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Technical Memorandum #1:
**Existing Conditions Inventory
& Baseline Analysis**

January 2013

Submitted by:



in association with:
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Livingston County Transportation Connectivity Plan

*Technical Memorandum #1:
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Transportation Connectivity Plan

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Transportation Connectivity Plan

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1. Introduction

1.1 Study Purpose

The decision to develop 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 is intended to establish a holistic approach that will address the following aspects, or the “3 P’s” of creating a sustainable transportation system:

People

A sustainable transportation system provides choices and improves livability in our communities. Different transportation modes serve different roles. Increasing transportation options tends to create a more efficient and equitable transportation system. This is particularly important for providing basic mobility to people who are economically, physically or socially disadvantaged. Improved transportation options also results in a more diverse and flexible transportation system that can accommodate variable and unpredictable conditions. Even people who do not currently use a particular form of transport may value its availability as a form of insurance to accommodate future needs. Walking and bicycling are integral to completing local trips and fixed route transit can serve the needs of high demand routes. However, for the nearly 50% of the residents commute outside the County¹, paratransit, vanpools and carpools are the only viable alternatives to driving alone.

The selection of transportation alternatives to driving alone generally increases physical activity. Even a shift to transit typically includes longer walking trips than the use of a single-occupant vehicle. The health benefits of regular physical activity include reduced risk of coronary heart disease, stroke, diabetes, and other chronic diseases; lower health care costs; and improved quality of life for people of all ages. Providing the infrastructure and services for transportation alternatives alone will not increase physical activity. The link between transportation and land use is critical to ensuring that the use of transportation alternatives to driving alone is feasible.

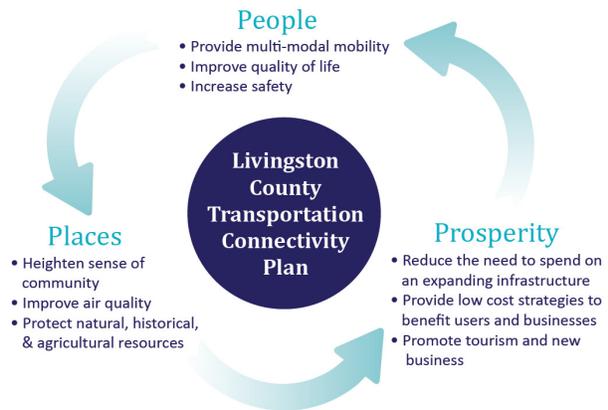
By reducing vehicle travel, the potential for vehicle conflicts with pedestrians and bicyclists will be reduced. In addition, there is the potential to dedicate more right-of-way to increase sidewalk widths and provide dedicated bicycle lanes. These improvements will increase safety for these modes.

¹ SOURCE: 2011 American Community Survey, U.S. Census Bureau.

Place

A sustainable transportation system has the potential to create a better sense of community by helping to protect and preserve the natural, rural and agricultural resources of the county and its diverse municipalities through:

- Reductions in vehicle congestion and the need for additional transportation infrastructure;
- Reductions in greenhouse gas emissions thereby improving air quality; and
- Increases in street-level pedestrian activity, creating a vibrancy and added level of safety and security.



The 3 P's of a Sustainable Transportation System

Prosperity

A sustainable transportation system which provides transportation choices provides economic benefits for the community as a whole, its businesses and individuals. At the community level, transportation choices are a cost-efficient way to build capacity in the transportation system. By expanding participation in alternative modes and reducing single-occupant vehicles, there is a reduction in the need to expand the existing transportation infrastructure and in some cases the transportation infrastructure may even be reduced through road diets. For businesses, leasing, operating, maintaining and/or expanding parking facilities can be expensive. The more employees and customers who opt to use alternative modes, the lower the demand for – and cost of – the company’s parking facilities. Mobility options for freight may also provide businesses with economic advantages. For individuals, access to low-cost commuting alternatives can cut transportation costs by half or more, thereby increasing the money in their pockets to improve their prosperity or circle back into the community.

Keeping this 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 will include 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 will be a community-based collaborative effort with extension public participation elements and stakeholder involvement. This report, Technical Memorandum #1 – Existing Conditions Inventory and Baseline Conditions, contains the findings from the review of existing documentation relevant to the county-wide transportation system; interviews with stakeholders including, but not limited to, transportation service providers and users, environmental and recreational groups, and different government entities; and an inventory of the current transportation system.

The Plan will also produce a 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.

1.2 Study Area

1.2.1 Boundaries and General Background

The study area consists of Livingston County and its 17 towns and 9 villages. Livingston County is located in the Finger Lakes Region of New York State, approximately 12 miles south of the City of Rochester. (See **Figure 1-1.**) Livingston County is the third largest county in the Genesee-Finger Lakes Region at approximately 630 square miles and is fourth in the population and number of miles of roadway².

Livingston County is home to numerous historic, cultural, industrial, agricultural, recreational and educational features such as Letchworth State Park, the State University of New York (SUNY) at Geneseo, American Rock Salt, the Mount Morris Dam and Visitor Center, Barilla Pasta, Kraft Foods and the Abbey of the Genesee (home of Monks’ Bread) to list a few. The buy local-support local campaigns throughout the county look to promote a more sustainable existence while promoting local businesses and tourism through sites like the “Shop in Livingston: You’ll find it here” campaign (finditinlivingston.com).

The study area for the Geneseo Pilot Project includes the Village of Geneseo and land to the east and west of the Village. (See **Figure 1-2.**) 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 town is the county seat of Livingston County.

The following is a county-wide snapshot of different transportation related characteristics (details and source information in the subsequent sections of the report):

² <http://www.gtcmppo.org/Resources/QuickFacts.htm> as accessed 8/6/2012.

- Number of Towns: 17
- Number of Villages: 9
- Area (square miles): 638
- 2010 Population: 65,393
- Roadway Mileage
 - State/US: 224
 - County: 244
 - Local: 869
 - Private/Park: 69
 - Total: 1,433
- Miles of Trails: 145
- Annual Transit Ridership (2010-2011): 245,282 one-way trips
- Miles of Transit Routes: 380
- % of Adults Overweight or Obese: 62% (state – 59%)
- % of Adults with Physician Diagnosed Diabetes: 10% (state – 9%)³
- Number of Drivers Licenses/ # per Household 44,532/ 1.82⁴
- Households with No Vehicle Available: 1,174 households (5%)⁵
- Population Age 18+ with a Disability: 7,141 persons (11%)⁶
- Population Age 18+ with Ambulatory Difficulty: 3,489 persons (6%)⁷

1.2.2 Population

The population of Livingston County in 2010 was 65,393, a 1.6% increase since 2000.⁸ A total of 13.7% of the population was age 65 or older and 20.2% younger than 18 years.⁹ The population includes 1,756 residents of correctional facilities in the Town of Groveland as well as 3,093 residing in student housing at SUNY Geneseo.

Approximately one-half of the population of Livingston County is concentrated in its 9 Villages and 26 hamlets. **Figure 1-3** depicts the distribution of population and the locations of population centers. The distribution of the population by Town is summarized in **Table 1-1**.

³ SOURCE: <http://www.health.ny.gov/statistics/prevention/obesity/county/livingston.htm> as accessed 9/17/2012

⁴ SOURCE: NYS Department of Motor Vehicles, <http://www.dmv.ny.gov/Statistics/statli11.htm>

⁵ SOURCE: 2010 and 2011 American Community Survey 1-year Estimates, U.S. Census Bureau

⁶ SOURCE: 2011 American Community Survey 1-year Estimates, U.S. Census Bureau

⁷ SOURCE: Average of 2010 and 2011 American Community Survey 1-year Estimates, U.S. Census Bureau

⁸ SOURCE: 2010 Census, SF 2 and 2000 Census, SF 2, U.S. Census Bureau

⁹ SOURCE: 2010 Census, SF 2, U.S. Census Bureau

Table 1-1: Population by Town

Town (includes Villages)	Population			Age 65+		Under Age 18		House- holds
	Total	In Households	In Group Quarters	#	%	#	%	
Avon	7,164	7,095	69	1,132	15.8%	1,560	21.8%	2,983
Caledonia	4,255	4,248	7	612	14.4%	954	22.4%	1,710
Conesus	2,473	2,461	12	301	12.2%	531	21.5%	991
Geneseo	10,483	7,267	3,216	1,096	10.5%	1,213	11.6%	3,017
Groveland	3,249	1,478	1,771	245	7.5%	309	9.5%	612
Leicester	2,200	2,200	0	334	15.2%	474	21.5%	908
Lima	4,305	4,147	158	593	13.8%	972	22.6%	1,671
Livonia	7,809	7,747	62	1,027	13.2%	1,934	24.8%	3,060
Mt. Morris	4,465	4,187	278	832	18.6%	909	20.4%	1,795
N. Dansville	5,538	5,466	72	916	16.5%	1,267	22.9%	2,372
Nunda	3,064	3,008	56	490	16.0%	722	23.6%	1,229
Ossian	789	789	0	91	11.5%	198	25.1%	299
Portage	884	884	0	127	14.4%	218	24.7%	352
Sparta	1,624	1,624	0	252	15.5%	376	23.2%	609
Springwater	2,439	2,426	13	305	12.5%	516	21.2%	1,005
West Sparta	1,255	1,244	11	177	14.1%	273	21.8%	502
York	3,397	3,364	33	455	13.4%	791	23.3%	1,294
Total	65,393	59,635	5,758	8,985	13.7%	13,217	20.2%	24,409

SOURCE: 2010 Census, SF 2

Table 1-2: Population of Villages

Village	Population			Age 65+		Under Age 18		House- holds
	Total	In Households	In Group Quarters	#	%	#	%	
Avon	3,394	3,337	57	562	16.6%	715	21.1%	1,442
Caledonia	2,201	2,194	7	338	15.4%	533	24.2%	915
Dansville	4,719	4,647	72	954	20.2%	1,149	24.3%	1,986
Geneseo	8,031	4,815	3216	531	6.6%	741	9.2%	1,928
Leicester	468	193	0	83	17.7%	107	22.9%	193
Lima	2,139	1,981	158	269	12.6%	496	23.2%	795
Livonia	1,409	1,409	0	152	10.8%	378	26.8%	573
Mt. Morris	2,986	2,975	11	412	13.8%	685	22.9%	1,295
Nunda	1,377	1,321	56	233	16.9%	346	25.1%	553
Total	26,724	22,872	3,577	3,534	13.2%	5,150	19.3%	9,680

SOURCE: 2010 Census, SF 2

Table 1-3: Population of Census Designated Places

Hamlet	Town	Population			Age 65+		Under Age 18		Households
		Total	In Households	In Group Quarters	#	%	#	%	
Byersville	West Sparta	47	47	0	8	17.0%	9	19.1%	19
Conesus Hamlet	Conesus	308	308	0	29	9.4%	88	28.6%	114
Conesus Lake	Conesus, Geneseo, Groveland, Livonia	2,584	2,584	0	545	21.1%	394	15.2%	1,217
Cumminsville	North Dansville	183	183	0	59	32.2%	28	15.3%	90
Cuylerville	Leicester	297	297	0	35	11.8%	63	21.2%	128
Dalton	Nunda/ Portage	362	362	0	65	18.0%	90	24.9%	151
East Avon	Avon	608	608	0	60	9.9%	162	26.6%	238
Fowlerville	York	227	227	0	23	10.1%	57	25.1%	84
Greigsville	York	209	209	0	14	6.7%	66	31.6%	81
Groveland Station	Groveland/ Sparta	281	281	0	41	14.6%	74	26.3%	106
Hemlock	Livonia	557	557	11	50	9.0%	151	27.1%	209
Hunt	Portage	78	78	0	14	17.9%	23	29.5%	30
Kysorville	West Sparta	110	110	0	12	10.9%	24	21.8%	43
Lakeville	Livonia	756	750	6	107	14.2%	201	26.6%	307
Linwood	York	74	74	0	5	6.8%	21	28.4%	27
Livonia Center	Livonia	421	411	10	45	10.7%	102	24.2%	168
Piffard	York	220	220	0	36	16.4%	43	19.5%	90
Retsof	York	340	334	6	45	13.2%	84	24.7%	127
Scottsburg	Sparta	117	117	0	15	12.8%	23	19.7%	46
South Lima	Lima/ Livonia	240	240	0	24	10.0%	66	27.5%	90
Springwater	Springwater	549	541	8	49	8.9%	153	27.9%	218
Tuscarora	Mt. Morris	74	74	0	16	21.6%	13	17.6%	29
Wadsworth	York	190	190	0	32	16.8%	44	23.2%	77
Websters Crossing	Springwater	69	69	0	15	21.7%	11	15.9%	31
Woodsville	West Sparta	80	80	0	14	17.5%	16	20.0%	34
York Hamlet	York	544	544	0	69	12.7%	127	23.3%	211
Total:		9,525	9,495	41	1,427		2,133		3,965

SOURCE: 2010 Census, SF 2

Areas with concentrations of seniors, low income households and households without access to private vehicles are depicted in **Figures 1-4, 1-5, and 1-6**. An analysis of 2010 Census data by Block Group reveals that concentrations of low income households,

seniors, and households without access to vehicles are located in the Villages of Geneseo, Dansville and Mt. Morris. These populations are more likely to rely on transit than the general population.

1.2.3 Economic Base

Agriculture, food processing and manufacturing are key industries in Livingston County. Manufacturers’ shipments were valued at \$464 million in 2007, retail sales at \$586 million, and wholesale sales at \$220 million. The market value of agricultural products produced in Livingston County in 2007 was more than \$153 million. Milk and dairy products represent nearly 60% of this total.¹⁰

Other major employers are education and government. Government employers include Livingston County, the State University of New York at Geneseo, two correctional facilities near the hamlet of Sonyea in the Town of Groveland, and a regional office of the NYS Department of Environmental Conservation in the Town of Avon.

Table 1-4: Major employers

Employer	Location	# Employees¹¹
Livingston County	Geneseo, Mt. Morris	1,036
State University of New York at Geneseo	Geneseo	936
Groveland and Livingston Correctional Facilities	Mt. Morris	1038
Hilltop Industries/ Livingston-Wyoming ARC	Mt. Morris	534
American Rock Salt Company	Groveland	325
Nicholas Noyes Hospital	Dansville	357
Livingston Associates	Caledonia	355
Star Headlight & Lantern Company	Avon	210
Kraft Foods North America	Avon	400
NYS Department of Environmental Conservation	Avon	200
Walmart Stores	Geneseo	175

1.2.4 Destinations and Trip Generators

As depicted in **Figure 1-3**, 41% of the population of Livingston County is concentrated in Villages. The most populated Villages are Geneseo (8,031), Dansville (4,719) and

¹⁰ SOURCE: USDA 2007 Census of Agriculture

¹¹ SOURCE: Greater Rochester Enterprise; Livingston County Industrial Development Agency

Avon (3,394.) An additional 11% of the County's population lives in hamlets and 2,584 people reside along Conesus Lake. However, 46% of all households are dispersed across Livingston County's 630 square miles and several of the population centers are small and relatively difficult to access.

The 2006-2010 American Community Survey estimated that 47% of workers commuted to employment outside of Livingston County and the average travel time to work was 24.5 minutes. A total of 80% of commuters drove alone, 9% carpooled, 7% walked and less than one percent took public transportation.¹²

There are considerable differences among Livingston County's municipalities. For example, residents of the largest Villages are more likely to walk to work and to have jobs located in their place of residence. Among workers who resided in the Village of Geneseo, 54% worked within the Village, 32% walked to work and the average travel time to work was 15.9 minutes. Among employed Dansville residents, 46% worked within the Village, 11% walked to work and the average travel time to work was 19.5 minutes. Among employed Village of Avon residents, 29% worked within the Village, 4% walked to work and the average travel time to work was 22.3 minutes.

The Household Travel Survey conducted by the Genesee Transportation Council in 2011 provides information about various characteristics of travel, including mode, distance, transit usage and destinations, for the Rochester Transportation Management Area, which includes Rochester, Monroe County and surrounding areas including the Towns of Avon, Lima and Caledonia in Livingston County. The survey reported that only 18% of all person-trips were to work; 51% were from home to non-work locations (stores, doctors' appointments, school, recreation, etc.) and 31% were between non-home locations. This survey documents that more than 85% of all trips were made by automobile. Within Avon, Caledonia and Lima, 89% of all trips were made by automobile, truck or motorcycle, 8% were walking, 2% were via transit and 6% were by bicycle.

Key destinations within Livingston County include major employers, human service providers, schools and colleges, retail and service businesses, recreational sites and tourist attractions. **Figures 1-7, 1-8, 1-9 and 1-10** depict the locations of these key destinations. **Figure 1-7** depicts the locations of Livingston County's largest employers. Among these, SUNY Geneseo and most Livingston County facilities, as well as Noyes Hospital, Kraft Foods, Star Headlights and Gray Metal Products are located within Villages. The Livingston and Groveland Correctional Facilities, American Rock Salt and the regional office of NYS Department of Conservation are not located within population centers.

As shown in **Figure 1-8**, most of the health care facilities and social service providers are located within Villages and other population centers. As shown in **Figure 1-9**, commercial properties are generally located within Villages and other population centers,

¹² SOURCE: 2006-2010 American Community Survey 5-Year Estimates

although many are dispersed along sections of State highways. While the public schools and most of the government and community facilities in Livingston County are located within population centers, several religious and other facilities are located in the more rural areas of the County.

Figure 1-10 depicts the locations of parks and recreational facilities. Letchworth Park is the most significant recreational destination in Livingston County, drawing visitors from throughout the region.

1.2.5 Environmental Overview

Sensitive natural resources that may affect the planning or implementation of transportation projects include lakes, streams, regulated wetlands and flood hazard areas. The most prominent natural features are the Genesee River, which flows south to north through the center of Livingston County, and Conesus Lake. Conesus and Hemlock Lakes are considered to be among the small western Finger Lakes.

In addition to natural features, there are several parks, State forests, Wildlife Management Areas, historic and archeological sites and other areas within the county that have been identified as sensitive or protected due to their environmental, historic, archeological or social significance.

1.2.5.1 Parks, State Forests and Wildlife Management Areas

Parks, State Forests and State Wildlife Management Areas occupy approximately 16,000 acres, or 4% of the area of Livingston County. Letchworth State Park is a significant tourist attraction, with features such as the Mt. Morris Dam and Visitors Center, the Genesee River gorge, camping, swimming, hiking and hunting.

1.2.5.2 Watersheds

Most of Livingston County is in the Upper Genesee River Basin, which drains into Lake Ontario. Portions of the Towns of Conesus, Geneseo, Groveland, Livonia, Sparta and Springwater are in the watershed of Conesus Lake, which is a supply of drinking water. A small area in the southeastern part of Springwater is in the Chemung River Drainage Basin, which drains into the Susquehanna River and is part of the Chesapeake Bay watershed.

1.2.5.3 Water Quality Classification of Lakes, Rivers and Streams

The locations of streams and waterbodies are depicted in **Figure 1-11**. The NYS Department of Environmental Conservation provides all waters of the state with a class and standard designation based on existing or expected best usage of each water or waterway segment. The classification AA or A is assigned to waters used as a source of drinking water. Classification B indicates a best usage for swimming and other contact

recreation, but not for drinking water. Classification C is for waters supporting fisheries and suitable for non - contact activities. The lowest classification and standard is D.

Waters with classifications A, B, and C may also have a standard of (T), indicating that it may support a trout population, or (TS), indicating that it may support trout spawning (TS). Special requirements apply to sustain these waters that support these valuable and sensitive fisheries resources.¹³

Conesus Lake, which is a water supply for several municipalities in Livingston County, is classified as a AA waterbody, which means it is suitable for drinking water supply. Hemlock Lake, which is a water supply source for the City of Rochester, is classified AA (T) for its suitability for trout habitat. A small part of Little Mill Creek in the Town of Springwater is also classified AA (T).

Class A streams include tributaries to McMillan Creek in the Town of Conesus and a portion of Keshequa Creek in the Towns of Groveland and Mt. Morris. A tributary to Little Mill Creek in the Town of Sparta and North Dansville is classified AA (TS) for suitability for trout spawning. The Genesee River and its tributaries within Letchworth State Park are classified B. Virtually all of the other waterbodies in the County are classified C.

1.2.5.4 Wild, Scenic or Recreational Rivers

The Genesee River within Letchworth State Park is classified as a Scenic River under the NYS Department of Environmental Conservation's Wild, Scenic and Recreational Rivers Permit Program. Along designated Scenic Rivers, a permit is required for any structure between 250 feet and one-half mile from the river bank, and certain structures and uses (multi-family dwellings, waste treatment, storage or disposal and certain signs) are prohibited.

1.2.5.5 Regulated Wetlands

Wetlands include marshes, swamps, bogs and wet meadows that are transition areas between aquatic and upland habitats. Their benefits include flood and stormwater control, fish and wildlife habitat, water quality protection and public enjoyment. Wetlands that have been mapped by NYS Department of Environmental Conservation and wetlands subject to Federal regulation through the US Army Corps of Engineers are depicted in **Figure 1-12**. Wetlands subject to NYS regulation are at least 12.4 acres in size. Wetlands subject to federal regulation are identified based on an analysis hydrology, vegetation and soils. Permits are required for activities that affect designated wetlands.

¹³ SOURCE: NYS Department of Environmental Conservation, Protection of Waters Program

1.2.5.6 Flood Hazard Areas

Areas subject to flooding have been mapped by the Federal Emergency Management Agency (FEMA) as part of the National Flood Insurance Program in Federal Flood Insurance Rate Maps. The locations of flood-prone areas are depicted in **Figure 1-13**. Certain roads in Livingston County are periodically closed due to flooding, causing damage and closures. This is a particular problem in the southern part of the County, including Flats Road in the Town of West Sparta.¹⁴

1.2.5.7 Agricultural Districts

Agricultural Districts identified by Livingston County and certified by the NYS Department of Agriculture & Markets comprise a total of 215,000 acres, representing approximately 53% of the land area of the County. Land within these districts is depicted in **Figure 1-14**. Livingston County reviews and recertifies Agricultural Districts every eight years. Landowners can request to have property added to an Agricultural District during an annual enrollment period. The Agricultural District Program is designed to protect farmland from local regulations, eminent domain and unreasonably restrictive local regulations. These Agricultural Districts are separate from local zoning designations.

1.2.5.8 Historic Sites

The locations of historic sites and districts that are listed in the National Register of Historic Places are depicted in **Figure 1-15**. These include the Main Street Historic District in the Village of Geneseo, three historic districts in the Village of Mt. Morris and a Multiple Resource Area with a focus on agricultural heritage in the Town of Lima, as well as several churches, residences and other prominent buildings. A table that lists each of the sites is in **Appendix A**. Impacts on historic sites and structures must be considered in the design and construction of publicly-funded transportation improvements.

In addition, several municipalities maintain lists of locally significant historic sites and resources. Several local historical societies have been formed and historic museums established to preserve historic resources and educate the public about local history.

1.2.5.9 Archeologically Sensitive Areas

Areas of archeological sensitivity are mapped by the NYS Historic Preservation Office. These include sites where physical evidence of human activities, including both Native American and historic, have been found or is likely to exist. The general locations of these areas are depicted in **Figure 1-16**.

¹⁴ SOURCE: Town of West Sparta Comprehensive Plan, 2007

1.2.5.10 National Natural Landmark

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.

1.2.5.11 Environmental Justice Areas

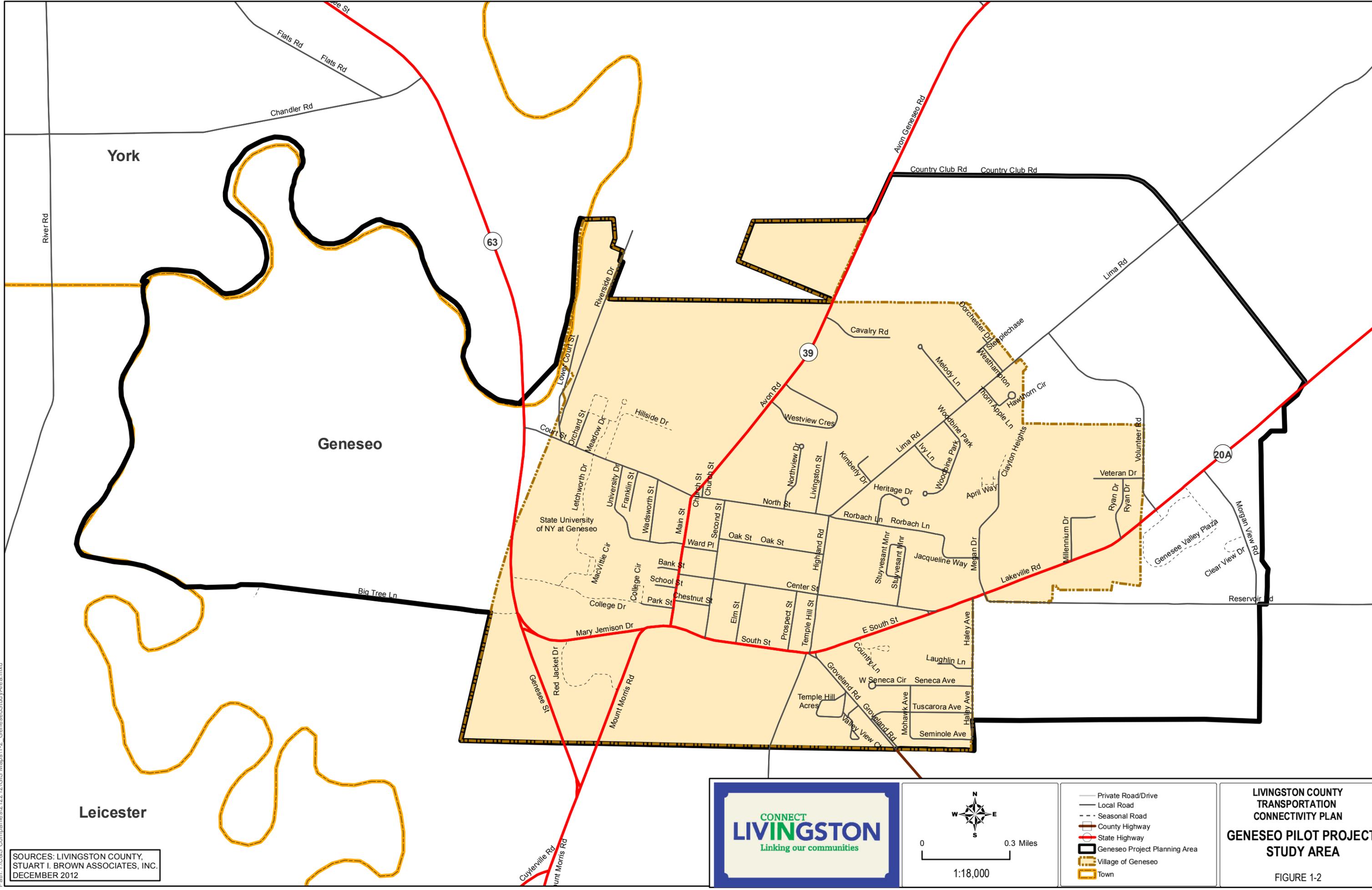
As depicted in the **Figure 1-17**, the Town of Groveland and portions of the Towns of Avon and Geneseo are potential Environmental Justice (EJ) Areas, as determined by the NYS Department of Environmental Conservation based on Census Block Group statistics¹⁵. NYS DEC policy guidelines state that potential EJ Areas are 2000 U.S. Census block groups of 250 to 500 households each that, in the 2000 Census, had populations that met or exceeded at least one of the following statistical thresholds:

1. At least 51.1% of the population in an urban area reported themselves to be members of minority groups; or
2. At least 33.8% of the population in a rural area reported themselves to be members of minority groups; or
3. At least 23.59% of the population in an urban or rural area had household incomes below the federal poverty level.

Urban area means all territory, population, and housing units located in urbanized areas and in places of 2,500 or more inhabitants outside of an urbanized area. An urbanized area is a continuously built-up area with a population of 50,000 or more. For purposes of this policy, urban classifications are established by the U.S. Census Bureau. The location of potential EJ Areas is expected to be revised by NYS DEC based on more recent data.

The potential EJ Areas in Livingston County comprise the Census Block Groups that include the correctional facilities in Groveland, where 39% of the population are members of minority groups according to the 2000 Census, and the Census Block Groups in Geneseo, which includes households of college students and others that reported very low incomes.

¹⁵ Source: [DEC Commissioner Policy 29 on Environmental Justice and Permitting](#), issued 3/19/03

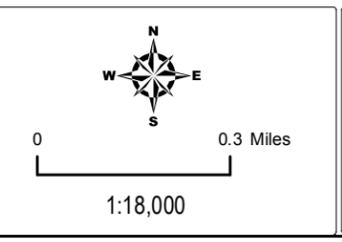


York

Geneseo

Leicester

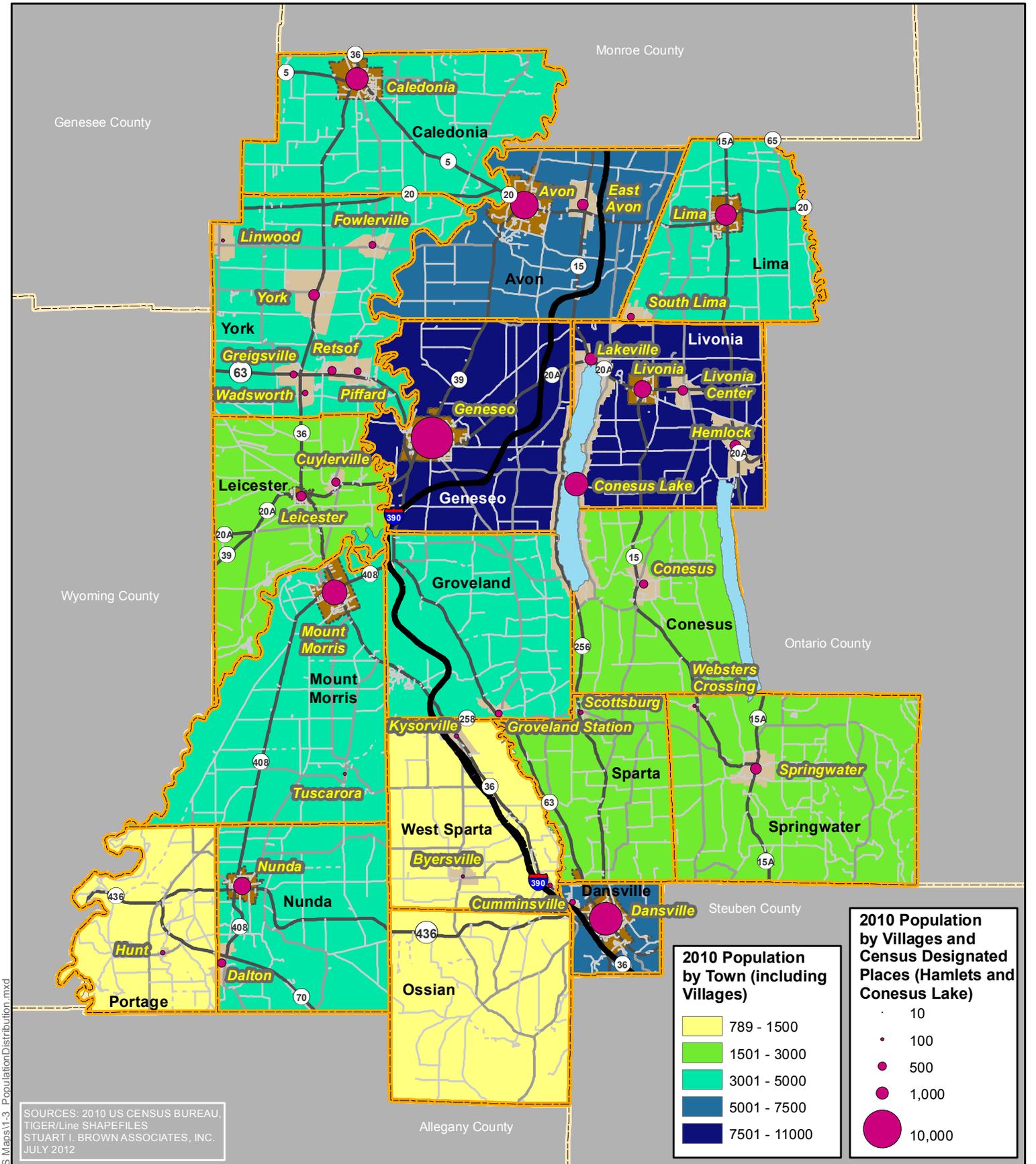
SOURCES: LIVINGSTON COUNTY,
STUART I. BROWN ASSOCIATES, INC.
DECEMBER 2012



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

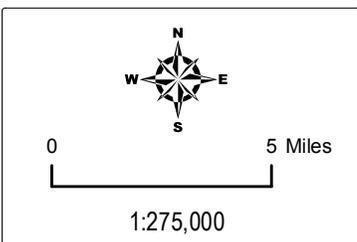
LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN
**GENESEO PILOT PROJECT
STUDY AREA**
FIGURE 1-2

Path: L:\C&S Companies\212212\GIS Maps\1-2_GeneseoStudyArea.mxd

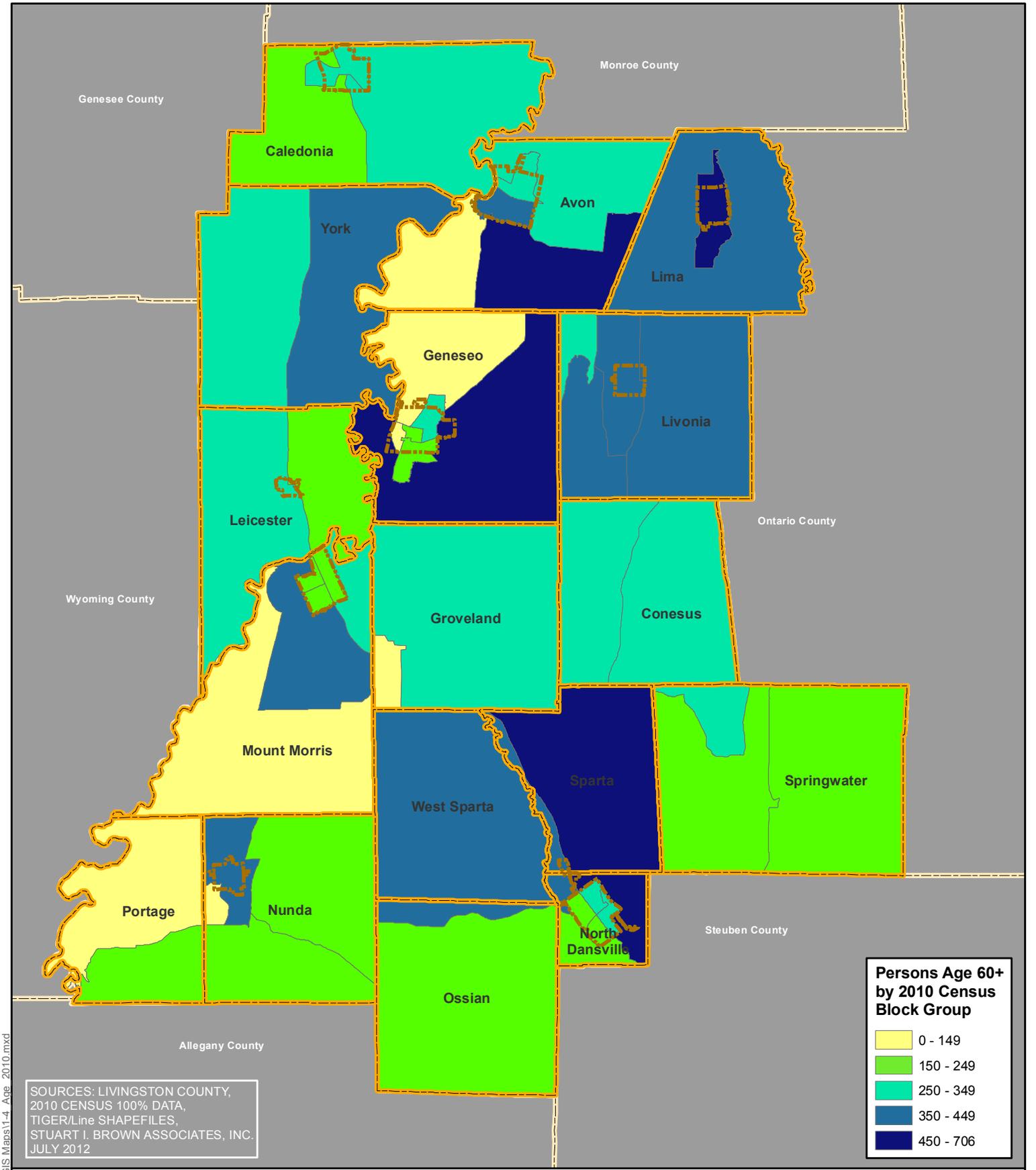


SOURCES: 2010 US CENSUS BUREAU, TIGER/Line SHAPEFILES, STUART I. BROWN ASSOCIATES, INC. JULY 2012

Path: I:\C&S Companies\2122.12\CIS Maps\1-3_PopulationDistribution.mxd



LIVINGSTON COUNTY TRANSPORTATION CONNECTIVITY PLAN
2010 POPULATION DISTRIBUTION
 FIGURE 1-3

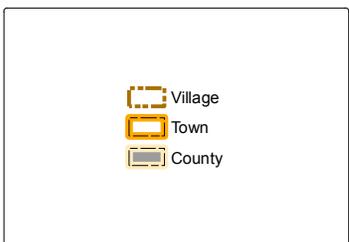
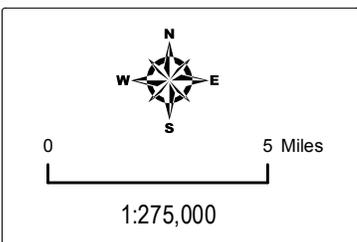


SOURCES: LIVINGSTON COUNTY, 2010 CENSUS 100% DATA, TIGER/Line SHAPEFILES, STUART I. BROWN ASSOCIATES, INC. JULY 2012

Persons Age 60+ by 2010 Census Block Group

- 0 - 149
- 150 - 249
- 250 - 349
- 350 - 449
- 450 - 706

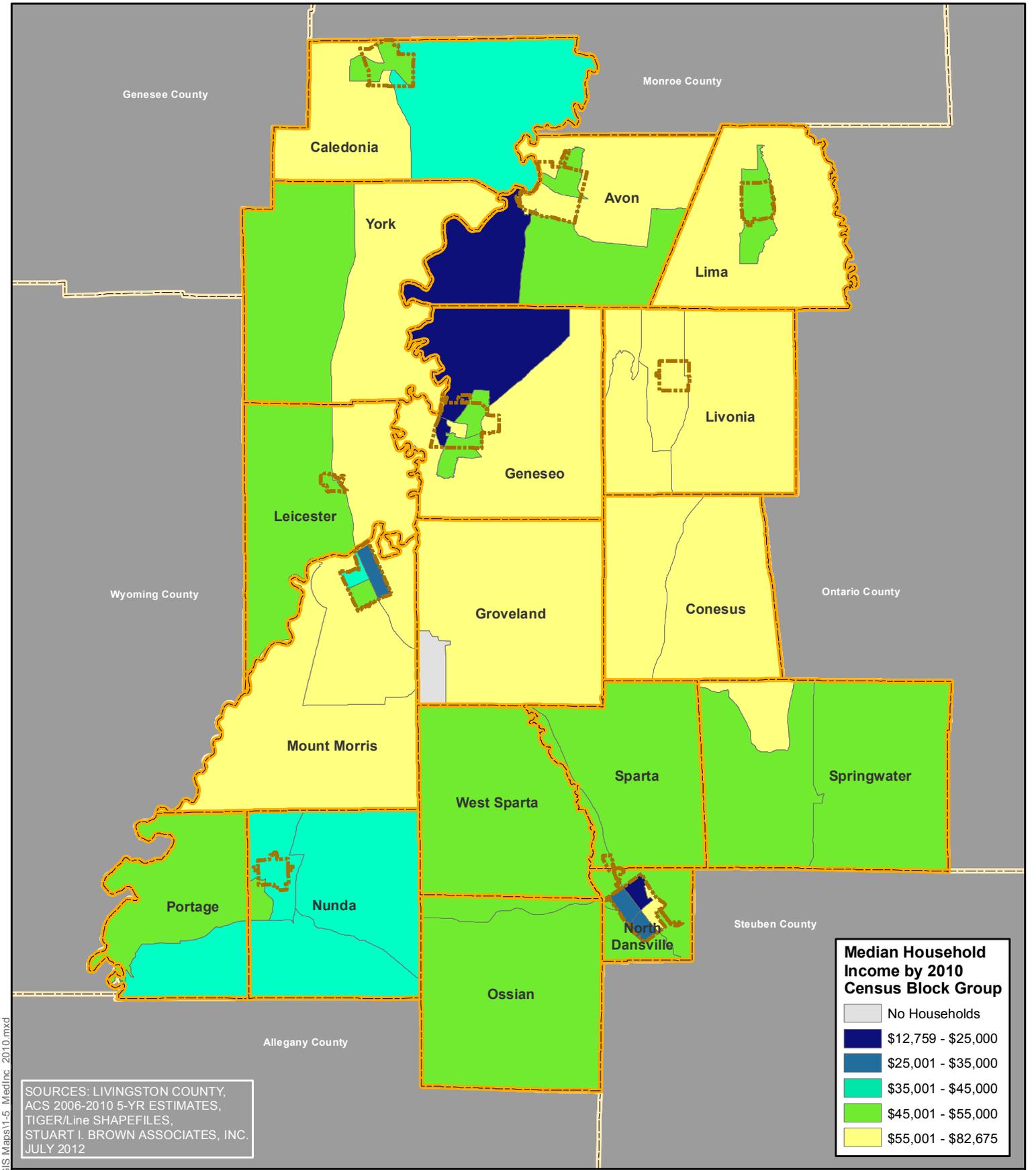
Path: I:\C&S\Companies\212212\CIS\Maps\1-4_Age_2010.mxd



**LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN**

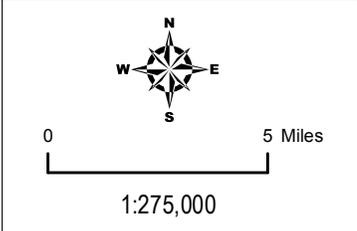
PERSONS AGE 60+

FIGURE 1-4



SOURCES: LIVINGSTON COUNTY, ACS 2006-2010 5-YR ESTIMATES, TIGER/Line SHAPEFILES, STUART I. BROWN ASSOCIATES, INC. JULY 2012

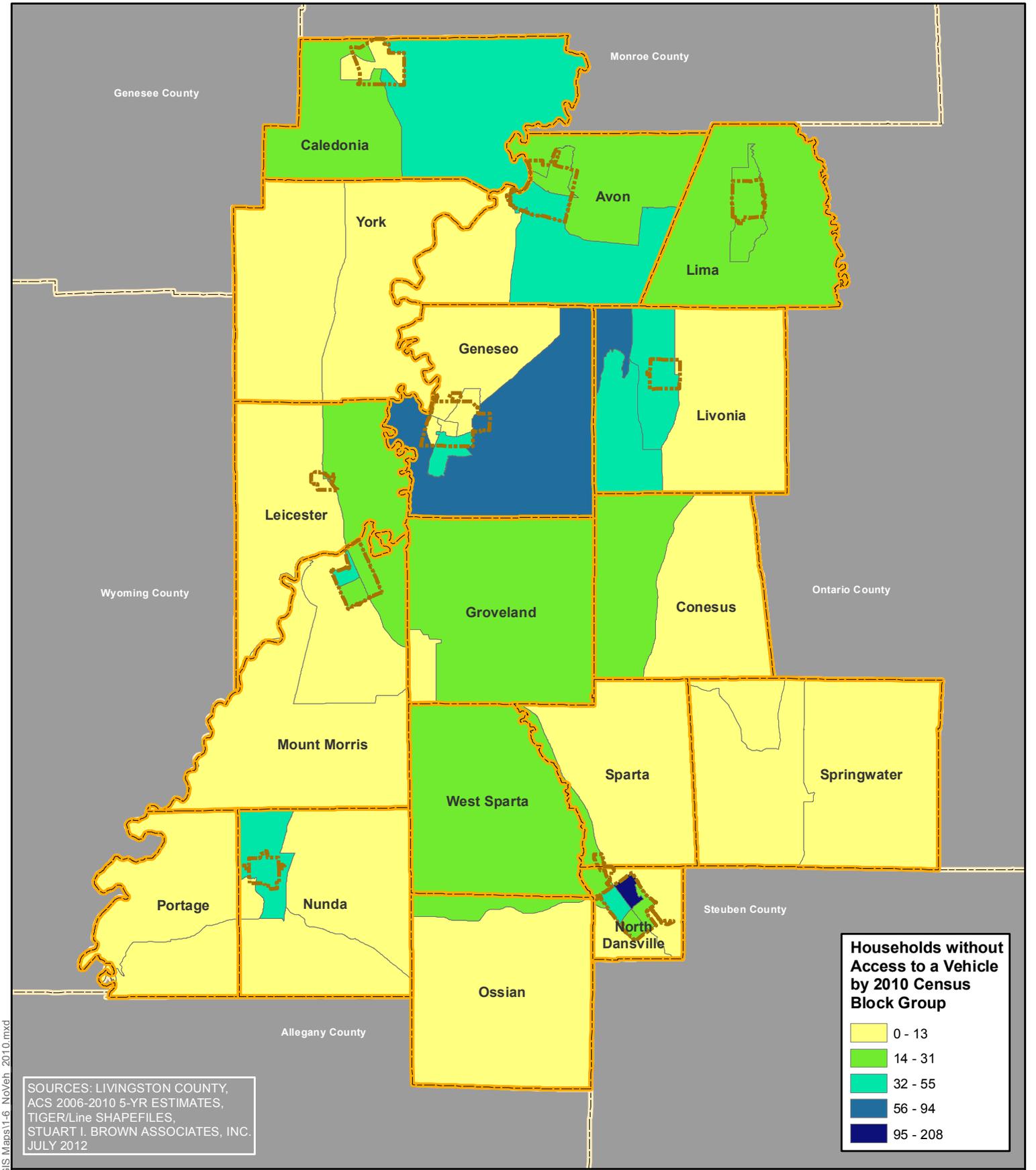
Path: I:\C&S Companies\2122.12\CIS Maps\1-5_MedInc_2010.mxd



**LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN**

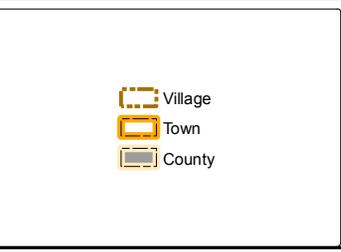
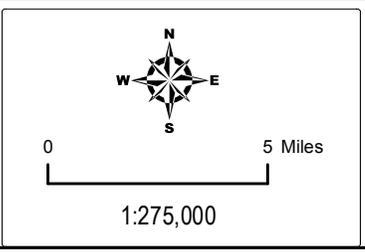
**MEDIAN
HOUSEHOLD INCOME**

FIGURE 1-5



SOURCES: LIVINGSTON COUNTY, ACS 2006-2010 5-YR ESTIMATES, TIGER/Line SHAPEFILES, STUART I. BROWN ASSOCIATES, INC. JULY 2012

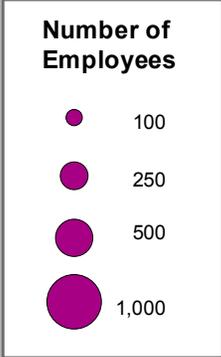
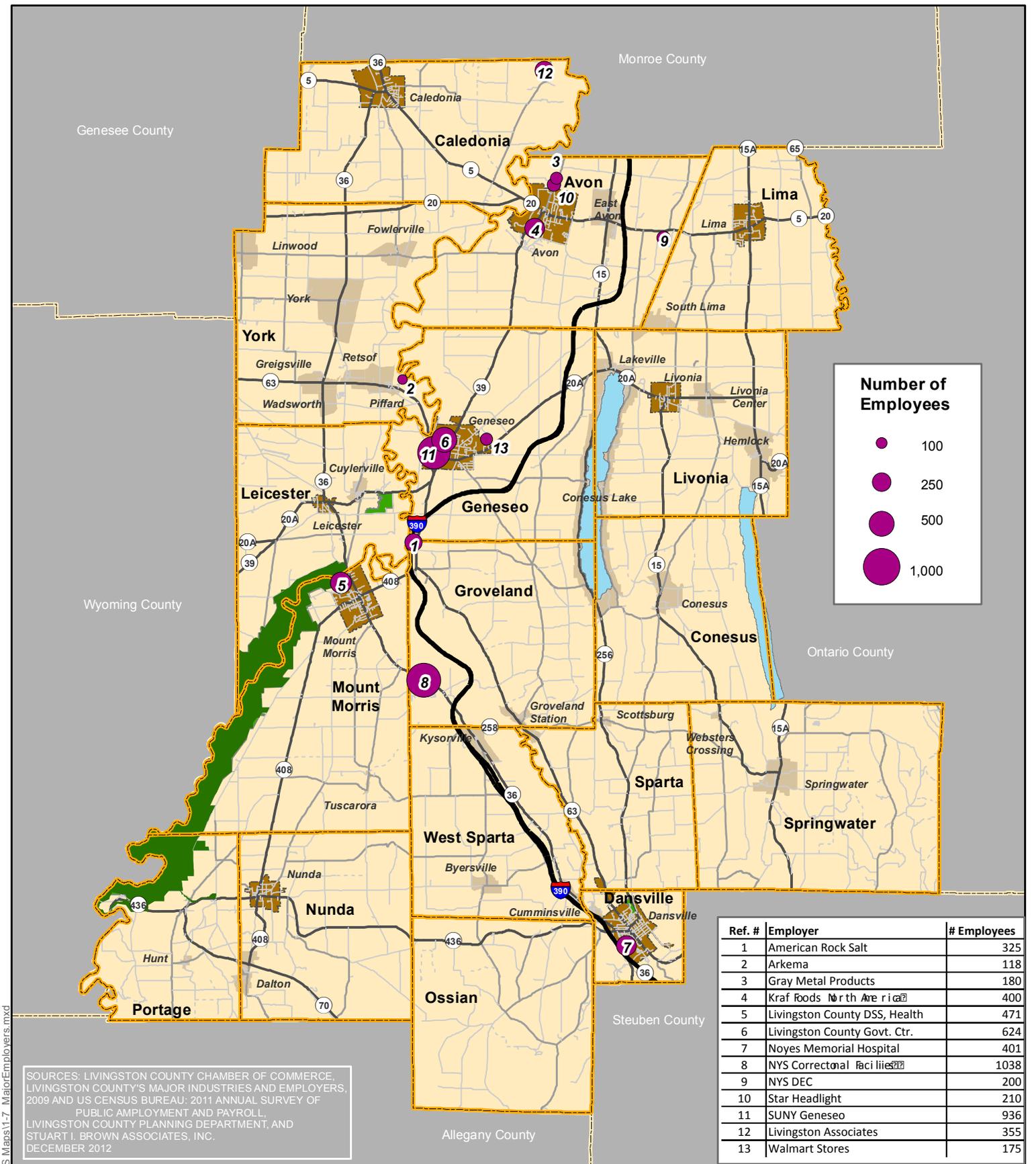
Path: I:\C&S Companies\2122.12\CIS Maps\1-6 NoVeh 2010.mxd



**LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN**

**HOUSEHOLDS
without VEHICLES**

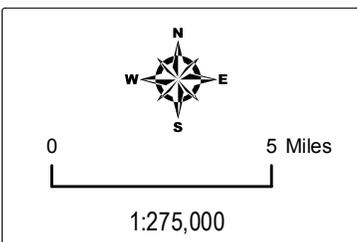
FIGURE 1-6



Ref. #	Employer	# Employees
1	American Rock Salt	325
2	Arkema	118
3	Gray Metal Products	180
4	Kraf foods North America	400
5	Livingston County DSS, Health	471
6	Livingston County Govt. Ctr.	624
7	Noyes Memorial Hospital	401
8	NYS Correctional Facilities	1038
9	NYS DEC	200
10	Star Headlight	210
11	SUNY Geneseo	936
12	Livingston Associates	355
13	Walmart Stores	175

SOURCES: LIVINGSTON COUNTY CHAMBER OF COMMERCE, LIVINGSTON COUNTY'S MAJOR INDUSTRIES AND EMPLOYERS, 2009 AND US CENSUS BUREAU: 2011 ANNUAL SURVEY OF PUBLIC EMPLOYMENT AND PAYROLL, LIVINGSTON COUNTY PLANNING DEPARTMENT, AND STUART I. BROWN ASSOCIATES, INC. DECEMBER 2012

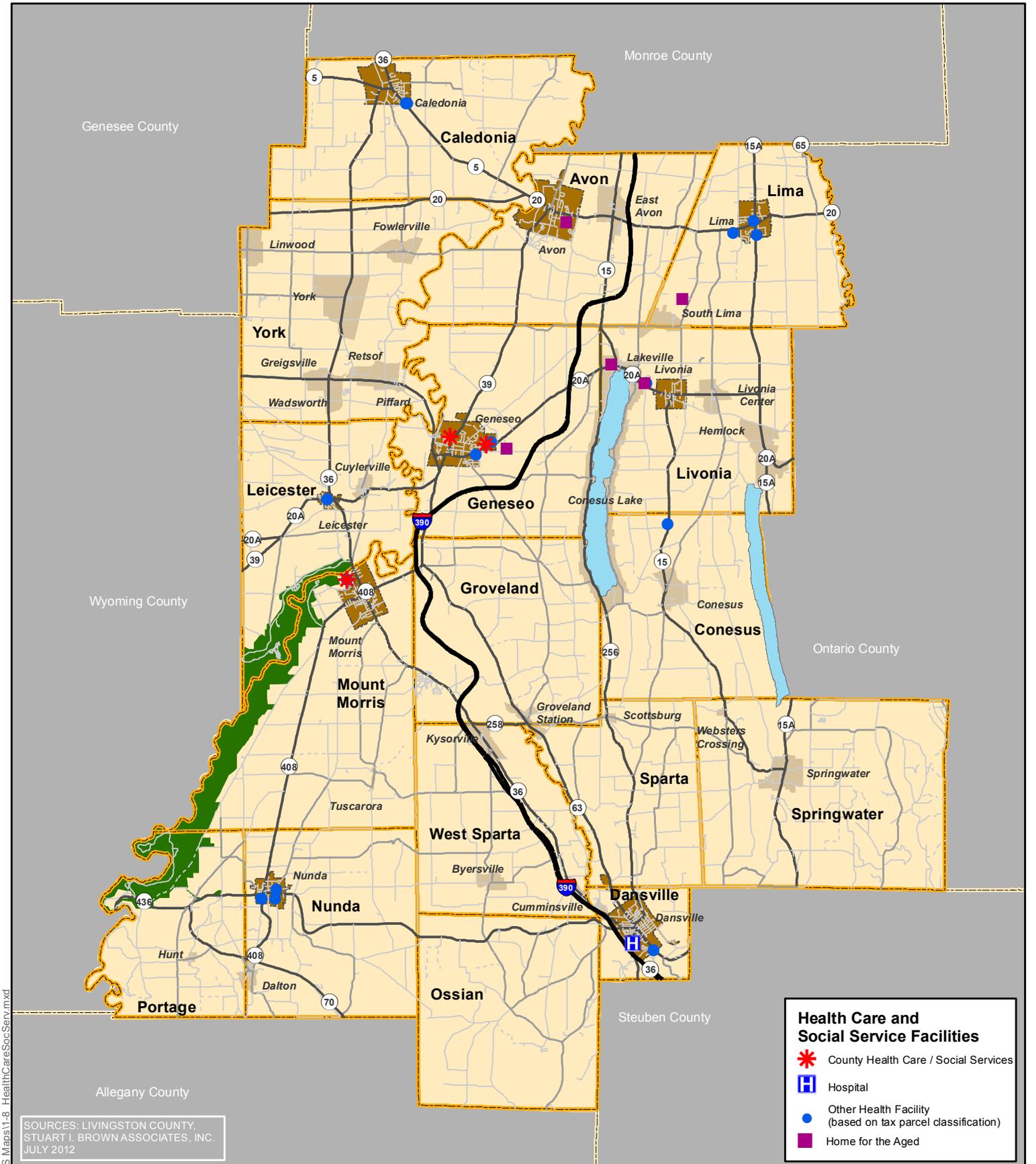
Path: I:\C&S Companies\2122.12\CIS Maps\1-7 MajorEmployers.mxd



LIVINGSTON COUNTY TRANSPORTATION CONNECTIVITY PLAN

MAJOR EMPLOYERS

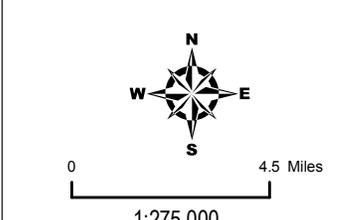
FIGURE 1-7



SOURCES: LIVINGSTON COUNTY, STUART I. BROWN ASSOCIATES, INC. JULY 2012

Health Care and Social Service Facilities

- ★ County Health Care / Social Services
- H Hospital
- Other Health Facility (based on tax parcel classification)
- Home for the Aged



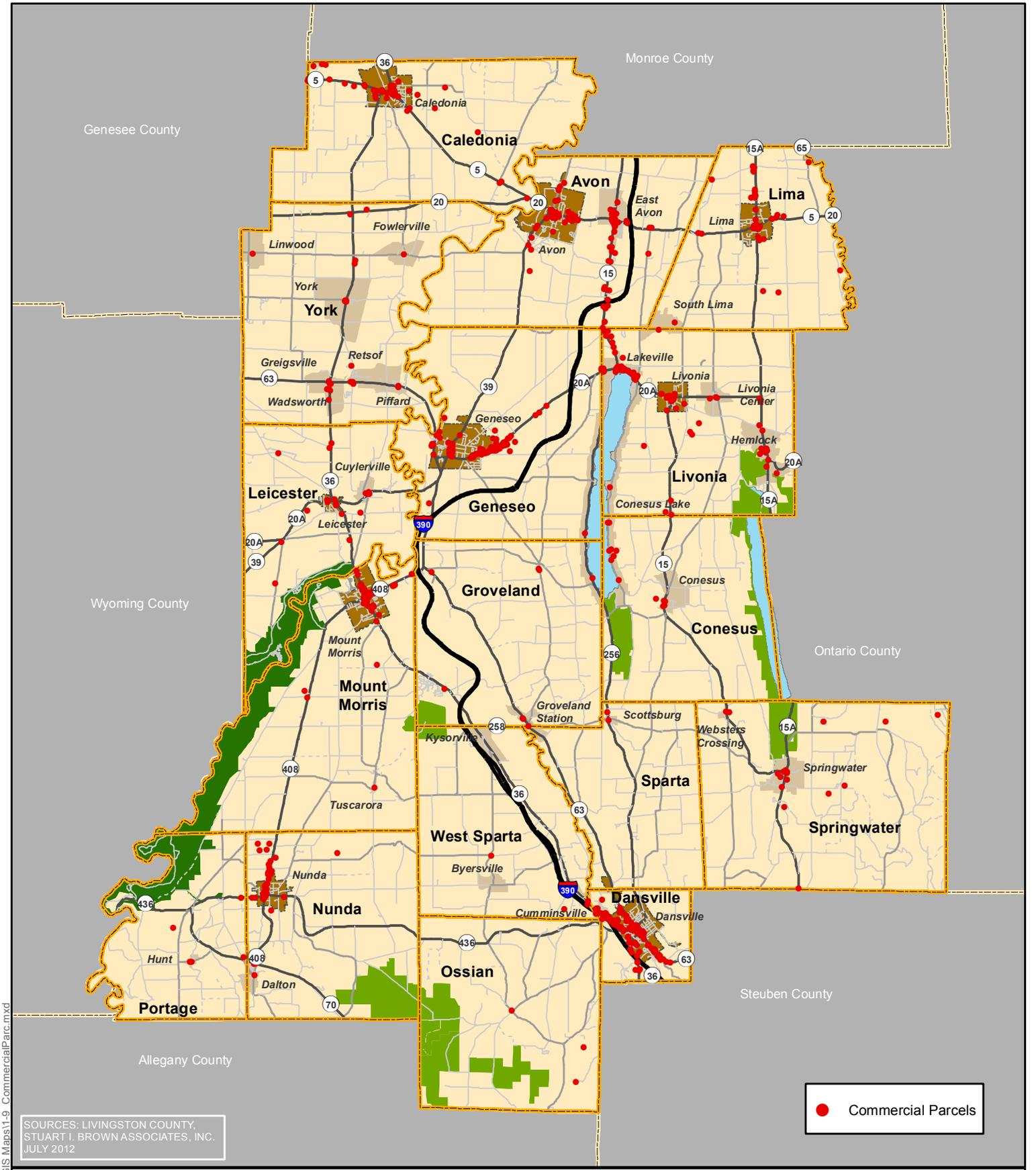
- Local Road
- - - Seasonal Road
- County Highway
- State Highway
- Expressway
- Hamlets & Other Census Designated Places
- Village
- Town
- Letchworth Park
- Lakes

**LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN**

**HEALTH CARE & SOCIAL
SERVICES FACILITIES**

FIGURE 1-8

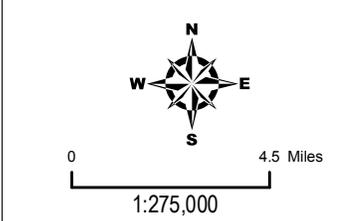
Path: I:\C&S Companies\2122.12\CIS Maps\1-8_HealthCareSocialServ.mxd



SOURCES: LIVINGSTON COUNTY, STUART I. BROWN ASSOCIATES, INC. JULY 2012

● Commercial Parcels

Path: I:\C&S Companies\2122.12\CIS Maps\1-9 - Commercial Parc.mxd

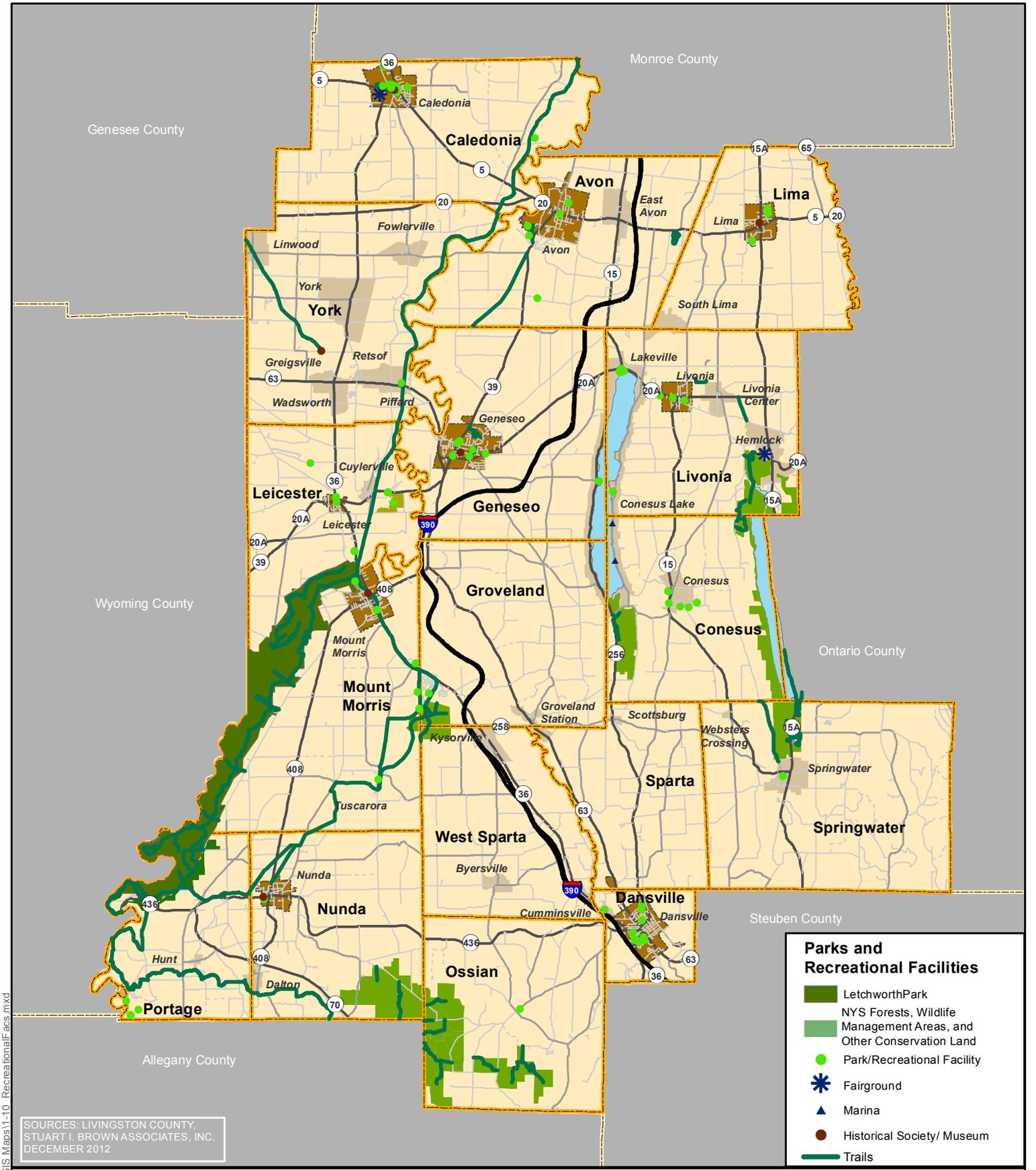


- Local Road
- County Highway
- State Highway
- Expressway
- Village
- Town
- Letchworth Park
- State Forest/ WMA
- Lakes

**LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN**

COMMERCIAL PARCELS

FIGURE 1-9



SOURCES: LIVINGSTON COUNTY, STUART I. BROWN ASSOCIATES, INC. DECEMBER 2012

Parks and Recreational Facilities

- Letchworth Park
- NYS Forests, Wildlife Management Areas, and Other Conservation Land
- Park/Recreational Facility
- Fairground
- Marina
- Historical Society/ Museum
- Trails

CONNECT LIVINGSTON
Linking our communities

N
W E
S

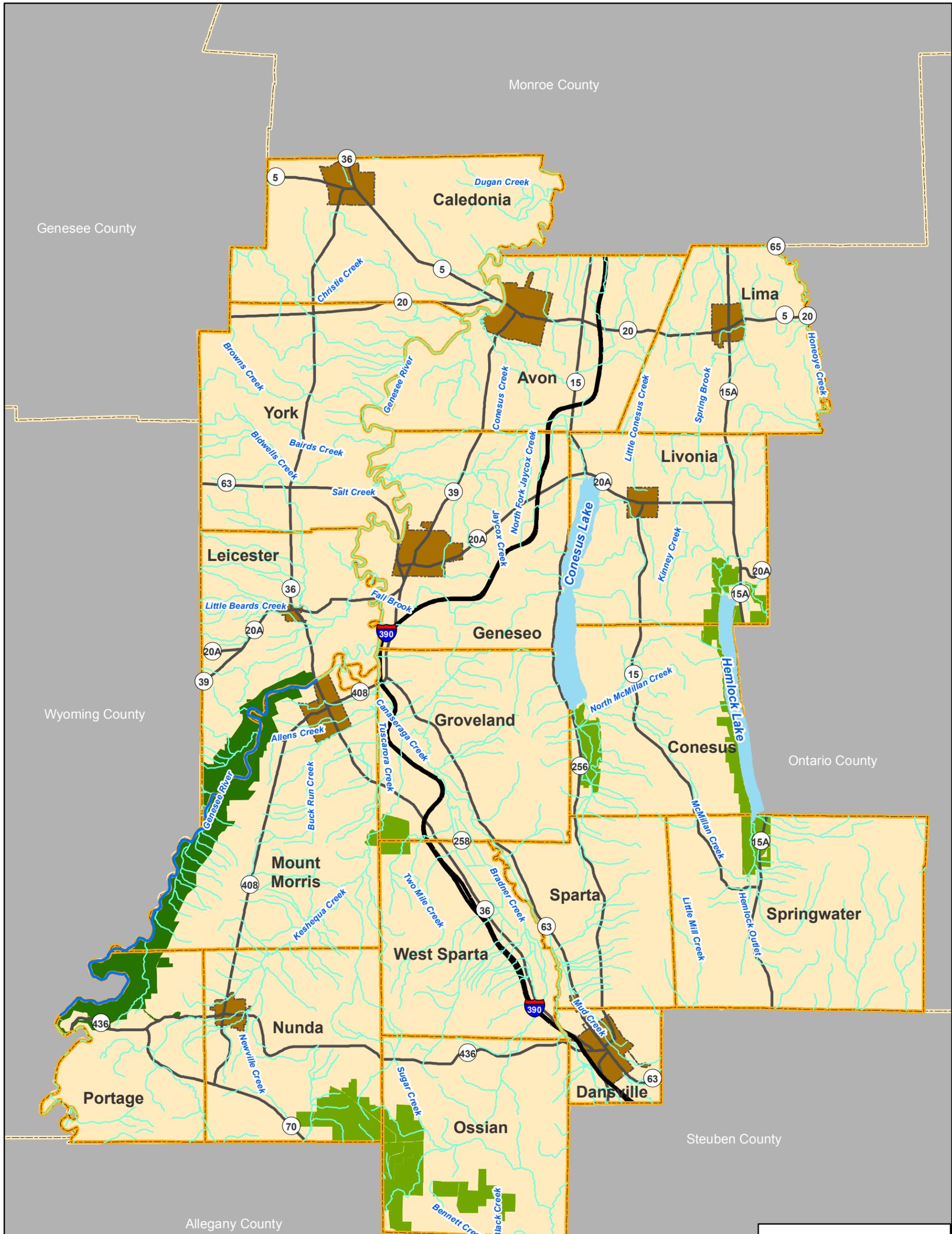
0 4.5 Miles
1:275,000

- Local Road
- Seasonal Road
- County Highway
- State Highway
- Expressway
- Hamlets & Other Census Designated Places
- Village
- Town
- Parks
- Lakes

**LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN
PARKS and
RECREATIONAL
FACILITIES**

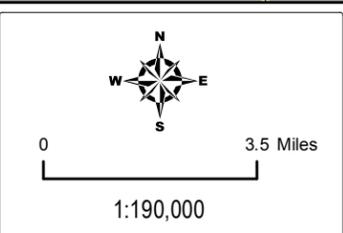
FIGURE 1-10

Path: I:\C&S Companies\2122.12\CIS Maps\1-10 Recreation\Facilities.mxd



Waterbodies

- Lakes
- River/Stream/Creek
- NYS DEC Wild and Scenic River



- Local Road
- County Highway
- State Highway
- Expressway
- Village
- Town
- Letchworth Park
- State Forest/ WMA
- Lakes

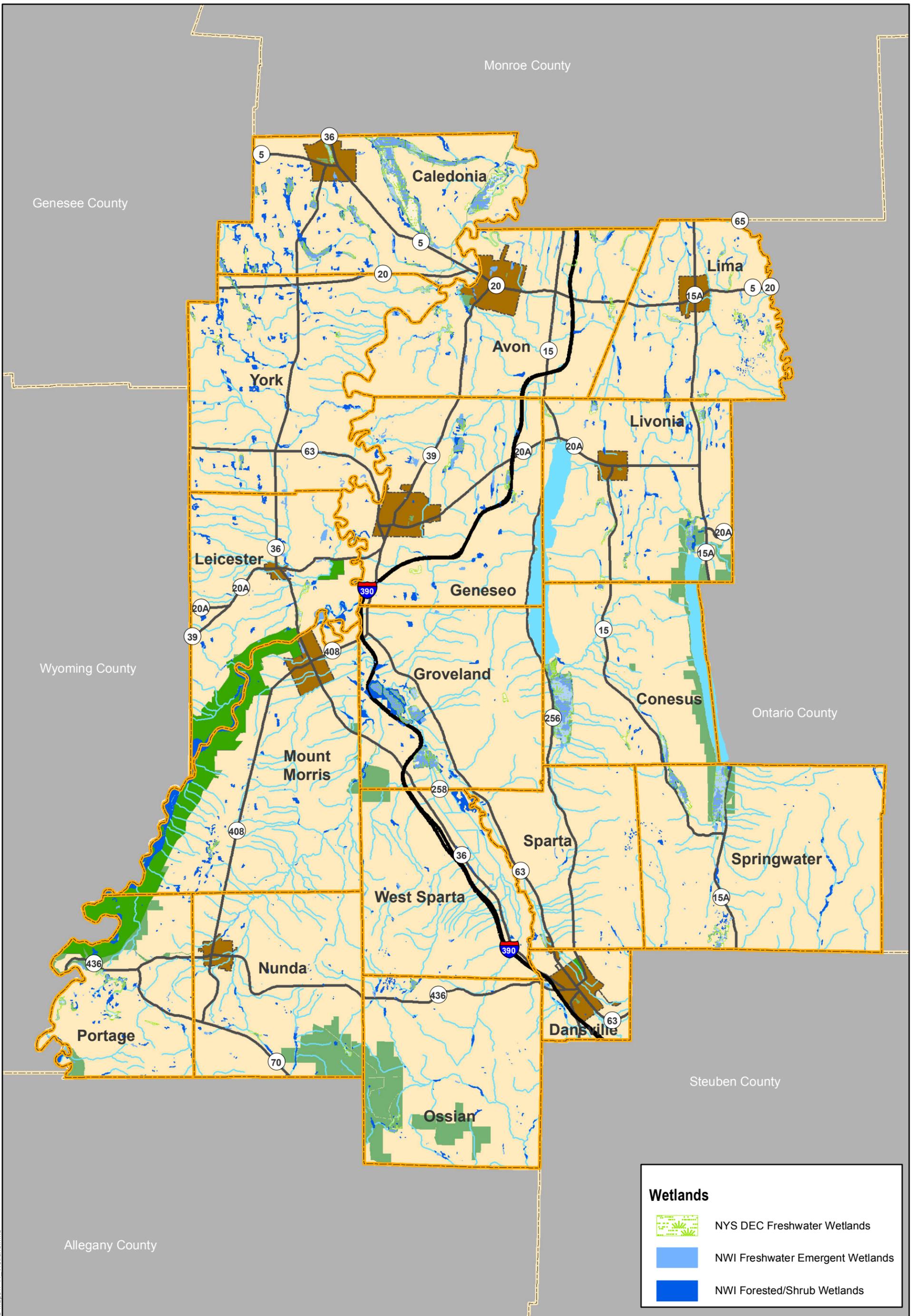
**LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN**

WATERBODIES

FIGURE 1-11

Path: I:\C&S Companies\2.1212\GIS Maps\11-11_Waterbodies.mxd

SOURCES: LIVINGSTON COUNTY,
STUART I. BROWN ASSOCIATES, INC.
DECEMBER 2012



Wetlands

-  NYS DEC Freshwater Wetlands
-  NWI Freshwater Emergent Wetlands
-  NWI Forested/Shrub Wetlands



0 3.5 Miles

1:190,000

-  State Highway
-  Expressway
-  Village
-  Town
-  Parks/ Recreation Areas
-  Lakes
-  River/Stream/Creek

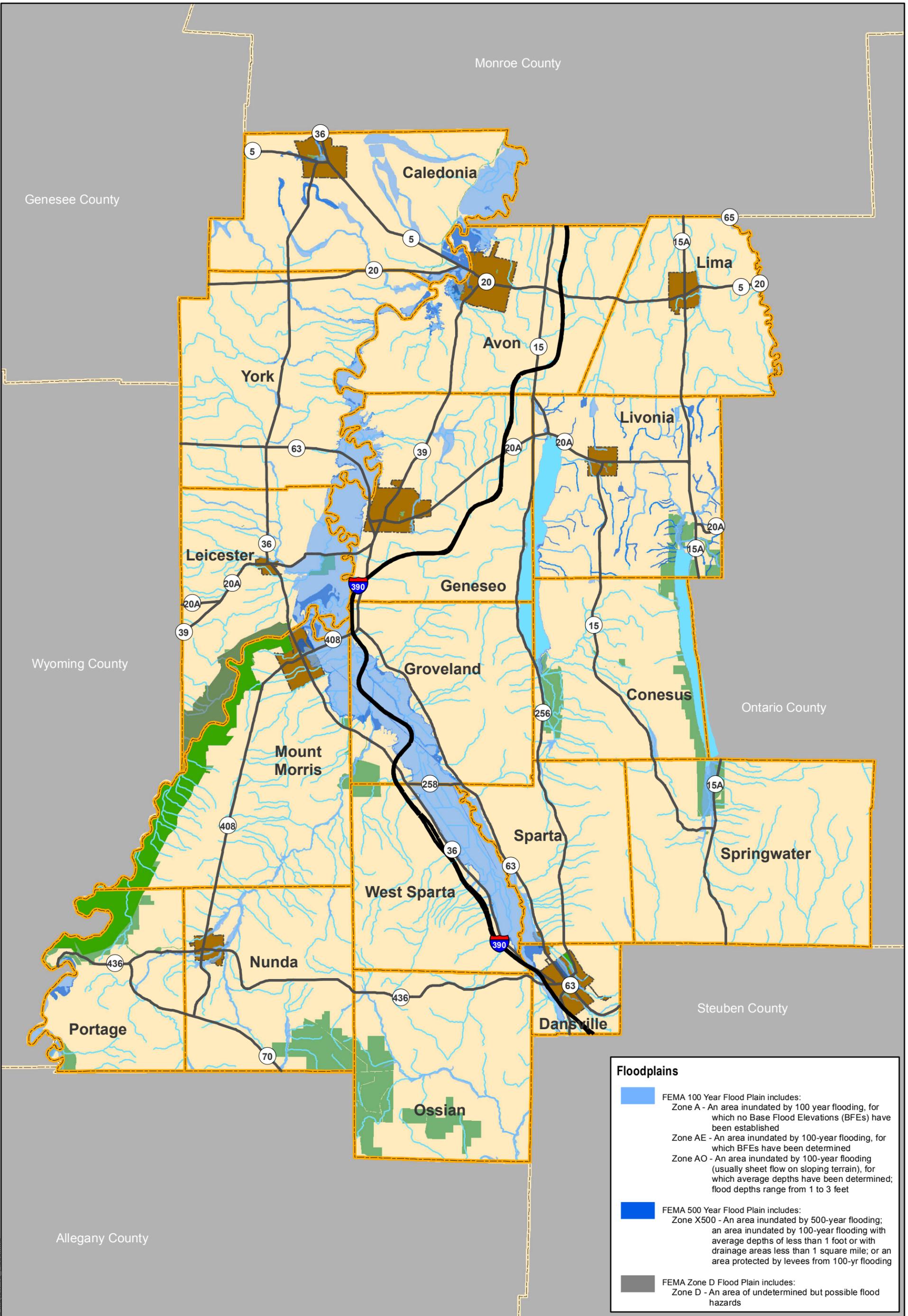
**LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN**

REGULATED WETLANDS

FIGURE 1-12

Path: I:\C&S Companies\212212\GIS_Maps\1-11_Wetland.mxd

SOURCES: LIVINGSTON COUNTY, CUGIR, FISH & WILDLIFE SERVICES, STUART I. BROWN ASSOCIATES, INC. DECEMBER 2012



Floodplains

FEMA 100 Year Flood Plain includes:

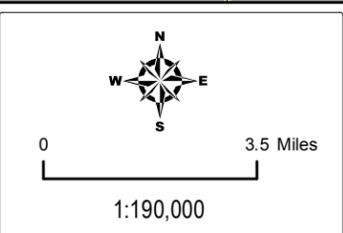
- Zone A - An area inundated by 100 year flooding, for which no Base Flood Elevations (BFEs) have been established
- Zone AE - An area inundated by 100-year flooding, for which BFEs have been determined
- Zone AO - An area inundated by 100-year flooding (usually sheet flow on sloping terrain), for which average depths have been determined; flood depths range from 1 to 3 feet

FEMA 500 Year Flood Plain includes:

- Zone X500 - An area inundated by 500-year flooding; an area inundated by 100-year flooding with average depths of less than 1 foot or with drainage areas less than 1 square mile; or an area protected by levees from 100-yr flooding

FEMA Zone D Flood Plain includes:

- Zone D - An area of undetermined but possible flood hazards



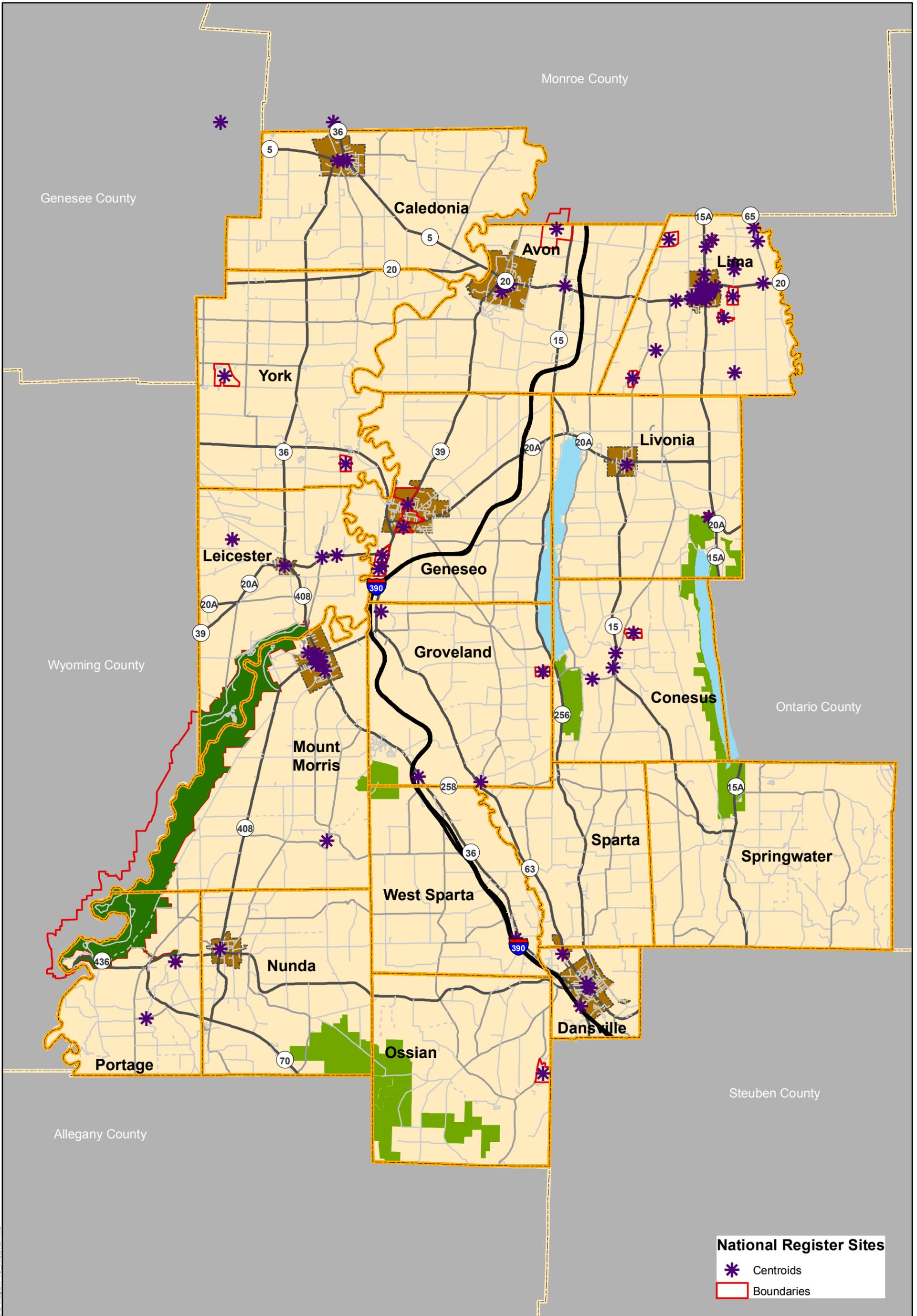
**LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN**

FLOOD HAZARD AREAS

FIGURE 1-13

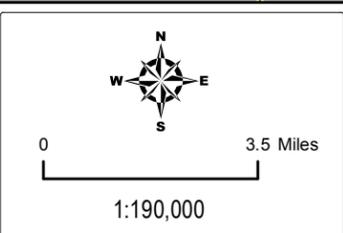
SOURCES: LIVINGSTON COUNTY, NYS GIS CLEARINGHOUSE, STUART I. BROWN ASSOCIATES, INC. DECEMBER 2012

Path: I:\GIS\Communities\2.122121\GIS_Maps\1-13_Flood.mxd



National Register Sites

-  Centroids
-  Boundaries



-  Local Road
-  County Highway
-  State Highway
-  Expressway
-  Village
-  Town
-  Letchworth Park
-  State Forest/ WMA
-  Lakes

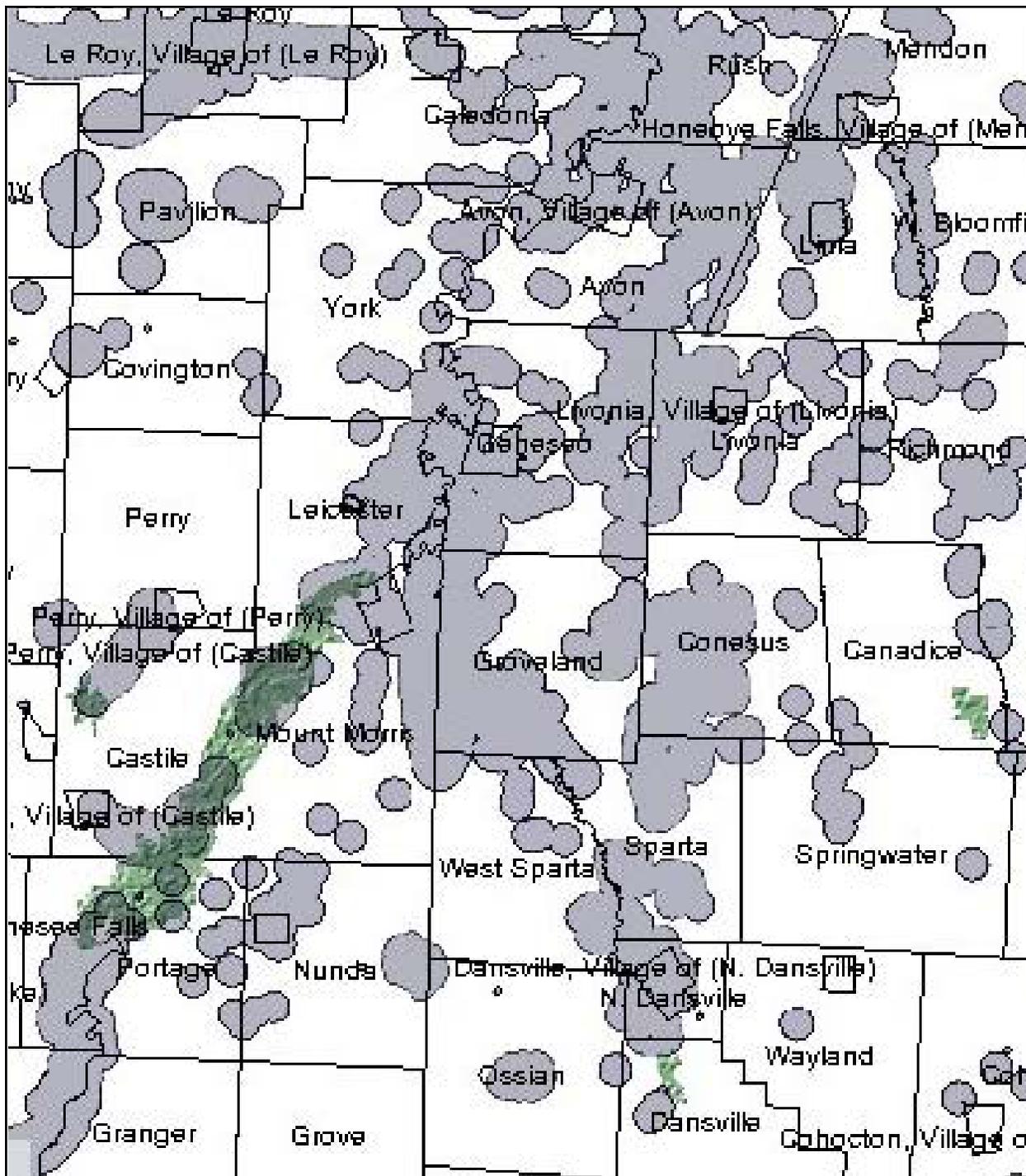
LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN

**NATIONAL REGISTER
HISTORIC SITES & DISTRICTS**

FIGURE 1-15

Path: I:\C&S\Companes\212212\GIS\Maps\1-15_Historic.mxd

SOURCES: LIVINGSTON COUNTY,
STUART I. BROWN ASSOCIATES, INC.
JULY 2012



Disclaimer: This map was prepared by the New York State Parks, Recreation and Historic Preservation National Register Listing Internet Application. The information was compiled using the most current data available. It is deemed accurate, but is not guaranteed.



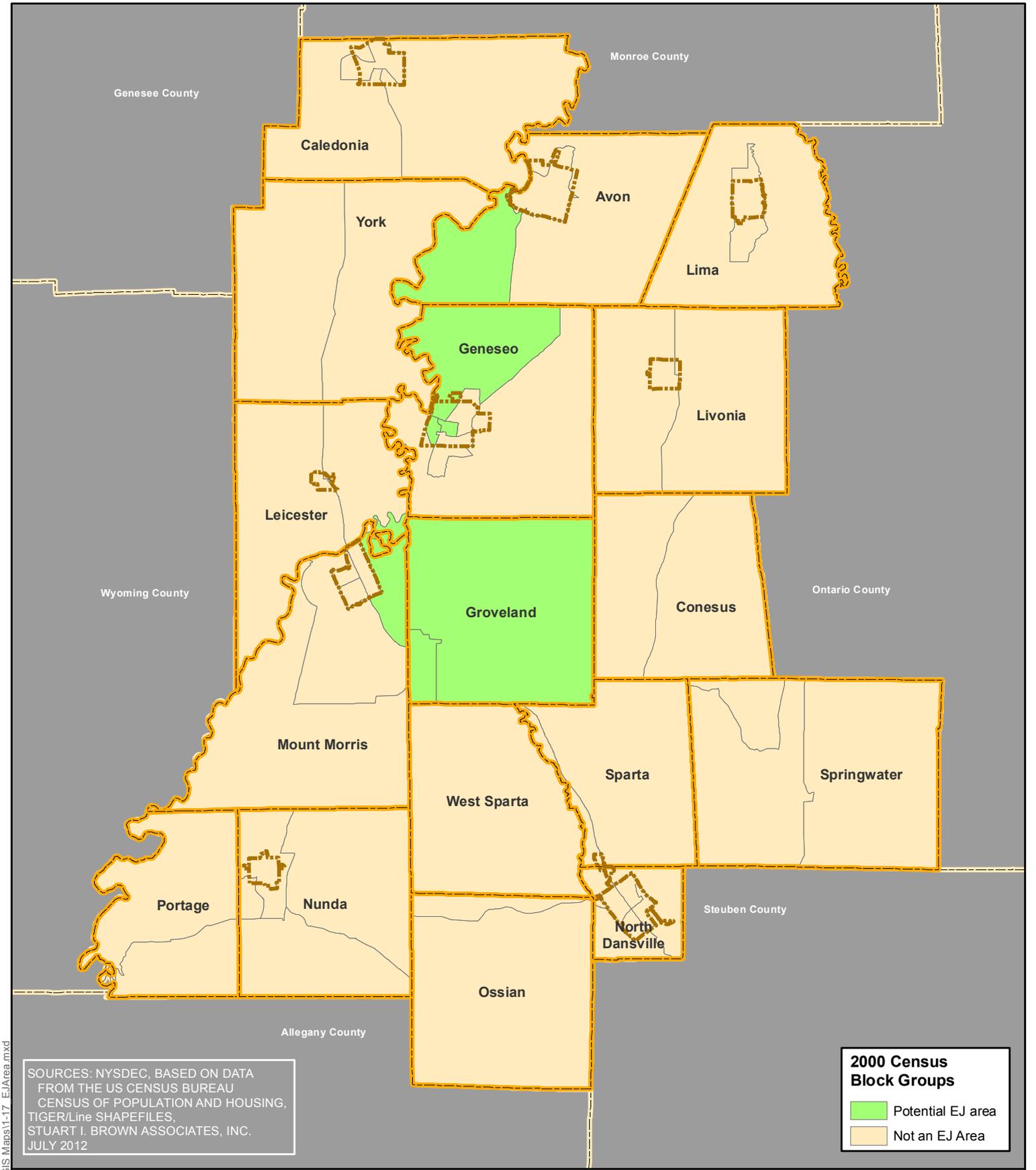
Legend

- Archeo Sensitive Area
- State Parks
- Municipal Boundaries

LIVINGSTON COUNTY TRANSPORTATION
CONNECTIVITY PLAN

**ARCHEOLOGICALLY SENSITIVE
AREAS**

FIGURE 1-16



SOURCES: NYSDEC, BASED ON DATA FROM THE US CENSUS BUREAU CENSUS OF POPULATION AND HOUSING, TIGER/Line SHAPEFILES, STUART I. BROWN ASSOCIATES, INC. JULY 2012

2000 Census Block Groups

- Potential EJ area
- Not an EJ Area

Path: I:\C&S_Companies\2122_12\CIS_Maps\1-17_EJArea.mxd

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Linking our communities

0 ————— 5 Miles
 1:275,000

- Village
- Town
- County

**LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN
POTENTIAL
ENVIRONMENTAL
JUSTICE AREAS**
FIGURE 1-17

2. Existing Conditions

2.1 Inventory of Transportation System

2.1.1 Infrastructure

2.1.1.1 Inter-Modal or Multi-Modal

An inter-modal facility is a facility where interface occurs between two or more modes of transportation. Examples are rail-train transfer facilities, a transit passenger station where people enter via one mode (car, walking) and leave via another mode (bus) or a parking lot at a trailhead. The term “multi-modal” applies to facilities or programs that involve or serve multiple modes.

In Livingston County currently, inter-modal infrastructure consists of parking lots at trailheads, park and ride lots for transit, airports, and boat launches.

According to a recently completed study of Freight and Goods Movement in the Genesee-Finger Lakes Region, “no traditional intermodal freight facility with the ability to handle significant volumes of freight from various modes at a single location exists in the region.” Small-scale facilities for use by individual companies to transload goods between rail and truck are located at Commodities Resource Corporation in Caledonia, PACMA in Lakeville, Sweetener’s Plus in Lakeville, and LMC in Dansville.¹⁶

2.1.1.2 Transit/ Human Service Transportation

The Livingston Area Transportation Service (LATS), a subsidiary of the Rochester Genesee Regional Transit Authority (RGRTA) provides public transit service within the county. A detailed description of transit and human service is provided in Section 2.1.2. Infrastructure relating to transit services includes bus shelters and bus stop signs. LATS has installed shelters at key locations in Villages and at public service offices. Specific locations of transit related infrastructure is not available.

2.1.1.3 Automobile/ Truck

Streets and highways by jurisdiction are depicted in **Figure 2-1** and described below. In general, roads and highways are in fair to good condition and are operating at or above the posted speed limit.

¹⁶ Transportation Strategies for Freight and Goods Movement in the Genesee-Finger Lakes Region: Regional Freight and Economic Profile, p. 3-49

Interstate Highways

Interstate 390 (I-390), the Genesee Expressway, is a limited access highway that connects with Interstate 90, the NYS Thruway, in Monroe County to the north, and with Interstate 86/NYS Route 17, the Southern Tier Expressway, to the south. I-390 serves commuters and is a major component of the regional freight movement network. Approximately 72 miles of I-390 is in Livingston County.

Interchanges are located at US Route 20/ NYS Route 5 (Exit 10) and NYS Route 15 (Exit 9) in the Town of Avon, NYS Route 20A (Exit 8) in the Town of Geneseo, NYS Route 63/ NYS Route 408 (Exit 7) in the Town of Mt. Morris, NYS Route 36 in the Towns of Groveland (Exit 6) and North Dansville (Exits 4 and 5) as shown in **Table 2-1**.

Table 2-1 – I-390 Interchanges

Exit	Location (Town)	Connecting Route(s)	Destinations (per Exit signage)
4	North Dansville	NYS Route 36	Dansville
5	North Dansville	NYS Route 36	Dansville, airport
6	Groveland	NYS Route 36	Mt. Morris, Sonyea
7	Mt. Morris	NYS Route 63/ NYS Route 408	Geneseo, Mt. Morris
8	Geneseo	NYS Route 20A	Lakeville, Geneseo
9	Avon	NYS Route 15	Lakeville, Conesus Lake
10	Avon	US Route 20/ NYS Route 5	Avon, Lima

New York State and U.S. Highways

Approximately 269¹⁷ miles of State and U.S. Highways are located in Livingston County.

The main trucking corridors¹⁸ include:

- US Route 20/NYS Route 5 Corridor, which connects to I-390 in Avon;
- 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;

¹⁷ SOURCE: Genesee Transportation Council website; NYS Department of Transportation 2008

¹⁸ SOURCE: Transportation Strategies for Freight/Goods Movement in the Genesee-Finger Lakes Region, Regional Freight and Economic Profile



- NYS Route 63 Corridor, which provides a link between the NY State Thruway and I-390 via Batavia and Genesee County;
- NYS Route 15; and
- NYS Route 15A.

Other major trucking routes include NYS Routes 36, 436 and 408.¹⁹

County Highways

The Livingston County Highway Department maintains approximately 243²⁰ miles of highways in Livingston County.

Local Roads and Streets

Highway Departments and Departments of Public Works manage local roads and streets in the Towns and Villages in Livingston County. There are approximately 731 miles of year-round Town roads, 43 miles of seasonal roads and 95 miles of Village streets in Livingston County²¹.

Private Roads

Private roads provide access to many properties, particularly along the shores of Conesus Lake. There are approximately 48 miles of private roads in Livingston County.²²

Park Roads

A total of 48 miles of roadway are located in parks, primarily Letchworth State Park.²³

Bridges

The locations of bridges are depicted in **Figure 2-2**. A list of all bridges in Livingston County, including location, municipality, feature crossed, year built or replaced, and NYS condition rating, is included in **Appendix B**.²⁴

The condition rating was published by the NYS Department of Transportation in April 2012 based on general Federal criteria. Bridges are considered “structurally deficient,”

¹⁹ SOURCE: Livingston County Planning Department

²⁰ SOURCE: Genesee Transportation Council website; NYS Department of Transportation 2008

²¹ SOURCE: Computed by Stuart I. Brown Associates from GIS data provided by Livingston County Planning Department

²² SOURCE: Computed by Stuart I. Brown Associates from GIS data provided by Livingston County Planning Department

²³ SOURCE: Computed by Stuart I. Brown Associates from GIS data provided by Livingston County Planning Department

²⁴ SOURCE: <https://www.dot.ny.gov/main/bridgedata/repository/LivingstonBridgeData.pdf>

according to the FHWA, if significant load carrying elements are found to be in poor or worse condition due to deterioration and/or damage, the bridge has inadequate load capacity, or repeated bridge flooding causes traffic delays. The fact that a bridge is "structurally deficient" does not imply that it is unsafe or likely to collapse. In order to remain in service, structurally deficient bridges are often posted with weight limits. A deficient condition rating indicates that the bridge requires corrective maintenance or rehabilitation to restore the bridge to its fully functional, non-deficient condition. **It does not mean that the bridge is unsafe.**

A rating of "Functionally obsolete" refers to a bridge's inability to meet current standards for managing the volume of traffic it carries, not its structural integrity. For example, a bridge may be functionally obsolete if it has narrow lanes, no shoulders, or low clearances.

Livingston County has 55 bridges that are currently rated as deficient (rating less than 5.0), structurally deficient, or functionally obsolete. The following is a summary of the ratings:

- NYS Condition Rating less than 5.0 (deficient)
 - 44 bridges total in Livingston County
 - 20 of the 44 are owned by the County
 - 18 of the 44 are owned by NYSDOT

- Structurally Deficient Bridges
 - 20 bridges total in Livingston County
 - 9 of the 20 are owned by the County
 - 5 of the 20 are owned by NYSDOT
 - 15 of the 20 have a NYS Condition Rating of less than 5

- Functionally Obsolete Bridges
 - 11 bridges total in Livingston County
 - 5 of the 11 are owned by the County
 - 6 of the 11 are owned by NYSDOT
 - 5 of the 11 have a NYS Condition Rating of less than 5

- Towns in Livingston County with high numbers of deficient bridges are:
 - Groveland – 5 deficient bridges
 - York - 5 deficient bridges
 - West Sparta - 6 deficient bridges
 - Avon – 6 deficient bridges
 - North Dansville – 7 deficient bridges

2.1.1.4 Pedestrian/ Bicycle

2.1.1.4.1 Sidewalks

Sidewalks are present within incorporated Villages, certain hamlets and in limited other locations. As depicted in **Figure 2-3**, sidewalks are present along nearly all streets in the Village of Geneseo. In the Village of Avon, approximately 70% of the Village roads have sidewalks.²⁵ In the hamlet of Conesus, sidewalks are available along both sides of NYS Route 15 just north of Railroad Avenue near the Town Hall. Maps and data for sidewalks in other Villages and hamlets are not available.

2.1.1.4.2 Bicycle Infrastructure

No dedicated bicycle lanes have been created along roadways in Livingston County. Bicycle transportation takes place within the shoulders of existing roads. The Livingston County Tourism Office has published a series of maps of on-road bicycle routes. No dedicated bicycle lanes have been created along roadways in Livingston County.

The closest designated bicycle route is State Bicycle Route 19. This signed, on-road bicycle route extends 109 miles from the Pennsylvania state line near the Village of Shongo to Hamlin Beach State Park on the shores of Lake Ontario. No State-designated bicycle routes are located in Livingston County.

2.1.1.4.3 Trails

Existing trails in Livingston County are used for transportation as well as recreation. The locations of trails are depicted in **Figure 2-4** and listed in **Table 2-2** on the following page. In addition to trails located within Livingston County, the Lehigh Valley Trail terminates at the Genesee River along the Livingston County Line. The Lehigh Valley Trail is a 15 mile linear trail park located in the southern most portion of Monroe County, beginning at the Genesee River and extending through the Towns of Rush and Mendon to the Ontario County Line.

Genesee Valley Greenway

The Genesee Valley Greenway follows the path of the historic Genesee Valley Canal, which operated in the mid 1800s, and the subsequent Pennsylvania Railroad, Rochester Branch, that connected the Erie Canal in Rochester with the Southern Tier.²⁶ Of the 60 miles of trail that are now open, a total of 36.6 miles are in Livingston County. An additional 12.9 miles are designated as detours and 5.3 miles are currently under development. The Greenway Trail is owned by New York State. The NYS Department of Environmental Conservation, NYS Office of Parks, Recreation and Historic

²⁵ SOURCE: Village of Avon Comprehensive Plan (2010)

²⁶ SOURCE: www.fogvg.org



Preservation and the Friends of the Greenway, a private organization, share responsibility for the development and management of the trail.

Table 2-2: Trails

Name	Owner	Location	Total Length
Genesee Valley Greenway			
Genesee Valley Greenway	New York State	Towns of Caledonia, York, Leicester, Mt. Morris, Nunda,	36.6 miles
Genesee Valley Greenway detour along existing roads	Various road rights-of-way	Genesee Valley Greenway detour	12.9 miles
Genesee Valley Greenway under development	State	Genesee Valley Greenway under development	5.3 miles
Genesee Valley Conservancy			
Island Preserve Trail	Genesee Valley Conservancy	Village of Geneseo	1.3 miles
Railroad Bed Trail	Genesee Valley Conservancy	Town of Avon	3.1 miles
Municipal Trails			
Stone Mill Road Walking Trail	Avon	Town and Village of Avon	0.6 miles
Highland Park Trail	Village of Geneseo	Village of Geneseo	0.8 miles
Mackay Trail	Village of Caledonia	Village of Caledonia	0.9 miles
Matthews Trail	Village of Caledonia	Village of Caledonia	0.2 miles
Spring Creek Trail	Village of Caledonia	Village of Caledonia	0.1 miles
Kinney Creek Trail	Town of Livonia	Town of Livonia	0.8 miles
Beardsley Trail	Town of Livonia	Town of Livonia	0.5 miles
Marrowback Road	Town of Springwater	Town of Springwater	2.3 miles
Finger Lakes Trail			
Finger Lakes Trail	FLT/private land	Letchworth State Park; Towns of Portage and Nunda	31.3 miles
NYS Park and Recreation Area Trails			
Letchworth State Park trails	New York State	Towns of Mt. Morris, Leicester, Portage	17.3 miles
Conesus Lake Inlet WMA trails	New York State	Town of Conesus	1.3 miles
Hemlock Lake trails	New York State	Towns of Conesus, Springwater	10.8 miles
Rattlesnake Hill WMA trails	New York State	Towns of Ossian, Nunda	4.8 miles
Canaseraga State Forest access roads/trails	New York State	Town of Ossian	4.1 miles
Ossian State Forest road/trail	New York State	Town of Ossian	1.5 miles
Sonyea State Forest access road/trails	New York State	Towns of Groveland, West Sparta	2.3 miles
Region 8 Headquarters Nature Trail	New York State	Town of Avon	1.1 miles
Other New York State Trails			
Groveland Extension Trail	New York State	Town of York	4.7 miles
Lehigh Valley Trail	New York State	Town of Caledonia	0.0 miles
Total Length of Trails:			145.0 miles

Genesee Valley Greenway

The Genesee Valley Greenway follows the path of the historic Genesee Valley Canal, which operated in the mid 1800s, and the subsequent Pennsylvania Railroad, Rochester Branch, that connected the Erie Canal in Rochester with the Southern Tier.²⁷ Of the 60 miles of trail that are now open, a total of 36.6 miles are in Livingston County. An additional 12.9 miles are designated as detours and 5.3 miles are currently under development. The Greenway Trail is owned by New York State. The NYS Department of Environmental Conservation, NYS Office of Parks, Recreation and Historic Preservation and the Friends of the Greenway, a private organization, share responsibility for the development and management of the trail.

The Greenway Trail is available for walking, bicycling, cross country skiing, snowshoeing, horseback riding and snowmobiling. Motorized vehicles other than snowmobiles are not permitted.

The Genesee Valley Greenway connects to the Erie Canal Trail and the Riverway Trail in Monroe County and to the Finger Lakes Trail at the north end of Letchworth State Park and in Portageville. It passes through the center of the Village of Mt. Morris and connects to the sidewalk network there.

At the northeastern corner of the Town of Caledonia, the Greenway Trail connects to the Lehigh Valley Trail in Monroe County via a restored railroad bridge over the Genesee River. The Lehigh Valley Trail currently extends from Rush in Monroe County east to Victor in Ontario County.

Genesee Valley Conservancy

The Genesee Valley Conservancy (GVC) owns and maintains trails in the Village of Genesee and the Town of Avon. The trail in the Village of Genesee 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 Road²⁸. It connects Lima Road to NYS Route 39 near the Genesee Central School and is used by many students as a route to school.

The Railroad Bed Trail in Avon follows the path of the Genesee Valley Railroad and was acquired by the GVC in 1993. Its northern terminus is at the intersection of Fowlerville Road and NYS Route 39 (Avon-Genesee Road) and its southern terminus is at Avon-Genesee Town Line Road. Equestrian uses and hiking are permitted; motorized vehicles are not.

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

²⁷ SOURCE: www.fogvg.org

²⁸ www.geneseevalleyconservancy.org

area is located on Jones Bridge Road and a canoe launch site is located on the Genesee River.

Trails Owned by Municipalities

- Town and Village of Avon: The Stone Mill walking trail connects Five Arches Bridge at Mill Road in the Town of Avon with Driving Park in the Village of Avon. Bicycling, walking/jogging, and cross country skiing are permitted.
- Village of Caledonia: The Mackay Trail is a loop though the Mackay Nature Preserve on Spring Street that utilizes a portion of a former railroad bed. The Matthews Spring Creek Trails connect Pioneer Road and Mill Street and pass through Tennant Park.
- Village of Geneseo: The Highland Park Trail forms a loop within Highland Park.
- Town of Livonia: The Kinney Creek trail connects Richmond Mills Road and Big Tree Road between Federal Road and NYS Route 20A east of the Village of Livonia. The Beardsley Trail is a dead-end trail that begins at the end of Florence Lane northeast of the Village of Livonia.
- Town of Springwater: The walking trail along Marrowback Road, a Town road, extends from the intersection of Marrowback Road and May Road at the northern Town boundary with Kellogg Road northwest of the hamlet of Springwater.

Finger Lakes Trail

The Finger Lakes Trail passes through Letchworth State Park in the Towns of Mt. Morris and Portage and through the southern part of the Towns of Portage and Nunda. Foot traffic only is permitted; bicycles or motorized vehicles are not allowed.²⁹ The trail passes through both public and private land.

The Finger Lakes Trail connects to the Genesee Valley Greenway at the north and south ends of Letchworth State Park.

Trails in State Parks and Recreation Areas

- Letchworth State Park: Trails in Letchworth State Park connect various parking areas and recreational facilities within the Park.
- Rattlesnake Hill Wildlife Management Area (WMA), Canaseraga State Forest, and Ossian State Forest - Town of Ossian: Various access roads and trails are available for hiking, snowmobiling, and bicycling. Some of the access roads used

²⁹ See www.fltconference.org for additional information

as trails connect to existing roads, including Stanley Road, which connects Bonner Road and Scott Hill Road

- Conesus Lake Inlet Wildlife Management Area: Trails within the Conesus Lake WMA run parallel to NYS Route 256 and provide access to the interior of the WMA.
- Sonyea State Forest: Trails within the Sonyea State Forest are available for hiking, mountain biking cross country skiing, horse riding and snowmobiling.
- Hemlock Lake Trails: Several recreational trails run through land owned by New York State that adjoins Hemlock Lake, a public water supply managed by the City of Rochester which provides drinking water for several Livingston County municipalities.
- Department of Environmental Conservation (NYS DEC) Region 8 Headquarters: A nature trail for pedestrians only is located at the NYS DEC Region 8 headquarters south of US Route 20/ NYS Route 5 in the Town of Avon.

Other State-Owned Trails

- The Groveland Extension Trail in the Town of York follows the path of a historic railroad corridor. It extends from Dow Road at its southern end to the Town line northwest of the intersection of Linwood and Walker Roads.
- A 200-foot section of the Lehigh Valley Trail connects to the Genesee Valley Greenway at the northeasternmost corner of the Town of Caledonia.

Trails Under Development

- The Town of Conesus, NYS Office of Parks, Recreation and Historic Preservation and the NYS Department of Environmental Conservation are working together to develop a trail at the south end of Conesus Lake adjacent to Dacula Shores Road which will include an interpretive area and an observation area.
- The Genesee River Wilds Project is a coalition of groups and individuals working to develop an environmentally sustainable system of nature parks within the Genesee River watershed in New York and Pennsylvania. The system is expected to include trails and boating access sites as well as nature parks and camping areas. The trail system will focus on linking existing trail systems such as the Genesee Valley Greenway and Letchworth Park trails.

Snowmobile Trails

Snowmobile trails are maintained over public and private lands by two private snowmobile clubs, the Caledonia Trailblazers and Valley Riders. A total of 61 miles of

snowmobile trails are maintained by the clubs. New York State provides funding for trail maintenance, financed, in part, by a portion of snowmobile registration fees.

2.1.1.5 Rail

Approximately 10.6 miles of the Norfolk Southern (NS), a Class-I railroad, are located in the Towns of Portage and Nunda.³⁰ The NS Southern Tier Line connects Binghamton and Bison Yard, its primary upstate intermodal yard in Buffalo. From Buffalo, freight may continue via NS to Chicago. From Binghamton, freight may continue east toward the Capital District and Massachusetts via Canadian Pacific (CP) and the Pan Am Southern route, or south over Canadian Pacific trackage toward Harrisburg, Pennsylvania and points farther south on the NS network.³¹

Three short line railroads operate in Livingston County. Short line railroads connect to main line tracks through interchanges with CSX located in Rochester and with Norfolk Southern at Silver Spring.

The Livonia, Avon and Lakeville Railroad (LAL) operates on 11.5 miles of single track that pass through the Towns of Livonia and Avon. This short line interchanges with CSX Transportation at Genesee Junction, with the Rochester and Southern Railroad (RSR) at Brooks Avenue Yard in Rochester, and with NS and CP along the Southern Tier Line at Silver Springs via trackage rights over RSR. Sidings in the hamlet of Lakeville and the Village of Avon support the transport of commodities including dry bulk fertilizer, sweeteners, grain, and lumber. LAL operates the Lakeville Yard bulk transfer facility. The LAL handles 440,000 tons of freight in 2,744 carloads annually.³²

The Genesee & Wyoming (G&W) Railroad operates on 34.2 miles of single track in the Towns of Caledonia, York, Leicester, Mt. Morris, Groveland, West Sparta, Sparta and North Dansville. The Rochester Southern Railroad, which was acquired by Genesee and Wyoming, Inc. in 1986, operates on 3.3 miles of single track in the Town of Caledonia. Commodities transported on the G&W and RSR include aggregates, brick and cement, chemicals, coal, food and feed products, forest products, and steel and scrap metals. G&W and RSR carry 2.8 million tons of freight in more than 18,700 carloads annually.³³

The locations of existing railroads are depicted in **Figure 2-5**.

³⁰ SOURCE: Computed by Stuart I. Brown Associates from GIS data provided by Livingston County Planning Department

³¹ SOURCE: Transportation Strategies for Freight/Goods Movement in the Genesee-Finger Lakes Region, Regional Freight and Economic Profile

³² SOURCE: Transportation Strategies for Freight/Goods Movement in the Genesee-Finger Lakes Region Regional Freight and Economic Profile

³³ SOURCE: Transportation Strategies for Freight/Goods Movement in the Genesee-Finger Lakes Region Regional Freight and Economic Profile

2.1.1.6 Air

The Dansville Municipal Airport is a public use airport owned by the Town of North Dansville and operated by Sterling Airways. It was established in 1927 and expanded in the 1930s. The airport has two asphalt surface runways – one 3635’ x 100’ and one 3105’ x 100’. It is home to the Dansville Pilots Association, which supports general aviation and the National Warplane Museum, as well as the Finger Lakes Soaring Club.³⁴

A total of 33 aircraft are based on the field, including 19 single engine airplanes, 4 multi-engine airplanes, and 10 ultralights. It has one turf runway. Operations in 2010 averaged 132 flights per day and consisted of 50% local general aviation, 48% transient general aviation, 2% air taxi and less than 1% military activity.

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 two asphalt runways. Operations in 2010 consisted of 47% local general aviation, 27% transient general aviation, and 27% military activity.

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.

The locations of existing airports are depicted in **Figure 2-5**.

2.1.1.7 Boat/ Marine

The Genesee-Finger Lakes Regional Blueway Analysis identified existing boat launches along the Conesus Lake, Hemlock Lake, the Genesee River and Canaseraga Creek. The locations of these sites are depicted in **Figure 2-6**. Each access point was classified³⁵ as follows:

- No Definitive Access: No significant evidence of use but strategic location and potential for future consideration
- Primitive Access: Some evidence of use for water access but does not meet the National Park Service guidelines for accessible launch design.
- Limited Access: Deliberate efforts to provide safe access, but clear limitations to use.

³⁴ SOURCE: <http://dansville.lib.ny.us/govern/airport.html>

³⁵ SOURCE: Genesee-Finger Lakes Regional Blueway Analysis, Genesee/Finger Lakes Regional Planning Council, 2010, p. 10

- **Excellent Access:** Used frequently by the public and meets most if not all design guidelines for an accessible launch.

Conesus Lake

Two Conesus Lake State Boat Launches rated as “Excellent Access” are located along Conesus Lake. The Pebble Beach facility at Vitale Park in the Town of Livonia provides for car top boat launching with nearby parking for 120 cars. The facility on East Lake Road in the Town of Conesus has parking for 45 cars and trailers plus an additional 40 spaces for cars.

The Conesus Inlet State Fishing Access Site in the Town of Conesus and Long Point Park in the Town of Geneseo are rated “Limited Access.” The Conesus Inlet facility is designated for car top launching and has parking for 40 cars. Long Point Park is a Town Park.

Hemlock Lake

Three “Limited Access” sites are located along Hemlock Lake, of which one is in Livingston County. This hard surface ramp is located in the Town of Livonia near the north end of the lake. Permits are required and motorized boats are limited to less than 10 horsepower.

Genesee River

“Limited Access” sites are located at River Access Park in the Town of Geneseo and York Landing Road in the Town of York.

“Primitive” water access sites along the Genesee River in Livingston County are located:

- at NYS Route 436 and Totsline Road in the Town of Portage
- at Main Street/ Brooks Island in the Village of Mt. Morris
- at the Genesee River State Fishing Access Site on NYS Route 5 in the Village of Avon.

In addition, two “Primitive” access points within Letchworth State Park are located on the west side of the Genesee River, in Wyoming County.

A potential site (rated “No Definitive Access”) was identified at NYS Routes 20A and 39 in the Town of Geneseo.

An existing canoe access site is located in the Indian Fort Nature Preserve, which is owned and managed by the Genesee Valley Conservancy. Applying the criteria in the Regional Blueway study, this site would be classified as “Primitive.”

Canaseraga Creek

Two “Primitive” access points were identified along Canaseraga Creek: at NYS Route 436 in the Town of North Dansville and at Shaker Crossing in the Town of Mt. Morris.

2.1.2 Services and Programs

This section describes 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.

2.1.2.1 Inter-modal or Multi-modal Collaboration/ Networking/ Centralized Information

The NYS Department of Transportation coordinates the operation of various transportation facilities and services, including highways, bridges, railroads and transit.

The Livingston County Transportation Broker, an employee of the Livingston County Department of Social Services, coordinates transportation for DSS clients as well as for clients of numerous county agencies. The Broker maintains an extensive database of transportation providers and works in partnership with other agencies in the county to coordinate transportation services to special needs populations.

2.1.2.2 Transportation Service Providers

2.1.2.2.1 RGRTA/ LATS

The Livingston Area Transportation Service (LATS), a subsidiary of the Rochester Genesee Regional Transit Authority (RGRTA) reported ridership 245,282 during its 2010-2011 fiscal year. LATS has 25 buses and drove a total of 608,048 miles during 2010-2011. It has 29 employees and an annual payroll of \$806,160.

LATS operates 9 fixed routes throughout the county, including a medical shuttle into Rochester. Some of the routes are customized for SUNY Geneseo, The Arc of Livingston/ Wyoming Counties, Livingston County Office for the Aging and other organizations. Countywide LATS routes are depicted in **Figure 2-7** and routes within the Geneseo study area are depicted in **Figure 2-8**. The LATS schedule and brochure is included in **Appendix C**.

Dial-A-Ride service is available in Avon, Dansville, and Mount Morris Monday through Friday and between all other communities in the county on specific days of the week. Dial-A-Ride service requires calling 24 hours in advance to reserve a pick up. Fare is \$2.00 on the fixed routes. On Dial-A-Ride within a community, fare is \$1.00, but



between communities, \$2.00. LATS also operates complementary ADA paratransit service during the service hours that LATS fixed routes are in operation.

Table 2-3 summarizes ridership by type of route for the 12-month period of April 2011 through March 2012.

In late 2010, LATS and Wyoming Transit Service (WYTS) hired a joint General Manager, with individual operations managers remaining at each separate transit system.

In addition to the LATS routes, RGRTA's Regional Transit Service (RTS) route #91 has stops in Avon, East Avon and Lima. On weekday mornings, the buses leave Avon at 6:03 and 6:32 and arrive downtown at 7:15 and 7:55 am. Weekday evenings, service from downtown Rochester leaves at 5:10 pm and arrives in Avon at 6:20 pm. (See Route 91 map and schedule in **Appendix C**.)

Table 2-3: LATS Routes - Ridership for 4/2011 - 3/2012

	Totals	Notes
Dansville Dial-A-Ride	15,162	1
Mt.Morris Dial-A-Ride	7,134	2
Avon Dial-A-Ride	3,911	3
County Fixed Routes	14,429	4
Lift Van Rides	2,664	5
Charter Service	235	
Medical Shuttle	1,080	6
Finger Lakes DDSO	68,060	7
Adult Day Health Care	6,662	8
Geneseo Shuttle	114,792	9
Livingston-Wyoming ARC	11,833	10
Totals	245,962	

NOTES:

- | | |
|----|--|
| 1 | Dansville D-A-R covers: M- Dans, W. Sp., Ossian/T-Dans/W-Dans, Conesus, S/Water/Th-Dans, W. Sp., Ossian /F- Dans. Requires a day in advance notice for ride |
| 2 | Mt. Morris D-A-R covers: Mt.Morris, Leicester, Nunda, Geneseo, parts of Groveland - runs M thru Th only. Requires a day in advance notice for rides |
| 3 | Avon DAR covers: T- Avon, Caledonia, York/W- Lima,Livonia, Avon/Th- Cal,York, Avon/F- Lima, Livonia, Avon. Runs T thru F only and requires a day in advance notice for rides |
| 4 | County Fixed Routes: bus stop sign place throughout Livingston County with schedules available. Service provided M thru F, no advance notice required |
| 5 | Lift Van Ride - require advance notice for rides |
| 6 | Medical Shuttle service ran T & Th only until 4/4/2012 when Wednesdays were added. Rides are set up with Liv. Co. DSS Transportation Unit. |
| 7 | Finger Lakes DDSO - provides service to four different location from all over Liv. Co. into Wyoming also. Day Treatments - Dansville, Geneseo, Lakeville, and Perry (Wyoming County) |
| 8 | Adult Day Health Care - M thru F covers all of Livingston County |
| 9 | Geneseo Shuttle - Runs seven day per a week during the Fall and Spring Acedemic semesters. Local service available M thru Sun with service to Rochester on Fri, Sat & Sun |
| 10 | Livingston-Wyoming ARC runs M thru F |



2.1.2.2.2 Human Service Transportation Providers

Livingston County Department of Social Services

The Livingston County Department of Social Services (DSS) transports clients of various DSS programs to medical and other appointments utilizing a combination of staff and volunteer drivers. During 2010, DSS provided 30,328 one-way trips.

The Arc of Livingston-Wyoming Counties

The Arc of Livingston-Wyoming Counties primarily transports its own consumers to day treatment, sheltered workshops and medical appointments. A Federal New Freedom grant awarded by the NYS Department of Transportation enabled the Arc to establish a program to transport patients to dialysis treatment, in partnership with the Livingston County Department of Social Services. This program provided 1,765 one-way trips during 2011. Livingston/ Wyoming Arc provides wheelchair-accessible transportation to Livingston County residents when such services are not available through LATS' paratransit service.

The Arc has 11 full-time transportation staff, including a Transportation Director, two dispatchers, two safety officers, five mechanics and a garage manager. Eighty (80) drivers are employed on a per diem basis, as well as 10 bus aides. The Arc operates a total of 160 vehicles and provides approximately 1,300 trips per day.

Catholic Charities of Livingston County

Catholic Charities utilizes staff and volunteer drivers to transport persons in need of transportation to various destinations. It operates by referral from DSS, Office for the Aging and other governmental and not-for-profit organizations.

Friends in Service Here (FISH)

Volunteer drivers affiliated with churches in Lima utilizing their own vehicles, transport persons to medical appointments.³⁶

Red Cross of Northern Livingston County

Through the Motor Corps program of the Northern Livingston County Chapter Red Cross, volunteer drivers transport persons to medical and dental appointments. The Chapter utilizes a 2000 Chevrolet Venture which is also used for instructional, blood and disaster services. The fee for rides is \$20 for out-of-county trips, \$10 for in-county trips, and \$5 for trips within the Village of Geneseo. Users must be ambulatory and requests

³⁶ SOURCE: Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan Update, 2011. P. 4-7

must be made at least one week and no more than 30 days prior to the date of the appointment.

2.1.2.2.3 For-profit Transportation Providers

Taxi

A relatively new taxi service – Turbo Taxi – provides transportation on-demand and by reservation to the general public. Vehicles are based in Geneseo, Livonia and Conesus. Other taxi companies include Town and Country Cab, Mt. Morris Taxi and Cal-Mum Cab.

Medical Transportation Providers (non-emergency)

Companies that provide wheelchair transportation include Rochester Medical Transport, CH Medial Transport, Monroe Medi-Trans and Medicab. These companies transport into Livingston County only when the trip originates in Monroe County, such as when patients are discharged to their home from a Rochester hospital.

Ambulance

In addition to the ambulance companies operated as part of volunteer fire departments, Rural Metro will provide transportation via ambulance in Livingston County. The County Emergency Medical Service and Advance Life Support and Mercy Flight also provide emergency transportation within Livingston County.

2.1.2.3 Maintenance

2.1.2.3.1 Auto/ Truck - Streets/ Roads/ Highways

The maintenance of streets, roads and highways is generally the responsibility of the jurisdiction that owns the infrastructure.

2.1.2.3.2 Pedestrian/ Bicycle

Sidewalks

Policies and procedures for the maintenance of sidewalks vary by municipality. Maintenance includes repairs and snow/ ice removal. Most jurisdictions require the adjoining property owner or tenant to maintain the section of sidewalk that abuts the property.

Some villages may plow and/or repair sidewalks as part of the public works budget. In towns, a sidewalk district may need to be created to fund sidewalk maintenance or construction.

2.1.2.4 Safety and Other Services

2.1.2.4.1 Auto/ Truck – Streets/ Roads/ Highways

Traffic Safety

The Livingston County Traffic Safety Board, appointed by the Livingston County Board of Supervisors pursuant to Article 43 of the New York State Vehicle and Traffic Law, aims to promote safe travel on the highways of Livingston County through educational programs; reviewing Federal, State, and Local legislation; assisting in future traffic planning; and investigation of complaints pertaining to highway safety. It recommends improved safety measures, such as speed limit reductions, signals and signage, to the government agency or legislators with the jurisdiction to correct problems.

The Cornell Cooperative Extension (CCE) and Sheriff’s Department also conduct traffic safety programs.

2.1.2.4.2 Pedestrian/ Bicycle

Bicycle Safety

Cornell Cooperative Extension of Livingston County administers a program that provides free bicycle helmets to youth that attend a free bicycle safety program. In 2012, the program was held in August at Vitale Park in Lakeville. The program is funded by a grant from the National Highway Safety Administration through the NYS Governor’s Traffic Safety Committee, as well as Cornell Cooperative Extension Livingston County and donations, in collaboration with the Livingston County Traffic Safety Board.

Promotion/ Health

The Department of Health is the lead for ACHIEVE (Action Communities for Health, Innovation, and Environmental Change). ACHIEVE is dedicated to promoting policies and activities that support healthier communities – such as walkable communities, sidewalks, and trail development.

The Genesee Valley Health Partnership promotes activities that increase physical activity to decrease chronic disease and obesity statistics.

2.1.3 Policy and Planning

This section identifies regulations and policies relating to the planning and funding of transportation programs and facilities. These include municipal land use and access management laws and regulations as well as government funding programs for various types of transportation facilities and services.

2.1.3.1 Land Use/Access Management

Nearly all of the municipalities in Livingston County have land use regulations. Zoning regulations specify lot size requirements and usage. Subdivision regulations address the design and process for creating new parcels. **Table 2-4** summarizes the existing regulations by municipality.

Only the Town and Village of Geneseo, the Town of Avon, the Town of Livonia and the Town of Lima have regulations that specifically address access management, including driveway spacing requirements and design standards that address joint access and connectivity. Copies of these regulations are in **Appendix D**.

For municipalities with site plan review procedures and criteria, access management can be addressed on a case-by-case basis as part of the review of the site development plan. Criteria in local laws vary from very general (require adequate access and circulation) to more specific requirements. Some municipalities have established procedures for the Planning Board to review site plans but have not formalized the process or criteria in their zoning or other local law or ordinance.

Table 2-4: Land Use Regulations by Municipality, 2012

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

2.1.3.2 Funding/Management

2.1.3.2.1 Transit/ Human Services Transportation

Table 2-5 summarizes funding programs available for transit and community transportation.³⁷

MAP-21, the Federal “Moving Ahead for Progress in the 21st Century Act,” is the multi-modal federal transportation legislation adopted in 2012 which funds surface transportation programs for fiscal years 2013 and 2014. Virtually all federal funding for transportation must follow the procedures established by this legislation.

³⁷ SOURCE: Genesee/ Finger Lakes Region Coordinated Public Transit- Human Services Transportation Plan Update

MAP-21 puts new emphasis on restoring and replacing our aging public transportation infrastructure by establishing a new needs-based formula program and new asset management requirements. In addition, it establishes performance-based planning requirements and improves the efficiency of administering grant programs by consolidating several programs and streamlining the major capital investment grant program known as “New Starts.” The following is a summary of the public transportation provisions under MAP-21:

New Programs

- Safety
- State of Good Repair Grants
- Asset Management Provisions
- Bus and Bus Facilities Program
- Emergency Relief
- Transit-Oriented Development Planning Pilot

Consolidated Programs

- Urbanized Area Formula Grants - Job access and reverse commute activities now eligible; Expanded eligibility for operating expenses for systems with 100 or fewer buses
- Enhanced Mobility of Seniors and Individuals with Disabilities

Modified Programs

- Fixed Guideway Capital Investment Grants - also known as “New Starts / Small Starts”
- Research, Development, Demonstration, and Deployment
- Technical Assistance and Standards
- Human Resources and Training

**Table 2-5
Potential Funding Sources (other than MAP-21) for Transit and Human Services Transportation**

Federal Agency	Programs with Major Transportation Component	Passenger Eligibility	Transportation Service Funded	Regional/Local Administering Agency	Matching Requirement	Coordination Potential
Department of Health and Human Services (DHHS)						
Centers for Medicaid and Medicare	Medicaid	Medicaid Recipient	Non-emergency Medical Transportation	Counties – for NEMT Agencies for some client specific programs	None	Medium - Medicaid cannot pay for non-Medicaid eligible service or individual but cost sharing arrangements allow for shared service delivery.
Administration on Aging	Title III-B	Individual aged 60+	General Transportation	Area Agency on Aging – County Departments	15%	Medium – Title III-B funds can be used to purchase service from existing providers, but passengers cannot pay a fare.
Administration for Children and Families	TANF	TANF eligible	General trips related to TANF programming	County Departments	None	High – TANF funds can purchase service from existing providers, including bus passes.
Department of Labor (DOL)						
	Workforce Investment Act	Support workers and employers	Program participants	Private non-profit agencies and Individuals	None	Medium – Potential for service contracts with transportation services, but many programs are arranged based on individual needs
Department of Education (DOE)						
	Vocational Rehabilitation Grants to States	Services for individuals with disabilities	Program participants	Private non-profit agencies and Individuals	21.3% for programs	Medium – Potential for service contracts with transportation services, but many programs are arranged based on individual needs.
State Funding Programs						
NYSDOT	STOA	General Public	General Transportation	RGRTA Ontario County Private non-profit agencies	None	High – Program must serve general public but funds can be used to match other federal DOT and non-DOT programs
	SDF	General Public	General Transportation	RGRTA Ontario County	None	High – Program must serve general public but funds can be used to match other federal DOT and non-DOT programs

SOURCE: Genesee-Finger Lakes Region Coordinated Public Transit – Human Services Transportation Plan Update, Genesee Transportation Council, 2011

2.1.3.2.2 Automobile/ Truck – Streets/ Roads/ Highways

Funding for the construction and maintenance of roads and bridges comes from a variety of Federal, State and local sources. Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law in July 2012, creates a stream-lined, performance based and multi-modal program that includes the following core highway programs³⁸:

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP), including Railway-Highway Crossings
- Metropolitan Planning
- Transportation Alternatives (TA) – encompasses most activities previously funded under Transportation Enhancements, Recreational Trails, and Safe Routes to Schools

MAP-21 eliminates most prior discretionary programs but many of the eligibilities remain in other formula programs. MAP-21 created new discretionary program – Tribal High Priority Projects (THPP) and maintained the Projects of National and maintained Projects of National and Regional Significance (PNRS).

Funding through these programs is generally available for roads that have a functional classification higher than a local road or rural minor collector. The functional classifications of roads in Livingston County and in the Geneseo area are depicted in maps prepared by the NYS Department of Transportation and included in **Appendix E**.

State and Federal Funding for transportation improvements are allocated through the region’s Metropolitan Planning Organization (MPO), which is the Genesee Transportation Council. Projects approved for funding are listed in the GTC’s Transportation Improvement Program (TIP.)

The New York State Dedicated Highway and Bridge Trust Fund contributes non-Federal funds for physical improvements to roads and bridges that are part of the federal aid road and bridge network.

For the construction and maintenance of streets, roads, highways and bridges that are not part of the federal aid network, Livingston County and its municipalities are allocated funds from New York State through the following programs:

³⁸ SOURCE: Moving Ahead for Progress in the 21st Century Act (MAP-21): A Summary of Highway Provisions, Federal Highway Administration, Office of Policy and Governmental Affairs, July 17, 2012

- Consolidated Local Street and Highway Program (CHIPS): Provided to Livingston County, Towns and Villages for the construction and repair of roads, bridges and other facilities that are not part of the State highway system. CHIPS funding includes the Transportation Improvement Fund (TIF) and the Local Assistance Fund (LAF), through which funds are allocated to counties and towns based on shares of motor vehicle registrations, centerline highway mileage, and lane-miles, excluding interstate and state highways. This source of funding is limited to capital projects with a service life of 10 years or longer.
- Municipal Streets and Highway (Marchiselli) Program: Provides local governments with State funding to match federal aid for highway and bridge capital projects. The program provides 75% of the required non-federal match, which is typically 20-25% of project costs.

The NYS Department of Transportation (NYS DOT) is responsible for the construction and maintenance on State highways and bridges, including preventative maintenance such as resurfacing and filling pot holes and routine maintenance such as line painting, signage, roadside ditch maintenance and snow removal. NYS DOT also ensures the inspection of all bridges, regardless of ownership, every two years. Most of the maintenance is contracted to private firms. NYS DOT frequently contracts with municipalities for snow and ice removal.

2.1.3.2.3 Rail

The freight railroads in Livingston County are privately owned and operated. Grants, loans and Federal tax credits are available for capital improvements that provide economic development benefits to the community. New York State has invested in rail freight improvements that provide public benefits.

State funding programs for freight rail³⁹ include:

- Rail Service Preservation Program: Annual appropriation for freight capital projects
- Rebuild and Renew New York Transportation Bond Act of 2005: Project applications to be solicited and evaluated by NYS DOT. Requires 10% local match.
- Industrial Access Program. Rail access improvements are eligible. Funding is 60% grant and 40% loan. No new funding has been appropriated since 2006-2007.
- Multi-Modal Program: Provides funds for capital improvements. Projects are nominated by the Governor or members of the Legislature and evaluated by NYS DOT for compliance with the eligibility criteria. No local match is required.

³⁹ NYS Rail Plan, 2009

Federal funding programs include:

- Economic Development Administration Programs: Grants for public works and economic facilities
- MAP-21 (successor to the Federal SAFETEA-LU program): States may use funds from the National Freight Program and Transportation Mobility Program (successor to the Surface Transportation Program) for rail freight instead of highway improvements.

2.1.3.2.4 Air

The Airport Improvement Program (AIP), administered by the US Federal Aviation Administration (FAA), provides grants for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS). Funds are provided from the Airport and Airway Trust fund, which is supported by user fees, fuel taxes and other revenue sources. In Livingston County, the Dansville Airport is part of the system. The Geneseo airport, which is privately owned, is not eligible for these grants.

As a general aviation airport, the AIP provides 90% of eligible costs. Eligible projects include the construction or rehabilitation of runways, taxiways and aprons, lighting, signage drainage, weather observation stations, planning and environmental studies, and the removal of hazards. The FAA selects projects for funding based on national priorities and a national prioritization formula. The remaining 10% is divided equally between State and local funds.

2.1.3.2.5 Boat/Waterway

The NYSDEC, NYS OPRHP, Sheriff's Office Marine Patrol and Conesus Lake Association work on boat safety enforcement and education programs.

2.1.3.3 Regional Planning

Livingston County is part of the Genesee Transportation Council (GTC), the Federally-designated Metropolitan Planning Organization that is responsible for transportation planning and the allocation of Federal funds in the 9-county Rochester Metropolitan Area. The Chairman of the Livingston County Board of Supervisors serves on GTC's governing body (GTC Board) and the Livingston County Highway Superintendent and Planning Director serve on GTC's Planning Committee.

2.1.3.4 Cooperative Agreements

Several municipalities and Livingston County have formal and informal agreements in place that allow and encourage sharing of equipment and staff.

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 list of the plans and studies reviewed and a summary of the relevant recommendations are included in **Appendix D**. The narrative below summarizes the key recommendations. The locations of site-specific capital improvements are depicted in **Figure 2-9: Capital Improvement Recommendations – Existing Plans**, **Figure 2-10: Proposed Pedestrian Improvements**, and **Figure 2-11: Proposed Pedestrian Improvements – Geneseo Study Area**.

2.2.1 Capital Improvement Projects

2.2.1.1 Inter-Modal or Multi-Modal

The Regional Freight/ Goods Movement Plan recommends a regional scale rail/ highway transfer facility at a location to be determined.

The regional Genesee Transportation Council's Transportation Improvement Program for 2011-2014 has scheduled improvements to parking amenities along the Genesee Valley Greenway in Mt. Morris. The Erie-Attica Railroad Bridge and Trail Feasibility Study recommends the construction of parking lots at trailheads.

2.2.1.2 Transit/ Human Services Transportation

The regional Transportation Improvement Program for 2011-2014 includes a Computer Aided Dispatch/ Automatic Vehicle Locator communications system for LATS. The Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Plan Update (2011) recommends the construction of bus shelters and other amenities for transit users.

2.2.1.3 Auto/ Truck – Street/ Road/ Highway

The Genesee Transportation Council's Transportation Improvement Program for 2011-2014 has scheduled improvements to the I-390 rest area and truck parking, bridge replacements, and the rehabilitation of Maple Beach Road (completed in 2012.)

Physical improvements to NYS Route 63 near the York Central School were recommended in the Freight/ Goods Movement study, the York Comprehensive Plan and the Route 63 Corridor Study. These include the installation of caution lights at the entrance the Arkema plant, relocation of school driveways, and, though not considered feasible at this time, a by-pass from I-90 to I-390 to reduce truck traffic on NYS Route 63.

The Town of Conesus Transportation & Safety Management study recommended the reconstruction of East Lake Road and the installation of entry treatments along NYS Route 15. The Lima Comprehensive Plan recommended drainage improvements along Heath Markham, Dalton and Pond Roads in the Town and Eastwood Circle in the Village.

The Freight/Goods Movement study recommended improvements to NYS Route 15 at Livonia Gateway Park, along NYS Route 5 in Caledonia, and at the NYS Route 36/ Maple Street intersection in Dansville.

The improvement of tourism and wayfinding signage was recommended in the GTC Long Range Plan, the Regional Tourism Sign Study, and local plans.

Various capital improvements to local streets and roads have been identified and scheduled in the Capital Improvement Programs prepared by individual municipalities.

2.2.1.4 Pedestrian/ Bicycle

The construction of specific new trail segments is recommended in the Town and Village of Avon (Erie-Attica Trail) and the Town of Caledonia (Lehigh Valley Trail.) Comprehensive Plans for the Village of Avon and the Towns of Conesus, Lima, Livonia, West Sparta, and York also recommend new trails as well as new amenities along existing trails.

Extending the network of sidewalks is recommended in the Village of Geneseo as well as in the Villages of Avon and Lima and the hamlets of Conesus, Hemlock and York. Improved sidewalk lighting and other amenities are recommended for the Village of Mt. Morris.

2.2.1.5 Rail/ Air

The Freight/ Goods Movement plan and the Transportation Industrial Access Study prepared for GTC recommend the construction of a new rail spur to access the Dansville Industrial Park. The Freight/ Goods Movement Plan also recommends improvements to sidings and overhead clearance along the Rochester & Southern Railroad (RSR) and bulk transfer facilities for businesses.

The Genesee Transportation Council's Transportation Improvement Program for 2011-2014 (TIP) includes upgraded railroad crossings at Peoria and New Roads in the Town of Leicester.

Improvements to the G & W Railroad between Dansville and Mt. Morris is in need of repairs and upgrades that are expected to require approximately \$2.5 in funds.⁴⁰

⁴⁰ SOURCE: Livingston County Planning Department, 2012

The Capital Improvement Program for the Dansville Municipal Airport includes the following projects:

	Anticipated Cost
2013	
Rehabilitation of Runway 18-36	\$ 1,100,000
2014	
Easement Acquisition for Obstruction Removal – Phase II	\$ 250,000
Taxiway A, B & Apron Reconstruction (design)	\$ 50,500
Rotating Beacon & Tower Rehabilitation (Design)	\$ 25,000
2015	
Develop GPS Approach (RW 14-32)	\$ 100,000
Taxiway A, B & Apron Reconstruction (Construction)	\$ 555,500
Rotating Beacon & Tower Rehabilitation (Construction)	\$ 275,000
Obstruction Removal (Design)	\$ 35,000
2016	
Obstruction Removal (Construction)	\$ 300,000
2017	
Construct Parallel Taxiway to Runway 32	\$ 700,000

The Regional Freight Study recommended that the following rights of way be preserved for future freight rail service:

- 5.7 miles of the Lehigh Valley RR Hemlock Line right of way between the Town of Mendon ("Rochester Junction" near Plains Road) and the Livonia Town Line
- 4.5 miles of intact rail right of way on the Livonia, Avon and Lakeville line between Main Street in the Village of Livonia and the end of the active Livonia, Avon & Lakeville rail line near the Avon/Livonia Town Line

2.2.1.6 Boat/ Waterway

The Village of Avon Comprehensive Plan recommends the construction of boat launches along the Genesee River.

The Village of Mt. Morris is working on a boat launch at the Genesee River near the Genesee River Hotel off State Route 36.

The Conesus Lake Watershed Council is working with the Conesus Lake Association and the NYS OPRHP on studying the feasibility of a boat-wash facility at/near the existing boat launch in Livonia. The purpose of a boat wash facility is to prevent invasive species from entering the Lake.

2.2.2 Services and Programs

2.2.2.1 Inter-modal or Multi-modal

The Genesee Transportation Council's (GTC) 2035 Long-Range Plan recommends a program to provide real-time travel information, upgrades to the Regional Commute program and car/ bike sharing programs. It also recommends programs to educate local boards about integrating land use and transportation.

The regional Freight/ Goods Movement study recommends programs to improve the resilience of the freight system, which involves primarily truck and rail in Livingston County, and to monitor congestion and delay. This study also recommends programs to mitigate the noise and emissions impacts of freight movement.

The Comprehensive Plans for the Towns of Conesus and York each recommend establishing a Capital Improvement Program for municipally-owned transportation and other infrastructure.

2.2.2.2 Transit/ Human Services Transportation

The GTC 2035 Long-Range Plan and the GFL Coordinated Public Transit-Human Services Transportation Plan recommend mobility management programs. The Long-Range Plan also recommends programs to increase the accessibility of public transportation. The Coordinated Plan also recommends the establishment of travel training programs, a centralized transportation services database, expanded service hours and locations, improved service to seniors, and increased support for volunteer and agency transportation services as well as taxi services.

Although most of the recommendations from the 2001 Strategic Plan for Public Transportation in Livingston County have been implemented, the recommendation to improve marketing and publicity for LATS remains relevant. The Village of Avon Comprehensive Plan also includes a recommendation to publicize transit as well as to add an express route from the Village to Rochester (currently RTS commuter service to downtown Rochester via Route 91 includes stops in East Avon, Lima and Rush and takes 1 hour, 15 minutes each way.)

2.2.2.3 Automobile/ Truck – Street/ Road/ Highway

The 2011-2014 Transportation Improvement Program allocates funding for preventative maintenance of four bridges. Several local plans also address road maintenance. The Mt. Morris Comprehensive Plan encourages improved maintenance of County highways and recommends that the Town and Village update their road/ street improvement programs annually. The Groveland Farmland Protection Plan recommends that repair projects be scheduled to avoid disrupting farm operations. The Rt. 39/ North Street/ Court Street Corridor Plan for the Village of Geneseo recommends enhanced maintenance of roads within the corridor. The Village of Geneseo Comprehensive Plan recommends the

creation of a transportation district or a system of impact fees to fund infrastructure upgrades.

The US Route 20/ NYS Route 5 Corridor Study: Lima to Canandaigua recommends a program to encourage landowners to pave driveways and install landscaping, and to establish a fund for viewshed protection and beautification.

The regional Freight/ Goods Movement study recommends updated truck driver navigation systems that provide better information about bridge clearances and routes, as well as programs to monitor congestion. It also recommends partnerships with SmartWay and NYSERDA to reduce fuel consumption and emissions.

To meet the objective to, “Protect and enhance the natural environment, cultural heritage and community appearance, and promote energy conservation,” the regional Freight/ Goods Movement study recommends that transportation planning and decision making support and reinforce local land use and development objectives and that transportation planning and decision making recognize local priorities balanced with broader community goals. To meet the objective to, “Promote efficient system management and operations,” Transportation and land use planning should be integrated in a fashion that optimizes the use of existing transportation and other municipal infrastructure. The study recommends, “Coordinate land use, economic development, and transportation investment policies and strategies.”

A Safe Passing Zones Survey prepared for the Livingston County Highway Department in 2011 will be utilized to determine whether additional “no passing” zones should be designated in the county and whether existing zones should be modified to reflect changed conditions. The updated logs will be utilized to ensure future annual pavement markings are laid out properly.

2.2.2.4 Pedestrian/ Bicycle

The Regional Trails plans completed in 2002 and 2004 recommended several programs to increase coordination and information sharing, to improve maintenance and operation of trails and to identify funding sources for ongoing maintenance. The Conesus Comprehensive Plan recommended establishing partnerships to develop links to regional trail systems and the West Sparta Comprehensive Plan recommended establishing a task force of trail users to spearhead the development and management of trails.

2.2.2.5 Rail/ Air

The regional Freight/Goods Movement study recommends programs to improve the efficiency of rail car interchanges.

2.2.3 Policy and Planning

This section identifies transportation-related policies, plans, laws and regulations that have been recommended in previous plans and studies.

2.2.3.1 Inter-modal or Multi-modal

The protection of rights-of-way, including former railroads, is recommended in GTC's Long-Range Plan. The Regional Rights-of-Way Action Plan recommended establishing priorities for their preservation.

The GTC 2035 Long-Range Plan recommends policies that prioritize ADA-compliant treatments of transportation facilities.

The Village of Avon Comprehensive Plan recommends new zoning and development regulations that address parking, access management and pedestrian accommodations.

2.2.3.2 Transit/ Human Services Transportation

The regional Coordinated Public Transit/ Human Services Transportation Plan recommends policies that encourage siting facilities where transit is available.

2.2.3.3 Auto/Truck – Street/Road/Highway

The adoption of access management standards along key transportation corridors is recommended by several local comprehensive and corridor management plans, including the Town of Conesus Transportation & Safety Management Plan and comprehensive plans for the Village of Geneseo, Town and Village of Lima, Town of Livonia, Town of Mt. Morris, and Town of York.

Several comprehensive plans recommend revisions to land use regulations: in the Town of Mt. Morris to improve design standards for new roads; in the Town and Village of Lima to avoid dead-end streets in new subdivisions; in the Village of Geneseo to encourage grid patterns and discourage cul-de-sacs in new development and to guide new development to existing arterial highways; in Nunda to limit strip residential development along State highways; and in York to direct large-scale developments to NYS Routes 63 and 36 and to establish standards for driveway spacing and curb cuts. The US Route 20/ NYS Route 5 Corridor Study: Lima to Canandaigua recommends the creation of an overlay district to protect viewsheds.

The Town of Conesus Transportation & Safety Management Plan recommends a feasibility study for paving dirt roads. The Livonia Comprehensive Plan recommends periodic review of road and street classifications. The Village of Avon Comprehensive Plan recommends the adoption of an Official Map that delineates routes for new transportation facilities. The US Route 20/ NYS Route 5 Corridor Study: Lima to Canandaigua recommends the elimination of passing zones near the Village of Lima.

The regional Freight/ Goods Movement study recommends increasing the allowable weight and length of trucks along certain roads, addressing low clearance and weight-restricted bridges, and managing the impacts of gas drilling.

2.2.3.4 Pedestrian/ Bicycle

The Village of Dansville Comprehensive Plan recommends the review and revision of sidewalk replacement policies in order to upgrade the condition of its sidewalk network.

The Genesee Transportation Council’s Regional Trails Plans recommend policies to promote shared development and maintenance of trails and a study to assess the economic impact of trails on communities.

Recommendations that sidewalks be required in new development are included in comprehensive plans for the Villages of Avon and Geneseo and the Town and Village of Lima (for development in and near the Village). The Town of York Comprehensive Plan recommends that new development adjoining existing trails be integrated with the trail through right-of-way dedication or financial contributions for maintenance and the Town of Conesus Transportation & Safety Management Plan recommends updating land use regulations to address the preservation of land for trails. The Village of Avon Comprehensive Plan recommends that development regulations require pedestrian level lighting in new developments.

Regulations to address pedestrian safety are recommended in the comprehensive plans for Conesus and Dansville. The Dansville Comprehensive Plan also recommends the designation of 2.5 miles of former railroad bed along East Hill for park use.

2.2.3.5 Rail/ Air

The regional Freight/ Goods Movement study recommends the preservation of the railroad rights-of-way in Lima and Livonia for freight rail service.

The Dansville Comprehensive Plan recommends support for and promotion of airport improvement projects.

2.2.3.6 Boat/ Marine

The Genesee-Finger Lakes Regional Blueway Analysis recommends policies to enhance water access and connectivity at specific “blueway opportunity areas” along Conesus Lake, Hemlock Lake, the Genesee River and Canaseraga Creek.

2.3 Stakeholder Interviews

As part of the public communications and promotion for the Plan, a number of project stakeholder groups were interviewed or surveyed. 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. The purpose of stakeholder participation is to obtain their input and feedback regarding their operations, existing and future needs, overlaps or gaps in existing service, issues with funding or sharing of resources, etc.

The following are the different stakeholder groups that were interviewed/surveyed regarding transportation needs and concerns. A detailed breakdown of invited and participating entities is provided in **Appendix F**:

- Service Providers
- Government Agencies
- Consumers
- Highway and Safety
- Human Services Providers, Housing & Advocacy Organizations
- Business/Employers/Employees
- Environmental & Recreation
- Economic Development/ Rail & Aviation

While the discussion topics varied from group to group, the following is a summary of the most shared concerns, issues and needs:

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

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

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

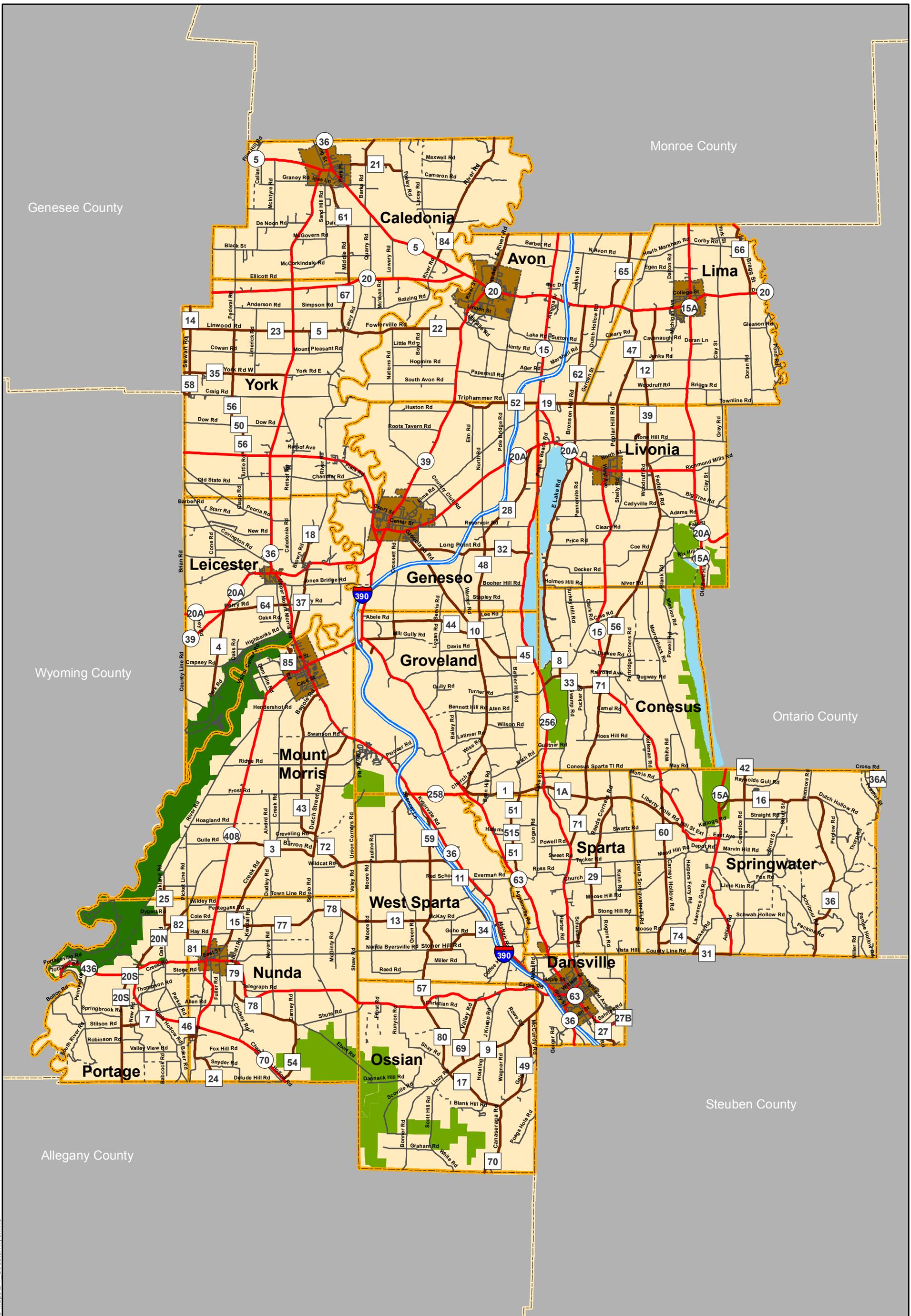
Town/Village of Geneseo

- 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)

Other 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



Genesee County

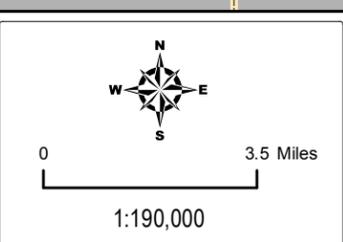
Monroe County

Wyoming County

Ontario County

Allegany County

Steuben County

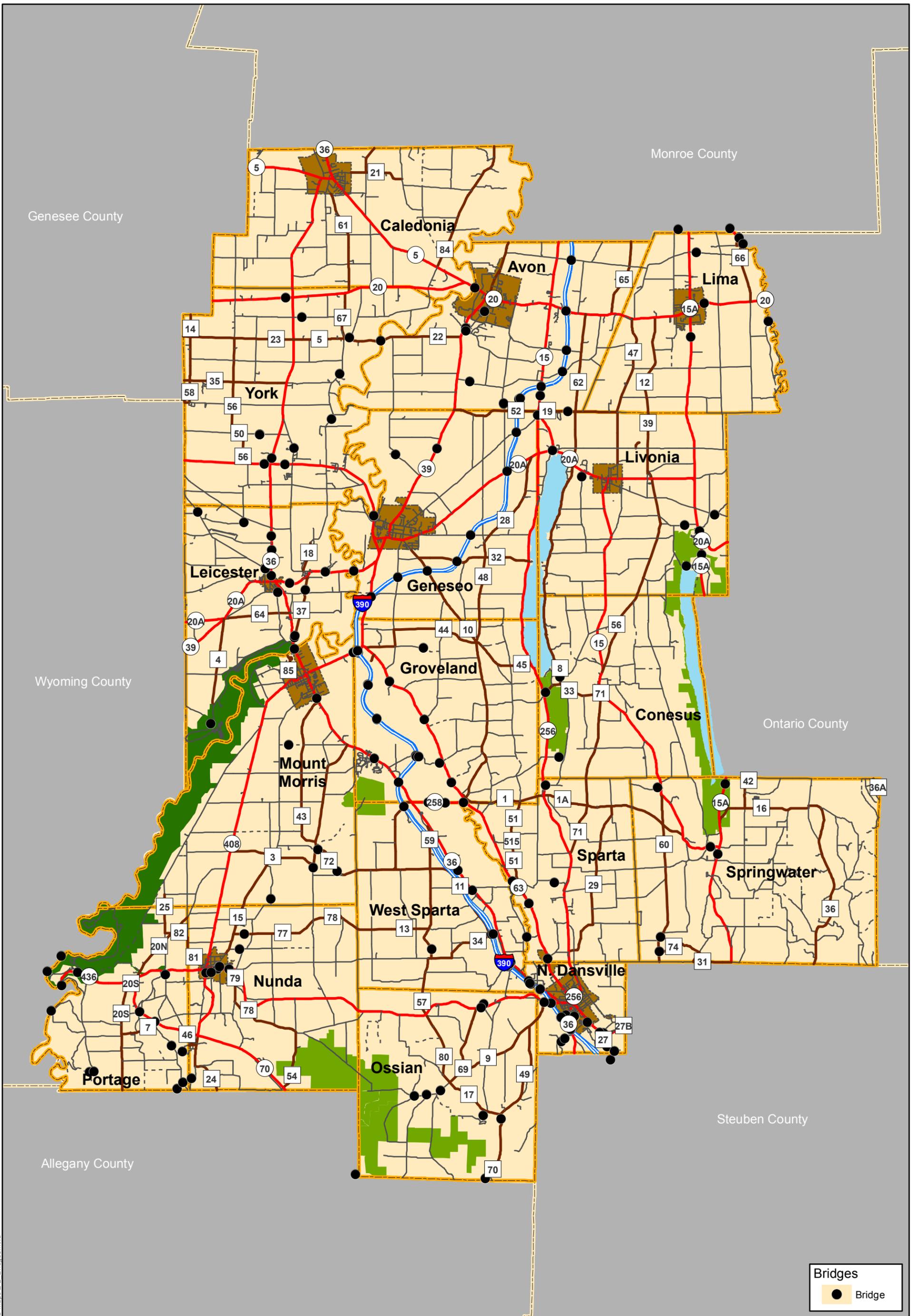


- Local Road
- County Highway
- State Highway
- Expressway
- Village
- Town
- Letchworth Park
- State Forest/ WMA
- Lakes

**LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN**

STREETS & HIGHWAYS

FIGURE 2-1



Bridges

- Bridge



0 3.5 Miles

1:190,000

- Local Road
- County Highway
- State Highway
- Expressway
- Village
- Town
- Letchworth Park
- State Forest/ WMA
- Lakes

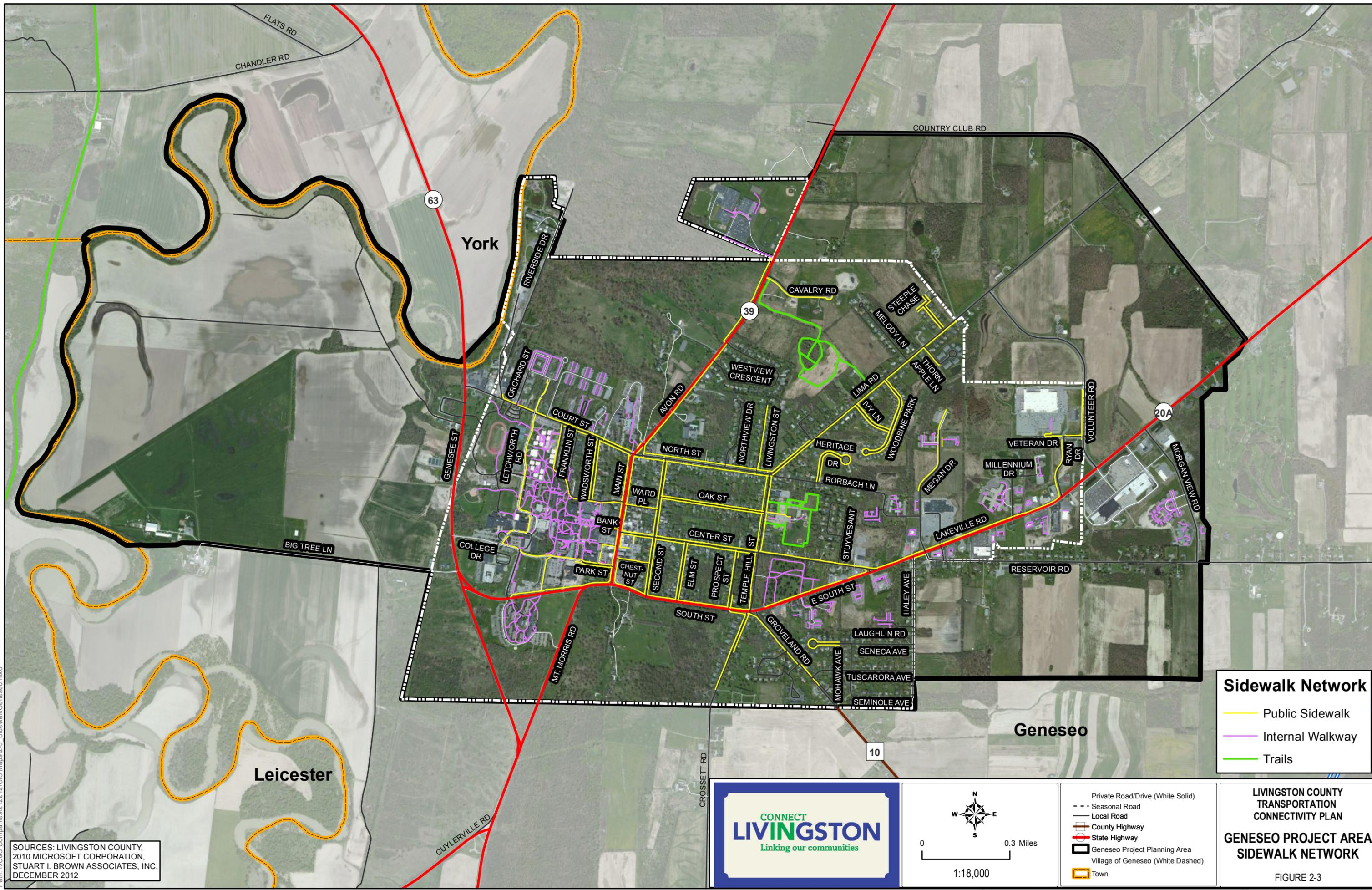
**LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN**

BRIDGES

FIGURE 2-2

Path: I:\C&S Companies\2122121\GIS Maps\2-2_Bridges.mxd

SOURCES: LIVINGSTON COUNTY,
STUART I. BROWN ASSOCIATES, INC.
DECEMBER 2012



Sidewalk Network

- Public Sidewalk
- Internal Walkway
- Trails

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

**LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN**

**GENESEO PROJECT AREA
SIDEWALK NETWORK**

FIGURE 2-3

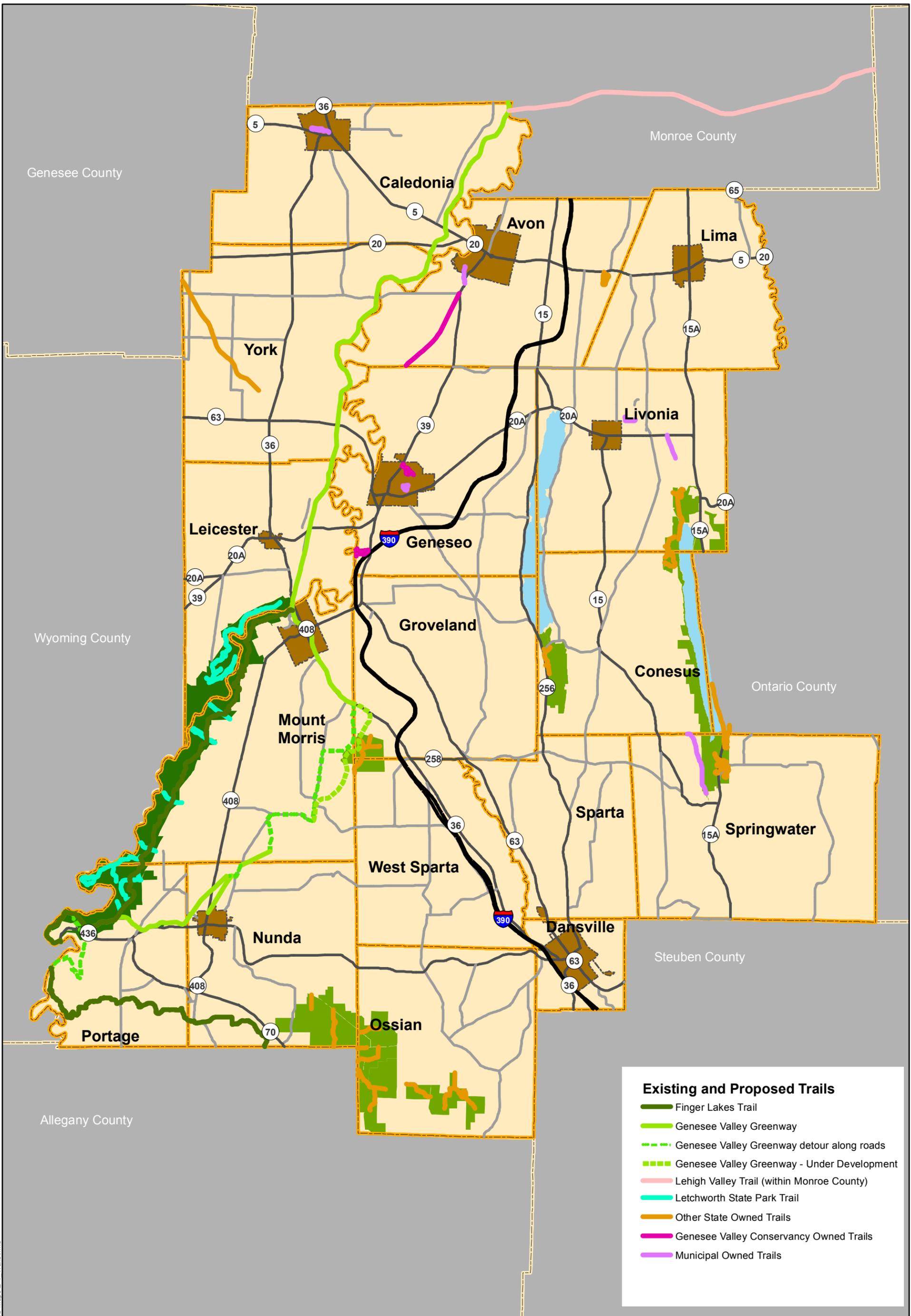
**CONNECT
LIVINGSTON**
Linking our communities

0 0.3 Miles

1:18,000

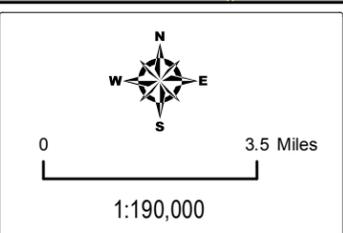
SOURCES: LIVINGSTON COUNTY,
2010 MICROSOFT CORPORATION,
STUART I. BROWN ASSOCIATES, INC.
DECEMBER 2012

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Existing and Proposed Trails

- Finger Lakes Trail
- Genesee Valley Greenway
- - - Genesee Valley Greenway detour along roads
- · · Genesee Valley Greenway - Under Development
- Lehigh Valley Trail (within Monroe County)
- Letchworth State Park Trail
- Other State Owned Trails
- Genesee Valley Conservancy Owned Trails
- Municipal Owned Trails



- Local Road
- County Highway
- State Highway
- Expressway
- Village
- Town
- Letchworth Park
- State Forest/ WMA
- Lakes

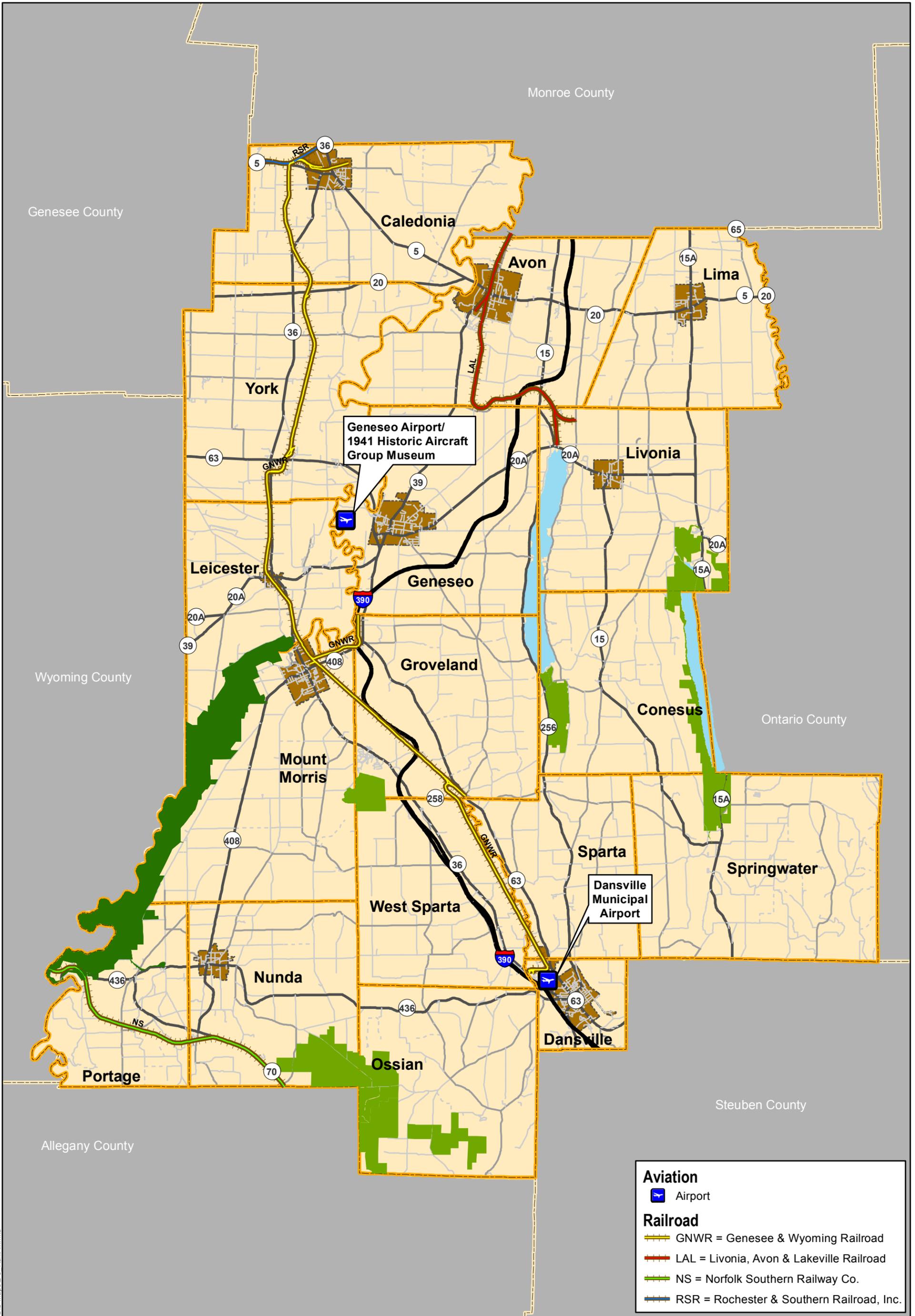
**LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN**

TRAILS

FIGURE 2-4

Path: \\C&S_Companies\212212\GIS\Maps\2-4_Trails.mxd

SOURCES: LIVINGSTON COUNTY,
STUART I. BROWN ASSOCIATES, INC.
DECEMBER 2012

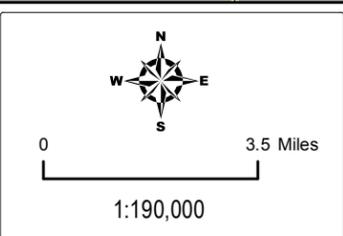


Aviation

- Airport

Railroad

- GNWR = Genesee & Wyoming Railroad
- LAL = Livonia, Avon & Lakeville Railroad
- NS = Norfolk Southern Railway Co.
- RSR = Rochester & Southern Railroad, Inc.



- Local Road
- County Highway
- State Highway
- Expressway
- Village
- Town
- Letchworth Park
- State Forest/ WMA
- Lakes

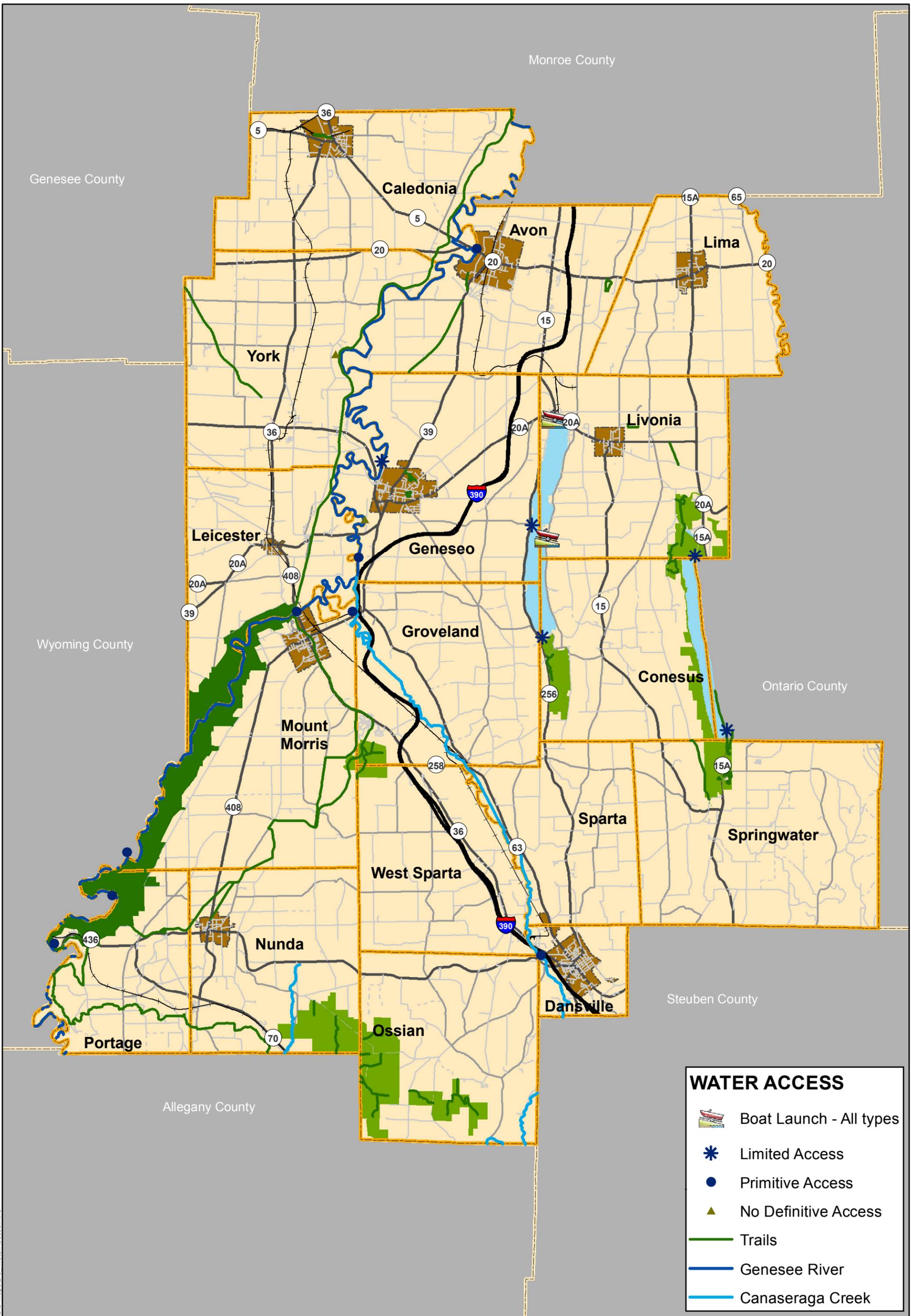
**LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN**

**RAIL and
AVIATION**

FIGURE 2-5

SOURCES: LIVINGSTON COUNTY, STUART I. BROWN ASSOCIATES, INC. DECEMBER 2012

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WATER ACCESS

- Boat Launch - All types
- Limited Access
- Primitive Access
- No Definitive Access
- Trails
- Genesee River
- Canaseraga Creek

- Local Road
- County Highway
- State Highway
- Expressway
- Village
- Town
- Letchworth Park
- State Forest/ WMA
- Lakes

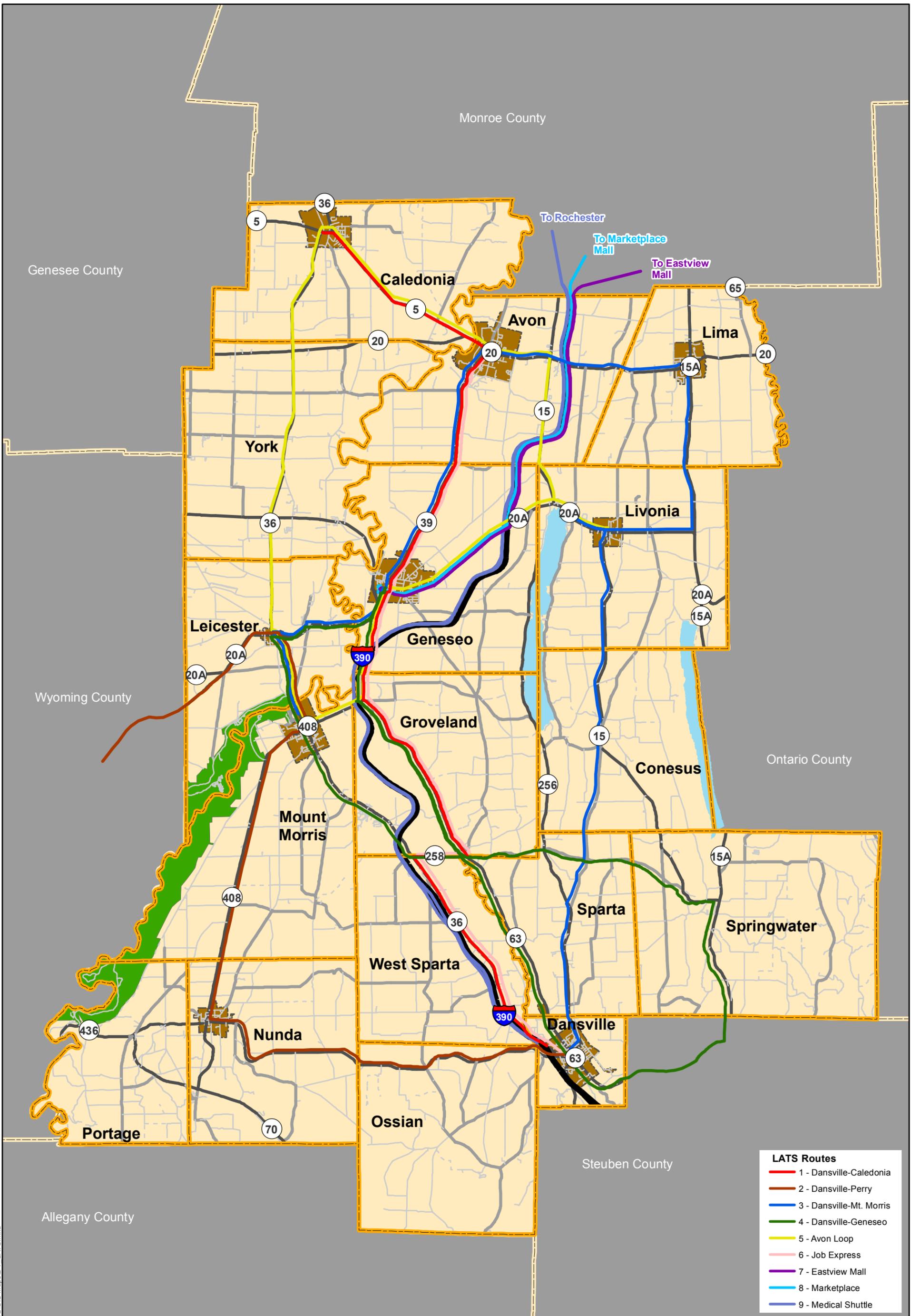
LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN

WATER ACCESS

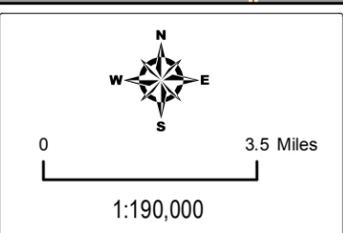
FIGURE 2-6

SOURCES: GENESEE - FINGER LAKES BLUEWAY ANALYSIS, GFL REGIONAL PLANNING COUNCIL (2010), STUART I. BROWN ASSOCIATES, INC. DECEMBER 2012

Path: I:\GIS\Companes\212212\GIS_Maps\2_6_WaterAccess.mxd



- LATS Routes**
- 1 - Dansville-Caledonia
 - 2 - Dansville-Perry
 - 3 - Dansville-Mt. Morris
 - 4 - Dansville-Geneseo
 - 5 - Avon Loop
 - 6 - Job Express
 - 7 - Eastview Mall
 - 8 - Marketplace
 - 9 - Medical Shuttle



- Local Road
- Seasonal Road
- County Highway
- State Highway
- Expressway
- Village
- Town
- Letchworth State Park
- Lakes

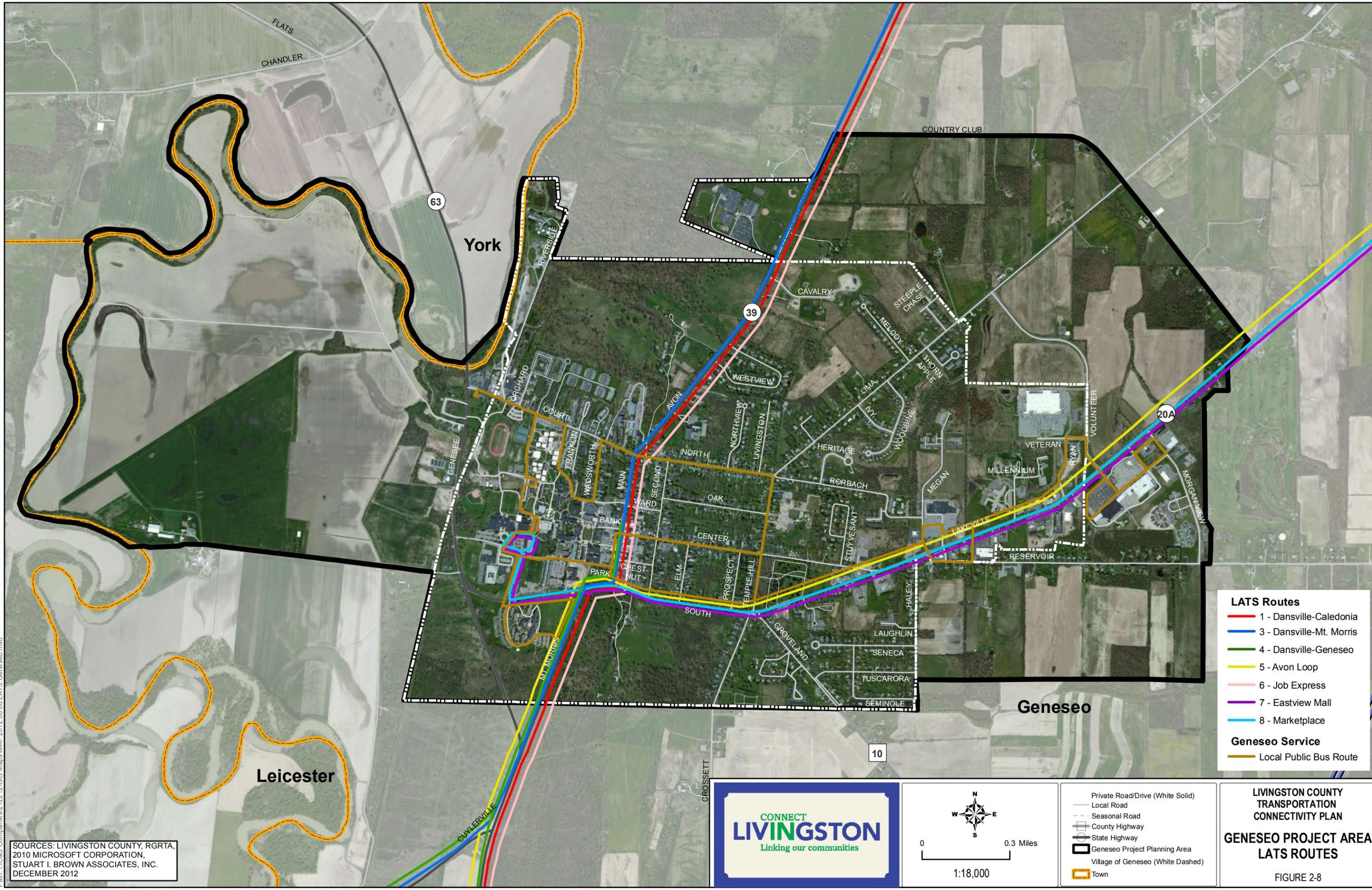
**LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN**

LATS ROUTES

FIGURE 2-7

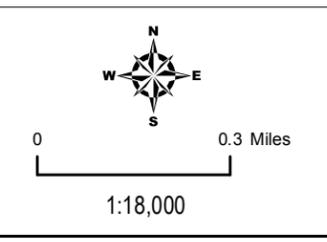
Path: I:\C&S Companies\212212\GIS Maps\2-7 LATS.mxd

SOURCES: LIVINGSTON COUNTY,
STUART I. BROWN ASSOCIATES, INC.
JULY 2012



- LATS Routes**
- 1 - Dansville-Caledonia
 - 3 - Dansville-Mt. Morris
 - 4 - Dansville-Geneseo
 - 5 - Avon Loop
 - 6 - Job Express
 - 7 - Eastview Mall
 - 8 - Marketplace
- Geneseo Service**
- Local Public Bus Route

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



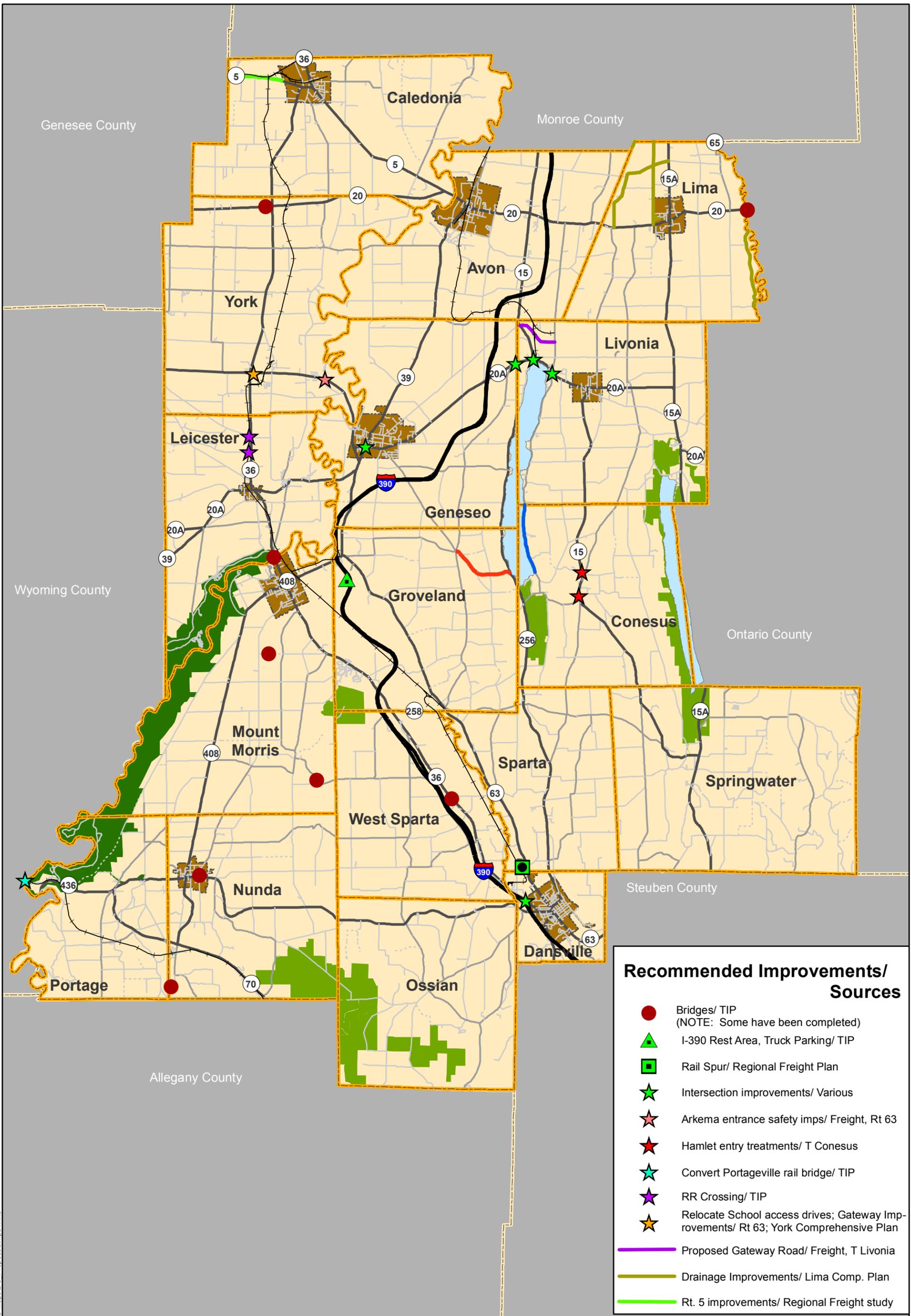
**LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN**

**GENESEO PROJECT AREA
LATS ROUTES**

FIGURE 2-8

SOURCES: LIVINGSTON COUNTY, RGRTA,
2010 MICROSOFT CORPORATION,
STUART I. BROWN ASSOCIATES, INC.
DECEMBER 2012

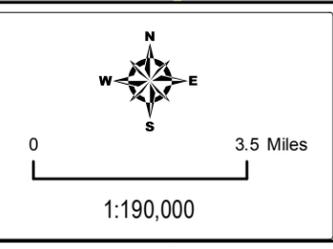
Path: I:\C&S Companies\212212\GIS Maps\MAP_2012_06_08_LATS_Geneseo.mxd



Recommended Improvements/ Sources

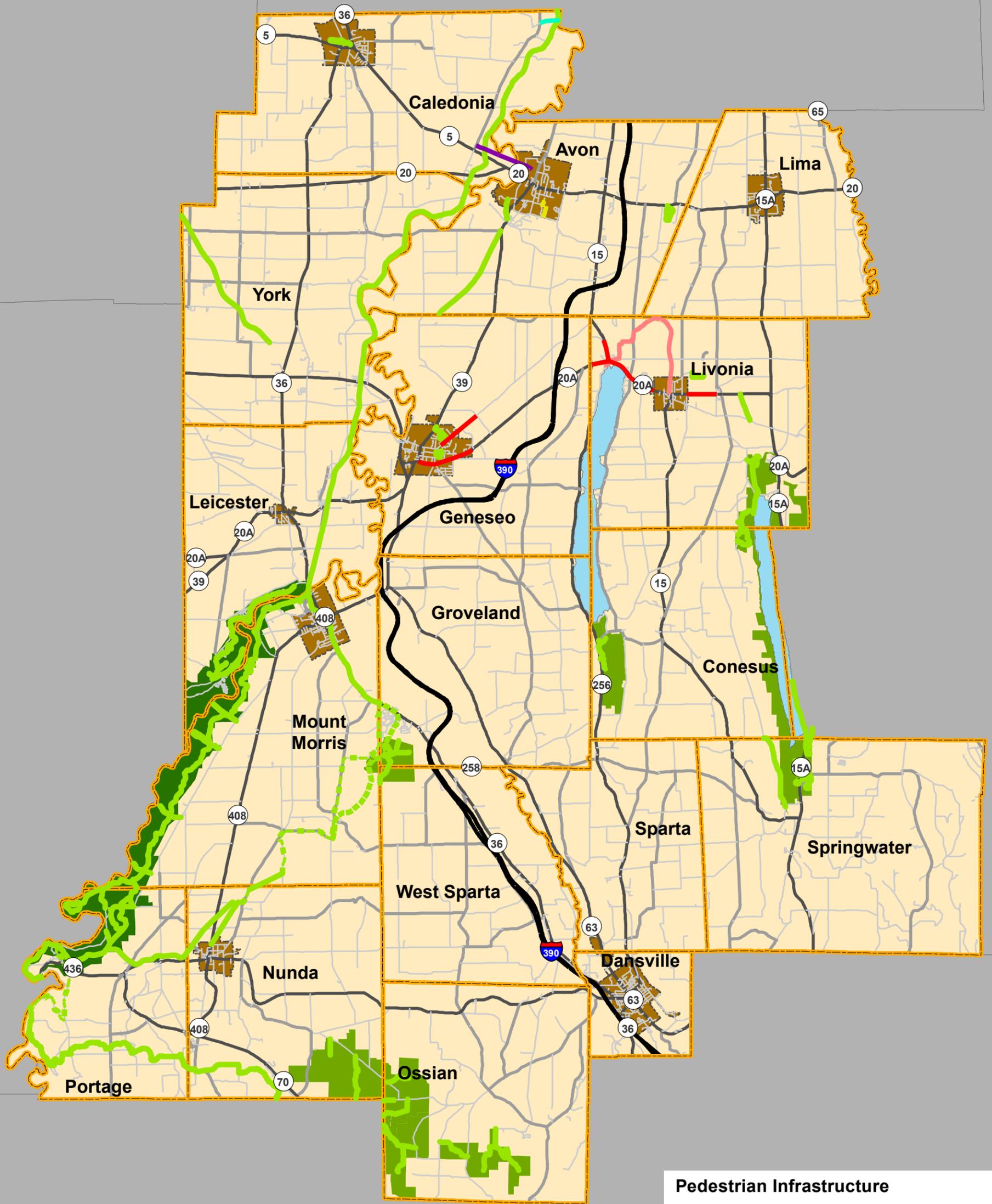
- Bridges/ TIP
(NOTE: Some have been completed)
- ▲ I-390 Rest Area, Truck Parking/ TIP
- Rail Spur/ Regional Freight Plan
- ★ Intersection improvements/ Various
- ★ Arkema entrance safety imps/ Freight, Rt 63
- ★ Hamlet entry treatments/ T Conesus
- ★ Convert Portageville rail bridge/ TIP
- ★ RR Crossing/ TIP
- ★ Relocate School access drives; Gateway Improvements/ Rt 63; York Comprehensive Plan
- Proposed Gateway Road/ Freight, T Livonia
- Drainage Improvements/ Lima Comp. Plan
- Rt. 5 improvements/ Regional Freight study

SOURCES: LIVINGSTON COUNTY, VARIOUS EXISTING PLANS AS NOTED IN TEXT
STUART I. BROWN ASSOCIATES, INC.
DECEMBER 2012



LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN
CAPITAL IMPROVEMENT
RECOMMENDATIONS -
EXISTING PLANS
FIGURE 2-9

Path: I:\C&S Companies\2.12212\GIS Maps\2-9_ProposedImps.mxd

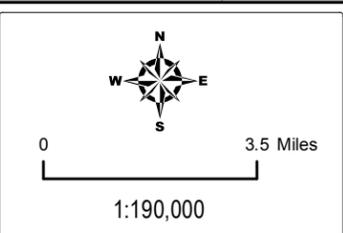


Pedestrian Infrastructure

- Existing Trails
- - - Existing Trail Detours Along Roads
- ▬▬▬ Trails Currently Under Development

Proposed Sidewalk/Trail Extensions

- Sidewalk Extensions
- Erie-Attica Proposed Trail
- Lehigh Valley Proposed Trail
- Lakeville-Livonia Proposed Trail
- Other Trail Extensions / V Avon Comp Plan



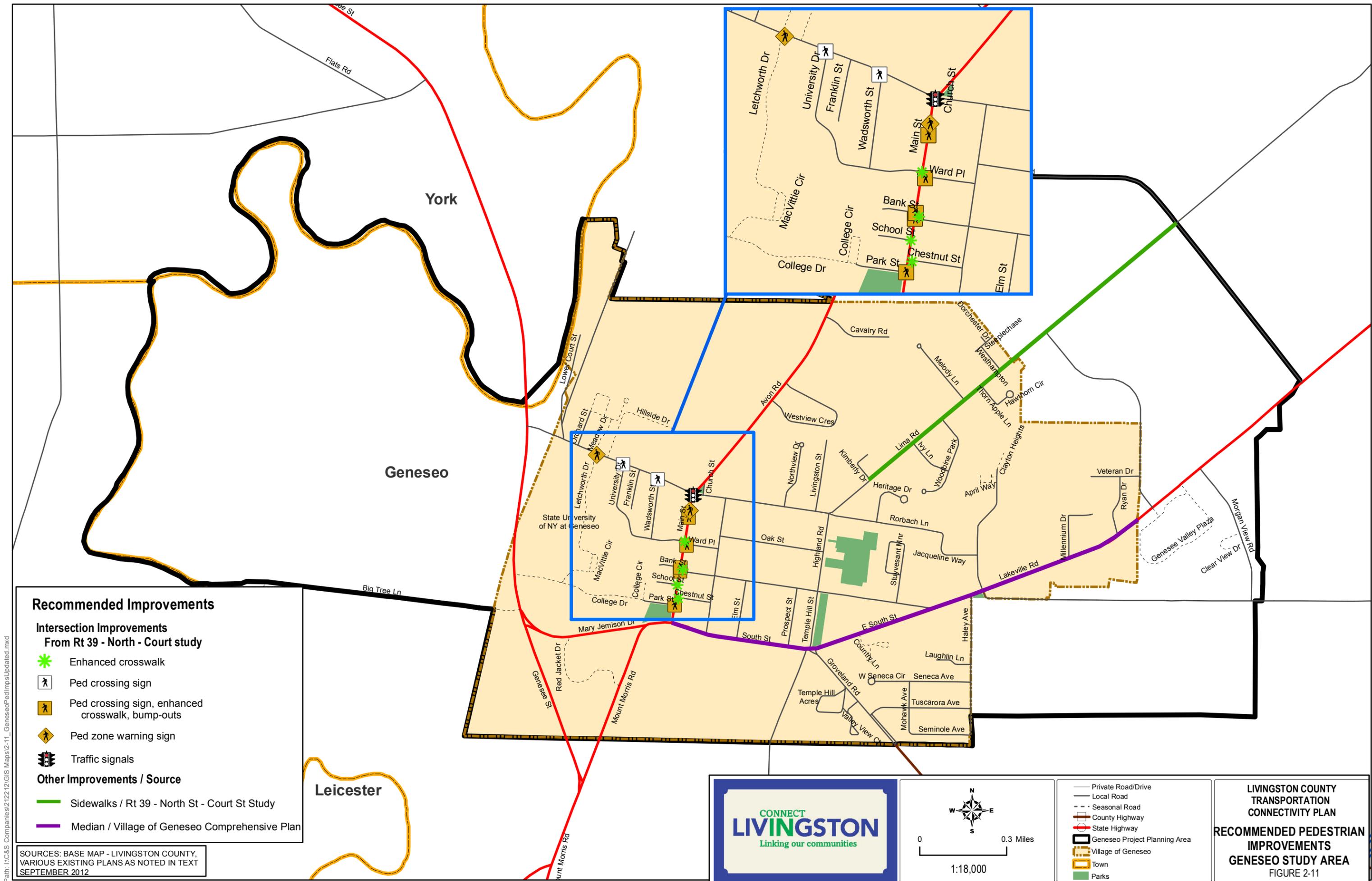
- Local Road
- County Highway
- State Highway
- Expressway
- Village
- Town
- Letchworth Park
- State Forest/ WMA
- Lakes

LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN

**PROPOSED PEDESTRIAN
IMPROVEMENTS**

FIGURE 2-10

SOURCES: LIVINGSTON COUNTY,
VARIOUS EXISTING PLANS AS NOTED IN TEXT
DECEMBER 2012



Recommended Improvements

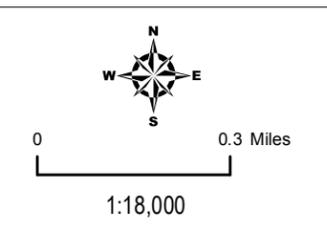
**Intersection Improvements
From Rt 39 - North - Court study**

- Enhanced crosswalk
- Ped crossing sign
- Ped crossing sign, enhanced crosswalk, bump-outs
- Ped zone warning sign
- Traffic signals

Other Improvements / Source

- Sidewalks / Rt 39 - North St - Court St Study
- Median / Village of Geneseo Comprehensive Plan

SOURCES: BASE MAP - LIVINGSTON COUNTY,
VARIOUS EXISTING PLANS AS NOTED IN TEXT
SEPTEMBER 2012



- 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**

**RECOMMENDED PEDESTRIAN
IMPROVEMENTS
GENESEO STUDY AREA**

FIGURE 2-11

Path: I:\C&S Companies\212212\GIS Maps\2-11_GeneseoPedImpsUpdated.mxd

