalk across Rt 20A between Prospect and Temple Hill St– striping not clear, poor visibility
 - Recreational users on Lima Rd, RT 39, Country Club Rd, Volunteer Rd and increased vehicular traffic pose safety concerns
 - Need paved path from Fox Run to RT 20A to get pedestrians off side of the road
 - Need more signed/marked crosswalks – potential for actuated signals/lights
 - Intersections of North St/Court St/Main St and RT 20A/Crossett Rd/Groveland Rd/Temple Hill – unsafe for all users
 - There is some funding for adding bike infrastructure – added bike racks on Main St near Swain/Key Bank
 - Bike/peds stay away from RT 20A – will go from Main St to Byrne Dairy (Center St)
 - Sidewalks exist but not safe/pleasant experience
 - Sidewalks on north side of RT 20A but destinations on south side
 - Roundabouts have been considered/requested but not approved by NYSDOT
 - RT 20A and Center St
 - RT 20A and Crossett Rd
 - NYSDOT increased speed limit to 35 MPH on RT 20A
 - Consider signals on RT 20A at Center St and Millenium Dr and consolidate access
 - Visibility of pedestrians/vehicles on Main St near the bear statue – consider moving crosswalks away from statue
 - River is a barrier to connection to Greenway
 - Riverside boat launch needs improvement
 - Need access to Conesus Lake and its parks
 - Lima Rd
 - Sharp curves
 - Residential concentrations
 - Circulator transit routes through Geneseo at capacity – consider separating/privatizing college service to free LATS
 - Other specific locations
 - RT 63
 - Truck traffic continuing to increase – differing thoughts on if truck traffic should stay on RT 63 to avoid traffic moving to other roadways or trying to spread truck traffic out
 - Trucks cutting through to I-90 to avoid truck inspection on I-390
 - Consider inspection location on RT 63 (freight study recommendation)
 - Bicyclists use RT 63 to get from Mt. Morris to Geneseo – ride on shoulders

- Barrier between Geneseo and Greenway
- Mt. Morris
 - Truck traffic on Main Street in Mt. Morris
 - Pedestrian crossing timings not sufficient
 - Need sidewalks on Mill St
 - Need parking & wayfinding: RT 63, RT 39 & RT 408 for all modes
 - No studies have been done to document needs
 - Potential for shared parking agreements
 - Have received funding for boat launch but where and where would people park?
 - Plans for small parking area on RT 408
 - Need to improve access to Letchworth as a major destination
 - Market and promote accommodations along trails
 - Connects to Greenway
 - Link to Finger Lakes Trails
 - No transit connectivity to Letchworth
 - Need to be able to use alternate mode of transportation from start to finish not from start of trail
- Livonia
 - W/E Lake Rd – limited right-of-way for widening to accommodate bike/peds
 - Shelly Rd and state roads – have to use shoulders for bike/ped
 - Limited bike/ped/horse access
- Conesus
 - High speeds
 - Lack of ped accommodations – especially RT 15
 - Safety concerns on Turkey Hill Road, E/W Lake Rd, Clark Rd, Rowland Rd
- Greenway Trail
 - Some breaks in trail (Nunda/Hinsdale)
 - Mainly used as a recreational trail but there are some commuters to RIT
 - Need more parking but there has been opposition to creating parking areas
 - Ties into Lehigh Valley
 - York is inaccessible but there is funding available to work on this
 - Disconnect at prison coming out of Mt. Morris
 - Prison doesn't want trail through facility
 - Would help to connect to historic sites
 - Need wayfinding signage between trails and along trails
 - Establish branding/promote trail locations
 - For trail users and vehicles getting there
- Others
 - Leicester: intersection of Perry Rd & RT 36 – accidents maybe add flashing light?
 - Groveland/Mt. Morris: RT 408 & I-390 interchange
 - Groveland/Geneseo: Intersection of Jones Bridge Rd & RT 63 – visibility concerns
 - Fillmore: Speeds on River Rd

Future Concerns

- General
 - Connections to Genesee Community College at satellite locations (Warsaw/Batavia) for traditional and non-traditional students
 - Camping could be a future attraction so will need access to entire trail system throughout county
 - Consider trolley/shuttle between accommodations/destinations/parks/trails
 - Consider location businesses and suppliers
 - Include seniors/special needs people
 - Could be seasonal or scheduled days
 - Connect historic properties to each other or other locations with trails
 - Connect to farmers markets throughout county
 - Increases access to fresh foods
 - Promotes healthy living – potential funding source
 - Needs of an aging population
 - Use of boat launches in terms of parking and accessibility
 - There will be emphasis on providing more services to keep seniors at home longer
 - Needs of new employment that will serve this population (i.e. home health care workers)
 - Medicaid changes may affect operations and will most likely affect most vulnerable population
- Town/Village of Geneseo
 - Potential project: new stadium for SUNY Geneseo near RT 63 & Mary Jemison Dr – concern with additional traffic (trucks/special events)

Enclosures:

- List of attendees by interview and alphabetical order
- Copy of presentation
- Comment summaries from each meeting
- LATS overview presentation

Please provide edits or additions to this meeting summary or comments on the enclosures to:

Angela Ellis, Planning Director
Livingston County Planning Department
6 Court Street, Room 305
Geneseo, NY 14454
(585) 243-7550
AEllis@co.livingston.ny.us

**County Planning Board Focus Group Workshop for the Livingston County
Transportation Connectivity Plan Project
June 14, 2012**

Attendees:

Sue Erdle, Betty Marble, Brian Fahey, Cathie Gehrig, Bonnie Taylor-Davis, Dennis Witte, Karen Roffe, Betty Marble, Joan Wamp, Barry Ingalsbee, Angela Ellis, Heather Ferrero

Roads

Areas of concern

Roads/Trails

Unpaved, dirt roads in the County

Roads w/o sidewalks, especially in areas w/ families, kids

Many roads in Liv Co are not bicycle friendly

Road use conflicts, shared w/ farm equip and Amish

Road crossings, hazardous intersections,

Rt 63, Rt 36, Rt 408

Cleary Rd & Rt 15, Sliker/Springwater triangle

Presbyterian Rd

Corby Rd & Rt 15

Tractor trailer traffic, truck traffic gets lost and ends up on residential streets

Lack of signage to direct

Avon has issues w/ trucks looking for Barilla, etc.

Lack of trail connections

Mt Morris bridge, Greenway, breaks in trails

Boat trailers, danger parking along side of rd, E/W Lake Rd, limited area for expansion, rd drops off

Signage

What is allowable, DOT

Relationship w/ downtown revitalization and promotion of locations is lacking

Advance, warning signage is missing in various locations in the County

Signs are not designed in size proportional to speed. Difficult to see, esp in winter.

Lighting

Intersections lack lighting

Communications

Some not following traffic rules, Amish, bikes

Opportunities

Provide advance, warning signage

Improve communications between road users, DOT, Amish, bicyclists: sit downs can help

Investigation use of round-abouts, local success

Trails

Areas of concern

Boats left along Erie canal, theft is a concern. Trail folks may want to keep this in mind.

Opportunities

Trails linked to economic development

B & B, link to FL/Greenway trails, Carriage Trails in Mt. Morris, Downs in Avon, Livonia and Conesus trails

Use of Abandoned rails

Groveland extension, Lima, Lehigh Valley, Sparta, Leicester, Avon Downs to 5 Arch Bridge

Use of trails to keep Amish off the road, helps to resolve safety issues with pedestrians

Trails are used to get to destinations, including work, shopping

Buses

Areas of concern

Lack of awareness on how to use, what is available

Need outreach, advertising

Stigma on use, just for people w/ disabilities

Attractive color, fun logo, consistent advertising, cross over/carry over between services

Not attractive, not friendly looking

Many routes are limited

Availability of routes

Length of ride too long, does it go to where I need to go.

Needs in the past have been designed for clients, need to expand to general public

Remote people cut off from shopping, even food

Alienation of children from community

Kids cannot safely get to destinations, what about use of school buses?

Dansville, Geneseo, Mt Morris- wheelchair users on road, down hills

LATS needs numbers to justify routes/stops-

Look at apt complexes, higher density loc.

Destinations- farmers markets, food distribution sites, SaveAlot,

Avon- ppl w/ food coupons cannot get to stores to use

LATS needs to reach out

Post at Nutrition centers, send out w/ taxes, use internet,

Development for seniors, are they really connecting to the service, door/curb service?

Downtown destinations- ppl will spend money if they can get to you. Otherwise, they will go where they can get to easily, like Rochester

Opportunities

LAT is open to public

LATS will give talks to groups

LATS could be the connector in our community, plan in advance for a standard route

Bus stops in village centers – Avon, Lakeville, Livonia

SUNY has transportation – Village, Rochester, Mt Morris

Ride share, taxi, medical/shopping shuttle, churches, community volunteers

Bicycle service- tandem bikes, give rides to destination, develop as part of tourism

School buses could be used to connect children w/ the community



Stakeholder Interviews (Alphabetical Order)	Highway/ Safety Grps	Environmental/ Rec Grps	RGRTA/ LATS	Service Providers	Housing/ Advocacy Grps	Human Svc. Provider Grps.	Government Agencies
Alden	Amie	X					
Balsis	Dawn					X	
Barrows	Christa					X	
Beardsley	Lisa					X	
Beck	Roland	X					
Bentley	Denise	X	X	X	X	X	X
Bihrlle	Michael	X					
Brooks	Tina					X	
Burns	Lisa	X					
Cipriano	Sam					X	
Copeland	Cameron			X			
Donohue	Brenda					X	
Ellis	Angela	X	X	X	X	X	X
Fabend	Kim	X	X	X	X	X	X
Favro	Tony		X	X	X	X	
Ferrar	Frank			X			
Ferraro	Heather						X
Fitzpatrick	Kelly		X				
Gajewski	Ben	X					
Galton	Stephanie					X	
Gassett	Bonnie			X			
Grier	Nat		X	X			X
Hanley	Wayne					X	
Hatheway	Dick					X	
Higgins	Don	X					
Hollister	Frank				X		
Horner	Joyce					X	
Johnston	Barbara					X	
Lutz	Laura				X		
Lyons	Carrie				X		
Maquire Meyer	Aileen	X	X	X	X	X	X
Maquire	Bonnie		X	X			
Matthews	David					X	
McCabe	Kathy			X			
McCarron	Maureen					X	
McKeown	Becky	X					
Moffat	Laura					X	
Moody	Jean					X	
Osborne	Gloria	X					
Osganian	Eric	X					
Oswald	Cynthia		X				
Prospero	John			X		X	
Raschi	Mitje					X	
Roberts	Marie					X	
Smith,	Chris	X					
Smith	Kaaren					X	
Timm	Andrew	X					
Trainor	Kathy		X				
Troglauer	Ken					X	
Turner	Bonnie		X	X			
Uratny-Feathers	Gail				X		
Van Remmen	Joe	X					
Varrecchio	Lyn				X		
Vreeland	Sanford	X					
Webster	June	X					
Wilkins	Jessica					X	
Willis	Bettylou				X	X	
Woods	David				X		
Young	Chris					X	

Stakeholder Interview Attendees by Meeting

Highway/Safety Groups: May 15, 2012 @ 8:30 am

<u>ATTENDEES:</u>	<u>REPRESENTING:</u>
Michael Bihrl	Avon Police Dept.
Don Higgins	Livingston Co. Highway Dept.
Gloria Osborne	Sr. Companion, Hand in Hand
Eric Osganian	Geneseo Police Dept.
Chris Smith	Livingston County Sheriff
Andrew Timm	Livingston County D&S
Joe Van Remmen	SUNY Geneseo, Parking & Trans
Sanford Vreeland	Livingston Co. Traffic Safety Board
June Webster	Cornell Co-op Ext., Traffic Safety Education

Environmental/Recreation Groups: May 15, 2012 @ 10:30 am

<u>ATTENDEES:</u>	<u>REPRESENTING:</u>
Amie Alden	Livingston Co. Historian
Roland Beck	Letchworth State Park
Denise Bentley	Livingston Co. Trans Broker (DSS)
Lisa Burns	Livingston Co. Tourism Council
Ben Gajewski	Genesee Valley Conservancy
Edward "Ned" Holmes	Friends of the Genesee Valley Greenway
Becky McKeown	Livingston Co. Tourism Council
Cynthia Oswald	LCACC
Kathy Trainor	Livingston Co. Tourism Council

RGRTA/LATS: May 15, 2012 @ 1:00 pm

<u>ATTENDEES:</u>	<u>REPRESENTING:</u>
Denise Bentley	Livingston Co. Trans Broker (DSS)
Tony Favro	Genesee Trans. Council
Kelly Fitzpatrick	Livingston Area Trans. Svcs.
Bonnie Maguire	RGRTA/LATS
Bonnie Turner	AATS

Service Providers: May 15, 2012 @ 3:00 pm

<u>ATTENDEES:</u>	<u>REPRESENTING:</u>
Denise Bentley	Livingston Co. Trans. Broker (DSS)
Cameron Copeland	Turbo Taxi
Tony Favro	Genesee Trans. Council
Frank Ferrar	RMT
Bonnie Gassett	RMT
Bonnie Maguire	RGRTA
Kathy McCabe	RMT
John Prospero	Livingston-Wyoming Co. ARC
Bonnie Turner	LATS

Government Agency Group: May 16, 2012 @ 6:30 pm

<u>ATTENDEES:</u>	<u>REPRESENTING:</u>
Sam Cipriano	Town of Mt. Morris
David Matthews	Livingston Co Planning Board
Maureen McCarron	Conesus Zoning Board
Laura Moffat	West Sparta Zoning Board
Mitje Raschi	Groveland Planning Board
Marie Roberts	Livingston Co Planning Board
Ken Troglauer	Mt. Morris Highway Superintendent
Chris Young	Mt. Morris Zoning Board, Village Highway
Dick Hatheway	Mayor, Village of Geneseo
Denise Bentley	Livingston Co Trans. Broker (DSS)

Housing/Advocacy Groups: May 16, 2012 @ 8:30 am

<u>ATTENDEES:</u>	<u>REPRESENTING:</u>
Denise Bentley	Livingston Co. Trans. Broker (DSS)
Tony Favro	Genesee Trans. Council
Frank Hollister	Livingston Co. VSA
Laura Lutz	GVRPC
Carrie Lyons	Catholic Charities
Gail Uratny-Feathers	Noyes Memorial Hospital
Lyn Varrecchio	FLHSA
Bettylou Willis	Resident/public
David Woods	At large – Planner

Human Service Provider Groups: May 16, 2012 @ 10:30 am

<u>ATTENDEES:</u>	<u>REPRESENTING:</u>
Dawn Balsis	Chances & Changes
Christa Barrows	Catholic Charities
Lisa Beardsley	Livingston Co. Dept. of Health
Denise Bentley	Livingston Co. Trans. Broker (DSS)
Tina Brooks	The Community Place Sr. Companions
Brenda Donohue	Board of Supervisors
Tony Favro	Genesee Trans. Council
Stephanie Galton	Livingston Co. Dept. of Health
Wayne Hanley	Livingston Co. Mental Health
Joyce Horner	Livingston Co. Literacy Volunteer
Jean Moody	Livingston Co. Literacy Volunteer
John Prospero	Livingston-Wyoming Co. ARC
Kaaren Smith	Livingston Co. Office for the Aging
Jessica Wilkins	Livingston Co., Senior Nutrition Program
Bettylou Willis	Resident/public

Livingston County Transportation Connectivity Plan
Stakeholder Interviews
May 2012

Agenda

- Introductions
- Study Description
- Public/Stakeholder Participation Plan
- Open Discussion
- Next Steps

Project Team

- Livingston County Planning Department
- Consulting Team
 - C&S Companies
 - Stuart I. Brown
 - Martin/Alexiou/Bryson

Sustainable Transportation System

Livingston County Transportation Connectivity Plan

- People**
 - Provide multi-modal mobility
 - Improve quality of life
 - Increase safety
- Prosperity**
 - Reduce the need to spend on an expanding infrastructure
 - Provide low cost strategies to benefit users and businesses
 - Promote tourism and new business
- Places**
 - Heighten sense of community
 - Improve air quality
 - Protect natural, historical, & agricultural resources

Study Description - Assessment

<p>Assessment</p> <ul style="list-style-type: none"> • Existing Conditions • Needs/ Gap Analysis <ul style="list-style-type: none"> – Stakeholder Interviews – Surveys 		<p>Integration of Modes</p> <ul style="list-style-type: none"> • Auto • Bus Transit • Pedestrian/Bicycle • Freight/Rail • Aviation
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Study Description - Alternatives

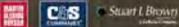
- **Capital Projects**
 - Bicycle/pedestrian infrastructure
 - Road and bridge improvements
 - Trails
 - Rail and Airport (GTC Regional Goods Movement Strategy)
- **Services/Programs**
 - Public/private transit
 - Services for special needs population
 - Transportation Demand Management (TDM)
- **Marketing and education**
 - Share-ride and volunteer programs
- **Policy/Planning**
 - Zoning modifications to better integrate the land use-transportation connection
 - Complete streets guidelines
 - Healthy LIVINGston (Healthy communities programs)
 - Public safety

Study Description – Action Plan

- Vision Statement
- Measurable Goals
- Strategies to Meet Goals
 - Lead Agency
 - Timeline
 - Funding sources
 - Monitoring/evaluation measures
- Geneseo Pilot Plan

Vision

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



Public/Stakeholder Participation

- Roles
 - Project steering committee
 - Project stakeholders
- Public Information Meetings
- Marketing and Promotion

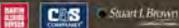



Stakeholders

- Transportation Service Providers
- Human Services Providers
- Businesses/Large Employers
- Economic Development Groups
- Government Agencies
- Environmental & Recreation Groups
- Housing & Advocacy Groups
- Highway Departments
- Traffic Safety
- Rail & Aviation Agencies/Groups
- General Public



Issues & Needs



Next Steps

- Document Interviews, Conduct Surveys, & Inventory Existing Services & Resources
- Existing Baseline Assessment Memorandum – Summer 2012
- Public Information Meeting – Summer 2012



Contact Information

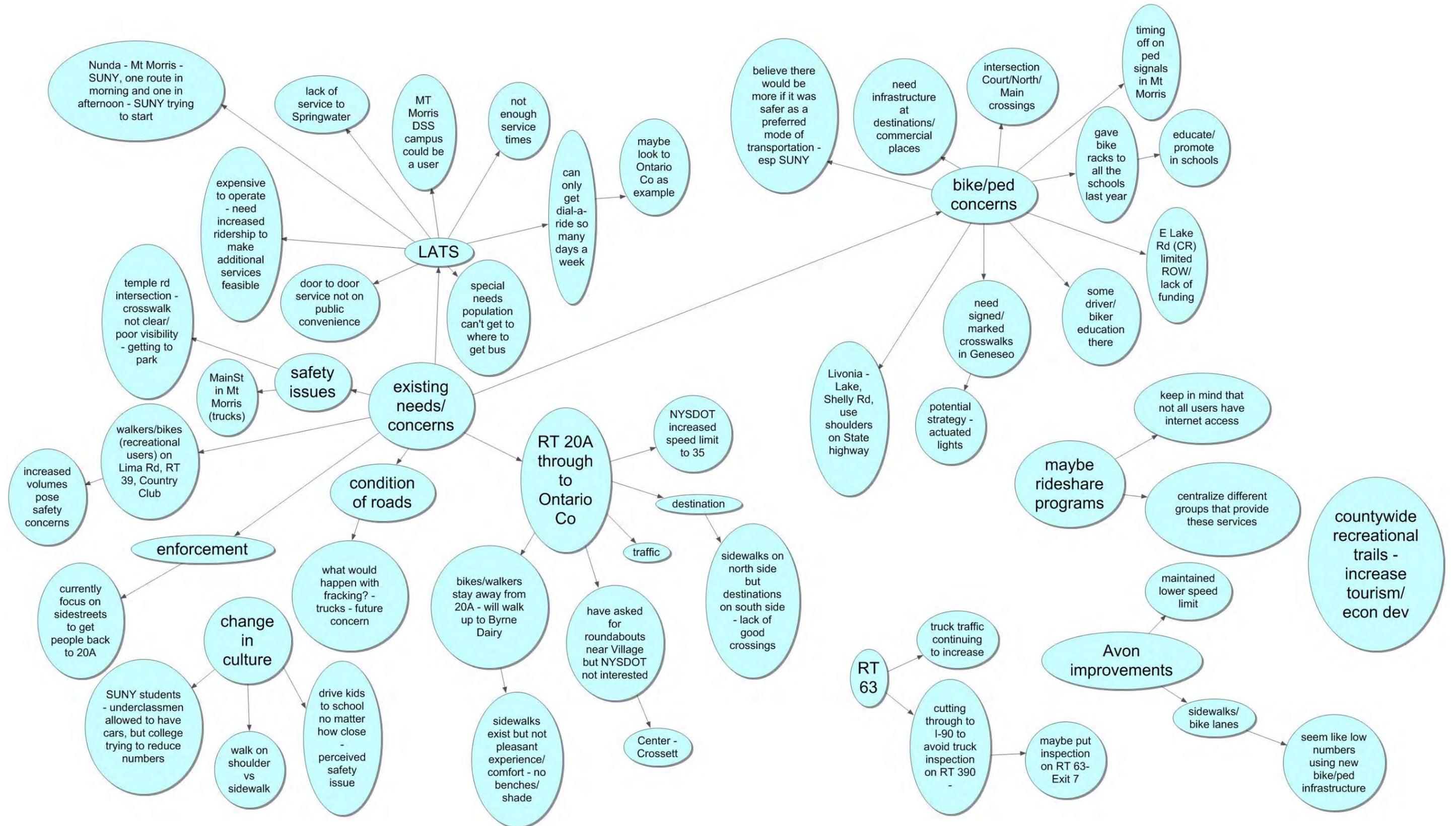
- Single-point of contact – follow up information or questions

Angela Ellis, Planning Director
 Livingston County Planning Department
 6 Court Street, Room 305
 Geneseo, NY 14454
 (585) 243-7550
 AEllis@co.livingston.ny.us





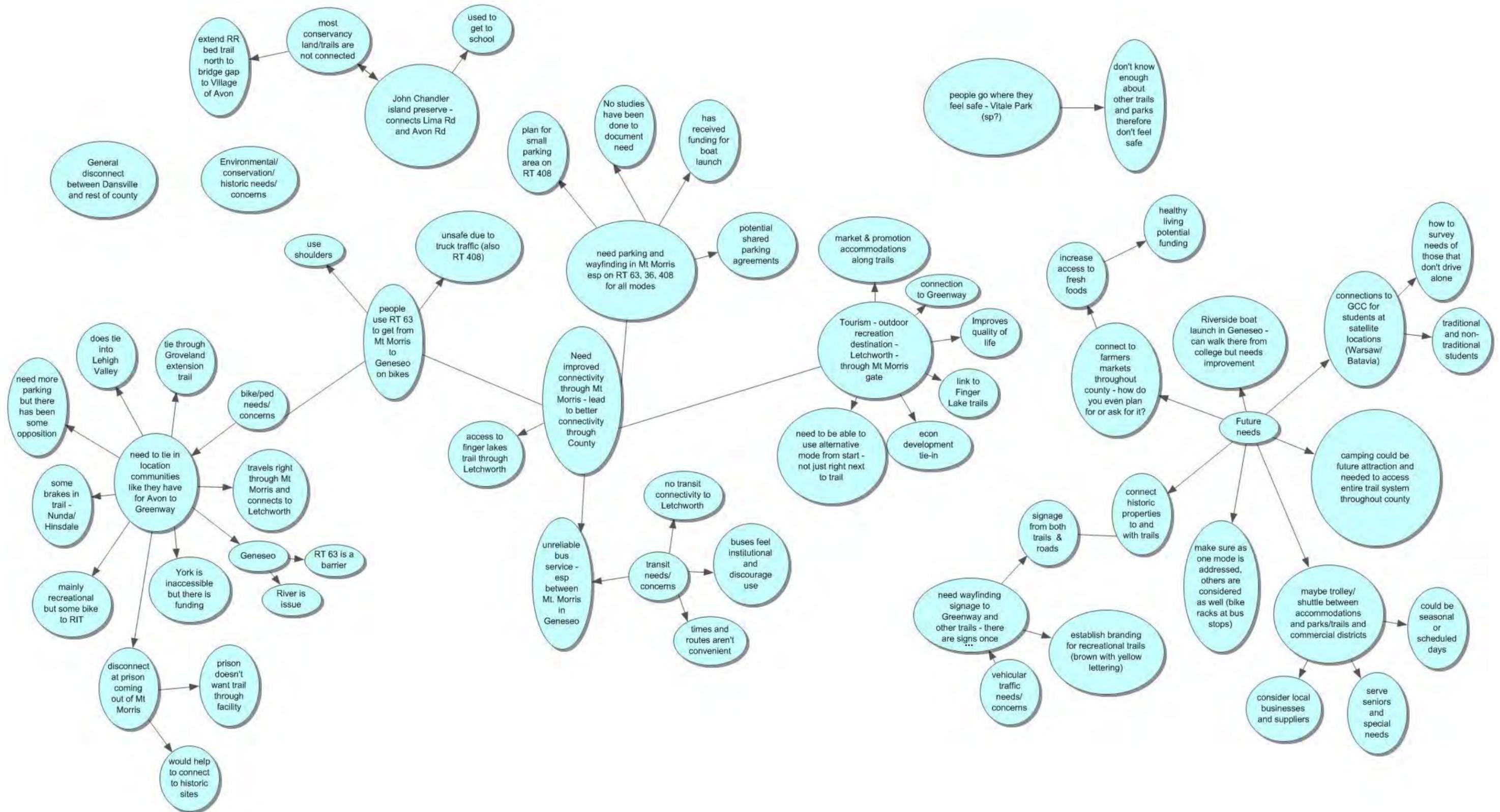
Highway/Safety Groups
May 15, 2012 @ 8:30 am

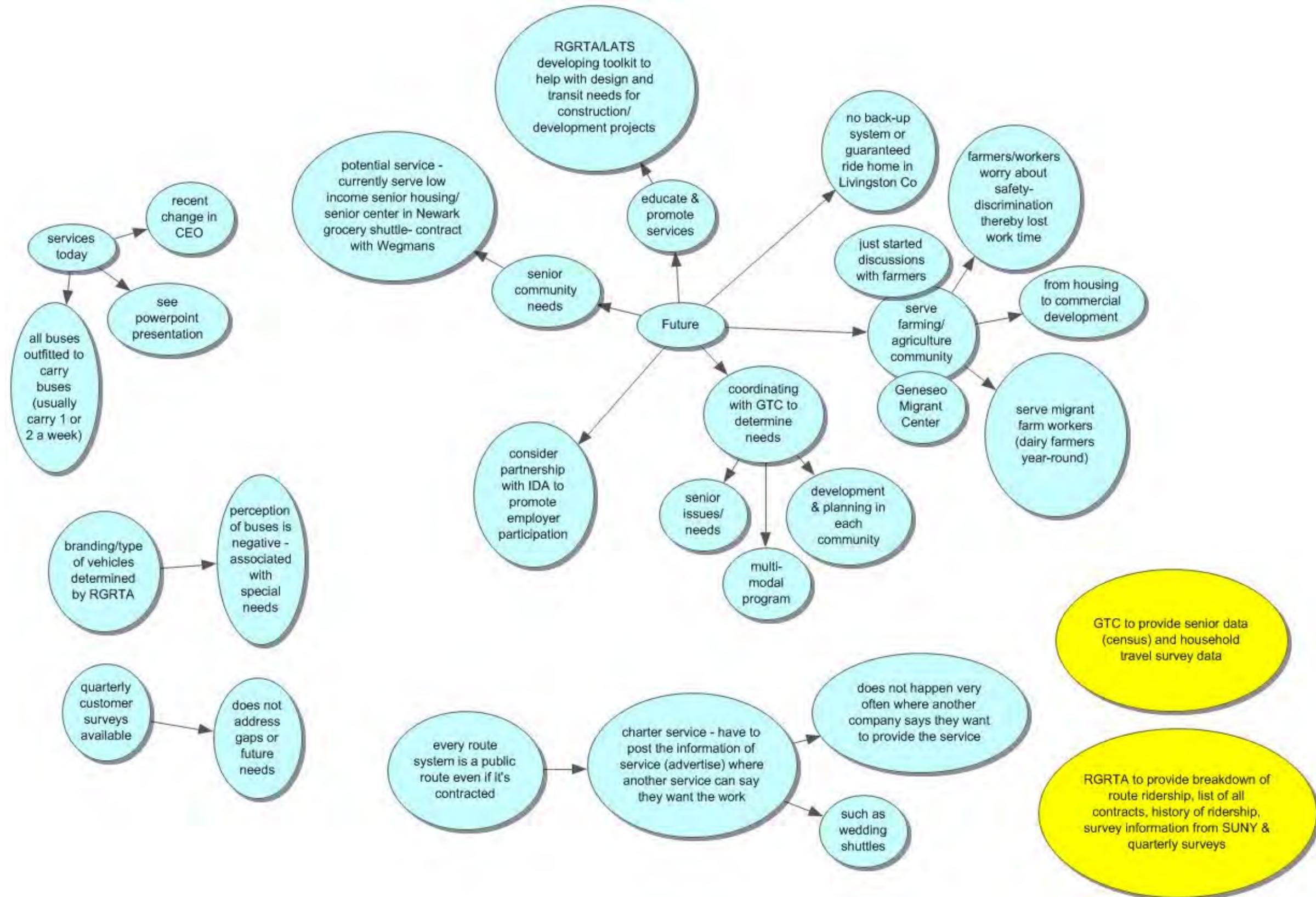


Livingston Co Transportation Connectivity Plan
Stakeholder Interviews



Environmental/Recreational Groups
May 15, 2012 @ 10:30 am

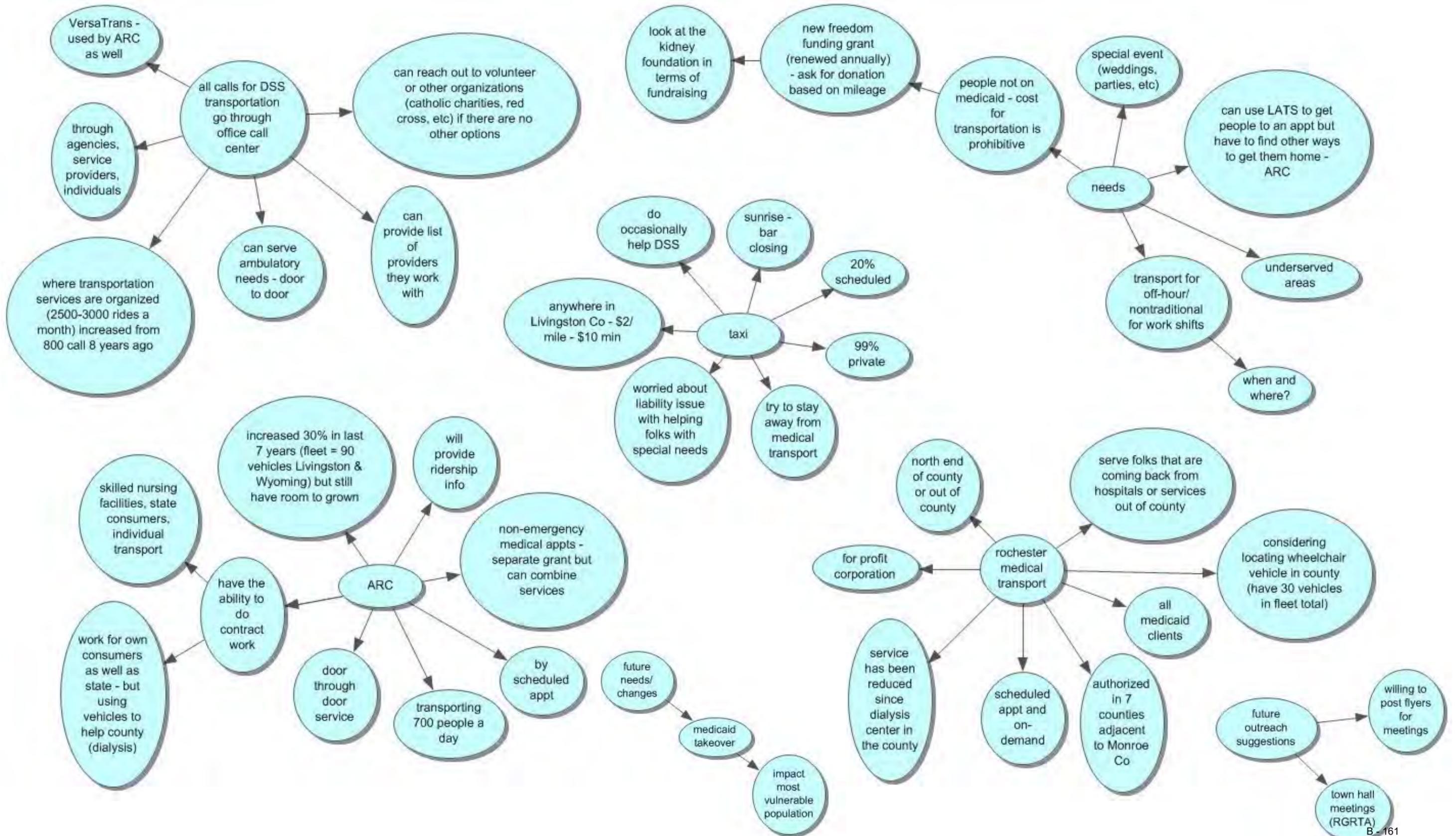




Livingston Co Transportation Connectivity Plan
Stakeholder Interviews

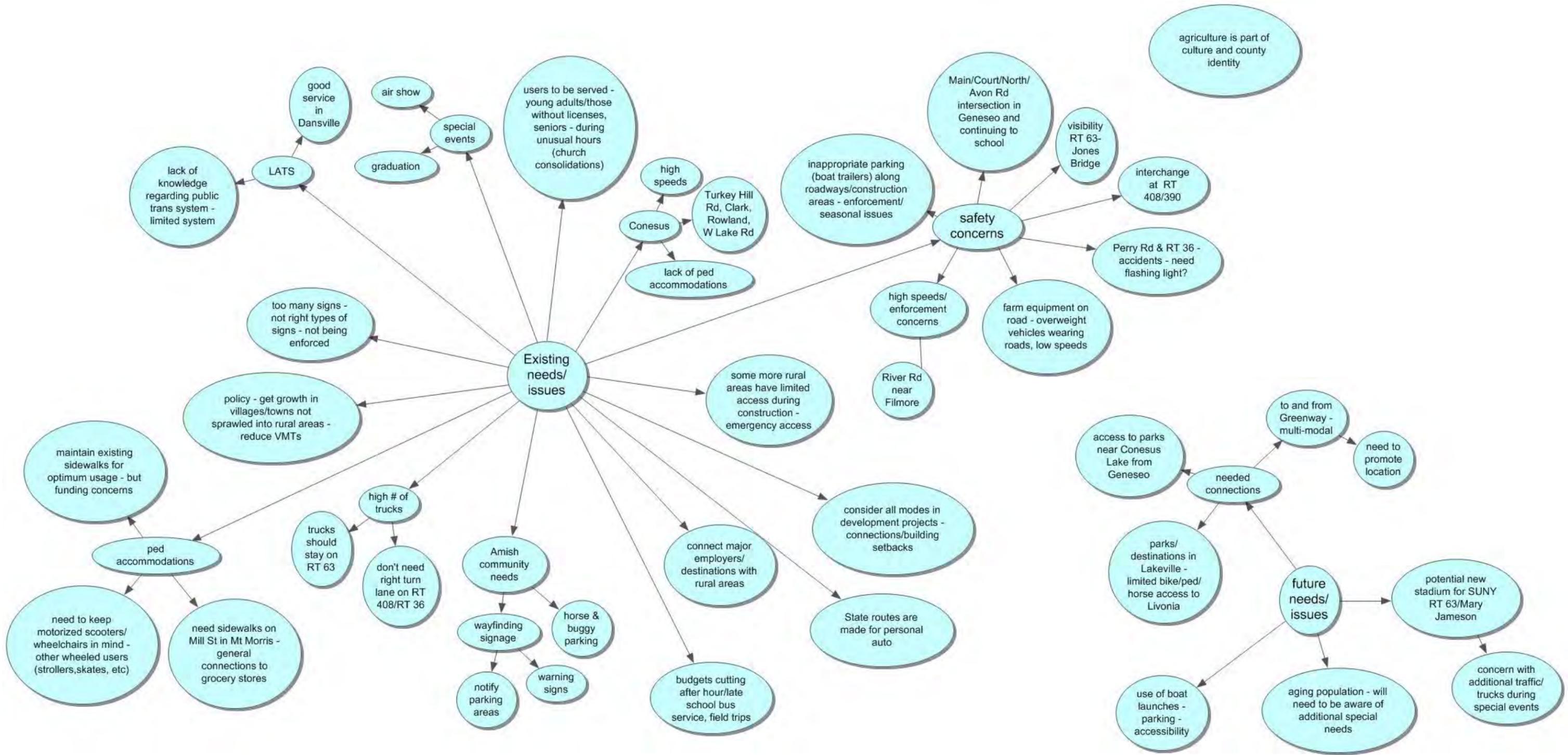


Service Provider Groups
May 15, 2012 @ 3:00 pm

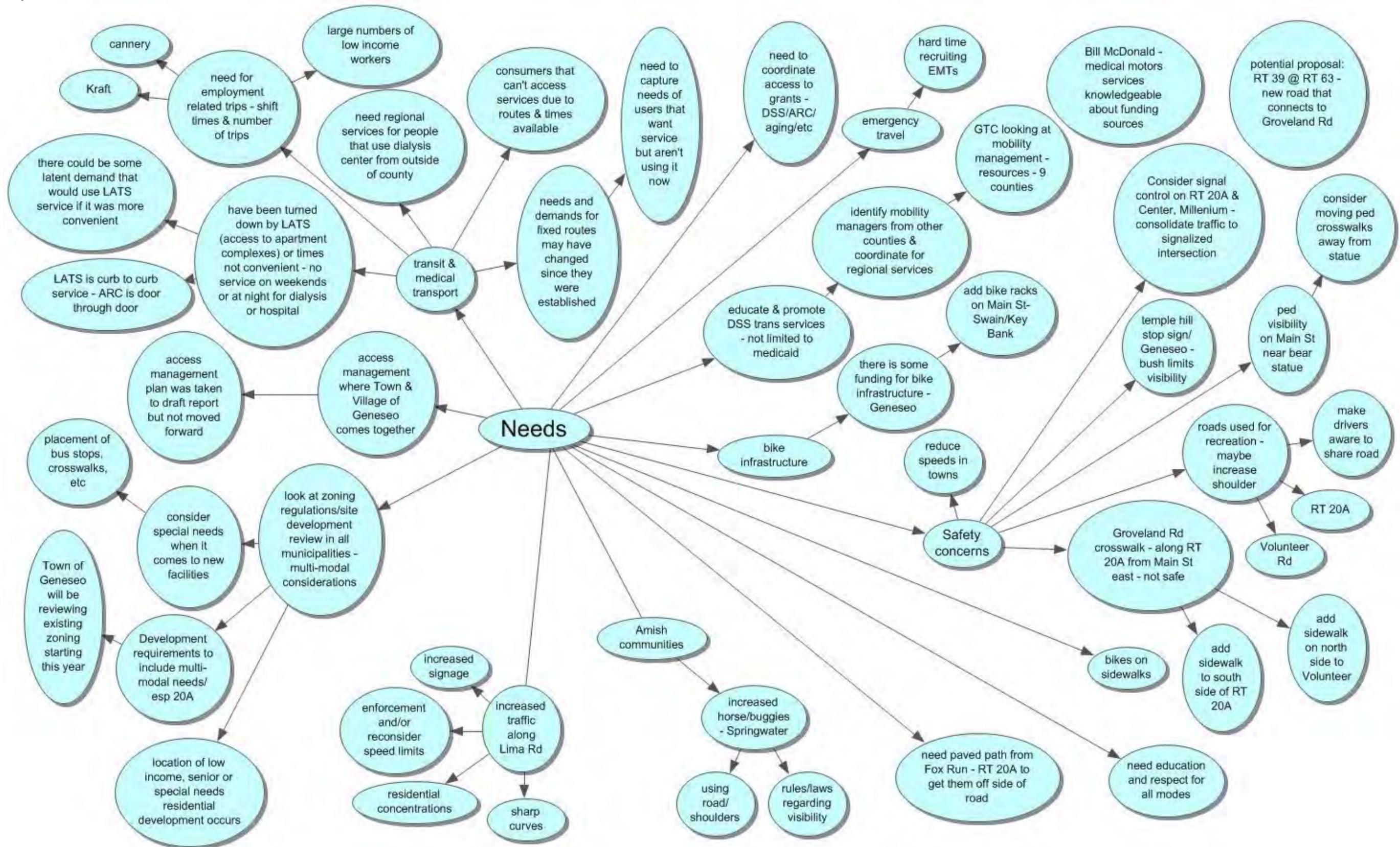


Livingston Co Transportation Connectivity Plan
Stakeholder Interviews

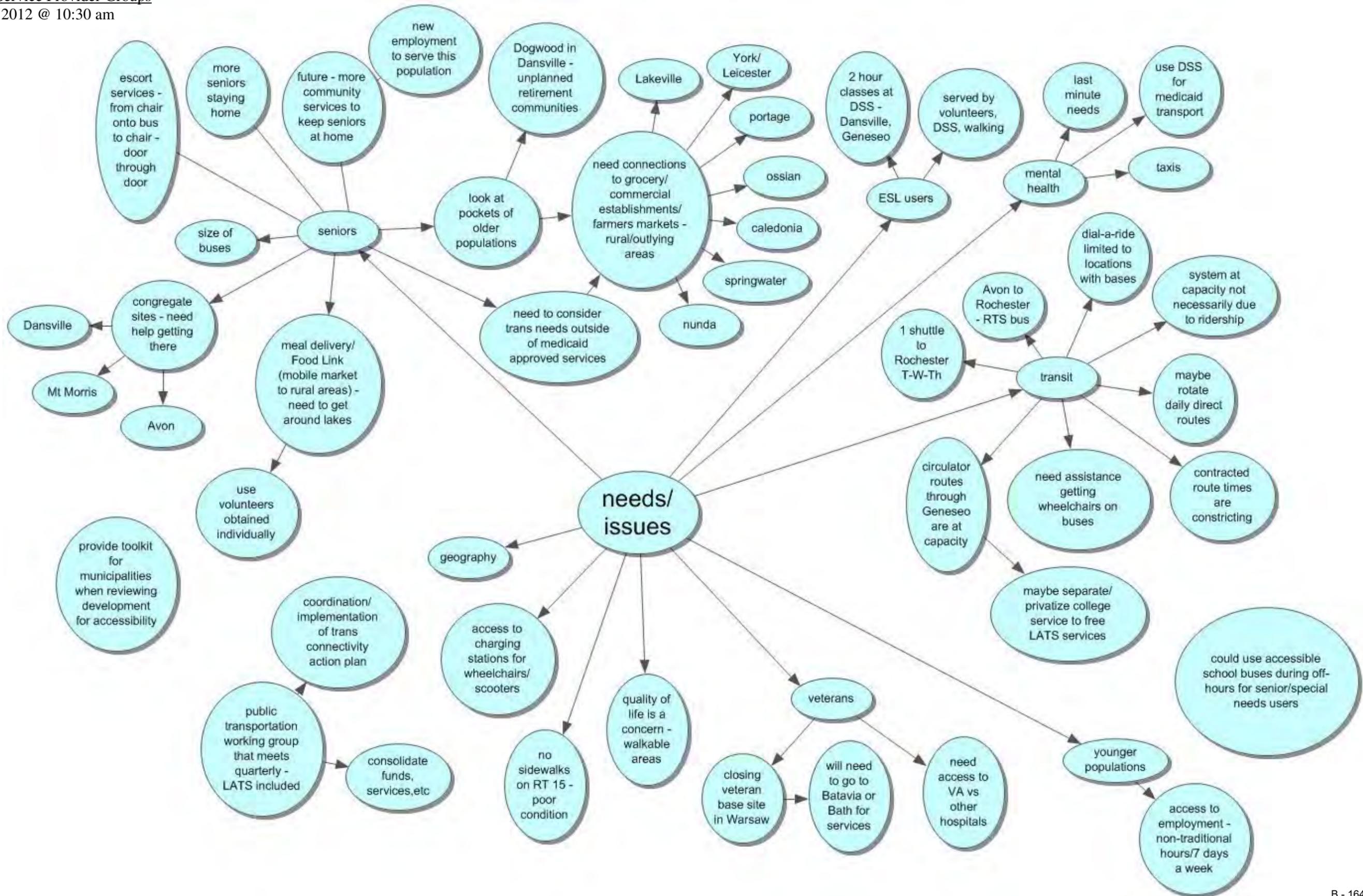
Government Agency Groups
May 15, 2012 @ 6:30 pm



Housing/Advocacy Groups
May 16, 2012 @ 8:30 am



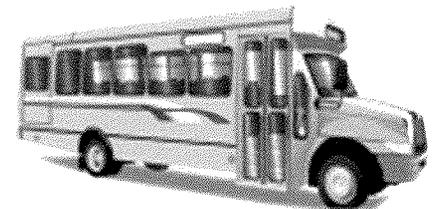
Human Service Provider Groups
May 16, 2012 @ 10:30 am





LIVINGSTON COUNTY TRANSPORTATION CONNECTIVITY PLAN MEETING

TUESDAY, MAY 15, 2012
GENESEO, NEW YORK



Rochester Genesee Regional Transportation Authority

- Rochester Genesee Regional Transportation Authority was created by the State of New York in 1969.
- RGRTA is governed by a board of 13 commissioners appointed by the Governor of New York State.
- 2010-11 Total Ridership – 17,705,443
- 2010-11 Number of Miles Driven – 10,446,767

Livingston Area Transportation Service, Inc.

Established in 1985

RGRTA Commissioner for Livingston County:
Milo Turner

Number of Employees: 29

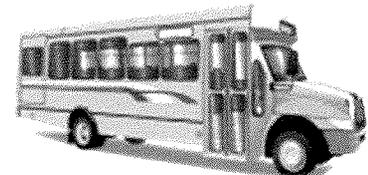
Annual Payroll: \$806,160

Number of Buses: 25

2010-11 Number of Miles Driven: 608,048

2010-11 Ridership: 245,282

Service Area Population: 63,067



Livingston Area Transportation Service, Inc.

Operating Expenses		\$1,530,824	
Fares and Contract Revenues		\$ 1,049,577	
Net Income (Loss) from Operations		\$ (481,247)	
Government Subsidies		\$ 152,748	
Federal	\$ 82,700		
New York State (STOA)	\$ 35,024		
Livingston County Budget	\$ 35,024		<i>- City match of State</i>
Required RGRTA Contribution		\$ 328,499*	<i>- million related</i>
Capital Investments		\$ 345,726	

* RGRTA contribution was supported by Mortgage Recording Tax revenues of \$367,767.

perely on R.E. down

*↓
sent Livingston County
Share*

Business Model

- Provide an infrastructure of public transportation based on government subsidies, fare revenue and RGRTA contributions.
- Established business partnerships with key destination points in various communities
 - Livingston Wyoming ARC
 - Livingston Adult Day Health Care (Garden of Life)
 - Livingston County Medical Shuttle
 - Livingston County Office for the Aging
 - Finger Lakes Developmental Disability Services Office
 - The College at SUNY Geneseo - *summer hourly rate for service*
 - Sweet Briar - *weekly shuttle - hourly / cabaret*
 - Country Inn and Suites - "

Weyman

Countywide Fixed Route Services

- **County-wide Fixed Route Service**

- Monday - Friday 6:30am – 6:00pm
 - Route 1 Dansville-Caledonia
 - Route 2 Dansville-Perry
 - Route 3 Dansville-Mt. Morris
 - Route 4 Dansville-Geneseo
 - Route 5 Avon Loop
 - Route 6 Dansville-Avon (Job Express)
- Ridership - 48 customers per day

*Cost \$4.25 - includes syst. avg.
Fare 2-*

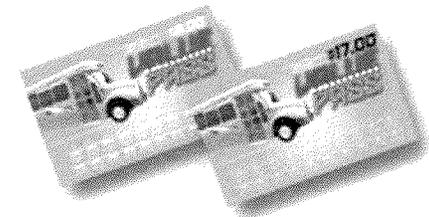
- **Fixed Route Fares**

- Adults - \$2.00 (each way)
- Seniors, Disabled Customers & Children (5-11) - \$1.00 (each way)
- Children under 5 – Free

*7/ value per
10/*

- **Paratransit Service**

- Monday – Friday 5:30am – 2:30pm
- Fares \$0.50 - \$1.00 (each way)
- Ridership - 6 customers per day



Dial -A- Ride Service

- **Villages of Avon, Dansville and Mt. Morris**
- Monday – Friday
 - Avon 10:00am – 1:15pm
 - Dansville 8:00am – 4:00pm
 - Mt. Morris 10:00am – 3:00pm
- Fares
 - Adult Fare - \$1.00 (each way)
 - Seniors and Disabled Customers - \$.50 (each way)
- Reservations are required and must be scheduled 24 hours in advance.
- Ridership - 90 customers per day

Dialysis and Medical Service

- **Medical Shuttle**
 - Tuesday and Thursday 7:00am – 1:30pm
 - Dansville ~ Lakeville ~ Rochester (Strong Hospital/Eastman Dental/Strong Dental) ~ Highland Hospital
 - Fares \$6.50 (each way, for private pay customers)
 - Medicaid customers are covered under Medicaid reimbursement
- Ridership – 10 customers per day

Geneseo Service

- **Geneseo Campus and Village Shuttle**
 - Monday – Friday
 - Local Daily Service
 - Daily Express Shopper Service
 - Lake Knight Service
 - Ridership – 525 customers per day
- **Geneseo-Rochester Weekend Service**
 - Friday evenings
 - Saturday
 - Sunday Afternoons & Early Evenings
 - Ridership – 66 customers per day
- **Thursday Knights to Mt. Morris Express Service**
 - Effective November 3, 2011 – April 26, 2012
 - 6:30am – 6:00pm
 - Ridership – 69 customers (11/3-12/15/2011)

Fares

- SUNY Geneseo Students, Faculty & Staff ride Free with Geneseo College ID

Village of Geneseo & SUNY Campus

- Adult Fare - \$1.00 (each way)
- Seniors & Disabled Customers - \$.50 (each way)

Geneseo - Rochester

- All ages- \$6.50 (each way)

Break shuttle to airport

Recognizing Our Employees

Safety Award

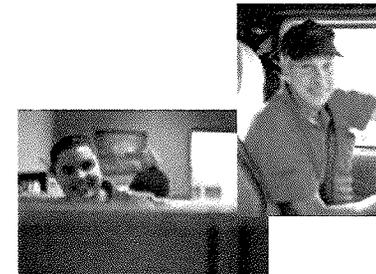
Keith Alexander
Niels (Chris) Andersen
Paul Bonjorno
Elvin Button
Kimberly Collins
William Cramer
Alan Derrenbacher
Kelly Fitzpatrick
David Frost
Frank Gitro
Leigh Gorton
James Henry
Larry Huff
Herbert Mitchell
Daniel Nolan
Mary Parsons
Rhonda Willitt
Richard Woodhams
David Young

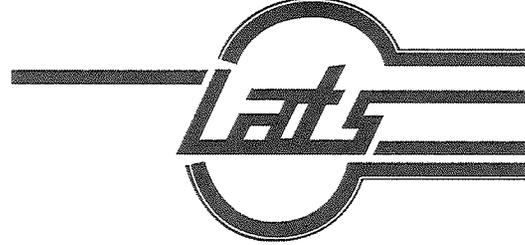
Attendance Award

Keith Alexander
Elvin Button
Kimberly Carmody
Kimberly Collins
James Dantz
Alan Derrenbacher
David Frost
Frank Gitro
James Henry
Larry Huff
Mary Parsons
Bonnie Turner

Years of Service Award

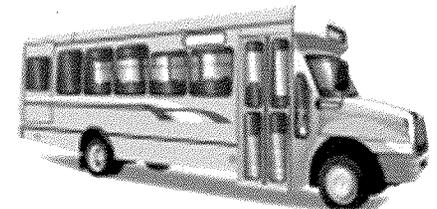
Keith Alexander – 10 years
Elvin Button – 5 year
Kimberly Collins – 15
William Cramer – 10 years
Kelly Fitzpatrick – 25 years
David Frost – 1 year
James Henry – 1 year
Larry Schirmer – 15 years
Bonnie Turner – 1 year
Kim Wensel – 1 year





LIVINGSTON COUNTY TRANSPORTATION CONNECTIVITY PLAN MEETING

TUESDAY, MAY 15, 2012
GENESEO, NEW YORK



Public Meeting Summaries

Summary of the Livingston County Transportation Connectivity Plan Open House – 11/27/2012



- Held from 5-7 PM at the Big Tree Inn in Geneseo, NY
- Open House format with “stations” that provided information and maps for different aspects of the Plan:
 - Welcome – sign-in and meeting layout
 - Introduction & Background – Project vision and purpose, study area and key destinations, environmental considerations and County demographics
 - Auto/Truck Inventory
 - Air/Rail/Water Access Inventory
 - Walk/Bike Inventory
 - Transit
 - Finger Lakes Regional Sustainability Plan – Concurrent effort for the Finger Lakes Region
 - Online public survey and comments
- Approximately 50 attendees
- See attached comment sheets



Comments from the Livingston County Transportation Connectivity Plan Open House – 11/27/2012



- Group of SUNY Geneseo employees who rode the bus from Nunda to Geneseo and back that was launched as a pilot project and ran for 6 weeks, would like to have this service continued. This group has been very vocal in advocating for the service, but has not been successful in recruiting additional riders. Bonnie Turner indicated that the return trip in the afternoon is difficult. When I asked how many riders would be needed, she said that the revenue needs to cover the \$50/hour cost. The trip to Nunda from Geneseo is about one-half hour.
- Important aspect to investigate Transportation Plan Medical Patient Movement – Air Transport.
 - Consideration to transport of life threatening, unique-to-specialty needs. Equipping capability in the County Air fields and Dansville – specific to Noyes Memorial and Tri-County Family Medicine Health Systems.
- Rail Bridge over gorge must be saved.
Would like to see a passenger train from Geneseo to Rochester for cultural events – perhaps partner with Rochester Transportation
- Rail services for passengers would be great! Possibly something for Liv. Co. to Rochester.
- Red Bike Stations, as in China. (Beijing or Shanghai)

Ref. Image 1 Need a connection between York (Greigsville at Rts. 36 & 63) and Geneseo + Leicester.

Ref. Image 2 Need a connection between Geneseo and the Genesee Valley Greenway.

Ref. Image 3 Connect the greenway to Geneseo using Big Tree Lane

Ref. Image 4 Little Italy Trail, approx. 3 mi. from Groveland Secondary Trail (30 miles?) to Genesee Valley Greenway. See Diagram.

NOTE: most of this trail could follow abandoned railroad beds – most of it is open and occasionally used.

1







..... LiHG Italy Trail



Walk/Bike



C&S Companies
150 State Street, Suite 120
Rochester, NY 14614
p: (585) 325-9040
f: (585) 697-7588
www.cscos.com

Memo

To: All Committee Members

From: Kim Fabend, Sr. Planner/Engineer

Date: June 27, 2013

Re: Livingston County Transportation Connectivity Plan
Tech Memo #2 Public Meeting Summary

File: H08.004.001

The 2nd public meeting for the Livingston County Transportation Connectivity Plan was held from 6:30 – 8:30 PM on Thursday, June 6, 2013 at the Village of Geneseo Courtroom. Other than the consultant team and County Planning personnel, 11 people attended the meeting

The purpose of the meeting was to review Technical Memorandum #2 – Needs Assessment, obtain feedback, and discuss the next steps of the project. The meeting began with a presentation and ended with break-out stations that provided information to review and provide comment on. A copy of the presentation and station information is enclosed. The meeting agenda included:

- Welcome & Introductions
- Project Overview
 - Vision
 - Goals
 - Strategies
- Summary of Public Survey & Transit Analysis
- Next Steps
- Breakout stations with information on the Needs Assessment, Goals, and Evaluation Criteria

The following is a brief summary of the discussions that took place at the meeting:

- Concerned with pedestrians, especially college students, crossing RT 63
- Users also need access to other colleges, schools, and places of worship
- Need for transportation outside of the County – for example, YMCA and Genesee Community College in Warsaw
- Concerned with truck traffic and potential for bigger loads allowed on roadways – more accidents, tough on infrastructure, and increase access management issues

Next Steps:

- Address comments (from committee & public meetings) and begin development of action plan – evaluate and develop strategies
- Next meeting will occur after draft plan is developed

Enclosed for your review and comments are:

- Copy of presentation
- Boards & handouts provided at the meeting
 - Summary of Issues/Needs
 - Draft goals & strategies
 - Draft evaluation criteria

Please provide edits or additions to this meeting summary or comments on the technical memorandum or enclosures to:

Angela Ellis, Planning Director (AEllis@co.livingston.ny.us)
Livingston County Planning Department
6 Court Street, Room 305
Geneseo, NY 14454
(585) 243-7550



Summary of Needs by Mode

General

- Users to be served by the system
 - Employees – all shift times
 - Seniors – Medicaid/non-Medicaid eligible needs
 - Medicaid changes may affect operations/demand
 - Keep seniors at home longer
 - New employment that will serve seniors (i.e. home health care workers)
 - Disabled/Special needs – Medicaid/non-Medicaid eligible needs
 - Veterans
 - Younger generation (affected by school budget cuts)
 - Migrant Workers
 - Amish
 - English as a Second Language (ESL) populations
- Users need access to the following:
 - Workplaces
 - Medical appointments
 - Recreational/social/special events
 - Commercial establishments/areas
 - Food sources
 - Congregate sites (Dansville, Mt. Morris, Avon)
- Need to accommodate all modes– auto, bicycle/pedestrian, transit, rail, air
- Provide more multi-modal connections between historic properties, recreational trails/facilities, institutions, residential communities and commercial districts
- Potential for recreational trails to support tourism/economic development
- Need connections to Genesee Community College satellites (Lima/Dansville/Warsaw/Batavia)
- Need to consider needs of youth outside of school – transportation o after-school and weekend activities; access to parks and recreational activities; walkable communities
- Funding will continue to be an issue and will have direct/indirect impacts to services
 - Need to research and utilize grant funding
 - Need to consider costs of not maintaining infrastructure – costs for vehicle service/replacement, increased travel time/delays, etc
 - Need to consider impacts to services

Services and Programs

- Need for education regarding safety, available services, laws/regulations
- Need for parking enforcement in business districts and in rural shoulders
- Concerns regarding signage – too many, not the right signs, lack of enforcement

Policy and Planning

- Potential to use policies to stop sprawl and bring growth back into villages
- Town of Portage needs land use/zoning regulations
- Town of Ossian needs subdivision regulations
- Site plan review provisions need to be established in the Village of Leicester, Town of Portage, and the Town of Springwater



- Towns/villages need to establish access management provisions except the Town/Village of Geneseo, Groveland, the Town of Lima and the Town of Livonia
- The following towns/villages need to conduct a comprehensive plan: Town/Village of Leicester, Ossian, Portage and Springwater

Auto/Truck

Infrastructure

- Concern regarding the impact of increased traffic, especially trucks and farm equipment, on alternative modes of transportation and road condition
- Need to consider impacts of construction in rural areas (emergency vehicles)
- Concerned with special event traffic: air show, graduations, etc
- Need more/better signage – especially to share the road, warn of truck traffic, alignments as well as speed limit signs
- Need better lighting in rural areas – especially at intersections
- Concerns with poor roadway designs – curves, superelevations, drainage/ponding
- Need to improve rail crossings – safety & capacity
- Need to consider infrastructure that serves older drivers (larger street signs, design for longer reaction times, etc)

Services & Programs

- Maintenance concerns – pot holes, guide railing, pavement markings, snow removal/weather protection, view obstructions (vegetation)
- Need to educate regarding special vehicles on the roadways – farm equipment, Amish buggies
- Speed enforcement and general roadway law enforcement is needed – especially in more rural areas
- Educate both drivers and pedestrians/bicyclists on road safety and regulations

Other

- Concerned with increased driver distractions
- Concerned with animal collisions
- Drivers should stop passing on the right – unsafe for peds/bikes in shoulder

RGRTA/LATS

Infrastructure

- Need proper/improved signage at bus stops
- Need more shelters, benches and lighting at bus stops
- Need better access to bus stops – sidewalks, snow removal, etc
- Need better security at stops and on buses – cameras, additional staff on buses
- First step on buses is high and difficult to climb
- Need seat belts on buses
- Concerned with the spread of germs on buses – provide hand sanitizers on the buses
- Need to consider special needs when determining bus stop/crosswalk placement
- Buses look/feel institutional and are associated with special needs



Services & Programs

- Routes and schedules times need to be reevaluated on a regular basis
- Need for transit trips is mostly, but not exclusively, concentrated around the larger villages on the I-390 corridor (Geneseo, Mt Morris, Dansville)
- Need to service out of county commuters to Rochester and Buffalo
- Need better coordination between fixed-route services and various Dial-A-Ride services to provide greater and easier geographic access
- Need to improve reliability
- Need back-up system/ guaranteed ride home program
- Dial-a-ride service is limited – consider Ontario Co (CATS) as an example
- Need service to: Springwater, Mt Morris DSS campus, County probation/ courthouse, VA Hospitals
- Potential SUNY Geneseo service: Nunda – Mt. Morris – Geneseo
- Circulator transit routes through Geneseo at capacity
- Shuttles to Rochester are often full and therefore uncomfortable
- Some users need help getting on bus
- Need to better serve non-medical trips
- Need to cross serve with Wyoming County
- Need to market/promote LATS services – a number of people noted they didn’t know enough about the service to comment or feel they focus on students and special needs population

Other Service Providers

- Need transport for off-hour/non-traditional work shifts
- Cost for transportation for non-Medicaid customers is prohibitive
- Need for transportation to special event (weddings/parties/etc)

Pedestrian/Bicycle

Infrastructure

- Bicycle/pedestrian infrastructure is not consistent; poorly maintained
- Need infrastructure at destinations/commercial establishments
- Most conservancy trails/lands are not connected
- Consider need of motorized wheelchairs and scooters: charging station access
- Need pedestrian level lighting
- Need better ADA compliance
- Improve warning signage at crossings or along roadways that are frequently used by bike/peds
- Greenway Trail
 - Need to address gaps-connections: Nunda/Hinsdale/York/Mt Morris-prison/Lehigh Valley/Geneseo
 - Need more parking
 - Need wayfinding signage between trails and along trails
- Connect trails between York and Geneseo/Leicester
- Develop Little Italy Trail from Groveland Secondary Trail to Genesee Valley Greenway

Services & Programs

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



Rail/Air/Water

- Dansville Industrial Park - rail spur, intersection improvements on RT 36 & Maple St, remove truck prohibition, install wayfinding signage
- Repair/restore the Portage Bridge to reduce weight and speed restrictions
- Need to increase/improve river/boating access including parking
- Need to continue to maintain Dansville Airport
- Consider the potential to use air transport for life threatening or unique/special needs cases – equipping capability in the County Air Fields & Dansville
- Would like to consider passenger train from Geneseo to Rochester



Livingston County Transportation Connectivity Plan
Public Meeting # 2
June 6, 2013

Logos: C&S COMPANIES, Livingston County, Stuart I. Brown A LaBella Company, VHB Virginia-Hanzen Brantley, Inc.

Agenda

- Presentation – Vision/Goals/Needs/Strategies
- Breakout Stations
 - Goals
 - Evaluation Criteria
 - Needs Assessment

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Vision

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



The diagram shows a central circle labeled "Livingston County Transportation Connectivity Plan" surrounded by three pillars: People, Prosperity, and Places. Arrows indicate a cyclical relationship between these pillars.

- People**
 - Provide multimodal mobility
 - Improve quality of life
 - Increase safety
- Prosperity**
 - Reduce the need to spend on an expanding infrastructure
 - Provide low cost alternatives for commuters and businesses
 - Increase transit-related business
- Places**
 - Multiple modes of connectivity
 - High speed and quality
 - Access to natural, historical, & agricultural resources

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Vision – Goals - Strategies

Goals: Measurable goals to guide decision-making

Vision ↓ **Goals** ↓ **Strategies**

Strategies: Action-oriented based on needs to achieve goals

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Goals

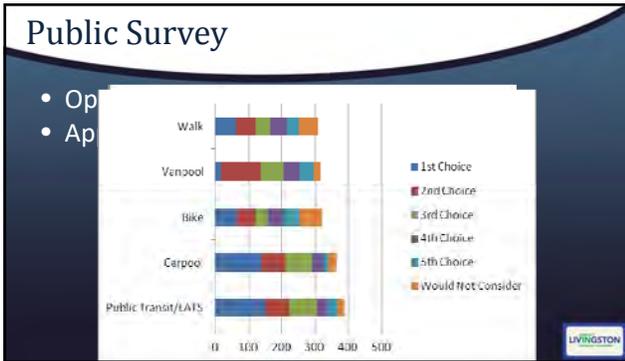
- Goal #1: Provide a complete transportation network that provides facilities for and encourages use by all modes, with particular emphasis on pedestrians and bicycles.
- Goal #2: Improve safety for all modes and users of the transportation system.
- Goal #3: Improve freight transportation infrastructure and access
- Goal #4: Provide comprehensive public transportation services through LATS and other human service providers
- Goal #5: Promote efficient system management, maintenance, and operations
- Goal #6: Preserve, protect, and enhance the natural environment, cultural heritage, and community appearance

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Strategy Development

- Based on Needs Assessment
 - Steering committee
 - Stakeholder interviews
 - Public survey & meeting
 - Existing studies & plans
 - Transit gap analysis

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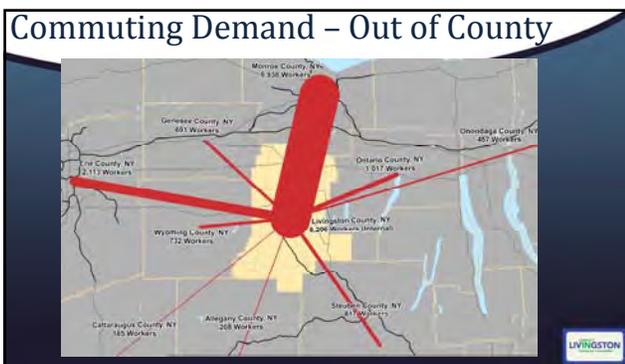
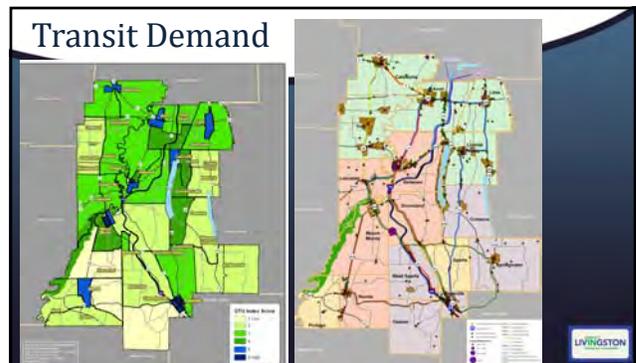
- ### Needs Assessment
- General
 - Auto/truck
 - RGRTA/LATS
 - Other service providers
 - Pedestrian/bicycle
 - Rail/air/water

Transit Needs

- 14% of population are likely to need transit

Demographic Group	Count	% of County
Persons who have income below poverty Level	6,933	11%
Persons residing in households owning no vehicles	2,085	3%

- Mobility gap based on 0-vehicle households = 3,429 trips per day = 857,250
 – Ridership (2010-2011) = 245,282 (29% of need)



- ### Transit Gap Analysis
- LATS meets 29% of estimated (unconstrained) need & 50% of estimated demands
 - Improve frequency, service span for full range of work, shopping, recreation/social trips
 - Implement additional trips between Dial-a-Ride service areas
 - Improve connectivity to/from Rochester/Monroe County
 - Provide transport for agricultural workers
 - Provide for an increasing number of "aging in place" and limited mobility citizens
 - Improve/add access to/from stops: sidewalks, stops, amenities
 - Market/promote services

Strategy Evaluation

- Users Served (number served)
Commuters, Residents, Visitors, Low-income, Seniors, Youth, Special Needs/Other
- Modes Served (each mode served noted)
- Cost of Implementation
- Timeframe/Ease of Implementation
- Safety Impacts
- Connectivity Within/Outside of County
- Consistency with Planning Efforts (# documented)
- Environmental, Historical, & Cultural Impacts
- Impacts to Business/Industrial/Economic Development
- Quality of Life/Public Health Impacts

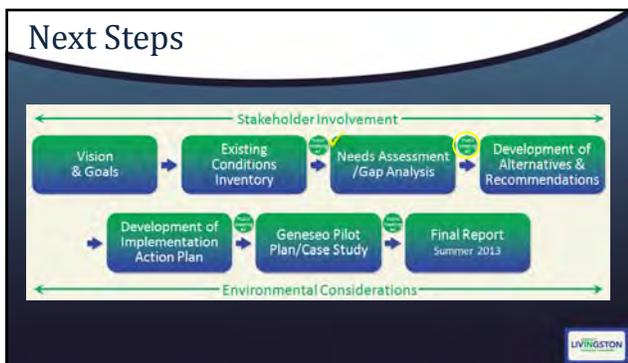


- Positive Impacts
- ◐ Neutral/No Impacts
- Negative Impacts



Stations

- Review detailed information
 - Vision/Goals
 - Needs Assessment
 - Evaluation Criteria
- Ask questions/provide comments

Vision

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

Goals

Goal #1: Provide a complete transportation network that provides facilities for and encourages use by all modes, with particular emphasis on pedestrians and bicycles.

Goal #2: Improve safety for all modes and users of the transportation system.

Goal #3: Improve freight transportation infrastructure and access.

Goal #4: Provide comprehensive public transportation services through LATS and other human service providers

Goal #5: Promote efficient system management, maintenance, and operations

Goal #6: Preserve, protect, and enhance the natural environment, cultural heritage, and community appearance

Summary of Needs

- **General**
- **Auto/Truck**
- **RGRTA/LATS**
- **Other Service Providers**
- **Pedestrian/Bicycle**
- **Rail/Air/Water**

**Capital Improvement/
Infrastructure Needs**

Service & Program Needs

Policy & Planning Needs

Evaluation Criteria

- Users Served (number served)
 Commuters, Residents, Visitors, Low-income, Seniors, Youth, Special Needs/Other
- Modes Served (each mode served noted)
- Cost of Implementation
- Timeframe/Ease of Implementation
- Safety Impacts
- Connectivity Within/Outside of County
- Consistency with Planning Efforts (# documented)
- Environmental, Historical, & Cultural Impacts
- Impacts to Business/Industrial/Economic Development
- Quality of Life/Public Health Impacts

General Legend

-  Positive Impact
-  Neutral or No Impact
-  Negative Impact



Summary of Needs by Location

Avon

- Improve condition of Rochester St from Avon to Rush
- Specific pedestrian/bicycle concerns
 - Close gaps in sidewalk network – Pole Bridge Rd, E River Rd, Barber Rd, RTS 5/20, RT 15, Lake Rd, Sutton Rd, Branson Hill Rd
 - Provide bike infrastructure
- Safety concern locations
 - Improve access to DEC offices on RTS 5/20
 - I-390 interchange with RTS 5/20 near Athena Dr
- Transit needs
 - Add route along Pole Bridge Rd
 - Consider express route to Rochester

Conesus

- High speeds
- Improve dirt roads
- Need to enforce speed limits
- Specific pedestrian/bicycle concerns:
 - Close gaps in sidewalk & trail network in hamlet of Conesus and E Lake Rd
 - Lack of pedestrian accommodations – especially RT 15
 - Need accommodations around Conesus Lake
- Safety concern locations
 - Turkey Hill Road, E/W Lake Rd, Clark Rd, Rowland Rd
 - W Lake/W Swamp Rd & Sliker Hill Rd
 - RT 15/Sliker Hill Rd/Stagecoach Rd

Dansville

- Dansville Industrial Park - rail spur, intersection improvements on RT 36 & Maple St, remove truck prohibition, install wayfinding signage
- Renovations needs at Dansville Airport
- Specific pedestrian/bicycle concerns
 - Improve the condition of and increase ped/bike infrastructure
 - Add sidewalk from Woodsville to Cumminsville to RT 36 plaza
 - RT 436 from Nunda to Dansville
- Provide transit service from Nunda to Dansville

Geneseo

Infrastructure

- Need more signed/marked crosswalks – potential for actuated signals/lights
 - Wegmans access on RT 20A
 - New senior development off Volunteer Road
 - Enhance crosswalks along Main St
- Riverside boat launch needs improvement



- Concern regarding traffic associated with potential new stadium for SUNY Geneseo near RT 63/Mary Jemison Dr (trucks/special events)
- Need to reduce congestion/need a center left turn lane along RT 20A , Main St, RT 39/North St/Court St corridor
- Need reduced speed limit posted on Megan Rd
- Need bicycle infrastructure to encourage bicycling
- Close gaps in sidewalk network outside of the village
- Improve wayfinding signage, including origins/destinations, for vehicles/peds/bikes
- Specific pedestrian/bicycle concerns:
 - Crosswalk on RT 20A: Prospect and Temple Hill St–poor visibility
 - Need sidewalks along Lima Rd, RT 39, Avon Rd, Country Club Rd, and Volunteer Rd
 - Demand for off-road trail from Fox Run to RT 20A
 - Sidewalks on north side of RT 20A but destinations on south side
 - NYSDOT increased speed limit to 35 MPH on RT 20A
 - Visibility on Main St near the bear statue
 - River is a barrier to connection to Greenway
 - Need access to Conesus Lake and its parks
 - Formalize worn path between Megan Dr & Walmart
 - Provide bike racks at Department of Social Services
- Safety concern locations:
 - North St/Court St/Main St intersection
 - RT 20A/Crossett Rd/Groveland Rd/Temple Hill intersection
 - Lima Rd - sharp curves/residential concentrations
 - RT 20A and Center St – consider signal/roundabout
 - RT 20A and Crossett Rd – consider roundabout
 - RT 20A and Millenium Dr. – consider signal
 - North St/Lima Rd/Highland Rd/Rorbach Ln
 - RT 63 & RT 20A
 - RT 63 & Jones Bridge Rd
- Specific transit needs:
 - Need to continue service from Geneseo to Nunda
 - Provide service between Geneseo to Groveland, Lakeville, Avon
 - Need a bus shelter on the north side of Center St near Main St

Services and Programs

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

Policy and Planning

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



Livonia

- Improve condition of Federal Rd
- Need an access road to serve Gateway Park Development
- Specific pedestrian/bicycle concerns:
 - W/E Lake Rd – limited right-of-way to accommodate bikes/pedestrians
 - Shelly Rd and state roads –shoulders accommodate bikes/pedestrians
 - Add sidewalk from Big Tree Rd to Old Hickory Golf Course
 - Inadequate & unsafe crossings along RT 20A – especially at Commercial St
 - Close gaps in sidewalk network in hamlet of Hemlock & between Lakeville & Livonia Center
- Safety concern locations
 - Sight distance issues at Stone Hill Rd & Branson Hill Rd
 - Along RT 20A in hamlet of Lakeville

Mt. Morris

- Need improved maintenance on RT 408 between Mt. Morris & Nunda
- Truck traffic a concern on Main Street in Mt. Morris
- Need parking and wayfinding: RT 63, RT 39 & RT 408 for all modes
- Improve amenities along Greenway Trail & in downtown Mt. Morris
- Specific pedestrian/bicycle concerns
 - Pedestrian crossing timings not sufficient
 - Need sidewalks on Mill St
 - Need to improve access to Letchworth as a major destination
 - Provide bike racks at Department of Social Services
- Safety concern locations
 - RT 408 & Main St
 - RT 408 & Ridge St
 - Stanley St & Grove St

York

- Provide advanced clearance signage for rail bridge underpass on RT 63 in Greigsville
- Safety concern locations
 - RT 63 – especially near school
 - RT 63 & Chandler Rd
 - RT 63 & Restof Rd
 - Fowlerville Rd
- Specific pedestrian/bicycle concerns
 - Sidewalk needed along RT 63 near school
 - Improve accommodations on RT 63 at Greigsville & Piffard – Genesee Valley Trail

Other

- Road improvements are needed to support agricultural industry – Groveland/county-wide
- Improvements to RT 5 to accommodate future truck traffic associated with Caledonia Industrial Development Area
- Safety concern locations
 - Leicester: intersection of Perry Rd & RT 36
 - Groveland/Mt. Morris: RT 408/I-390 interchange



- Groveland/Geneseo: Jones Bridge Rd/RT 63 intersection – visibility
- Groveland: I-390 interchange with RT 36 (Sonyea)
- Fillmore: Speeds on River Rd
- Caledonia: RT 5 & RT 36 circle
- Specific pedestrian/bicycle concerns
 - Narrow shoulders on RT 36 south of Caledonia
 - Close sidewalk gaps in Lima
 - Sidewalk improvements in Nunda
 - From village to Dollar General
 - Along Creek Rd (CR 15) between trailer park & village
 - Along Portage Rd (RT 436) and Fuller Rd – especially near athletic fields
 - Along RT 15A from Lima to Honeoye Falls (shared school district)
- RT 63
 - Concern regarding increase in truck traffic
 - Barrier between Geneseo and Greenway
 - Shoulders accommodate bikes/pedestrians



Draft Goals & Strategies

Goal #1: Provide a complete transportation network that provides facilities for and encourages use by all modes, with particular emphasis on pedestrians and bicycles.

- 1.a Implement standard roadway cross sections that include pedestrian/bicycle infrastructure
- 1.b Provide pedestrian/bicycle amenities such as bike parking, landscaping, street furniture, etc.
- 1.c Close gaps in trails network & improve trailhead access/amenities
- 1.d Improve existing & create new river/boating access
- 1.e Develop/update zoning/comprehensive plans – complete streets, multi-modal infrastructure/amenity, land use considerations
- 1.f Market & promote active transportation (wayfinding, benefits, historic/cultural components, etc)
- 1.g Research potential funding options including various grants, private/public partnerships, etc.

Goal #2: Improve safety for all modes and users of the transportation system.

- 2.a Encourage/discourage truck traffic on specific roadways
- 2.b Develop access management plans & implement recommendations
- 2.c Review existing roadway characteristics (regulatory/warning signage, alignment, drainage, etc) & implement recommended changes in existing and future studies
- 2.d Implement intersection safety improvements
- 2.e Install intersection- and pedestrian-level lighting
- 2.f Increase enforcement of speed limits
- 2.g Educate the public on the rules of the road – all users/modes

Goal #3: Improve freight transportation infrastructure and access.

- 3.a Improve access to regional priority economic development sites: Dansville Industrial Park, Livonia Gateway Park, Caledonia Industrial Development Area
- 3.b Maintain, repair, & rebuild key components of regional rail network including the Portage Bridge
- 3.c Evaluate and improve rail crossings
- 3.d Maintain airport facilities: Dansville & Geneseo Airports
- 3.e Market/promote/educate - importance of freight transportation

Goal #4: Provide comprehensive public transportation services through LATS and other human service providers

- 4.a Develop a transfer center for all fixed-route & Dial-A-Ride services
- 4.b Simplify route structure & improve frequency/service span (expand P&R services to Rochester, work hours, social trips for elderly, improve connectivity/transfers/ease of use for DAR services)
- 4.c Improve marketing/promotional/educational outreach (website, printed brochures, social media, focus on special needs groups/populations)
- 4.d Enhance existing & create new transit stops – ensure safe & secure pedestrian/bicycle access/ADA compliance



Draft Goals & Strategies

Goal #5: Promote efficient system management, maintenance, and operations

- 5.a Maintain existing transportation infrastructure
- 5.b Establish service/maintenance agreements
- 5.c Develop special event traffic management plans

Goal #6: Preserve, protect, and enhance the natural environment, cultural heritage, and community appearance

- 5.a Any strategies to support the rural economy – transit service for agriculture workers
- 5.b Any strategies to reduce transportation energy consumption – electric vehicle infrastructure
- 5.c Cross sections and close gaps in trails would fall here as well

DRAFT

Alternatives Evaluation Criteria



Users Served

- 1. Commuters
- 2. Residents
- 3. Visitors
- 4. Low-income
- 5. Seniors
- 6. Youth
- 7. Special Needs/Other (disabled, veterans, farmworkers, Amish, etc)

- Benefits 5-7 user groups
- Benefits 2-4 user groups
- Benefits 0-1 user groups

Modes Served

- 1. Auto/Truck
- 2. Pedestrian
- 3. Bicyclist
- 4. Transit
- 5. Rail
- 6. Air
- 7. Water

Each mode that is served/benefitted would be indicated



Cost of Implementation

Considers order of magnitude and life cycle costs, potential to leverage other resources, consideration of immediacy of benefit

- Low/medium order of magnitude & life cycle cost; High potential to leverage other funding sources; Significant benefit early in project life cycle
- High order of magnitude and life cycle costs but high potential to leverage other funding sources; Low/medium order of magnitude and life cycle costs but low potential to leverage other funding sources; Benefits are distributed evenly across the life of project
- High order of magnitude and life cycle cost; Low potential to leverage other funding sources; Benefit is delayed or ramps up over life of project

Timeframe/Ease of Implementation

Considers timeframe, availability of technology, support/partners for implementation

- Short (0-5 years) timeframe, established technology & support/partnership network
- Mid-term/Continuous (6-15 years) timeframe, potential for support/partnerships but nothing established
- Long-term (16+ years) timeframe, no technology currently available, no established support/partnerships

Safety

- Improves safety for any users/modes
- Neutral or no impact to safety
- Decreases safety for any users/modes

Connectivity Within Livingston County

Destinations
 1. Workplaces/educational facilities
 2. Medical facilities
 3. Recreational/historic/social/ special events
 4. Commercial establishments
 5. Food sources

- Establishes a new direct connection to 1 or more communities/destinations within the County for any users/modes
- Improves an existing connection to 1 or more communities/destination within the County for any users/modes
- Does not substantially enhance connections within the County

Alternatives Evaluation Criteria Cont.



Connectivity Outside Livingston County

- Establishes a new direct connection to 1 or more communities outside the County for any users/modes
- Improves an existing connection to 1 or more communities outside the County for any users/modes
- Does not substantially enhance connections outside the County

Consistency With Planning Efforts

- Consistent with 2 or more documented local or regional planning efforts
- Consistent with 1 documented local or regional planning effort
- Conflicts with a goal/project in a document local or regional planning effort

Environmental, Historical, & Cultural Impacts

Considers sustainability practices or potential for them, preserving & promoting historic/cultural characteristics, direct impacts to

- Positive impact to environmental, historical, & cultural assets within the County
- Neutral or no impact to environmental, historical, & cultural assets within the County
- Negative impact to environmental, historical, & cultural assets within the County

Impacts to business/industrial/economic development

Considers tourism, job retention, creation, and expansion, impacts to operations, new business development, etc.

- Positive impact to business/industrial/economic development
- Neutral or no impact to business/industrial/economic development
- Negative impact to business/industrial/economic development

Quality of life/public health

- Positive impact to quality of life/public health
- Neutral or no impact to quality of life/public health
- Negative impact to quality of life/public health

The third and final public meeting summary is included in the combined summary for the draft final report advisory committee meetings all held on November 19, 2013. Refer to the Advisory Committee for public meeting presentation, handouts, materials, and comments.

Public Survey Summary



On behalf of Livingston County, we are asking for your help in completing the Transportation Connectivity Plan – a county-wide effort to create a more complete transportation system. As an integral part of the county and/or user of the transportation systems, your input will help to identify the transportation system’s strengths, weaknesses, and areas in need of improvements; understand how the system is currently being used; identify future needs and trends; and develop a comprehensive plan for creating a transportation system that serves all its users. Answers to this survey are completely confidential. Thank you for participating.

1. In which town or village do you live? Please check one.

- | | | | | | |
|------------------------------------|------------------------------------|-------------------------------------|--|--------------------------------------|---|
| <input type="checkbox"/> Avon | <input type="checkbox"/> Geneseo | <input type="checkbox"/> Lima | <input type="checkbox"/> North Dansville | <input type="checkbox"/> Portage | <input type="checkbox"/> West Sparta |
| <input type="checkbox"/> Caledonia | <input type="checkbox"/> Groveland | <input type="checkbox"/> Livonia | <input type="checkbox"/> Nunda | <input type="checkbox"/> Sparta | <input type="checkbox"/> York |
| <input type="checkbox"/> Conesus | <input type="checkbox"/> Leicester | <input type="checkbox"/> Mt. Morris | <input type="checkbox"/> Ossian | <input type="checkbox"/> Springwater | <input type="checkbox"/> Outside of Livingston County |

If outside Livingston County, please indicate where: _____

2. In which town(s) or village(s) do you work, shop, or visit most often? Check all that apply.

- | | | | | | |
|------------------------------------|------------------------------------|-------------------------------------|--|--------------------------------------|---|
| <input type="checkbox"/> Avon | <input type="checkbox"/> Geneseo | <input type="checkbox"/> Lima | <input type="checkbox"/> North Dansville | <input type="checkbox"/> Portage | <input type="checkbox"/> West Sparta |
| <input type="checkbox"/> Caledonia | <input type="checkbox"/> Groveland | <input type="checkbox"/> Livonia | <input type="checkbox"/> Nunda | <input type="checkbox"/> Sparta | <input type="checkbox"/> York |
| <input type="checkbox"/> Conesus | <input type="checkbox"/> Leicester | <input type="checkbox"/> Mt. Morris | <input type="checkbox"/> Ossian | <input type="checkbox"/> Springwater | <input type="checkbox"/> Outside of Livingston County |

If outside Livingston County, please indicate where: _____

3. What is your primary mode of transportation? Please check one.

- | | | |
|--|---|--|
| <input type="checkbox"/> Personal auto | <input type="checkbox"/> Public transit | <input type="checkbox"/> Walk |
| <input type="checkbox"/> Bike | <input type="checkbox"/> Taxi | <input type="checkbox"/> Medical/private transport |
| <input type="checkbox"/> Other (please specify): _____ | | |

4. Why is that your primary mode of transportation? Please choose up to three items and rank them, 1 through 3 (1 being your top priority).

	1	2	3
Convenience	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cost/value	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking availability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environmental impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Don't normally have access to vehicle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unable to drive	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ridesharing/carpooling is faster than other modes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unfamiliar with other options	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify): _____			

5. Have you (or anyone in your household) used any of these LATS transportation services in the past year? Check all that apply.

- | | |
|--|--|
| <input type="checkbox"/> Dial-a-Ride Dansville including paratransit service | <input type="checkbox"/> Dial-a-Ride Mt. Morris including paratransit service |
| <input type="checkbox"/> Dial-a-Ride Avon including paratransit service | <input type="checkbox"/> Fixed Routes (Route 1-9) |
| <input type="checkbox"/> Medical Shuttle to Rochester | <input type="checkbox"/> Geneseo Routes (Daily, Friday/Saturday to Rochester, Sunday to Rochester) |

Other (please specify): _____

6. Have you (or anyone in your household) used any of these services in the past year? Check all that apply.

- | | |
|--|--|
| <input type="checkbox"/> Medical Transport Service other than LATS | <input type="checkbox"/> ARC of Livingston & Wyoming transportation services |
| <input type="checkbox"/> Veterans Transportation Services | <input type="checkbox"/> Department of Social Services transportation services |
| <input type="checkbox"/> Taxicabs | <input type="checkbox"/> Private bus company |
| <input type="checkbox"/> Catholic Charities | <input type="checkbox"/> Red Cross |

Other (please specify): _____

7. For what purpose do you use the transportation service providers identified above? Check all that apply

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> To/from work | <input type="checkbox"/> To/from education/job training | <input type="checkbox"/> To/from social service agencies | <input type="checkbox"/> To/from errands |
| <input type="checkbox"/> To/from social activities | <input type="checkbox"/> To/from medical appointments | <input type="checkbox"/> To/from other activities | <input type="checkbox"/> I rarely, if ever, use the transportation services listed above |

If you chose to/from other activities, please specify: _____

8. How often do you use the Livingston Area Transportation Service (LATS)?

- | | | | |
|--------------------------------------|--|---|--------------------------------|
| <input type="checkbox"/> Daily | <input type="checkbox"/> Once every 2 to 3 weeks | <input type="checkbox"/> Rarely but a few times a year | <input type="checkbox"/> Never |
| <input type="checkbox"/> Once a week | <input type="checkbox"/> Once a month | <input type="checkbox"/> Have used it in the past but it's been over a year | |

9. What would allow or encourage you to use LATS more frequently? Please choose up to five items and rank them 1 through 5 (1 being top priority).

	1	2	3	4	5
More/better information about service availability – when it runs, where it goes, etc	<input type="checkbox"/>				
Real-time information about when the bus will arrive (before you get on)	<input type="checkbox"/>				
A stop closer to my home	<input type="checkbox"/>				
Stop(s) closer to my destination	<input type="checkbox"/>				
Service locations outside the county	<input type="checkbox"/>				
Easier access to/from the bus stops (sidewalks, wider paved shoulders, etc)	<input type="checkbox"/>				
More frequent service	<input type="checkbox"/>				
Service earlier in the morning	<input type="checkbox"/>				
Service later in the evening	<input type="checkbox"/>				
Service on the weekends	<input type="checkbox"/>				
More reliable service (on-time, always shows, etc)	<input type="checkbox"/>				
Knowing that if I take transit to/from work, there's a service to get me home in case I have to work late or need to leave early	<input type="checkbox"/>				
Locations where I could safely park my car and get on the bus/shuttle	<input type="checkbox"/>				
Ability to purchase transit passes at my place of work or destination	<input type="checkbox"/>				
More attractive or user-friendly buses	<input type="checkbox"/>				

9. (continued)

	1	2	3	4	5
If I could better afford the cost of service	<input type="checkbox"/>				
I would not use transit	<input type="checkbox"/>				
Other (please specify): _____					

10. Many people share rides in an auto – out of choice or because they have few other options for getting around. We want to ask you a few questions about carpooling. Do you regularly carpool with other individuals? Please check all that apply.

- | | |
|--|---|
| <input type="checkbox"/> To/from work, with members of my household
<input type="checkbox"/> To/from social activities (church, movies, etc) with members of my household
<input type="checkbox"/> To/from education/job training with members of my household
<input type="checkbox"/> To/from errands, with persons who do not live with me
<input type="checkbox"/> To/from medical appointments with persons who do not live with me
<input type="checkbox"/> I rarely, if ever, share a ride | <input type="checkbox"/> To/from errands, with members of my household
<input type="checkbox"/> To/from medical appointments with members of my household
<input type="checkbox"/> To/from work, with persons who do not live with me
<input type="checkbox"/> To/from social activities (church, movies, etc), with persons who do not live with me
<input type="checkbox"/> To/from education/job training with persons who do not live with me |
|--|---|

11. A vanpool is when a number of people drive a van to/from a destination on a regular basis. This is typically to work, but could be for other activities. They normally share a start and end point, but might have a couple pickup and dropoff points. The van is typically provided and maintained by the transit agency or state/county. The driver(s) typically pay little or nothing to participate in the vanpool; others split the cost. Under what conditions would you consider regular (typically daily) participation in a vanpool? Please check all that apply.

- | | |
|--|--|
| <input type="checkbox"/> If the starting point was within 5 minutes of my home
<input type="checkbox"/> If the ending point was within 5 minutes of my destination
<input type="checkbox"/> If the total trip takes no more than 5 minutes more than if I were to drive it myself
<input type="checkbox"/> If the total cost were similar to driving myself
<input type="checkbox"/> For work/volunteering | <input type="checkbox"/> If the starting point was within 10 minutes of my home
<input type="checkbox"/> If the ending point was within 10 minutes of my destination
<input type="checkbox"/> If the total trip takes no more than 15 minutes more than if I were to drive it myself
<input type="checkbox"/> If the total cost were substantially less than driving myself |
|--|--|

12. Under what conditions would you consider regularly participating in carpooling/vanpooling? Check all that apply.

- | | |
|---|---|
| <input type="checkbox"/> Having a reserved parking space at my destination
<input type="checkbox"/> Guaranteed ride home if needed due to personal emergency or schedule change
<input type="checkbox"/> More/better information about what my savings could be if I rideshared | <input type="checkbox"/> Having access to a car-share vehicle
<input type="checkbox"/> More/better information about how to find people to rideshare with
<input type="checkbox"/> Nothing would make me consider ridesharing |
|---|---|

Other (please specify): _____

13. How likely would you be to consider walking or biking on a regular basis if the following incentives were available?

	Very Likely	Somewhat Likely	Not Likely
Established bike routes or dedicated lanes on roadways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved or increased sidewalks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Secure, convenient and weather protected bike storage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Multi-use paths not adjacent to roadways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved safety and/or aesthetic elements (lighting, benches, landscaping, etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

	First Choice	Second Choice	Third Choice	Fourth Choice	Fifth Choice	Would Not Consider
Carpool	<input type="checkbox"/>					
Vanpool	<input type="checkbox"/>					
Public transit/LATS	<input type="checkbox"/>					
Walk	<input type="checkbox"/>					
Bike	<input type="checkbox"/>					
Other (please specify):	_____					

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

16. Please indicate any safety or security concerns with using the public transit system (LATS).

17. Please indicate any safety or security concerns with using the private transport system/companies, other than LATS.

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

19. Do you anticipate any changes in your transportation needs in the near future?

- No Yes

If yes, please explain: _____

20. What is your overall perception of the transportation system (roads, sidewalks, trails, transit, airports, rail, etc) within Livingston County?

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



22. How many individuals live in your household?

- 1 2 3 4 5 6
 7 8 9 10+

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

- 1 2 3 4 5+

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

- 1 2 3 4+

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

- 1 2 3 4 5+

26. How many working automobiles (cars/vans/SUVs/pickup trucks) are regularly available to the members of your household?

- 1 2 3 4 5+

27. What is your annual household income? Note: This information is only used to make sure we've received a representative sample of the Livingston County population.

- Under \$25,000 \$25,000 - \$49,999 \$50,000 - \$74,999 \$75,000 - \$99,999
 \$100,000 - \$149,999 \$150,000 - \$199,999 \$200,000 or more Prefer not to answer

28. Which medium do you feel would best promote this project and encourage public participation?

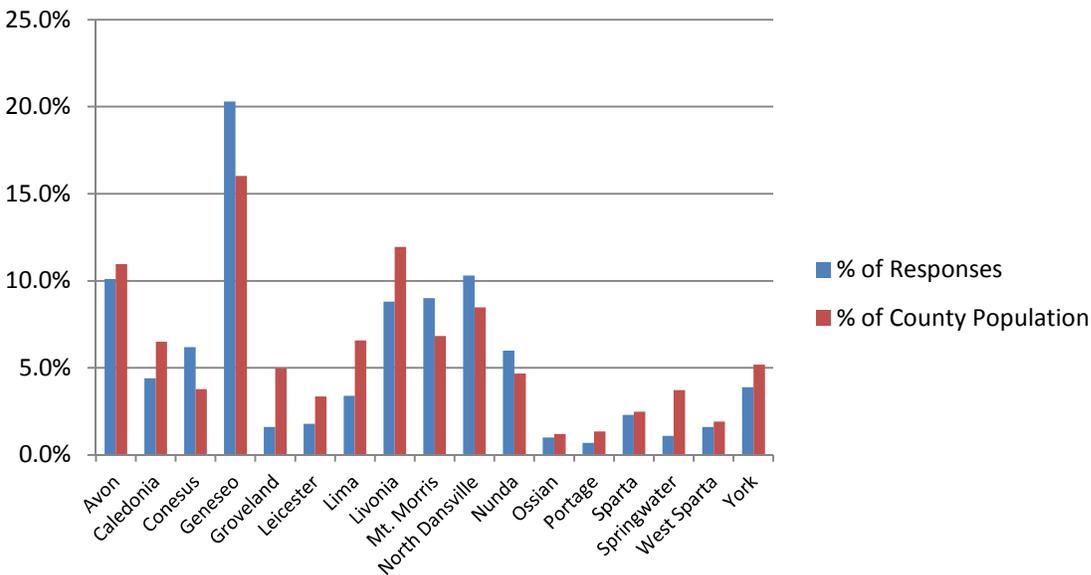
- Social media Television Radio Newspaper
 Flyers in public places (libraries, local businesses, community buildings, etc)
 Other (please specify): _____



1. In which town or village do you live? Please check one.

Of the 612 respondents to this question, 567 live inside the county. Geneseo, Avon, Livonia, and Dansville had the highest number of people filling out the survey. Each of the communities in Livingston County were represented in the survey results. Figure C-1 shows the distribution of respondents relative to population distribution within the county. For example, about 20% of survey responses came from Geneseo, a community that comprises 16% of the county population. Conversely, Groveland had only 1.6% of the responses while the Town’s population is 5% of the county total, a 3.4% difference in representation. While representation in the survey does not perfectly match the county’s population breakdown, the distribution of survey respondents generally followed the trend of population distribution.

Figure C-1: Where Respondents Live

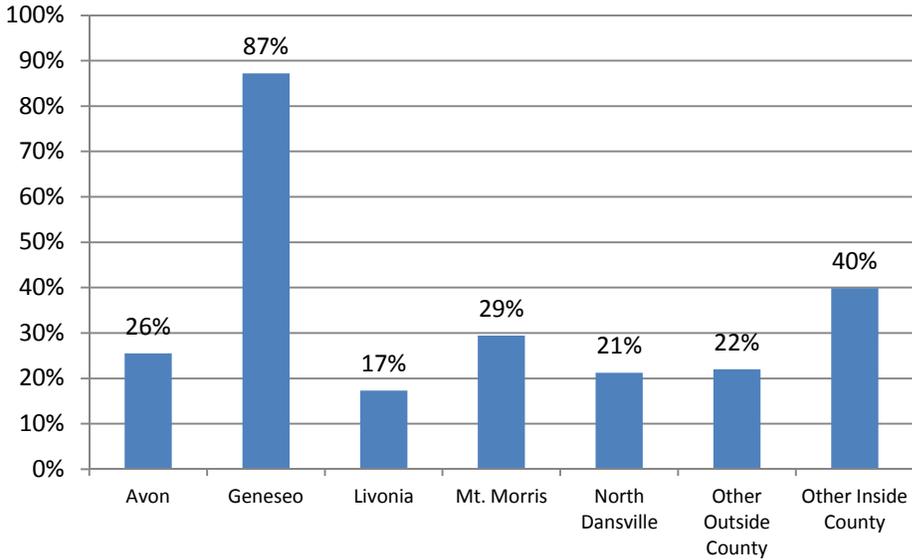


2. In which town(s) or village(s) do you work, shop, or visit most often? Check all that apply.

This question examined the various travel destinations in the county, considering commuting, shopping, and leisure. As expected, Geneseo was reported as a destination for the vast majority of residents. 87% of respondents frequently travel to Geneseo, likely due to the presence of SUNY Geneseo, regional shopping centers, county government offices, and other large employers. Avon, Livonia, Mt. Morris, and Dansville were also reported as frequent destinations, but at significantly fewer rates than Geneseo.



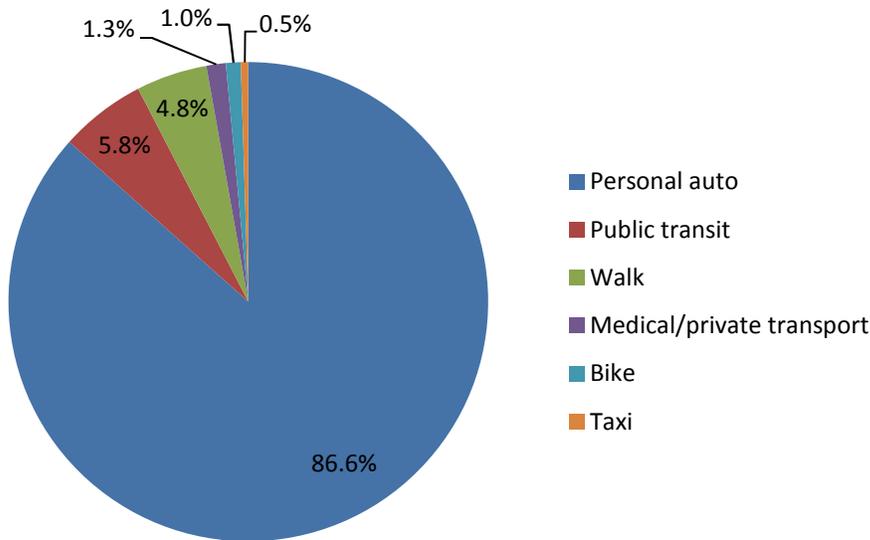
Figure C-2: Destinations Visited Most Often



3. What is your primary mode of transportation? Please check one.

The vast majority (87%) of Livingston County residents travel using personal automobile, consistent with regional, state, and national trends. The next most common modes are public transit and walking, accounting for 5.8% and 4.8% of respondents, respectively. Only 1% of respondents reported bicycling as their primary choice for transport.

Figure C-3: Mode Share

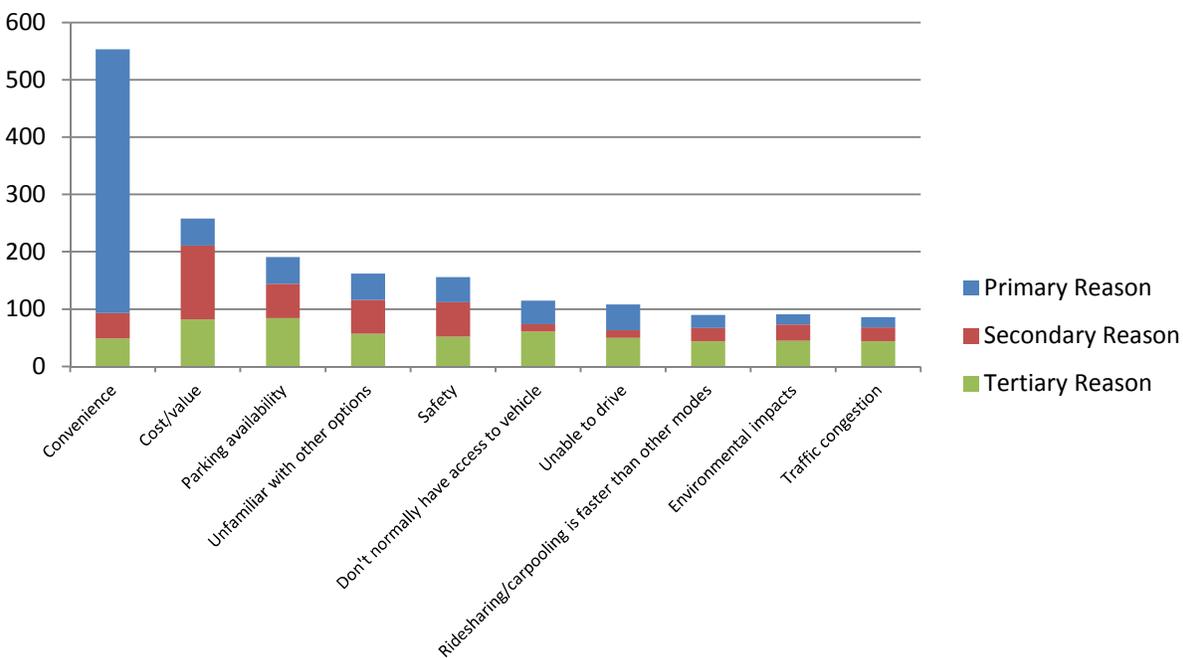




4. Why is that your primary mode of transportation? Please choose up to three items and rank them, 1 through 3 (1 being your top priority).

Respondents were asked to prioritize the reasons for choosing their primary mode of transportation identified in Question 3. The overwhelming majority (76%) noted “convenience” as the most important reason. “Cost/value” was the most common secondary reason given. It is notable that more than a quarter of respondents noted that they were unfamiliar with other options. This represents an opportunity to provide greater publicity and education for alternative modes of transportation. However, the fact that “traffic congestion” was the lowest scoring response can be an impediment to encouraging people to choose something other than personal automobiles for travel.

Figure C-4: Reasons for Mode Choice

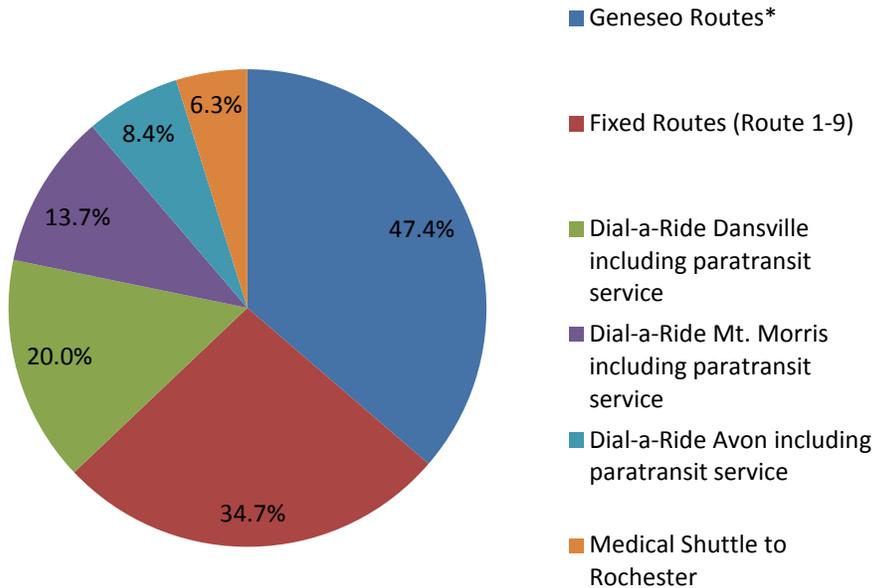


5. Have you (or anyone in your household) used any of these LATS transportation services in the past year? Check all that apply.

Of the 637 survey respondents, 542 people (85%) skipped this question. Among the 95 that did respond, nearly half reported that they have used the Geneseo Routes (daily and weekends to Rochester). The next most common category of LATS service are the Fixed Routes (35%) and Dial-a-Ride Dansville. The service used least by survey respondents was the Medical Shuttle to Rochester, cited by only 6 people.



Figure C-5: LATS Services Used

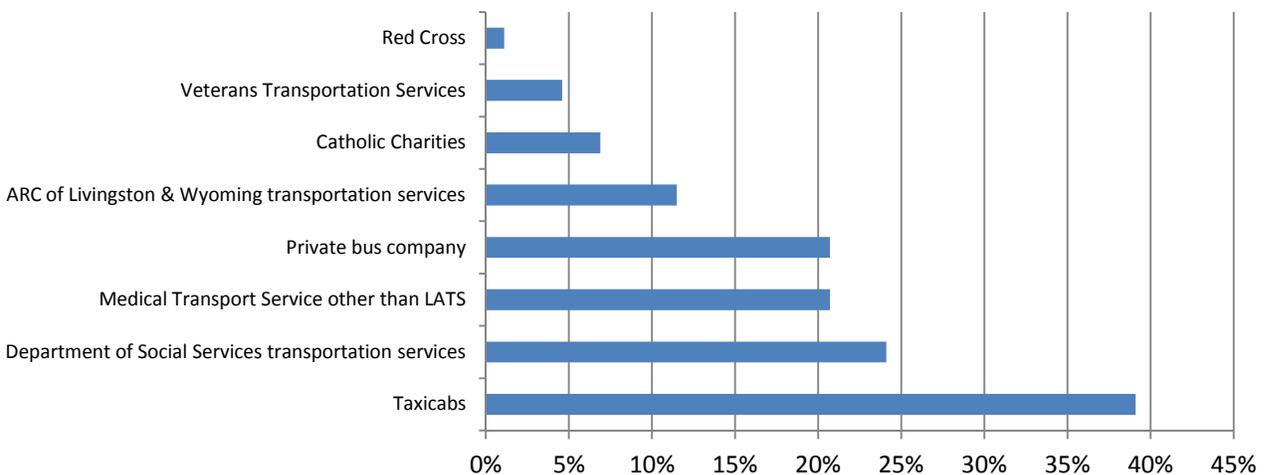


* Geneseo Routes include daily routes and weekends to Rochester.
 Note: Chart represents breakdown of 15% (95 people) that answered the question.

**6. Have you (or anyone in your household) used any of these services in the past year?
 Check all that apply.**

Only 14% of survey respondents answered this question. Of those 87 people, taxicabs were the most commonly used (39% of respondents). Nearly a quarter of people reported using DSS transportation services during the past year. More than 1 in 5 respondents listed using a private bus company, as was the case with use of Medical Transport Service other than LATS.

Figure C-6: Other Services Used



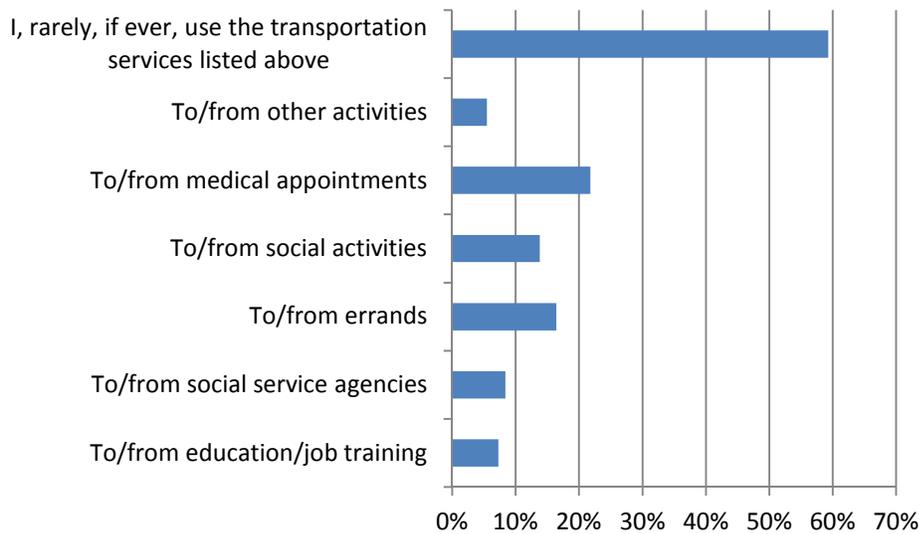
Note: Chart represents breakdown of 14% (87 people) that answered the question.



**7. For what purpose do you use the transportation service providers identified above?
 Check all that apply.**

As with the previous two questions, a large number of respondents skipped this question, presumably because many of them do not use LATS or other transportation services. Of the 43% that did answer the question, 59% indicated they rarely, if ever, use such services. The most common purpose for using one of the services was for medical reasons (22%) followed by running errands (16%).

Figure C-7: Purpose for Using Service



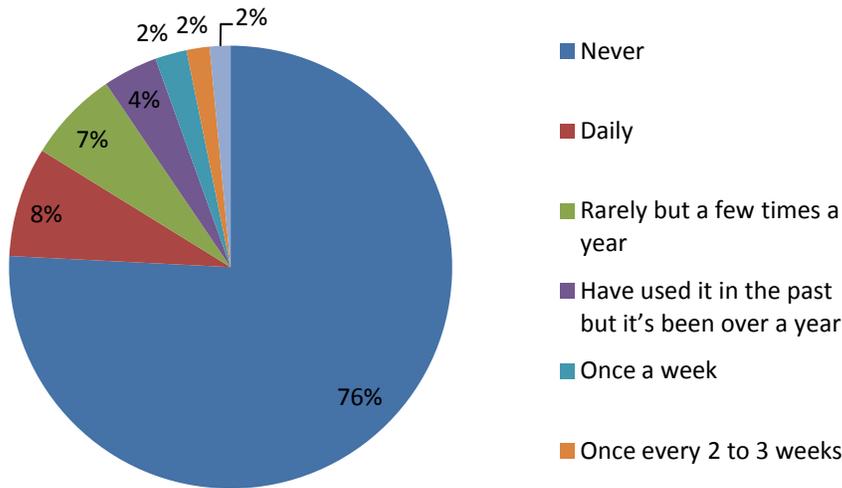
Note: Chart represents breakdown of 43% (275 people) that answered the question.



8. How often do you use the Livingston Area Transportation Service (LATS)?

This question examined the frequency of use for LATS riders. Consistent with previous responses, the large majority indicated they never use the service. Among users, 8% indicated that they use it daily. Other responses, which totaled 17%, represent a population that uses LATS for something other than daily commuting. While some in that group may use LATS for commuting occasionally, the results of the previous question indicate that occasional use of LATS or other services is for non-commuting purposes.

Figure C-8: Frequency of LATS Use

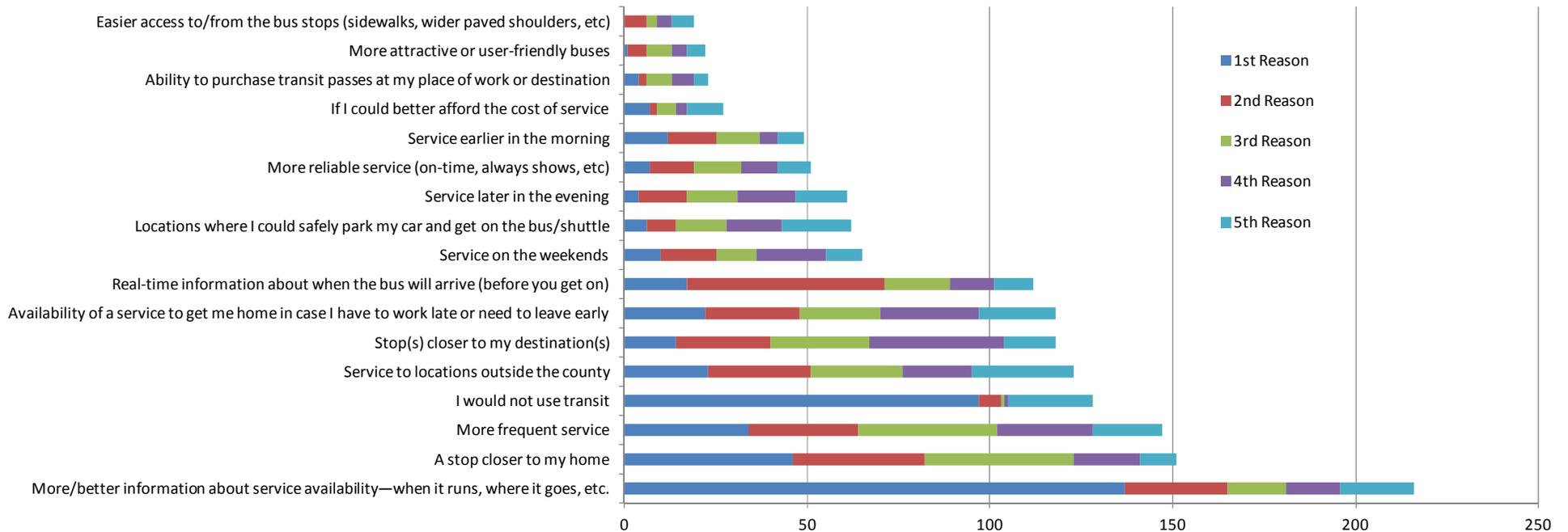




9. What would allow or encourage you to use LATS more frequently? Please choose up to five items and rank them 1 through 5 (1 being top priority).

The following chart displays both the reasons for which people might use LATS more frequently and the prioritization of those reasons. The most significant issue related to attracting new riders is information about service availability. Not only was it the most commonly cited issue, but 30% of respondents noted it was the reason most likely to encourage them to use transit. The desire for a stop closer to home ranked as the next most important issue for attracting new riders. Other key issues influencing transit use in the county include more frequent service, better service outside of the county, and flexible service for those with variable/unpredictable departure times.

Figure C-9: How to Encourage LATS Use



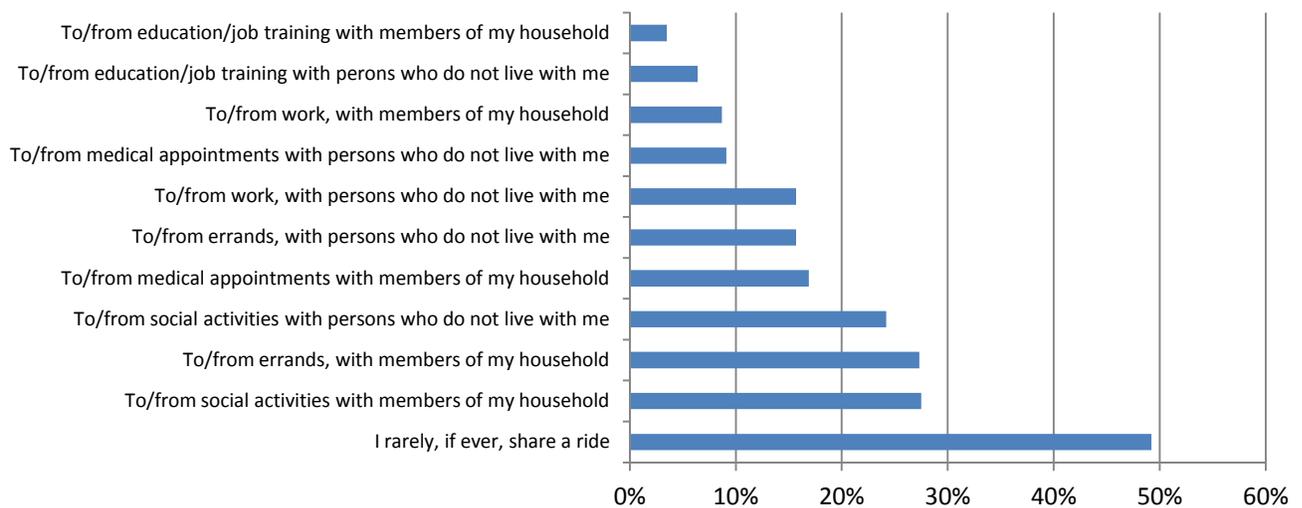
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Livingston County Transportation Connectivity Plan
Public Survey Summary

10. Many people share rides in an auto – out of choice or because they have few other options for getting around. We want to ask you a few questions about carpooling. Do you regularly carpool with other individuals? Please check all that apply.

Of the 484 respondents to this question, 49% indicated that they rarely, if ever, share a ride. The most common reasons for carpooling included attending social activities and errands. Carpooling to work with persons from a different home was cited by 16% of respondents, while carpooling with family/housemates accounted for nearly 10% of respondents. Only 10% of responses were related to education/job training, which is expected since those activities tend to be individualized in their timing and frequency.

Figure C-10: How Many Use Carpool



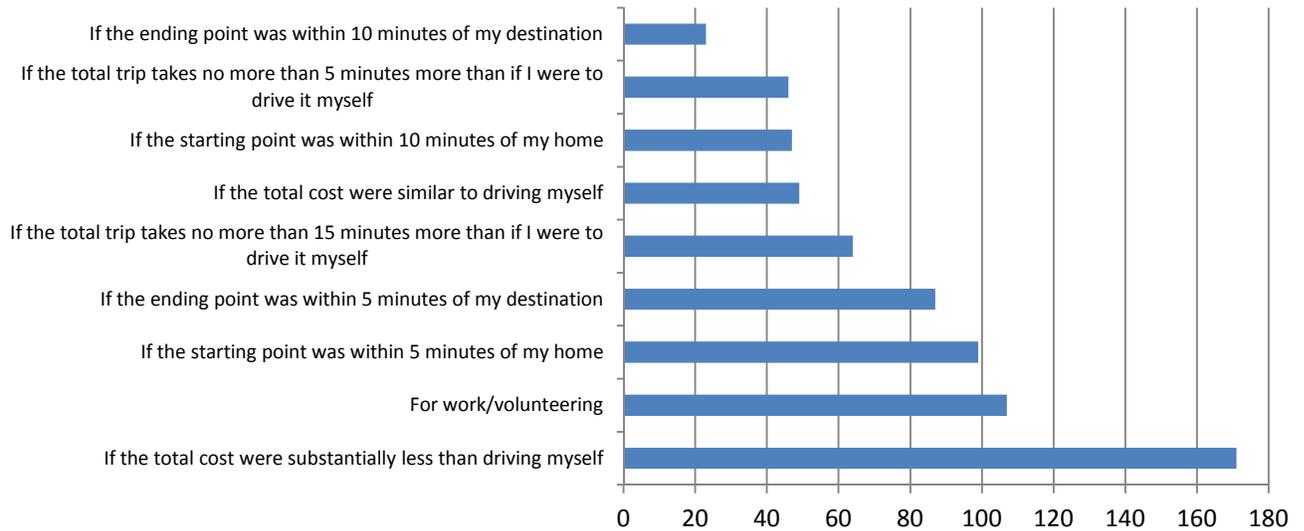
Note: Chart represents breakdown of 76% (484 people) that answered the question.

11. A vanpool is when a number of people drive a van to/from a destination on a regular basis. This is typically to work, but could be for other activities. They normally share a start and end point, but might have a couple pickup and drop-off points. The van is typically provided and maintained by the transit agency or state/county. The driver(s) typically pay little or nothing to participate in the vanpool; others split the cost. Under what conditions would you consider regular (typically daily) participation in a vanpool? Please check all that apply.

Cost savings was cited as the most common condition for consideration of vanpooling. More than 170 respondents (27%) said that there would need to be substantial cost savings involved with vanpooling to consider it as a viable alternative. A large portion of respondents indicated that the distance to the starting point / ending point would affect their choice. This opportunity can be difficult to capitalize on due to the low-density rural nature of Livingston County. Carpooling and vanpooling tend to have greater potential when there are large, dense concentrations of both trip origins (residences) or trip destinations (jobs, services, etc.).

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Figure C-11: What Would Encourage Vanpool

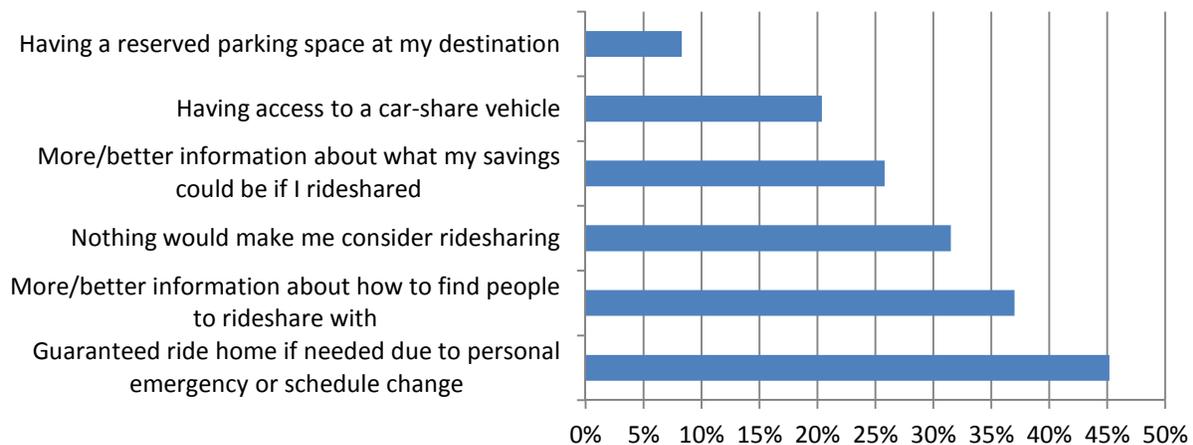


Note: 250 of survey respondents did not answer this question.

12. Under what conditions would you consider regularly participating in carpooling/vanpooling? Check all that apply.

This question explored other scenarios that might further encourage participation in carpooling/vanpooling. 175 of the 387 responses (45%) noted that a guaranteed ride home (due to emergency or schedule change) would cause them to consider this alternative mode of transportation. While 37% of respondents indicated that their likelihood of carpooling/vanpooling would improve with their ability to link up with other riders, nearly one third of people said they would never consider ridesharing.

Figure C-12: What Would Further Encourage Car/Vanpool



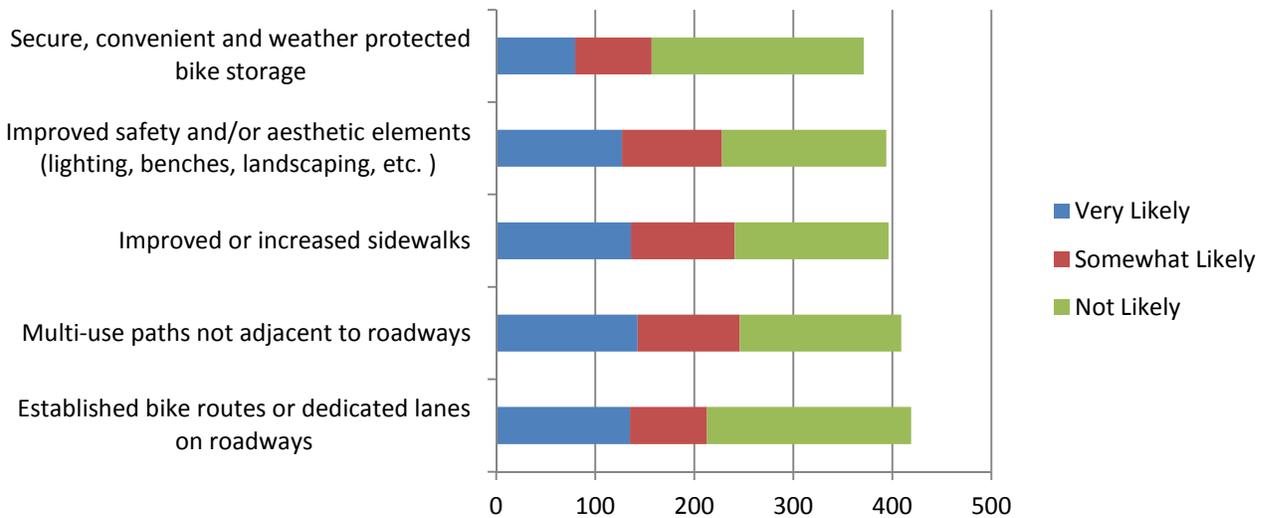
Note: Chart represents breakdown of 61% (387 people) that answered the question.

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13. How likely would you be to consider walking or biking on a regular basis if the following incentives were available?

This question shed light onto the incentives that might encourage active transportation as a regular activity. Approximately 30% said they would be very likely to consider walking/biking if the any of the bottom four incentives in the chart below were available. Improved bike storage scored the lowest in terms of encouraging new walkers/bikers. More than 50% of respondents indicated that they would be likely to walk/bike if multi-use path networks were expanded. Similarly, 46% felt that improved or increased sidewalks would encourage more active transportation. This represents an untapped potential that could be captured by an expanded network of non-automobile infrastructure.

Figure C-13: Incentives for Walking/Biking



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

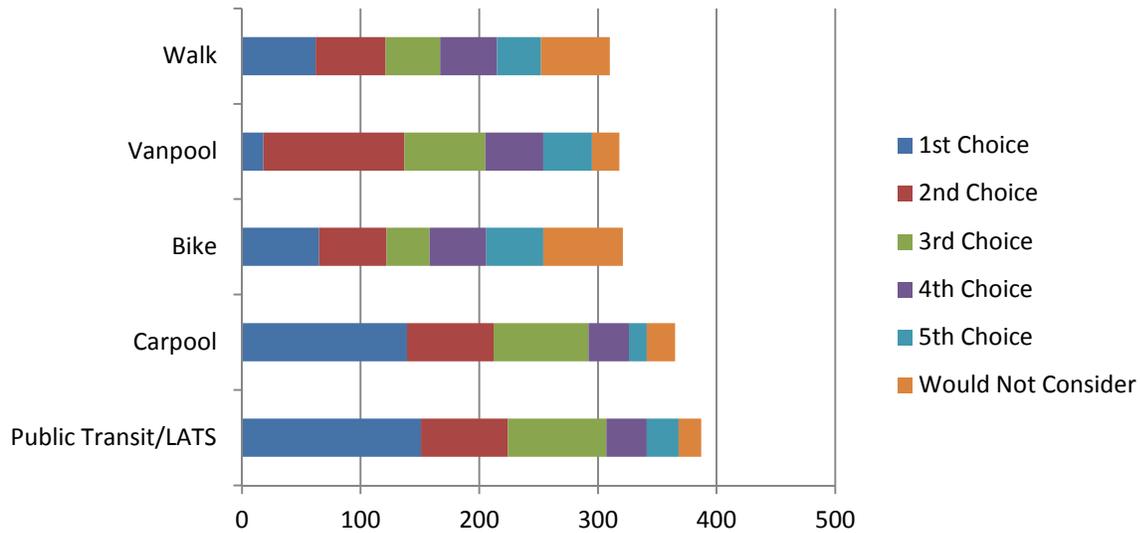
While non-automobile choices are unlikely for many residents, it is important to understand the alternative modes of transportation that represent the greatest opportunity in the community. According to how these modes were ranked, LATS would be the first choice of one third of respondents, followed closely by carpooling at 29%. Vanpooling appears to be the least popular option, capturing only 4% of first choice votes and having the second lowest overall ranking.

Note that walking and biking had similar numbers of respondents ranking them as a first choice for an alternate to driving (approximately 13%). However, they were also flagged as non-options by the highest percentage of respondents (approximately 13%). While walking and biking are the most healthy, inexpensive, and environmentally-friendly options, their physical nature presents an additional challenge on top of the logistical obstacles shared by other non-traditional modes.

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Walking scored low as an alternative to driving. However, in the previous question, sidewalk improvements ranked high in terms of investments that would encourage more walking/biking. This apparent discrepancy between the responses to Questions 13 and 14 may be explained by the notion that walking and biking have both recreational and non-recreational value, whereas driving is used mainly for non-recreational purposes (commuting, errands, etc.). Together, these responses suggest that improvements to pedestrian and bicycle infrastructure might capture a small portion of non-recreational trips, but they would also encourage healthier lifestyles in general.

Figure C-14: Options Considered Other Than Driving Alone



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

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

Infrastructure

- Need more/better signage – especially to share the road, warn of truck traffic, alignments as well as speed limit signs
- Need better lighting in rural areas – especially at intersections
- Increased truck traffic is a concern – especially along RT 63
- Safety concerns associated with farm equipment and Amish buggies on the road with fast vehicles and trucks
- Concerns with poor roadway designs – curves, superelevations, drainage/ponding
- Need to improve rail crossings – safety & capacity
- Need to provide bike lanes or better/wider shoulders
- Need to increase sidewalks

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Services & Programs

- Maintenance concerns – pot holes, guide railing, pavement markings, snow removal/weather protection, view obstructions (vegetation)
- Need to educate regarding special vehicles on the roadways – farm equipment, Amish buggies
- Speed enforcement and general roadway law enforcement is needed – especially in more rural areas
- Educate both drivers and pedestrians/bicyclists on road safety and regulations

Other

- Concerned with increased driver distractions
- Concerned with animal collisions
- Drivers should stop passing on the right – unsafe for peds/bikes in shoulder

Specific Locations Noted

- Need improved maintenance along RT 408 between Mt. Morris & Nunda
- Need a center left turn lane along RT 20A in Geneseo
- Need reduced speed limit posted on Megan Rd – Geneseo
- Need to reduce congestion along RT 20A in Geneseo
- Improve conditions on Federal Rd – Livonia, Rochester St – Avon/Rush
- Need to improve access to DEC offices on RTS 5/20 in Avon
- Improve dirt roads in Conesus
- Need to provide pedestrian/bicycle accommodations
 - RT 436 – Nunda/Dansville
 - Roadways near/around Conesus Lake
- Safety improvements
 - RT 408 & Main St – Mt. Morris
 - RT 408 & Ridge St – Mt. Morris
 - South & Center – Geneseo
 - South/Temple Hill/Crossett/Groveland – Geneseo
 - Hampton Corners (RT 408/I-390/RT 63) – Groveland
 - Main St at Bank, at North, at Park – congestion & sight distance issues due to parked vehicles – Geneseo
 - Main St & monument – visibility concerns - Geneseo
 - W Lake/W Swamp Rd & Sliker Hill Rd – Conesus
 - RT 15 & Sliker Hill Rd & Stagecoach Rd – Conesus
 - North/Lima/Highland/Rorbach – Geneseo
 - RT 63 & RT 20A – Geneseo
 - RT 63 & Retsof Rd – York
 - RT 63 & Jones Bridge Rd - Geneseo
 - I-390 interchange with RTS 5/20 in Avon near Athena Dr – Avon
 - I-390 interchange with RT 36 (Sonyea) - Groveland
 - Stanley & Grove – Mt. Morris
 - RT 5 & RT 36 Circle – Caledonia
 - Sight distance issues at Stone Hill & Branson Hill Rds - Livonia

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16. Please indicate any safety or security concerns with using the public transit system (LATS).

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

Infrastructure

- Need proper/improved signage at bus stops
- Need more shelters, benches and lighting at bus stops
- Need better access to bus stops – sidewalks, snow removal, etc
- Need better security at stops and on buses – cameras, additional staff on buses
- First step on buses is high and difficult to climb
- Need seat belts on buses
- Concerned with the spread of germs on buses – provide hand sanitizers on the buses

Services & Programs

- Need to increase/change service times to coordinate with work schedules
- Need to improve reliability
- Shuttles to Rochester are often full and therefore uncomfortable
- Concern with driver abilities/safety – especially in winter
- Need help getting on bus
- Perception that focus is on serving students and ARC clients – special needs population
- Need to cross serve with Wyoming County
- Need to market/promote LATS services – a number of people noted they didn't know enough about the service to comment

Specific Locations

- Need to continue service from Geneseo to Nunda
- Provide service between Geneseo to Groveland, Lakeville, Avon
- Provide service between Nunda and Dansville
- Add route along Pole Bridge Rd in Avon

17. Please indicate any safety or security concerns with using the private transport system/companies, other than LATS.

82 responses were provided and are summarized below. Individual responses are provided following the survey summary. A common response was that the respondent was unaware of any other services and could not comment. The comments were similar to those regarding LATS – concerns with driver safety, germs and riding with other people. There was one comment praising the work of Denise Bentley the Department of Social Services transportation coordinator.

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

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

Infrastructure

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

Services & Programs

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

Other

- Concerns over increased truck traffic
- Each group (drivers and ped/bike) blame each other for lack of concern for each other

Specific Locations

- Need multi-use path or wider shoulders around Conesus Lake
- Need improved crosswalk markings & signage along Genesee Valley Greenway – use markings at RT 36 in Mt. Morris as an example
- Narrow shoulders on RT 36 south of Caledonia
- Repair washed out sections of Genesee Valley Greenway
- Provide bike racks in Avon
- Provide bike racks at County Department of Social Services
- Additional sidewalk
 - RT 20A from Village to Walmart/Wegmans especially east of Ryan Dr – Geneseo
 - Along Pole Bridge Rd, E River Rd, Barber Rd, RTS 5/20, RT 15, Lake Rd, Sutton Rd, Branson Hill Rd – Avon
 - Formalize worn path between Megan Dr & Walmart – Geneseo
 - Close gaps in sidewalk network in Lima
 - From Village to Dollar General – Nunda

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- Along Lima Rd & Volunteer – Geneseo
- From Woodsville to Cumminsville to RT 36 plaza and within the plaza – Dansville
- Along Creek Rd (CR 15) between trailer park and Village – Nunda
- Along Portage Rd (RT 436) and Fuller Rd – near athletic fields - Nunda
- Along Big Tree Rd & Old Hickory Golf Course – Livonia
- Along RT 15A from Lima to Honeoye Falls (shared school district)

19. Do you anticipate any changes in your transportation needs in the near future?

93 respondents answered yes and their reasons are summarized below. Individual responses are provided following the survey summary. The responses overwhelmingly focused on potential changes due to aging and the loss of the physical ability to drive a vehicle. Other potential reasons for a change in transportation needs noted were the increase in gas prices, losing the LATS route between Nunda and Geneseo, and a change in employment status.

20. What is your overall perception of the transportation system (roads, sidewalks, trails, transit, airports, rail, etc) within Livingston County?

277 responses were provided and are summarized below. Individual responses are provided following the survey summary. Most comments were noted or documented in other written comments except for the following:

- Consider & promote light rail/passenger rail
 - Direct lines to Rochester
- Overall perceptions were noted as “average”, “OK”, “good”, “good for rural area”, and “good for autos but nothing else”
- Carpool/vanpool could work and should be promoted
- Need to educate on and promote existing services

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

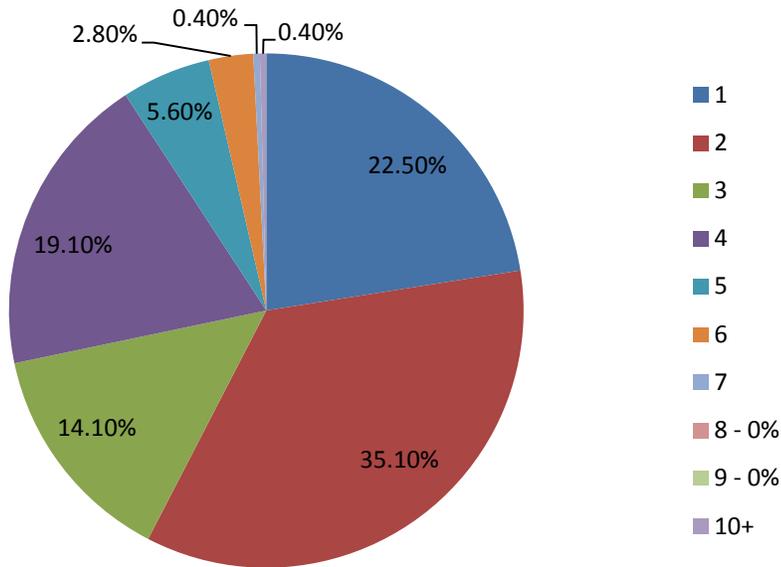
151 responses were provided but they were all comments that were noted or documented in other written comments.

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22. How many individuals live in your household?

Of the 502 respondents that answered this question, 35% live in a two-person household. Almost 91% of the respondents live in a household with less than 4 people.

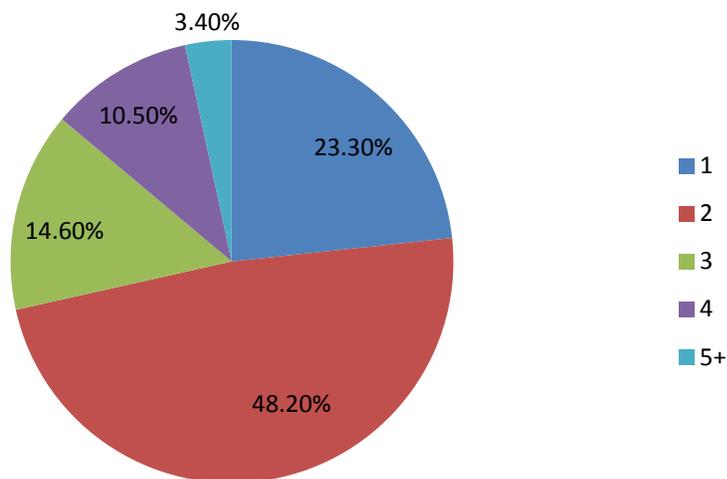
Figure C-22: Number of People per Household



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

467 respondents answered this question.

Figure C-23: Number of People 16+ per Household

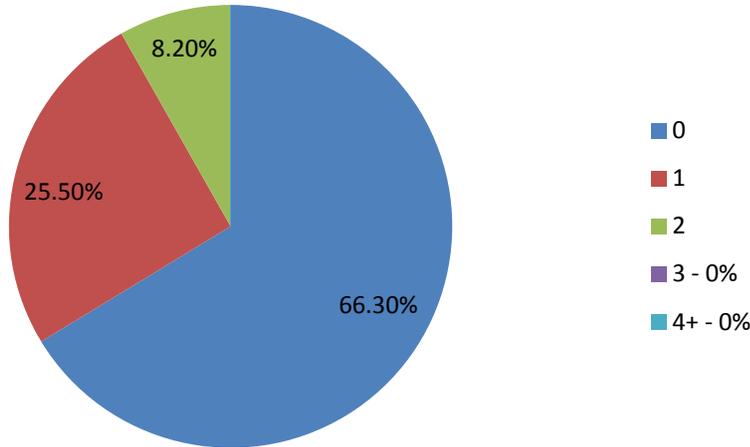


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24. How many individuals age 65 and over (including yourself) live in your household?

Of the 451 respondents that answered this question, 66% do not have anyone over 65 in their household, 25% have 1 and 8% have 2. Approximately 1/3 of households have someone over the age of 65 living there.

Figure C-24: Number of People 65+ per Household



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

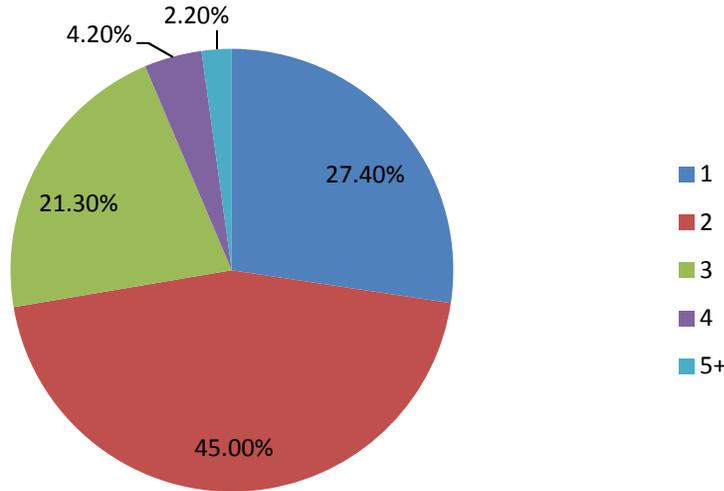
Only 75 people responded to this question, but 66 respondents include 1 person that needs assistance, 8 include 2 people and there was 1 response that noted more than 5 people in the same household. Providing an option to answer 0 may have resulted in a more accurate representation of actual conditions.

26. How many working automobiles (cars/vans/SUVs/pickup trucks) are regularly available to the members of your household?

Of the 456 respondents that answered this question, almost 28% have 3 or more vehicles per household. Providing an option to answer 0 may have resulted in a more accurate representation of actual conditions.

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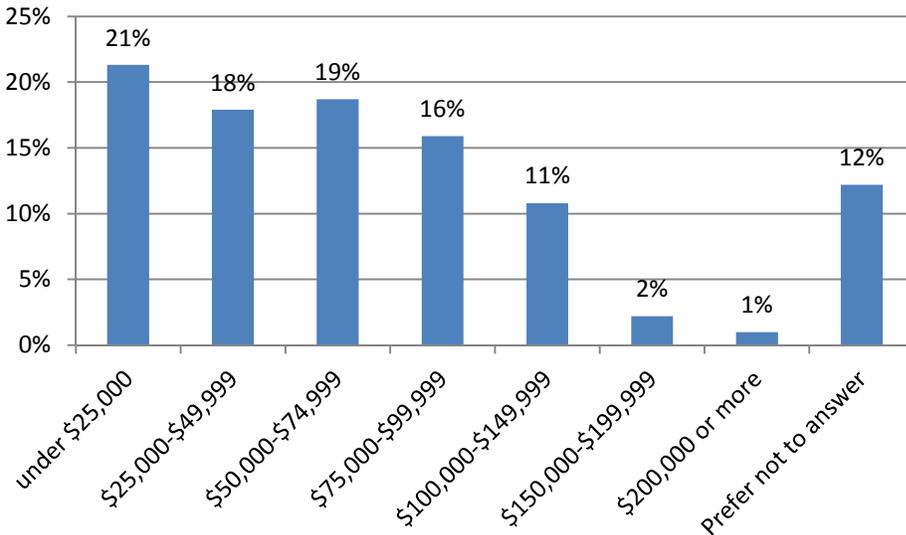
Figure C-26: Number of Automobiles per Household



26. What is your annual household income? Note: This information is only used to make sure we’ve received a representative sample of the Livingston County population.

There was a relatively equal distribution of responses from those in households with an annual income of up to \$149,000 out of the 492 respondents. The highest number of responses came from households with an income less than \$25,000 – 21%.

Figure C-26: Annual Household Income

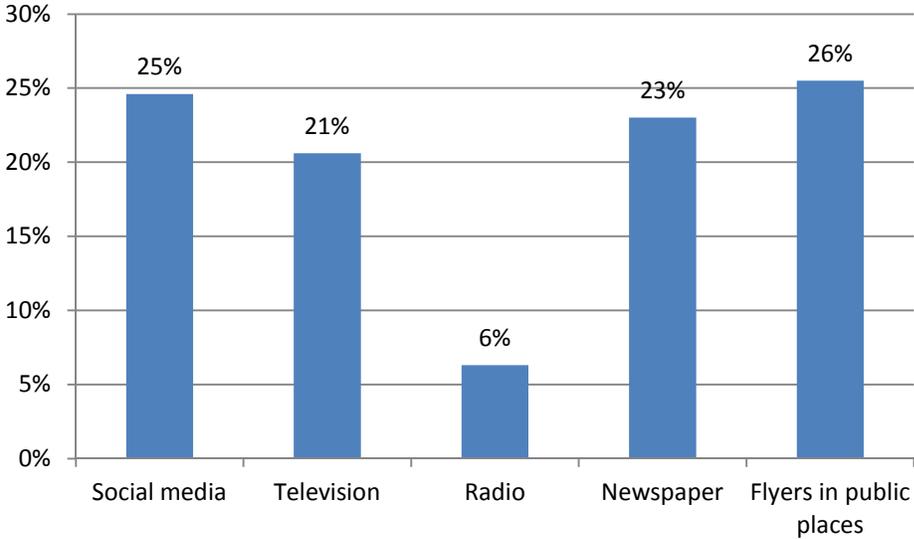


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27. Which medium do you feel would best promote this project and encourage public participation?

As this project or any other transportation initiatives are progressed, the responses to Question 27 indicate the best way to reach out to the public. While social media (Facebook, websites, Twitter, etc.) was the second best outreach medium, posting flyers and notices in public places most frequently visited is still the best way to provide the public information.

Figure C-27: How to Best Promote Public Participation



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

Open-Ended Response (“none” “n/a” & other non-answers were eliminated)

- Pot holes. Broken railings. Deer. Dead animals in the road could cause an accident.
- Don't drive in Livingston County unless visiting my Dad.
- Better roadway markings.
- Ridge Road/Route 408 very dangerous cars come over the hill very fast.
- Not enough bike lanes or wide enough shoulders for bikes. Public needs to be educated about using the roads safely with amish buggies.
- Pot holes. Narrow roads.
- Keeping roads and sidewalks maintained more often.
- Snow and ice.
- Bad weather.
- I have disabilities and no license.
- Fix pot holes. Better patrol on speeders outside of town.
- Pot hole.
- People who don't pay attention.
- Lack of sidewalks.
- Traffic.
- General winter road conditions.
- Insurance.
- Bad roadways.
- Deer.
- Not enough stop signs/lights on dangerous turns or intersections.
- Roads are clear and safe in Winter.
- Most roads are safely marked.
- Knowledge of roadway and being smart about your investment.
- Weather -- Too hard to walk or bike.
- We need either roundabouts or lights at South&Center and in the 5-way near Temple Hill! A turn lane in the middle of Lakeville Rd. in Geneseo's commercial area is vital !
- Need more lights at intersections on town roads for nighttime visibility.
- Would like to see developed snow emergency routes for the county, and evacuation routes
- Need to keep main (state) roads clear of snow and ice in winter (snow fencing in areas where there is continual heavy drifting.
- Feel pretty safe and secure as long as there is a gas and my cell phone.
- I would like to see better lighted roads, I would love to see a walk/bike path going around Conesus, Lake
- Many intersections have obstructed views, and/or not a tee.
- BLACK ICE. I wouldn't drive up here in the winter if you paid me
- The intersection in Geneseo of South Street (20-A), Temple Hill Road, Groveland Road, and Crossett Road is extremely hazardous and badly needs a light. Due to intense traffic due to commercial development and the Noyes medical annex, there should also be a light at the intersection of Center Street and South street/20-A.
- Safety concerns at the Hamptons Corner area. Very congested with traffic from exit 7, rt 63 and the salt mine.
- I hate the interaction of Main and Bank and Main and North streets. In neither case can the driver effectively see all the traffic. Exiting into Main street from Bank street, the view is blocked to the N by parked cars. It would be very much better if the parking spot on Main North of bank street was removed and a post placed in the middle of that space to prevent cars parked illegally. (Note: the visibility problem is made much worse because large vehicles tend to park there and sometimes do not pull all the way to the curb. In addition vehicles are often parked illegally outside of the legal spot.) Not only can one not see to the north, but cars coming from the south are often unpredictable (looking for parking etc), and cars from the SE turning right compete with cars exiting bank street to their left. Coming down North street, drivers reach the stop sign on Main. It is hard to see traffic from the S because of a building and because of the curve to the road. I would suggest a traffic light at that intersection.

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

- Intersection at Crosset Rd (too many directions for cars to enter 20A)
- No sidewalks most of county. No protection from animals (dogs).
- winter snow plowing and salting
- Congestion on South St., Geneseo Main St./Rt. 408, Mt. Morris-turning south on Main then west toward Nunda
- Route 408 between Nunda and Mt.Morris should be a priority for the highway department. The west wind blows across the road making traveling during the winter months treacherous. People have to have a safe path to and from work and this is such a highly traveled route, people rely on the roads being cleared and salted.
- bicycles and walkers scare me when I am driving. I feel that there is not enough room for them to safely be on the road with cars and trucks.
- Stoplight needed coming from center street to 20A in Geneseo
- Better lighting and white lines on roads are needed for seniors
- The left turn out of Groveland Road onto Rt 20 A is an accident waiting to happen. We are in a dire need for a traffic light or at least of a round-about at this place. We don't need any more research to prove the necessity to improve this extremely dangerous crossing.
- Route 63 tractor trailer driving is horrible and unsafe. Snowy conditions and lack of clean roads especially side roads.
- The regional habit of people passing on the shoulder whenever someone is turning left. It's a danger not only to auto traffic but also to bicycles or pedestrians since so few bike paths and sidewalks exist.
- There are some difficult intersections in Geneseo: Main St. at North/Court, Center St. at South St. are the ones that come to mind.
- Intersection at St. Rt 15, Stagecoach Rd. & Sliker Hill Rd. Conesus Intersection at Sliker Hill Rd. & West Swamp Rd. Conesus Lake
- There should be crosswalk identification markings where the Genesee Valley Greenway crosses the main roads like the new markings on Rt 36 just north of Mt Morris. These crossings would include Rt 20A in Cuylerville, Chandler Road and Rt 63 in Piffard, Fowlerville Road, Rt 20 and Rt 5 near Avon. They would not be expensive and would increase the safety and awareness of the Greenway. There should also be a crosswalk marking in Greigsville on Rt 63 to get from YCS school to the other side of the road.
- Lack of bike paths. Drivers are too reckless and do not pay attention making it too dangerous to ride a bike anywhere near a highway
- Potholes in all roads.
- The vehicle speed going down the roads.
- The street is not always plowed.
- In Geneseo at the cross roads 20a, Temple Hill, and Groveland road. Also in Geneseo the Highlands, Lima road, North street, and Roarbach.
- Additional lanes needed at at intersection of 20a and 63.
- 56 Megan road in Geneseo needs 25 mile signs put in place on this road.
- Geneseo needs a better way to get out of parking lots, more lights, more stops. the main street is terrible, you have to take your life in your hands.
- I only drive to Dansville, Wayland, and Geneseo on the back roads.
- I am elderly and walking, biking, and bus options just aren't safe enough.
- The bridge near Noyes Memorial Hospital.
- do not enjoy driving on the road in geneseo between noyes and wegmans - very crowded and congested
- The intersection of North St/Court St and Avon Rd/Main St. Very dangerous, should be a four way stop. Students coming from all over the state do not understand the blinking lights in the intersection. I have personally seen two accidents and have heard about many more.
- The 20A shopping corridor in Geneseo from Main street to the golf course is dangerous. One has extreme difficulty making left hand turns out of any business along that corridor unless it is at a traffic light. A middle turn lane would improve safety.
- Driving at night -low visibility

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

- I never ride the bus, I depend on a family member or friend because I'm unable to use vehicles and have to use a walker, plus I have poor eyesight.
- The lack of bike lanes on most of the major highways and shoulders of the roadways are often in poor condition for bike riding, so this affects my decision to ride my bike anywhere outside of Avon.
- better marked turning lanes and lighting
- some rural roads need clearer speed limits &/or more frequent police presence to stop speeders
- Seems alright if people would obey traffic laws already in place. (Obey posted speed, right on red AFTER stop)
- People not stopping for stop signs is a frequent occurrence.
- During Winter months, the clearing of roads is of a concern.
- The out of state truck traffic on Rte 63 has increased significantly over the years to a point that safety is a real concern through the Pavilion (Wyoming)/York/Geneseo/Leicester passage ways. With pressure from possible toll hikes this truck traffic is likely to increase. In my opinion our County needs to work to regulate this non-local truck traffic while not interfering with our local commodity truck traffic as support to the large ag business sector in this County. Most of the out of state truck traffic is "thru" traffic and contributes nothing to the County economy. Our small communities do not have the infrastructure to support this increased traffic. Additionally, because of the increased traffic on Rt 63, there should be consideration given to a stoplight at the corner of Rt 63 and Retsof Rd which is nearly impossible to cross safely without feeling like you are dodging bullets. This stoplight may also help to slow traffic headed westbound towards the school.
- Athena Drive in Avon has only one exit/entrance out of subdivision. Need to connect to route 15 for safety and convenience. If the exit onto Avon-Lima Road was blocked, no vehicles would be able to enter or exit out of subdivision. No speed limit posted in Royal Springs 100 home subdivision (Athena Drive, etc.) so vehicles can move at 55mph where there are homes, children, pets, parked vehicles on a narrow streets. Exit 10 west off I-390 is awkward. Two lanes off I-390 quickly go to one lane with painted lines moving traffic to right lane. However, Athena Drive (with 100 homes with only one road entrance) is but a few feet away from this change from two to one lane. Cars moving to right, single lane are not expecting a car to make a left turn. I have had cars come close to hitting me on my passenger side when signaling to turn left. The two-lanes coming off exit 10 heading west into Avon should remain two lanes, allowing for easy left turn into housing area. The Avon-Lima Road could become a single lane at route 15. Or remove the merge to one lane markings and make the merge happen after Athena Drive.
- Many villages have sections of roadways with no sidewalks.
- Federal Road has been in a state of disrepair for many, many years. Plans for repair have finally been made and begun. The terrible conditions of the road made it almost unbearable to drive on. It should not take the county 20+ years before working on a road.
- Many of the "back roads" are not lined. I love the look, but it makes it hard in the winter, in the dark and when it's foggy.
- unlit roads, unpaved roads, areas with no cell service
- I would like to see more center line striping and side of roadway striping on county and town roads - makes road visibility after dark so much better!
- Distracted drivers, aggressive drivers.
- Rural (secondary and tertiary) roads in many places across (an East/West line through Geneseo, south) the southern part of our county. NOTE: We really should be encouraging this feedback from our emergency response agency members when they have to transport patients (and worse if they need to administer a higher level of care) over some interior streets and connecting roadways. Get their feedback. But I would also appreciate less frequent needs for realignment repair.
- 1) Going from East to West on South St in Geneseo. The intersection in front of the Noyes After Hours Clinic. Needs a left turn signal for traffic. And make intersection safer. 2) Making a left hand turn from rt 20A in Lakeville. Onto Bronson Hill Rd. Or a left hand turn (from opposite direction) onto East Lake Rd. Left turn signal needed at intersection for Both directions.

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

- if I were to walk anywhere, it would be along 436 - cars go very fast and there isn't a lot of room to get off the road
- I think biking is great...but creates a hazard for drivers when there is no shoulder on the road like many roads in Liv Co...very risky and I'm surprised there are not more bike/car accidents. Speed limits need to be monitored, especially near and around more populated areas, such as villages. 390 is showing wear and tear...but repairs have been ongoing the past couple of years. Rte 408 at Mt Morris exit on 390 is in rough shape. Semi-truck traffic through village such as Mt. Morris is a safety risk and has a negative impact on the community. They should be made to stay on the expressway.
- Intersection of Groveland Rd, Crossett Rd and Temple Hill Rd with main highway in Geneseo is unsafe.
- High rates of speed on secondary roads.
- I live on Avon Road and have been warned not to bike during heavy traffic because people are often texting while driving!
- There is always the risk of deer, but not much you can do about that. Ice and snow are always an issue in the winter, especially on the hills. Heavy truck traffic on rural roads would impact safety and road integrity.
- Route 408 between Mt Morris and Nunda has indentations reflecting the tire paths of vehicles. In rainy weather, because the water gathers quickly in these, there is a risk of hydroplaning. Also, in winter, parts of Route 408 seem undersalted, particularly around Brooks Grove.
- The other driver.
- The amount of traffic going to and from work is a lot. Plus, if people are late they're driving too fast and dangerously.
- Route 20A and Route 15 are becoming increasingly congested. A couple of times I have slowed for a left turn and had someone almost run into the back of my car. People are either not paying attention, or they are not patient enough to let someone safely slow down for a turn. I have actually had people honk at me for slowing down to make a turn. Yes, I do have safety concerns on several of the roadways in Livingston County!
- On Conesus Lake, cars are parked on the shoulder and then you get cars going at high speeds that do not give cyclists room, I've almost been killed a couple of times where drivers do not give right of way. Also, on other highways in the county, it seems that drivers don't know that cyclists have as much entitlement to the roads as they do, having bike paths would be fantastic. Even if the greenway had some paved areas that allowed for road bicycles (not mountain bikes) I think you'd see an increase in Greenway use by commuters on bikes. Mountain bikes are too slow for county-wide cycling commutes. Having designated cycling lanes would really help increase this a lot. Cycling commuters has grown nationally by 40%. I also think having municipal bikes would increase people's use of bikes over cars.
- suggest that movement of large farm equipment be @ designated early hours and late (maybe) to avoid the many cars I see trying to pass them on the road.
- On Short Track Road which runs between sr436 and sr 408 there is a stop sign at the townline. It requires you to stop on a paved road to give a dirt road the right of way. This is confusing and will catch infrequent users off guard. There is an increased risk of an accident at that intersection because of this. The paved road should have the right of way. It is the only stop sign between 436 and 408.
- The intersection between court and main street needs a red light green light system. It is a dangerous guessing game on when it is safe to go.
- none
- I do not have a vehicle, therefore am not aware of any safety or security concerns with the roadway system for a personal auto in Liv. Co.
- I am a public health nurse and drive across the county on all kinds of roads. I feel safe most of the time.
- intersection of Groveland Road and 20A plus Crossett and Temple Hill.
- Rt 63 where there is a turn that goes to west just south of Geneseo, the west entry to Geneseo Campus, and the Turn onto the 390 south bound.. from 104 west..

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

- The speed of traffic on South St. is a DAILY concern for me. The police do their absolute best to monitor and control it, but drivers speed along there sometimes at rates well above 40 mph. What is needed is one of those radar traffic signs that tells people how fast they are going - this would reduce speeding.
- at the end of rochester/ lakeville road,where the fire dept. is, if your at the light facing east, the sun makes it impossible to see the traffic light.
- Better marked lanes.
- To many blind spots to many people doing rolling stops and not stopping at all when exiting the 390 ramps and cutting on coming traffic off especially in the winter. No shoulder to ride a bike sawfly in the dark and always competing for safety space with tractor trailer and people using cell phones all the time and not paying attention to others on the road or Evan caring about them and driving to slow for the speed limits.
- No light at busy end of Park Street in Geneseo.
- From Geneseo College to 390
- I live in Nunda. As you are well aware Rt. 408 is very bad in the winter.
- Heading from Mt. Morris to Geneseo on 408, Semi trucks roll off of the exit ramp from 390, many times without any regard for oncoming traffic.
- Route 20A in Geneseo can be congested. Main Street in Geneseo with the crossing areas before and after the monument are scary. Drivers cannot always see pedestrians in crosswalk if behind monument when walking as driver approaches crosswalk.
- Route 20A through Geneseo is terrible. There are many intersections which are unsafe, and congestion with single lanes in each direction is very bad.
- Better road markings (lines in center and edge of the road. In winter, plowing is critical and does not get done as often as it should. Many complaints with: Rt. 36 from V/Caledonia and Rt 5 from V/Caledonia headed to Avon.
- Heading out of Avon - on Rochester Street - there seems to be an area where neither Rush or Avon takes care of the roads during winter months. One of the towns has to plan on regularly clearing snow and sanding that stretch of road, It's where Hon. Falls #6 road meets up with Rochester Street. There have been many accidents there.
- Bicycle riding on the side of the road in the village or on highly traveled major routes is very dangerous and should be stopped. There are plenty of bike trails, parks and country roads that are infrequently used by vehicles that would more sensible to use.
- The top of South St/Temple Hill/Groveland Road/ and Crossett Rd. in Geneseo. Needs a light a round-about or something to direct the flow of traffic. Right now it is a dangerous intersection for cars/pedestrians and bikers alike.
- Distracted drivers, drunk drivers. Poor lighting on 390 exit ramps.
- Big bush blocking view from Maple Street {in Dansville} on to Main Street. Almost have to pull into Main Street to see oncoming traffic from the North.
- There is not enough space to allow for bikers to ride in traffic safely. It is almost impossible with a car to make a left hand turn any where in Geneseo and not only bikers but walkers have no clear paths or assistance (push button for crossing at lights) for crossing the major traffic areas of 20A
- My main concern has to do with the condition of many county roads and shoulders. Roads are too often crowned in the middle and might slope off to the right on a left curve. This is inherently dangerous. Curves on country roads should slope uniformly down from the shoulder in the direction of the curve. Too many inexperienced young drivers fall victim to existing engineering flaws in our roads. Curves should contribute to a sense of security not insecurity.
- Many county roads seem to pool water which can cause hydroplaning.
- Main Street by the courthouse intersection in Geneseo is very dangerous as there is very little visibility when exiting Main Street to Avon Road. Cars from North street are often halfway in the road trying to see the Main Street traffic.
- People using high speeds on County Roads like 36 and 63.
- The intersection of Route 20A and 63, where 63 merges with 20A. That part of the highway is a dangerous one. Semi's are always pulling out onto 20A or turning onto 63 with disregard to on coming traffic. Many times I have had to slam on my brakes to avoid a semi.

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

- Roadways with loose gravel on them are extremely dangerous. Corners of Chidsey and Paine Rd! People not giving the Amish a right of way but cutting into on coming traffic to pass the Amish wagons!!! People not giving respect to other vehicles whether they are motorcycles or farm traffic.
- Aggressive drivers Talking on cell phones
- Corner of Stanley and Grove Street. This is a 3-way stop and cars assume it is an all-way stop. Also, if cars park on the side of the road on Stanley Street in Mt. Morris and you are turning off of Grove, you can't always see if there is a car coming the other way. No parking should be permitted on the side of the street if it impairs the vision of other vehicles. This is the same for Grove Street. I have seen cars park on the side of the road which makes it impassable. Sometimes you can't see if a car is coming the other way.
- Train crossings. Amount of tractor trailer trucks, size of them turning corners and speed!!! Deer crossing. College students in Geneseo.
- intersection of Sliker Hill Rd. and West Lake Rd. (Rt.256?) terrible blind intersection.
- Geneseo-Mt. Morris Road at Jones Bridge is very dangerous. Northbound vehicles turn right onto Jones Bridge, cars behind drift into the oncoming lane to avoid the turning car, southbound traffic comes over the hill (390 overpass) and around the curve without warning. There should be a right-turn lane there, if not a total intersection redesign.
- Making a left turn from the westbound lane of Rte 5 & 20 into the DEC- Region 8 parking lot is dangerous.
- I am an avid cyclist and it seems every time I am out riding there has been so many close calls with distracted drivers. In addition, I have been harrassed several times and it was due to the drivers not understanding the rules which apply to cyclists. We should be treated with respect and with the care one would give a pedestrian. In addition, I have been in the cross walks attempting to cross the road in Livonia and drivers almost never stop to let me pass. I often have to wait 2-3 minutes to cross the busy road because not one driver will allow me to pass even though I am clearly in the cross walk. I think it would help if there were more public education regarding pedestrians and cyclists.
- I have no concerns re: safety for personal autos. Cars dominate the roadways in our county! My concerns are for bikers & walkers. There are few communities in our county where you can easily walk to shopping/church/social venues.
- Route 20 A in Geneseo lacks good access; depending upon the time of day right turns are a must. The truck traffic on Route 63 is always a concern for me.
- The speed of autos traveling over the 390 exit (10?) bridge on route 15, near the mobil station.
- Hate the Caledonia traffic obstacle, monument, traffic circle, Route 5 and 36 junction. It not big enough to make a traffic circle out of. Turns into a game of chicken.
- Roadways are very dark here in the County...striping and center line marks that are not there or extremely worn are very dangerous
- Seems no one does speed limit or moves over when they see you walking on shoulder of the road
- Need a traffic light on 390 ramps for Sonyea exit. Need a traffic light in Geneseo by Medical Center and 20A intersection.
- I think that it is relatively safe/secure to use the roadway system in the county. I do think that there could be safer ways for some walkers/bikers to use the main highways (36, 63, 20A for example) where there is high traffic outside of towns and villages.
- There are no sidewalks along route 5/20
- intersection of Main and North in Geneseo is bad Intersection at top of Center St and Route 20a in Geneseo is Very Bad
- Livonia has a large number of 4 way stop signs but a vast majority no longer stop - they either roll through or speed through. i would like to see increased patrols for a time - a few tickets given out will and word will spread. I fear not only for myself but especially for my newly permitted teenage drivers.
- Our access road in Avon at NYSDEC is very busy and a lot of people are trying to get in and out at the start and end of the day. Otherwise I have not had significant safety concerns in the County.

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

- Sideroads in Conesus often are in very poor condition. In fact they have been so bad in the past that it caused damage to my car.
- Places where you are forced to look backward, such as entering 390, or the intersection of 20A and 15A east of Livonia Center. Very hard for elderly, arthritic necks. Intersections where, in the summer, vegetation blocks your view, such as Stone Hill Road and Bronson Hill Road in Livonia.
- I live in the very northern most part of the county and work/activities take me to Monroe or Ontario daily. I don't go south very often.
- Many drivers seem to be distracted; lots of tailgating, speeding. Don't see a lot of enforcement regarding distracted or dangerous driving.
- Livingston County has some of the best county road signs in New York.
- I travel often on Route 390. Construction and heavy traffic are a concern.

Please indicate any safety or security concerns with using the public transit system (LATS).

Open-Ended Response ("none" "n/a" & other non-answers were eliminated)

- It is my understanding from other people who have traveled the LATS busses that sometimes they have felt threatened and/or ridiculed by other passengers who have done so with abusive language and actions. There are others who have been concerned with the lack of timeliness of busses and worry about being on time if they were to use them for appointments.
- Not really reliable time schedules and very often messages are not delivered to bus drivers from dispatch. Dispatch says the message has been relayed to driver but driver never got message. This happens quite frequently.
- Sometimes, there's a shortage of seats and people have to stand for an hour or more to get to Rochester. It can get really packed.
- Wrong routes.
- Germs.
- Need more designated stops that have proper signage.
- Do not feel safe.
- Road conditions.
- Bad weather.
- Missing the bus. Strangers being aboard.
- Disability and no license.
- The first step on the bus is high.
- Safe driving.
- No one supervises besides driver.
- Robbery.
- Safety belts.
- Really none, but of course you must respect others who ride the bus.
- No bathrooms.
- Need help getting on the bus. Cannot walk far. Need pick-up at my apartment on Sackett Street in Avon.
- Need for shelter or seating at bus stops in major locations. Also, the bus runs appear to favor college students and ARC group homes.
- No such concerns. Just don't think I would ever use it.
- only to have a good driver is is reliable and experienced
- Busses can sometimes, but not often, become overcrowded
- sometimes the bus stops aren't in places that are well lit or they are muddy (no concrete to stand on) seriously should have more bus shelters, can't be that expensive and can seriously protect people waiting for the bus on freezing nights (especially drunk people)
- waiting without bus shelters during rain or snow
- No shelter from wind/rain/snow/cold to stand in while waiting for LATS bus.

Please indicate any safety or security concerns with using the public transit system (LATS) - cont.

- I would love to take the bus daily if it dropped me off at my destination. I have had two hip surgeries and have major back issues, and having to walk to another destination in the winter months in icy conditions is too dangerous. I am too afraid of falling. I would take the bus daily to and from work if the bus picked up in Dansville at 7:30 am and dropped me off in the visitors' circle at SUNY Geneseo at 8:00 a.m., and picked up at 4:30 pm in visitors' circle at SUNY Geneseo and dropped off in Dansville at 5:00 pm. It is just too difficult to make the 7:00 am bus to Geneseo from Dansville when you have a family to get off to school and work. I would be able to take the bus daily if the run left at 7:30 am and dropped off 5:00 pm.
- I would be worried about the experience of the driver and safety of LATS in winter conditions.
- Stops need to be clearly marked with shelters for people waiting - and sidewalks. When it snows, it's dangerous for people to wait in the road by a snow bank.
- Steps are high to climb as I have a torn knee meniscus, but do not use the wheelchair entrance.
- Getting to the pick up point. I can't walk and my foster son cannot see. There are very few if any sidewalks and too far away.
- i have difficulty getting in and out of vehicles.
- I am unable to safely get on the bus.
- Getting on and off the bus.
- Bad shocks.
- Not enough seating. Overcrowded.
- enjoy using the lats system to visit family at LCCNR but sometimes there are so many people on bus that many have to stand up since i am elderly the driver makes sure that i get to set.
- I don't use LATS so can't speak to this issue.
- I am not aware of problems that might be occurring with the system since I have not used it.
- bus shelters
- The amount of time to get to Rochester, I prefer the Express Service.
- I would be ok, but would not want my children on public transportation with criminal offenders.
- I don't know how to access LATS
- Getting on and off.
- Some of the bus stops are in unsafe locations... for example: the stop in Retsof on the corners of Route 63/Rt 36 is almost in a ditch on the corner where large vehicles may not see a person waiting.
- being alone on the bus with the driver and no video camera
- Not familiar with the system so can't answer.
- None. Not used.
- I don't believe so...many of our subscribers/patients/clinets use the LATS van service. Door thru door service is best...especially with older adults and the disabled.
- For the few weeks that I rode the LATS bus to work I did not have any concerns about safety or security. The drivers and employees of LATS were all very nice and helpful
- Have not yet used it, have none at this time.
- I loved the pilot program we had to/feom Nunda, it was excellent in all aspects!
- no safety pr security
- It would be imperative that drivers were properly tested, vetted and screened for any drug use (tested regularly by surprise) or criminal records. Of course vehicles would need to be properly maintained.
- During incimate weather all safety precautions would be taken by the driver, especially in the winter
- NONE! I Love it!!
- I have never used this because I thought this was for the handicapped only. Also, I don't like that i have to call and make an appointment in advance to use it. It seems that this option is inefficient, but also, I am not sure that you'd get more of the population to use busing as an option. I feel like the county is too spread out and the population too few to make it happen. With that said, you might get more people in villages using it, particularly if trips to Rochester were included. Maybe they already are, but I don't know much about these services.
- I currently use LATS transportation and I feel very safe and secure in doing so.
- I would not use LATS. I cannot go to a corner and pick up a bus like in monroe co. I would and have used that sort of public transportation above all other public transportation. If I lived close to where I worked I would walk or use a bike for sure.



Please indicate any safety or security concerns with using the public transit system (LATS) - cont.

- I don't see any .Jut does not run to my home area and work in the time frames I need. i WOULD DEFIANTLY USE IT IF IT WHERE AVAILABLE AT REASONABLE RATES AND COMMUTING TIMES TO MEET MY PURPOSES. i WOULD ALSO USE IT FOR SHOPPING IN THE GENESEO AREA IF IT WHERE AVAILABLE SO WOULD MY FAMILY.
- dependability
- I am currently riding a lats bus to and from work and love it. I have much less concern about the road conditions.
- I would have to much difficulty boarding a bus due to the height of the steps. Probably even more difficulty exiting. Have 2 knee replacements.
- Should be allowed to drop off/pick up in the circle.
- There are no bus shelters/bus coverings for people waiting for the bus which is needed in our part of the state. These are designated routes here in Livingston County and you could be waiting 15 minutes for a bus in the rain/snow.
- Lack of bus shelters for the public, only shelters I know of are on the SUNY campus.
- Sometimes there are not enough seats on the bus and you have to stand all the way to Rochester. Also, the stops aren't in lit locations (stop by burger king, amtrak, etc)
- None, I work and live in the same town and only travel a few miles a day.
- Have never used the service so cannot currently say. If I remain in the area I do foresee having to use public transportation at some point.
- Bus drivers causing accidents
- Are there hand sanitizing stations available on the buses?
- Drivers trained and alert.
- Do not use
- I am so unfamiliar with LATS that I have no basis for security concerns. I have seen people waiting for LATS buses on Rte. 15 north of Conesus at Footes Corners. It is safe enough (during the day) but very exposed to weather & splashing by other traffic. A bus-type shelter would be nice for those who use that spot on a regular basis. Plus, a shelter (with a posted schedule) would let other folks know that LATS buses go/stop there!
- I used LATS more before I retired. I was OK with a majority of stops, but those with no sidewalks, too many vehicles and ditches were scary! I heard similar comments from parents with children.
- No concerns, as I never use it and don't know how to answer.
- Never heard of LATS before.
- I am not familiar with LATS, and so cannot comment.
- Location of bus stop needs to be in a safe, easy to get to, protected, highly visible location.
- I don't have any safety/security concerns with LATS. My concerns are with availability because of my job. I would use it more often, but I'm afraid the schedule doesn't really fit with work schedule.
- I would not want to get stranded at a location away from home.
- Waiting for transportation in deserted area late in the day.
- Leaving personal items behind, safety issue regarding other riders.
- Really does not fit my personal or work lifestyle.
- I have not used the LATS system. I do have a family member that uses it and they have not expressed any safety or security concerns. However, they are a light user of the system.

Please indicate any safety or security concerns with using the private transport system/companies, other than LATS.

Open-Ended Response ("none" "n/a" & other non-answers were eliminated)

- I don't know much about private companies other than I have heard that they tend to be expensive.
- I wouldn't know, I don't use them.
- Not available in our area.
- Germs.
- Road conditions.
- No license or car.
- Riding with people I don't know.
- Save driving.

Please indicate any safety or security concerns with using the private transport system/companies, other than LATS - cont.

- Does not apply.
- Bus stops hard to get to for older or disabled patrons.
- only use lats
- None, just cost.
- Not aware of private transportation systems available to the general public.
- As above.
- same as above
- just that (unlike the NYC where I'm from) you can't call a cab at all hours of the night.
- service during inclement weather
- No shelter from wind/rain/snow/cold to stand in while waiting.
- I would be worried about the experience of the driver and safety in winter.
- No experience.
- Accomodate my handicaps.
- The bus should be more readily available and safe for elderly people like me.
- have only used lats
- Not being aware of who the driver was.
- Reliability
- I don't think there are any problems with the RTS as far as it services Avon/Rochester.
- I do not have any concerns, they offer many times for service, cost is reasonable.
- I don't know of any
- Falling.
- unreliable
- None. Not used.
- Faith in Action volunteers provide a great service in thei community when is comes to transportation assistance. Medicaid and Red Cross have some transportation assistance...glad we have Denise as our transportation broker.
- No information available, particulary for private companies.
- The same holds true. Private companies would need the same high standards both for vehicles and personnel.
- Not interested in services
- I do not have any concerns.
- dON'T KNOW ANY THING ABOUT THEM
- dependability
- I have never used any others.
- Use my car instead.
- I have a friend that relies on the Turbo Taxi to get him home from the bar. There should be more people aware of how cheap it is compared to a DWI or accident.
- Do not use
- Are there any?
- Not familiar with any.
- I do not use other private transport systems
- Knowing who the private transportation is being provided by, background check, and driving record.
- happy that turbo taxi is functioning
- I would not want to get stranded away from home.
- We need a good way to get a ride to the airport.
- Same as 16
- I have not used any other private transportation system/company in Livingston County.

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

Open-Ended Response (“none” “n/a” & other non-answers were eliminated)

- I don't walk well and therefore do not anticipate using any pedestrian/bicycle infrastructure. I am concerned, as a driver, about increased bicycle traffic and potential for inattentiveness of cyclists. Most currently are experienced and aware of their surroundings and I am pleased to share the roadways with them.
- What existing infra structure??? Sometimes there is a shoulder on the road, often there is none. Lighting is virtually non-existent or so poor that it seems there is none. There are sidewalks in some areas in towns but they are too few and none on major areas that a pedestrian needs to travel.
- There aren't enough lights to make me feel comfortable while traveling at night.
- Being hit by truckers, autos.
- I live on a road with no sidewalks.
- Not enough.
- Not enough bike lanes or wide enough shoulders on roads. Cars travel too fast for children to ride on road shoulder. Many runners and joggers in the Geneseo area. Cars need to pay better attention to sharing the road with them. More sidewalks extending from villages to commercial areas are needed in Geneseo, Lima, Dansville, Avon. Wheelchairs are not adequately provided for. People must use their wheelchairs on the roadways and across parking lots in Mt. Morris.
- No bike lanes. Consumer education.
- Sidewalks in Dansville, NY need to be repaired.
- Vehicles, no lanes.
- Disability.
- Holes, bumps, broken glass.
- Lack of bike lanes.
- What pedestrian/bicycle infrastructure?
- Better bike lanes and/or shoulders (paved)
- Not enough safety protocols.
- Crazy drivers.
- Cannot do. Disabled.
- I am a daily walker. Being run over by a vehicle at a crosswalk or stop light is a BIG concern for me. 25% of drivers will stop at a crosswalk. The other 75% will not. Drivers "run" red lights also.
- Walkers/cyclists do not follow rules or designated spots for them.
- No bike lanes
- No bike lanes and hostile drivers make biking unsavory.
- No bike lanes
- Drivers often don't stop for pedestrians in crosswalks. I hesitate to ride my bike because I don't like sharing the road with drivers who may be talking on a cell phone or texting or who don't understand how to pass someone on a bicycle.
- none
- Many drivers do not yield to pedestrians, especially in designated cross walks. To my knowledge, there are no bike lanes in the County. It would be difficult to do so due to the structure / width of the roads.
- Need for walking/biking paths/lanes around Conesus Lake. This is heavily used by walkers, runners, bikers, but is dangerous because of little/no shoulder on the road and the speed of vehicles on the road.
- None specifically, but I don't know the routes.
- Existing infrastructure needs to be expanded (i.e. sidewalks)
- I doubt I would ever use a bike path adjacent to a busy road (route 36, 63, 5&20). I get too anxious , nervous about vehicle drivers who might be careless in their driving. There's also unforeseen holes, gravel, rocks, litter on the roadside or Bike path.
- Need for walkers and bicyclists to share the shoulder of road with vehicles. Shoulders are not always a safe place to ride due to uneven pavement and number of horses now using the roadways.

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

- Would not bike anymore due to age, but would walk. More concerns about nighttime safety when walking alone.
- Do we have that anywhere?
- Too close to major roadways in spots
- Frequently bike around Conesus Lake and near-by roads. This is a popular area for walkers/bikers. Roads are narrow (especially East Lake Road) with limited shoulders.
- walking along west lake road (route 256) would be nicer and safer with wider off-road lanes less often blocked or restricted by parked vehicles. Also if the traffic was slower.
- lol riding a bike = death wish
- locations; where to secure bikes? Need for benches and inclement weather shelters with emergency phones
- There are currently no bike lanes in Livingston County. Motor vehicle drivers do not give cyclists enough room when passing or they pull in front of them and stop suddenly. Many cyclists such as myself are clipped into their pedals so we are unable to put our feet down on the ground to stop fast if needed. I quit cycling because it was too dangerous on the roads in Livingston and Steuben Counties. They are not at all bike friendly.
- I don't like that there is really not well defined areas for pedestrians and bicycle riders.
- Poor/ sidewalk and crosswalks on 20A from village of Geneseo to Wegmans/Walmart
- Road shoulders aren't wide enough. As separate path for bicycles would be ideal - old railroad beds and such, are perfect.
- do not use
- We need more sidewalks and marked pedestrian crossings on the way or close to the Wegman's Plaza.
- Some roads are just not safe due to unleashed dogs and driver behavior.
- I do not feel safe riding my bike anywhere near my home, and I'm hesitant to walk outside of my residential neighborhood, as there is NO pedestrian infrastructure. I would strongly support efforts to make highway 20A and secondary roads bike friendly as well as creation of multiuse trails available from the areas around Conesus Lake to Geneseo. There are no sidewalks in Lakeville, either, and certainly not through the rural areas. The lack of infrastructure for pedestrians and bicyclists is appalling and we really need to make an effort to make these options safe!
- I bike to work on 20A into Geneseo from Country Club Road. It would be great if there were a bike lane or sidewalk extending out past the village limits.
- Not enough bike paths, people who don't obey the speed limits, unsafe crossing at certain lights (Wegmans).
- see #15 above
- Where is the infrastructure - its non-existent
- No sidewalks. Too far to pick up and drop off points.
- I do not bike.
- do not like bikes they quite often travel in the car lanes
- "police" patrols
- I run a lot in Avon, and I always wish there was a path or sidewalk on Pole Bridge Road, as well as along East River Road to Barber Road.
- Lack of safe bike lanes Lack of sidewalks Discontinuous sidewalks Lack of sidewalks along major commercial areas in Geneseo
- IT is dangerous riding along most of the major roadways. The shoulders of the roadways are broken up, narrow or strewn with litter which makes it unsafe for bike riding or walking. It is totally unsafe to do either activity at night except in village's main streets where there are sidewalks and street lights.
- lane marking lighting
- Shoulders for biking could be clearer and wider in many spots

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

- Existing bicycle infrastructure in Livingston County!? Wouldn't that be great! As it is, it is terrifying to think of school kids riding on the shoulder of any of our main roads to and from school. Without safe paths, our children will continue to take "safer" modes to school - loosing out on a great way to stay fit for a lifetime. Secure pedestrian infrastructure?!? Wouldn't that be great! Our kids aren't expected to cross roads like 5 & 20 in Avon on the way to school because it is not considered safe. And it is not. Police enforcement of pedestrian rights at crosswalks would be a start - and a large revenue generator. But until a large plurality of drivers start to obey traffic laws, walking to school will be a "healthy" choice that will be our of reach for many people.
- There doesn't seem to be any infrastructure
- state roads and most others do not have wide enough shoulders; drivers that don't give right of way;
- I've noticed that trying to bike on some of the busier State and county roads could be hazardous due to narrow roadside shoulders.
- Other than the greenway...where is the bike path. When I was in Spain last year there are dedicated bike areas and walk ways.
- Car and truck drivers are not careful around bicyclists, so if there is not a wide shoulder, it feels unsafe.
- Clear markings, infrastructure repairs, and adequate lighting, almost everywhere in the county outside Geneseo,
- 20a and Lima in Geneseo do not have end to end sidewalks, bike paths or crosswalks from village to Wegmans
- No shoulders on so many of our roads...creates big safety issue for bike riders and is stressfull on car drivers to get around them effectively. Much room for improvement in this area.
- I live 25 miles from my work location. Biking or walking are not an option for me.
- wider road shoulders needed on secondary roads; washed out areas of Genesee Valley Greenway should be repaired;
- safe roadway access/routes for bikers any walkways' safety issues especially at night and where there are few people and in remote areas
- 1. Bicycle and car/truck traffic should not have to share the same roadway. It is not safe for the bicyclists or for cars and trucks; this has been shown time and time again. Bicycle lanes at the edges of roads do not solve the problem, especially beside vehicular traffic going 55 (or more) miles an hour. Bicycles should be allowed to ride on sidewalks in villages/towns and they need separate roadways of their own between town centers. Unfortunately this is a very big problem that is not easily solved. Pedestrians and bicycles are simply incompatible with motorized vehicles. 2. The approach from the west to the intersection at the Wegman's plaza on Route 20A (Lakeville Road) in Geneseo needs a continuation of the sidewalk east of Tim Horton's or a sidewalk put in all along the south side of that road. There also needs to be a safe, secure, signalled pedestrian crossing at that intersection so that walkers do not have to worry and risk their lives crossing Lakeville Road to access the Wegman's plaza. 3. It would be convenient if the informal walking path east from Megan Lane in Geneseo, which runs behind the Oak Valley Inn and through the cemetary to Walmart, were formalized for pedestrian access and safety from the cemetery to the Walmart parking lot. Just cutting a lane through the weeds and grass would help. This short-cut is very useful for pedestrians coming from the apartments on Megan Lane and Jacqueline Way and points west.
- Roads are hilly, it is dark when I would leave and return home. It is too far to ride/walk to and from work.
- Bicycles are welcome on the road as long as their operators obey the rules of traffic and have adequate shoulder space to ride adjacent to faster moving vehicles. Appropriate signage warning people of bikes on the road and offering courses for bicyclists on road safety might be a good precautionary measure to keep everyone safe.
- Not well defined bike routes. Most state roads have adequate shoulders, but county and town roads are generally poor for cycling.
- Not enough sidewalks with proper lighting.
- Cars on the road
- Route 63, tractor trailers..... Enough said.
- need more bike racks, bike lanes

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

- There is bicycle infrastructure in Livingston county????!! Where? The only infrastructure I'm aware of is the Finger Lakes Trail and Greenway for mountain bikes. The current roadways are dangerous with little shoulder to ride upon with few exceptions. Some of the shoulders of the roads that are available are either torn up, or there are drainage grates that cause cyclists to have to swerve into traffic to get around them. Some of the shoulders also have a sharp lip that could cause a cyclist to crash and many of the shoulders of the roads are gravel and sand covered that may also cause bike wrecks. When cyclists ride just inside the white line, then they have to be concerned about getting clipped by vehicles who don't give any space, even if there isn't an oncoming car. Very dangerous. Back roads are favored by cyclists to avoid cars, but most of those roads do NOT have any shoulders or limited shoulders. We are not a bike friendly community in spite of the number of cyclists.
- I do worry about safety at crosswalks.
- A person I know who rode a bike because LATS was not available during her work schedule was almost killed by an automobile striking her. She was practicing ALL Safety rules. I do not feel comfortable walking OR bicycling even if it were a path.
- road safety of course. Our roads do not have bike lanes.
- Not enough room to walk safely on some roads.
- No bicycle infrastructure exists.
- At the top of the hill on South St., between Highland and Prospect, there is a pedestrian crosswalk. Because of its location, this crosswalk is very dangerous, and MANY drivers totally ignore it. I wonder that someone hasn't been killed using it.
- Are you kidding me? How about just the entire county's road system? Bike riders are not welcomed on the roads by many drivers. Advertising about riders' rights might help. Along with protected bike lanes, increased visibility, bike racks near commercial enterprises and office buildings. Thanks for even considering these ideas!
- not safe without specified bike route
- Do we have one that runs from Livonia to Geneseo that does not use the roads between 4am and 7am or after 3:30 pm to when ever at night thought he winter
- Live too far away to walk or bike.
- busy roads everywhere
- I live to far away to use this method.
- Not all roads are bicycle/pedestrian friendly.
- There are no dedicated bike paths and most roads are not bike friendly. I think you would see a lot more bikers if there were more paths. So far, only a small access path along lakeville road.
- Heading out of Geneseo toward Mt. Morris on 20A, the semi trucks fail to yield the right of way to cyclists. Also, cars in many places, while there is a car in front of them waiting to turn left, will drive onto the shoulder of the road and pass the waiting car on the right. I have almost been hit from behind on my bicycle many times in both of these circumstances. Furthermore, there have been many times that a Sheriff vehicle has been within viewing distance of these incidents, and nothing has been done.
- highways are too busy for biking or walking. Do not know of any bike route do not live in Livingston County
- Many sidewalks in Geneseo are very uneven. I have tripped several times since August walking to class at SUNY Geneseo and have completely fallen once with scrapes on me knees. This wasn't a huge deal for me considering my age but anyone elderly could be seriously injured.
- No bike lanes anywhere nearby (or in any surrounding town where I live).
- Narrow road shoulders on Rte 36 south of Caledonia
- Roads that have curves and hills and you can't see a bicyclist.
- Bicycle riding on the side of the road in the village or on highly traveled major routes is very dangerous and should be stopped. There are plenty of bike trails, parks and country roads that are infrequently used by vehicles that would more sensible to use.
- The shoulders of the roads in most of Liv Co are in poor shape for biking. Few designated bike lanes.
- Lima lacks complete sidewalk system on primary routes.

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

- cars/drivers do not pay attention to bikers - with dedicated bike lanes, it would be safer (some places in Europe they even have separate traffic signals for bicycle riders (ie stop lights) In towns and villages, pedestrians don't always pay good attention to traffic (I am thinking of Rt 20A, and downtown Geneseo, specifically - but I have seen it other places too)
- I am a cyclist and am always concerned with safety for riding. Wider shoulders on major roads would be a big help!
- The wider shoulders on 256 made bicycle riding more enjoyable, but parked vehicles (especially boat trailers) force bikes into the roadway.
- Pedestrian infrastructure is lacking outside of immediate village areas.
- Country, county and village roads (in Dansville) are too narrow to accommodate curbside parking nevermind bicycle lanes. Very dangerous conditions exist on CR 63 through the village. Enforcement of traffic laws is limited. Stopping for pedestrians in crosswalks is never enforced in the village of Dansville - even on Main St in the business district. There are no sidewalks outside the village. Children and the elderly are forced to walk on roads. Stripmall area of Dansville (McDonalds, BK, Tractor Supply, Tops, Rite Aid, Save a Lot) is not safe for pedestrians.
- I live on a rural road with little to no shoulder. I expect there are many such roads in the county
- I wish that bicyclists would also obey the traffic rules as well.
- Bicycle lanes on highways are not sufficient at this time. Drivers need to be better informed about sharing the road with bicycles. Sidewalks do not exist in many areas and need to be built. More attention and funds need to be devoted to multi-use trails such as the Genesee Valley Greenway and similar trails that would allow people to have off-road ways to commute to work or school.
- Narrow streets like Center street in Geneseo are very uncomfortable to ride bikes on due to there being no shoulder and cars then tailgate bikes. It would be great to have a safe way to bike to the Greenway from the village of Geneseo.
- Cars seem to ignore cross walks in Mt. Morris. Is there any way to hinder this? I have seen people have to run across the street to avoid getting hit by cars, and they were in cross walks.
- sides of roadway not wide enough for cars and bicycles.
- Bicyclists need to stay to the side of the road. Crosswalks on village streets.
- Bike trails would be nice
- I am always in favor of promoting pedestrian/bicycle commuting. All new road construction should consider cyclists and pedestrians.
- 5&20 is notoriously nasty for bicyclists
- I am wheelchair bound and live in Mt. Morris. I utilize a scooter to get around town and the condition of the sidewalks, while getting better, isn't great. Also, keeping them clear of snow in the winter isn't consistent and causes me to not be able to get around as independently as I would like.
- Rural roads are not particularly safe to ride a bike. Nonetheless, I think the county should encourage biking - for personal and environmental health. A gravel shoulder is as good as none when you're on a road bike. I have a fairly short commute (13 miles) through a rural area. I try to bike to work once or twice a week during good weather. Besides being restricted by daylight/work hours, I am lucky to have shower & storage space available at my workplace. Educate and encourage employers to promote & accommodate biking to work.
- Most roadways unsafe for walking/biking - and I cannot utilize in any case because I live too far from my work or local shopping to make them good options
- Stated earlier in survey
- I am a very poor biker with balance issues. I don't bike anywhere, but I seldom see bikers, so I have to assume there are problems.
- There isn't enough available yet. Again Route 20A is still scary for bikers and pedestrians but it has improved with sidewalks on the north side. The area around Volunteer Road and 20A is unacceptable for pedestrians. The shopping center is improving for pedestrians but still unacceptable. I see people everyday trying to navigate it.

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

- There are many problems with the bike/pedestrian infrastructure in Livingston County. Bike lanes would be greatly appreciated and in many areas should be a simple solution. There are even organizations that will help communities implement the needed changes to create safe biking. As well as myself and my husband, our children could and would ride their bikes to school in lieu of being on the bus for 1 hour each direction if our rural road was a safe route for riding. We only live 1.5 miles from the school and they could easily ride with the right infrastructure. As it stands we have not even been able to have a speed limit change enforced after a community effort to address the need with the town.
- I am not aware of the bike routes, however, I wouldn't want to travel on bike with my children near the or on the road. I would prefer separate bike paths.
- There is very little bicycle/pedestrian infrastructure within county communities that affords people with the level of safety and comfort that is needed to feel that it is possible to use a bicycle or walking as a consistent mode of alternative transportation.
- I walk around Avon on a daily basis for exercise and taking children to and from school. Drivers do not stop for us in the walkways. One morning a truck had to slam on breaks & left skid marks on the road to stop for me. I was in the middle of the crosswalk/road. Also almost everytime we attempt to cross in a crosswalk, we are waiting for minutes b/c no one yields to pedestrians
- I would rather use sidewalks or bike paths...using the road is very scary and dangerous for bikers I feel.
- Not familiar with the infrastructure
- I would definitely ride my bike or walk to work or for errands and so would my family; HOWEVER, it is extremely unsafe and therefore we do not do it. The only place we have to ride or walk is on the roadside of 55 mph roads. The shoulder is not very good and visibility is horrible. It would be awesome if a bike path could be created from East Avon to the Village of Avon - something off or a distance from the main 55 mph roads. It would be great if a bike lane could be created along Rts. 5 & 20, Rt. 15, Sutton Road, Lake Road, Bronson Hill Road, and Pole Bridge Road. The sidewalks in the Village of Avon needed some maintenance and connectivity; however, that is definitely improving. Thank you for considering a bike path option!!
- See Number 15. Better marking of road or widening of shoulder lanes to protect walkers and bike riders
- I think it would be beneficial to have some sort of educational program for pedestrians on their rights and rules of the road, but also for drivers as well. Yes, I know that it's covered in driver's ed and 5-hour courses, but I think that even with that a lot of the rules of the road aren't followed by many pedestrians and drivers. Also, if there were more places where people could safely store their bicycles when at work or running errands, I think more people would be out riding them.
- I have given up biking on Lima road in Geneseo due to too many near misses.
- I use trails daily or at least 2-3 times per week for exercise. There are always security and safety issues on trails.
- There is no practical bicycle infrastructure in Livingston County. If you want to ride bike, you are taking your life into your own hands. I believe bicycle pathways would actually be a tourist boon since cyclist love to ride and to do so safely across a county (not mountain biking but from place to place) would be a real draw.
- Lack of dedicated bike lanes Lack of destination areas - Shopping districts, grocery stores that have connections for bikes and pedestrians
- Many routes have limited shoulders or the pavement on the shoulder is in need of repair.
- vehicle collisions, bad weather
- In order to get to most destinations that I would be interested in, I would have to use many of our rural roads. My concerns would be sharing the road with vehicles traveling at high speeds, large commercial vehicles in close proximity and distracted drivers. Our rural roads do not offer wide shoulders, and bike or pedestrian paths, that would give me a safe space to travel in. I am aware of several vehicle related deaths of walkers and bikers. In an ideal situation, it would be great to have a walking or biking path running parallel to the road but not sharing the road (for those that like the safety that is provided by being visible by others, road lighting etc) or off road (for those that like to safety of being away from traffic or a more natural experience). There is an existing walking/bike path in Webster that runs parallel to Route 104. It is paved, in good condition, and offers a pleasing experience. It is off-set enough from the road that you can enjoy the sights and

sound of nature but are still in view of Route 104, so it feels safe. I have used that path to get to a destination, for shopping or just for fun. I would feel comfortable using that type of path with my family as we usually go together, with our daughter in a bike trailer.

Do you anticipate any changes in your transportation needs in the near future?

If yes, please explain:

- Yes - Eventually i will get to the point of not being able to drive and I am concerned whether the problems with the LATS, etc., will be solved to the point I will be able to access their services.
- Yes- Have to get driving soon because there is no way to get a job without transportation and the limited availability of the bus makes it almost impossible to get hired anywhere.
- Yes- The car I drive is falling apart and I have no money to fix it.
- Yes
- No drivers license.
- Yes-My case manager.
- Yes-Driving myself.
- Yes- Need for more frequent transportation.
- Yes-My inability to walk any distance.
- Yes-I'll probably need to.
- Yes-Will need rides on same day.
- Yes-Loss of license.
- Yes-I will soon be unable to drive myself.
- Yes-Weekends in jail.
- Yes-Car, license.
- Yes
- Yes-Getting older.
- Yes-I am unemployed and searching for work.
- Yes-It would be nice to be able to spend the evening in Geneseo (dinner and drinks) and have reasonable priced transportation back to Groveland and be able to leave my car without fear of parking tickets.
- Yes-I will be retired next year. It would be nice to have convenient alternative transportation.
- Yes-I will need to do something due to increasing gas prices.
- Yes
- Yes-My daughter will not be carpooling with me within a year, so I will look into LATS bus service as an option.
- I do not care to carpool because I leave work early often. I would not walk because I live 10 miles away. I do not ride a bike. I would only use the LATS service if it picked up in Avon by 7:30 a.m. and returned to Avon by 4:30 p.m.
- Yes
- Will move to Geneseo due to transportation issues arising from living in Leicester
- Yes
- Yes-I will need to drive my car less and find ways to use public transportation.
- No-If there are no new accommodations to pedestrians or bicycles, I really don't foresee changes. I'll continue to drive everywhere by myself, which is an unsustainable way of living.
- Yes-When I retire I may not need a vehicle as often
- Yes
- Yes-If eyesight gets worse.
- Yes-I drive when I can and that can stop any time.
- Yes-Weekends in jail
- Yes
- Unable to drive in winter because of the lack of plowing done on the streets.
- No-But I'd like LATS
- Yes-Less willing to drive because of cost of gas and awareness of declining driving skills.
- Yes-I am unable to drive.
- Yes-I am 86 and i am still driving.
- Yes-i can't go any place unless my daughter takes me, her job makes it hard for her to take me places.

Do you anticipate any changes in your transportation needs in the near future?

If yes, please explain - cont.:

- Yes-I am 94 and will not be driving much longer.
- Yes
- Yes
- Yes-Bigger buses.
- Yes-may have to give up drivers license due to poor health
- Yes-As I age, I'm sure conditions will change with my physical health that will require "outside" help.
- Yes-I have limited vision, so I expect that sometime I may be unable to keep my driver's license.
- Yes-We are hoping to add an electric vehicle to our fleet. Would be nice if EV charging stations would show up at strategic locations. Might be a good way to attract business for struggling downtowns.
- Yes-I hope to work closer to my home
- Yes-If unconventional gas drilling comes here I may find it difficult to use our present roads due to high numbers of trucks needed for each single horizontal well. As I understand, these trucks are needed for each additional horizontal well and may tie up roads for years. I am concerned because there are few lights to control traffic and most roads are single lane. How can there be truck routes when all routes must connect to county and state roads? Those are the roads we all use now. Will roads be widened? Will gas industry trucks be limited to late night travel? Will public transportation be increased to help lessen personal road use? Will there be increased sheriff patrols? How will toxic spills be handled when roads are single lanes and detours will be needed? Yes...I am concerned about being able to drive my car safely and without traffic congestion in the future. Hope those responsible for county as well as local roads are thinking ahead.
- My preference would be to bike around Avon, and take public transportation to work. I would like to know more about vanpooling.
- Yes-2 of us drive in our household. 1 vehicle is very old. We may only have one vehicle in the near future.
- Yes-would like schudal of different transportation to geneseo and dansville
- No-Anything can happen always good to know it exist
- Yes-Aging senior citizen
- Yes-Less travel in personally owned vehicles.
- Yes-Hope to be employed in the near future
- No-Just moved away from Geneseo, need to find better way to get to work from Hornell
- Yes-My husband may have to start commuting to Batavia instead of walking to work in our hometown of Geneseo. We will be exploring car-and van-pool options and other regional transport.
- Yes-Having to juggle daycare.
- Yes-With the rising price of gasoline and my long commute to rochester/henrietta, carpooling, and/or vanpooling would be a welcome alternative. Also, it would make me very happy to reduce my carbon footprint. I would like to purchase a hybrid vehicle if I could afford to.
- Yes-Used to car pool, would do it again.
- Yes-Depending on my part-time job calendar and the weather, I'll likely walk to work more often.
- Yes-I'm retiring.
- Yes-With gas prices out of control, I feel I don't have much choice to drive by myself anymore. It just costs too much!!
- Yes
- Yes-As a older citizen, it would be comforting to know that alternatives to personal auto transportation are available.
- Yes-If some form of public or shared transportation between Geneseo and Groveland becomes available.
- Yes-price of gas increasing
- Yes-car is ready to give out (old with high mileage)
- Yes-I currently have been unemployed for over 1 year and cannot find a position that will run concurrent with the LATS schedule. I'm in the process of applying for a position in Dansville and they want applicants to be able to work 20 hr/wk. LATS from Livonia arrival in Dansville would be approx. 10:30 am. and leave approx 1pm



Do you anticipate any changes in your transportation needs in the near future?

If yes, please explain - cont.:

- Yes-My daughter will be getting her license so she will be driving her own vehicle. I may be able to carpool with my husband, or use the Lats bus.
- Yes-New children in family may restrict car pooling options.
- Yes-Am moving four miles closer to my regular employment and so will be able to bike to work more easily.
- No-As long as my job is 25 minutes from my home and I continue to need my vehicle for work purposes, I do not anticipate any changes in my transportation needs. Whenever possible, I walk (say in my hometown to run to get a gallon of milk). For work, however, only my own vehicle will do. I have multiple appointments, meetings, client transports, etc, to where I need my personal vehicle.
- Yes-To fit buget
- Yes-Moving to Hornell - increased gas/maintenance costs v. carpool/bus from Dansville
- Yes-either LATS or carpooling
- Yes-spouse at home with limited ability to drive
- Yes-We may lose our pilot run to Nunda after this week.
- Yes-I would take public transportation if the pick up times were better and also drop offs to my work.
- Yes-Probably would use public transit more as I get older
- No-I live to far away for biking/walking. Carpool/vanpool would be my options.
- No-I plan to continue to drive and ride the bus when possible. Unfortunately, my work schedule was changed 3 days per week and that keeps me off the bus for the time being.
- Yes-I'm moving out of the county
- Yes-Will probably go back to car pool once winter arrives. Will probably not use LATS in summer since hours change and already using the bus system takes an extra hour out of my day.
- Yes-Eventually will need public transportation to get to area theaters, shopping centers when I no longer drive.
- Yes-When I am no longer able to drive myself, I will need a transportation service.
- Yes-Perhaps as I am retired and one day may need to use public transportation.
- Yes-My Car is old and tends to frequently have mechanical issues. I would like a second form of transportation I could rely on to get me to and from work.
- Yes-When I get too old to drive myself
- Yes
- Yes
- It's very expensive to drive, but LATS cant guarantee I get to work on time; they are more concerned with the ARC patients.
- Yes
- When I get old I want to live in a rural village with great sidewalks and have a P.O., bank, grocery store within walking distance!
- Yes
- I am nearly 60 years old. With my life expectancy, I don't want to be driving my own car for the next thirty years! I'd like to stay in Livingston County. But there are few options here for an elderly person without a car for transportation.
- Eventually I will not be able to drive but not anticipated in near future.
- Yes
- may retire soon
- No
- Yes
- They need more efficient use of LATS busses. I live along Route 63 and see empty busses all day long. I even see multiple busses which are empty following each other. They should use lesser numbers of busses per hour,
- Yes-Will try biking again someday
- Yes
- Yes-My carppoler and I are VERY VERY interested in LATS, current times/destinations do not work for us.
- No-If gas goes to \$15/gal, I may drive into town less frequently.

Do you anticipate any changes in your transportation needs in the near future?

If yes, please explain - cont.:

- Yes-I am planning on residing in Livingston County and I will be looking for safe places by bike or foot, for myself, my husband, and especially for my daughter as she grows up.
- Yes-When I retire am elderly there is no transportation sources available in our area to get out to shop etc., this concerns me that i will have to relocate when I am older.

What is your overall perception of the transportation system (roads, sidewalks, trails, transit, airports, rail, etc.) within Livingston County?

Open-Ended Response

- Not much rail or airplane passenger service, is there? The roads are maintained in fairly good shape. The towns and county do a fine job - especially considering their fight to get funds is often difficult. Tell them to keep up the good work because it is appreciated!
- Needs a lot of work. I think if the bus schedule being so limited keeps many people from riding it. Hard to leave early in the morning and not get back until evening for a bit of shopping or an appointment. Catch 22- need more riders for more scheduled runs and need more scheduled runs to attract more riders? The cost is also limiting. \$2.00 for a 1 mile bus ride is ridiculous! I have a Caledonia address nearer to Avon than Caledonia, yet going to a Caledonia address is crossing towns so it is \$2.
- It's good. I would like to see some more sidewalks along the street to get to Goodwill, Walmart and Goodwill for those who do walk there.
- Starting to improve as making the necessary repairs.
- Everyone drives themselves in their own cars.
- Poor.
- OK but could be better.
- Good.
- Need for more connections between all modes, especially sidewalks, trails, and transit.
- OK.
- I think they are a great asset to the community.
- Do not like transportation services.
- Mostly adequate.
- Fair.
- Suck.
- Roads suck, unlevel.
- Good.
- They are always late.
- A road is a road. As long as I can drive on it, its fine.
- Average.
- Fine.
- ok
- Average.
- Pretty good.
- OK.
- OK.
- It bothers me to see to many people with a heavy foot.
- Good.
- Excellent.
- Good.
- Good.
- It just OK. Not great and not bad. About average.
- Its OK just don't like buses.
- We need more routes and buses.
- Looks good.
- It's good for people that can use the system.
- Decent.
- Good.



What is your overall perception of the transportation system (roads, sidewalks, trails, transit, airports, rail, etc.) within Livingston County? - cont.

- They are quite good.
- In need of minor repairs and updates.
- The times for certain services are poor.
- Fair but could use some improvement.
- I've heard that the LATS system is very inconvenient and it takes hours of waiting sometimes.
- I like it.
- Car roads.
- Very good for a rural area.
- Some roads and sidewalks need to be fixed.
- Good.
- Everything changes.
- Good.
- I believe they are good and I would use if I did not have a reliable car of my own, or if I became unable to drive.
- Good.
- They need to have a service you can call for a ride that day.
- Inadequate.
- Not good.
- Could be better.
- good
- Need more dedicated bike lanes
- Good
- Quaint. Inadequate. Inflexible.
- Need more dedicated bike lanes
- We haven't needed to use Livingston County's transportation system. We live and work in Geneseo and conduct nearly all our business here. I walk. My husband rides his bike to work. Our children take the bus to and from school. We shop on Main Street and at stores along Route 20A. We use the car primarily for groceries at Wegmans and to pick up our children at Geneseo Central School after sports and other activities. When we leave Geneseo, it's to take a rare trip to Rochester or to go hiking somewhere in the region. But mostly, we aim to spend our dollars locally and to limit our use of fossil fuels. We haven't needed to access the transportation system. That said, I'm glad there's a local bus system. Maybe we'll need it some day? We haven't thought about using public transit to get to the airport. I will look into it, though.
- good
- good
- They have improved somewhat in the last few years, but there is still room for improvement.
- Perfectly decent. Bike lanes are certainly lacking in comparison to some cities, and there can always be more multi-purpose trails. Although it's a complex issue, my impression of public transit is that it is nearly non-existent.
- We do not have adequate mass-transit options for this county, or to go to Monroe county (where family members work or live). We need decent bus and rail (think Long Island RR... Livingston RR) & once out of the villages, sidewalks are non-existent. Lima Rd. in the town of Geneseo is a pedestrian/bikers nightmare.
- Acceptable to excellent. Town highway directors are generally very good in this county and take pride in their work.
- It appears to be a very adequate system.
- Need public transportation that fits the needs of the public. I have tried to use public transportation but found that I could not be guaranteed a time to be dropped off at work or picked up. Could not use for medical appointments because they could not guarantee time. Difficult to get from one end of the county to another since not all routes are connected. Not very convenient or user friendly when you are sharing a ride with group home members who are not always timely.
- needs lots of improvement
- I feel I have a good perception of the transportation system as I know of someone whose occupation has been with the DOT and committees within the village.
- Good

What is your overall perception of the transportation system (roads, sidewalks, trails, transit, airports, rail, etc.) within Livingston County? - cont.

- We don't have a lot of options, but I also don't know if we have enough volume to make such options cost effective for the provider.
- It would be amazing to have East Lake Road, paved with nice smooth asphalt like some other roads get, we seem to always get that ground stuff which never seems to hold. You would think with our high tax's we would get something. Yes, I know you hear the same old thing but has anyone notices just how much we lakers have increased in the past few years. I am just a middle class hard working family
- Roads are good. Dirt roads (excluding seasonal) should be paved.
- ok
- Very efficient and suits my needs, but I do believe that non-auto infrastructure could be improved
- Functional but not targeted toward bikers/walkers/runners.
- The transportation system suits my needs just fine.
- ok
- Not bad.
- meh
- The commercial development of 20-A in Geneseo necessitates its development into a 4-lane road. Otherwise, the system is in pretty good shape and well maintained.
- OK
- very limited
- acceptable during summer; difficult and challenging during the winter; need a major airport, rail and bus services or more frequent and more choices available for getting to facilities in Rochester - Monroe County.
- Generally roads and sidewalks are okay, but there are no bike lanes or the shoulders of the road are too narrow.
- Rail? Trains from the towns to say Rochester area would be amazing! Otherwise, OK.
- The roads used to be well taken care of, but within the last 2 years it seemed as though you couldn't count on the roads being as clear as they used to be. The rumor was that since all state budgets were cut, salt trucks and snow plows were dispatched less. I hope this changes back to how it was, since most people NEED to get to work and bad roads just cause more accidents, encouraging people to stay home.
- would love to see rail brought back across the country. Sidewalks and trails need more development.
- Adequate
- Needs improvement. Does not cater to walkers.
- They are not pedestrian friendly. This is an agricultural community, and geared toward motorized vehicles. Most communities don't have sidewalks, other than in the towns.
- Fair to poor
- As a student at SUNY Geneseo, I haven't really explored much outside the village and going to Rochester on weekends using the LATS service. I think everything I have seen is great.
- Needs more development. We need more frequent, regular public transportation to the Rochester airport, train station, and malls - both for residents and SUNY Geneseo students. I would use it regularly for all of these destinations because I am uncomfortable driving.
- For vehicles, most are fine. Walking and biking, some are fine others are dangerous.
- We dedicate an enormous amount of resources to roads but little to anything else. Most roads here are paved, unlike the rest of the country's rural areas that have gravel roads. This occurs at the expense of every other form of transportation. It would be nice to develop rail capabilities for passengers to get to Rochester, but I can't foresee that happening in the near future without a massive infusion of cash from the federal or state government (and our rural area wouldn't be a priority anyway). Doesn't the Lakeville rail line connect to Henrietta, perhaps Rochester? Multi-use trails and bike lanes on roadways throughout the county would be a great place to start. The price of gas isn't going to drop and we should really start investing in infrastructure that people can use.
- Public transportation is minimal, which is too bad.
- Seems to be keeping with the times as fiscally possible.
- I think pretty average for such a rural community. Would love more sidewalks and bike trails.
- We need more hiking, walking, and bike trails.

What is your overall perception of the transportation system (roads, sidewalks, trails, transit, airports, rail, etc.) within Livingston County? - cont.

- The dirt roads in Conesus are too dangerous because they are not allowed to post speed limits
- Fairly good.
- Getting better.
- Very very unsatisfactory. Poor.
- Fair-poor
- Living in the village of Geneseo; the 20-A shopping area is too congested with vehicle traffic, to dangerous to try to cross from one end to the other by walking.
- It is okay.
- Roads are good. Difficult to use public transportation due to variable time, distance and direction of travel.
- I see it as beeing good.
- Bad sidewalks in dansville
- They are ok.
- Ok
- Good.
- Less willing to drive because of cost of gas and awareness of declining driving skills.
- It is ok overall.
- I realy need my personal auto for my transportation needs, public transit is not adequate in my area.
- Not user friendly a couple of accesible pick up, drop offs. There needs to be more door to door options especialy for senior citizens. The need to rush seniors from their activities needs to be stopped.
- Okay.
- Exellent.
- Traffi is traveling to fast.
- It is good.
- They are good.
- In Geneseo, not enough available sidewalks. Parking areas are designed inconveniently, especially on Main Street.
- Could be better
- Nothing special. Doesn't really cater to the needs of people working/moving on-off campus. Inconvenient times, etc.
- As a professional who, during work, must find transportation options for Livingston Count residents, I have found pulbic transport woefully lacking. People living in the rural areas of the county seem to have little to no consistent transportation options due to the nature of rural living. It is hard to provide the service when people are having to, by necessity, provide transportation for themselves to work, etc. Because of that, services are not being developed because you can't justify demand. I personally would love to have the option of public transportation to and from work. But I drive pretty much the length of the county to work and back with no LATS stop anywhere close to me. I do worry that as I age, I will be forced to leave my home to live in a more populated area to be able to access some of these service (when I am not able to drive any longer).
- Availability (service, schedules, costs, ect.) need for better advertisement.
- Excellent. Between villages driving and biking is great. Within Avon and Geneseo, the sidewalks are excellent.
- We need more public transportation options and schedules to help fit peoples' needs. I would definitely use public transportation to and from work if it was reliable and ran on a frequent basis.
- Generally good, but poor for publid transit.
- Avon is wonderful for sidewalks along the main thoroughfares in the village. One see people walking frequently. As far as other villages, I can not comment. There are some great trails for walking or support some biking experiences in Liv. County. Public transportation stinks. Because I am a glider student pilot, I am happy with the Dansville airport.
- Roads are OK. Sidewalks are OK. Trails are OK, but wish there were more. Airports and Rail - would use public transtit to and from these if it were available.
- need more roads trails
- for the nature of the area, it's OK

What is your overall perception of the transportation system (roads, sidewalks, trails, transit, airports, rail, etc.) within Livingston County? - cont.

- Light rail for passengers would be nice.
- Many roads/bridges need repair and I realize that depends on availability of funds.
- As long as gov't spending on roads is called "infrastructure" and spending on mass transit is called "subsidies", this country will remain automobile focused. As long as our Large fleets of buses are reserved for school kids, there won't be tax money for a more comprehensive approach to mass transportation.
- Limited service hours.
- Roads are adequate but route 5/20 picking up increased truck traffic maybe due to high Thruway fees. Some of these trucks move pretty fast as they past through Avon. Don't have a solution. We lack safe bike paths along highways. The passing lane markings on route 5/20 are not placed for safe passing in a few spots. Visibility because of road elevation should be considered when allowing passing.
- Not enough options for public transportation to services.
- Varying. Some roads seem to always be well-maintained while others are left to deteriorate.
- Fair.
- Some areas are not services by public transportation because so few people need it on a regular basis (like in Hunt).
- roads, sidewalks, and trails are good but public transportation needs to be improved 100%
- This is a rural county with sidewalks limited to the town or village centers.
- I wish that getting back and forth from Mt.Morris to Dansville, Geneseo was more often. I see the dentist in Dansville usually at 9 a.m. - I can not get back home after taking LATS until 2 which takes my little free time away.
- The roads are becoming crowded. Other than villages there are no sidewalks...some paths. What is walking? Walk where? To the fast food joints? The transit system appears to just be a handicap service. If you have no other resource for transportation and can get to a bus stop location and have most of the day to co-ordinate your ride it will get you there. Rail? Airports? Have you been to Livingston County?
- Good,wish there were more options for those that work long hours and live out as far as hemlock.
- Rail? Bring back the trains between Avon and Rochester! Roads are fine with me. Actually, the older the better. When they are widened, drivers go faster because they feel more secure.
- fine for me
- Significant opportunities exist for improvement. I would be excited to see more repaired sidewalks, foot and riding trails, and convenient access to a weekend rail.
- Fair but limited due to time and days available
- Overall- They could all use upgrading.Especially secondary roads.
- Good. More bicycle lanes would be nice.
- it costs my clients money they don't usually have and also they have to wait a long time for the bus to come back for them
- Roads, sidewalks, trail and transit assistance via cars/vans are primary resources. Some roads deteriorating - 436, parts of 436. Overall, most in fair to good conditions that I travel on. Local Dans airport affects so few inteh county. Rail is primary to shipping goods.
- lacking
- would like to see more off road bicycle/hiking trails connecting villages
- sorely lacking- we need more frequent and more established routes
- for the most part, no major problems since I basically use a personal vehicle village walkways are adequate
- We're new to the area and things seem fine; unfortunately there are no public transportation options from our address outside of the Geneseo Village
- We walk a great deal in the village of Geneseo and drive everywhere else and from our viewpoint it is a good system overall. The sidewalks in the Geneseo streets can be rough and have caused serious falls. There should be re-design and replacement done where needed.
- Sidewalks need some repair in the village of Lima. Road are well maintained.
- I think there is a lot of unnecessary paving going on right now. i didn't see that the roads were in such bad shape. Overall, I think things are pretty well maintained.

What is your overall perception of the transportation system (roads, sidewalks, trails, transit, airports, rail, etc.) within Livingston County? - cont.

- Overall it is good. I am concerned about the replacement of the route 63 bridge and the possibility of not having a temporary bridge, since a lot of our shopping is done in Geneseo. That may force me to do more shopping in Henrietta after work, instead. That goes against the push to Shop In Livingston.
- Good.
- The roads are well maintained if not always adequate for cycling and walking/running. Sidewalks depend on the community. A greater trail network would be wonderful. There are a few trails already (Finger Lakes and Greenway, as well as a few community trails); however, it would be nice a system of interconnected trails, a system that stretches the full width and breadth of the County. Rail and air are under utilized.
- Roads are sufficient and are being improved. Sidewalks are poorly lit and not enough of them. Trails are not widely known or publicized. Airports and rail are non-existent in the county but the Rochester airport is accessible. Rail should be more easily accessible. Some bike paths would be nice.
- For a rural county, very good!
- Don't really have any other than they're too expensive.
- The transportation overall is pretty good. Except for in and around Geneseo. The salt mine has created MUCH more truck traffic on Route 63! Those trucks pull out in front of the many, many cars coming into Geneseo from Mt. Morris. This causes backups and dangerous conditions. Obviously more in the winter than in the summer. As a commuter that uses that road daily, I feel something should be done about that. I really wish LATS would create more routes that the employees of Geneseo could use coming from the towns South of Geneseo.
- OK, could be in better condition
- The public transportation system is lacking! Part of the problem is the size of the county vs. the population. The land area is a large area to cover with many people living outside of a community center, thus making it hard to accommodate all people. There isn't a rail system. During the winter months bike paths and sidewalks would be hard to maintain for the few who would use them.
- too many trucks on the road
- It's non-existent from Caledonia to Geneseo.
- I am a transport from NYC and long for the ease which was available to reach the many museums and cultural venues. Rochester and surrounding areas have many cultural and educational offerings which can only be reached by auto.
- There is not enough public transportation.
- They do a good job. I never thought I would ride a bus but LATS is a real value. I wish it was more available and I've asked SUNY Geneseo to support it..
- Transportation in and out of Rochester should be more frequent.
- OK, but transit is limited.
- More sidewalks and multi-use trails are needed.
- fine
- good
- Good
- Adequate for automobile travel.
- so areas are better maintained than others .. and some roads have more police patrol ...
- Decent, but needs some thoughtful review.
- It is archaic because it's geared toward individual vehicles. Incentives have to be trumpeted so that people understand that there are benefits to mass transportation and, even better, "green" transportation. Having kids in school learn about public transportation by taking it on a class trip would be helpful - a school bus is similar but not exactly the same. Engaging employers to work with employees around scheduling would help workers whose transportation logistics aren't in sync with work schedules.
- Seem ok, although if 390 is in Livingston County, big rocks from all the construction have hit my windshield. It's already needed to be replace once after just one month of commuting. Another rock just hit it and it will probably need to be replaced again.
- not user freindly, forces you to own a car.
- average

What is your overall perception of the transportation system (roads, sidewalks, trails, transit, airports, rail, etc.) within Livingston County? - cont.

- Overall, quite good. LATS is a great resource, which can hopefully expand to include more options.
- roads usually ok what side walks there none existant don't know about any trail except the green way
- Good
- I live in Steuben County, but I know there is a lot of busy roads tractor trailers occupy
- The Lats bus is a wonderful service. I only wish it had been available before the route that we are trying to save.
- Not user friendly enough.
- above average.
- It's fine.
- I think we have excellent roads in Livingston County, but would like to see more trails for bikes.
- There is no reliable public transportation. It would be really great if there was and then, if people would use it.
- Great for driving but limited bus service and no bike paths and bike-friendly roads means everyone is driving.
- I believe they are fairly safe, again other than the large trucks that pass through our area on their way to buffalo. They make the area between Mt. Morris and Geneseo much less safe.
- Their current route system only services a few who are handicapped or elderly. It doesn't have routes available for most business employees to use during the hours needed. You are either arriving half hour to soon or leaving half hour to late or more. You also have to walk to your place of business which takes 15 to 20 minutes in bad weather at that. If you do use the established routes you are not picking up anyone at certain stops. The roads I take to work are always good and cleaned during snowy weather.
- Pretty good for an essentially rural county.
- For a small county, we have many options available. The LATS system needs revamping of the routes, there are buses traveling with few people on them, and long waits. Someone could not attend a Dr. appointment using only LATS without waiting for several hours either before or after an appointment.
- Would like safe roads & trails to both run & bike on.
- OK
- very good
- I wish there were more buses running between towns. I wish people had an interest in a bus system in Livingston County. It's expensive to keep a car on the road. But I'm worried not enough people have an interest and it wouldn't be profitable to have a bus system.
- They are fine.
- I wish their were more sidewalks linking all areas within a village/ town to each of the main areas. In Geneseo I wish there were more pathways thru some of the green spaces as short cuts for pedestrians to places like GCS and Walmart and the businesses on 20A. There could be little road extensions made off of Ryan and Millenium drive to connect those areas so a driver/pedestrian could access those businesses without getting back on 20A all the time..or open up Rorbach Lane to connect that road thru the apartments and down to the plaza and food establishments off of 20A.
- Less developed than ideal. Most roads are well-maintained but sidewalks are hit or miss. Speeders are a problem but that is everywhere.
- Unfortunately the public transit system is not convenient/adequate for the majority of people in the county. A rural county is just not set up to be as convenient as an urban area (ie Rochester) I wouldn't mind riding a bus to work if I didn't have to drive places during the day
- As an employee of the Department of Social Services I can say that public transportation is an issue for the people we serve. Bus routes do not run frequently enough, and stops/destinations are are too sparse. This deters people from meeting their own needs.

What is your overall perception of the transportation system (roads, sidewalks, trails, transit, airports, rail, etc.) within Livingston County? - cont.

- Just like America, Livingston County is car focused and as such the roads here are generally in excellent condition. Where I would love to see more improvement is in development of bike and walking trails. From adding bike lanes/wider shoulders to existing roads to extending and connecting non road shared trails. There are lots of recreational bike riders all over the County right now. These riders can be consumers of our local businesses. We not only can promote the recreational aspects of our trails but also the replacement of automobile use. I believe the concept: "build it and they will come" with improving bike use. Also my perception of public transportation is for those who can't afford a car. Therefore if I'm using the bus then I must be in the same category when others see me. Silly right? I have not seen myself replacing my own use of a car with public transportation until this survey. Because of my dumb beliefs I keep myself un-informed of the public transportation options available to me, keep telling myself its not convenient using the bus and just keep doing what I've always done and then complain about my carbon footprint and turn off a light thinking I've done my best. This survey has pointed out what I don't do because of me, actually and not because of what the County doesn't do. I am familiar with CATS but did not even know about LATS. I will commit to taking the bus at least once before the year end to replace a car trip.
- It is fine as it is as far as I am concerned.
- Fairly Good where there are sidewalk and trails. Need crosswalks at traffic lights!
- So far, it works for me.
- The level of availability of public transportation is not as good as in Monroe County. As a legally blind individual, public transportation is of the utmost importance to me.
- Basically what I would expect for a relatively poor rural area. I'm disappointed in the lack of well developed passenger rail that might connect communities between Rochester, Corning, Binghamton, Ithaca, Watkins Glen, Hornell and stops along the way.
- We are a rural county and I don't expect to see the development like Monroe County. I am satisfied with what we have, nevertheless, if I had no private transportation and needed to travel to work I might have a different take on this subject.
- Roads are generally good but need to have bike lanes added, sidewalks are missing in newer developments and where businesses have located on the outskirts of villages, gaps in trails like the Genesee Valley Greenway need to be completed in order to connect villages along the Greenway and new trails need to be built. While it would be nice to have railroads back, we need to identify the most useful transit routes as you are attempting to do.
- Very poor reliability. Very hard for youth to get around.
- We are very rural so I don't feel there has been much development in the way of transportation for our area residents. Takes a long time to get anywhere for most of us in the rural settings- walking is not an option for me to get anywhere.
- The bus system I used frequently in college, but it is not available or I am not aware that it is available in my area.
- I have had potential employees who could not take a job due to lack of transportation.
- Adequate
- I work in the public sector and am grateful for the expansion of the LATS system to provide transportation to common shopping areas and medical appointments in Rochester. Unfortunately some providers in Rochester are unable to accommodate transportation schedules....plus some clients with children or elderly have to wait long periods of time for the return trip to Livingston County. I remember when we did not have any public transportation in Livingston County.
- Our roads are basically well maintained and kept in good repair. While there are no sidewalks in our neighborhood, we often walk and bike our roads with no cause for concern.
- Good roads, few sidewalks, too many trucks!
- That there is limited availability. That it is for low income individuals.
- Road system adequate if you own a vehicle. Public transport is not convenient or easy access. We could use more sidewalks and safe places to walk near the road. It would be great to have a system to connect to the rail and air transport. People complain about highway maintenance and winter snow removal but the depts do the best they can w/in budget and safety.
- Conesus is terrible, way to many dirt roads. For what I/wel pay in tax's I expect more from the town of Conesus
- Generally favorable.

What is your overall perception of the transportation system (roads, sidewalks, trails, transit, airports, rail, etc.) within Livingston County? - cont.

- 5&20 scarey, but I guess everything is acceptable.
- LATS is good, but not available enough (weekends).
- I don't think we have access to rail here in Livingston County
- the back roads in Mt. Morris area are not maintained properly especially in the winter months
- I think it could be better. I applaud the county for providing public transportation. I would love to see us expand our capacity for greener, healthier alternatives.
- I regret that the terrific railroad & street car system that existed here more than 100 years ago was let go. I'd like to see railroad mass transit to both Rochester and South (Corning/Elmira) as well as some other light rail within the county between towns. As it is now, I don't think our car-only-dominated system is sustainable except for the very rich. Within a few years gas prices will kill what little life we have left here!
- I have seen improvements but I would like to see more connections.
- poor. I would like to see more sidewalks, more trail work, and bike lanes.
- It is sufficient, however I would definitely like to see walking and biking as more viable options, mainly to move around individual communities.
- Roads seem fine. I have not used transit, but my perception is that for a rural county it is not bad, though we can't expect something equivalent to a city bus system. We are close enough to the Rochester airport to not need to invest in an airport in the county. Light rail would be wonderful but it won't happen (it was proposed once on the old Erie line going north to Rochester). There is tremendous potential for additional trail development. The Genesee Valley Greenway is a wonderful resource but the trail surface needs attention to make it more universally attractive. There are other corridors that could work well but unfortunately communities have been slow to see the value in that. The trail from the Greenway to Avon is a start, but there are corridors that can connect from Caledonia to the Greenway (that was killed by Caledonia), the Dansville corridor, the trail plan already sitting on the shelf for Livonia, Lima had hopes for a trail before landowners bought big parts of the corridor, and there are others that I just don't know about. Genesee Transportation Council did a great job of mapping out many of the possibilities but little has been done to try to bring them about. Even within communities there are opportunities for connecting cul de sacs (I think Avon has done or at least discussed something like that).
- Sidewalks are tough (bumpy & not smooth) for young children learning to ride bikes and for pushing strollers. Drivers need to be ticketed (or some other way) to be made aware of laws for pedestrians
- The car rules and most have them. I think our road system is adequate. It would be nice to have "real" options other than the car, but I don't think that will happen. Would there ever be a rail line to Rochester or a shuttle from Dansville to the Airport in Rochester? Could we develop some nice safe trails on which to take a bike ride, that would be nice and doable, but we are talking recreation not a means to get to work. Transportation has been discussed almost ad nauseum in Livingston County for years, with no real change and I'm not sure that LATS will be the harbinger of things to come. It seems the LATS buses are parked, burning fuel, more than they are transporting passengers.
- It is status quo...nothing new or innovating ...nothing to encourage the sustainability of the earth, except for the LATS..
- adequate
- Really don't have an overall because I have not used it myself. But I know there are several county employees working in Genesee relatively the same hours who come from the Dansville area and could all vanpool together, saving us all gas and wear and tear on our vehicles - especially in the winter! It would be great if we had a group that could be picked up in front of the government center or Sheriff's Office and dropped off at either Save-A-Lot (their parking lot is horrible) or the CVS plaza.
- Sufficient, but could be better for bike routes.
- Most of the county roads are pretty good. Some of the town roads leave a bit to be desired.
- Over all roads are kept up very well.
- Roads are priority and walkability or bikability is not a consideration. I am very glad to see that this is now being made a priority!! Livingston County definitely needs to consider more/better means of public transportation. We need to be a green & sustainable community!



What is your overall perception of the transportation system (roads, sidewalks, trails, transit, airports, rail, etc.) within Livingston County? - cont.

- Not enough choices for public transportation. Not enough routes, not enough stops, not enough early and late choices. For instance could not use to go to work at all.
- Poorly maintained shoulders on the roads.
- More sidewalks are needed, especially in Geneseo village. Road repairs in the Town of West Sparta are desperately needed - not just patches in various locations! The patches in many cases, make the road more difficult to navigate!
- I think overall for anyone who is capable of providing transportation for themselves, it is relatively easy to get from Point A to Point B. However, for anyone that does have to rely on public transportation it is perceived as a hassle. The routes that are available mean spending hours away from home for having one appointment or getting errands run.
- Not enough sidewalks and repairing of older ones. Not enough benches or places to stop and rest along the greenway trails
- Generally positive
- I am unfamiliar with them. I would appreciate receiving mailings describing and promoting easy access to transit.
- I think the roads, sidewalks and trails are great in Livingston County. They are generally in great shape and go where they need to go to support commuting and recreational use. I do not know about the transit system and how to use it. Airports and rail seem to be of limited value for commuting or recreational use in Livingston County
- Good roadways but could use more enforcement of the traffic laws.
- It would be great if lite rail was available to Rochester. More loop trails for bikes and pedestrians are needed. More forethought into how these ideas can be incorporated 10, 20, 30 years down the road, and not squeezed in after roads, developed are already completed
- Overall OK.
- I think the roads are good for a rural community. I like to see the upgrades occurring on some of the busier dirt or former dirt roads in Conesus.
- Many back roads need much better care.
- I'm glad to see the bus for people who can't drive. But we have built a system for cars. You even need a car to get to a trail so you can walk. I'd like to use a bike, but the main roads are far too dangerous for that. We brought bikes with us when we moved here, but we gave them away.
- I think our roads are very good and well maintained, better than most areas outside of NY.
- Some improvements have been made, more would be beneficial.
- well maintained
- Better than average
- Overall, I feel that the quality and availability of transportation systems within Livingston County ranges widely. We have many good systems in place, but in our more rural areas, we are lacking. We also need to work on increasing our connections between destinations, while making the experience safe and enjoyable.
- Fairly good for most but bad for elderly and handicapped.

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

Open-Ended Response

- If I had any idea of the routes for the transit system, I might be able to help you here. However, the complete lack of publicity for the available routes manages to keep the average person "out of the loop" and unable, therefore, to access the services . . .-or be able to tell you if there are any "gaps".
- Bike racks are unheard of anywhere these days and to try to mention all the sidewalk issues would take me all day. For me, the lack of options to get back to Avon keeps me from taking the bus unless it is an absolute necessity. I often need to go to Geneseo and Mt. Morris both in one day and it is hard to have the \$6-\$8 needed.
- Sidewalks to Goodwill, Walmart and Wegmans. I can't think of anything else.
- Better intersection lanes especially for truckers or slower vehicles.
- Need sidewalks and bike lanes.
- Ridge Road - State Route 408.
- Transit needs to frequent higher density residential and commercial locations, including the downtowns.
- Transit is not very accessible with time and late.
- Whole County.
- Its fine.
- Need for more frequent stops made by LATS.
- Sidewalks from Nunda Village to Shurfine/Dollar General.
- More frequent service from Dansville Rt 36 and stops on Route 36 to Mt. Morris or Geneseo. Earlier hours and later hours.
- How to get a taxi.
- Lack of bus routes, variety of bus route times and locations.
- I would like better transportation within the town of Geneseo.
- There needs to be more buses to Rochester. 1 a day is not enough.
- There is a lack of buses from Geneseo to Nunda.
- Sidewalks needed in Livonia.
- Some sidewalks are very broken up. Three foster grandmothers ride and are picked up at the front door of our apartment building and are returned to home from the school.
- Transportation route - Pole Bridge Road - Avon - Across from the Village of Avon.
- No reliable public transportation.
- I am searching for employment and my only transportation is LATS. My search is limited to availability of LATS, therefore i can only work hours that LATS runs, which is limited to mornings and weekdays. If LATS expanded hours and weekend services i would have a greater chance of employment.
- A sidewalk along Lima Rd. to Volunteer Rd. and along Volunteer Rd. would improve safety for the many runners.
- If you live in Mt Morris, Geneseo or Dansville there is a fair amount of bus routes to get to and from appointments or outings. If you reside in any of the out lining areas there is very few options if any. Whether going to work, shopping or appointments it make it difficult when you dont own a vehicle or can easily find a ride.
- PLEASE install a sidewalk in Geneseo leading from Ryan Drive all the way up to the Genesee Valley Plaza. Also when a walker or biker arrives at the top of the hill across from the entrance to the Plaza, there needs to be a crosswalk and a pedestrian crossing signal at that intersection of Route 20A and Volunteer Drive. Right now, that final stretch from Ryan Drive into Wegmans and other stores is extremely dangerous for walkers and bikers.
- new to area and still learning the system
- There are areas in some villages which do not have sidewalks or the sidewalks are in poor condition. An assessment of the sidewalks in each town/village would be helpful.
- Need for walking/biking paths/lanes around Conesus Lake and to/from Geneseo and other town centers to the lake. This is heavily used by walkers, runners, bikers, but is dangerous because of little/no shoulder on the road and the speed of vehicles on the road.

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

- Not specifically. I often wish I knew more about existing bus routes / that there were more developed routes.
- Lima Rd. in the town of Geneseo is a safety nitghmare, for all forms of transportation.
- Can't think of any off hand.
- Not aware of transit opportunities in Nunda that would get me to Mt. Morris or Geneseo on a regular basis. Also not aware of any service between Nunda and Dansville.
- I know this is ongoing and great strides have been made.
- It would be nice if Wyoming County would have a cross-connect with Livingston County as far as I am aware - transit is not set up to be a viable option for getting to work routes/daily schedules do not meet work needs if I needed just a specific destination - ie Dr appt - and would not have to spend all day at the Dr's office, I would consider a bus of some sort or for shopping if there were more regular/convenient times
- MORE BUS SHELTERS. there should definitely be one at newton, and maybe at the major shopping centers. it's not fair because I can't afford a car that i should have to wait in the snow at walmart because the bus is late.
- A transit route would be ideal from Interstate 390 to the Buffalo area so the tractor trailer traffic would not have to exit at exit 6 or 7. They would not have to travel through the village of Mt. Morris or use Rt. 63 or travel all the way to Rochester to take the Thruway all the way back towards Buffalo.
- For people living out of town, it's all very limited
- There aren't any sidewalks for streetlights on South Lima Road.
- Need sidewalk/walkway from village of Nunda to Shur-Fine and Dollar General. Nunda Village sidewalks, many are impossible to walk on, have to walk in the street.
- Need more sidewalks going all the way up 20A to the plazas
- Transit route leaving Avon by 7:30a.m. and returning from Geneseo by 4:30p.m.
- Sidewalk needed along 20A in Geneseo for walkers attempting to get to wegmans or Walmart
- All the above; We could use more sidewalks, transit routes and bike racks.
- sidewalks needed on both sides of 20A. More LATS routes are needed; frequency is needed to be increased in times LATS runs.
- Commuter train to Rochester
- If I wanted to take a bus from Lakeville to Geneseo, last I checked, it was about a 40 minute ride that goes up to Avon and then down to Geneseo. If that could be a direct route that was only slightly longer than my current car ride down 20A, I would use it.
- See #18 above.
- Can't think of any.
- Finish a sidewalk from Ryan drive to Wegmans in Geneseo.
- see #15
- Need better sidewalks
- Lack of sidewalks all over. Closer pick up and drop off points. No definite pick up and drop off times.
- Lack of buses to Nunda from Geneseo
- More available rides for people on low income disability.
- Need more options to serve different work schedules, 7am to 3pm, 8am to 4pm, 9am to 5pm without having to be stuck on a L.A.T.S. bus for 1 or more hours.
- I do not know of any.
- None that I know of.
- None
- Not aware of any currently.
- Unknown.
- An early bus (i.e. earlier or around 8 am) from Avon to Geneseo; a later bus from Geneseo to Avon (i.e. after 4:30; I cannot work an 8 hour day in Geneseo and ride the bus.
- There are no bike racks ANYWHERE in Avon. We need them.
- Lack of sidewalks and safe bke lanes to commercial areas in Geneseo.

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

- Bike racks are few and far in all of Livingston County in all of the towns. There are not even many lamp posts available to chain one's bike to. In Avon, one can get a bus to Rochester but if you need to return anytime in the middle of the day forget it. Avon has a great sidewalk system but it does need to be expanded on Genesee Street toward the residential areas away from the center of town. Also, the side walk needs to be completed on High Street between the Chase Park and the older section of sidewalk located closer to the Main Street.
- Are transit routes available to/from Caledonia or York?
- bridge at bypass SUNY collage
- see above re biking friendliness...
- Need sidewalks from Woodsville (West Sparta) to Cumminsville (North Dansville) to the Rt 36 shopping plazas. Need sidewalks along Rt 36 connecting all the plazas and fast food places (North Dansville).
- An off highway bike route from East Avon to Avon would be a giant step towards making it possible for kids to ride their bikes safely to school.
- North Avenue, parts of Rochester Street, Pole Bridge Road, Linden Street, Spring Street, Richmond Lane. All in Avon.
- No bike racks around Tops or CVS & Hardware store. 5&20 not particularly safe to bike on. I worry what will happen if I can't drive when I am older.
- Many towns-no sidewalks.
- too long to list
- Need more public transport options into Monroe County/Rochester for shopping, particularly middays during the week and weekends when Genesee-Rochester shuttle does not run.
- A bike rack? Are you kidding me...when was the last time you saw someone ride their bike to the store? You are risking your life to ride on the roadside
- Sidewalks are need for hemlock and better options for teenagers to travel for school and work.
- none
- Many village sidewalks are in disrepair, and so, many walkers walk on the road to include the kids. Some roadways are wide enough (and used by some) for walking or biking but they are not marked. It would be best for safety and promoting the healthy opportunities if some things would be clearly marked and advertised for these purposes. These ideas have been already been identified and presented, but have not reached a higher priority, because (1) cost and thankfully no incidents, and (2) there are many other fiscally demanding issues on the agendas.
- 20a and Lima in Genesee do not have end to end sidewalks, bike paths or crosswalks from village to Wegmans
- Sidewalk needed on Creek Rd between trailer part and the village because many who live in trailer park do not have cars and walk or ride bike.
- I feel there is a great need for public transportation in Livingston County
- need wider paved shoulders for bicycles on secondary roads; need more bicycle racks in villages.
- A sidewalk from Nunda Village to Shur-Fine and Dollar General.
- Genesee (Highlands) 730am-8am to Mt Morris (Country Inn and Suites) and County Campus and return 330pm-4pm 7 days a week
- No public transportation options near my address on Avon Road outside of the village.
- Limited access to Rochester and the Henrietta area is a gap. Light rail would be nice, although difficult. It would be nice to have a link to the railway station in Rochester.
- From Big Tree Street in Livonia toward the Old Hickory golf course would like sidewalks for those wanting to walk to the Golf Course
- I think the sidewalks in Dansville are in terrible shape and the funds being used now for paving would have been better spent there. I often see people in wheelchairs in the street because the sidewalks are so bad.
- Na
- Bus is needed from Eastview Mall area to Genesee village.

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

- As a future consideration, why not the remaining rail network for a passenger service from Dansville to Rochester. The infrastructure is already in place from Lakeville to Avon and beyond as well as from Dansville to through Mt. Morris, Leicester, Retsof and Caledonia to Avon and beyond. It just needs to be upgraded for higher speeds. Use converted transit buses or self-propelled rail cars. Electric power might be best. With gasoline not getting any cheaper, this is something to start planning for now. It would get more vehicles off the roads and reduce costs associated with highways. I also think the Dansville airport is underutilized. I don't see it as a major passenger facility, but it does have the potential to be a commuter connection point to Buffalo, Rochester, Syracuse and Elmira if business in the southern part of Livingston and northern part of Steuben counties takes off.
- I live in the village of Avon and don't feel safe taking a walk alone after dark. I don't know the transit routes enough to comment nor the bike racks/paths.
- A sidewalk in Geneseo leading to the Wegman's plaza. On the other side of the road, it reaches Walmart. Pedestrians could cross if there were a cross-walk and continuation of the sidewalk on the other side. Also, we need a crosswalk by Livingston Health Services - walking to a medical appointment from the campus recently, it took 15 minutes to cross Rte 20 at the top of Center Street.
- Sidewalks in front of York Central School to the corner of Rt. 63 and 36 or to Dollar General.
- As I said above, I wish LATS would provide daily transportation to and from Geneseo for the employees who work in Geneseo.
- A bike path is needed on or near Conesus lake as is some kind of walking path. Back roads such as Creek Rd in Nunda, most of the back roads that run through Groveland need bike paths. Route 15 that runs through Springwater need better shoulders or bike paths. Federal Road in Conesus is dangerous to ride a bike down as are any of the roads that run through Fowlerville.
- Sidewalk needed on Michigan Ave to complement the existing sidewalks on Meadowview and Rainbow. Need transportation to and from airport, and train station in Rochester.
- Transportation in and out of Rochester should be more frequent.
- Groaveland!
- Sidewalks and/or multi-use trail is needed North of the village of Lima.
- need more bike lanes and a walking path to wegmans. crossing option from walmart to wegmans when walking.
- If there was a bus route Monday thr Friday that would leave Dansville by 630am and be in Geneseo near the college by 630am or 645am .. and then leave Geneseo by 4pm in the afternoon to return to Dansville by 430pm I would ride the bus
- A sidewalk is needed along Volunteer Drive. Many people use this as a walking or running route, and traffic flow is quite busy - a sidewalk is needed so that people don't actually have to walk on the shoulder of the road with speeding cars less than five feet away from them. Street lights along that route would also be a good thing.
- Sidewalk on the north side of 20A from downtown Geneseo to Wegmans stops several hundred feet short of Volunteer Road. No bike racks at Livingston County Dept of Social Services. No signage anywhere in county reminding motorists to respect the rights of bicycle riders to use the roads. Intersection on 20A at Temple Hill/Prospect Street in Geneseo is not safe for any type of traveler.
- most roads do not have sidewalks, sidewalks encourage walking, biking, and safer passages for young children
- No side walks or bike routs between Livonia and Geneseo and it would have to be some what open so people can spot shady carector as they commute to and from work
- None
- not sure
- I would like better pickup from Avon to Geneseo.
- sidewalk on the side of Geneseo Wegmans sidewalk going to Mt. Morris entrance of Letchworth St. Park
- Public transportation from Avon to Geneseo in the morning, and the reverse after work. If I could get to work by 8:00 am and leave sometime between 4:15 and 5, I could use LATS on most days.
- There is a lack of sidewalks on most roads. The LATS bus does not service all roads.

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

- No shelters at Dansville, Geneseo, Springwater pick ups. Should have stops at routes in these areas for places of business so employees are direct dropped off at their work such as the College, Livingston Health, DMV and Court House, Walmart, Wegman's etc.
- It appears the LATS bus system shuts down mid day except for a few buses. There are several buses at the Hampton Corners bus area mid day.
- Needs to be better coordination with the bus/train schedule, especially on weekends. Also, more stops to the mall and area colleges such as Brockport
- More sidewalks in Lakeville. Need bike paths throughout the county
- If have none.
- There are no bike racks anywhere that I have noticed in Geneseo. A sidewalk on Volunteer road from Lima to Walmart is needed. A crosswalk with Pedestrian signals to cross 20A from the Walmart side to the Wegmans side is needed as well.
- Rt. 15A Lima to Honeoye Falls, missing connections within Village of Lima and to park entrance.
- no public transit routes for workers who work hours other than "regular business hours" For example convenience stores, fast food, grocery stores that stay open late - late hour transportation is not available.
- More bike trails needed. Especially for road bikes, which can only handle a minimal of dirt roads, but can cover surprisingly long distances in a surprisingly short time.
- I do have a car and do not need to use the lats system.....BUT.... For people who do not have transportation (no drivers license or car) it is impossible to use the lats system for reliable transportation to work. I work for DSS and I see that there is a Huge need for transportation for the normal workday ... 8-5 Monday - Friday and weekends. There are more people who live in Livingston Co. who do not have transportation than you would think. Getting them off of services and back into the workforce requires better workday friendly transportation. Unfortunately, this group of people probably has not gotten this survey or able to comment to you on their situation. I would recommend contacting the Employment Unit at DSS or Work Force Development to get the information on this group of individuals. I'm glad to see that the transportation issue in Livingston Co. is being addressed.
- Public transportation system is virtually non-existent.
- I find the main intersections in Mt. Morris to be of great concern to pedestrians - crossing four lanes of traffic where too many drivers do not observe the speed limit and there exists limited visibility. Route 63 through Dansville where the shoulders are too narrow on both sides presents a hazard especially near funeral homes on both ends of the downtown area. No bicycle lanes in Dansville for children who ride bicycles to school.
- In Nunda, sidewalks are needed along Portage Road (Rt. 436) where students walk to the Kiwanis grounds for soccer, baseball, etc. Students also need sidewalks along Walnut St/Fuller Road when walking to the athletic fields on Fuller Road. Sections of Creek Road in the village also do not have sidewalks.
- Longer sidewalk on Lima Road in Geneseo.
- Conesus Lake is not bike friendly. There are few stretches of East Lake Road that allow bikes and autos to co-exist safely.
- There is no sidewalk on Stanley Street between Stanley and Grove Street.
- Connection by LATS between villages. LATS to go all the way up to the county campus. Public connection to hiking areas. Being able to take a bike on the Amtrack to go across the state.
- Sidewalks all the way to Wegmans and Walmart plazas in Geneseo would be a great help.
- Disregard of tax payers needs with LATS. More concerned with the group home people. Frankly, we pay the taxes, and are working, we should be highest on the priority list, but we are not, that's why I haven't used them.
- Would like to see some public transit going to Rochester areas during work week. In that case, I could consider not driving myself. Many Livingston County residents work outside of Livingston County - and until there are more employment options locally, residents need to be able to go where the employment exists.
- There are almost no bike racks in the county and few bike lanes. Luckily many of the shoulders of the roads are wide enough to ride but safety is always a concern for me when cycling. There are just too many people driving fast and unsafely.

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

- Are you guys kidding? Bike racks? Sidewalks? Those things are not what is MOST needed. How do you think poor people get to work? Yes, we have GAPS! It's called alternatives to privately owned cars and tax-supported highways that only half the population can actually use! Could we PLEASE talk about REAL mass transit here? Poor countries all over the world, including very rural communities, have better alternative transportation systems than we have here. Let's get going!
- Transit choice has been very limited for people in the Nunda area especially. Would be nice if all LATS fixed route service had bike racks although a majority do. Shelters at stops would be nice. Even in rural areas of other countries there are usually shelters of some kind.
- Upper Lake Rd in Avon needs a bike lane. Also, on the section connecting to the village, there is a dangerous turn that could use a side walk that could connect to the existing village sidewalk as well as possibly having some cross walk areas for students who might be walking to school.
- I would like to see sidewalk extend to the Driving Park in , into the CVS parking lot and around the plaza behind CVS, in Avon.
- It might be good to do a sidewalk inventory in each village as there are many places where additional sidewalks would do a lot to encourage more walking. I don't see many bike racks anywhere in villages but what good are bike racks if the streets aren't seen as safe for biking. the bellweather to let you know if your community really gets it in terms of making people feel safe for biking is whether you see women bicycling. If that is not the case, a community is not bike friendly. Mia Birk's book on her experience in Portland is a great one on this topic.
- Avon is working on more sidewalks.....that is my town, so they are addressing the issue as best they can.
- Better/connected sidewalks are needed in Town of Avon. There is no connectivity between Village and Town of Avon, particularly East Avon. East Avon is the gateway from 390 to Village of Avon. There are more residential areas being created in East Avon and it is important to connect East Avon to Village by making it walkable/bikeable from one to the other to shop and do errands in the business area in the Village. More people would stay within our community if this were easier to do. Even the area from Tops area to business district on Genesee Street needs some more improvement - sidewalks & crosswalks are better but not many bike racks. I recommend a walking/biking trail from East Avon to Village following a ROW for electric wires or some other linear means, even perpendicular to roadway in ROW.
- I think safer walking/biking routes should be provided on main highways outside of towns and villages.
- Route 20a through Geneseo needs a plan (lights, turn lanes, limiting access)
- It would seem to be advantageous to set up transportation hubs in most towns where residents could reach a transit system. The hubs could be the locations for LATS pick-ups with regular scheduled pick-ups and return trips. Smaller local transport systems could link some residential areas or hamlets to the hub locations so that people in the rural areas can easily access the hub location either by using a personal vehicle or using the smaller local transportation service. This would provide connectivity from the outer reaches to the hubs and then to commercial, employment or medical office locations.
- I just think where road upgrades are planned, consideration should be given to improving the shoulder for bicycle use.
- Route 15a from Lima north to Honeoye Falls is literally a death trap. My kids can't bike or walk to the school for activities, just too dangerous. Please consider sidewalks or a trail to connect these communities. We are a joint school district and we are 3 miles away but it feels like we are on an island. Trails connecting the parks in these communities would be the most direct and effective way for people to move from one town to the other. A large part of our low-income residents live in the trailer court on 15a just north of the village and frequently walk to the village. Just last night 5 teenagers were walking home at 830pm and were walking very close to the road. When it gets dark early it is a very dangerous situation.
- More designated bike routes on roadways- adequate shoulder material and deliniation. Paved off street paths similar to Rochester's canal path would be cool!
- Rural areas

Summary of Needs by Location

Summary of Needs by Location

Documented needs by municipality through public involvement

Avon

- Improve condition of Rochester St from Avon to Rush
- Specific pedestrian/bicycle concerns
 - Close gaps in sidewalk network – Pole Bridge Rd, E River Rd, Barber Rd, RTS 5/20, RT 15, Lake Rd, Sutton Rd, Branson Hill Rd
 - Provide bike infrastructure
- Safety concern locations
 - Improve access to DEC offices on RTS 5/20
 - I-390 interchange with RTS 5/20 near Athena Dr
- Transit needs
 - Add route along Pole Bridge Rd
 - Consider express route to Rochester

Conesus

- High speeds
- Improve dirt roads
- Need to enforce speed limits
- Specific pedestrian/bicycle concerns:
 - Close gaps in sidewalk & trail network in hamlet of Conesus and E Lake Rd
 - Lack of pedestrian accommodations – especially RT 15
 - Need accommodations around Conesus Lake
- Safety concern locations
 - Turkey Hill Road, E/W Lake Rd, Clark Rd, Rowland Rd
 - W Lake/W Swamp Rd & Sliker Hill Rd
 - RT 15/Sliker Hill Rd/Stagecoach Rd

Dansville

- Dansville Industrial Park - rail spur, intersection improvements on RT 36 & Maple St, remove truck prohibition, install wayfinding signage
- Renovations needs at Dansville Airport
- Specific pedestrian/bicycle concerns
 - Improve the condition of and increase ped/bike infrastructure
 - Add sidewalk from Woodsville to Cumminsville to RT 36 plaza
 - RT 436 from Nunda to Dansville
- Provide transit service from Nunda to Dansville

Livonia

- Improve condition of Federal Rd
- Need an access road to serve Gateway Park Development

- Specific pedestrian/bicycle concerns:
 - W/E Lake Rd – limited right-of-way to accommodate bikes/pedestrians
 - Shelly Rd and state roads –shoulders accommodate bikes/pedestrians
 - Add sidewalk from Big Tree Rd to Old Hickory Golf Course
 - Inadequate & unsafe crossings along RT 20A – especially at Commercial St
 - Close gaps in sidewalk network in hamlet of Hemlock & between Lakeville & Livonia Center
- Safety concern locations
 - Sight distance issues at Stone Hill Rd & Branson Hill Rd
 - Along RT 20A in hamlet of Lakeville

Mt. Morris

- Need improved maintenance on RT 408 between Mt. Morris & Nunda
- Truck traffic a concern on Main Street in Mt. Morris
- Need parking and wayfinding: RT 63, RT 39 & RT 408 for all modes
- Improve amenities along the Greenway & in downtown Mt. Morris
- Specific pedestrian/bicycle concerns
 - Pedestrian crossing timings not sufficient
 - Need sidewalks on Mill St
 - Need to improve access to Letchworth as a major destination
 - Provide bike racks at Department of Social Services
- Safety concern locations
 - RT 408 & Main St
 - RT 408 & Ridge St
 - Stanley St & Grove St

York

- Provide advanced clearance signage for rail bridge underpass on RT 63 in Greigsville
- Safety concern locations
 - RT 63 – especially near school
 - RT 63 & Chandler Rd
 - RT 63 & Restof Rd
 - Fowlerville Rd
- Specific pedestrian/bicycle concerns
 - Sidewalk needed along RT 63 near school
 - Improve accommodations on RT 63: Greigsville & Piffard – Genesee Valley Trail

Lima

- Transit concerns:
 - Add LATS stops at Meadowlark Manor and Genesee Community College
 - Need LATS connection to Honeoye Falls
- Pedestrian concerns:
 - Need sidewalks and shared-use paths along RT 15A

- Consider trail development between Lima & Honeoye Falls

Other

- Town of Portage needs land use/zoning regulations
- Town of Ossian needs subdivision regulations
- Site plan review provisions need to be established in the Village of Leicester, Town of Portage, and the Town of Springwater
- Towns/villages need to establish access management provisions except the Town/Village of Geneseo, Groveland, the Town of Lima and the Town of Livonia
- The following towns/villages need to conduct a comprehensive plan: Town/Village of Leicester, Ossian, Portage and Springwater
- Road improvements needed to support agricultural industry – Groveland/county-wide
- Improvements to RT 5 to accommodate future truck traffic associated with Caledonia Industrial Development Area
- Consider building a rope bridge to connect Greenway with Genesee Valley wildlife management area in Portage
- Safety concern locations
 - Leicester: intersection of Perry Rd & RT 36
 - Groveland/Mt. Morris: RT 408/I-390 interchange
 - Groveland/Geneseo: Jones Bridge Rd/RT 63 intersection – visibility
 - Groveland: I-390 interchange with RT 36 (Sonyea)
 - Fillmore: Speeds on River Rd
 - Caledonia: RT 5 & RT 36 circle
- Specific pedestrian/bicycle concerns
 - Narrow shoulders on RT 36 south of Caledonia
 - Close sidewalk gaps in Lima
 - Need sidewalks along RT 20A between Vitale Park and Bronson Hill Road
 - Need sidewalks in Woodville (West Sparta) and pedestrian access to Cumminsville, Foster Wheeler, and the plazas on RT 36
 - Highway bridge on RT 36 over Canaseraga Creek does not have sidewalks
 - Sidewalk improvements in Nunda
 - From village to Dollar General
 - Along Creek Rd (CR 15) between trailer park & village
 - Along Portage Rd (RT 436) and Fuller Rd – especially near athletic fields
 - Along RT 15A from Lima to Honeoye Falls (shared school district)
- RT 63
 - Concern regarding increase in truck traffic
 - Barrier between Geneseo and the Greenway
 - Shoulders accommodate bikes/pedestrians



Appendix C:

Bridges by Condition Rating

NY State Highway Bridge Data: April 30, 2012

Livingston County

Region	County	Municipality	Location	Feature Carried	Feature Crossed	Owner	Year Built or Replaced	Date of Last Inspection	SD/FO Status	NYS Condition Rating
04	Livingston	Avon (Town)	JCT I390 & S.H.15	15 15 42021238	390I 390I42021303	NYSDoT	1980	03/31/2011	N	5.58
04	Livingston	Avon (Town)	3.5 MI N JCT SH15 & US20A	15 15 42021250	LITTL CONESUS CRK	NYSDoT	1957	08/02/2011	N	4.80
04	Livingston	Avon (Town)	1.4MI SW JCT RTS 39+ 5+20	39 39 42061169	CONESUS LAKE OUTL	NYSDoT	1938	09/01/2011	N	4.78
04	Livingston	Avon (Town)	2.4 MI N JCT I390 & US20A	390I 390I42021293	LIV AVON & LKVLLE	NYSDoT	1980	06/15/2011	N	4.94
04	Livingston	Avon (Town)	2.4 MI N JCT I390 & US20A	390I 390I42021293	LIV AVON & LKVLLE	NYSDoT	1980	06/15/2011	N	5.18
04	Livingston	Avon (Town)	0.5MI NW NY5+US20 +NY39	5 5 42041093	Genesee River	NYSDoT	2003	05/17/2011	N	6.73
04	Livingston	Avon (Town)	JCT OF RTS 20 & I-390	5 5 42041127	390I 390I42021334	NYSDoT	1980	08/31/2011	N	5.35
04	Livingston	Avon (Town)	1.3 MILES SW OF AVON	LITTLEVILLE ROAD	CONESUS OUTLET	County	1931	10/06/2011	FO	4.69
04	Livingston	Avon (Town)	1 MI NE JCT.RTS 390I & 15	MARSHALL ROAD	390I 390I42021313	NYSDoT	1980	05/18/2011	N	5.44
04	Livingston	Avon (Town)	1.8 MI N JCT RT 20 & I390	NORTH AVON ROAD	390I 390I42021352	NYSDoT	1980	08/26/2011	N	5.47
04	Livingston	Avon (Town)	1.8 MILES SOUTH OF AVON	PAPER MILL ROAD	CONESUS OUTLET	County	1940	09/20/2011	SD	3.89
04	Livingston	Avon (Town)	1.9 MI NW OF LAKEVILLE	POLE BRIDGE RD	CONESUS OUTLET	County	1940	09/21/2011	SD	3.32
04	Livingston	Avon (Town)	1.7 MI NE JCT.RTS 390I&15	SUTTON ROAD	390I 390I42021320	NYSDoT	1980	06/15/2011	N	5.54
04	Livingston	Avon (Town)	2 MI NW OF LAKEVILLE	TRIPHAMMER ROAD	CONESUS OUTLET	County	2001	10/06/2011	N	6.27
04	Livingston	Conesus (Town)	1.4 MI NW OF CONESUS	EAST LAKE ROAD	NORTH MCMILLAN CK	County	1931	05/19/2011	N	5.02
04	Livingston	Conesus (Town)	0.5 MI N OF SCOTTSBURG	GUILTNER ROAD	CONESUS INLET	County	1988	09/08/2011	N	6.00
04	Livingston	Conesus (Town)	1.8 MI W OF CONESUS	SLIKER HILL ROAD	CONESUS INLET	County	2006	09/16/2010	N	7.00
04	Livingston	Dansville (Village)	0.5 MI SW JCT RTS 36 & 63	36 36 42021013	MILL CREEK	NYSDoT	1991	04/14/2011	N	6.45
04	Livingston	Dansville (Village)	1 MI SE OF DANSVILLE	GIBSON STREET	MILL CREEK	County	1929	08/25/2010	FO	5.50
04	Livingston	Dansville (Village)	IN VILLAGE OF DANSVILLE	RED JACKET STREET	MILL CREEK	County	2008	08/25/2010	N	7.00
04	Livingston	Geneseo (Town)	JCT. RTS 390I & 20A	20A 20A42031134	390I 390I42021269	NYSDoT	1980	04/20/2011	N	5.08
04	Livingston	Geneseo (Town)	3.4MI NE JCT RTS 39 + 20A	39 39 42061125	JAYCOX CREEK	NYSDoT	1931	03/25/2010	N	5.00
04	Livingston	Geneseo (Town)	2.0MI N JCT RTS 63 & 408	63 63 42021188	390I 390I42021197	NYSDoT	1982	11/03/2010	N	4.83
04	Livingston	Geneseo (Town)	1.0MI S GENESEO VIL LIV C	CROSSETT ROAD	390I 390I42021208	NYSDoT	1982	09/10/2010	N	5.49
04	Livingston	Geneseo (Town)	1 MI SE GENESEO LIV CO LN	GROVELAND ROAD	390I 390I42021218	NYSDoT	1982	11/03/2010	N	5.60
04	Livingston	Geneseo (Town)	1.2 MI N JCT.RTS 390I&20A	LIMA ROAD	390I 390I42021283	NYSDoT	1980	06/15/2011	N	5.32
04	Livingston	Geneseo (Town)	1.2 MI SE GENESEO LIV CO	LONG POINT ROAD	390I 390I42021230	NYSDoT	1982	08/11/2011	N	5.67
04	Livingston	Geneseo (Town)	3.0 MI.N.GENESEO	NATIONS ROAD	JAYCOX CREEK	County	1978	09/21/2011	N	6.77
04	Livingston	Geneseo (Town)	1.8MI E GENESEO LIV CO	RESERVOIR ROAD	390I 390I42021240	NYSDoT	1982	05/19/2010	N	5.68
04	Livingston	Geneseo (Town)	2 MI N JCT I390 & S.H.20A	Triphammer Road C	390I 390I42021290	NYSDoT	1980	06/15/2011	N	5.28
04	Livingston	Groveland (Town)	0.6MI E JCT RTS 258 + 36	258 258 42011099	WEST DITCH	NYSDoT	1940	09/12/2011	N	6.30
04	Livingston	Groveland (Town)	0.8MI E JCT RTS 258 + 36	258 258 42011101	BIG DITCH OVERFLW	NYSDoT	1938	12/17/2010	N	5.47
04	Livingston	Groveland (Town)	1.2MI E JCT RTS 258 + 36	258 258 42011104	BRADNER CREEK	NYSDoT	1940	12/17/2010	N	4.88
04	Livingston	Groveland (Town)	0.1M W JCT RTS 258 & 63	258 258 42011109	CANASERAGA CREEK	NYSDoT	2009	09/30/2011	N	7.00
04	Livingston	Groveland (Town)	JCT OF RTS 36 & I-390	36 36 42021122	390I 390I42021118	NYSDoT	1980	04/27/2011	N	5.56
04	Livingston	Groveland (Town)	1.2 M NW JCT RT 36 & I390	36 36 42021134	KESHEQUA CREEK	NYSDoT	1996	05/19/2010	N	6.14
04	Livingston	Groveland (Town)	1.1 MI NE JCT SH36 & I390	390I 390I42021129	PIONEER ROAD	NYSDoT	1982	10/07/2011	N	5.83
04	Livingston	Groveland (Town)	1.1 MI NE JCT I390 & SH36	390I 390I42021129	PIONEER ROAD	NYSDoT	1985	10/07/2011	N	5.91
04	Livingston	Groveland (Town)	2.3MI N JCT RTS 36 + I390	390I 390I42021149	KESHEQUA CREEK	NYSDoT	1982	07/26/2011	N	4.92
04	Livingston	Groveland (Town)	2.3MI N JCT RTS 36 + I390	390I 390I42021149	KESHEQUA CREEK	NYSDoT	1982	07/26/2011	N	4.86

NY State Highway Bridge Data: April 30, 2012

Livingston County

Region	County	Municipality	Location	Feature Carried	Feature Crossed	Owner	Year Built or Replaced	Date of Last Inspection	SD/FO Status	NYS Condition Rating
04	Livingston	Groveland (Town)	1.2MI S JCT RTS 408+I390	390I 390I42021162	CANASERAGA CREEK	NYSDoT	1982	03/29/2011	N	5.33
04	Livingston	Groveland (Town)	1.2MI S JCT RTS 408+I390	390I 390I42021163	CANASERAGA CREEK	NYSDoT	1982	03/29/2011	N	5.59
04	Livingston	Groveland (Town)	.3 MI W JCT SH63 & SH408	390I 390I42021176	408 408 42031193	NYSDoT	1982	10/06/2010	N	5.90
04	Livingston	Groveland (Town)	.3 MI W JCT SH63 & SH408	390I 390I42021177	408 408 42031193	NYSDoT	1982	10/06/2010	N	5.97
04	Livingston	Groveland (Town)	0.8MI NE JCT RTS 63 + 258	63 63 42021112	UNKNOWN CR	NYSDoT	1939	06/07/2010	N	6.06
04	Livingston	Groveland (Town)	5.2MI NE JCT RTS 63 + 258	63 63 42021136	UNKNOWN CR	NYSDoT	1939	06/07/2010	N	5.77
04	Livingston	Groveland (Town)	3.2MI NE JCT RTS 63 + 258	63 63 42021155	MILL GULLY CREEK	NYSDoT	1994	05/19/2010	N	6.06
04	Livingston	Groveland (Town)	1.9 MI W OF E GROVELAND	MILL GULLY ROAD	MILL GULLY	County	2007	08/22/2011	N	4.86
04	Livingston	Groveland (Town)	1 MI EAST OF SONYEA	PIONEER ROAD	BRADNER CREEK	County	1996	07/07/2011	N	4.29
04	Livingston	Groveland (Town)	1.5 MI NW OF GROVELAND	PIONEER ROAD	CANASERAGA CREEK	County	2009	08/12/2011	N	7.00
04	Livingston	Leicester (Town)	0.5MI E JCT RTS 20A & 36	20A 20A42031043	BEARDS CREEK	NYSDoT	1982	05/10/2011	N	4.40
04	Livingston	Leicester (Town)	1.8 MI W JCT RTS 20A & 63	20A 20A42031057	BEARDS CREEK	NYSDoT	1997	05/10/2011	FO	6.13
04	Livingston	Leicester (Town)	JCT RTE 20A + GENESEE R	20A 20A42031067	GENESEE RIVER	NYSDoT	1970	05/24/2011	N	5.14
04	Livingston	Leicester (Town)	0.2MI N JCT RTS 36 + 20A	36 36 42021210	BEARDS CREEK	NYSDoT	1939	05/12/2011	FO	5.42
04	Livingston	Leicester (Town)	1.1 MI N JCT SH36 & US20A	36 36 42021220	LITT BEARDS CREEK	NYSDoT	1948	05/12/2011	N	5.25
04	Livingston	Leicester (Town)	1.6MI N JCT RTS 36 + 20A	36 36 42021224	PEARL CREEK	NYSDoT	1948	05/12/2011	N	5.49
04	Livingston	Leicester (Town)	1 MI S OF CUYLERVILLE	COUNTY ROAD 37	BEARDS CREEK	County	1965	09/28/2010	N	6.07
04	Livingston	Leicester (Town)	0.5 MI N OF LEICESTER	COVINGTON ROAD	GENESEE & WYOMING	County	2004	10/27/2010	N	6.56
04	Livingston	Leicester (Town)	3.7 MI NW OF LEICESTER	COVINGTON ROAD	TAUNTON CREEK	County	2007	09/08/2011	N	6.85
04	Livingston	Leicester (Town)	6 MI NW LEICESTER	STARR ROAD	TAUNTON GULLY	County	1978	04/28/2011	N	5.15
04	Livingston	Leicester (Town)	AT LETCHWORTH STATE PARK	STATE PARK ROAD	SILVER LAKE OUTLT	Genesee State Parks and Recr	1936	06/02/2011	SD	4.80
04	Livingston	Lima (Town)	0.9MI S JCT RTS 15A+ 5+20	15A 15A42031090	SPRING BROOK	NYSDoT	1933	05/17/2011	N	4.31
04	Livingston	Lima (Town)	0.6MI E JCT RTS 5+20 +15A	5 5 42041176	SPRING BROOK	NYSDoT	1928	05/20/2010	N	4.49
04	Livingston	Lima (Town)	1.5 MI SW OF HONEOYE FLLS	CORBY ROAD	SPRING BROOK	County	1900	10/18/2010	N	7.00
04	Livingston	Lima (Town)	1.3 MI SE HONEOYE FALLS	MARTIN ROAD	HONEOYE CREEK	County	1993	05/17/2011	N	5.81
04	Livingston	Livonia (Town)	3.7MI S JCT RTS 15A + 20A	15A 15A42031014	CANADICE OUTLET	NYSDoT	1932	06/11/2010	N	4.41
04	Livingston	Livonia (Town)	1.9MI S JCT RTS 15A + 20A	15A 15A42031023	HEMLOCK OUTLET	NYSDoT	1983	07/20/2011	N	5.00
04	Livingston	Livonia (Town)	.1 MI W JCT US20A & SH15	20A 20A42031151	CONESUS LK OUTLET	NYSDoT	1957	09/30/2011	N	6.23
04	Livingston	Livonia (Town)	0.1MI S JCT RTS 256 + 15	256 256 42011210	CONESUS LAKE OUTL	NYSDoT	1940	06/30/2010	N	5.31
04	Livingston	Livonia (Town)	0.6 MI NW OF HEMLOCK	ADAMS ROAD	KINNEY CREEK	County	1991	08/24/2010	N	5.43
04	Livingston	Livonia (Town)	1 M NE OF HEMCOCK	BIG TREE ROAD	HEMLOCK OUTLET	County	1996	07/07/2011	N	6.15
04	Livingston	Livonia (Town)	1.0 MI.N.OF MOUNT MORRIS	PENNIMITE ROAD	WILKINS CREEK	Town	1978	07/07/2011	N	4.86
04	Livingston	Livonia (Town)	1.3 MI SW OF HEMLOCK	RIX HILL ROAD	HEMLOCK OUTLET	County	1930	10/19/2011	FO	4.16
04	Livingston	Mount Morris (Town)	3.7MI E JCT RTS 258 + 408	258 X	KESHEQUA CREEK	County	1957	09/28/2010	N	6.13
04	Livingston	Mount Morris (Town)	.8 MI SE JCT RTS 36 + 408	36 36 42021163	BUCK RUN CREEK	NYSDoT	1993	05/12/2011	N	5.64
04	Livingston	Mount Morris (Town)	JCT RTE 36 + GENESEE R	36 36 42021182	GENESEE RIVER	NYSDoT	2011	12/13/2011	SD	6.83
04	Livingston	Mount Morris (Town)	0.4MI W JCT RTS 63 & 408	408 408 42031192	CANASERAGA CREEK	NYSDoT	1982	09/21/2010	N	5.78
04	Livingston	Mount Morris (Town)	3.1 MILES NE OF NUNDA	DUDLEY ROAD	KESHEQUA CREEK	County	2000	05/10/2011	N	6.44
04	Livingston	Mount Morris (Town)	5 MI NE OF NUNDA	SCIPIO ROAD	KESHEQUA CREEK	County	1962	10/17/2011	N	4.95
04	Livingston	Mount Morris (Town)	1 MILE SE OF TUSCARORA	WILDCAT ROAD	WILDCAT GULLY	County	1910	09/06/2011	SD	3.11

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Region	County	Municipality	Location	Feature Carried	Feature Crossed	Owner	Year Built or Replaced	Date of Last Inspection	SD/FO Status	NYS Condition Rating
04	Livingston	North Dansville (Town)	5.0MI SE JCT RTS 36 + 258	36 36 42021037	CANASERAGA CREEK	NYSDoT	1953	10/14/2010	N	5.22
04	Livingston	North Dansville (Town)	INT OF RTS 36 + I390	390I 390I42021012	36 36 42021008	NYSDoT	1966	07/13/2010	FO	5.42
04	Livingston	North Dansville (Town)	INT OF RTS 36 + I390	390I 390I42021013	36 36 42021008	NYSDoT	1966	07/13/2010	FO	5.13
04	Livingston	North Dansville (Town)	.45 MI N JCT RTS 36 +I390	390I 390I42021018	MILL CREEK	NYSDoT	1966	05/19/2010	N	5.74
04	Livingston	North Dansville (Town)	.45 MI N JCT RTS 36 +I390	390I 390I42021018	MILL CREEK	NYSDoT	1966	05/19/2010	N	5.74
04	Livingston	North Dansville (Town)	JCT OF RTS I390 + 436	390I 390I42021024	436 436 42021191	NYSDoT	1966	06/10/2011	FO	4.70
04	Livingston	North Dansville (Town)	JCT OF RTS I390 + 436	390I 390I42021024	436 436 42021192	NYSDoT	1966	06/10/2011	SD	4.78
04	Livingston	North Dansville (Town)	0.5 MI W OF DANSVILLE	436 436 42021189	CANASERAGA CREEK	NYSDoT	1965	09/24/2010	N	5.41
04	Livingston	North Dansville (Town)	1.6 MI SE RTS 63 & 36	63 63 42021008	LITTLE MILL CREEK	NYSDoT	1994	06/16/2010	N	5.89
04	Livingston	North Dansville (Town)	1.5 MI S OF DANSVILLE	POAGS HOLE ROAD	CANASERAGA CREEK	County	2002	07/29/2010	N	6.04
04	Livingston	North Dansville (Town)	1.3 MI.S.DANSVILLE	POAGS HOLE ROAD	CANASERAGA CREEK	County	1885	09/22/2011	N	4.98
04	Livingston	North Dansville (Town)	1.0 MI.SE OF DANSVILLE	STONE FALLS ROAD	LITTLE MILL CREEK	County	1950	09/14/2010	N	4.57
04	Livingston	North Dansville (Town)	1.9 MI SE OF DANSVILLE	STONE FALLS ROAD	MILL CREEK	County	1993	07/05/2011	N	5.55
04	Livingston	North Dansville (Town)	2 MILES SE OF DANSVILLE	STONE ROAD	MILL CREEK	County	1991	07/07/2011	FO	5.33
04	Livingston	Nunda (Town)	0.2MI S JCT RTS 408 + 436	408 408 42031061	KESHEQUA CREEK	NYSDoT	1966	08/04/2011	N	5.09
04	Livingston	Nunda (Town)	IN NUNDA .5MI EAST OF 408	436 436 42021064	NEVILLE CREEK	NYSDoT	1991	09/12/2011	N	6.57
04	Livingston	Nunda (Town)	1.3 MI NE OF NUNDA	BAILEY ROAD	KESHEQUA CREEK	County	2008	10/18/2010	N	7.00
04	Livingston	Nunda (Town)	2 MI N OF NUNDA	COOPERSVILLE ROAD	KESHEQUA CREEK	County	2011	08/04/2011	SD	7.00
04	Livingston	Nunda (Town)	1.5 MI NW OF NUNDA	DE GROFF ROAD	KESHEQUA CREEK	County	1975	09/28/2011	N	4.51
04	Livingston	Nunda (Town)	1.2 MI S OF DALTON	OLD STATE ROAD	KESHEQUA CREEK	County	1900	10/11/2011	N	4.23
04	Livingston	Nunda (Village)	0.5 MI E OD INT 408 & 436	436 436 42021060	KESHEQUA CREEK	NYSDoT	1991	09/12/2011	N	6.45
04	Livingston	Nunda (Village)	VILLAGE OF NUNDA	CHURCH STREET	KESHEQUA CREEK	County	2002	09/15/2010	N	6.80
04	Livingston	Nunda (Village)	VILLAGE OF NUNDA	WALNUT STREET	KESHEQUA CREEK	County	1895	09/14/2011	SD	2.82
04	Livingston	Ossian (Town)	3.0 MI W OF DANSVILLE	436 436 42021166	BRADNER CREEK	NYSDoT	1965	08/04/2011	N	5.56
04	Livingston	Ossian (Town)	1.7 MI SE OF OSSIEN	BLANK HILL ROAD	SUGAR CREEK	County	1999	08/23/2011	N	6.57
04	Livingston	Ossian (Town)	1000 FT S JCT CR49 & CR17	CANASERAGA ROAD	SUGAR CREEK	County	1992	09/01/2010	N	5.89
04	Livingston	Ossian (Town)	1.3 MI NE OF CANASERAGA	FAULKNER ROAD	CANASERAGA CREEK	County	1890	10/18/2010	SD	4.21
04	Livingston	Ossian (Town)	6 MI SE CITY NO. DANVILLE	LINZY ROAD	SUGAR CREEK	County	1953	09/27/2011	N	6.25
04	Livingston	Ossian (Town)	1.3 MI SW OF OSSIEN CTR.	LINZY ROAD	SUGAR CREEK	County	1956	08/23/2011	N	5.66
04	Livingston	Ossian (Town)	1 MI SW OF OSSIEN CENTER	LINZY ROAD	SUGAR CREEK	County	2001	08/23/2011	N	6.79
04	Livingston	Ossian (Town)	2 MI W OF DANSVILLE	WILCOX ROAD	BRADNER CREEK	Town	1900	11/15/2011	SD	5.77
04	Livingston	Portage (Town)	JCT RTE 436 + GENESEE R	436 436 46011043	GENESEE RIVER	NYSDoT	1920	12/15/2010	FO	4.65
04	Livingston	Portage (Town)	2.2 MI W JCT RTS 70 & 408	70 351 42011022	KESHEQUA CREEK	NYSDoT	1994	06/04/2010	N	6.31
04	Livingston	Portage (Town)	1.4 MI SW OF DALTON	BAKER ROAD	KESHEQUA CREEK	County	1900	05/10/2011	N	6.38
04	Livingston	Portage (Town)	1 MI. SW OF DALTON	CHEESE FACTORY RD	KESHEQUA CREEK	County	1986	09/22/2011	N	5.71
04	Livingston	Portage (Town)	2 MILES SW OF NUNDA	COUNTY ROAD 7	KESHEQUA CREEK	County	2003	07/21/2011	N	6.04
04	Livingston	Portage (Town)	1.7 MI SW OF DALTON	DOAN ROAD	KESHEQUA CREEK	County	2008	09/15/2010	N	6.44
04	Livingston	Portage (Town)	.8 MILE WEST OF DALTON	HUNTS HOLLOW ROAD	NORFOLK SOUTHERN	Railroad	2009	09/07/2011	N	6.73
04	Livingston	Portage (Town)	3 MI SE OF PORTAGEVILLE	MUDVILLE ROAD	WHITE CREEK	Town	1915	06/06/2011	SD	3.27
04	Livingston	Portage (Town)	1.5 MI W OF NUNDA	PARKER ROAD	KESHEQUA CREEK	County	1991	09/22/2011	N	6.26

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Region	County	Municipality	Location	Feature Carried	Feature Crossed	Owner	Year Built or Replaced	Date of Last Inspection	SD/FO Status	NYS Condition Rating
04	Livingston	Portage (Town)	2.5 MILES WEST OF DALTON	PENNYCOOK ROAD	UNNAMED CREEK	Town	1976	09/07/2011	SD	4.26
04	Livingston	Sparta (Town)	1.7 MI NW JCT RTS 63 & 36	63 63 42021041	MUD RUN CREEK	NYSDoT	1991	09/12/2011	N	5.77
04	Livingston	Sparta (Town)	0.4 MI N SCOTTSBURG	EAST SWAMP ROAD	CONESUS INLET	Town	2007	08/03/2011	N	7.00
04	Livingston	Sparta (Town)	2 MI NW OF REEDS CENTER	ROSS ROAD	PATTERSON GULLY	County	2003	09/20/2011	N	6.80
04	Livingston	Springwater (Town)	0.3MI S JCT RTS 15A + 15	15 15 42021039	LIMEKILN CREEK	NYSDoT	1951	05/19/2010	N	5.53
04	Livingston	Springwater (Town)	0.3MI W JCT RTS 15 + 15A	15 15 42021045	SPRINGWATER CR	NYSDoT	1951	05/19/2010	N	5.42
04	Livingston	Springwater (Town)	2.2MI N JCT RTS 15A + 15	15A 15A42011022	REYNOLDS GULF	NYSDoT	1932	06/11/2010	N	5.46
04	Livingston	Springwater (Town)	3.7 MI SW SPRINGWATER	CARNEY HOLLOW RD	CARNEY HOLLOW CRK	County	1934	10/11/2011	N	4.88
04	Livingston	Springwater (Town)	4.0 MI SE OF CONESUS	MORRIS ROAD	TRIB MCMILLAN CRK	Town	1925	09/16/2010	SD	3.87
04	Livingston	Springwater (Town)	4.3 MI SW SPRINGWATER	POKAMOONSHINE RD.	CARNEY HOLLOW CRK	County	1934	08/22/2011	SD	3.42
04	Livingston	West Sparta (Town)	JCT RTS 390I&258 W SPARTA	258 258 42011090	390I 390I42021110	NYSDoT	1979	05/20/2011	N	5.13
04	Livingston	West Sparta (Town)	4.0MI SE JCT RTS 36 + 258	36 36 42021047	BRADNER CREEK	NYSDoT	1953	07/20/2011	N	5.17
04	Livingston	West Sparta (Town)	0.9MI SE JCT RTS 36 + 258	36 36 42021076	MC MASTER CREEK	NYSDoT	1953	05/19/2010	N	4.86
04	Livingston	West Sparta (Town)	3 MI SE JCT RTE 36 & 258	36 36 42021085	ROCKSPRING CREEK	NYSDoT	2011	11/14/2011	SD	7.00
04	Livingston	West Sparta (Town)	AT NW LI VIL OF DANSVILLE	390I 390I42021030	PLAZA DRIVE	NYSDoT	1979	06/10/2011	N	5.17
04	Livingston	West Sparta (Town)	AT NW LI VIL OF DANSVILLE	390I 390I42021030	PLAZA DRIVE	NYSDoT	1979	08/26/2011	N	4.76
04	Livingston	West Sparta (Town)	0.5 MI NW OF DANSVILLE	390I 390I42021033	CANASERAGA CREEK	NYSDoT	1979	04/14/2011	N	5.10
04	Livingston	West Sparta (Town)	0.5 MI NW OF DANSVILLE	390I 390I42021034	CANASERAGA CREEK	NYSDoT	1979	04/14/2011	N	5.06
04	Livingston	West Sparta (Town)	1.5 MI NW OF DANSVILLE	390I 390I42021043	BRADNER CREEK	NYSDoT	1979	07/20/2011	N	5.30
04	Livingston	West Sparta (Town)	1.5 MILES NW OF DANSVILLE	390I 390I42021044	COFFEE HILL ROAD	NYSDoT	1979	03/15/2011	N	5.85
04	Livingston	West Sparta (Town)	1.5 MILES NW OF DANSVILLE	390I 390I42021044	COFFEE HILL ROAD	NYSDoT	1979	03/15/2011	N	5.85
04	Livingston	West Sparta (Town)	2.7 MI NW OF DANSVILLE	390I 390I42021056	STONER HL RD-CR34	NYSDoT	1979	03/15/2011	N	5.78
04	Livingston	West Sparta (Town)	2.7 MI NW OF DANSVILLE	390I 390I42021056	STONER HL RD-CR34	NYSDoT	1979	03/15/2011	N	5.70
04	Livingston	West Sparta (Town)	IN WEST SPARTA	390I 390I42021094	COUNTY ROAD 59	NYSDoT	1979	02/18/2011	N	5.33
04	Livingston	West Sparta (Town)	IN WEST SPARTA	390I 390I42021097	COUNTY ROAD 59	NYSDoT	1979	02/18/2011	N	5.33
04	Livingston	West Sparta (Town)	3.7 MI NW JCT RTS 63 & 36	63 63 42021061	PATTERSON GULLY	NYSDoT	1991	04/28/2011	N	4.80
04	Livingston	West Sparta (Town)	3.2 MI NW OF REEDS CORNER	EVERMAN ROAD	CANASERAGA CREEK	County	1894	09/07/2011	SD	2.68
04	Livingston	West Sparta (Town)	2.8 MI NE OF WESTVIEW	Kysorvl-ByersvlRd	BUTTERNUT CREEK	County	2010	12/22/2010	N	7.00
04	Livingston	West Sparta (Town)	2 MI NW CITY OF DANSVILLE	WHITE BRIDGE ROAD	CANASERAGA CREEK	County	2008	06/25/2010	N	6.86
04	Livingston	West Sparta (Town)	1.5 MI NW OF DANVILLE	WOODSVILLE ROAD	BRADNER CREEK	Town	1927	09/13/2011	SD	3.33
04	Livingston	York (Town)	0.2MI W JCT RTS 20 + 36	20 20 42041025	Fowler Creek	NYSDoT	2011	08/16/2011	SD	7.00
04	Livingston	York (Town)	0.2MI N JCT RTS 36 + 63	36 36 42021252	BIDWELLS CREEK	NYSDoT	1948	06/01/2011	N	5.61
04	Livingston	York (Town)	0.1 M S RT20	36 36 42021307	FOWLER CREEK	NYSDoT	1958	06/07/2011	N	5.51
04	Livingston	York (Town)	JCT RTE 63 + GENESEE R	63 63 42021217	GENESEE RIVER	NYSDoT	1950	08/30/2011	SD	4.21
04	Livingston	York (Town)	.2 MI W JCT SH 63 & SH 36	63 63 42021257	GENESEE&WYOMING	NYSDoT	1991	11/03/2010	N	6.54
04	Livingston	York (Town)	2.7 MI NE OF YORK	CASEY ROAD	FOWLER CREEK	Town	1997	09/08/2011	N	5.52
04	Livingston	York (Town)	2.8 MI NW OF RESTOF	DOW ROAD	BIDWELLS CREEK	County	1925	05/10/2011	FO	4.05
04	Livingston	York (Town)	2.4 MI NE JCT RT63 & RT36	FEDERAL ROAD	BIDWELLS CREEK	County	1991	05/19/2011	N	5.86
04	Livingston	York (Town)	3.3 MI NE OF YORK	FOWLerville ROAD	GENESEE RIVER	County	1950	06/06/2011	N	4.90
04	Livingston	York (Town)	.5 MI NORTH OF RETSOF	RETSOF ROAD	BIDWELLS CREEK	County	1999	09/21/2011	N	6.04

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Region	County	Municipality	Location	Feature Carried	Feature Crossed	Owner	Year Built or Replaced	Date of Last Inspection	SD/FO Status	NYS Condition Rating
04	Livingston	York (Town)	1.9 MI.E.OF YORK	RIVER ROAD	BROWNS CREEK	Town	1978	05/16/2011	N	5.70
04	Livingston	York (Town)	1.8 MI N OF PIFFARD	RIVER ROAD	SALT CREEK	County	1965	09/21/2011	N	5.21
04	Livingston	York (Town)	4 MI SOUTH OF CALEDONIA	SIMPSON ROAD	UNNAMED CREEK	County	1925	07/21/2011	SD	4.04

NOTE:

1. Data current as of April 30, 2012
2. Structurally Deficient (SD)/Functionally Obsolete (FO) info is current as of April 4, 2012
3. SD/FO Status
 - SD = Structurally Deficient
 - FO = Functionally Obsolete
 - N = Neither SD/FO
 - Blank = No data available
4. Other Items
 - Blank = Data not available
5. NYS Condition Rating
 - Please refer to the narrative, FAQs and the 'Key to New York State Highway Bridge Data' for additional information.



Appendix D:

LATS and RTS Bus Schedules

Geneseo Schedules

LATS operates routes that originate from the campus of SUNY Geneseo. These include routes that service the town of Geneseo (daily), Friday and Saturday shuttles that run from MacVittie Union to Marketplace Mall in Rochester, and Sunday shuttles to Eastview Mall. See separate schedules for specific times and location.

Medical Shuttle

LATS operates a medical shuttle Tuesdays and Thursdays that stops at Rochester-area medical centers. Fare is \$6.50 each way. **To schedule a ride please call 585.243.7300.**

Pick-Up (Read Down)	Stop Location	Return (Read Up)
7:30	Dansville Save-A-Lot at Rt. 36	1:30
8:00	Lakeville Park & Ride	1:00
8:45	Strong Hospital/Eastman Dental/Strong Dental	12:30
9:15	Highland Hospital	12:00

Senior Citizen Service

Livingston County Office for the Aging fully subsidizes transportation service for senior citizens age 60 and older traveling to and from the local Senior Nutrition Center.

Office for the Aging does accept donations to help offset this expense. If you wish to make a donation, please tell the bus operator when boarding the bus.

Paratransit

LATS offers accessible, curb-to-curb transportation to individuals with a disability who cannot travel to or from a LATS bus stop, or board, ride or disembark from the regular LATS bus for any reason. To reserve a ride on this service, call LATS at 658-4690 during the hours of 7:00 AM to 6:00 PM. The reservations can be made as early as 1 day before the ride, and as late as 5:00 PM on the day before the ride.

All Livingston County Routes



- Route 1 - Dansville-Caledonia
- Route 2 - Dansville-Perry
- Route 3 - Dansville-Mt. Morris
- Route 4 - Dansville-Geneseo
- Route 5 - Avon Loop
- Route 6 - Job Express
- Route 7 - Eastview Mall
- Route 8 - Marketplace
- Route 9 - Medical Shuttle

Fixed Route & Geneseo Fare Information

Adults	\$2.00 each way
Seniors 60 +	\$1.00 each way
Disabled Persons	\$1.00 each way
Children (5-11)	\$1.00 each way
Children under 5	Free

Note: Fare for the Geneseo/Marketplace/ Eastview Mall Shuttle is \$6.50 one way. See Geneseo schedule for details.

Dial-A-Ride Service

LATS offers Dial-A-Ride service Monday through Friday within the villages of Avon, Dansville, and Mt. Morris.

Service is available during the following times:

Avon	10:00a - 1:15p
Dansville	8:00a - 4:00p
Mt. Morris	10:00a - 3:00p

Please call a day in advance to reserve rides.

AVON (585) 226-6353

DANSVILLE & MT. MORRIS (585) 658-4690

Local Dial-A-Ride service and service between communities is available throughout Livingston County based on the following schedule:

Base	Avon 226-6353	Dansville 658-4690	Mt. Morris 658-4690
Mon.		Ossian, W. Sparta, Dansville	Nunda, Portage, Mt. Morris
Tues.	Avon, Caledonia, York	Dansville	Leicester, Groveland, Geneseo, Mt. Morris
Wed.	Lima, Livonia, Avon	Springwater, Sparta, Conesus, Dansville	Nunda, Portage, Mt. Morris
Thurs.	Caledonia, Avon, York	Ossian, W. Sparta, Dansville	Groveland, Geneseo, Mt. Morris
Fri.	Lima, Livonia, Avon	Dansville	

Dial-A-Ride Fare Information

Community Wide

Adults	\$1.00
Seniors 60+	\$.50
Persons w/ Disabilities	\$.50
Children 6-12	\$.50
Children 5 and under	FREE*

*One child rides FREE per fare-paying adult.

Connecting to Communities (See schedule on back.)

Adults	\$2.00
Seniors 60+	\$1.00
Children 6-12	\$1.00
Children 5 and under	FREE*

*One child rides FREE per fare-paying adult.

LATS Value Pass

20 - \$1 Rides for \$17

10 - \$1 Rides for \$9



Livingston Area Transportation Service

A subsidiary of the Rochester Genesee Regional Transportation Authority.



Livingston Area Transportation Service is a public transportation service that operates throughout Livingston County. Whether you want to travel to work, shopping or a medical appointment, LATS can take you anywhere you want to go in Livingston County.

Now is the right time to try LATS. Take a moment to see just how easy it is to go by bus!

585.658.4690

Hampton Corners Operations Center
4390 Gypsy Lane · Mt. Morris, NY 14510

eMail: lats@rgta.com • www.rgta.com



1/2011

RGRTA affirms its commitment to treat all applicants for employment and employees equally without regard to race, religion, creed, color, national origin, sex, sexual orientation, age, disability, veteran status, marital status, citizenship status, or other class protected by local, state or federal law. RGRTA is an Equal Employment Opportunity employer.

Please Read Down

FIXED ROUTE SCHEDULE

Please Read Up

Rte. 2	Rte. 4	Rte. 6	Rte. 1	Rte. 3	Rte. 5	Rte. 4	Rte. 2	Rte. 1	DANVILLE	Rte. 2	Rte. 1	Rte. 4	Rte. 2	Rte. 5	Rte. 1	Rte. 3	Rte. 4	Rte. 6
6:30a	6:45a	6:50a	-----	7:15a	-----	12:15p	12:45p	-----	Town Hall at Clara Barton St.	10:30a	-----	9:45a	4:00p	-----	-----	5:20p	5:00p	6:00p
-----	-----	-----	-----	-----	-----	-----	-----	-----	Town Hall at Clara Barton St.	-----	-----	-----	-----	-----	-----	-----	4:10p	-----
-----	-----	-----	7:00a	-----	-----	-----	-----	1:00p	Save-A-Lot at Rt. 36	-----	9:30a	-----	-----	-----	5:00p	-----	-----	-----
-----	-----	7:00a	-----	-----	-----	-----	-----	1:05p	WEST SPARTA	-----	9:25a	-----	-----	-----	-----	-----	-----	5:55p
-----	7:55a	-----	7:15a	-----	-----	12:30p	-----	1:15p	Rt. 36 at Stoner Hill Rd.	-----	-----	9:30a	-----	-----	4:45p	-----	3:52p	-----
-----	-----	7:10a	-----	-----	-----	-----	-----	-----	GROVELAND	-----	-----	-----	-----	-----	-----	-----	-----	5:45p
-----	-----	-----	-----	-----	-----	-----	-----	-----	Pony Express Store @ 7412 Groveland Station Rd.	-----	-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----	Correctional Facility Rt. 36 - Main Entrance	-----	-----	-----	-----	-----	-----	-----	-----	-----
7:30a	8:30a	7:25a	-----	9:50a	8:40a	-----	1:28p	2:15p	MT. MORRIS	9:40a	9:15a	-----	3:15p	3:30p	-----	3:30p	3:40p	5:40p
8:40a	-----	-----	-----	-----	-----	-----	-----	-----	Village Parking Lot at Main & Lake St.	-----	-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----	Village Parking Lot at Main & Lake St.	-----	-----	-----	-----	-----	-----	-----	1:30p	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----	Village Parking Lot at Main & Lake St.	-----	-----	-----	-----	-----	-----	-----	-----	-----
-----	8:45a	7:35a	7:30a	9:10a	8:55a	12:50p	-----	2:00p	GENESEO	-----	-----	9:15a	-----	2:15p	4:30p	3:55p	-----	5:30p
-----	-----	-----	-----	-----	-----	-----	-----	-----	Mobil/Sugar Creek, Main St.	-----	-----	-----	-----	4:15p	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----	Mobil/Sugar Creek, Main St.	-----	-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	8:00a	-----	8:05a	-----	-----	3:15p	CALEDONIA	-----	-----	-----	-----	-----	4:00p	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----	3109 Main St., Town Hall	-----	-----	-----	-----	-----	-----	-----	-----	-----
6:45a	-----	-----	-----	-----	-----	-----	12:50p	-----	OSSIAN	10:15a	-----	-----	3:50p	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----	Rt. 436 & Valley Rd.	-----	-----	-----	-----	-----	-----	-----	-----	-----
7:10a	-----	-----	-----	-----	-----	-----	1:12p	-----	NUNDA	10:00a	-----	-----	3:35p	-----	-----	-----	-----	-----
8:00a	-----	-----	-----	-----	-----	-----	-----	-----	M&T Bank, 6 State St.	-----	-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----	M&T Bank, 6 State St.	-----	-----	-----	-----	-----	-----	-----	-----	-----
8:45a	-----	-----	-----	9:35a	8:30a	-----	1:36p	-----	LEICESTER	9:30a	-----	-----	3:05p	-----	-----	3:40p	1:15p	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----	Sugar Creek, Main St.	-----	-----	-----	-----	-----	-----	-----	-----	-----
9:00a	-----	-----	-----	-----	-----	-----	1:51p	-----	PERRY	9:15a	-----	-----	2:40p	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----	Sandpipe & Rt. 39	-----	-----	-----	-----	-----	-----	-----	-----	-----
-----	7:45a	-----	-----	-----	-----	-----	-----	-----	SPARTA (SCOTTSBURG)	-----	-----	-----	-----	-----	-----	5:10p	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----	Sparta Community Center, 7351 Rt. 256	-----	-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	7:40a	-----	-----	-----	-----	CONESUS	-----	-----	-----	-----	3:10p	-----	5:00p	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----	6207 S. Livonia Rd.	-----	-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	8:15a	9:30a	-----	-----	-----	LIVONIA	-----	-----	-----	-----	2:35a	-----	4:50p	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----	Sugar Creek, 40 Big Tree Rd.	-----	-----	-----	-----	4:40p	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----	Sugar Creek, 40 Big Tree Rd.	-----	-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	8:20a	9:20a	-----	-----	-----	LAKEVILLE	-----	-----	-----	-----	2:00p	-----	4:35p	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----	Westen Mini Mart, 5933 Big Tree Rd.	-----	-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----	Westen Mini Mart, 5933 Big Tree Rd.	-----	-----	-----	-----	2:30p	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----	Westen Mini Mart, 5933 Big Tree Rd.	-----	-----	-----	-----	4:35p	-----	-----	-----	-----
-----	-----	-----	-----	8:35a	-----	-----	-----	-----	LIMA	-----	-----	-----	-----	2:50p	-----	4:20p	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----	Save-A-Lot, 7277 W. Main St.	-----	-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----	Save-A-Lot, 7277 W. Main St.	-----	-----	-----	-----	4:55p	-----	-----	-----	-----
-----	-----	7:55a	-----	8:55a	7:55a	-----	-----	-----	AVON	-----	-----	-----	-----	1:45p	-----	4:10p	-----	5:15p
-----	-----	-----	-----	-----	9:45a	-----	-----	-----	Avon Mini Mart, Rts. 5 & 20 @ circle	-----	-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----	Avon Mini Mart, Rts. 5 & 20 @ circle	-----	-----	-----	-----	-----	-----	-----	-----	-----
-----	7:30a	-----	-----	-----	-----	-----	-----	-----	SPRINGWATER	-----	-----	-----	-----	-----	-----	-----	-----	4:35p
-----	-----	-----	-----	-----	-----	-----	-----	-----	8022 Main St. - Town Hall	-----	-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	8:20a	-----	-----	-----	YORK (GREIGSVILLE)	-----	-----	-----	-----	3:55p	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----	Valero Gas Station, Rt. 36 & 63	-----	-----	-----	-----	-----	-----	-----	-----	-----

Route 24A Saturday Service

Downtown to Suburban Plaza

Bus Leaves St. Paul & Main	Bus Leaves Rustic Village	Bus Arrives Marketplace Mall	Bus Arrives Walmart- Marketplace	Bus Arrives Frontier Commons	Bus Arrives Winton Rd. & Jefferson Rd.	Bus Arrives Suburban Plaza
4	6	12	13	8	9	11
6:20	6:37	6:46	6:51	6:57	7:00	7:05
8:00	M8:17	8:29	8:34	8:41	8:44	8:49
1:52	2:09	2:18	2:23	2:29	2:32	2:37
3:07	3:24	3:33	3:38	3:44	3:47	3:52
4:52	5:09	5:18	5:23	5:29	5:32	5:37

Suburban Plaza to Downtown

Bus Leaves Suburban Plaza	Bus Leaves Walmart- Marketplace	Bus Leaves Marketplace Mall	Bus Arrives Rustic Village	Bus Arrives Main & Clinton (Sibley Bldg)
11	13	12	6	4
7:12	7:20	7:28	7:37	7:53
8:52	9:00	9:08	M9:19	9:35
2:54	3:02	3:10	3:19	3:35
4:04	4:12	4:20	4:29	4:45
5:54	6:02	6:10	6:19	6:35

P.M. Times In Bold

Route 24A Sunday Service

Downtown to Suburban Plaza

Bus Leaves St. Paul & Main	Bus Leaves Rustic Village	Bus Arrives Marketplace Mall	Bus Arrives Walmart- Marketplace	Bus Arrives Frontier Commons	Bus Arrives Winton Rd. & Jefferson Rd.	Bus Arrives Suburban Plaza
4	6	12	13	8	9	11
7:07	7:23	7:32	7:37	7:42	7:45	7:51
9:22	9:38	9:47	9:52	9:57	10:00	10:06
12:37	12:53	1:02	1:07	1:12	1:15	1:21
3:37	3:53	4:02	4:07	4:12	4:15	4:21
5:22	5:38	5:47	5:52	5:57	6:00	6:06

Suburban Plaza to Downtown

Bus Leaves Suburban Plaza	Bus Leaves Walmart- Marketplace	Bus Leaves Marketplace Mall	Bus Arrives Rustic Village	Bus Arrives Main & Clinton (Sibley Bldg)
11	13	12	6	4
8:21	8:29	8:37	8:45	9:00
10:21	10:29	10:37	10:45	11:00
1:51	1:59	2:07	2:15	2:30
4:36	4:44	4:52	5:00	5:15
6:21	6:29	6:37	6:45	7:00

Saturday and Sunday service to Henrietta & Suburban Plaza is provided by Route 24 and Route 24A only. For full details on all Route 24 trips, please consult the Route 24/24A Marketplace Mall-Suburban Plaza timetable. Route 91 does not operate on weekends.

Bus For A Buck

RTS is dedicated to providing high quality and affordable service. That's why we offer our customers our \$1 fare. Check out money saving options that our unlimited ride Freedom Pass offers at www.rgrta.com

\$ 1.00	Adult Fare
\$ 3.00	All-Day Unlimited Freedom Pass
\$12.00	Stored-Value Pass
\$14.00	Adult 5-Day Unlimited Freedom Pass
\$56.00	Adult 31-Day Unlimited Freedom Pass
\$.50*	Seniors 65+ and persons with disabilities
\$ 1.50*	Senior/Disabled Day Freedom Pass
\$ 7.00*	Senior/Disabled 5-Day Freedom Pass
\$28.00*	Senior/Disabled 31-Day Freedom Pass
\$.50	Children age 6-11
Free	Children age 5 and under (Limit — 3 children per fare-paying adult)

*Seniors 65+ and persons with disabilities pay half fare with a Medicare, SCAC Low-Fare or RTS Half-Fare Card — Monday-Friday from 9:00am-3:30pm and after 6:30pm and all day Saturday, Sunday and Holidays

RTS operates on a Sunday schedule on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas Day. Holidays not listed above operate on a regular RTS schedule.

Customer Service Information

Call:
288-1700 / 888-288-3777
(TDD Customers 654-0210)

Online:
Visit our Website at www.rgrta.com or
Email us at rts.customerservice@rgrta.com

Write:
RTS Customer Service Center
1372 East Main Street
Rochester, NY 14609

Lose Something?
Call Lost & Found at 654-0610



Google Transit is a convenient, easy way to find your way around town and discover how much in fuel costs you're saving.

Visit google.com/transit, and simply enter your departure and destination information for your best RTS trip option.

NEW! WMB: Where's My Bus?

For the next three bus arrival times:
TEXT the bus stop ID number to **585-351-2878** OR
EMAIL the bus stop ID number to **WMB@rgrta.com**.
(Be sure to include the bus stop ID number in the subject line of the email.) The bus stop ID number is located on the front of the sign in the upper left or bottom right.
No bus stop ID number? Call Customer Service at 288-1700.
Visit www.rgrta.com for full details.
Standard messaging rates may apply.



Avon/ Suburban Plaza

ONE ZONE, ONE FARE.
Effective June 25, 2012



Serving:
Kodak Office
Suburban Plaza
Frontier Commons
Bryant & Stratton
Rush-Henrietta High School
Monroe Community College
Monroe Community Hospital

Highland Hospital
Southtown Plaza
Marketplace Mall
Rush
Honeoye Falls
Lima
Avon

Need Schedule Info Downtown?

Look for an RTS Rep. at the Main St. Booth or the Ticket Booth in the Sibley Building Lobby.

NEW! WMB: Where's My Bus?

For the next three bus arrival times:
TEXT the bus stop ID number to **585-351-2878** OR
EMAIL the bus stop ID number to **WMB@rgrta.com**.
(Be sure to include the bus stop ID number in the subject line of the email.) The bus stop ID number is located on the front of the sign in the upper left or bottom right.
No bus stop ID number? Call Customer Service at 288-1700.
Visit www.rgrta.com for full details. Standard messaging rates may apply.

All service on this route is wheelchair accessible.



Keyword: RGRTA

RTS. Driving Forward.

www.rgrta.com

Route 91 Weekday Service (Monday-Friday)

Avon Service

Downtown to Avon

Bus Leaves Broad Street Station	Bus Leaves Broad & Exchange	Bus Arrives East Drive	Bus Arrives E. Henrietta Rd. & E. Squire Dr.	Bus Arrives Suburban Plaza	Bus Arrives Southtown Plaza	Bus Arrives W. Henrietta & Brooks Rds.	Bus Arrives E. Henrietta & Erie Station Rds.	Bus Arrives Rush	Bus Arrives Honeoye Falls	Bus Arrives Lima	Bus Arrives East Avon Mall	Bus Arrives Avon
3	2	5	6	10	22	21	15	16	17	18	19	20
5:14 5:45 X5:10	5:13	5:21	5:29	5:37	5:29 5:57	5:33 6:06	5:43	5:49	5:57	6:05	6:13	6:20

Avon to Downtown

Bus Leaves Avon	Bus Leaves East Avon Mall	Bus Leaves Lima	Bus Leaves Honeoye Falls	Bus Leaves Rush	Bus Leaves E. Henrietta & Erie Station Rds.	Bus Leaves W. Henrietta & Brooks Rds.	Bus Leaves Suburban Plaza	Bus Leaves E. Henrietta Rd. & E. Squire Dr.	Bus Leaves East Drive	Bus Arrives Broad St. Station	Bus Arrives Main & Exchange	Bus Arrives State & Church
20	19	18	17	16	15	21	10	6	5	3	2	1
6:03 6:32 6:26	6:07 6:36 Z6:30	6:18 6:53 via W. Henrietta Rd.	6:27 7:04	6:36 7:12	6:42 7:18	6:45	6:49 7:29	X6:57 X7:37 X7:06	7:05 7:45	7:15 7:55 B7:19	7:17	7:18

Route 24A Weekday Service (Monday-Friday)

Downtown to Suburban Plaza

Bus Leaves St. Paul & Main	Bus Leaves Rustic Village	Bus Arrives Marketplace Mall	Bus Arrives Wal-Mart Marketplace	Bus Arrives Frontier Commons	Bus Arrives Winton Rd. & Jefferson Rd.	Bus Arrives Callkins Health Commons	Bus Arrives Suburban Plaza	Bus Leaves Suburban Plaza	Bus Leaves Marketplace Mall	Bus Arrives Strong Ties	Bus Arrives Rustic Village	Bus Arrives Main & Clinton (Sibley Bldg)
4	6	11	12	8	9	13	10	10	11	14	6	4
9:03 10:33 11:52 12:41 1:55 8:15	9:24 10:52 12:13 1:00 2:13 8:31	9:36 11:02 12:25 1:09 2:23 8:40	9:41 11:08 12:30 1:17 2:28 8:45	12:37 8:51	9:50 11:18 12:41 1:23 2:40 8:55	9:59 11:28 12:50 1:32 2:49 9:13	10:05 11:37 12:58 1:32 2:55 9:13	10:10 11:43 1:04 1:20 3:00 9:13	10:29 11:59 1:20 1:57 3:15 9:25	10:39 12:08 1:28 2:09 3:23 9:36	10:43 12:13 1:28 2:29 3:28 9:36	11:03 12:32 1:50 2:29 3:50 9:53

Suburban Plaza to Downtown

Bus Leaves Suburban Plaza	Bus Arrives Winton Rd. & Jefferson Rd.	Bus Arrives Jefferson Rd. & Rt. 390	Bus Arrives E. Henrietta Rd. & E. Squire Dr.	Bus Arrives Broad St. Station	Bus Arrives Main & Clinton (Sibley Bldg)	Bus Arrives Main & Exchange
10	9	7	6	3	4	2
6:49 7:21 7:29 7:51 8:21 8:51			X6:57 X7:31 X7:37 X8:01 X8:31 X9:01	7:15 7:45 7:55 8:15 8:45 9:15	3:40 5:30	7:17

For Midday Service from Suburban Plaza, consult Route 24A section of this timetable

2:59 4:52 5:11 5:30 6:30	3:10 5:01 5:20 5:39 6:39	F3:16 5:05 F5:30 5:42 6:42	X3:24 XM5:10 XM5:39 X5:46 X6:46	5:57 6:01	6:59
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Special Travel Codes

- B Operates to Main & Clinton (Sibley Bldg) at time indicated
- F Bus pulls into Frontier Commons
- H Toll from Holy Childhood School, 100 Groton Pkwy on school days. Arr: 8:20 A.M.; Lv: 2:53 P.M.

- J Operates via NYS DOT at 8:03 A.M. and 8:24 A.M.
- M Bus pulls into MCC at time indicated.
- P Bus leaves from St. Paul & Main Sts. at time indicated.
- S Bus does not pull into Southtown Plaza
- T Bus operates from Southtown Plaza at time indicated.

- X Route 91 buses operate express between Westfall Rd. and downtown. Inbound buses drop off only, Outbound buses pick up only at the Major Stops listed in box to the right.
- Z Does not pull into East Avon Mall.

Suburban Plaza Service

Downtown to Suburban Plaza

Bus Leaves Broad St. Station	Bus Leaves Broad & Exchange	Bus Arrives E. Henrietta Rd. & E. Squire Dr.	Bus Arrives Jefferson Rd. & Rt. 390	Bus Arrives Frontier Commons	Bus Arrives Winton & Jefferson Rd.	Bus Arrives Suburban Plaza
3	2	6	7	8	9	10
X6:22 X7:05 X7:30 XP7:54 XH7:55	7:08	6:37 7:23 M7:54 M8:12 T8:32	6:41 7:26 J7:59 J8:17	8:20	6:46 7:31 8:04 8:25	6:52 7:37 8:11 8:23

For Midday Service to Suburban Plaza, consult Route 24A section of this timetable

XH2:23 X4:15 X4:37 X4:55 X5:10 X6:05	H2:26 4:18 4:40 4:58 5:13 6:09	H2:42 4:34 4:56 5:14 5:29 6:21			8:43 8:50	2:56 4:42 5:04 5:21 5:37 6:27
---	---	---	--	--	--------------	--

Suburban Plaza to Downtown

Bus Leaves Suburban Plaza	Bus Arrives Winton Rd. & Jefferson Rd.	Bus Arrives Jefferson Rd. & Rt. 390	Bus Arrives E. Henrietta Rd. & E. Squire Dr.	Bus Arrives Broad St. Station	Bus Arrives Main & Clinton (Sibley Bldg)	Bus Arrives Main & Exchange
10	9	7	6	3	4	2
6:49 7:21 7:29 7:51 8:21 8:51			X6:57 X7:31 X7:37 X8:01 X8:31 X9:01	7:15 7:45 7:55 8:15 8:45 9:15	3:40 5:30	7:17

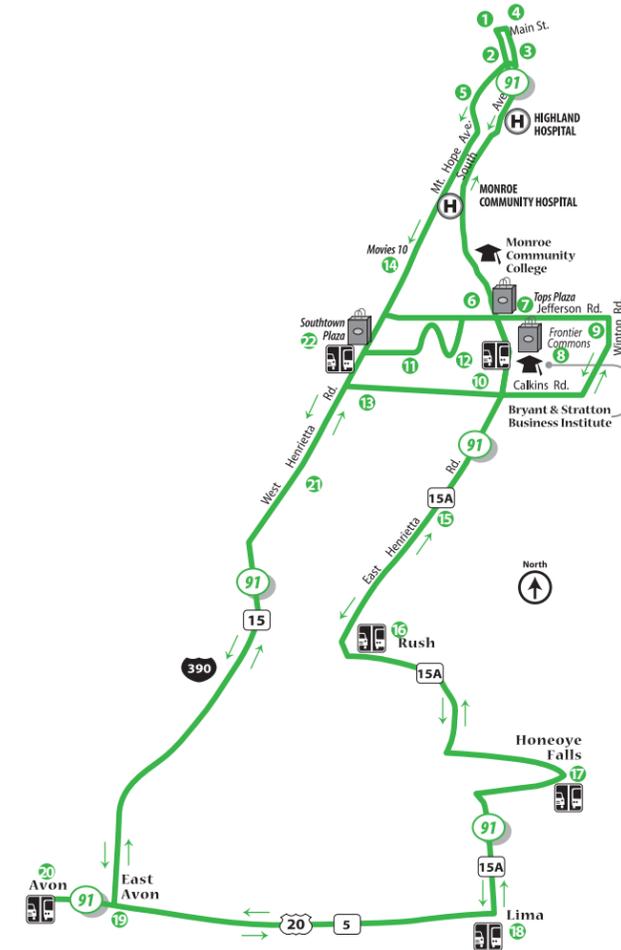
For Midday Service from Suburban Plaza, consult Route 24A section of this timetable

2:59 4:52 5:11 5:30 6:30	3:10 5:01 5:20 5:39 6:39	F3:16 5:05 F5:30 5:42 6:42	X3:24 XM5:10 XM5:39 X5:46 X6:46	5:57 6:01	6:59
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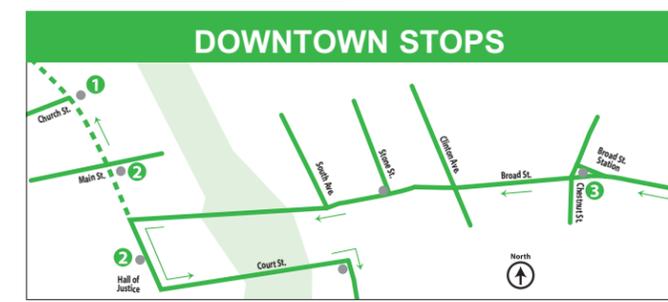
MAJOR STOPS

South & Alexander / Comfort	Rush	Rush "Big M" Market (Rt. 251)
South & Gregory	Honeoye Falls	Maplewood St.
Highland Hospital (Bellevue)	Lima	Fire Station
St. John's Home (Pavilion / Reservoir)	Rts. 5 & 20 &	Rt. 15A & Rts. 5 & 20
South & Elmwood Ave.	Avon	Harper Trailer Park
Monroe Community Hospital		Rt. 15
		Avon Plaza
		Millex Commons
		Landon Insurance

P.M. Times In Bold



Buses do not operate to points where time is not shown.





Appendix E:

Summary of Recommendations in Existing Plans

Livingston County Transportation Connectivity Study

List of Plans Reviewed

The following plans were reviewed and their key recommendations summarized.

All or multiple modes

- Genesee Transportation Council's Transportation Improvement Program (TIP) (2012)
- GTC Long-Range Transportation Plan for the Genesee-Finger Lakes Region 2035 (2011)
- Transportation Strategies for Freight/Goods Movement in the Genesee-Finger Lakes (2011-2012)

Transit/ Human Services Transportation

- Genesee Finger Lakes Region Coordinated Public Transit – Human Services Transportation Plan Update (2011)
- Strategic Plan for Public Transportation in Livingston County (2001)

Corridor Studies/ Access Management/ Transportation Safety Plans and Studies

- Alternatives to Improve Circulation, Parking, Safety and Aesthetics - Route 39 / North Street / Court Street Corridor, Village of Geneseo (2009)
- Route 63 Corridor Study, including Features Inventory and Data Collection Report – March 2003, Existing and Future Corridor Needs Technical Report, March 2003, and Technical Report # 3 – Alternatives Evaluation and Recommendation, August 2007
- NYS Route 20A Comprehensive Access Management Plan, Village and Town of Geneseo, 2007
- NYS Routes 5&20 Corridor Study: Lima to Canandaigua, 2004
- Town of Conesus Transportation & Safety Management Plan, 2004
- Avon - State Routes 5 & 20 Land Use and Access Management Plan, March 2002
- Mount Morris - State Route 408 Land Use and Access Management Plan, 2002
- Livingston County Horizontal Alignment Safety Study, 2005
- Gateway District Master Plan, Draft January 2010

Trails

- Feasibility Study for the Former Lehigh Valley Railroad Multi-Use Trail (Genesee River to Village of Caledonia Connector), Village and Town of Caledonia. Prepared for the Genesee Transportation Council, 2008
- Erie-Attica Railroad Bridge and Trail Feasibility Study (2007)

Livingston County Transportation Connectivity Study

List of Plans Reviewed

- Lakeville-Livonia Trail Feasibility Study, prepared for the Town & Village of Livonia, New York (2006)
- GTC Regional Trails Initiative - Phase 1 – Rochester TMA and Phase 2 – Non-TMA Region (2004)

Signage/ Amenities/ Cultural Resources

- GFLRPC Regional Tourism Sign Study (2001)
- Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment (2009)

Water Transportation

- Genesee-Finger Lakes Regional Blueway Analysis (2010)

Not primarily transportation

- Comprehensive Economic Development Strategy Update (2010-2011)
- Livingston County Community Initiatives Council Community Needs Assessment (2008)
- Livingston County Community Health Assessment (2002)
- Livingston County Community Initiatives Council Consumer Spending Outflow Study (2009)
- Livingston County Comprehensive Emergency Management Plan

Municipal Comprehensive Plans

Village of Avon – Comprehensive Plan, 2011
Town of Conesus – Comprehensive Plan, 2005
Village of Geneseo – Comprehensive Plan, 2007
Village of Geneseo, Town Outside Village, 2008
Town of Groveland – Farmland Protection Plan, 2010
Town and Village of Lima - Comprehensive Plan, 2008
Town and Village of Livonia – Comprehensive Plan, 2004 Update
Town and Village of Mt. Morris Comprehensive Plan – 1998
Village of Mt. Morris - Downtown Strategic Plan, 2006
Town and Village of Nunda – Comprehensive Plan, 2002
Town of West Sparta – Comprehensive Plan, 2007
Town of York – Comprehensive Plan, 2006

Summary of Recommendations in Existing Plans

Plans/Reports	Multi-modal		
	Capital Projects	Services/Programs	Laws/ Policy
GTC TIP: 2011-2014 (3/12)	<ul style="list-style-type: none"> • Genesee Valley Greenway parking, amenities- V. Mt. Morris 		
GTC 2035 Long-Range Plan (2011)	<ul style="list-style-type: none"> • Ensure that all fixed route buses can accommodate bicycles 	<ul style="list-style-type: none"> • Improve real-time travel information • Integrate Greater Rochester Regional Commute program with 511 NY • Upgrade 511 NY program • Car/ bike sharing programs • Educate local boards about integrating land use and transportation 	<ul style="list-style-type: none"> • Prioritize ADA compliant treatments • Preserve ROWs
GTC Regional Trails (2002/2004)	<ul style="list-style-type: none"> • Accommodate bicyclists and pedestrians on roads and bridges • Trail accessibility, trailheads, parking areas 		
Erie-Attica Railroad Bridge and Trail Feasibility Study (2007)	<ul style="list-style-type: none"> • Construct parking lots at trailheads. 		
Freight/Goods Movement in the GFL Region (2012)	<ul style="list-style-type: none"> • Regional scale rail/highway transfer facility – location TBD 	<ul style="list-style-type: none"> • Improve resilience of freight system to reduce impacts of incidents • Monitor congestion and delays • Mitigate noise and emissions impacts of freight movement 	
RT 39/North St/Court St Corridor, Village of Geneseo (2009)			<ul style="list-style-type: none"> • Address parking, access management and pedestrian accommodations in zoning and development regulations
2020 Vision for Aging Services, Finger Lakes Health Systems, SAGE Commission Agency (2011)		<ul style="list-style-type: none"> • Encourage the expansion of volunteer-based programs and services. 	<ul style="list-style-type: none"> • Locally promote “Livable Communities” and “Complete Streets” that encourage accessible home design, multiple transportation options, walkability assessments, appropriate signage, sidewalk maintenance, and traffic flow (taking

Summary of Recommendations in Existing Plans

Plans/Reports	Multi-modal		
	Capital Projects	Services/Programs	Laws/ Policy
			into account older adults as drivers and pedestrians).
Regional Rights-of-Way Preservation Action Plan: Abandoned Railroads (2005)			<ul style="list-style-type: none"> • Priorities and strategies for ROW and corridor preservation
Town of Avon Comp. Plan (1995)		<ul style="list-style-type: none"> • Capital Improvement Program 	<ul style="list-style-type: none"> • Communicate with State/ County officials to promote local priorities, coordinate improvements
Conesus Comp. Plan (2005)		<ul style="list-style-type: none"> • Capital Improvement Program • Funding for transportation improvements 	
York Comp. Plan (2006)		<ul style="list-style-type: none"> • Establish Capital Improvement Program • Obtain funding for capital projects 	

Summary of Recommendations in Existing Plans

Plans/Reports	Transit/ Community Transportation		
	Capital Projects	Services/Programs	Laws/ Policy
GTC TIP: 2011-2014 (3/12)	<ul style="list-style-type: none"> • Computer Aided Dispatch/ Automatic Vehicle Locator communications system – LATS 		
GTC 2035 Long-Range Plan (2011)		<ul style="list-style-type: none"> • Mobility management program • Ensure accessibility of public transportation 	
GFL Coordinated Public Transit-Human Services Plan (2011)	<ul style="list-style-type: none"> • Bus shelters, amenities 	<ul style="list-style-type: none"> • Improve service to seniors • Taxi support service • Support volunteer/ agency services • Expand service hours and locations • Travel training program • Mobility management training • Regional Mobility Management network, centralized transportation services database, call center, communications plan • Partnerships and cost sharing • Improve job access 	<ul style="list-style-type: none"> • Encourage facility siting where transit is available
RT 39/North St/Court St Corridor, Village of Geneseo (2009)	<ul style="list-style-type: none"> • Bus shelter – north side Center St near Main St 		
2020 Vision for Aging Services, Finger Lakes Health Systems, SAGE Commission Agency (2011)		<ul style="list-style-type: none"> • Create a regional transportation alliance to expand quality transportation services, make them more accessible, affordable, and share best practices. 	
GTC Strategic Plan for Public Transp. in Livingston County (2001)		<ul style="list-style-type: none"> • Improve LATS marketing and publicity • Improve links between LATS and WYTS, RTS • Centralized brokerage (<i>implemented by DSS</i>) • Coordinated network of transportation service providers • Medical shuttle (<i>implemented by LATS</i>) • Continue/ integrate demand-responsive service • Support volunteer services 	
Village of Avon Comp. Plan (2010)		<ul style="list-style-type: none"> • Publicize transit • Add express route from Avon to Rochester • Promote use of public transportation 	

Summary of Recommendations in Existing Plans

Plans/Reports	Auto/Truck		
	Capital Projects	Services/Programs	Laws/ Policy
GTC TIP: 2011-2014 (3/12)	<ul style="list-style-type: none"> • I-390 culvert repairs • I-390 Rest Areas: truck parking/inspection station - Groveland • Maple Beach Rd Rehabilitation (NYS 256-CR 10) – Groveland • Wildcat Road Bridge over Wildcat Gully –T. Mt. Morris • Old State Road over Keshequa Creek – T. Nunda • Walnut Street Bridge over Keshequa Creek - V. Nunda • Swanson Rd. bridge over Buck Run Creek – T. Mount Morris • NYS Rt. 20 bridge over Montague Creek – T. York • NYS Route 36 bridge over the Genesee River – V. Mt. Morris, T. Leicester • NYS Route 36 bridge over Rock Spring Creek – T. West Sparta • Replace two Rt. 5 bridges over Honeoye Creek with single bridge - T. Lima 	<ul style="list-style-type: none"> • Preventative maintenance - 4 bridges 	
GTC 2035 Long-Range Plan (2011)	<ul style="list-style-type: none"> • Wayfinding signs 		
Freight/Goods Movement in the GFL Region (2012)	<ul style="list-style-type: none"> • NYS 63/ Arkema Plant - caution signs/flashers; deceleration/turn lanes, York • NYS 63/US 20A/NYS 39: intersection - Geneseo • NYS 63 Bypass: from I-90/ I-490 • NYS 36/Maple St: intersection improvements - Dansville • Livonia Gateway Park Rd: NYS 15, Village line near West Ave. –Livonia • NYS 5 improvements - Caledonia • Additional truck parking • Traffic calming – T York 	<ul style="list-style-type: none"> • Update truck driver navigation systems with better information about clearances and routes • Monitor congestion • Partner with SmartWay, NYSERDA to reduce fuel consumption and emissions 	<ul style="list-style-type: none"> • Address low clearance and weight restricted bridges in key access routes • Increase allowable weight and length of trucks • Manage impacts of gas drilling on roads
GFLRPC Regional Tourism Sign Study (2001)	<ul style="list-style-type: none"> • Consistent tourism signage 		
Lima Charrette Workshop – Route 15A (2013)	<ul style="list-style-type: none"> • Delineate gateways at entries to Town and Village with signage, landscaping, public art • Install landscaping along NYS 	<ul style="list-style-type: none"> • Preserve viewshed along NYS 15A 	<ul style="list-style-type: none"> • Reduce speed limit along NYS 15A north of the Village

Summary of Recommendations in Existing Plans

Plans/Reports	Auto/Truck		
	Capital Projects	Services/Programs	Laws/ Policy
	15A <ul style="list-style-type: none"> • Install roundabout at intersection of NYS 15A and Heath Markham/ Corby Roads 		
Rt 39/North St/Court St Corridor, Village of Geneseo (2009)	<ul style="list-style-type: none"> • Traffic signals – each approach to Court/North/Main Streets intersection • Widen North St. to accommodate bicycles • Westbound turn lane – 20A at Main St • Additional lighting on Court St., Court/ North/Main intersection 	<ul style="list-style-type: none"> • Enhance road maintenance 	<ul style="list-style-type: none"> • Prohibit left turns 4-6 pm at Park/ Main intersection • Reduce speed – Lima Rd between Country Club and Volunteer to 45 mph • Survey Court/ North/ Main intersection area • Origin/destination study for Court St
NYS RT 20A Access Management Plan, Geneseo (2007)	<ul style="list-style-type: none"> • Future traffic signal – Rt. 20A at Millenium Dr. 		
RT 63 Corridor Study (2007)	<ul style="list-style-type: none"> • Move school driveways to Rt. 36 - York • Caution signs/ flashers at Arkema plant entrance - York 		
Livingston County Horizontal Alignment Safety Study (2005)	<ul style="list-style-type: none"> • Install 76 new signs and replace 242 existing signs 		
Town of Conesus Transportation & Safety Management (2004)	<ul style="list-style-type: none"> • Entry treatments – Rt. 15 in Hamlet • Reconstruct East Lake Road 	<ul style="list-style-type: none"> • Enforce speed limits in hamlet and along Holmes Hill, Clark, Turkey Hill and Stagecoach Roads • Investigate accident locations 	<ul style="list-style-type: none"> • Investigate feasibility of paving of unpaved roads • Enact access management regulations for major routes (NYS Rt. 15 and Federal, Stagecoach, Sliker Hill and Marrowback Roads)
NYS RTS 5&20 Corridor Study: Lima to Canandaigua (2004)	<ul style="list-style-type: none"> • Street lighting • Warning signs – Doran Road • Delineate on-street parking • Gateway, directional signs 	<ul style="list-style-type: none"> • Encourage landowners to pave driveways, landscape • Establish fund for viewshed protection and beautification 	<ul style="list-style-type: none"> • Eliminate passing zones near V. Lima • Create an overlay district to protect viewsheds
Gateway District Master Plan (Draft: January 2010)	<ul style="list-style-type: none"> • Develop an access drive to NYS Route 20A that connects to previously approved development east of Jaycox Creek and terminates in a roundabout 		

Summary of Recommendations in Existing Plans

Plans/Reports	Auto/Truck		
	Capital Projects	Services/Programs	Laws/ Policy
	<ul style="list-style-type: none"> • Ensure that coordinated private infrastructure investment includes crossing of Jaycox Creek, traffic calming and cross-access 		
Village of Avon Comp. Plan (2010)	<ul style="list-style-type: none"> • Construct roadways to link East Main Street (NYS Route 5/ US Route 20) with High Street and North Ave. • Extend Clinton Street to Pole Bridge Road. 		<ul style="list-style-type: none"> • Adopt Official Map
V. Dansville/ T. N. Dansville Comprehensive Plan			<ul style="list-style-type: none"> • Prepare Access Management Plan for State highways and I-390 interchanges
Town of Geneseo Outside Village (2008)	<ul style="list-style-type: none"> • Consider alternate route south of Village to reduce congestion along Rt. 20A 	<ul style="list-style-type: none"> • Identify appropriate truck routes; ensure proper signage 	<ul style="list-style-type: none"> • Adopt access management standards • Reduce speed limits and implement traffic calming measures • Ensure mitigation of traffic impacts from new development
Village of Geneseo Comp. Plan (2007)		<ul style="list-style-type: none"> • Create transportation district or impact fees to fund infrastructure upgrades 	<ul style="list-style-type: none"> • Adopt access management regulations • Discourage cul-de-sacs, encourage grid patterns in new streets • Assess traffic impacts of new development • Guide new development to main arterial highways • Support traffic calming on Main Street
Groveland Farmland Protection		<ul style="list-style-type: none"> • Prepare Capital Improvement Program with farmer input • Schedule repairs to avoid disrupting farm 	

Summary of Recommendations in Existing Plans

Plans/Reports	Auto/Truck		
	Capital Projects	Services/Programs	Laws/ Policy
		operations	
Lima Comp. Plan (2008)	<ul style="list-style-type: none"> • Install drainage improvements along Heath Markham, Dalton, Pond Roads (Town) and Eastwood Circle (Village) 		<ul style="list-style-type: none"> • Avoid dead-end streets in subdivisions • Incorporate access management provisions into zoning (done)
Livonia Comp. Plan (2004)	<ul style="list-style-type: none"> • Gateway Park Road 		<ul style="list-style-type: none"> • Improve access management along Rt. 20A • Conduct area-wide traffic studies • Limit/ reduce access points
Mt. Morris Comp. Plan (1998)		<ul style="list-style-type: none"> • Encourage County road maintenance • Update Street Improvement Plans annually 	<ul style="list-style-type: none"> • Improve design standards for new roads • Periodically review State/ County road and street classifications • Discourage strip development and manage access along State highways
Nunda Comp. Plan (2002)			<ul style="list-style-type: none"> • Limit strip residential development along State highways
West Sparta Comp. Plan (2007)	<ul style="list-style-type: none"> • Construct new maintenance facility 	<ul style="list-style-type: none"> • Expand volunteer roadside cleanup • Increase frequency of asphalt resurfacing • Provide adequate funding for road maintenance 	
York Comp. Plan (2006)	<ul style="list-style-type: none"> • Improve/ consolidate access points on Rt. 63 		<ul style="list-style-type: none"> • Direct large-scale developments to Rts. 63 and 36 • Adopt access management standards for Rt. 20A • Establish standards for driveway spacing and curb cuts

Summary of Recommendations in Existing Plans

Plans/Reports	Pedestrian/Bicycle		
	Capital Projects	Services/Programs	Laws/ Policy
GTC TIP: 2011-2014 (3/12)	<ul style="list-style-type: none"> • Erie-Attica Trail: Genesee Valley Greenway – T, V. Avon • Conesus Fish & Wildlife Management Area: trail improvements –T. Conesus • Portageville rail bridge – T. Portage • Genesee Valley Greenway: Whiskey Bridge Culvert – T. Portage; York Landing Culvert repairs – York 		
GTC 2035 Long-Range Plan (2011)	<ul style="list-style-type: none"> • Pedestrian ITS instrumentation at intersections • Bicycle parking at employment, education centers • Sidewalks along federal-aid highways 		
Lima Charrette Workshop – Route 15A (2013)	<ul style="list-style-type: none"> • Extend sidewalks along NYS 15A north to GCC or Bristol Tech. • Establish pedestrian/bicycle path along former RR bed east of NYS 15A 		
Rt 39/North St/Court St Corridor, Village of Geneseo (2009)	<ul style="list-style-type: none"> • Bump-outs at every intersection on Main St. • Ped crossing signs at crosswalks • Ped crossing signs in all crosswalks and warning signs near Main and Court • Sidewalks and street trees on Lima and Avon Rds • Street trees on Avon Rd 		
Feasibility Study for the Former Lehigh Valley Railroad Multi-Use Trail – Village and Town of Caledonia (2008)	<ul style="list-style-type: none"> • Construct 2,900-foot trail between terminus at Greenway and River Road 		
Erie-Attica Railroad Bridge and Trail Feasibility Study (2007)	<ul style="list-style-type: none"> • Construct trail between River Road east, with bridge across Genesee River and across Farmers Road, and parking lots at trailheads. 		
RT 63 Corridor Study (2007)	<ul style="list-style-type: none"> • Rt. 63 Greigsville: Pedestrian crossings and sidewalks near school – T. York 		

Summary of Recommendations in Existing Plans

Plans/Reports	Pedestrian/Bicycle		
	Capital Projects	Services/Programs	Laws/ Policy
NYS Rt 20A Access Management Plan, Geneseo (2007)	<ul style="list-style-type: none"> • Pedestrian refuge islands – Rt. 20A at Second St. and Elm St. • Mark, enhance pedestrian crosswalk – Rt. 20A at Prospect St, Reservoir Rd/ Megan Dr, Millenium Dr., Volunteer Rd. • Enhanced crossing/ ped refuge island – Rt. 20A at Prospect St. • Bike racks – Center St near Main St, Bank St, 		
Town of Conesus Transportation & Safety Management (2004)	<ul style="list-style-type: none"> • Complete sidewalk system in hamlet • Enhance crosswalks • Establish ped/ bike space along East Lake Road (lake side) • Sidewalk/trail from Ricky Greene Park to Sliker Hill Rd – T. Conesus • Pedestrian crossings – Hamlet of Conesus, East Lake Road - T. Conesus • Reuse RR corridor • Connect Hamlet to hiking trails near Hemlock Lake and to Conesus Lake 		<ul style="list-style-type: none"> • Update Development Regulations to preserve land for trails
NYS RTS 5&20 Corridor Study: Lima to Canandaigua (2004)	<ul style="list-style-type: none"> • Rte. 5/20: Crosswalks, bumpouts – V. Lima 	<ul style="list-style-type: none"> • Encourage bicyclists to utilize road shoulders 	
GTC Regional Trails (2002/2004)	<ul style="list-style-type: none"> • Linkages to close gaps • Amenities, beautification, signage, interpretation 	<ul style="list-style-type: none"> • Information database of rail corridors • Website with regional trail information • Partnerships, information sharing, coordinated fund raising and planning • Address security through enforcement and design • Education and signage to reduce conflicts with landowners adjoining trails • Connect with tourist destinations • Apply best management practices 	<ul style="list-style-type: none"> • Promote shared trail development, maintenance • Assess economic impacts of trails

Summary of Recommendations in Existing Plans

Plans/Reports	Pedestrian/Bicycle		
	Capital Projects	Services/Programs	Laws/ Policy
		to trail design, maintenance and operations <ul style="list-style-type: none"> • Provide detours during reconstruction and maintenance • Encourage community maintenance programs and multi-community agreements • Identify funding sources for maintenance • Prepare maintenance plans. 	
Village of Avon Comp. Plan (2010)	<ul style="list-style-type: none"> • Complete sidewalk system – V. Avon • Create trails that connect to Genesee Valley Greenway and other recreational facilities, schools and businesses 	<ul style="list-style-type: none"> • Repair/ maintain sidewalks 	<ul style="list-style-type: none"> • Require sidewalks in new residential developments • Require pedestrian-level lighting
Conesus Comp. Plan (2005)	<ul style="list-style-type: none"> • Establish sidewalk system in Hamlet, along Rt. 20A • Develop trails at WMA south of Conesus Lake; connect to Hemlock Lake 	<ul style="list-style-type: none"> • Partnerships to connect to regional trail systems 	<ul style="list-style-type: none"> • Link parks and other facilities • Improve pedestrian safety
V. Dansville/ T. N. Dansville Comprehensive Plan	<ul style="list-style-type: none"> • Install “Yield to Pedestrians” sign in front of Star Theater 	<ul style="list-style-type: none"> • Increase enforcement of speed limits 	<ul style="list-style-type: none"> • Review/revise sidewalk replacement policies • Address pedestrian facilities and safety in project review • Identify potential walking/ biking trails • Advocate for pedestrian accommodations when replacing bridges • Designate 2.5 miles of former RR bed along East Hill as park
Town of Geneseo Outside Village (2008)	<ul style="list-style-type: none"> • Improve roads to enhance pedestrian mobility/ safety • Build/ maintain bicycle paths/ lanes/ routes • Link housing developments, community facilities, and 	<ul style="list-style-type: none"> • Address ped/ bicycle safety, esp. along Lima Road • Explore opportunities for off-road trails 	<ul style="list-style-type: none"> • Require sidewalks in high density areas

Summary of Recommendations in Existing Plans

Plans/Reports	Pedestrian/Bicycle		
	Capital Projects	Services/Programs	Laws/ Policy
	commercial centers. • Add/ enhance pedestrian crossings, esp. along Rt. 20A		
Village of Geneseo Comp. Plan (2007)	• Comprehensive sidewalk system, pedestrian crossings		• Promote bicycle and pedestrian transportation • Require new development to contribute to future sidewalk maintenance • Require sidewalks with new development
Town and Village of Lima Comprehensive Plan (2008)	• Complete sidewalk network • Link neighborhoods to parks and commercial core with trails/ sidewalks • Install crosswalks at intersections • Develop trail between Lima and Honeoye Falls		• Require sidewalks on both sides of street in new development in and near Village
Livonia Comp. Plan (2004)	• Extend sidewalks from Village to Lakeville, Livonia Center • Trail along L,A & L Railroad - Hamlet of South Lima • Sidewalks – Hamlet of Hemlock • Upgrade pedestrian crossing along Rt. 20A		
Mt. Morris Strategic Plan for Community Revitalization (2006)	• ROW for sidewalk, lighting north of 100 Main Street		
Mt. Morris Comp. Plan (1998)	• Path and amenities along rail and canal ROW • Pedestrian amenities downtown		
West Sparta Comp. Plan (2007)	• Multi-use trail links	• Task force of trail users	
York Comp. Plan (2006)	• Sidewalks along both sides of Rt. 63 between high school and Rt. 36 • Pedestrian crossings, signage Rt. 63 in Greigsville, Piffard (Genesee Valley Greenway) • Bicycle, footpaths • Link trails to Little Italy area		• Integrate new residential development along trails with ROW dedication or financial contribution for maintenance

Summary of Recommendations in Existing Plans

Plans/Reports	Rail/ Air		
	Capital Projects	Services/Programs	Laws/ Policy
GTC TIP: 2011-2014 (3/12)	<ul style="list-style-type: none"> • Peoria Road crossing, G & W – T. Leicester • New Road crossing, G & W – T. Leicester 		
Freight/Goods Movement in the GFL Region (2012)	<ul style="list-style-type: none"> • Sidings, overhead clearance, RSR • Rail spur to Dansville Industrial Park • Bulk transfer facilities for businesses 	<ul style="list-style-type: none"> • Improve efficiency of rail car interchanges • Promote use of rail shipping 	<ul style="list-style-type: none"> • Preserve Lehigh Valley ROW for freight rail service – T. Lima • Preserve LAL RR for freight rail – T, V. Livonia
NYS Rail Plan (2009)	<ul style="list-style-type: none"> • Replace 10.2 miles of jointed rail along GNWR Main Line with CWR. Will upgrade the track from FRA Class 1 & 3 to FRA Class 3, improving rail service to American Rock Salt (\$3 million) • Install rail, ties, ballast, and surface along 7 miles of Main, Yard and Branch Line along RSR Main Line in Monroe and Livingston Counties; rehabilitate bridge structures. Will ensure that Commodity Resources Corp and American Rock Salt will continue to have rail service. (\$1.5 million) • RSR/ GNWR: Preserve/ upgrade 34 miles of track and 43 structures to SOGR and to carry 286k lb. rail cars (\$15 million) • RSR/ GNWR: Upgrade 25 grade crossings (\$3 million) • RSR/ GNWR: Upgrade signal systems (\$1.5 million) • LAR: Preserve 29 miles of track and 20 structures/ upgrade to SOGR (\$14.56 million) • Upgrade 10 public grade crossings (\$1.5 million) • Norfolk Southern: Rebuild Portage Rail Bridge. (\$30 million) 		
V. Dansville/ T. N. Dansville Comprehensive Plan			<ul style="list-style-type: none"> • Support/ promote airport renovation projects

Summary of Recommendations in Existing Plans

Plans/Reports	Boat/Marine		
	Capital Projects	Services/Programs	Laws/ Policy
Genesee-Finger Lakes Regional Blueway Analysis (2010)			<ul style="list-style-type: none"> • Enhance water access and connectivity at “blueway opportunity areas” along Conesus Lake, Genesee River, Hemlock Lake and Canaseraga Creek.
Village of Avon Comprehensive Plan (2010)	<ul style="list-style-type: none"> • Construct boat launches along Genesee River 		



Appendix F:

Functional Classifications of Roads – NYS Department of Transportation Maps

2000 Rural Functional Classification

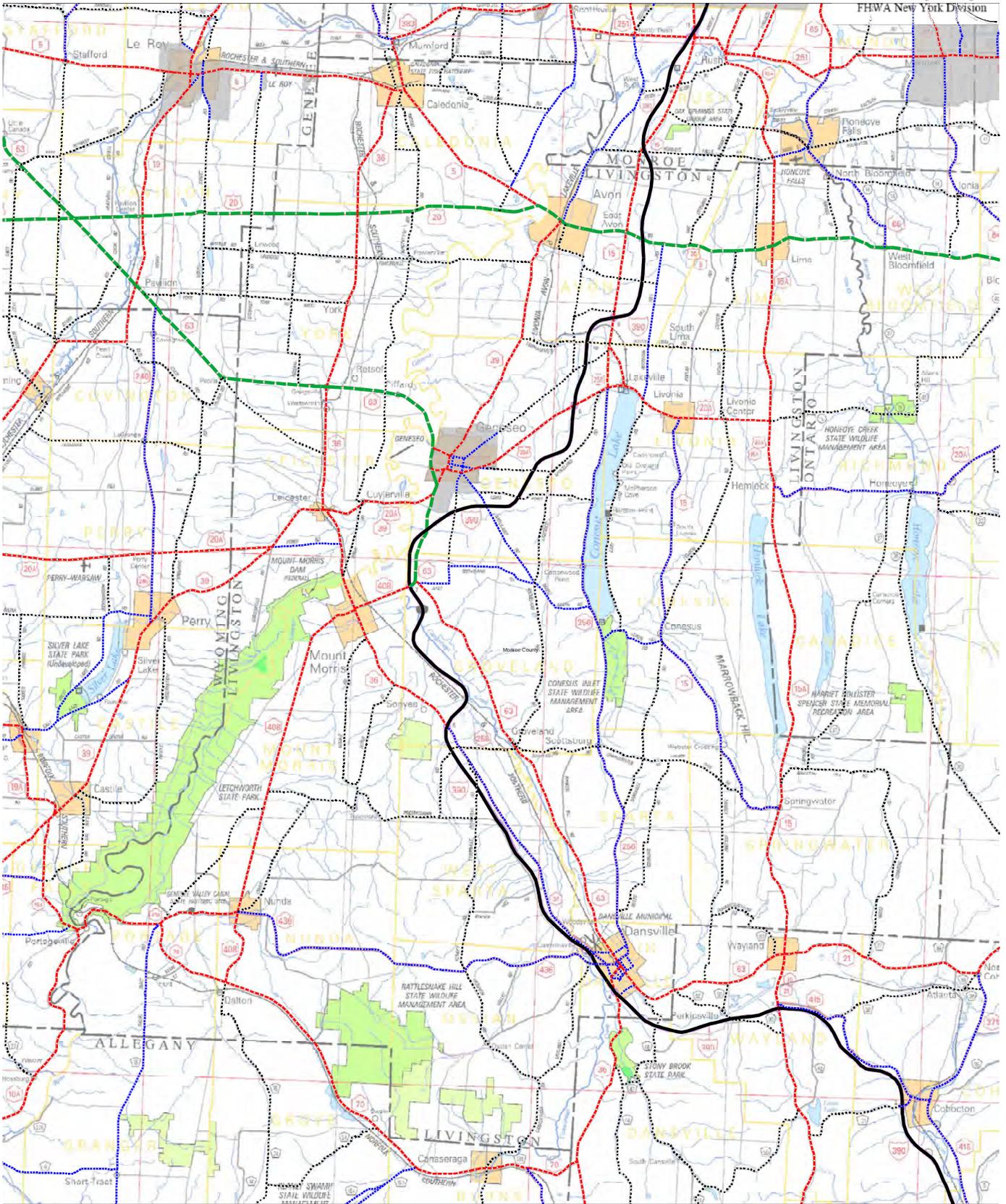
Livingston County
Region 4

Approved: January 31, 2008

Robert L. Griffith, AICP

Robert L. Griffith, AICP
Chief, Planning and Program Development
FHWA New York Division

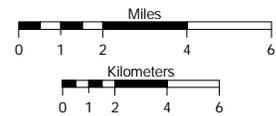
New York State
Department of Transportation



BOUNDARIES:	
State	-----
County	-----
City or Village	-----
Town	-----
Other	-----

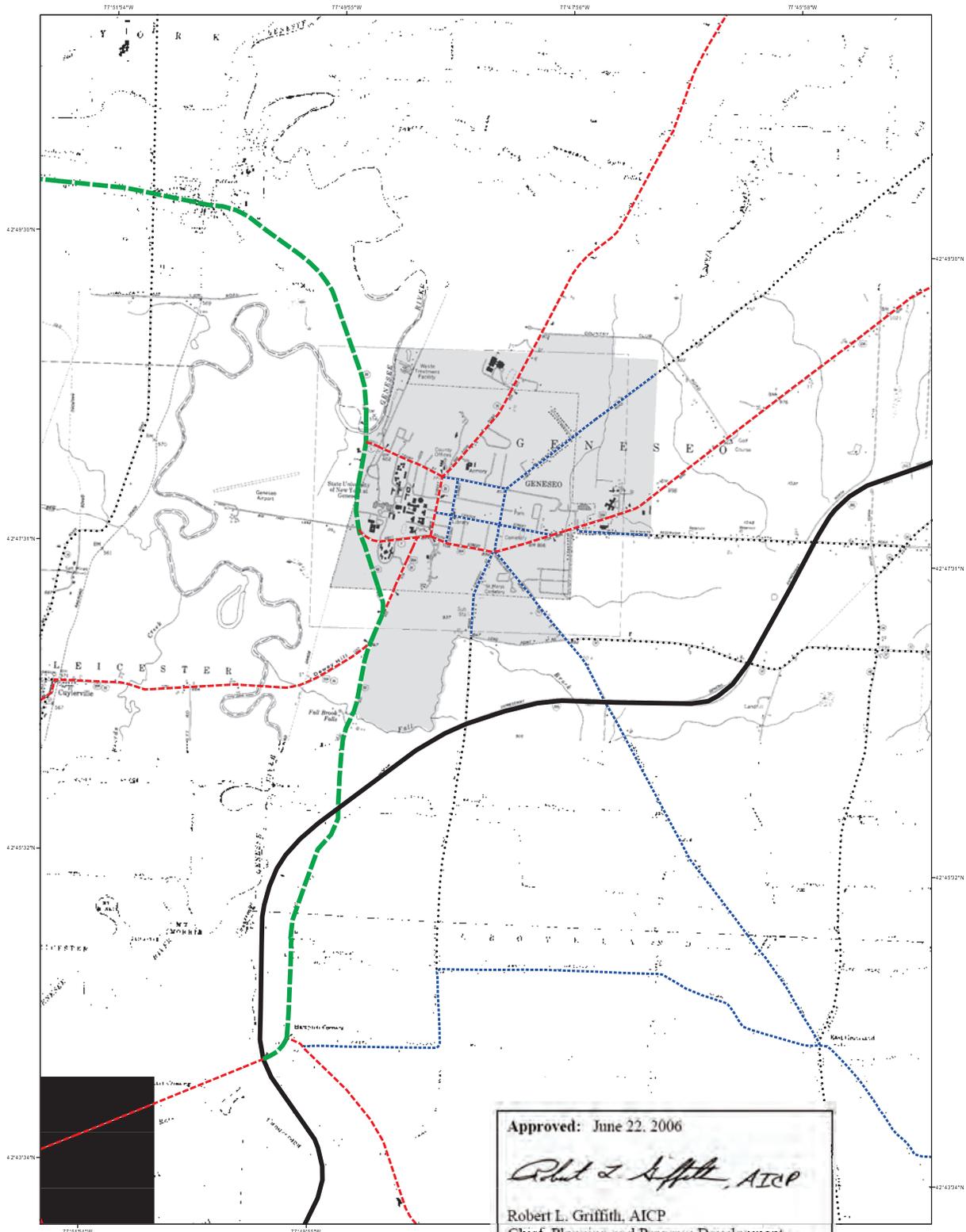
ROADS:	
Frontier Touring Route	-----
Interstate	-----
U.S.	-----
State	-----
County	-----
State Hwy (SH)	-----
Number and Line	-----
Security Road	-----
Interchange Frontage	-----

Functional Classification System			
Urban	Functional Classification	National Highway System	Rural
Interstate	-----	-----	-----
Principal Arterial (Expressway)	-----	-----	-----
Collector (City or Town)	-----	-----	-----
Minor Arterial	-----	-----	-----
Collector	-----	-----	-----
Local	-----	-----	-----
Other Road	-----	-----	-----



2000 Urban Functional Classification Geneseo Urban Area Region 4

New York State
Department of Transportation



Approved: June 22, 2006

Robert L. Griffith, AICP

Robert L. Griffith, AICP
Chief, Planning and Program Development
FHWA New York Division

BOUNDARIES:

- State: - - - - -
- County: - - - - -
- City or Village: - - - - -
- Town: - - - - -
- Other: - - - - -

ROADS:

Posted Touring Roads:

- Interstate: [Symbol]
- U.S.: [Symbol]
- State: [Symbol]
- County: [Symbol]

State Hwy (SH) Number and Limit: [Symbol]

County Road: [Symbol]

Interchange Number: [Symbol]

Divided: [Symbol]

Wide mall: [Symbol]

Narrow mall or barrier: [Symbol]

Undivided: [Symbol]

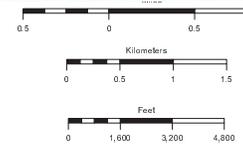
4 or more lanes: [Symbol]

Less than 4 lanes: [Symbol]

Vehicle track; trail: [Symbol]

Functional Classification System

Urban	Functional Classification	National Highway System	Rural
Interstate	11	[Symbol]	Interstate
Principal Arterial (Expressway)	12	[Symbol]	Principal Arterial
Principal Arterial (Local Street)	13	[Symbol]	Principal Arterial
Minor Arterial	14	[Symbol]	Minor Arterial
Collector	15	[Symbol]	Minor Collector
Local	16	[Symbol]	Local
Urban Area		[Symbol]	





Appendix G:

Transit Rider Survey Results

Rider Survey Overview

The project team conducted an on-board survey of Livingston Area Transit System patrons to determine rider characteristics, perceptions of service, riding habits, opinion of potential improvements, and trip origins, destinations, and purposes. This summary of the findings is intended to serve as an easily accessible overview of the results and their possible implications for LATS service.

Methodology

The on-board survey was administered to the riders of the LATS transit service. The riders completed a total of 24 surveys. The survey consisted of ten questions; most questions were multiple choice, but two questions provided space for a write-in response.

Statistical note: In response to some questions, multiple answers were accepted from each respondent. In these cases, the percentages analyzed and discussed actually constitute the proportion of valid responses rather than just the number of respondents that answered the question. The questions where proportions of valid responses were used are questions 2, 3, 4, 5, 6, 8, and 9. For example, Question 4 has six possible answers. We received 24 surveys with 50 valid responses to this question, which is due to some respondents providing multiple answers to the question.

Summary of Significant Findings

The main findings of the rider survey are:

- A large percentage of survey respondents were likely captive riders, or transit dependent riders. Three-quarters of respondents listed reasons for using LATS that would indicate they may lack suitable alternative options.
- Supporting the claim that many riders may be transit dependent, one third of respondents said they would not have made their trip absent LATS, which shows many rely on LATS to provide access to needed services.
- The most common trip purposes were work, medical/dental services, human/social services, and shopping/personal business.
- Respondents used both the Dial-a-Ride and fixed-route services frequently.
- Overall, respondents were pleased with LATS services. Areas that were particularly praised were convenience, reliability, and safety. Areas that received less praise and which may have room for improvement were service frequency, stop amenities, and the availability of printed, phone, and web information.

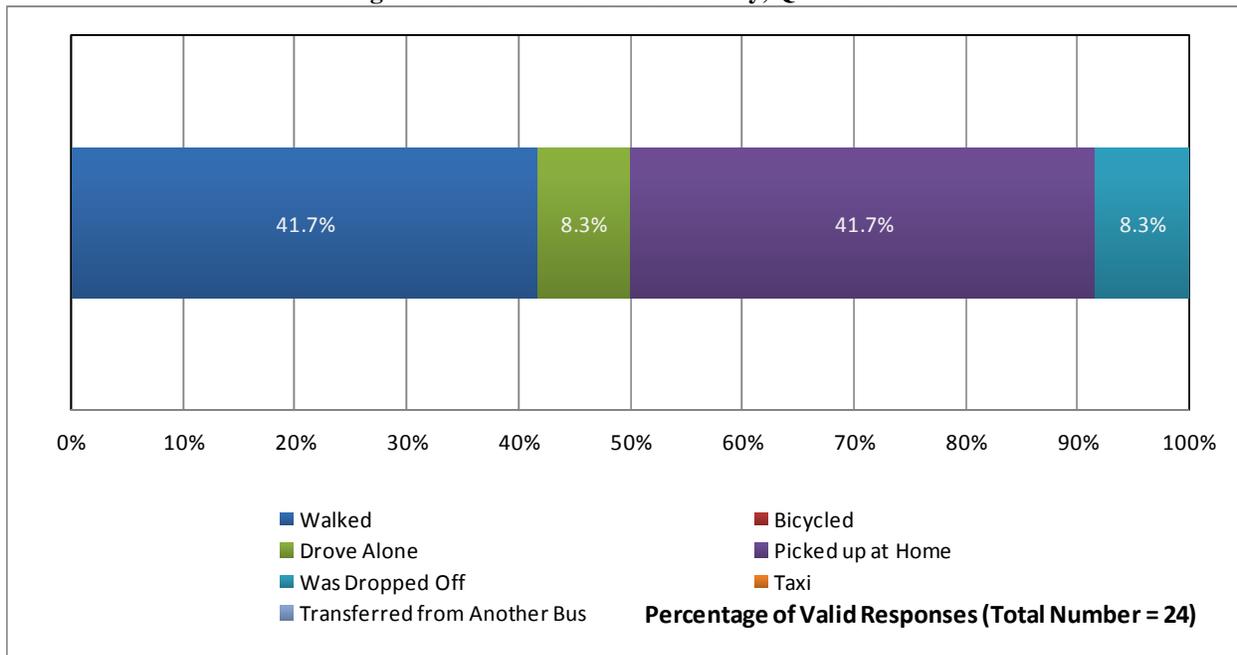
Individual Question Analysis

For each question asked on the survey, the following analysis is provided:

- **Chart** – a chart (if applicable) which shows the breakdown of responses.
- **Purpose** – a brief explanation of the why the question was asked.
- **Results** – a summary of the main results.
- **Significance** – an assessment of what the results mean for LATS.

Question 1. How did you get to the bus stop for this trip?

Figure A-1: LATS On-Board Survey, Question 1



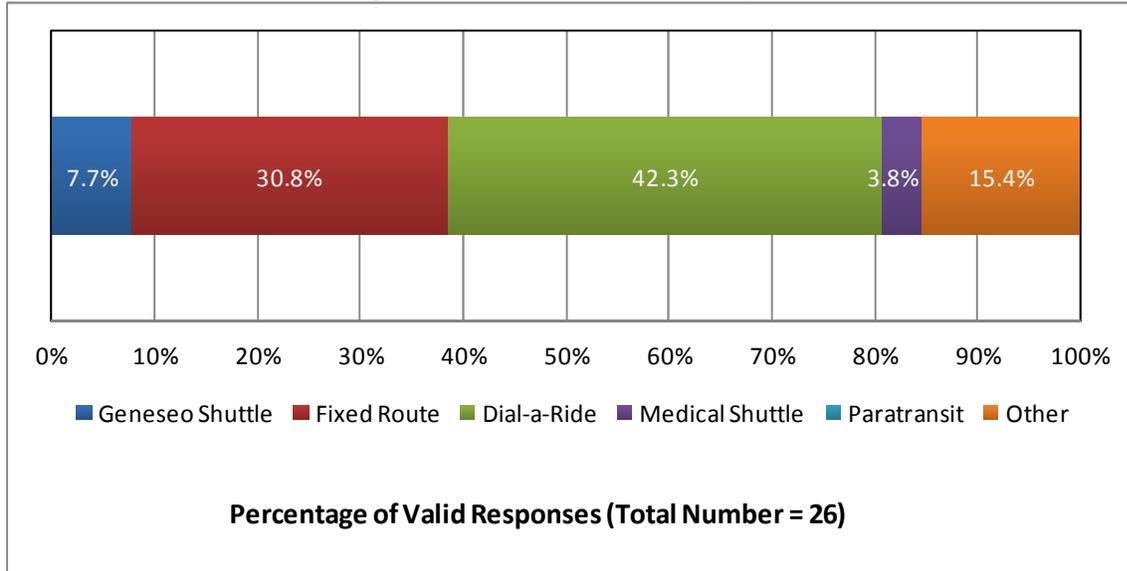
Purpose: To understand of LATS riders access the service.

Results: Most respondents stated they walked to a LATS stop to board a bus (42%) or were picked up at home (42%). The remaining respondents were dropped off at the stop (8%) or drove alone to a stop (8%). No respondents said they transferred from another bus, bicycled, or took a taxi to a stop.

Significance: The results are not surprising, but do show the importance of services that provide curb-to-curb access for many people who are not able to walk to stops. The results also have implications for routing decisions for fixed-route lines. Because many passengers have no choice but to walk to access transit services, stops need to be planned close to key destinations and residential centers to ensure that walk distances are not onerous.

Question 2. What service are you using?

Figure A-2: LATS On-Board Survey, Question 2



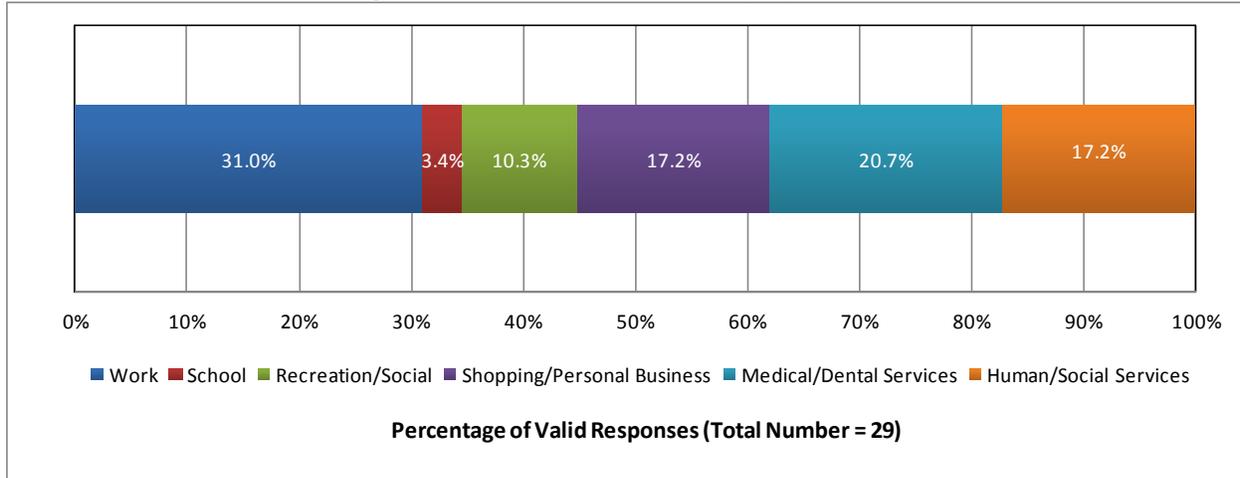
Purpose: To determine which LATS services are accessed the most.

Results: Respondents used the Dial-a-Ride services (42%) and the fixed-route buses (31%) the most. Other (15%) was the next most listed service, followed by Geneseo shuttle (8%) and the Medical Shuttle (4%). Respondents who listed Fixed Route, Dial-a-Ride, and Other were asked to clarify their results. Of the eight responses for Fixed Route, two responses stated they used Route 3 and four responses stated they used Route 2A. Of the eleven responses for Dial-a-Ride, four respondents stated they used the service in Dansville, two in Mt. Morris, and one respondent stated “LATS.” Of the four responses for Other, the three write-in responses were: “LATS,” “Bus from Dansville to Geneseo,” and “Experimental route Nunda to Geneseo and back.”

Significance: The fixed route services and Dial-a-Ride services are the most used by respondents. This helps show why respondents in Question 1 stated they mostly accessed LATS via walking or being picked up at home. The individual written responses show a large number using services around Dansville, Mt. Morris, and Nunda.

Question 3. What is the purpose of this trip?

Figure A-3: LATS On-Board Survey, Question 3



Purpose: To determine common services and activities accessed by using the LATS services.

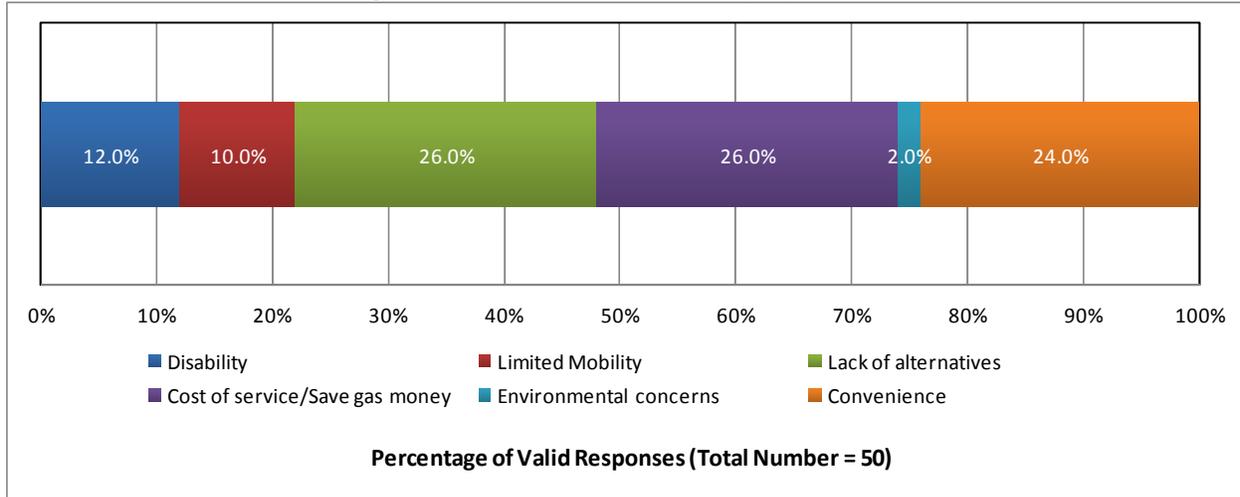
Results: Respondents use the LATS services to access a wide variety of activities and services. The most common trip purpose is to get to or from a job (31%). The next most common trip purposes were Medical/Dental Services (21%), Shopping/Personal Business (17%), and Human/Social Services (17%). Other responses include Recreational/Social (10%) and School (3%). 29 valid responses were given by 24 respondents, meaning some respondents use the service to access more than one service.

Significance: LATS serves a variety of needs within Livingston County, most of which are vital for health and quality of life. Access to employment is critical both for employees to provide the income they need for their families and for employers to attract the right workers for their jobs. For many transit users who do not have access to cars, employment opportunities would be severely limited without adequate transit service. Job access is also easier to plan around (both for the passenger and the transit agency) as they are regularly recurring trips, and the hours and trips can generally be anticipated far in advance.

Medical appointments are a common destination, particularly for Dial-a-Ride services, as well as Human/Social Service appointments. Both of these are critical for the Livingston County residents who need to access them and often lack alternative means. Other destinations are important for living an active and fulfilling life. The lower number of trips for School and Recreation/Social functions may be because these trips are hard to anticipate or plan around.

Question 4. Why did you choose to ride the LATS bus for this trip? Mark *all* that apply.

Figure A-4: LATS On-Board Survey, Question 4



Purpose: To understand the reason(s) behind the decision to ride LATS, and to determine captive riders (transit-dependent) versus choice riders.

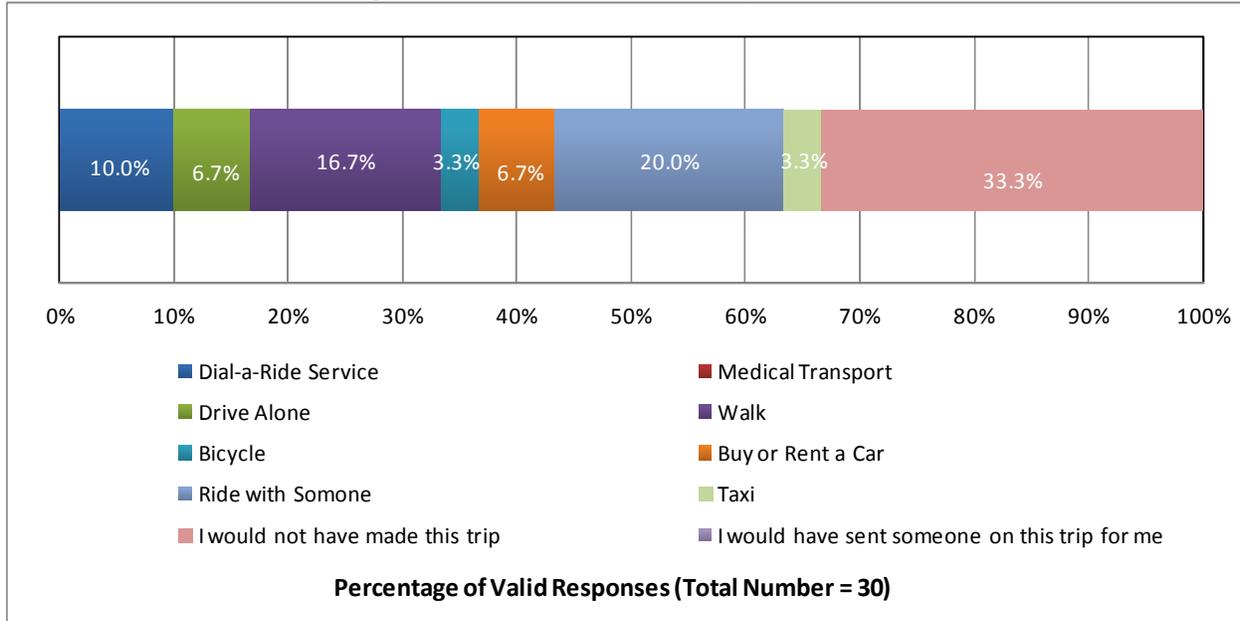
Results: About three-quarters of responses were for a reason which may indicate the rider is transit-dependent – lack of alternatives (26%), cost of service/save gas money (26%), disability (12%), and limited mobility (10%). These riders may have trouble accessing the needed services without adequate transit service. The other quarter of respondents who selected reasons which may indicate they are choice riders, mostly listed Convenience (24%); only one response listed environmental concerns.

It is important to note, however, that respondents were allowed and encouraged to make more than one selection, and there were 50 valid responses for the 24 riders who answered the question. Therefore, it is possible for a rider to select both disability and convenience as reasons for the trip. Or a rider could select disability, lack of alternatives, and limited mobility. This means that a direct translation of these percentages to assumptions about the percentage of riders who are captive may not be accurate. However, it is possible to infer that many riders of LATS do not have other reliable or affordable transportation options available to them.

Significance: The high level of transit-dependent riders on LATS is both a good sign for continuing patronage of the service and an indication of the importance LATS has for Livingston County. Without LATS service, many community members may not be able to access critical services, jobs, medical care, or other needed destinations.

Question 5. If the LATS bus service did not exist, how would you have made this trip?

Figure A-5: LATS On-Board Survey, Question 5



Purpose: To understand how riders would have made this trip absent LATS, the relationship between captive and choice riders, and other transportation options available to riders.

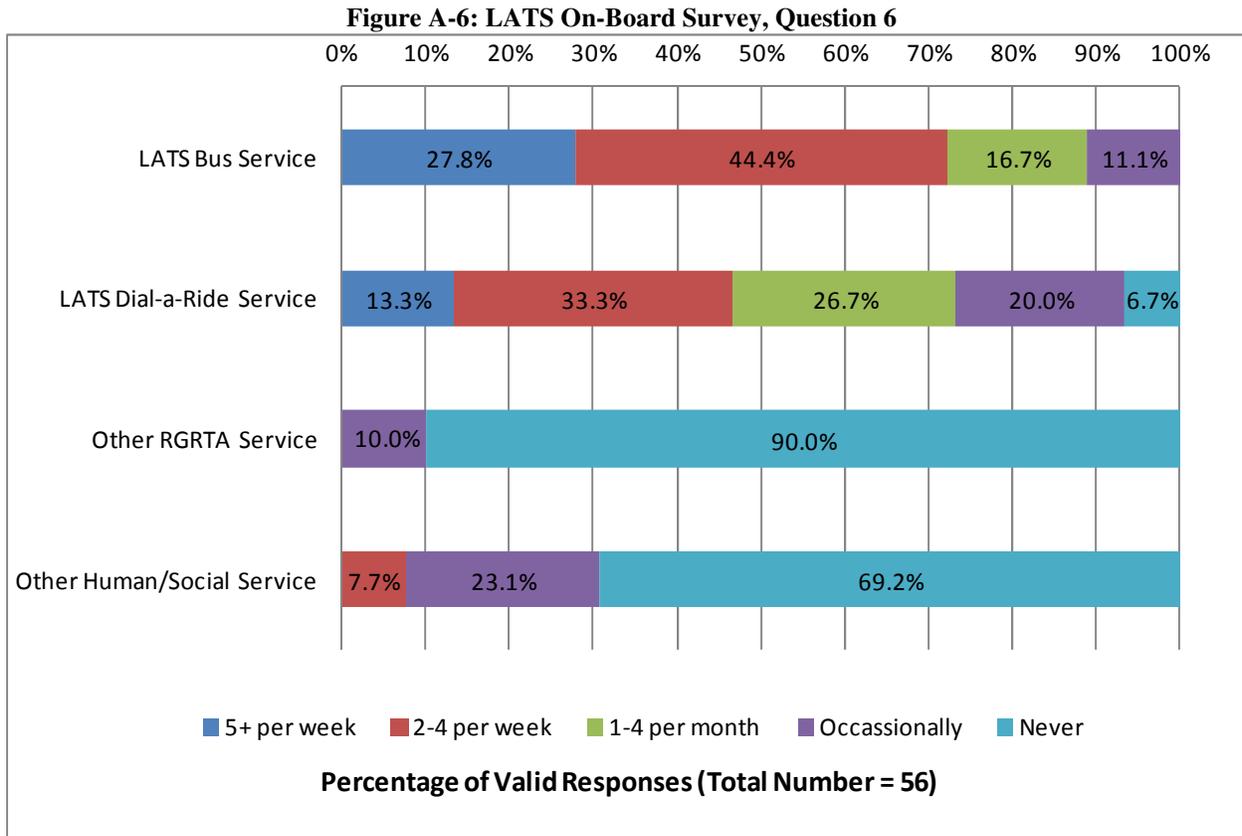
Results: The largest response was that respondents would not have made the trip (33%) without LATS service. The next largest responses were to ride with someone (20%) and walk (17%). Other responses were to use Dial-a-Ride services (10%), drive alone (7%), buy or rent a car (7%), bike (3%), or take a taxi (3%).

Significance: That a third of responses indicated that the trip would not have been made in the absence of LATS is an important finding. This shows that LATS is the only option available for some respondents or some trip purposes. This is particularly telling since so many LATS trips are to access critical destinations like jobs or medical care.

The second largest response was to ride with someone, which indicates at least a certain level of access to private vehicles, but the low response to drive alone (7%) shows that vehicle ownership among LATS riders is likely low. Riding with someone also is not always an available option and could add burden to family, friends, and neighbors if they were called up on in the absence of LATS service. The low number of responses for drive alone, buy/rent a car, and taxi are not surprising given that cost of service was listed as a major reason to use LATS.

It is interesting that the third highest response was walking. This indicates that at least some trips on LATS are fairly short, likely less than one mile, but perhaps a little longer. However, walking is not feasible for many trips either because the destinations are too far away or because there is some mobility limitation, disability, or medical issue precluding walking.

Question 6. On average, how many times do you ride each of the following transit services?



Purpose: To find out how often riders use LATS services as well as other existing transportation services in the Study Area.

Results: Respondents use LATS fixed-route bus service and Dial-a-Ride services frequently and use other non-LATS services infrequently. About 72% of respondents use LATS fixed-route bus service multiple times per week, indicating that riders are frequent users of the service. A little under half of respondents (47%) use the Dial-a-Ride service multiple times per week. Most respondents (90%) never use other RGRTA services and no respondents use them frequently. Most respondents (69%) also never use other human/social service transportation services, but some (8%) do use these services multiple times per week.

Significance: These results show how important LATS service is for residents of Livingston County who need transit service. LATS is used frequently by its riders and no other option is used with much frequency in the County. Given that many riders are captive riders and many trip destinations are important ones like jobs, medical appointments, and social services, maintaining a good level of LATS service is important to many riders who may not be able to access their needed destinations on other services.

Question 7. Are there any locations inside Livingston County that need LATS service – if so, which ones? Please provide town/village and destination or major cross streets.

Purpose: To understand which destinations riders feel are unserved or underserved by LATS.

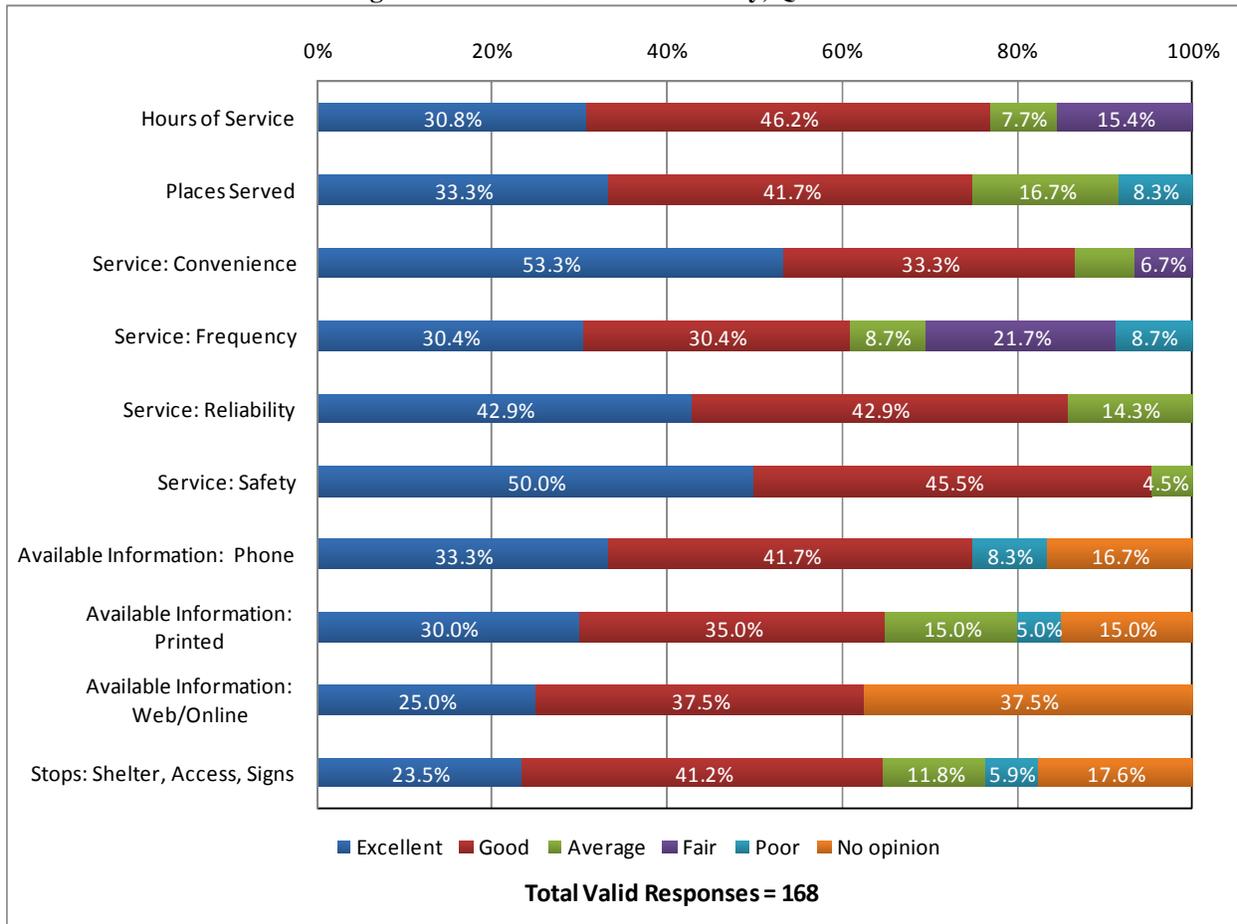
Results: The following ten responses were received:

- To work in Avon
- I like to see LATS run on weekends
- Nunda
- From CASA at 11:35 back to Nunda
- Nunda
- No
- From Geneseo to Nunda 4:30 pm
- To work in Dansville
- Not have to wait for 2 hours in Mt. Morris
- Nunda to Geneseo

Significance: Nunda clearly popped up a lot in responses, which shows that at least some riders with origins and/or destinations in Nunda do not feel the scheduled services adequately meet their needs. Some of these responses seem to indicate schedule timing issues more than destination issues.

Question 8. Please indicate your opinion of the following LATS qualities.

Figure A-7: LATS On-Board Survey, Question 8



Purpose: To understand the respondents’ perceptions of the current quality of LATS services and to highlight areas that could be improved.

Results: Overall, LATS received high marks from respondents. At least 60% of respondents indicated they perceived each item as either ‘excellent’ or ‘good.’ Additionally, no items received a ‘poor’ rating from more than 9% of respondents. However, there is definitely room for improvement as most responses were for ‘good’ not ‘excellent’ and a few items received higher than hoped for levels of ‘average,’ ‘fair,’ and ‘poor.’

The highest rated item was safety with 96% giving it an ‘excellent’ or ‘good’ rating. That is terrific, as safety is of utmost importance for any transit agency. The next highest rated categories were service convenience (86% ‘excellent’ or ‘good’) and service reliability (86% ‘excellent’ or ‘good’), which are both important basic components of a good system. Service convenience also received the highest proportion of ‘excellent’ ratings (53%).

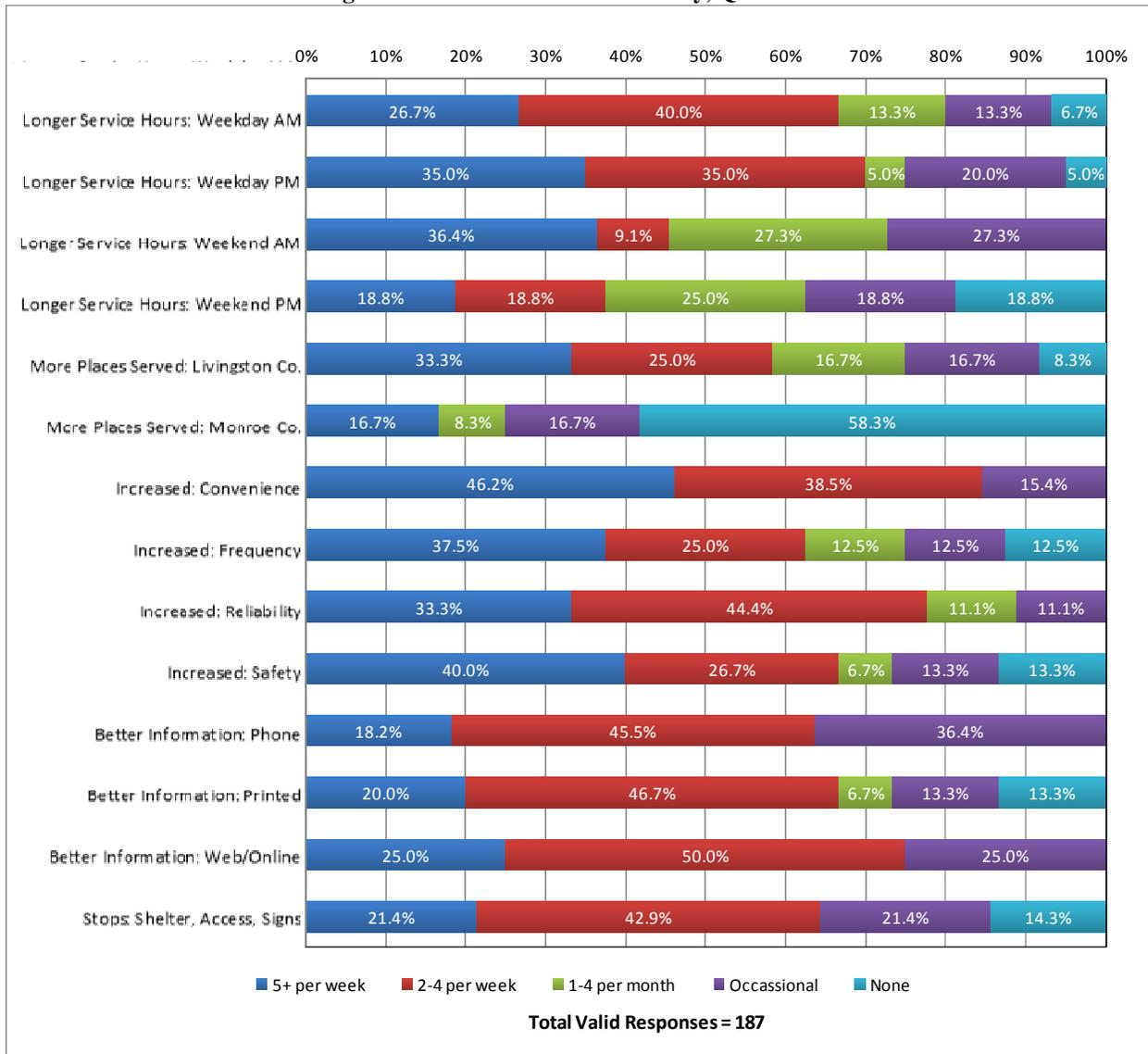
The worst performing categories were service frequency (61% ‘good’ or ‘excellent’), web information availability (63% ‘good’ or ‘excellent’), stops (65% ‘good’ or ‘excellent’), and

available printed information (65% 'good' or 'excellent'). Stops received the lowest percentage of 'excellent' ratings (24%), followed closely by web information availability (25%). Service frequency received the highest percentage of 'fair' or 'poor' ratings (30%), followed by hours of service (15% all 'fair'), and places served (8% all 'poor'), and phone information (8% all 'poor').

Significance: The results are good overall for LATS. Safety and reliability are two of the most critical pieces for transit systems to generate ridership, and these were two of the three highest rated categories. However, respondents indicate some displeasure with service frequency, information availability (in all forms), and the quality of amenities at stops. Of course, improvements in any of these categories carries with it costs, but the perceptions of riders can help give an idea of where LATS can get a good "bang for its buck" when targeting improvements to make to the system.

Question 9. If the following IMPROVEMENTS were made, how many MORE TRIPS would you make, on average?

Figure A-8: LATS On-Board Survey, Question 9



Purpose: To understand what types of service improvements could result in increased ridership levels.

Results: Most respondents indicated that making a given improvement would lead to them making multiple trips more per week using the LATS service. With the exception of more places served in Monroe County and longer weekend PM service hours, at least 50% of respondents for each question indicated that were that improvement to be made, they would use the service two or more times more per week.

Increased convenience was the most cited improvement that would lead to more trips with LATS (85% indicating this improvement would lead to multiple trips per week more), followed by increased reliability (77%), better web information (75%), longer weekday PM service hours (70%), longer weekday AM service hours (67%), increased safety (67%), better printed information (67%), and improvements to stops (64%).

The item which had the worst response was more places served in Monroe County, with 58% of respondents saying this improvement would not lead to them using LATS any more frequently and only 17% indicating that they would LATS multiple times per week more with that improvement.

Significance: The results of Question 9 are a bit odd when viewed in conjunction with Question 8. The second highest-rated component of service from Question 8 (convenience) was the improvement that respondents indicated was most likely to lead to them using the service much more. Similarly, Safety (the highest rated element) and reliability (third highest rated element) were also rated by a high proportion of respondents as improvements which would lead to them using LATS much more. That is not expected and a little surprising.

Of course, some results are more in line with expectations. Improvements to information availability (in all forms), stops, service hours, and service frequency were all selected by respondents as improvements which would lead to them using the service much more. This fits with the results from Question 8 which showed lower ratings from respondents for these items.

There is a chance some respondents misunderstood the question and approached it as if the question was seeking information on the respondent's opinion of the current level of LATS service in each category (like in Question 8). Because of the small number of respondents to any individual item (8 to 20 responses per question), it is possible that a misinterpretation by a few respondents would skew results noticeably.

However, it is also possible that all respondents correctly interpreted the question and these results do represent a blueprint for improvements that would increase ridership. After all, terms like 'convenience' and 'reliability' can be interpreted broadly, and even if these elements receive good marks from riders, improvements in these areas could still lead to increased ridership.

Question 10. Please provide any general comments on LATS or ways to improve connectivity in the County?

Purpose: To provide a space for open-ended comments on any aspects of LATS services which may not have been captured by other elements of the survey instrument.

Results: A total of 14 write-in responses were received which appear below:

- The bus doesn't accommodate any area factory work schedules
- Love the low prices! The office people suck - the drivers are good. Wish we could just go where we need to go, that we do not have to be on a bus for hours or ride around on the fixed rts. Don't know about how anything works because people who ride told me about LATS and where it goes, the office people are no help at all. You need more advertisement about LATS that it is open to public not just elderly, state home and ARC people (put ads on TV, not in the penny saver - people don't read, etc.). Direct Rt to and from work would be awesome, not twenty diff stops before you get to where you're going.
- New phone system frustrates drivers and I do not think it is safe to use while driving [specific comment on Safety part of #8]. Old hand held speakers were never much safer for drivers to use. I think the new black telephones are inconvenient and dangerous. Thank you.
- I like all of the drivers
- Shelters at stops. Standing outside in the rain/snow is not really good.
- More trips from Geneseo to Nunda in late afternoon.
- I have waited 1 hour to be picked up to go home from app at hospital.
- More runs to Nunda from Mt. Morse.
- Drive on Sundays; sheltered benches at bus stops - it gets cold.
- I am satisfied.
- Generally very good; better transfer times in Geneseo would be nice.
- Keep up the good work.
- We had a temporary service this summer from Geneseo to Nunda (PM) and it was GREAT.
- We need a fixed-route from Nunda to Geneseo and back. Work hours for most SUNY-Geneseo employees are 8:00 am to 4:15 pm. Thank you.

Significance: Many of the comments were further praise for LATS, including a number of comments praising drivers. A few comments indicated specific service improvements, like Geneseo to Nunda bus service, and a couple included a recommendation to improve bus stop amenities. Wait and transfer times, service hours, and information availability were also items listed as areas for improvement.



Appendix H:

Summary of Needs from Existing Studies & Plans

Multi-Modal

GTC TIP: 2011-2014

- Trailhead parking and amenities needed along Genesee Valley Greenway

GTC Regional Trails (2002/2004)

- Roads and bridges need to accommodate pedestrians and bicyclists as well as vehicles
- Improved accessibility and parking needed at trailheads

GTC 2035 Long-Range Plan (2011)

Infrastructure

- Fixed route buses need to be able to accommodate bicycles

Services/ Programs

- Consumers need better and more timely information needed about travel delays and available services
- Local boards need to be better informed about how to integrate transportation issues into land use decisions

Laws/ Policy

- Existing rights-of-way need to be preserved for future transportation uses

Freight/Goods Movement in the GFL Region (2012)

Infrastructure Weaknesses

- Insufficient rail access points such as bulk transfer facilities and intermodal rail transfer facilities.
 - High cost of draying shipping containers to an intermodal terminal in Buffalo or Syracuse affects area shippers and receivers. The lack of an intermodal rail terminal in the region is among the top transportation-related impediments to increasing the region's competitiveness. The lack of a sufficient quantity of bi-directional rail traffic to/from any one region of the country limits the viability of intermodal rail service.
- All types of freight activity draw complaints, mainly about noise, vibration, emissions, and safety. On major regional freight corridors such as interstate highways, main rail lines, and access routes to major freight generators.

- In some areas, trucks making local deliveries pass through busy downtown business districts and residential areas. Trucks are perceived as noisy, polluting, and unsafe to mix with much smaller, slow-moving automobiles, not to mention bicycles and pedestrian traffic.

Operational Weaknesses

- At-grade crossings on rail lines pose potential risks for crashes between trains and motor vehicles, despite recent improvements such as crossing signals, crossing gates, and audible bells.
 - At-grade crossings are a particular concern on high-volume roadways where a road closure at the rail crossing may lead to operational issues downstream (e.g., queues that block downstream intersections), or where the grade crossing itself could potentially allow trucks and other vehicles with long wheelbases to get stuck.
- Noise and emissions impacts from freight movement need to be mitigated

Institutional and Regulatory Opportunities

- Increased awareness about the importance of freight transportation to the region's economy is needed. An education and marketing campaign could improve the image of freight transportation. Today, many who complain about freight's noise, emissions, and aesthetic impacts believe all trucks are coming from and going to "other places," not realizing that a large share of truck traffic has a local origin and/or destination. Marketing efforts by freight rail companies have emphasized the efficiency and environmental benefits of rail.

RT 39/North St/Court St Corridor, Village of Geneseo (2011)

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

2020 Vision for Aging Services, Finger Lakes Health Systems, SAGE Commission Agency (2011)

- Promotion needed for "Livable Communities" and "Complete Streets" initiatives that encourage accessible home design, multiple transportation options, walkability assessments, appropriate signage, sidewalk maintenance, and traffic flow (taking into account older adults as drivers and pedestrians).

Town and Village of Livonia Comprehensive Plan (2004 Update)

- Pedestrian crossings along Route 20A are believed to be inadequate and unsafe due to site distance problems and traffic volumes. While the intersection of Route 20A and Commercial Street was recently studied and reconstructed by NYSDOT, some concerns remain about both vehicular and pedestrian safety at this intersection.

Transit/ Community Transportation

GTC TIP: 2011-2014

- Efficiency and communications improvements needed for LATS

SAGE Commission, Final Report: 2020 Vision for Aging Services, Finger Lakes Health Systems Agency (2011)

Family and other “informal” caregivers need support

- Caregivers identified transportation, availability of staff, and resource limitations as major barriers
- 83% of caregivers assist with transportation

Transportation services help older adults maintain independence.

- The lack of affordable non-emergency transportation services continues to be a significant issue for older adults, preventing access to adequate health care and affecting their quality of life.

GFL Coordinated Public Transit-Human Services Plan (2011)

Regional Coordination and Unmet Needs

Information –A concern in every county in the region is disseminating information about transportation services. Members of the public and professionals alike are unaware of many transportation programs available to them or to their clients.

Geography – Rural areas are very difficult to serve because of the long distances between points and low densities of residents.

Federal Funding Programs – Perception that the regional distribution of operating funds is less favorable to rural areas because the distribution mechanism only takes population into consideration. Without taking distance or geography into consideration, rural areas will receive less than it costs to operate a transit system. The process is also perceived as less favorable to nonprofit operators or organizations.

Involvement of Health Community – Health planning commissions and funding organizations, such as the Finger Lakes Health Services Agency and the SAGE Commission, play a major role in coordination in some counties and in the regions they address (FLHSA and the SAGE Commission covers Chemung, Livingston, Monroe, Ontario, Schuyler, Seneca, Steuben, Wayne and Yates counties). Transportation is becoming a central issue for many members of the health community and is a rising cost.

Crossing County Borders – Most transit providers have state approval to transport individuals in only one county, and many governmental programs must transport clients to services within the county of a client’s residence, even if a closer service exists across the county border. Further, many county transit systems do not coordinate fixed-route transfers, where transfers exist, making regional travel on transit

Livingston County Connectivity Plan
Issues/ Unmet Needs Identified in Existing Plans and Studies

Transit/ Community Transportation

a potentially laborious process. In some instances, the trip may be possible on fixed-route service but requires many hours to make due to wait times at transfers.

Dialysis Transportation – Livingston County has undertaken significant coordination with local dialysis clinics to group chair times of clients who use public transportation to get to their appointments. However, there are problems scheduling dialysis appointments at less inconvenient times, especially those without a dialysis clinic in the county. Dialysis trips can be very long and very expensive, for both the transit provider and the client.

Employment Transportation – Some individuals are able to make the existing systems work where their commuting hours fall into the existing transit service hours. Others are accommodated – on a case-by-case basis – by specialized services. However, for many individuals, public transportation is not an option for work. The issue is primarily the hours of operation; most public transportation begins too late to accommodate early shifts and ends too early to accommodate later shifts. Also, many workers must stop at their day care provider or run other errands on the way to or from work.

Non-Medicaid Medical Trips – If individuals do not qualify for Medicaid or are not clients of organizations that provide or sponsor transportation, transportation options are very limited. For counties with limited general public transportation services available, this non-Medicaid population often slips through the system's cracks.

Regional Medical Trips – Trips to Rochester, Syracuse, Buffalo, and other nearby urban centers can be very difficult to serve, especially for non-Medicaid populations. Some organizations have a regional trip on certain days of the week or for certain populations, like veterans; but in overall, traveling to a regional medical center is extremely difficult for some individuals.

Door-through-Door Assistance - Many frail elderly and persons with disabilities require assistance to board a vehicle or transport packages into their homes. Public transit operators are not allowed to provide this high level of assistance to passengers, and where other services are not available, many individuals are not able to make trips. Further, some individuals with visual impairments may be able-bodied to get to a curb-side vehicle, but may not be aware the vehicle is there, especially in busier urban settings.

Staff Time/Funding – Most involved county and agency staff are aware of the needs in their communities. However, carving out time to focus on coordinating transportation across agencies is difficult to nearly impossible in most counties. Many have made considerable strides even without a full-time staff member leading the way, but the prospects of gaining county approval for a new hire are very slim in most cases. This limitation stymies much of the momentum among potential coordinating partners.

RGRTA Staff/Support/Funding Limitations – There has been a consistent decrease in state aid for the RGRTA, and the trend seems likely to continue. Expanding service in rural areas or investing in regional projects may be difficult in the future.

Taxi Service - Taxi companies are very limited in some rural areas and where available, do not always fulfill the need for safe, affordable, same-day service. The lack of accessible cabs and perceptions of poor service quality limit the utility of taxis to individuals as well as agencies who may want to contract with them.

Unmet Needs- Livingston County

Trip Type– A major need in the county is elderly social trips. Many services provide trips for medical appointments or grocery shopping, but there are few for social trips.

LATS– LATS provides county-wide service but cannot meet all clients’ needs for a variety of reasons. Rural transit service is especially difficult and costly to provide. Several needs relating to LATS were discussed, including:

- Many people have to wait for long periods of time for their bus or for their ride.
- Similarly, many clients at the Department of Health clinics have long waits or evening appointments and cannot use LATS for both to and from trips. In some cases, LATS can take a client to an appointment, but DSS has to send drivers to pick them up.
- There are few options for after hours or weekend transport. Service stops too early on weekdays to accommodate some needs, and some routes are not available on Friday. There is no service to county residents within the county on weekends.
- There is a perception that LATS routes are not flexible enough to accommodate residents’ needs.

Employment Transportation– Many jobs are not 9-5, and many are off-hours. Since LATS stops at 5:00 PM, some individuals cannot use it for their employment trips.

Some members of the focus group would like to see more direct routes, that travel straight from Dansville to Geneseo, for instance, or other more direct routing in the county.

Staff Time –Catholic Charities has 25 volunteer drivers, and more staff is needed to help coordinate the drivers. With 1.5 or 2 additional staff members to work with volunteer drivers, Catholic Charities could serve a large number of additional clients.

Out-of-County Trips – Agencies may be forced to utilize services farther from a client’s home but in the county rather than a closer facility that is in another county.

Infrastructure needs

- Bus shelters and amenities needed

RT 39/North St/Court St Corridor, Village of Geneseo (2011)

- Bus shelter needed in the Village of Geneseo on the north side Center St near Main St

Village of Avon Comp. Plan (2010)

- Lack of awareness of public transportation services
- Lack of express route via transit to Rochester (current RTS route goes through Lima)

Auto/ Truck

GTC 2035 Long-Range Plan (2011)

- Wayfinding signage needed for visitors to Livingston County

Freight/Goods Movement in the GFL Region (2012)

Infrastructure Weaknesses

- Particularly in rural areas where there are few alternate routes, bridge weight and clearance restrictions can force trucks to make long detours. Bridge clearance restrictions on primary highways force oversize loads onto county and local roads.

Operational Weaknesses

- Truck rest areas that are located far from population centers present security challenges. Often these facilities are secluded and far from the watchful eyes of police or regular passers-by. Therefore, they have the potential to attract illicit activity.

Policy Issues

- Potential gas drilling will impact roads

GFLRPC Regional Tourism Sign Study (2001)

- Consistent tourism signage needed

RT 39/North St/Court St Corridor, Village of Geneseo (2011)

- Traffic controls, lighting and turn lanes needed in Rt. 39/ North St./ Court St. Corridor
- Speeds too high along Lima Road
- Additional information needed to characterize origins/ destinations of motorists along Court St.

RT 63 Corridor Study (2003-Technical Report and 2007-Recommendations)

Description of Problem

- Along Route 63, south of Route 20, truck volumes have increased substantially from 750 to 1000 trucks per day in the early 1990's to daily totals in excess of 2000 trucks by 1998.
- The completion of I-390 in 1983 was hoped to alleviate truck traffic in the study area and provide increased mobility and connectivity to the major commercial centers in Western New York and the NYS Thruway; however, the alignment of I-390 is such that the Route 63 corridor has proven to be a shorter and less costly route. Increasing truck traffic along the primary focus

highways, resulting from NAFTA and other factors, has generated significant safety concerns for residents.

Major Issues Raised by the Public

- safety issues and impacts on the York school near the Route 36 intersection
- effects of railroad bridge in Greigsville
- alignment of Route 20A/Route 63 intersection
- overall impacts of truck volumes, travel speeds and driver habits on quality of life along the corridor
- safety issues – particularly at Peoria Curve, Route 36, Route 19, Chandler Road, Bethany Center Road, Route 5 in Batavia and Route 20A overlap in Geneseo

Average Daily Traffic (ADT), Heavy Vehicle Percentages

Typically, a rural highway of this type experiences 3-5% heavy vehicles. Truck percentages on the Route 63 corridor are significantly higher than this typical figure, and contribute directly to many of the concerns that were voiced by the public.

- Average daily traffic (ADT) varies between 2,700 and 13,100 vehicles.
- Heavy truck volumes vary between 270 and 2,077 vehicles per day.
- Hourly heavy vehicle volumes remain relatively steady until after 11:00 PM

Nighttime Truck Operations

- Most key area representatives and residents felt that truck traffic at night is a significant problem, as it appears that truck volumes remain relatively steady into the evening hours, well after typical commuter traffic has tailed off.

Slow-Moving Vehicles

- School buses often travel at speeds below the posted speed limit, and make frequent stops to load and unload school children. Trucks, in particular those that are not familiar with the area, may not be expecting to encounter these stopped school buses, creating a significant safety concern. This concern was noted repeatedly throughout the initial public outreach effort.
- Another component of the traffic traveling on the primary focus highways is slow-moving farm traffic. Along Routes 20 and 63 south of Batavia in particular, local farm traffic routinely uses the corridor to travel between fields. These vehicles are often oversized and travel at speeds well below the posted speed limit. Agriculture and farming-related businesses account for a significant portion of the areas' economic base and as such, the area experiences a high volume of these slow-moving farm vehicles.

- This potential conflict between slow moving school buses/large farm vehicles and fast moving passenger cars/trucks is compounded by the numerous vertical curves present through the corridor, creating potentially dangerous conditions at several locations.

Summary of Reasons that Trucks use Route 63

- **SHORTER:** The Route 63 corridor is **25 miles shorter**.
- **CHEAPER:** Truck drivers **save approximately \$27.00 per trip** by using the Route 63 corridor.
- **FASTER:** The Route 63 corridor is **5 – 10 minutes faster**.

Estimation of Future Traffic Volumes

A review of historical trends clearly shows that the number of Northeast US/Canada trade area trucks has been growing at a much faster rate than cars, corridor-wide and western New York trucks. This high rate of growth for Northeast US/Canada trade area trucks in the study area, appears to be directly related to the passage of NAFTA and is expected to continue throughout the 20-year planning horizon used for this study.

It is expected that a large percentage of the future international US-Canada truck traffic using the Buffalo/Niagara Falls border crossings will end up using the Route 63 corridor. Truck volumes are expected to increase between 400 – 800 units per day along the primary corridor, depending on location.

Safety

From a safety standpoint, it is apparent that the high volume of trucks operating along the primary corridor is a major concern for residents. While the most glaring safety problems will be addressed at a site-specific level, input received throughout the initial public outreach process made it clear that:

- Residents along the primary corridor roadways are fearful with routine matters like pulling into/out of their driveway or having their children play or walk near the roadway.
- The volume and travel speed of trucks has forced residents to adopt a heightened level of awareness whenever they are on or near the primary corridor roadways.
- Residents are particularly concerned with student safety in and around school zones.
- The many types of users traveling the primary corridor roadways have conflicting traffic needs. In many cases these users (cars, trucks, farm trucks/equipment, pedestrians, bicylists) operate at disparate speeds creating potentially dangerous traffic conditions.
- Frequent disregard of speed limits and traffic control devices by truck drivers has been noted repeatedly during all phases of the public outreach effort.

Improving safety conditions throughout the corridor would benefit area residents, the local traveling public and all traffic passing through the area, including truck drivers. Recent traffic incidents along the

primary corridor verify the concerns voiced by residents during the public input stages of this study and the need for corrective actions.

Quality of Life

Quality of life issues focus mainly on the negative impacts that result from increased truck traffic and the effects on the character of local communities within this largely rural study area. The most commonly raised issues include:

- Pollution
- Noise – general truck noise and jake brakes
- Vibrations
- Conflicts with –
 - Local motorized travel, including farm equipment
 - Local pedestrian/bicycle travel
 - School Operations
- General fear of using or being near the primary roadways
- Lack of pedestrian and bicycle facilities, especially trails, which would allow recreational travel off of the primary corridor roadways.

Each of these impacts is being experienced to varying degrees by all local businesses, farms and residences throughout the study area. In addition, the “reputation” of the Route 63 corridor as a highly traveled truck route is reportedly leading (in some cases) to dissatisfaction with living conditions, difficulty in selling residential property and, potentially, a decrease in residential property values.

Other quality of life issues focus on the desire to preserve the rural character of the study area and the impacts that increased truck traffic may have in the future. This is a farming/ dairy community, particularly in the center and eastern sections of the study area in Wyoming and Livingston Counties. Work begins early in the morning, and when the day ends, the landscape is quiet. Truck traffic continuing through the night is viewed as a disturbance and annoyance that is frustrating local residents.

Town of Conesus Transportation & Safety Management (2004)

- High traffic speeds through hamlet of Conesus and along Holmes Hill, Clark, Turkey Hill and Stagecoach Roads

Village of Avon Comp. Plan (2010)

- Congestion in Village due to limited roadway access options

Town of Geneseo Outside Village (2008)

- Congestion, high speeds and conflicts at intersections along NYS Route 20A

Village of Geneseo Comp. Plan (2007)

- New development may cause or worsen traffic congestion and increase road maintenance costs
- Funding needed for infrastructure upgrades

West Sparta Comp. Plan (2007)

- Funding needed for road maintenance

Groveland Farmland Protection

- Road improvements needed to support agricultural industry, but should be timed to avoid disrupting farm operations

Lima Comp. Plan (2008)

- Drainage improvements needed along Heath Markham, Dalton, Pond Roads (Town) and Eastwood Circle (Village)

Town and Village of Livonia Comprehensive Plan (2004 Update)

- Poorly defined and conflicting access points along Route 20A within the Hamlet of Lakeville result in dangerous conditions. NYSDOT study of certain intersections and access management options should be considered.
- Access road needed to serve Gateway Park development

York Comprehensive Plan (2006 Update)

- The intersection of Routes 63 and Route 36 presents major concerns due to the heavy volume of truck traffic, high travel speeds and the proximity of the York Central School. Accident rates were documented in the NYSDOT's Route 63 Corridor Study. The predominant accident type (32 percent) at this intersection was a right-angle collision between a westbound vehicle and a southbound vehicle. Westbound tractor-trailers have been observed by Town residents running this light, especially at night. One cause may be drivers' choice to avoid stopping in order to maintain speed along the fairly steep grade on NY Route 63 west of Greigsville.
- Concern with sight distance at the intersection of NY Route 63 with Chandler Road. Chandler Road connects to a curved section of NY Route 63 on the east end of Town. Leaving Geneseo, NY Route 63 travels north and then curves gradually to the west before entering the hamlet of Piffard. Chandler Road terminates at NY Route 63 during this curve. While the sight visibility is not impaired by physical obstructions, the horizontal curvature hides the fact that northbound left-turns on NY

Route 63 are unprotected (in the travel lane without an exclusive turn lane). If a car is waiting to turn left onto Chandler Road, the following vehicle may come upon it suddenly and currently there is only one travel lane with a shoulder. In addition, there is no electricity, and hence no street light at this location, adding to the visibility problem.

- Fowlerville Road, a County Road, is used fairly heavily as a cut-through route/shortcut into the Town of Avon. Anecdotal reports indicate that through traffic travels at high speeds. Accidents involving animals (including dogs and cats) were raised as a common occurrence on this roadway.

NYS Route 15A Charrette Workshop – 1/19/13

- Delineate gateways at entrance to Village and Town from NYS Route 15A north
- Calm traffic along NYS Route 15A north of the Village of Lima
- Preserve viewshed along NYS Route 15A
- Install landscaping

Pedestrian/ Bicycle

GTC 2035 Long-Range Plan (2011)

- Sidewalks, bicycle parking and improved crosswalks needed for pedestrian circulation and safety

RT 39/North St/Court St Corridor, Village of Geneseo (2011)

- Pedestrian crossing improvements needed throughout corridor
- Sidewalks needed along Lima and Avon Roads

RT 63 Corridor Study (2007)

- Pedestrian safety is a concern near the York Central School

NYS RT 20A Access Management Plan, Geneseo (2007)

- Pedestrian safety a concern throughout the corridor
- Bicycle infrastructure needed to encourage bicycling

Town of Conesus Transportation & Safety Management (2004)

- Gaps in sidewalk network in hamlet of Conesus.
- Sidewalk/ trail connections needed to link hamlet with other trails and parks
- Pedestrian/ bicycle accommodations needed along East Lake Road

NYS RTS 5&20 Corridor Study: Lima to Canandaigua (2004)

- Pedestrian safety is a concern at crossings
- Need to promote bicycling

GTC Regional Trails (2002/2004)

- Linkages needed to connect trails
- Amenities and signage needed to enhance trails
- Coordination needed among trail owners and managers to support maintenance, promotion and fundraising efforts

Village of Avon Comp. Plan (2010)

- Gaps in Village sidewalk network
- Pedestrian connections needed between existing trails, sidewalks, recreational facilities, schools and businesses
- Existing sidewalks need repairs, amenities

Conesus Comp. Plan (2005)

- Gaps in sidewalk network in hamlet of Conesus, along Route 20A
- Pedestrian connections needed between regional trail systems, recreational areas
- Pedestrian safety is a concern

V. Dansville/ T. N. Dansville Comprehensive Plan

- Condition of sidewalks is a concern
- Pedestrian safety is a concern
- Need to accommodate pedestrians and bicyclists on roads and bridges

Town of Geneseo Outside Village (2008)

- Gaps in sidewalk network
- Concern about pedestrian safety

Town and Village of Lima Comprehensive Plan (2008)

- Gaps in sidewalk network in Village
- Safety concerns for pedestrians at crossings
- Linkages needed to connect neighborhoods, parks and commercial core

Livonia Comp. Plan (2004)

- Gaps in sidewalk network in hamlet of Hemlock and between Lakeville and Livonia Center
- Pedestrian safety a concern along NYS Route 20A

Mt. Morris Strategic Plan for Community Revitalization (2006)

- Amenities needed along Greenway Trail and downtown

West Sparta Comp. Plan (2007)

- Linkages needed to connect regional trails

York Comp. Plan (2006)

- Sidewalks needed along NYS Route 63 near York Central School
- Pedestrian safety a concern at crossings along NYS Route 63 at Greigsville and Piffard (Genesee Valley Trail)
- Linkages needed to connect to regional trails

NYS Route 15A Charrette Workshop - 1/19/13

- Enhance bicycle/ pedestrian facilities

Rail/ Air

Freight/Goods Movement in the GFL Region (2012)

Infrastructure Weaknesses

- Key components of the regional rail network have been compromised. Some lines have fallen into disrepair or have had key pieces of infrastructure such as bridges removed. Others have been converted into recreational trails. Still others have had rights-of-way encroached upon by buildings and other hard infrastructure, or sections of the right of way have been sold outright.
- Most shortline rail lines in the region are single track, and there are not enough sidings in rural areas to temporarily store empty rail cars that are sitting idle between shipments. Some of the sidings that are available for rail car storage are in urbanized areas adjacent to residential areas, schools, and other sensitive land uses. Aside from residents' complaints that the rail cars are unsightly, empty rail boxcars are perceived as magnets for the homeless and for criminal activity, and empty tankers are perceived as threats to the environment and public health. When rail cars are moved onto and off of sidings, the locomotive noise and the noise associated with coupling, uncoupling, and moving rail cars also draws complaints.

Operational Weaknesses

- A rail trip typically requires one rail operator to pick up rail cars at a point of origin, haul those cars to an interchange point where either another rail operator picks them up or they are assembled into a train, and so on until the cars reach their final destinations. Interchanges between short lines and Class I rail operators are difficult for three reasons, as detailed in the Regional Freight and Economic Profile document. First, interchange points may not have enough capacity to store rail cars being dropped off and/or picked up by each respective operators. When rail storage capacity is inadequate, one of the rail operators must spend valuable time moving cars off a siding or yard track to another storage location upstream or downstream. Second, labor rules and differing working hours at the two railroads can sometimes prevent a quick exchange of rail cars between operators. Last, different rail operators may use different means of communication, leading to delays as paperwork is exchanged and train equipment is safely moved in and around an interchange point. Interchange agreements between the railroads are rarely enforced, and operational difficulties that lead to delays on the Class I system also affect the short line operators.
- The trend in the Class I rail industry has been to operate fewer miles of track, but operate each mile more efficiently. Unlike the past, when Class I rail services operated more like "hub and spoke" carriers and accommodated frequent interchanges with short lines along their main lines, today Class I rail operators prefer to haul unit trains over long distances with as few stops as possible. Short line rail operators are having a more difficult time reaching financially feasible agreements with Class I rail lines to haul small numbers of rail cars that are generated by short line customers.

Improve access to regional priority economic development sites

- Dansville Industrial Park - rail spur, intersection improvements on RT 36 & Maple St, remove truck prohibition, install wayfinding signage
- Livonia Gateway Park Rd - construction of new road from Village of Livonia to RT 15 to provide access to industrial sites
- Caledonia Industrial Development Area - improvements to RT 5 to accommodate truck traffic for future development

NYS Rail Plan (2009)

Located at the Genesee River Gorge in Letchworth State Park, the Portage Bridge is a 105 years old structure that currently carries a 273,000-lb. weight restriction and 10 mph speed restriction. It is also nearing its useful life. Major restoration or replacement is required to make this bridge functional and remove weight restrictions. Portage Bridge is located on the NS Southern Tier Route, a major east-west rail corridor that is vital to the economic activity of New York State. The Southern Tier is the direct NS route connecting Buffalo and points west with Binghamton and the Southern Tier, Albany, New England, and the New York Metropolitan region. Besides Norfolk Southern, the bridge and the Southern Tier are used by the Canadian Pacific Railway.

York Comprehensive Plan (2006 Update)

- The rail bridge underpass (located on NY Route 63 on the west side of Greigsville) is maintained by the Genesee and Wyoming Railroad. This section of rail is not currently being used, and the rail right-of-way ends approximately one mile to the north (where it becomes the Groveland Trail). This bridge is posted with a clearance of 12' 10". According to state law (State Vehicle and Traffic Law Section 1640.22(d)), bridge clearance signage is required when the measured overhead clearance is less than 14 feet and specifies that the legal clearance shall be one foot less than the measured clearance. Therefore, the actual clearance on this bridge should be no less than 13' 10". To verify this, FRA field measured the clearance on this rail bridge, and the lowest clearance measured occurred on the west side of the bridge structure. The clearance for the northern single white line was approximately 13' 11, the double yellow line clearance was 14', and the southern single white line was 14' 1. Concern was raised that tractor-trailers traveling westbound on NY Route 63 frequently stop suddenly when they see the bridge posting, and then try to turn around in residential driveways. An advance clearance warning sign should be posted at a site that will provide truck operators with an adequate alternate route.

V. Dansville/ T. N. Dansville Comprehensive Plan

- Renovations needed at Dansville Airport

Boat/ Marine

Genesee-Finger Lakes Regional Blueway Analysis (2010)

- Enhanced access and connections needed for boats along Conesus Lake, Genesee River, Hemlock Lake and Canaseraga Creek.

Village of Avon Comprehensive Plan (2010)

- Additional boat access needed along the Genesee River



Appendix I:

Strategy Evaluation Criteria & Matrix

Alternatives Evaluation Criteria



Users Served

- 1. Commuters
- 2. Residents
- 3. Visitors
- 4. Low-income
- 5. Seniors
- 6. Youth

- Benefits 5-7 user groups
- Benefits 2-4 user groups
- Benefits 0-1 user groups

Modes Served

- 1. Auto/Truck
- 2. Pedestrian
- 3. Bicyclist
- 4. Transit
- 5. Rail
- 6. Air
- 7. Water

Each mode that is served/benefitted would be indicated



Safety

- Improves safety for any users/modes
- Neutral or no impact to safety
- Decreases safety for any users/modes

Cost of Implementation

Considers order of magnitude and life cycle costs, potential to leverage other resources, consideration of immediacy of benefit

- Low/medium order of magnitude & life cycle cost; High potential to leverage other funding sources; Significant benefit early in project life cycle
- High order of magnitude and life cycle costs but high potential to leverage other funding sources; Low/medium order of magnitude and life cycle costs but low potential to leverage other funding sources; Benefits are distributed evenly across the life of project
- High order of magnitude and life cycle cost; Low potential to leverage other funding sources; Benefit is delayed or ramps up over life of project

Timeframe/Ease of Implementation

Considers timeframe, availability of technology, support/partners for implementation

- Short (0-5 years) timeframe, established technology & support/partnership network
- Mid-term/Continuous (6-15 years) timeframe, potential for support/partnerships but nothing established
- Long-term (16+ years) timeframe, no technology currently available, no established support/partnerships

Connectivity Within Livingston County

Destinations
 1. Workplaces/educational facilities
 2. Medical facilities
 3. Recreational/historic/social/ special events
 4. Commercial establishments
 5. Food sources

- Establishes 3-5 new or improved direct connections between major origin/destinations within the County for any users/modes
- Establishes 1-2 new or improved direct connections between major origin/destinations within the County for any users/modes or has the potential to improve/increase connectivity
- Eliminates an existing direct connection between major origin/destinations within the County

Alternatives Evaluation Criteria Cont.



Connectivity Outside Livingston County

- Establishes 3-5 new or improved direct connections between major origin/destinations outside the County for any users/modes
- Establishes 1-2 new or improved direct connections between major origin/destinations outside the County for any users/modes or has the potential to improve/increase connectivity
- Eliminates an existing direct connection between major origin/destinations outside the County

Consistency With Planning Efforts

- Consistent with 2 or more documented local or regional planning efforts
- Consistent with 1 documented local or regional planning effort
- Not known to be documented in other local or regional planning effort

Environmental, Historical, & Cultural Impacts

Considers sustainability practices or potential for them, preserving & promoting historic/cultural characteristics, direct impacts to environment, etc.

- Positive impact to environmental, historical, & cultural assets within the County
- Neutral or no impact to environmental, historical, & cultural assets within the County
- Negative impact to environmental, historical, & cultural assets within the County

Impacts to business/industrial/economic development

Considers tourism, job retention, creation, and expansion, impacts to operations, new business development, etc.

- Positive impact to business/industrial/economic development
- Neutral or no impact to business/industrial/economic development
- Negative impact to business/industrial/economic development

Quality of life/public health

- Positive impact to quality of life/public health
- Neutral or no impact to quality of life/public health
- Negative impact to quality of life/public health

County-wide Action Plan
Strategy Matrix

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

Goal	Strategy	Criteria	Users Served	Modes Served	Safety	Cost of Implementation	Timeframe/Ease of Implementation	Connectivity Within Livingston County	Connectivity Outside Livingston County	Consistency with Planning Efforts	Environmental, Historical, & Cultural Impacts	Business, Industrial, & Economic Development Impacts	Quality of Life/Public Health Impacts	Total	Notes
		Considers # of user groups benefited		Emphasizes importance of improving safety for all users and all modes through recommended strategies/ projects	Considers order of magnitude and life cycle costs, potential to leverage other resources, consideration of immediacy of benefit	Considers timeframe, availability of technology, support/partners for implementation	Considers the improvement or establishment of a new connection(s) within the County	Considers the improvement or establishment of a new connection(s) outside of the County	Considers if the strategy/project has been identified/ documented in other studies or previous planning efforts	Considers sustainability practices or potential for them, preserving & promoting historic/cultural characteristics, direct impacts to environment, etc.	Considers tourism, job retention, creation, and expansion, impacts to operations, new business development, etc.	Considers the improvement of the quality of life and encouragement of active transportation to improve public health			
#1: Provide a sustainable transportation network that provides facilities for and encourages use by all modes, with particular emphasis on pedestrians and bicyclists.	#1.a: Implement standard roadway cross sections that include pedestrian/bicycle infrastructure	●		●	●	◐	◐	●	◐	●	◐	●	●	16	Users served: All Connectivity w/in County: text Planning efforts: numerous plans/studies
#1	#1.b: Provide pedestrian/bicycle amenities such as bike parking, landscaping, street furniture, etc	●		●	●	●	●	◐	◐	●	●	●	●	18	Users served: All Connectivity w/in County: text Planning efforts: numerous plans/studies
#1	#1.c: Close gaps in trails network & improve trailhead access/amenities	●		●	●	◐	◐	●	●	●	●	●	●	18	Users served: All Connectivity w/in County: text Planning efforts: numerous plans/studies
#1	#1.d: Improve existing & create new river/boating access	◐		●	●	●	◐	◐	●	●	●	●	●	17	Users served: Residents, Visitors Connectivity w/in County: text Planning efforts: Genesee-Finger Lakes Regional Blueway Analysis, V of Avon Comp Plan, FL Regional Sustainability Plan
#1	#1.e: Develop/update zoning/comprehensive plans	●		●	●	●	●	●	◐	●	●	●	●	19	Users served: All Connectivity w/in County: N/A Planning efforts: FL Regional Sustainability Plan
#1	#1.f: Market/promote active transportation	●		◐	◐	●	●	●	●	●	●	●	●	18	Users served: All Connectivity w/in County: All Destinations Planning efforts: numerous plans/studies
#1	#1.g: Continue to identify & leverage potential funding options including various grants, private/public partnerships, etc	●		◐	●	●	●	●	●	●	●	●	●	19	Users served: All Connectivity w/in County: N/A Planning efforts: numerous plans/studies
#1	#1.h: Improve access to significant business and residential hubs	●		●	◐	◐	●	●	●	◐	●	●	●	17	Users served: All Connectivity w/in County: Workplaces, Commercial Establishments, Neighborhoods Planning efforts: numerous plans/studies
#2: Improve safety for all modes and users of the transportation system through system design, innovative technology, and education.	#2.a: Encourage/discourage truck traffic on specific roadways	●		●	●	◐	●	○	○	●	◐	◐	●	13	Users served: All Connectivity w/in County: eliminates some connections Planning efforts: T of Genesee Outside Village, Freight/Goods Movement in the GFL Region
#2	#2.b: Develop access management plans & implement recommendations	●		●	●	●	●	●	◐	●	◐	●	◐	17	Users served: All Connectivity w/in County: All Destinations Planning efforts: numerous plans/studies
#2	#2.c: Review existing roadway characteristics	●		●	◐	●	●	●	◐	◐	◐	◐	◐	15	Users served: All Connectivity w/in County: N/A Planning efforts: FL Regional Sustainability Plan
#2	#2.d: Implement intersection, roadway, & corridor safety improvements	●		●	●	●	●	●	●	◐	◐	●	●	18	Users served: All Connectivity w/in County: N/A Planning efforts: numerous plans/studies
#2	#2.e: Install intersection- and pedestrian-level lighting	●		●	●	●	●	●	●	◐	◐	●	●	18	Users served: All Connectivity w/in County: N/A Planning efforts: numerous plans/studies

County-wide Action Plan
Strategy Matrix

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Goal	Strategy	Criteria	Users Served	Modes Served	Safety	Cost of Implementation	Timeframe/Ease of Implementation	Connectivity Within Livingston County	Connectivity Outside Livingston County	Consistency with Planning Efforts	Environmental, Historical, & Cultural Impacts	Business, Industrial, & Economic Development Impacts	Quality of Life/Public Health Impacts	Total	Notes
		Considers # of user groups benefited		Emphasizes importance of improving safety for all users and all modes through recommended strategies/ projects	Considers order of magnitude and life cycle costs, potential to leverage other resources, consideration of immediacy of benefit	Considers timeframe, availability of technology, support/partners for implementation	Considers the improvement or establishment of a new connection(s) within the County	Considers the improvement or establishment of a new connection(s) outside of the County	Considers if the strategy/project has been identified/ documented in other studies or previous planning efforts	Considers sustainability practices or potential for them, preserving & promoting historic/cultural characteristics, direct impacts to environment, etc.	Considers tourism, job retention, creation, and expansion, impacts to operations, new business development, etc.	Considers the improvement of the quality of life and encouragement of active transportation to improve public health			
#2	#2.f: Evaluate existing speed limits & increase enforcement	●		●	●	◐	●	●	●	●	◐	◐	●	17	Users served: All Connectivity w/in County: N/A Planning efforts: numerous plans/studies
#2	#2.g: Educate the public on the rules of the road – all users/modes	●		●	●	●	●	●	◐	◐	◐	◐	●	17	Users served: All Connectivity w/in County: N/A Planning efforts: Safe Routes to School Guidebook for the GFL Region
#3: Improve freight transportation infrastructure and access.	#3.a: Improve access to regional priority economic development sites: Dansville Industrial Park, Livonia Gateway Park, 2 Avon Parks & Caledonia Industrial Development Area	◐		◐	◐	◐	●	●	●	○	●	◐		13	Users served: Commuters, Residents, Visitors Connectivity w/in County: All Destinations Planning efforts: Livonia Comp Plan, Freight/Goods Movement in the GFL Region, Rt 20A Access Management Plan, FL Regional Sustainability Plan
#3	#3.b: Maintain, repair, & rebuild key components of regional rail network including the Portage Bridge and the Rochester & Southern Railroad rail line between Dansville & Mt Morris	◐		●	◐	◐	●	●	●	●	●	◐		16	Users served: Residents, Other Connectivity w/in County: Workplaces, Commercial Establishments Planning efforts: numerous plans/studies
#3	#3.c: Evaluate and improve rail crossings	●		●	◐	◐	●	●	◐	◐	◐	◐		14	Users served: All Connectivity w/in County: N/A Planning efforts: FL Regional Sustainability Plan
#3	#3.d: Maintain airport facilities: Dansville & Geneseo Airports	◐		◐	◐	◐	●	●	●	●	●	◐		15	Users served: Residents, Visitors Connectivity w/in County: N/A Planning efforts: Dansville/N Dansville Comp Plan, 2005 Dansville Municipal Airport Airport Layout Plan Update
#3	#3.e: Market/promote/educate - importance of freight transportation	○		◐	●	●	●	●	●	●	●	◐		16	Users served: Other Connectivity w/in County: N/A Planning efforts: Freight/Goods Movement in the GFL Region, FL Regional Sustainability Plan
#4: Provide comprehensive and innovative public transportation services through LATS and other human service providers.	#4.a: Improve route connectivity & transfers	●		◐	●	●	●	◐	●	●	●	●		18	Users served: All Connectivity w/in County: All Connectivity Outside County: Monroe County, Possibly Wyoming Co. Planning Efforts:
#4	#4.b: Simplify route structure to focus on core services	●		◐	●	●	◐	◐	◐	◐	●	●		15	Users served: All Connectivity w/in County: May add connectivity but focus is on improving existing connections Connectivity Outside County: Improve ease of connection w/ Monroe County Planning Efforts:
#4	#4.c: Improve frequency/service span	●		◐	○	●	●	◐	●	●	●	●		16	Users served: All Connectivity w/in County: All Connectivity Outside County: Monroe County Planning Efforts:

County-wide Action Plan
Strategy Matrix

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#4	#4.d: Improve out of county transit service & connections	●		◐	○	◐	◐	●	●	●	●	●	15	<p>Users served: All</p> <p>Connectivity w/in County: Likely improves internal connectivity through express service</p> <p>Connectivity Outside County: Monroe County (Strong, Downtown, others?), Possibly Wyoming Co.</p> <p>Planning Efforts:</p>	
#4	#4.e: Document services & contact info for human service providers and create new or expand partnerships with non-profit and private transportation providers	●		◐	●	●	●	●	◐	◐	◐	●	16	<p>Users served: All</p> <p>Connectivity w/in County: Improved awareness of transportation services, organization, efficiency in service</p> <p>Connectivity Outside County: Same goes for connections to out-of-county.</p> <p>Planning Efforts:</p>	
#4	#4.f: Enhance existing & create new transit stops – ensure safe & secure pedestrian/bicycle access/ADA compliance	●		●	◐	◐	◐	◐	◐	◐	◐	●	13	<p>Users served: All</p> <p>Connectivity w/in County: All</p> <p>Connectivity Outside County: Monroe County, Possibly Wyoming Co.</p> <p>Planning Efforts:</p>	
#4	#4.g: Improve marketing/promotional/ educational outreach	●		◐	●	●	◐	◐	◐	◐	◐	●	14	<p>Users served: All</p> <p>Connectivity w/in County: Improved awareness of transit service should allow some users who did not previous understand/have access to use transit for trips they could not previously make (or at least not easily); affects all location types</p> <p>Connectivity Outside County: Same goes for connections to out-of-county.</p> <p>Planning Efforts:</p>	
#5: Promote efficient, innovative, and sustainable system management, maintenance, and operations.	#5.a: Develop & execute a maintenance schedule for infrastructure that prioritizes key facilities	●		◐	●	●	●	●	●	◐	●	◐	17	<p>Users served: All</p> <p>Connectivity w/in County: N/A</p> <p>Planning efforts: GTC Regional Trails, FL Regional Sustainability Plan</p>	
#5	#5.b: Establish service/maintenance agreements	○		◐	●	◐	●	●	◐	◐	◐	◐	12	<p>Users served: Other</p> <p>Connectivity w/in County: N/A</p> <p>Planning efforts: GTC Regional Trails</p>	
#5	#5.c: Develop special event & emergency traffic management plans	●		●	◐	●	●	●	◐	●	◐	◐	16	<p>Users served: All</p> <p>Connectivity w/in County: N/A</p> <p>Planning efforts: Not directly noted in reviewed documents but indirect effect of strategy would support numerous efforts</p>	
#5	#5.d: Continue to identify & leverage potential funding options to address key infrastructure deficiencies	●		●	●	●	●	●	●	◐	●	●	19	<p>Users served: All</p> <p>Connectivity w/in County: N/A</p> <p>Planning efforts: numerous plans/studies</p>	

County-wide Action Plan
Strategy Matrix

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- 0 - Negative

Goal	Strategy	Criteria	Users Served	Modes Served	Safety	Cost of Implementation	Timeframe/Ease of Implementation	Connectivity Within Livingston County	Connectivity Outside Livingston County	Consistency with Planning Efforts	Environmental, Historical, & Cultural Impacts	Business, Industrial, & Economic Development Impacts	Quality of Life/Public Health Impacts	Total	Notes
		Considers # of user groups benefited		Emphasizes importance of improving safety for all users and all modes through recommended strategies/ projects	Considers order of magnitude and life cycle costs, potential to leverage other resources, consideration of immediacy of benefit	Considers timeframe, availability of technology, support/partners for implementation	Considers the improvement or establishment of a new connection(s) between destinations within the County	Considers the improvement or establishment of a new connection(s) outside of the County	Considers if the strategy/project has been identified/ documented in other studies or previous planning efforts	Considers sustainability practices or potential for them, preserving & promoting historic/cultural characteristics, direct impacts to environment, etc.	Considers tourism, job retention, creation, and expansion, impacts to operations, new business development, etc.	Considers the improvement of the quality of life and encouragement of active transportation to improve public health			
#6: Preserve, protect, and enhance the County's quality of life, natural environment, cultural heritage, and community appearance.	#6.a: Support the rural & small town economy through improved services, programs, access and other initiatives	●		◐	◐	◐	●	●	●	●	●	●	●	17	Users served: All Connectivity w/in County: All Destinations Planning efforts: numerous plans/studies
#6	#6.b: Research, implement, and/or support initiatives that reduce transportation energy consumption	●		◐	◐	●	●	●	◐	●	●	●	●	17	Users served: All Connectivity w/in County: N/A Planning efforts: FL Regional Sustainability Plan
#6	#6.c: Develop connections between transportation, culture, and tourism through trail development, connectivity with historic landmarks, etc	●		◐	◐	◐	●	●	●	●	●	●	●	17	Users served: All Connectivity w/in County: All Destinations Planning efforts: numerous plans/studies
#6	#6.d: Encourage growth in centers & support downtown revitalization	●		◐	◐	◐	◐	◐	●	●	●	●	●	15	Users served: All Connectivity w/in County: N/A Planning efforts: FL Regional Sustainability Plan, GTC Long Range Trans Plan



Appendix J:

Geneseo Pilot Plan

CONNECT
LIVINGSTON
Linking our communities

Final Report:
**Geneseo
Pilot Plan**

December 2013

Submitted by:



in association with:
Vanasse Hangen Brustlin, Inc.
Stuart I. Brown Associates, Inc.

Livingston County Transportation Connectivity Plan

Geneseo Pilot Plan

Prepared by

C&S Engineers, Inc.

Stuart I. Brown Associates, Inc.

Vanasse Hangen Brustlin, Inc.

for

Livingston County Planning Department

Final Report

December 2013

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Transportation Connectivity Plan Geneseo Pilot Plan

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Transportation Connectivity Plan Geneseo Pilot Plan

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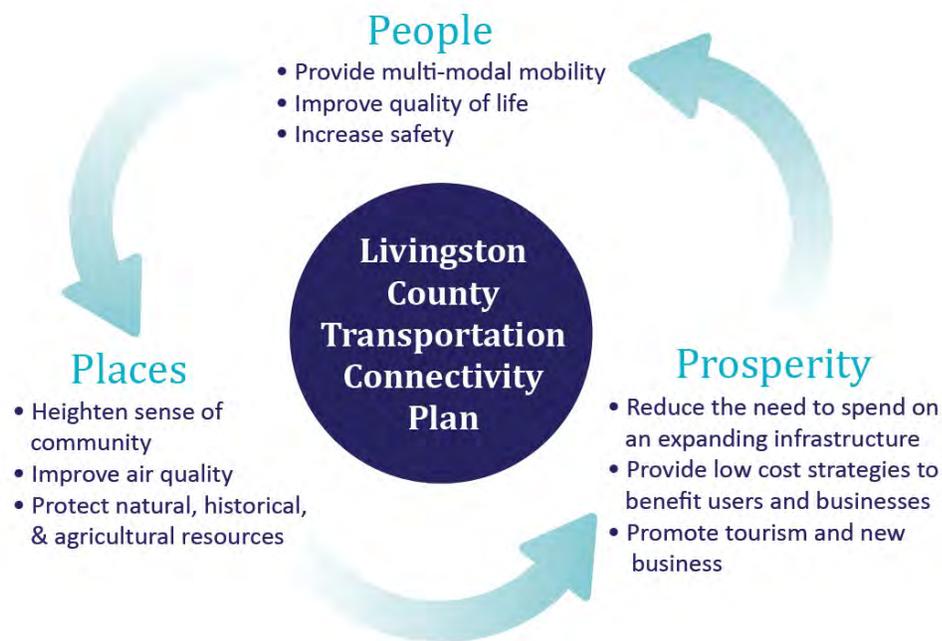
LIST OF APPENDICES

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

1. Introduction

1.1 Study Purpose

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



The 3 P’s of a Sustainable Transportation System

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

Vision

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



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

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

1.2 Study Area

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

1.2.1 Boundaries and General Background

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

1.2.2 Demographics and Study Area Characteristics

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

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

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

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



Table 1-1: Population

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

SOURCE: 2010 Census, SF 2

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

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

Table 1-2: Major employers

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

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

1.2.3 Environmental Overview

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

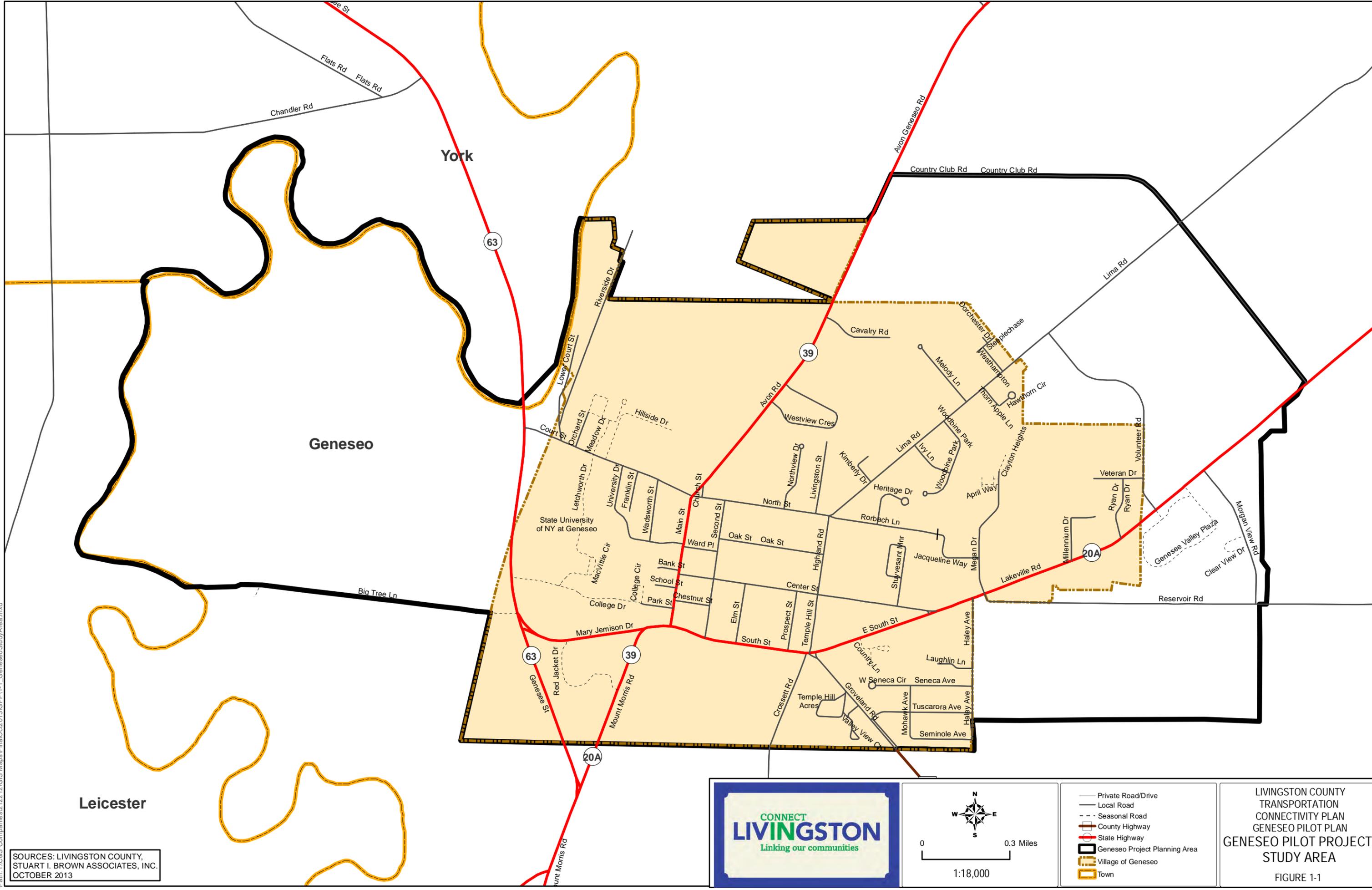
⁴ SOURCE: Greater Rochester Enterprise; Livingston County Industrial Development Agency

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



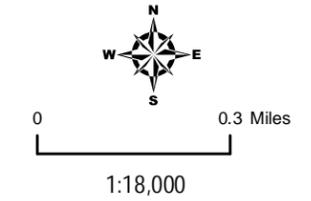
In addition to natural features, there are several parks, historic and archeological sites, and other areas within the Geneseo Study Area that have been identified as sensitive or protected due to their environmental, historic, archeological or social significance.

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



Path: L:\C&S Companies\212212\GIS Maps\Final\Oct2013\GPP\1-1_GeneseoStudyArea.mxd

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



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

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

2. Existing Conditions

2.1 Inventory of Transportation System

2.1.1 Infrastructure

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

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

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

⁷ SOURCE: Livingston County Planning Department



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

Table 2-1: Trails

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

Genesee Valley Conservancy

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

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

Trails Owned by Municipalities

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

SUNY Geneseo Arboretum Trail

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

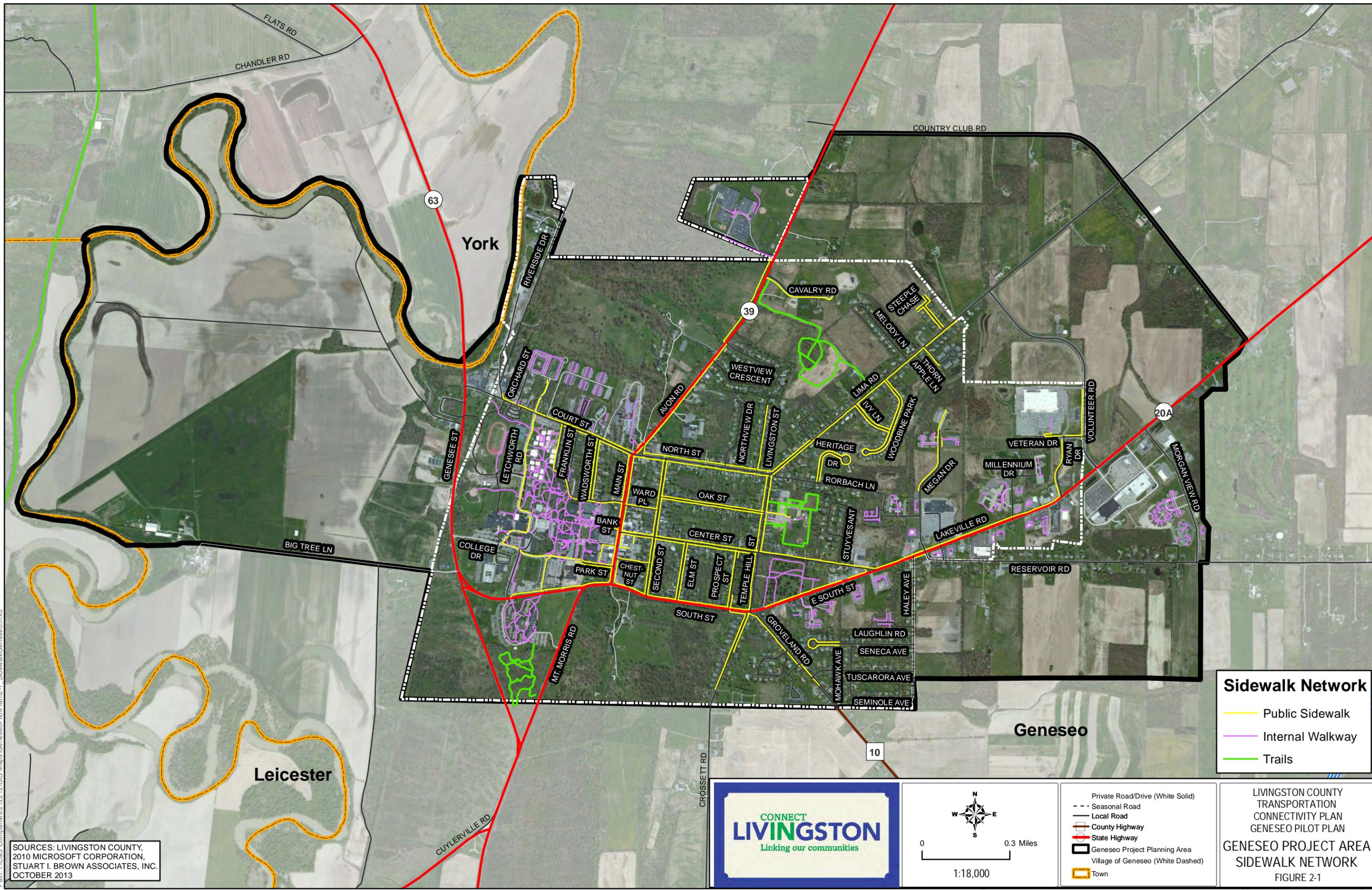
⁸ www.geneseevalleyconservancy.org



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

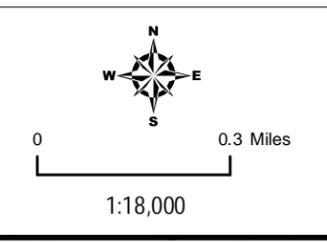


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SOURCES: LIVINGSTON COUNTY,
2010 MICROSOFT CORPORATION,
STUART I. BROWN ASSOCIATES, INC.
OCTOBER 2013



- Private Road/Drive (White Solid)
- Seasonal Road (Dashed)
- Local Road (Thin Solid)
- County Highway (Thick Solid)
- State Highway (Thick Solid with Red Border)
- Geneseo Project Planning Area (Black Outline)
- Village of Geneseo (White Dashed)
- Town (Yellow Outline)

- ### Sidewalk Network
- Public Sidewalk (Yellow Line)
 - Internal Walkway (Purple Line)
 - Trails (Green Line)

LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN
GENESEO PILOT PLAN
**GENESEO PROJECT AREA
SIDEWALK NETWORK**
FIGURE 2-1



2.1.2 Services & Programs

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

2.1.3 Policy and Planning

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

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

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

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

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



2.2 Findings and Recommendations from Previous Studies and Plans

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

Table 2-2: Recommendations from Previous Studies

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



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



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Improvements Identified in Existing Plans Geneseo Study Area

Intersections*

Recommended in Rt 39/ North St/ Court St study

- * Improve pedestrian crossings

Identified in Rt.20A Access Management Plan

- Intersection improvements and pedestrian crossings

Pedestrian Facilities

Recommended in Rt 39/ North St/ Court St study

- Sidewalks and street trees

Recommended in Village of Geneseo Comprehensive Plan

- Improve pedestrian crossings; fill gaps in sidewalk network

Recommended by Geneseo Pedestrian Committee

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

Roadways

Identified in Geneseo Gateway District Master Plan

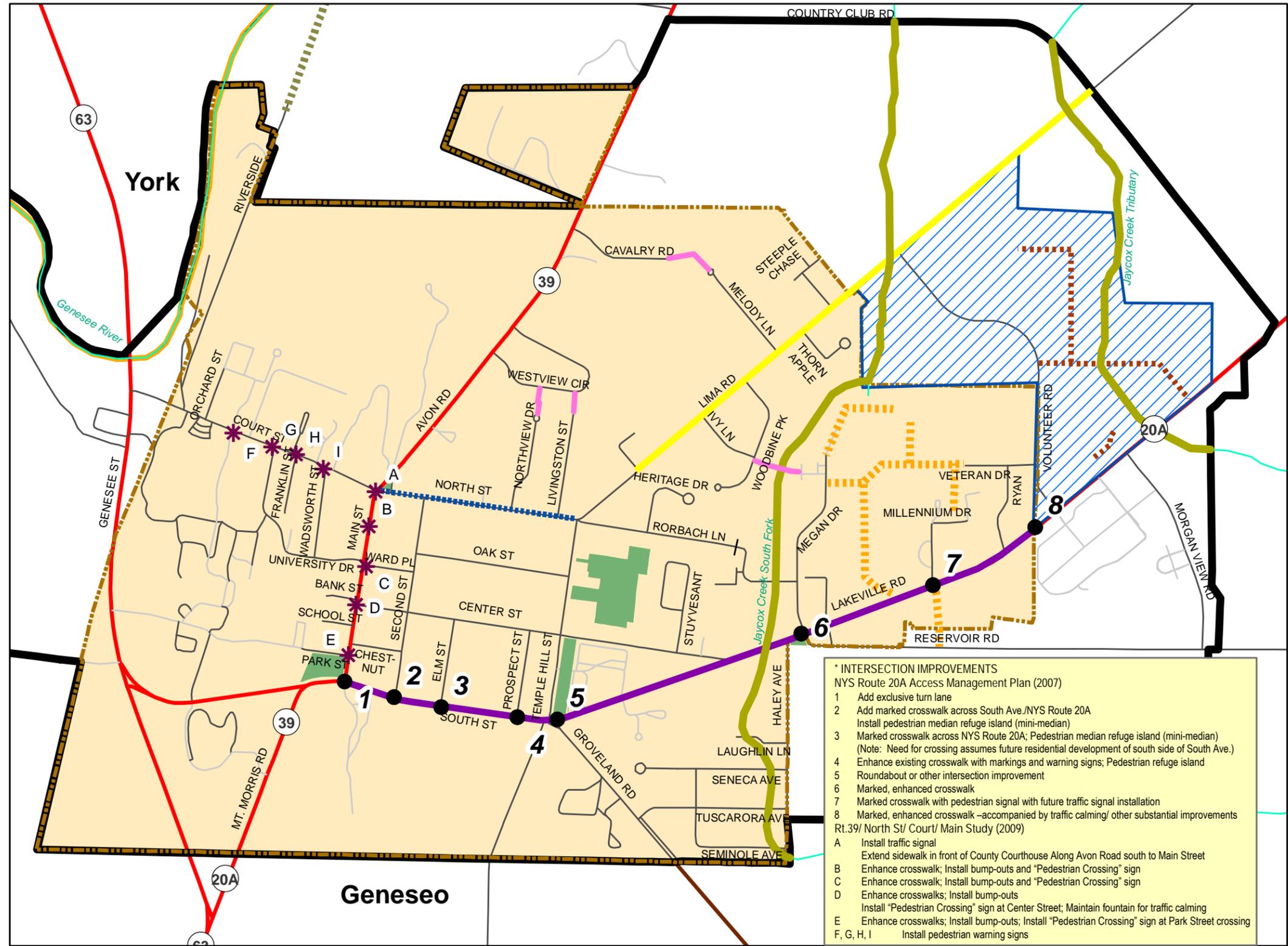
- Future Internal Roads

Identified in Rt.20A Access Management Plan

- Potential Future Roads

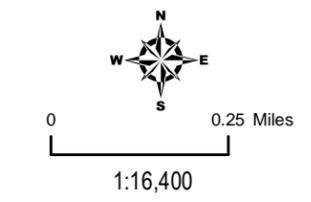
Recommended in Rt 39/ North St/ Court St study

- Road Reconstruction or Other Improvements



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

Geneseo Gateway District



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

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

Path: I:\C&S Companies\212212\GIS Maps\GeneseoPilotPlan\2_2_ExtPlanReadImps\Geneseo.mxd

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



3. Public Involvement

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

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

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

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

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



Attention
Livingston County...
we need your input!

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

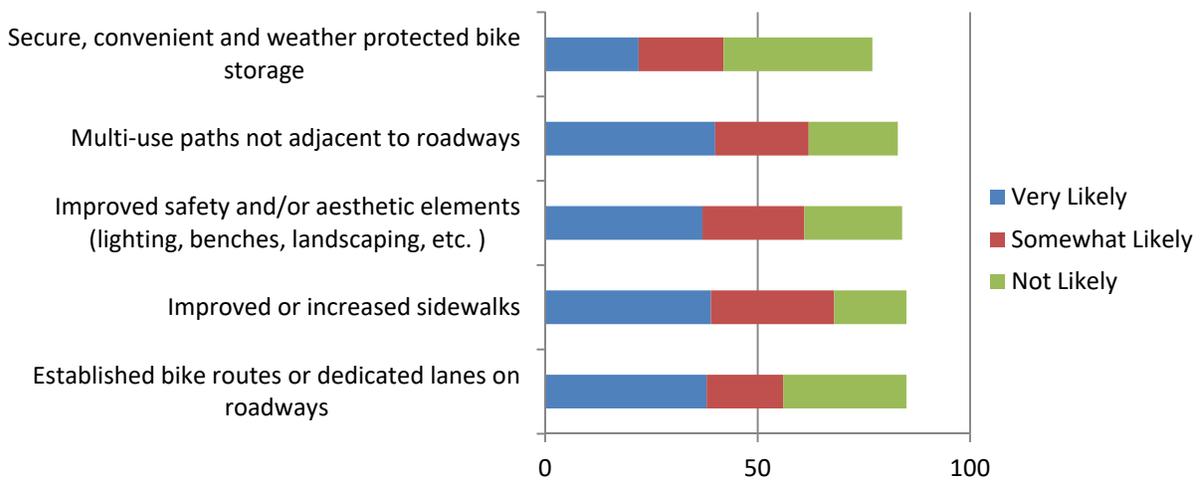
focus on concerns associated with the Town and Village of Geneseo, certain questions were reevaluated using only responses from those that noted they lived in Geneseo - approximately 120 respondents.

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

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

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

Figure 3-1: Incentives for Walking/Biking



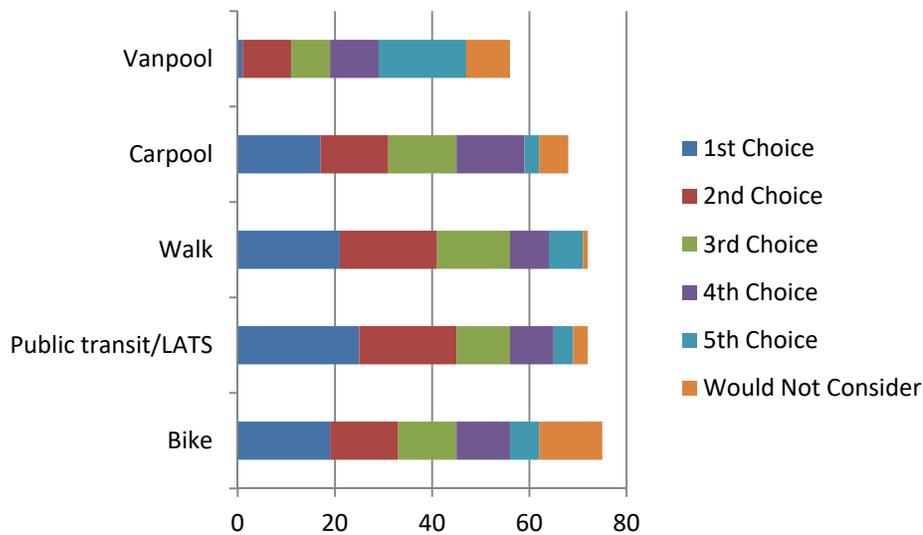
14. Please rank your preference for travel options you would consider using instead of driving a personal auto:

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

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

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

Figure 3-2: Options Considered Other Than Driving Alone



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

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

Infrastructure

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



Other

- Concerned with increased driver distractions

Specific Locations Noted

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

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

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

Infrastructure

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

Services & Programs

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

Specific Locations

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

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

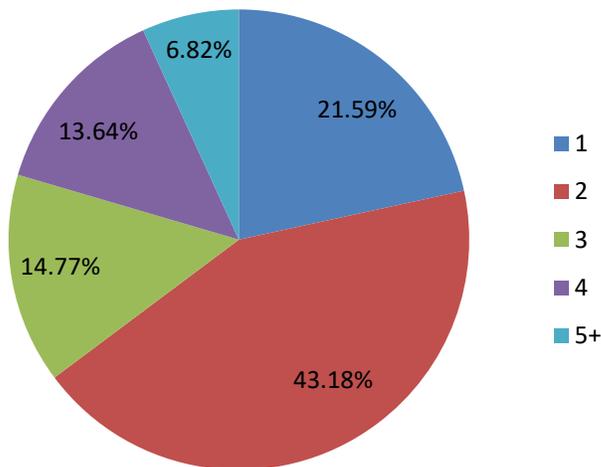
21. Please describe any specific gaps in any part of the transportation system anywhere in Livingston County (e.g., where a sidewalk is needed, a transit route that is not available, lack of bike racks, etc).

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

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

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

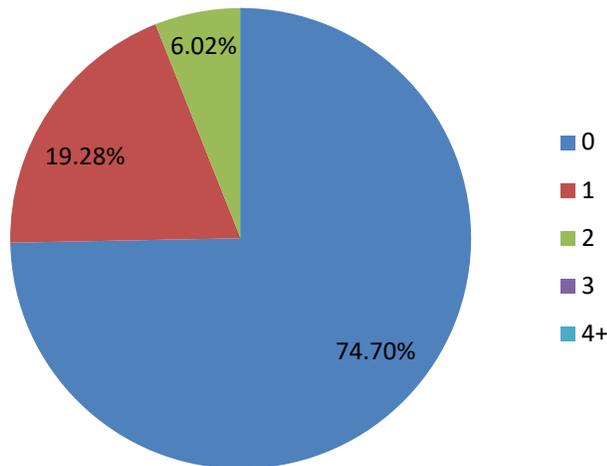
Figure 3-3: Number of People 16+ per Household



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

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

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



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

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



4. Needs Assessment

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

4.1 Summary of Needs from Existing Studies

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

Table 4-1: Infrastructure Needs from Existing Studies

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



Table 4-1 Cont: Infrastructure Needs from Existing Studies

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



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

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

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

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

4.2 Summary of Needs by Mode

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

General

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



Services and Programs

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

Policy and Planning

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

Auto/Truck

Infrastructure

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

Services & Programs

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

RGRTA/LATS

Infrastructure

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

Services & Programs

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

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

Other Service Providers

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

Pedestrian/Bicycle

Infrastructure

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

Services & Programs

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

Rail/Air/Water

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

- Support activities with the National Warplane Museum

4.3 Summary of Needs for Geneseo Pilot Plan

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

Infrastructure

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



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

Services and Programs

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

Policy and Planning

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



5. Action Plan

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

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

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

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

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

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

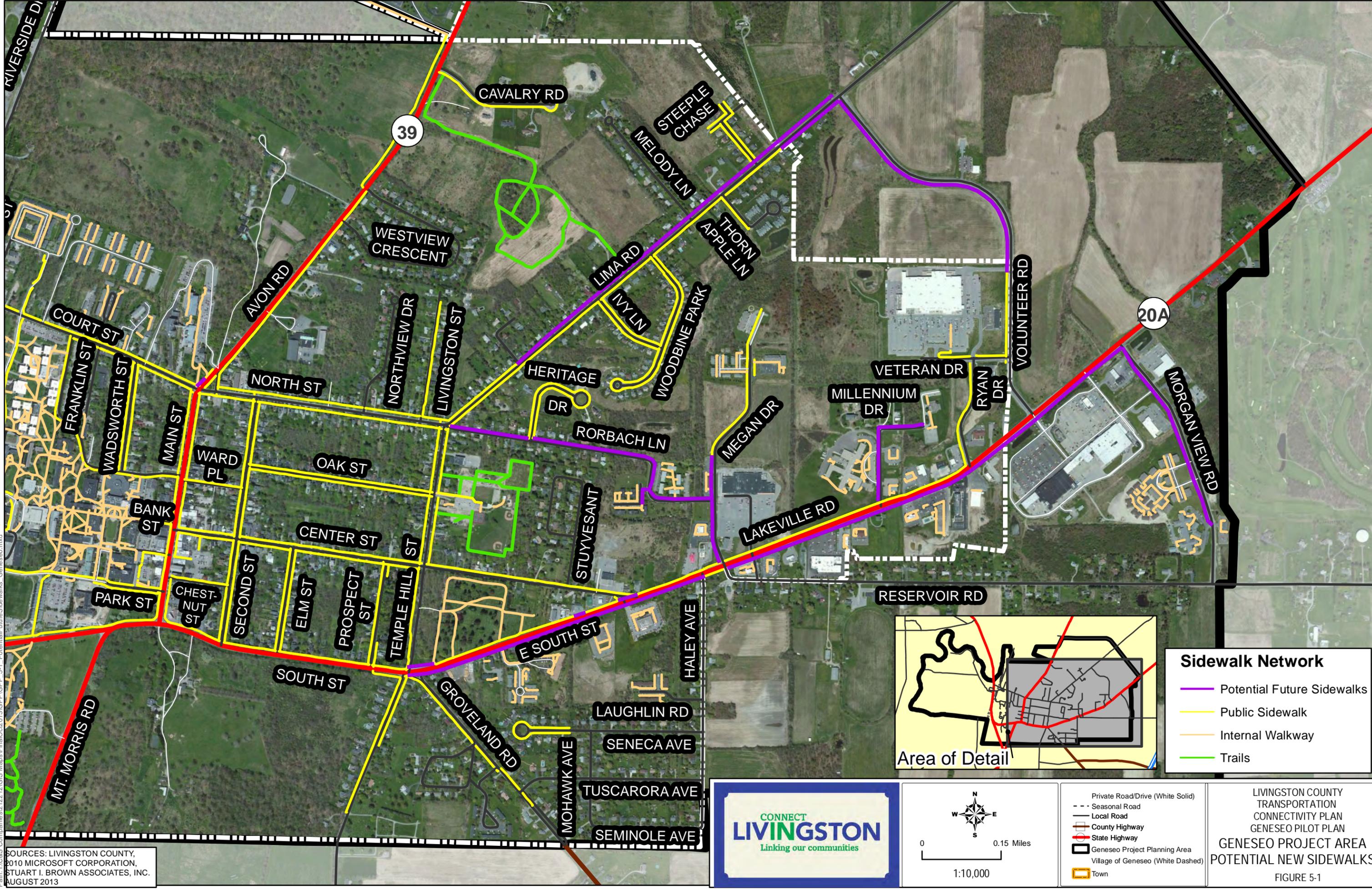
The following sections provide an overview of each goal along with strategies to help achieve them. For each strategy discussed, timeframe and cost information is noted as well as a potential lead agency, stakeholders, and funding sources. More detail about the evaluation criteria and a matrix showing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

5.1 Goal # 1

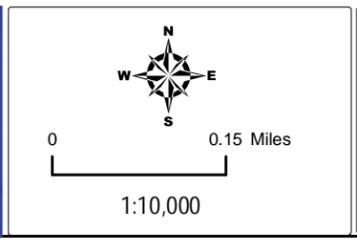
Provide a sustainable transportation network that provides facilities for and encourages use by all modes, with particular emphasis on pedestrians and bicycles.

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

- i) Construct sidewalks at the locations on the following page to fill gaps in the sidewalk network and to connect key facilities such as senior housing, health care, shopping, and services (see **Table 5-1**).
 - Timeframe: 0-16+ years depending on priority of improvement
 - Costs: \$60-\$75 per square yard, \$10,000-\$60,000 per project based on table
 - Lead agency: Village and Town of Geneseo/NYS DOT; adjoining landowners
 - Funding Sources: MAP-21 TAP, Safe Routes to Schools GTC TIP, Town/Village budgets
- ii) Determine feasibility of installing bicycle infrastructure along Lakeville Road (NYS Route 20A), Lima Road, Main Street, North Street, and Court Street
 - Timeframe: 0-5 years
 - Costs: Approx. \$370 per linear foot for striped bicycle lanes, varies based on type of infrastructure (striped lane, sharrow, multi-use path, etc)
 - Lead agency: Village and Town of Geneseo, NYSDOT, County
 - Funding Sources: MAP-21 TAP, Safe Routes to Schools, Town/Village budgets



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



- Private Road/Drive (White Solid)
- Seasonal Road (Dashed)
- Local Road (Thin Solid)
- County Highway (Thick Solid)
- State Highway (Thick Solid with Red Border)
- Geneseo Project Planning Area (Thick Black Outline)
- Village of Geneseo (White Dashed)
- Town (Yellow Outline)

- ### Sidewalk Network
- Potential Future Sidewalks (Purple Line)
 - Public Sidewalk (Yellow Line)
 - Internal Walkway (Orange Line)
 - Trails (Green Line)

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



Table 5-1: Potential New Sidewalk

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

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

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

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

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

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

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



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

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

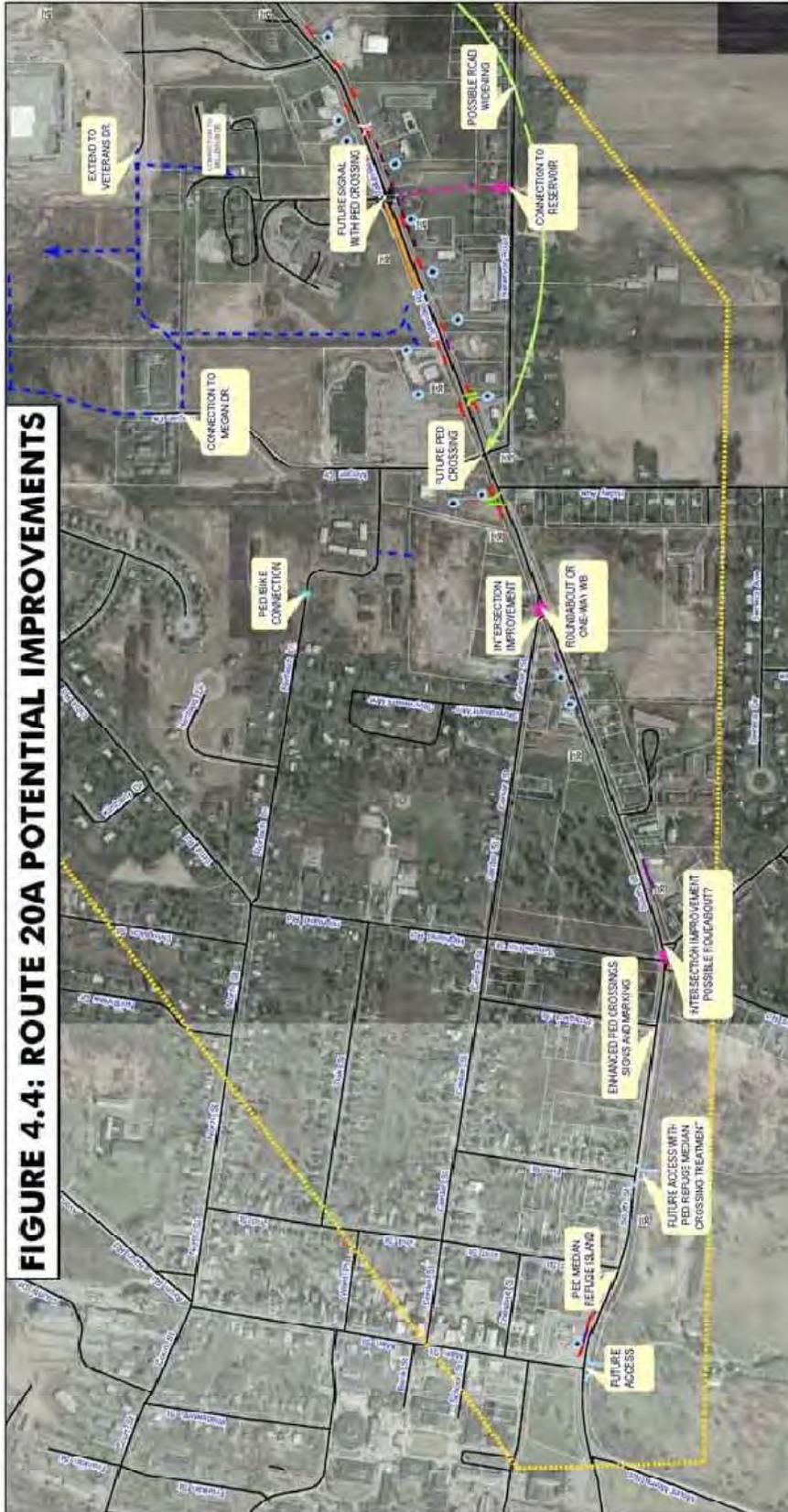
5.2 Goal # 2

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

- 2.a *Encourage/discourage truck traffic on specific roadways (see also Goal #3)*
- i) Continue to work with regional transportation agencies and NYS legislators to discourage excessive truck traffic on NYS Route 63, including maintaining signage along the NYS Thruway and trucker services along interstate highways.
- Timeframe: On-going
 - Cost: Staff time
 - Lead agency: NYSDOT, Thruway Authority, Town and Village of Geneseo, Livingston County Traffic Safety Board and Sheriff, NYS Police
 - Funding Sources: Included in existing budgets
- ii) Enforce speed limits and weight restrictions along NYS Route 63.
- Timeframe: On-going
 - Cost: Staff time
 - Lead agency: NYSDOT, Town and Village of Geneseo, Livingston County Traffic Safety Board and Sheriff, NYS Police

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

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



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

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



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

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

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

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

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

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

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

5.3 Goal # 3

Improve freight transportation infrastructure and access

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



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

5.4 Goal # 4

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

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

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



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

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

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

5.5 Goal # 5

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

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

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

5.b *Establish service/maintenance agreements*

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

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

5.6 Goal # 6

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

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



- i) Work with transportation and cultural organizations such as SUNY Geneseo, the National Warplane Museum, and the Genesee Valley Conservancy to establish trail connections between the Village of Geneseo and the Geneseo Airport, the Genesee River boat launches, and Conesus Lake.
 - Timeframe: 6-15 years
 - Cost: TBD
 - Lead agency: Village and Town of Geneseo, SUNY Geneseo, National Warplane Museum, Genesee Valley Conservancy
 - Funding Sources: MAP-21 TAP, private donations
- 6.d *Encourage growth directed towards hamlets and village centers and continue to support downtown revitalization efforts*
- i) Work with the Livingston County Development Group’s Downtown Partnership to promote their marketing, educational, and funding programs and resources such as the signs and façade improvement program, the buy local campaign, training, and technical support to Village businesses.
 - Timeframe: On-going
 - Cost: TBD
 - Lead agency: Village of Geneseo, Livingston County Development Group and Downtown Coordinator
 - Funding Sources: Operating budgets

5.7 Geneseo Pilot Plan Summary

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

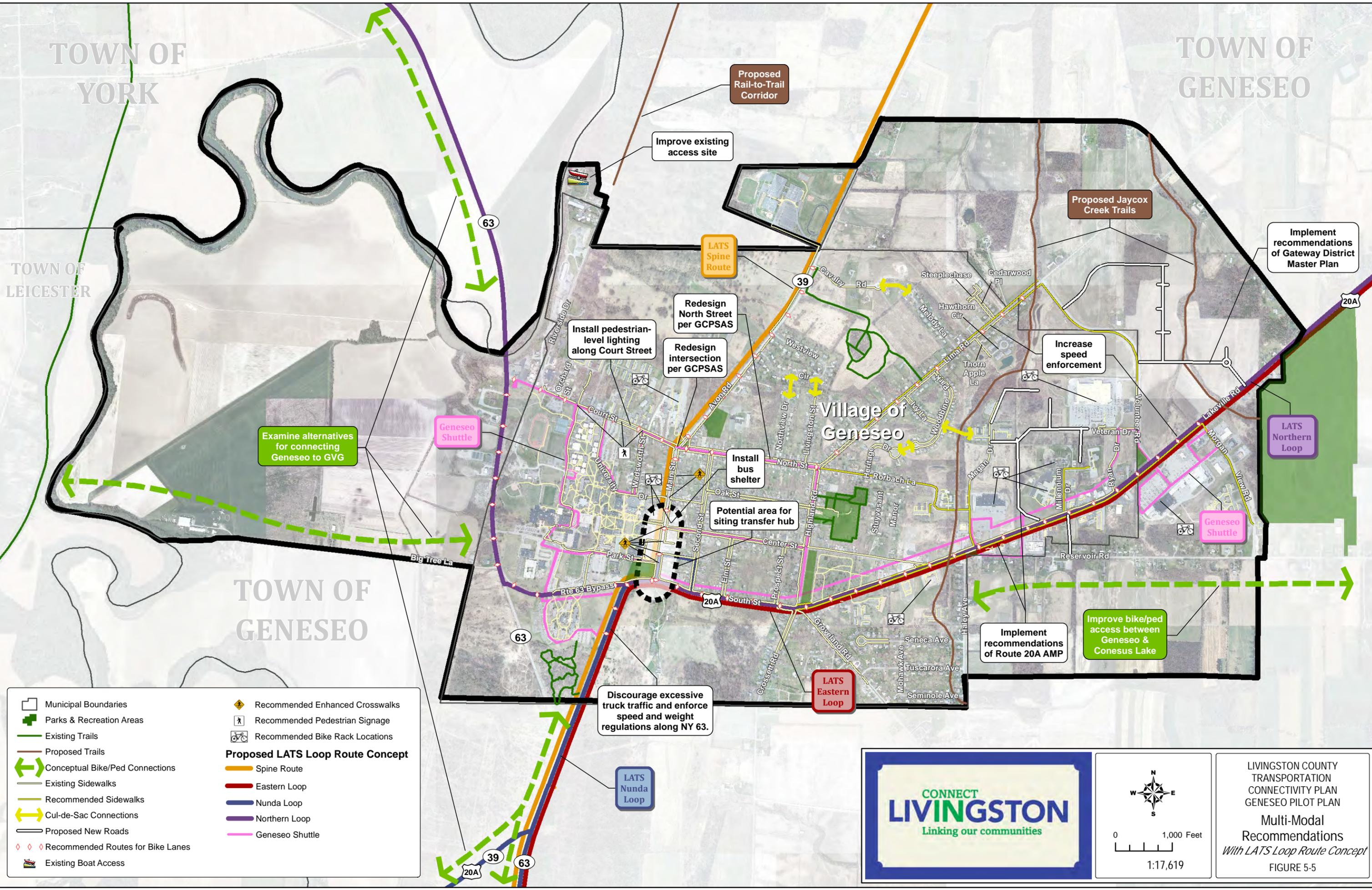
Projects associated with capital improvement projects in the study area, such as pedestrian and bicycle infrastructure, trail connections, and roadway or intersection improvements, are shown in **Figure 5-4 and 5-5** with both transit options as described in Section 6 in the county-wide plan. Recommendations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

TOWN OF YORK

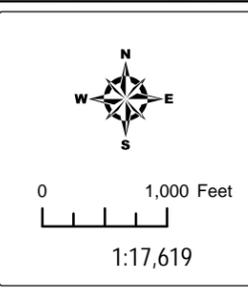
TOWN OF GENESEO

TOWN OF LEICESTER

TOWN OF GENESEO



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



LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN
GENESEO PILOT PLAN

Multi-Modal
Recommendations
With LATS Loop Route Concept

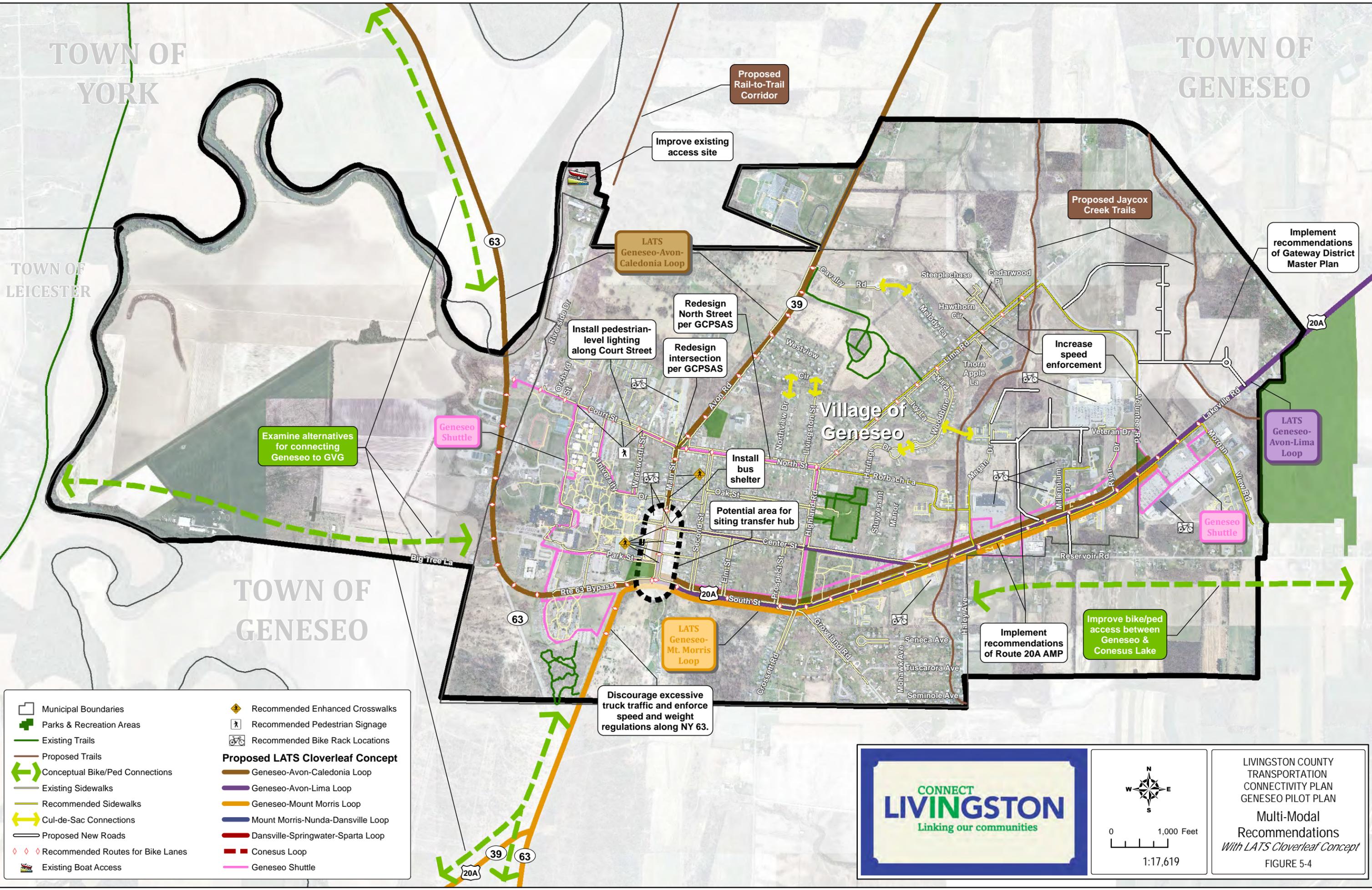
FIGURE 5-5

TOWN OF YORK

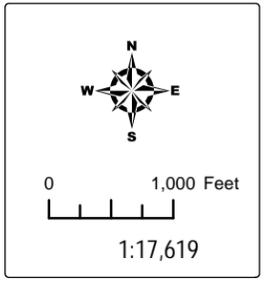
TOWN OF GENESEO

TOWN OF LEICESTER

TOWN OF GENESEO



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



LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN
GENESEO PILOT PLAN

Multi-Modal
Recommendations
With LATS Cloverleaf Concept

FIGURE 5-4



Appendix A:

Summary of Recommendations in Existing Plans - Geneseo

Physical Improvements Recommended in Existing Plans – Geneseo Study Area

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

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

Potential improvement:

- Add exclusive turn lane



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

Potential improvements:

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

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



Physical Improvements Recommended in Existing Plans – Geneseo Study Area

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

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

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

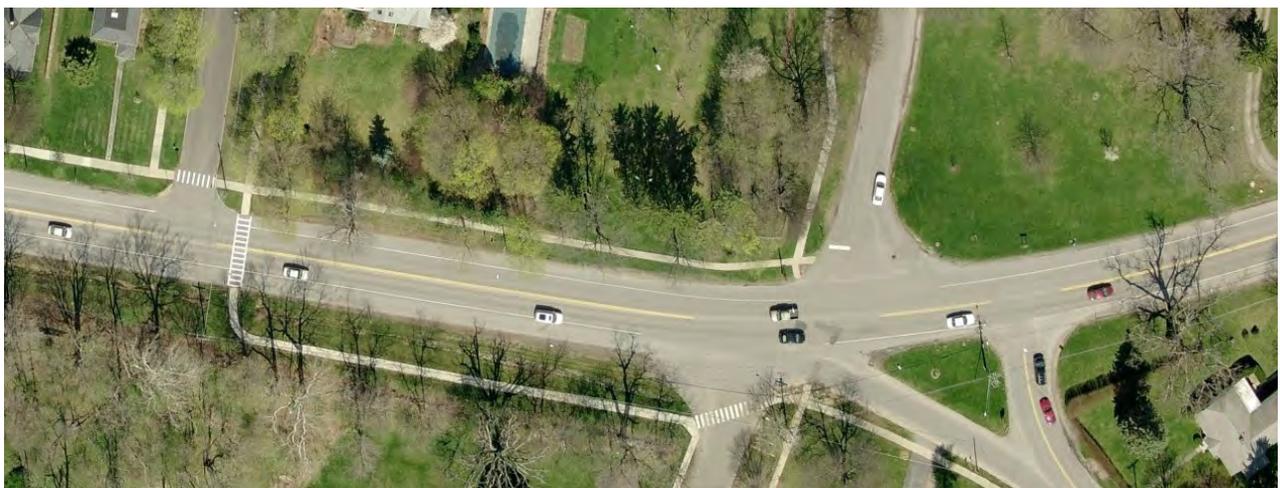


4. NYS Route 20A and Prospect Street (unsignalized)

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

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

- Potential Roundabout or other intersection improvement



Physical Improvements Recommended in Existing Plans – Geneseo Study Area

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

- Potential pedestrian improvements:
 - Marked, enhanced crosswalk



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

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



Physical Improvements Recommended in Existing Plans – Geneseo Study Area

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

Potential improvement:

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



Physical Improvements Recommended in Existing Plans – Geneseo Study Area

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

A. Intersection of Avon/ North/ Court Streets

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



B. Main Street between North/ Court and University Drive

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



C. Main Street at University Drive

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

Physical Improvements Recommended in Existing Plans – Geneseo Study Area

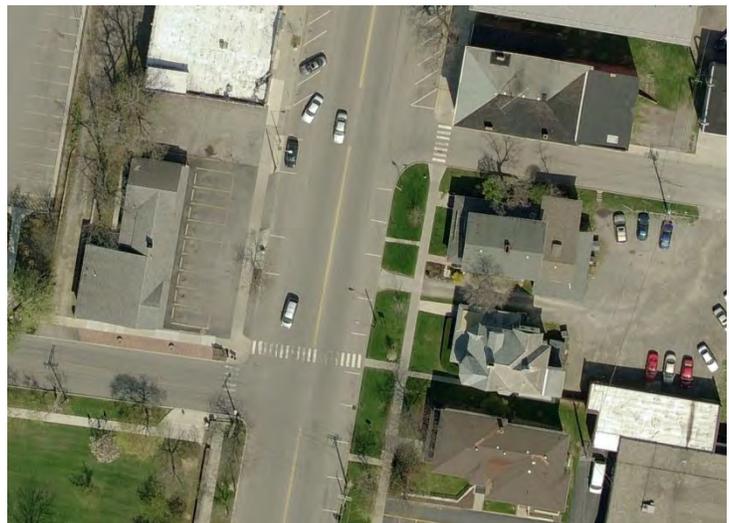
D. Main Street at Bank/ Center Streets

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



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

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



Physical Improvements Recommended in Existing Plans – Geneseo Study Area

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

- Install pedestrian warning sign



- G. Court Street at University Drive

- Install pedestrian warning sign

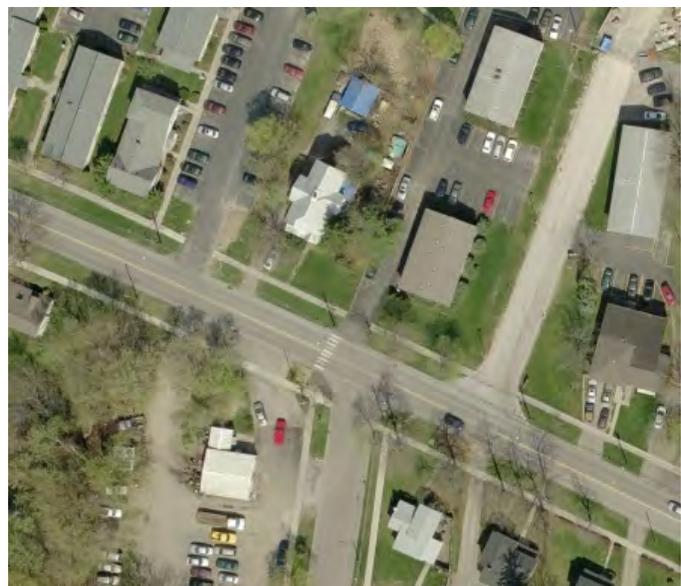
- H. Court Street at Franklin Street

- Install pedestrian warning signs



- I. Court Street at Wadsworth Street

- Install pedestrian warning sign



Physical Improvements Recommended in Existing Plans – Geneseo Study Area

Recommendations from Village of Geneseo Pedestrian Committee, 2005

- Create walking paths between cul-de-sacs



Heritage and Woodbine, 2010



Livingston and Westview, 2010



Northview and Woodbine, 2010



Calvalry and Melody, 2010

Physical Improvements Recommended in Existing Plans – Geneseo Study Area

- Install street trees along Avon and Lima Roads



Avon Road



Lima Road



Appendix B:

Evaluation Criteria & Matrix

Geneseo Pilot Plan
Project Matrix

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

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

Geneseo Pilot Plan
Project Matrix

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

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

Geneseo Pilot Plan
Project Matrix

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



Appendix C:

Capital Improvement Plan Samples

**Capital Improvement Plan Summary
Direct Appropriations and Debt Service Payments**

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

Project Detail Sheet

Project Name: _____ Fund: _____ Priority Score: _____

Project Description: _____

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

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

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

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

Available Reserve Balance: _____

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

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

Project Priority Scoring Matrix

Project Name: _____

Date of Scoring _____

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

