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Technical Memorandum #2:
Needs Assessment

May 2013

Submitted by:



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Livingston County Transportation Connectivity Plan

*Technical Memorandum #2:
Needs Assessment*

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Transportation Connectivity Plan

TABLE OF CONTENTS

1. Needs Assessment.....	1-1
2. Transit Need, Demand, and Gap Analysis.....	2-1
2.1. Transit Need and Demand Analysis.....	2-1
2.1.1. Introduction.....	2-1
2.1.2. Transit Need.....	2-2
2.1.3. Transit Demand.....	2-3
2.1.4. Major Trip Generators.....	2-8
2.1.5. Commuting Demand.....	2-10
2.1.6. On-Board Rider Transit Survey.....	2-11
2.1.7. Needs Identified by Other Studies.....	2-11
2.2. Gap Analysis.....	2-12
2.2.1. Introduction.....	2-12
2.2.2. Service Gaps.....	2-13
2.2.3. Access to Transit.....	2-16
3. Public Survey Results.....	3-1
4. Public Meeting.....	4-1
5. Summary of Needs From Existing Studies.....	5-1
5.1. Infrastructure Needs.....	5-1
5.2. Service and Program Needs.....	5-5
5.3. Policy and Planning Needs.....	5-6
6. Summary of Needs.....	6-1
6.1. Summary of Needs by Mode.....	6-1
6.2. Summary of Needs by Location.....	6-5



Transportation Connectivity Plan

LIST OF TABLES

Table 2-1: Persons with Transportation Needs 2-2

Table 2-2: TCRP Estimated Demand for Transit Trips 2-6

Table 2-3: Major Employers 2-9

Table 2-4: Place of Work for Livingston County Residents..... 2-10

Table 5-1: Infrastructure Needs from Existing Studies5-1

Table 5-2: Service and Program Needs from Existing Studies.....5-5

Table 5-3: Policy and Planning Needs from Existing Studies5-6

LIST OF FIGURES

Figure 2-1: Methodology for Estimating Annual Non-Program Rural Transit Demand..... 2-5

(Figures provided at the end of Section 2)

Figure 2-2: Estimated Annual Transit Trip Demand - TCRP Model

Figure 2-3: Arkansas and Arizona Method Average Transit Trip Demand Density

Figure 2-4: Greatest Transit Needs Index

Figure 2-5: Major Destinations and Trip Generators

Figure 2-6: Commuting Locations for Livingston County Residents

Figure 2-7: Job Density for Livingston County Residents

Figure 3-1: Survey Notice/Postcard.....3-1

Figure 3-2: Where Respondents Live3-2

Figure 3-3: Mode Share3-2

Figure 3-4: Reasons for Mode Choice3-3

Figure 3-5: LATS Services Used.....3-4

Figure 3-6: Other Services Used.....3-4

Figure 3-7: Incentives for Walking/Biking.....3-5

Figure 3-8: Options Considered Other Than Driving Alone3-6

LIST OF APPENDICES

- A. Rider Survey Results
- B. Public Survey
- C. Public Meeting
- D. Summary of Needs From Existing Studies and Plans



1. Needs Assessment

While the first technical memorandum focused on describing Livingston County’s existing transportation system, the second memorandum – Needs Assessment – provides insight into the needs of its users and where the current system is lacking. Besides the inventory information collected on all aspects of the transportation system and previous studies that documented needs and recommendations, the needs assessment is also informed through efforts that involved obtaining feedback from those that operate and use the different elements of the system every day.

This memorandum will begin with a closer look at the existing transit system, the overall mobility needs and potential demands of the County’s population and where the gaps in the transit services are. The needs of the other aspects of the transportation system have been obtained through previous studies and documents, stakeholder interviews (that were summarized in the first technical memorandum), an online public survey and a public informational meeting held in November 2012. The result is a comprehensive list of needs and gaps in the existing transportation system to consider as recommendations to improve the connectivity within the County for all users.

2. Transit Need, Demand, and Gap Analysis

2.1. Transit Need and Demand Analysis

2.1.1. Introduction

The Livingston Area Transportation Service (LATS), a subsidiary of the Rochester Genesee Regional Transit Authority (RGRTA) provides public transit service within the county. LATS operates 9 fixed-routes throughout Livingston County, including a medical shuttle into Rochester. Dial-A-Ride service is available in Avon, Dansville, and Mount Morris on weekdays and between all other communities in the county on specific days of the week. LATS also provides human service trips for the Livingston County Department of Social Services and other human services providers in the area. During fiscal year 2010 – 2011, LATS reported total ridership of 245,282 and a total of 608,048 miles driven by its 25 buses. LATS has 29 employees and an annual payroll of \$806,160.

One of the key steps in developing and evaluating public transportation plans is an analysis of the mobility needs of the population and the potential transit demand within the population. After identifying both need and demand, and comparing with the current structure of the transit service, it is possible to identify gaps in the service and areas for improvement to better serve potential riders.

An important, though subtle, distinction here is between need and demand. Need refers to the desire for transit service regardless of the presence of transit. Demand refers to the number of transit trips that are likely to be made given a set of service characteristics (e.g., geographic area, price, service frequency, annual vehicle-miles of service).

The estimation techniques for need and demand are based on data available from the U.S. Census Bureau. Much of the data is available in the American Community Survey (ACS), which is an annual survey of approximately 2.5% of households. The ACS replaces the long-form (Summary File Three) of the decennial census. ACS data is made available for each year and rolling three-year and five-year periods. Data for geographic areas with small populations (under 20,000) are only available in the five-year rolling summaries. The most recent five-year ACS data available is for the period 2007 to 2011.

In addition to ACS data, the demand and need analysis uses data from the 2000 Census (Summary Files One and Three) and the 2010 Census. In some cases, due to changes in the available Census products, Census 2010 data or ACS 2007-2011 data did not provide the exact data needed for the estimations. In these instances, Census 2000 data was combined with more recent data to extrapolate the needed information. A final note on data is that in 2008 the Census changed the ACS questionnaire as it relates to disabilities, meaning that data on disabilities was extrapolated using Census 2000 data, a period which used a slightly different definition of disability.

2.1.2. Transit Need

Need for transit services has been calculated using two different methodologies, both contained within *Transit Cooperative Research Program (TCRP) Web-Only Document 49: Methods for Forecasting Demand and Quantifying Need for Rural Passenger Transportation*. This report is the Interim Workbook for TCRP Project B-36, submitted in December 2009. Work for TCRP B-36 is ongoing. Both of the estimation techniques are done at the county level and thus show need for transit service for Livingston County as a whole.

2.1.2.1. Population Segment Method

The first method for estimating transit need in Livingston County is the Population Segment method, which estimates the number of people in a given geographic area likely to require a passenger transportation service. This method is based on ACS data for two population groups and is shown in the table below.

Table 2-1: Persons with Transportation Needs

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

SOURCE: 2011 American Community Survey, 5-Year Average, U.S. Census Bureau, Tables B17001 and B08201

These two population groups, persons below poverty and persons residing in households with zero vehicles, are the two most likely groups to need transit services because they are the most likely not to have access to a private automobile for trips. The total number of persons in Livingston County which are likely to need transit access is 9,018 or roughly 14% of the County population.

2.1.2.2. Mobility Gap Method

The second method used to calculate need is the Mobility Gap method. This approach looks at the difference between the number of trips taken by zero vehicle households and the number of trips taken by one vehicle households. Having a personal automobile increases mobility compared to individuals who must rely on transit, carpooling, walking, or other modes, and this mobility gap is expressed as the difference between the trips taken by zero vehicle households and one vehicle households.

This method relies on information from the National Household Travel Survey. *TCRP Document 49* includes the mobility gap for each of the nine census regions. For the Middle Atlantic region, which includes Livingston County, New York, zero vehicle households made 3.1 trips per day and one vehicle households made 5.9 trips per day, leading to a mobility gap of 2.7 trips per day. In other words, having a car in the Middle

Atlantic region allowed a household to make 2.7 more trips per day than households without cars.

According to ACS data, there are 1,270 households with zero vehicles in Livingston County. Using the mobility gap of 2.7, individuals in these households would make 3,429 more trips per year if they had the mobility of one vehicle households. Based on a 250-working-day year, this is an additional 857,250 trips if all of these trips were taken on LATS.

Both of the methods to calculate need show a significant need in Livingston County. Over 9,000 individuals are in the population groups most likely to depend on transit services for mobility. Also, there are over an estimated 850,000 annual trips not taken by individuals who lack access to automobiles. It is important to note that providing transit service to meet all demonstrated need as defined by these methods is an unrealistic goal for a transit agency due to financial and other considerations. The cost of constructing a system to meet all estimated need would be prohibitive, especially for a rural transit agency. A more appropriate goal for a transit agency is to satisfy demand for its services which is discussed in the next section.

2.1.3. Transit Demand

Demand is distinguished from need by being based on the transportation services available in a defined geographic area, in this case Livingston County. For example, need looks at the population in groups that are often dependent on transit and the mobility gap for households without cars. In reality, many of these people and trips will use transit to satisfy their needs, but other methods may also be used by individuals depending on the specific structure of transportation services in their area and their individual needs. For example some trips may be made by walking or carpooling, some trips may be delegated to friends or family, some trips may be combined with other trips (also known as trip chaining), and some trips may be simply foregone. Demand estimation seeks to determine the expected number of trips taken on transit within a geographic area.

Three methods were used to estimate the potential demand for transit in Livingston County. These methods pertain to demand, irrespective of vehicle type, so they cover both demand-responsive services and fixed-route services:

- TCRP Document 49 Methods
 - Rural Transit Demand Estimation Model
 - Annual Vehicle-Miles Estimation Technique
 - Annual Vehicle-Hours Estimation Technique
- The Arkansas and Arizona Models
- Greatest Transit Needs Index Model

2.1.3.1. TCRP Document 49 Methods

There are several demand estimation methods included in TCRP Document 49, and of these methods, the Rural Transit Demand Estimation Model, annual vehicle-miles estimation technique, and annual vehicle hours estimation technique, were chosen as the most applicable to LATS, because of the demographic and population characteristics of Livingston County.

The Rural Transit Demand Estimation Model was first proposed in *TCRP Project A-3: Rural Transit Demand Estimation Techniques*. This study represents the first substantial research into demand for transit services in rural areas and small communities since the early 1980s (the methodology was updated in 1995). This methodology is further confirmed as a valuable method by *TCRP Document 49*, which recommends using the Rural Transit Demand Estimation Model as one of its preferred demand estimation techniques.

This model uses a logit model approach to the estimation of transit demand that relates the quantity of service to the demographics of an area. This analysis considers transit demand in two major categories:

- *Program demand* – demand generated by transit ridership to and from specific social service programs
- *Non-program demand* – demand generated by other mobility needs of elderly persons, persons with ambulatory disabilities, and persons with below poverty income. Examples of non-program trips include shopping, employment, and medical trips.

This report focuses on non-program demand for LATS services in Livingston County because satisfying demand for program services are adequately met through existing institutional arrangements. The methodology for estimating non-program passenger transportation demand is a function of the following:

- The size of three population groups likely to use a rural passenger transportation service:
 - Seniors (persons aged 60 and over),
 - Persons with disabilities (persons aged 16 to 64 with ambulatory difficulties), and
 - Persons with income below the poverty level (persons aged 64 and under)
- The size of the service area
- The amount of service (measured in annual vehicle-miles) available to each of the population groups

The service area in this case is Livingston County. Transit trips are taken by individuals who are not part of any of the population segments analyzed in this method, but the model accounts for this. The estimation was made by analyzing 185 transit agencies and

the three analyzed population segments were the most statistically meaningful variables. However, because transit trips were taken on the examined agencies by individuals not in the three population segments, the trip rates developed for these population segments are slightly higher than they would be otherwise. As a result, the non-program estimates include ‘general public’ demand. The mathematical equation used to estimate demand is shown in **Figure 2-1** below:

Figure 2-1: Methodology for Estimating Annual Non-Program Rural Transit Demand

$$D = R_e E \left(\frac{1}{1 + k_e e^{-U_e}} \right) + R_m M \left(\frac{1}{1 + k_m e^{-U_m}} \right) + R_p P \left(\frac{1}{1 + k_p e^{-U_p}} \right)$$

where:

D = annual demand for Non-Program Related passenger transportation.
(One-Way Trips per Year)

R_e = 1,200

R_m = 1,200

R_p = 1,200

E = number of persons age sixty or over.

M = number of mobility limited persons age sixteen to sixty-four.

P = number of persons, age sixty-four or less, in families with incomes below the poverty level.
The definition of the poverty level is that used for the 1990 U.S. Census.

k_e = e^{6.38}

k_m = e^{6.41}

k_p = e^{6.63}

U_e = 0.000510 x $\frac{\text{Annual Vehicle-Miles Available to Elderly Market}}{\text{Area of the County}}$

U_m = 0.000400 x $\frac{\text{Annual Vehicle-Miles Available to Mobility Limited Market}}{\text{Area of the County}}$

U_p = 0.000490 x $\frac{\text{Annual Vehicle-Miles Available to Low-Income Market}}{\text{Area of the County}}$

As stated above, the estimates were made at the block group level so that relative demand can be shown spatially within the County. The total demand for the entire County by each population segment is shown in **Table 2-2** on the following page.

Table 2-2: TCRP Estimated Demand for Transit Trips

Population Segment	Estimated Demand
Seniors	37,408
Persons with Ambulatory Difficulties	6,803
Persons with Income Below the Poverty Level	14,643
Total	58,494

SOURCES: Calculations based on: Census 2010, SF 1, Table QTP1; Census 2000, SF 3, Table P041; Census 2000, SF 3, Table P087; 2011 American Community Survey, 5-Year Average, Table B17021

Two other methods that are proposed in the TCRP Document 49 use service availability to estimate trips in the study area. The first method is based on annual vehicle-miles of service available and estimates there will be 0.2 trips per vehicle-mile. The second method estimates there will be 3.7 trips per vehicle-hour of service available. These two methods lead to annual ridership estimates of 88,373 and 97,842, respectively.

These methods clearly produce ridership estimates that are too low for Livingston County. The Rural Transit Demand Estimation Model leads to an estimate that is about 1/4 the current LATS ridership. The vehicle-mile and vehicle hour methods produce estimates that are about 1/3 to 1/2 the current LATS ridership.

There are a few possible reasons why the estimates using these models may be wrong. One of the biggest reasons is that none of these methods account for students directly, and the largely student-focused Geneseo Shuttle accounts for almost half of LATS ridership, about 115,000 trips per year out of 245,000 total trips. Unfortunately, as student-focused systems are often more urban in characteristic, the rural demand techniques do not account for them. Also, many university transit systems are run by the universities themselves, meaning they are often treated separately in the available research on rural demand. Teasing out the Geneseo Shuttle trips, the estimates from these methods are a lot closer to matching the remaining ridership from the Dial-a-Ride, demand-responsive, and other fixed-route services.

A similar issue is that parts of Livingston County have more urban characteristics than rural. The research that led to the different estimation techniques likely includes geographies covering small urban areas in addition to rural areas, but the character of these areas might not match those in Livingston County. It is also possible that LATS is simply a very productive system, serving far more riders than would be expected given the vehicle-miles and vehicle-hours of service.

Regardless of the low demand estimations from these methods, the spatial characteristics of the Rural Transit Demand Estimation Model still hold some value. **Figure 2-2** shows the distribution of demand within Livingston County, by Census block group.

2.1.3.2. Arkansas and Arizona Models

The Arkansas Model was developed by SG and Associates for the 1992 *Arkansas Public Transportation Needs Assessment and Action Plan*. The model uses trip rate factors developed for three likely transit using groups (seniors, individuals with disabilities, and individuals below poverty). The equation for the Model is shown below.

$$\text{UnlinkedPassTrips} = (8.4 * \text{Population} \geq 65 \text{ Years of Age}) + (30.0 * \text{Disabled Population} \leq 65 \text{ Years of Age}) + (14.5 * \text{Below Poverty Population} \leq 65 \text{ Years of Age})$$

The Arizona Model is an update to the Arkansas Model based on research by Cambridge Systematics. This method was used for the 2008 *Arizona Rural Transit Needs Study*. This is a much more current study that updates the model trip factors, but retains the same approach. The updated trip factors are:

- 6.79 trips per person per year for elderly persons age 60 and over,
- 4.49 trips per person per year for persons with disabilities under age 60, and
- 20.50 trips per person per year for persons living in poverty under age 60.

These two methods were used for the block groups in Livingston County. Not surprisingly, the results are similar. The Arkansas Model estimates 282,219 trips per year. The Arizona Model estimates 234,313 trips per year.

Finally, the Arkansas and Arizona demand estimation models were averaged together to produce one estimate of demand that incorporates both approaches. This was done because they are similar methods but based on slightly different research and slightly different study areas, so an estimate based on the average of the two methods will leverage both sets of research. The results for this model are shown in **Figure 2-3**. Using this method produced an estimate of 258,313 trips per year. Based on current ridership, LATS is meeting 95% of estimated demand.

2.1.3.3. Greatest Transit Needs Index Model

The third method used to estimate demand in Livingston County is the Greatest Transit Need Index Model (GTN). This method is used to compare, contrast, and augment the transit demand estimated using the Rural Transit Demand Estimation Model above. This method has been used in studies around the country including the NE Mississippi Coordinated Transit Service Study and the Johnston County Area Transit System 2011 Community Transportation Service Plan for Johnston County, NC. The method differs notably from the Rural Transit Demand Estimation Model by not estimating an actual expected number of trips, but rather producing a spatial estimation of the areas with the highest demand for transit. The GTN Model looks at the densities of the following groups:

- Zero-vehicle households
- Seniors (aged 60 and over)
- Mobility-impaired (aged 16-64 with an ambulatory difficulty)
- Below Poverty Income (aged 64 and under)

Using these categories, a “transit needs index” is created to determine the areas with the greatest transit need. The procedure that was utilized to estimate the GTN in the Study Area is as follows:

1. Calculate population density of US Census block groups within each user group (zero-vehicle households, seniors, mobility-impaired and below-poverty).
2. Rank the results in numerical order from lowest to highest and divide into six segments. Six segments were chosen in order to reflect a reasonable range that warranted equal representation.
3. Assign numerical scores to each of the six segments. The lowest densities and therefore the lowest transit need were given a score of one. The block groups in the segment with the next lowest densities were given a score of two, and so on. The block groups in the segment with the highest densities and therefore highest transit need were given a score of six. This scoring was completed for each of the categories (zero-vehicle households, seniors, mobility-impaired population, and below-poverty population).
4. After each block group is scored from one to six for the four categories, add all four scores together in order to calculate an overall score.
5. The overall score ranges from four (lowest demand for transit) to 24 (highest demand for transit). From these scores, the final Greatest Transit Need is calculated on a one to six scale with one representing the lowest demand for transit and six representing the highest demand for transit.

Figure 2-4 presents the output for the GTN index which shows spatially how demand is distributed within Livingston County. The results match the results from the Rural Transit Demand Estimation Model and the Arkansas and Arizona Models. The areas with the highest demand in all three sets of demand analyses are the villages, particularly Dansville, Mount Morris, and Geneseo. Nunda, Caledonia, Avon, and Lima all also show considerable transit demand.

2.1.4. Major Trip Generators

In addition to the quantitative need and demand estimation techniques, it is also possible to get a sense of the level of demand for transit services and where demand is located by examining the location of sites and services that are commonly needed. These include the location of major medical centers and hospitals, major employers, shopping centers, grocery stores, human and social services sites, colleges and universities, senior living facilities, and other hubs of activity. The location of the facilities can show where demand is concentrated.

Large employers and agglomerations of employers provide good opportunities for transit service. This is partly because large concentrations of employees all going to one location provide the ideal density to support transit service, but also because work trips are easy to predict and plan for as they generally happen at regular hours every day. Trips like medical or social trips can be harder to account for in a transit system because they are not always regularly recurring nor do they have regularly recurring hours necessarily. **Table 2-3** shows the major employers in Livingston County as noted in Technical Memorandum #1. For the most part, they are located in Geneseo, Mount Morris, and Avon.

Table 2-3: Major Employers

Employer	Location	# Employees¹
Livingston County	Geneseo, Mt. Morris	1,036
State University of New York at Geneseo	Geneseo	936
Groveland and Livingston Correctional Facilities	Mt. Morris	1,038
American Rock Salt Company	Groveland	253
Nicholas Noyes Hospital	Dansville	357
Star Headlight & Lantern Company	Avon	200
Kraft Foods North America	Avon	350
NYS Department of Environmental Conservation	Avon	200

Other important destinations are government health and human service centers, Noyes hospital, and commercial parcels. Noyes hospital is a 72-bed facility in Dansville. There are concentrations of government health and human services offices, particularly in Dansville, Geneseo, Nunda, Caledonia, and Livonia. There are concentrations of commercial properties in Geneseo, Dansville, and Nunda and along major highways. **Figure 2-5** shows how some major destinations and trip generators are distributed in Livingston County, along with the current LATS routes.

SUNY Geneseo is also a major trip generator, listed among the major employers but worth mentioning on its own because it has its own LATS route to serve the needs of the students, although the Geneseo Shuttle is also available to the general public as well. The Geneseo Shuttle is the component of LATS with the single highest ridership, about 115,000 trips per year. The Shuttle has a small service area focused on the immediate need for transit on and near campus, but there are still a lot of trips to and from campus that are not possible on the shuttle. The campus has a little more than 5,000 students and employs a little fewer than 1,000 staff and faculty.

¹ SOURCE: Greater Rochester Enterprise; Livingston County Industrial Development Agency

2.1.5. Commuting Demand

Another potential generator of transit need and demand is out of county travel, particularly for medical and employment trips. Of these, the medical trips are the hardest to quantify, but trips to Rochester area hospitals and medical facilities may be needed from time to time. Work trips have better data, partly because they occur regularly and predictably. The Longitudinal Employer-Household Dynamics (LEHD) dataset developed by the U.S. Census Bureau provides a wealth of journey to work data for commuting trips and is based on a more complete dataset than the ACS data.

One important finding from the LEHD data is that Livingston County has a significant amount of out-commuting (residents of Livingston County commuting to other counties for work). This is particularly noticeable with Monroe County, where Rochester is located. More Livingston County residents actually work in Monroe County than work in Livingston County. Erie County, where Buffalo is, also has a significant amount of commuting. Error! Reference source not found.shows where Livingston County residents work.

Table 2-4: Place of Work for Livingston County Residents

Monroe County, NY	8,938	35.20%
Livingston County, NY	8,206	32.30%
Erie County, NY	2,113	8.30%
Ontario County, NY	1,017	4.00%
Steuben County, NY	817	3.20%
Wyoming County, NY	732	2.90%
Genesee County, NY	691	2.70%
Onondaga County, NY	457	1.80%
Allegany County, NY	208	0.80%
Cattaraugus County, NY	185	0.70%
All Other Locations	2,039	8.00%

SOURCE: <http://lehd.ces.census.gov/>

Out of county trips are often expensive for transit systems to serve because of the number of miles that must be driven and the amount of time that drivers must wait for riders to complete their needed trips out of county. Most systems, like LATS, serve out of county medical trips by providing services only on certain days and thereby grouping together several trips into one vehicle. Out of county work trips, particularly when going to a concentrated big city, can be served with express shuttle services, but this requires regional coordination. **Figure 2-6** shows the relative size of commuting patterns for Livingston County residents to other counties. **Figure 2-7** is a heat map, showing concentrations of employment for Livingston County residents. As can be seen,

Rochester and Buffalo are major destinations outside of the county and Geneseo, Avon, and Dansville are major destinations within Livingston County for workers.

2.1.6. On-Board Rider Transit Survey

An on-board survey of LATS riders was conducted as part of this study to better understand the perceptions of the service by riders and the areas where they would like to see improvement. The survey was distributed on-board during the week of November 5, 2012. A total of 24 surveys were received; respondents had the option to provide the survey to the operator or mail it back if they wished more time to complete it. The survey consisted of a total of ten questions.

The full results of the survey are included in **Appendix A**, but the following are the main results.

- A large percentage of survey respondents were likely captive riders, or transit dependent riders. Three-quarters of respondents listed reasons for using LATS that would indicate they may lack suitable alternative options.
- Supporting the claim that many riders may be transit dependent, one third of respondents said they would not have made their trip absent LATS, which shows many rely on LATS to provide access to needed services.
- The most common trip purposes were work, medical/dental services, human/social services, and shopping/personal business.
- Respondents used both the Dial-a-Ride and fixed-route services frequently.
- Overall, respondents were pleased with LATS services. Areas that were particularly praised were convenience, reliability, and safety. Areas that received less praise and which may have room for improvement were service frequency, stop amenities, and the availability of printed, phone, and web information.

In addition to the project-specific survey, it should be noted that LATS performs a quarterly satisfaction survey. These surveys are aimed at overall satisfaction of the service and typically garner five to ten responses.

2.1.7. Needs Identified by Other Studies

The 2011 Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan Update identified several needs for the Genesee-Finger Lakes region and Livingston County specifically. For the region, the report identifies three main areas for improvements: regional and county mobility management, information, and service improvements. For Livingston County, the specific needs identified were:

- Better serving elder social trips
- Improving wait times and night and weekend service
- Increasing service span on weekdays to better accommodate work trips

- Coordination with other groups, like Catholic Charities
- Examining possibilities for improved out-of-county services

This report notes that the county mobility coordinator is a successful position. The 2001 Strategic Plan for Public Transportation in Livingston County is an older report, but identified marketing and publicity and linking LATS with other providers as ongoing needs. Many of this report's proposed initiatives have been adopted; these include: centralized transportation brokerage, a medical shuttle, and fixed-route services.

The Sage Commission issued a 2020 Vision for Aging Services Report in 2011 which identifies a number of goals and strategies related to transportation. The report identifies the growth in the senior population as a major challenge that the Finger Lakes region will face in coming years as the baby-boomers age. One element of this challenge is designing transportation services which can help older adults remain independent. The lack of affordable non-emergency transportation services was noted as a major barrier to seniors enjoying a high quality of life. This plan's recommendations for transportation include better regional coordination, better stop amenities and pedestrian access to transit, and the expansion of volunteer-based transportation programs and services.

2.2. Gap Analysis

2.2.1. Introduction

All of the different demand estimation techniques, the various trip estimation models, the locations of major destinations, and the work commuting patterns data all reinforce some main conclusions. There are areas of high demand for transit services in the urbanized villages, particularly Dansville, Mount Morris, Geneseo, and Avon which are all on the I-390 corridor. Other villages like Nunda, Livonia, Lima, and Caledonia also show considerable demand. These are the locations where there are concentrations of populations that ride transit (seniors, people with ambulatory disabilities, people with incomes below the poverty level, and students) and where major trip generators are like health facilities, human services offices, major employers, commercial properties, and SUNY Geneseo.

The demand analysis included a number of models to predict ridership on a service. On these measures, LATS did extremely well, with more ridership than predicted by some models and almost as much ridership as predicted by others. The need analysis shows that there are still potential transit trips which are not currently being served by LATS. LATS annual ridership meets about 29% of the estimated need; although it should be noted that this is a good result for a transit agency because need is calculated on a non-fiscally-constrained basis, meaning no realistic service could ever fully meet estimated need. Many transit agencies meet less than 10% of need.

Comparing the LATS fixed-routes to the demand analysis shows that the routes serve the locations with demonstrated needs; there are stops in all the major villages that show a high degree of demand. The three Dial-A-Ride services also cover the major areas, although there is not always connectivity and overlap in the services.

2.2.2. Service Gaps

Because LATS does a good job of serving key destinations with at least one fixed-route and Dial-A-Ride service, the primary area for improvement for LATS service is frequency and service span. Service frequency impacts accessibility as much as service locations. Frequency was also an area that was noted in the rider survey as having lower satisfaction than other items. The 2011 Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan Update also identified service improvements, including frequency and span as two of the largest unmet needs for LATS.

Higher frequency fixed-route service makes transit service a viable option for more types of trips. Morning and evening schedules can serve job trips well, but regular service throughout the day can better meet the shopping, personal, medical, and general appointment needs that people have. Higher frequency does carry higher cost, so an idea is to start incrementally by focusing on the most productive routes and serving the most important locations. From the demand analysis, the key corridor to serve will be Dansville to Mount Morris to Geneseo to Avon and back. This is a corridor with a lot of key destinations.

As the LATS system currently functions, the Dial-A-Ride services can largely fill the gaps in the schedules for the fixed-route services for local and short distance trips; the Dial-A-Ride services operate throughout the day but have limited service areas and rotate service areas by day of week. The Dial-A-Ride services do help provide access to mid-day appointments and daily needs like grocery stores and pharmacies, other shopping needs, and social needs.

Another gap is to provide improved connectivity and transfers between routes. The Dansville – Perry route currently does not go to Geneseo. A number of comments from the rider survey addressed the lack of Nunda – Geneseo connection. Because Geneseo is both a frequent destination and a hub for accessing other routes, having all routes go through Geneseo is important. The 2011 Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan Update notes the success of the mobility coordinator to place riders on needed services, but increased coordination, particularly with out of county trips, would be helpful.

Another connection to increase is to expand park-and-ride service to Rochester from the north end of the County. Currently, one bus in the morning leaves Avon and goes to Rochester, via Lima, with one return bus in the evening. Additionally, there is a reverse

commute bus with service from Rochester to Avon in the morning and Avon to Rochester in the evening. As ridership allows, adding a second bus (with later evening hours, especially) will help accommodate more work schedules. Additionally, considering service south of Avon would improve weekday connections to Rochester. (There is, for example, an informal park and ride lot at the intersection of I-390 and US 20A.) Park-and-ride service is helpful as climbing gas costs make long-distance commuting an increasing burden, and as shown in the LEHD data, there are a lot of commuters from Livingston County to Rochester. One option would be to explore quicker express service. The current shuttle takes about twice as long as driving.

One consideration in the gap analysis is the type of trips which are best accommodated by LATS services. Currently, LATS, through its various services, does an excellent job of serving medical trips, which is good because these are critical trips. However, trip purposes that could be better served are work trips, especially those that are not on a traditional schedule; shopping trips; and recreational trips. Social trips for the elderly were identified by the 2011 Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan Update as a trip type which is currently underserved. The fixed-route services often do not run throughout the day, and the Dial-A-Ride services do not always provide the full range of service area coverage that might be needed. Work trips would also be better served by longer service hours.

Connected to this idea of trying to expand the coverage of service types, most villages contain at least one grocery store, but often only one grocery store. This may suffice for the majority of needs, but these stores may not satisfy all needs. For seniors aging in place or below poverty individuals this can pose a problem by limiting choice. The choice can be expanded by easing transfers between different Dial-A-Ride services and making sure common destinations, such as the Walmart, can be reached by most residents.

In addition to connections to grocery stores, an important consideration in food access is the availability of transit service to farmers' markets in the County. The Livingston County Department of Health and the ACHIEVE program have both sought to increase access to fresh foods, with a component of this being to encouraging farmers' markets that are active in many villages like Geneseo, Mt. Morris, Dansville, and Lima. Access to fresh foods is of particular concern for lower-income populations, which are also populations that use transit at higher rates and may rely on transit as the only available means of transportation. Additionally, farmers' markets can be an asset for the local economy by supporting local agricultural businesses and keeping more dollars in-county. Because each farmers' market is only typically active one day a week, regular service is not needed; instead, shuttle service providing connections between the farmers' market and housing developments and senior centers during the active time for the market would be the best means of providing access.

One population with potentially high need for transit, but difficult to gauge, is the agricultural community in Livingston County, particularly the year-round and seasonal farm workers. For these workers, vehicle access can be a particular challenge. Yet, they still need access to banks, grocery stores and other services, particularly for those who live on the farms at which they work as they may be miles from the nearest services. Many have families with children so need access to medical care and social services in addition to regular shopping and similar errands. Most needs are daytime weekday, so potentially well-suited to transit particularly as many farmers currently pay private operators to provide van service. One concern facing many workers is the potential of getting stopped by law enforcement; while most are legal immigrants, not all are and there is a general distrust of law enforcement. Currently, though, Wyoming County is successfully running a shuttle.

A separate, but related, need is for reverse transportation from Rochester into the County. There are workers, immigrants and otherwise, living in low-income housing who work as farm workers in the County. Transportation is difficult and a limiting factor in the ability of the programs to accommodate participants. As these workers typically work at the dairy farms, it is year-round employment and gives them the chance to become settled in the community if they can find the transportation.

Future needs will likely increase for Dial-A-Ride and paratransit service, so these will continue to be vital services into the future. The New York Department of Labor projects the population of Livingston County to be flat or even decline slightly into the future until 2040, the final year of their analysis. However, while they project very little change in total population, they do predict a sizable increase in the number of seniors in the County. An increase in the senior population likely means an increase in the need for demand-responsive, curb-to-curb services like the Dial-a-Ride services (as well as medically-oriented door-through-door).

The increased senior population and disabled individuals and others with mobility challenges represent a specialized transportation need for LATS. These individuals are often prevented from taking traditional bus services because of comfort, physical limitations, and other health concerns. For these individuals, the curb-to-curb and door-through-door services are essential for maintaining independence and mobility. These services are often used to access critical medical care as well as essential services like grocery stores. We can expect the need for these types of services to increase along with the senior population.

The key for the Dial-A-Ride services is to improve connectivity, transfers between services, and ease of use without sacrificing the time period where service is available and total service area. The Dial-A-Ride services are critical for medical trips, work trips to smaller employers, and seniors who are aging in place, and the Dial-A-Ride services or a similar type of service like deviated fixed-route, may be better able to serve some populations and some trip types. The Sage Commission 2020 Vision for Aging Services

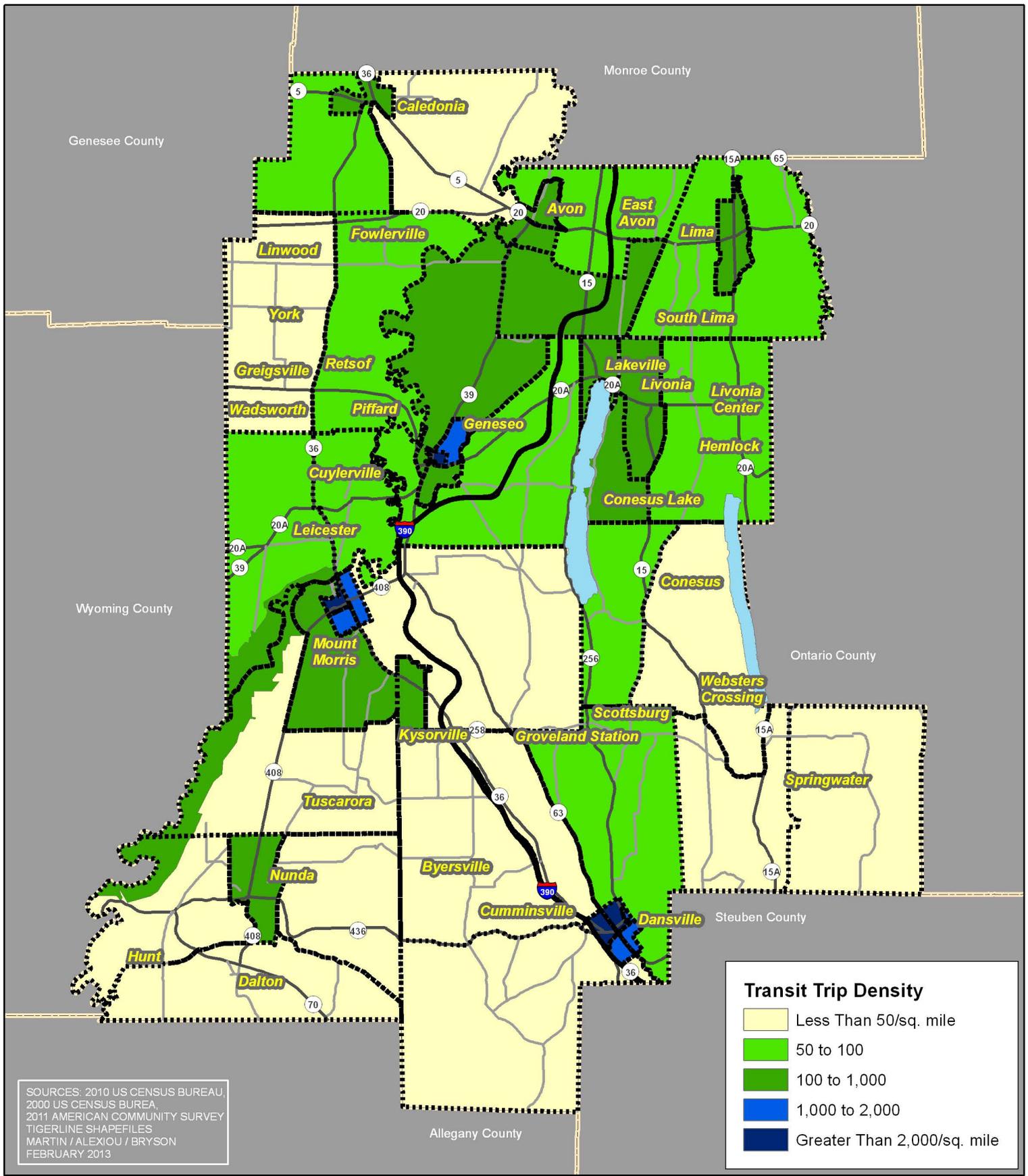
Report lists better coordination between organizations and mobility managers in the region as a top priority for transit, recognizing the importance of curb-to-curb transit services.

2.2.3. Access to Transit

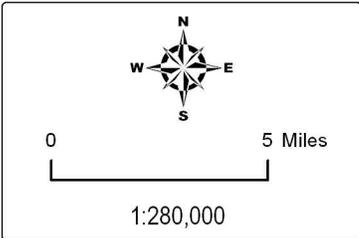
In addition to the actual transit service, it is important to ensure that residents are able to physically, and safely, access the transit routes and wait for the transit vehicles. The Sage Commission 2020 Vision for Aging Services Report recommends improvements around transit stops that allow for walkability and provide pedestrian access around transit stops. In much of the county, sidewalks are missing and passengers wait in dirt or snow for the bus.

Stop amenities was one of the items from the rider survey which received the lowest marks. Increasing stop amenities was also one of the strategies identified by the 2011 Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan Update. Improved access to stops and stop amenities can expand the geographic coverage of a service by making more activities and destinations within comfortable walking distance of a stop. Additionally, stop amenities and sidewalks can expand the population willing or able to take transit by making accessing stops and waiting for buses easier.

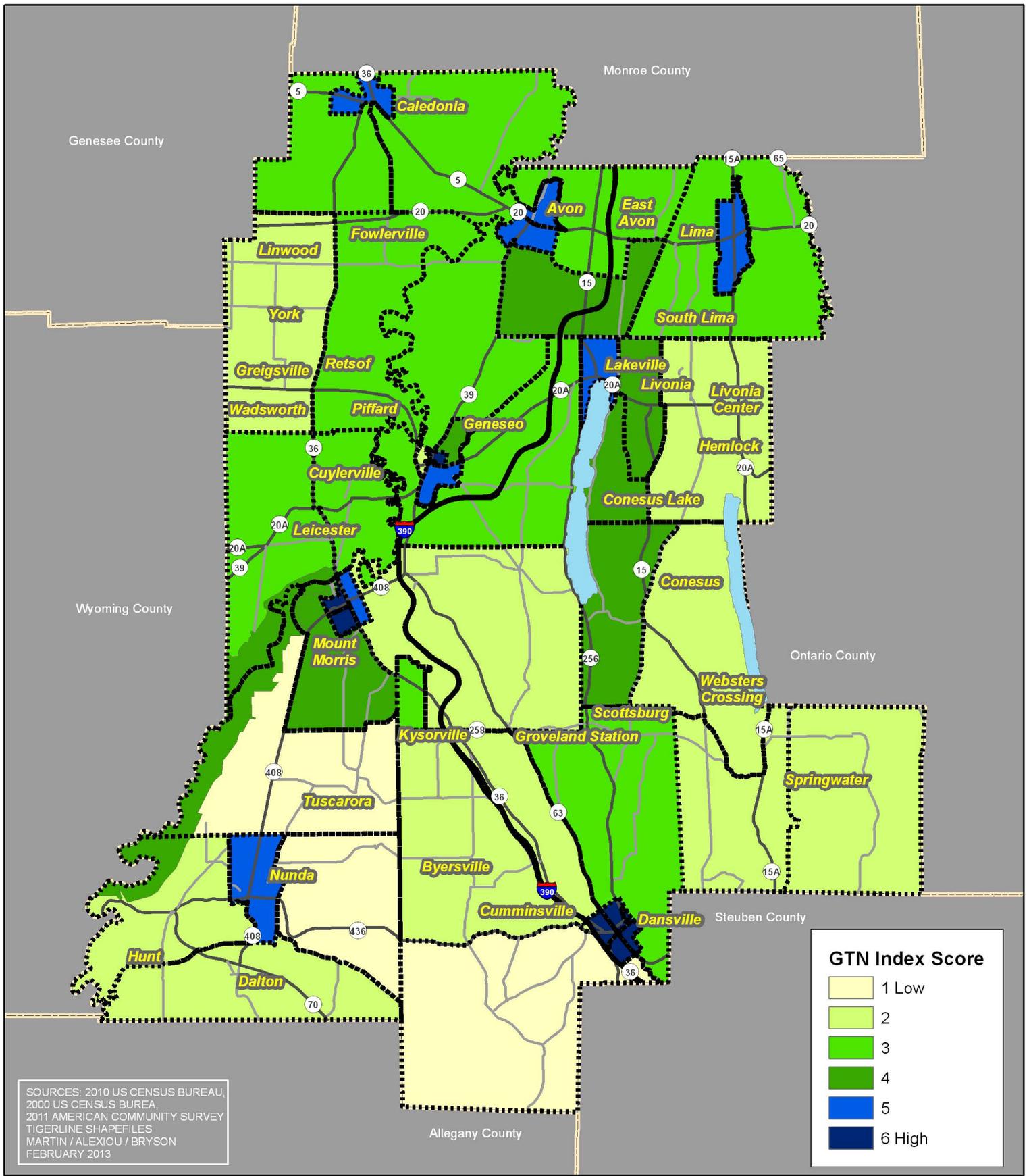
Also, information on the transit system and schedules is important as well. LATS has made a concerted effort in this area to provide good information in a variety of formats to reach the widest audiences possible. However, information on the system (web, printed, and phone) received some of the lower marks in the rider survey. Further, information availability was one of the top identified gaps from the 2011 Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan Update.



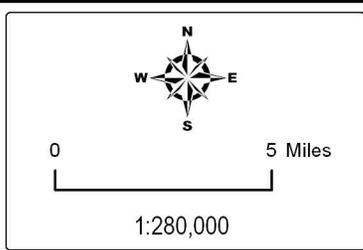
SOURCES: 2010 US CENSUS BUREAU,
2000 US CENSUS BUREAU,
2011 AMERICAN COMMUNITY SURVEY
TIGERLINE SHAPEFILES
MARTIN / ALEXIOU / BRYSON
FEBRUARY 2013



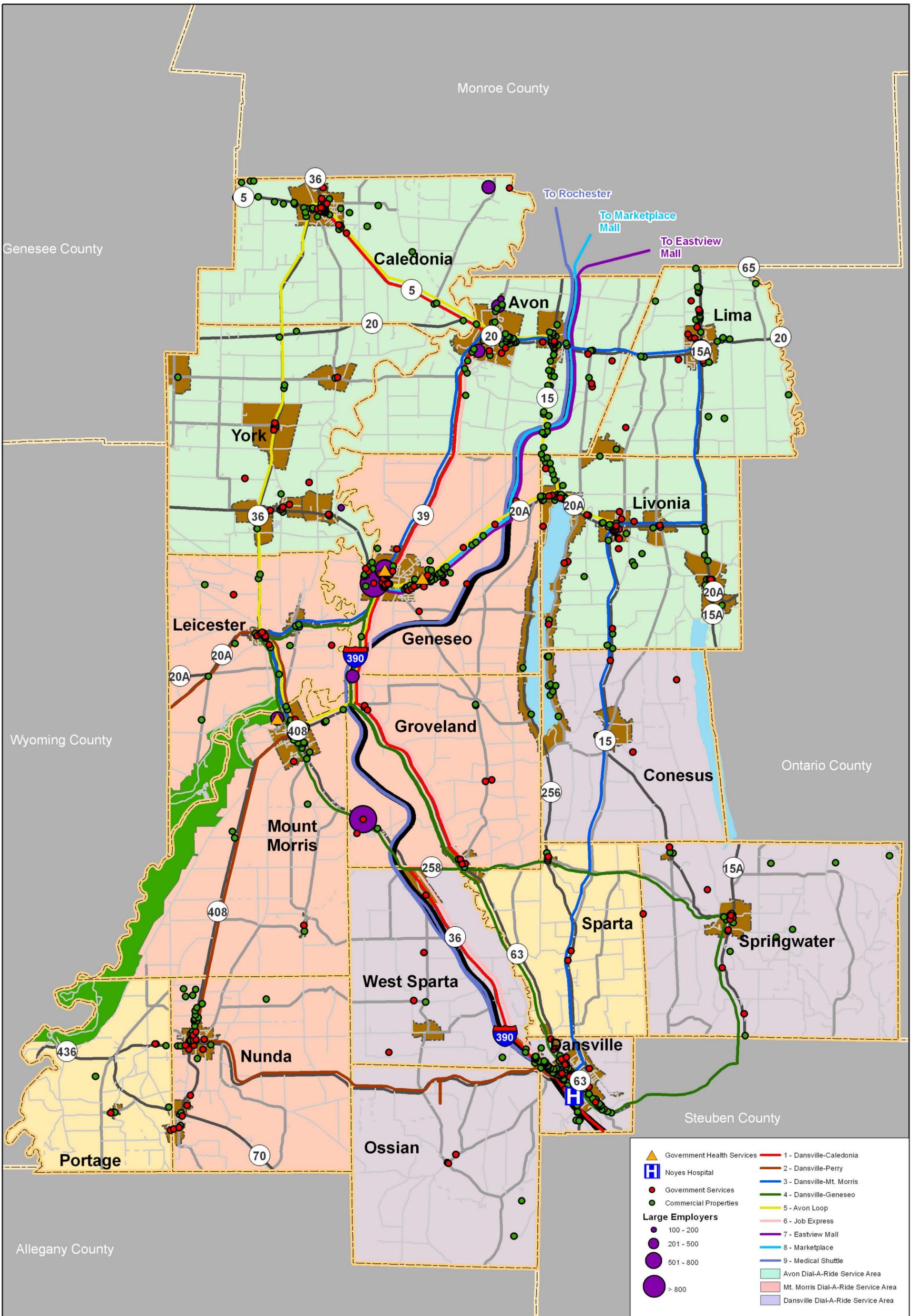
LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN
**Estimated Annual Transit
Trip Density TCRP Model**
FIGURE 2-2



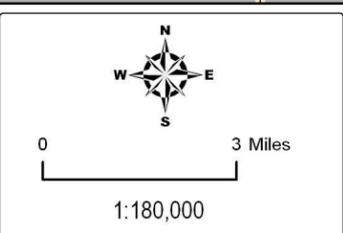
SOURCES: 2010 US CENSUS BUREAU,
2000 US CENSUS BUREAU,
2011 AMERICAN COMMUNITY SURVEY
TIGERLINE SHAPEFILES
MARTIN / ALEXIOU / BRYSON
FEBRUARY 2013



LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN
**Greatest Transit Needs
Index Score**
FIGURE 2-4



SOURCES: LIVINGSTON COUNTY, LIVINGSTON COUNTY CHAMBER OF COMMERCE, LIVINGSTON COUNTY'S MAJOR INDUSTRIES AND EMPLOYERS, 2009, US CENSUS BUREAU: 2011 ANNUAL SURVEY OF PUBLIC EMPLOYMENT AND PAYROLL MARTIN / ALEXIOU / BRYSON FEBRUARY 2012

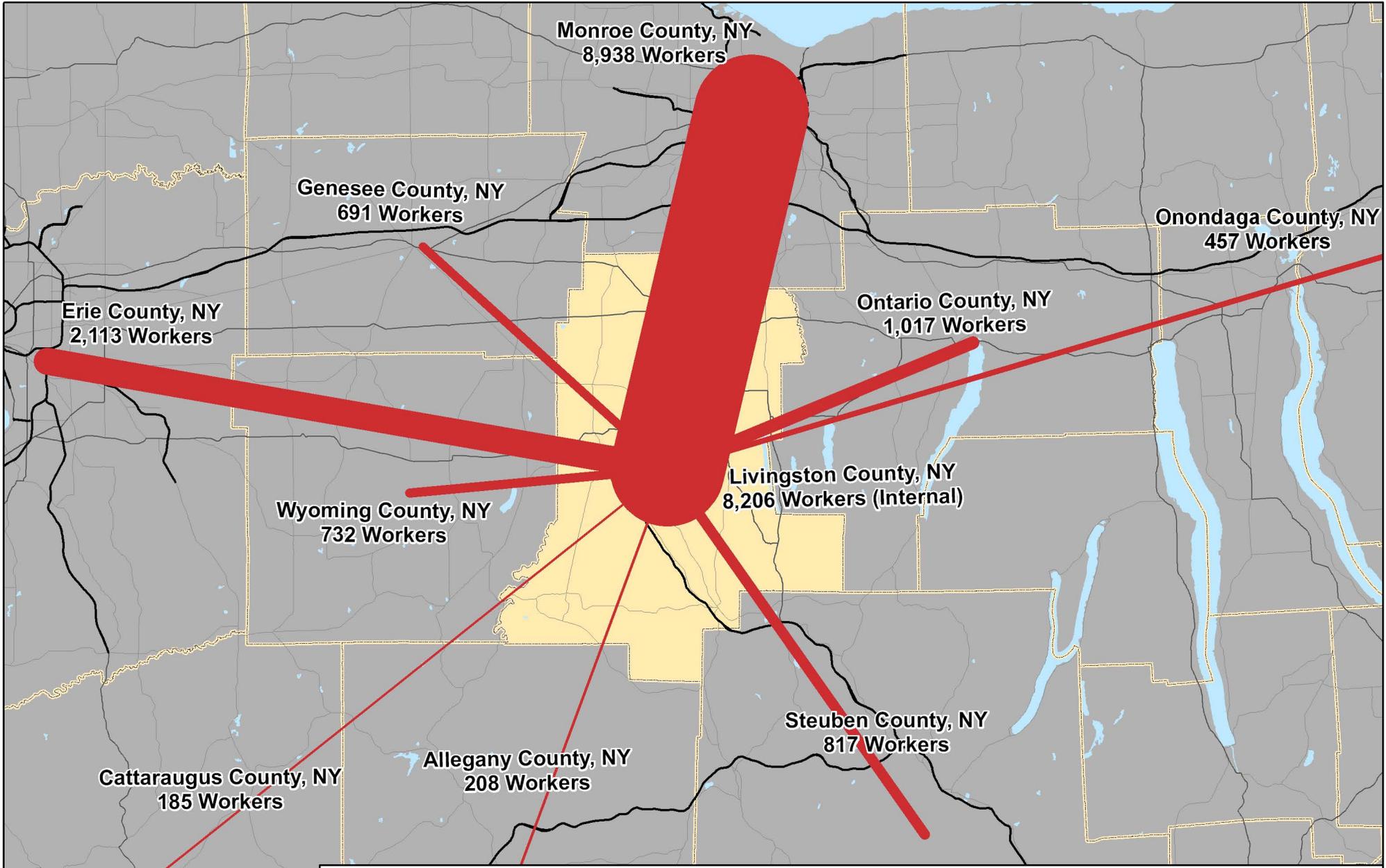


- Local Road
- Seasonal Road
- County Highway
- State Highway
- Expressway
- Village
- Town
- Letchworth State Park
- Lakes

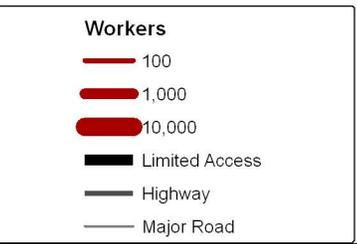
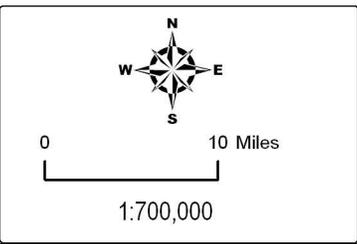
LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN

Major Trip Generators

FIGURE 2-5



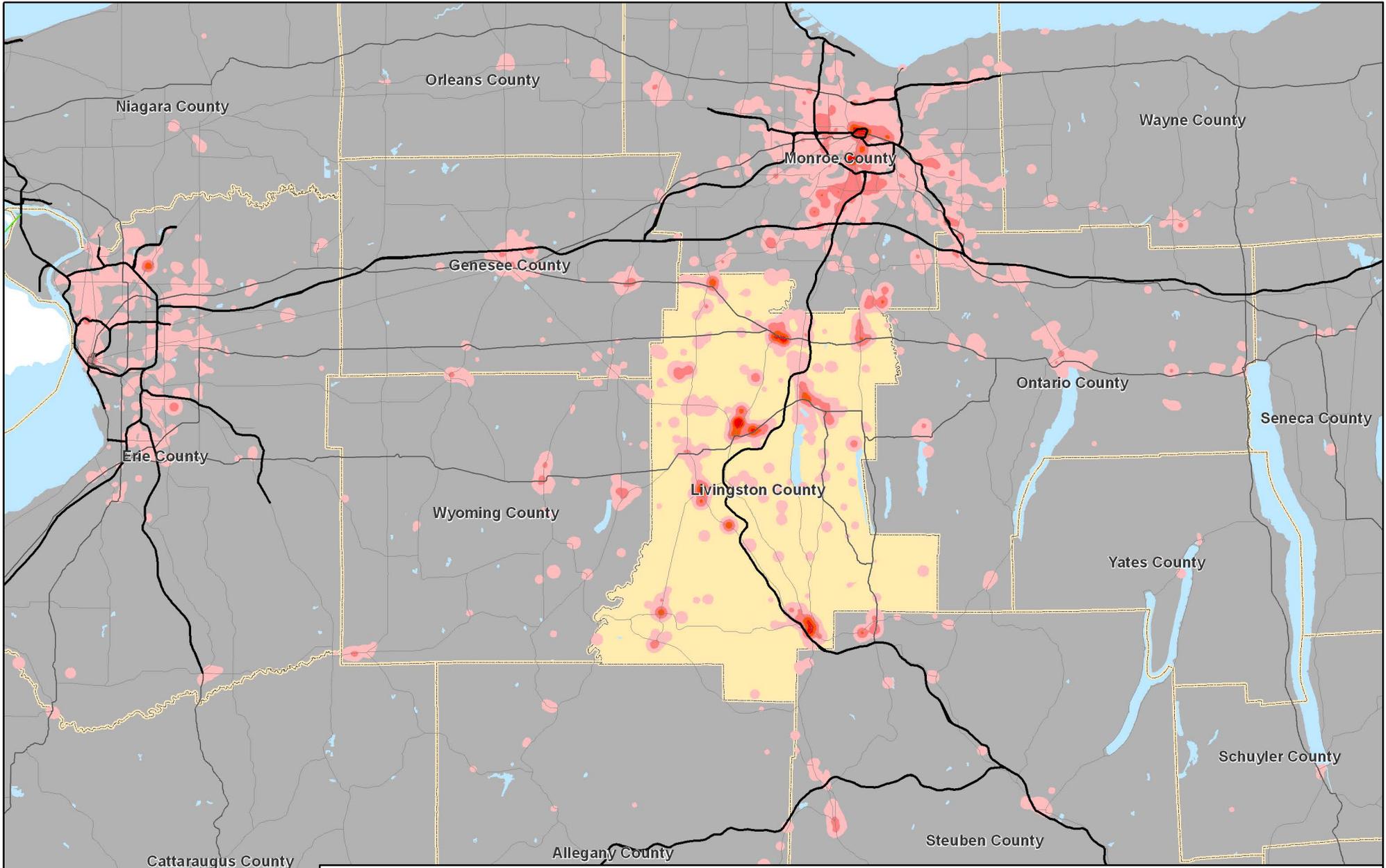
SOURCE: US CENSUS BUREAU -
LONGITUDINAL EMPLOYER-HOUSEHOLD
DYNAMICS PROGRAM
MARTIN ALEXIOU / BRYSON
FEBRUARY 2013



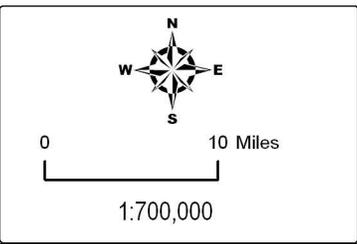
LIVINGSTON COUNTY
TRANSPORTATION
CONNECTIVITY PLAN

**Commuting Locations for
Livingston County Residents**

FIGURE 2-6



SOURCE: US CENSUS BUREAU -
 LONGITUDINAL EMPLOYER-HOUSEHOLD
 DYNAMICS PROGRAM
 MARTIN / ALEXIOU / BRYSON
 FEBRUARY 2015



LIVINGSTON COUNTY
 TRANSPORTATION
 CONNECTIVITY PLAN

**Job Density for Livingston
 County Residents**

FIGURE 2-7

3. Public Survey Results

In order to obtain the thoughts and opinions of the public on the needs and gaps in the County's transportation system, a survey was launched in August 2012. The online based survey was advertised through local publications, websites, and notices distributed via email databases. Hundreds of postcards were also created and distributed at various meetings (including the project's first public meeting), public offices/agencies and commercial establishments.

Figure 3-1: Survey Notice/Postcard

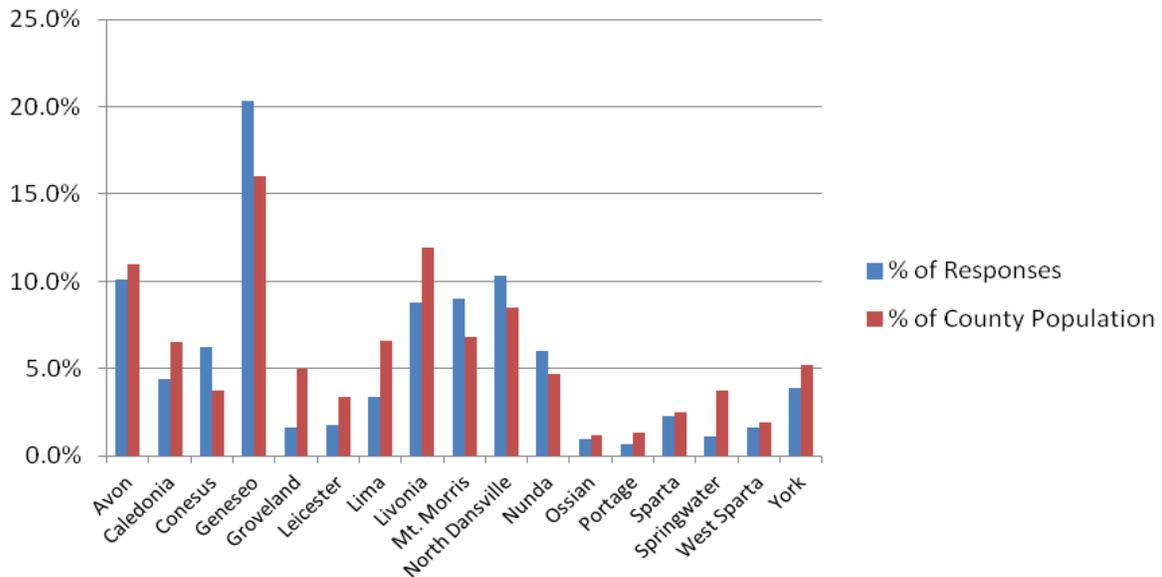


While the survey was created to be taken online, a number of hardcopies were distributed to those populations that are not comfortable using the computer or have limited access to the internet through different social groups or public agencies. The survey was closed in January 2013.

The survey consisted of 27 questions that were designed to capture demographic information, existing mode share data, opinions on existing transportation services, preferences regarding shifts to using alternative modes of transportation, detailed information on locations with safety concerns and gaps in the existing system, and overall perceptions of the transportation network. The following is a summary of key findings from the survey but a copy of the final survey, detailed results for each question, and detailed written comments are provided in **Appendix B**.

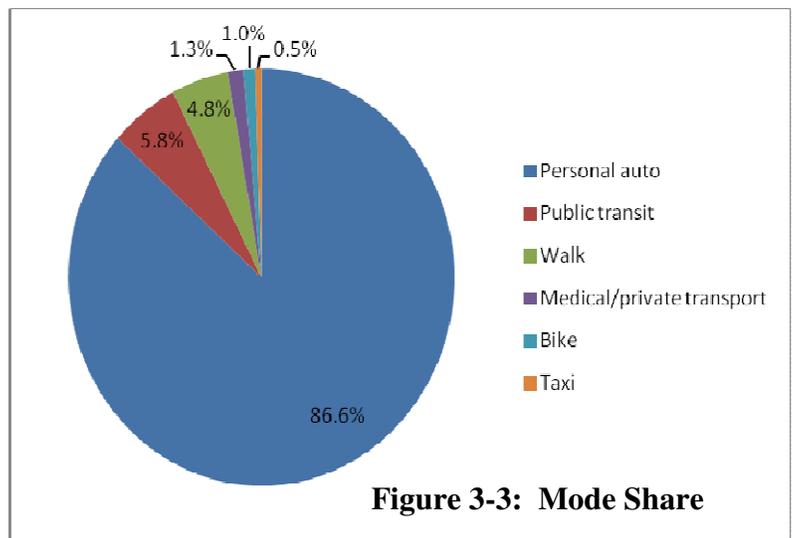
Approximately 600 people responded to the survey and each of the communities in the county was represented. While representation in the survey does not perfectly match the county’s population breakdown, the distribution of survey respondents generally followed the trend of population distribution as shown in **Figure 3-2**.

Figure 3-2: Where Respondents Live



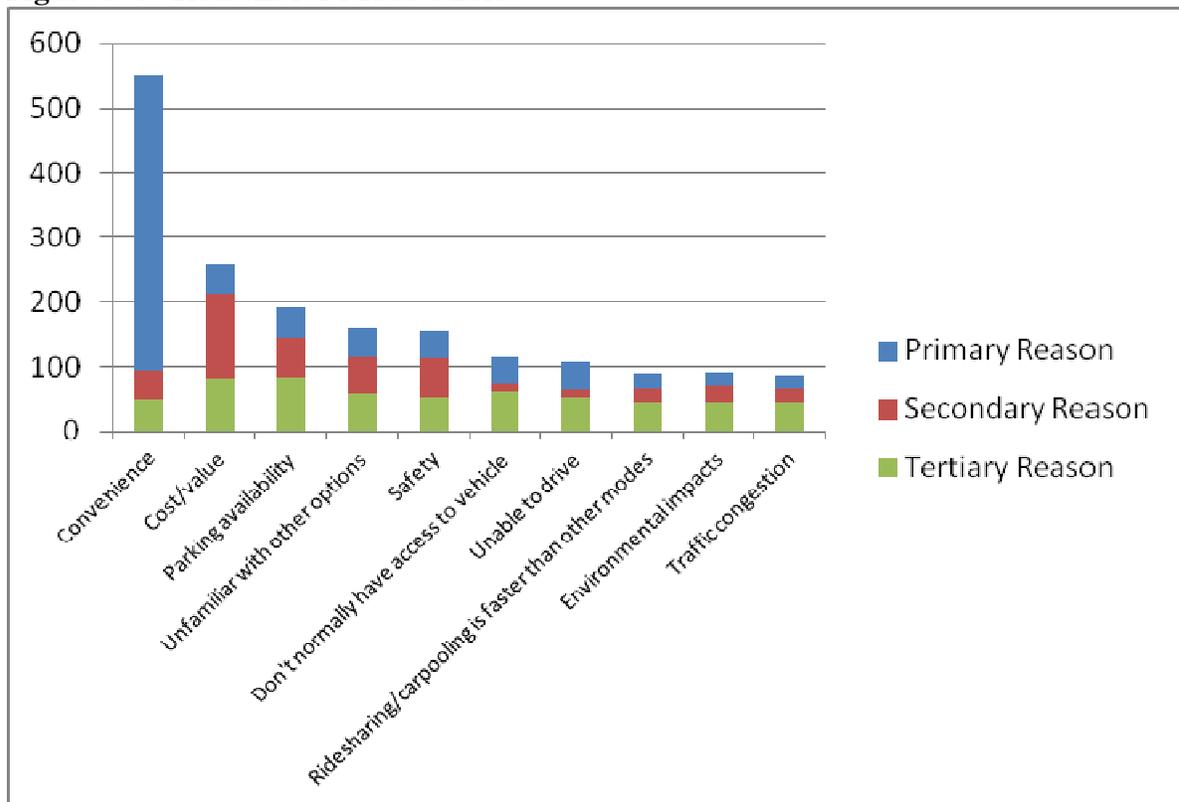
When asked which town or village was most frequently visited for work, shopping or leisure, Geneseo was reported as a destination for the vast majority of respondents – 87% - most likely due to the presence of SUNY Geneseo, regional shopping centers, county government offices, and other large employers. Avon, Livonia, Mt. Morris, and Dansville were also reported as frequent destinations but at a significantly fewer rate than Geneseo.

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



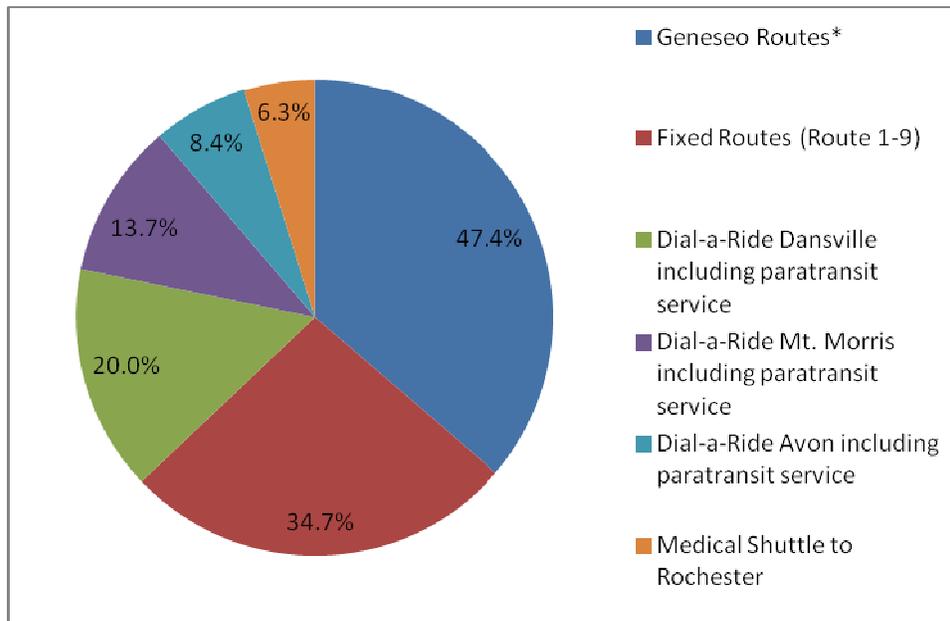
When asked why respondents choose the mode they use, the overwhelming majority (76%) noted “convenience” as the most important reason. “Cost/value” was the most common secondary reason given. It is notable that more than a quarter of respondents noted that they were unfamiliar with other options. This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

Figure 3-4: Reasons for Mode Choice



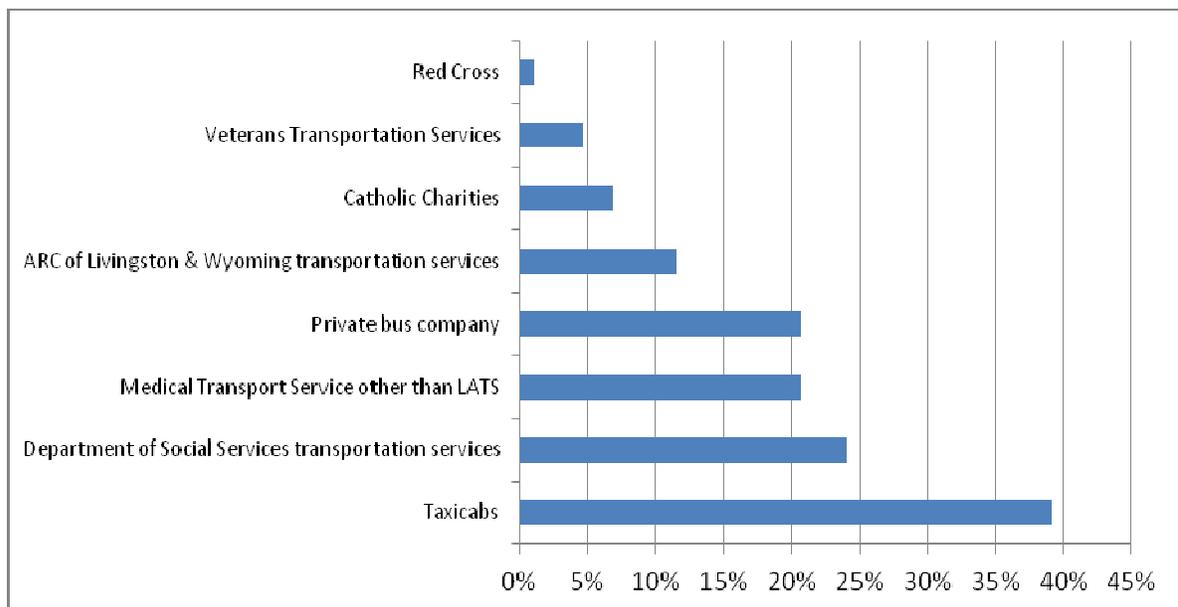
The questions regarding the use of LATS or other transportation services had very limited response rates. Only 95 respondents noted they used a service provided by LATS and only 87 people noted using a transportation service other than LATS. Of those that noted using LATS, 8% use it daily. Other responses, which totaled 17%, represent a population that uses LATS for something other than daily commuting.

Figure 3-5: LATS Services Used



*(Daily, Friday/Saturday to Rochester, Sunday to Rochester)

Figure 3-6: Other Services Used

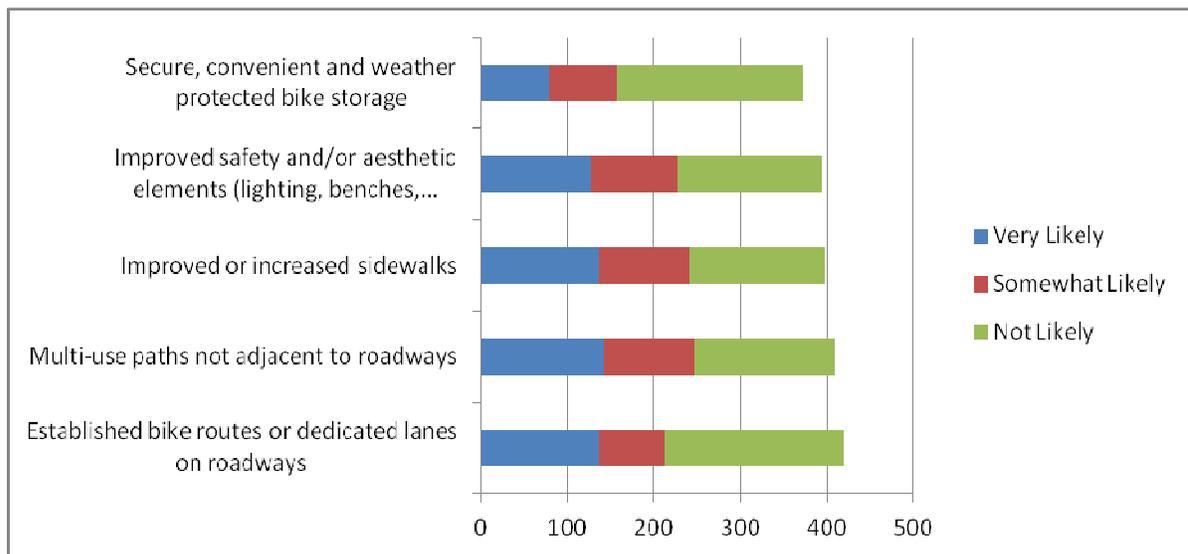


When asked what would encourage the use of LATS, the most significant item noted was the availability of information about services (routes and schedules). The desire for a stop closer to home ranked as the next most important issue. Other key influences noted were more

frequent service, better service outside the county, and flexible service for those with variable or unpredictable departure times.

The respondents were then provided a number of pedestrian and bicycle infrastructure and accommodation and asked how likely they would consider walking or biking if they were made available. Approximately 30% said they would be very likely to consider walking/biking if any of the bottom four incentives in the chart below were available. Improved bike storage scored the lowest in terms of encouraging new walkers/bikers. More than 50% of respondents indicated that they would be likely to walk/bike if multi-use path networks were expanded. Similarly, 46% felt that improved or increased sidewalks would encourage more active transportation. This represents an untapped potential that could be captured by an expanded network of non-automobile infrastructure.

Figure 3-7: Incentives for Walking/Biking

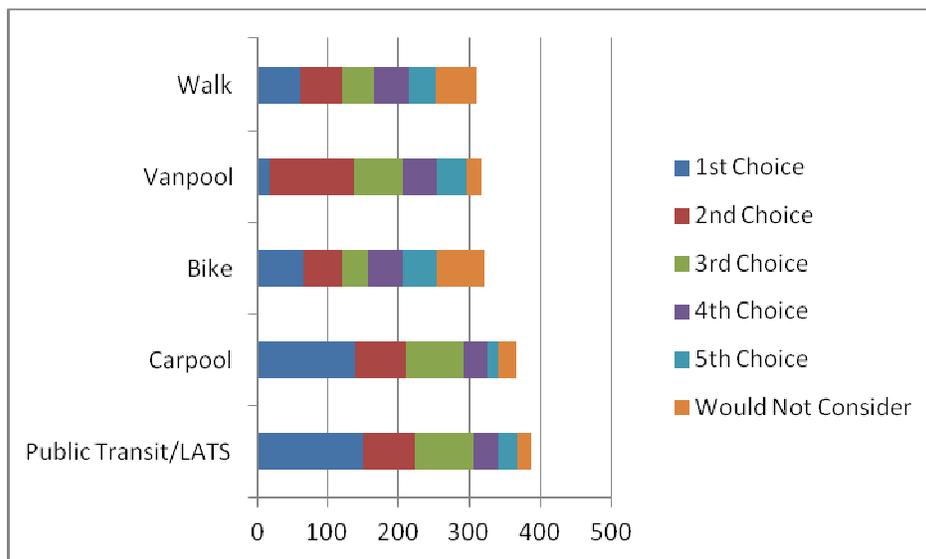


While non-automobile choices are unlikely for many residents, it is important to understand the alternative modes of transportation that represent the greatest opportunity in the community. According to how these modes were ranked as shown in **Figure 3-8**, LATS would be the first choice of one third of respondents, followed closely by carpooling at 29%. Vanpooling appears to be the least popular option, capturing only 4% of first choice votes and having the second lowest overall ranking.

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

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

Figure 3-8: Options Considered Other Than Driving Alone



A number of open-ended questions were asked to encourage submitting specific thoughts and information on needs or safety concerns for personal automobiles, public transit, and pedestrians and bicyclists, as well as overall perceptions of the transportation system. Every response, including specific locations with needs, is documented as part of **Appendix B** but a summary of the responses is provided below.

Personal Automobiles

Infrastructure

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

- Need to provide bike lanes or better/wider shoulders
- Need to increase sidewalks

Services & Programs

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

Other

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

Public Transit

Infrastructure

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

Services & Programs

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

Pedestrian/Bicycle

Infrastructure

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

Services & Programs

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

Other

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

Overall Perceptions

Most comments noted when asked to document overall perceptions of the transportation system echoed responses provided previously. The most common responses were “average”, “good”, “good for a rural area”, and “good for autos but nothing else”. There were a few comments that mentioned the idea of considering or promoting light rail with direct lines to Rochester and preserving existing rights of way to ensure this possibility. The importance of educating the public on services provided, safety and regulations regarding the rules of the road were also repeatedly noted.

While the purpose of the survey was to gather thoughts on needs and gaps in the system, which tend to have a negative connotation, there were numerous positive responses as well. Most notably, people mentioned that they believed the roadways were well maintained considering the climate, rural setting and funding issues for municipalities. There were some positive comments regarding LATS service and their friendly drivers and staff. One respondent praised volunteers and was thankful for the Department of Social Services transportation broker.

4. Public Meeting

When Technical Memorandum #1 was completed and submitted, a public information meeting (or open house as it was advertised) was held in order to present the data in the report as well as gather input from the public. The meeting was held from 5:00 to 7:00 PM on November 27, 2012 at the Big Tree Inn in Geneseo. The room was organized in an open house format with “stations” that provided information and maps for different aspects of the project:

- Welcome & sign-in station
- Introduction & Background – included project vision and purpose, study area and key destinations, environmental considerations, and county demographics
- Auto/Truck inventory
- Air/Rail/Water access inventory
- Walk/Bike inventory
- Transit
- Public survey & comments



As a result of a promotional campaign that included email notifications, flyers, and press releases to local publications, approximately 50 people attended the meeting. The following comments were submitted:

- A group of SUNY Geneseo employees would like to have the pilot LATS route from Nunda to Geneseo back as a permanent service
- Consider the potential to use air transport for life threatening or unique/special needs cases – equipping capability in the County Air Fields & Dansville
- Would like to consider passenger train from Geneseo to Rochester
- Consider bike sharing
- Need to connect trails
 - Between York (Greigsville at RTS 36 & 63) and Geneseo/Leicester
 - Between Geneseo and the Genesee Valley Greenway (consider using Big Tree Lane)
 - Little Italy Trail from Groveland Secondary Trail to Genesee Valley Greenway (mostly following abandoned railway beds)

Detailed meeting summary and detailed comments are provided in **Appendix C**.

5. Summary of Needs from Existing Studies

Technical Memorandum #1 summarized the key recommendations from the numerous existing studies and plans that have been reviewed. This section of Technical Memorandum #2 summarizes the needs that were identified which led to the recommendations made or inferred from the recommendations themselves. The needs are organized by type of need – capital improvement/infrastructure, services and programs, and policy and planning. The tables are further broken down by mode of transportation with specific projects or locations identified, where applicable. **Appendix D** includes a more detailed list of the needs separated by mode and then by document.

5.1 Infrastructure Needs

Table 5-1: Infrastructure Needs from Existing Studies

Infrastructure			
Mode	Need	Document(s)	Location (county-wide or specific)
Multi-Modal	Improve trailhead parking & amenities	GTC TIP: 2011-2014, GTC Regional Trails (2002/2004)	County-wide
	<i>Along Genesee Valley Greenway</i>	<i>GTC TIP: 2011-2014</i>	<i>County-wide</i>
Multi-Modal	Roads & bridges need to accommodate pedestrians/bicyclists as well as vehicles	GTC Regional Trails (2002/2004)	County-wide
Multi-Modal	Insufficient rail access points (bulk & intermodal rail transfer facilities)	GTC Regional Freight/Goods Movement Plan	County-wide
Public Transit	Need bus shelters and other amenities at bus stops	GFL Public Transit-Human Services Plan (2011)	County-wide
	Need bus shelter on the north side of Center St near Main St	RT 39/North St/Court St Corridor (2011)	Village of Genesee - north side of Center St near Main St
Auto/Truck/ Ped/Bike	Need wayfinding signage for visitors	GTC LRTP 2035, GFLRPC Regional Tourism Sign Study (2001), GTC Regional Trails (2002/2004)	County-wide
	<i>Additional information needed to characterize origins/destinations along Court St</i>	<i>RT 39/North St/Court St Corridor (2011)</i>	<i>Village of Genesee</i>
Auto/Truck/ Ped/Bike	Delineate gateways at entrance to Village & Town of Lima from NYS Route 15A north	NYS Route 15A Charrette Workshop	Lima
Auto/Truck/ Ped/Bike	Install landscaping	NYS Route 15A Charrette Workshop	Lima



Table 5-1 cont.: Infrastructure Needs from Existing Studies

Mode	Need	Document(s)	Location (county-wide or specific)
Auto/Truck	Need to address bridge weight & clearance issues to remove trucks from local roads	GTC Regional Freight/Goods Movement Plan	County-wide
Auto/Truck	Need to provide better security at truck rest stops or locate them in more populated areas to discourage criminal activity	GTC Regional Freight/Goods Movement Plan	County-wide
Auto/Truck	Need operational improvements along RT 39/North St/Court St corridor	RT 39/North St/Court St Corridor (2011)	Village of Geneseo
Auto/Truck	Need to address safety concerns at certain locations due to truck traffic - slow moving vehicles (school buses/agricultural equip), speeds, community/environmental impacts	RT 63 Corridor Study (2003-2007)	County-wide
	<i>Consider impacts on the York school near RT 36</i>	<i>RT 63 Corridor Study (2003-2007), York Comp Plan (2006)</i>	<i>York</i>
	<i>Alignment of RT 20A/RT 63 intersection</i>	<i>RT 63 Corridor Study (2003-2007)</i>	<i>Geneseo</i>
	<i>RT 36</i>	<i>RT 63 Corridor Study (2003-2007)</i>	<i>County-wide</i>
	<i>Chandler Rd</i>	<i>RT 63 Corridor Study (2003-2007)</i>	<i>York</i>
	<i>RT 5 in Batavia</i>	<i>RT 63 Corridor Study (2003-2007)</i>	<i>Batavia</i>
	<i>RT 20A overlap in Geneseo</i>	<i>RT 63 Corridor Study (2003-2007)</i>	<i>Geneseo</i>
Auto/Truck	Need to improve congestion in some areas	Numerous studies/plans	County-wide
	<i>Village of Avon due to limited roadway access options</i>	<i>Village of Avon Comp Plan (2010)</i>	<i>Village of Avon</i>
	<i>Along RT 20A in Geneseo</i>	<i>Town of Geneseo Outside Village (2008)</i>	<i>Geneseo</i>
	<i>Within Village of Geneseo</i>	<i>Village of Geneseo Comp Plan</i>	<i>Village of Geneseo</i>
Auto/Truck	Road improvements needed to support agriculture industry	Groveland Farmland Protection	Groveland/County-wide
Auto/Truck	Need for safety improvements	Numerous studies/plans	County-wide
	<i>Along RT 20A in the hamlet of Lakeville</i>	<i>Town & Village of Livonia Comp Plan (2004)</i>	<i>Livonia</i>
	<i>RT 63 & Chandler Rd</i>	<i>York Comp Plan (2006)</i>	<i>York</i>
	<i>Fowlerville Rd</i>	<i>York Comp Plan (2006)</i>	<i>York</i>
Auto/Truck	Calm traffic along NYS Route 15A north of the Village of Lima	NYS Route 15A Charrette Workshop	Lima
Auto/Truck	Need for an access road to serve Gateway Park development	Town & Village of Livonia Comp Plan (2004)	Livonia
Truck/Rail	Need to improve capacity and safety at at-grade crossings on rail lines	GTC Regional Freight/Goods Movement Plan	County-wide



Table 5-1 cont.: Infrastructure Needs from Existing Studies

Mode	Need	Document(s)	Location (county-wide or specific)
Truck/Rail	Need to mitigate noise & emissions impacts from freight movement	GTC Regional Freight/Goods Movement Plan	County-wide
Rail/Truck	Provide advanced clearance signage for the rail bridge underpass on RT 63 in Greigsville	York Comp Plan (2006)	York
Ped/Bike	Improve ped/bike safety	Numerous studies/plans	County-wide
	<i>Inadequate & unsafe pedestrian crossings along Route 20A due to sight distance & traffic volumes - especially at Commercial St</i>	<i>Town/Village of Livonia Comp Plan (2004)</i>	<i>Livonia</i>
	<i>RT 63 near York school</i>	<i>RT 63 Corridor Study (2007)</i>	<i>York</i>
	<i>RT 63 at Greigsville & Piffard (Genesee Valley Trail)</i>	<i>York Comp Plan (2006)</i>	<i>York</i>
	<i>RT 39/North St/Court St corridor</i>	<i>RT 39/North St/Court St Corridor (2011)</i>	<i>Village of Geneseo</i>
	<i>RT 20A corridor</i>	<i>NYS RT 20A Access Management Plan (2007), Livonia Comp Plan (2004)</i>	<i>Geneseo, Livonia</i>
	<i>Enhance bicycle/pedestrian facilities</i>	<i>NYS Route 15A Charrette Workshop</i>	<i>Lima</i>
	<i>Concern about ped/bike safety</i>	<i>Town of Conesus Trans & Safety Management (2004), Town of Conesus Comp Plan (2005)</i>	<i>Conesus</i>
	<i>Concern about ped/bike safety</i>	<i>Village of Dansville/Town of N Dansville Comp Plan</i>	<i>Dansville/N Dansville</i>
	<i>Concern about ped/bike safety</i>	<i>Town of Geneseo Outside Village (2008)</i>	<i>Geneseo</i>
<i>Concern about ped/bike safety</i>	<i>Town & Village of Lima Comp Plan (2008)</i>	<i>Livonia</i>	
Ped/Bike	Increase ped/bike infrastructure & improve connections between facilities	Numerous studies/plans	County-wide
	<i>Need sidewalks along Lima & Avon Rds</i>	<i>RT 39/North St/Court St Corridor (2011)</i>	<i>Village of Geneseo</i>
	<i>Need bicycle infrastructure to encourage bicycling</i>	<i>NYS RT 20A Access Management Plan (2007)</i>	<i>Geneseo</i>
	<i>Close gaps in sidewalk & trail network in hamlet of Conesus & East Lake Rd</i>	<i>Town of Conesus Trans & Safety Management (2004), Town of Conesus Comp Plan (2005)</i>	<i>Conesus</i>

Table 5-1 cont.: Infrastructure Needs from Existing Studies

Mode	Need	Document(s)	Location (county-wide or specific)
Ped/Bike cont.	<i>Close gaps in sidewalk network in Avon</i>	<i>Village of Avon Comp Plan (2010)</i>	<i>Avon</i>
	<i>Improve the conditions of and increase ped/bike infrastructure</i>	<i>Village of Dansville/Town of N Dansville Comp Plan</i>	<i>Dansville/N Dansville</i>
	<i>Close gaps in sidewalk network in Town of Geneseo</i>	<i>Town of Geneseo Outside Village (2008)</i>	<i>Geneseo</i>
	<i>Close gaps in sidewalk network in Village of Lima</i>	<i>Town & Village of Lima Comp Plan (2008)</i>	<i>Village of Lima</i>
	<i>Close gaps in sidewalk network in hamlet of Hemlock & between Lakeville & Livonia Center</i>	<i>Livonia Comp Plan (2004)</i>	<i>Livonia</i>
Ped/Bike	Increase ped/bike infrastructure & improve connections between facilities - cont.	Numerous studies/plans	County-wide
	<i>Improve amenities along Greenway Trail & in downtown Mt. Morris</i>	<i>Mt. Morris Strategic Plan for Community Revitalization (2006)</i>	<i>Mt. Morris</i>
	<i>Need to link regional trails</i>	<i>West Sparta Comp Plan (2007), York Comp Plan (2006)</i>	<i>West Sparta, York</i>
	<i>Sidewalks needed along RT 63 near York schools</i>	<i>York Comp Plan (2006)</i>	<i>York</i>
Rail	Need to maintain, repair, rebuild key components of regional rail network	GTC Regional Freight/Goods Movement Plan	County-wide
Rail	Repair or restore the Portage Bridge to reduce weight & speed restrictions	NYS Rail Plan (2009), GTC Regional Freight/Goods Movement Plan	Portage
Rail	Improve access to regional priority economic development sites	GTC Regional Freight/Goods Movement Plan	County-wide
	<i>Dansville Industrial Park - rail spur, intersection improvements on RT 36 & Maple St, remove truck prohibition, install wayfinding signage</i>	<i>GTC Regional Freight/Goods Movement Plan</i>	<i>Dansville</i>
	<i>Livonia Gateway Park Rd - construction of new road from Village of Livonia to RT 15 to provide access to industrial sites</i>	<i>GTC Regional Freight/Goods Movement Plan</i>	<i>Livonia</i>
	<i>Caledonia Industrial Development Area - improvements to RT 5 to accommodate truck traffic for future development</i>	<i>GTC Regional Freight/Goods Movement Plan</i>	<i>Caledonia</i>
Air	Renovations needed at Dansville Airport	Village of Dansville/Town of N Dansville Comp Plan	Dansville/N Dansville
Boat/Marine	Enhance access & connections for boats - Conesus Lake, Genesee River, Hemlock Lake, Canaseraga Creek	GFL Regional Blueway Analysis (2010), Village of Avon Comp Plan (2010)	County-wide



5.2 Services and Program Needs

Table 5-2: Services and Program Needs from Existing Studies

Services & Programs			
Mode	Need	Document(s)	Location (county-wide or specific)
Public Transit	Need efficiency & communications improvements for LATS	GTC TIP (2011-2014)	County-wide
Public Transit	Provide support for family & informal caregivers that provide transportation services	2020 Vision for Aging Services - SAGE (2011)	County-wide
Public Transit	Need affordable non-emergency transportation services for seniors	2020 Vision for Aging Services - SAGE (2011)	County-wide
Public Transit	Market & promote information regarding existing transportation services	GFL Public Transit-Human Services Plan (2011), Village of Avon Comp Plan (2010)	County-wide
Public Transit	Need to provide more efficient cross county or regional (Buffalo, Syracuse, Rochester) transport	GFL Public Transit-Human Services Plan (2011)	County-wide
		<i>Express route to Rochester from Avon</i> Village of Avon Comp Plan (2010)	Avon
Public Transit	Need to accommodate non-typical commuter times (early and late shifts) and medical appointments	GFL Public Transit-Human Services Plan (2011)	County-wide
Public Transit	Need to continue and improve coordination across agencies and the region	GFL Public Transit-Human Services Plan (2011)	County-wide
Public Transit	Catholic Charities needs more staff to help coordinate drivers	GFL Public Transit-Human Services Plan (2011)	County-wide
Auto/Truck/ Ped/Bike	Need to promote livable communities and complete streets initiatives	2020 Vision for Aging Services - SAGE (2011)	County-wide
Auto/Truck	Need to enforce speed limits	RT 39/North St/Court St Corridor (2011), Town of Conesus Trans & Safety Management (2004)	Village of Geneseo, Town of Conesus
		<i>Lima Rd</i> RT 39/North St/Court St Corridor (2011)	<i>Village of Geneseo</i>
		<i>Within hamlet of Conesus and along Holmes Hill, Clark, Turkey Hill & Stagecoach Rds</i> Town of Conesus Trans & Safety Management (2004)	<i>Town of Conesus</i>
Truck/Rail	Need to increase awareness of importance of freight transportation	GTC Regional Freight/Goods Movement Plan	County-wide



5.3 Policy and Planning Needs

Table 5-3: Policy and Planning Needs from Existing Studies

Policy & Planning			
Mode	Need	Document(s)	Location (county-wide or specific)
All	Zoning & development regulations need to address parking, access management & pedestrian accommodations	RT 39/North St/Court St Corridor (2011)	Village of Geneseo
All	Preserve viewshed along NYS Route 15A	NYS Route 15A Charrette Workshop	Lima
All	Need funding options for transportation services & infrastructure	Numerous studies/plans	County-wide
Ped/Bike	Need coordination among trail owners and managers to support maintenance, promotion & fundraising efforts	GTC Regional Trails (2002/2004)	County-wide

6. Summary of Needs

As a result of analyses, stakeholder interviews, public outreach, and research into existing document and studies, a comprehensive list of needs and gaps in the existing transportation system has been compiled and is presented in this section of the technical memorandum. The more general needs have been summarized by mode of transportation then by infrastructure, service and program, or policy and planning need. The later sections note the specific needs per town or village. These needs will be considered as recommendations are progressed in a subsequent technical memorandum.

6.1. Summary of Needs by Mode

General

- Users to be served by the system
 - Employees – all shift times
 - Seniors – Medicaid/non-Medicaid eligible needs
 - Medicaid changes may affect operations/demand
 - Keep seniors at home longer
 - New employment that will serve seniors (i.e. home health care workers)
 - Disabled/Special needs – Medicaid/non-Medicaid eligible needs
 - Veterans
 - Younger generation (affected by school budget cuts)
 - Migrant Workers
 - Amish
 - English as a Second Language (ESL) populations
- Users need access to the following:
 - Workplaces
 - Medical appointments
 - Recreational/social/special events
 - Commercial establishments/areas
 - Food sources
 - Congregate sites (Dansville, Mt. Morris, Avon)
- Need to accommodate all modes– auto, bicycle/pedestrian, transit, rail, air
- Provide more multi-modal connections between historic properties, recreational trails/facilities, institutions, residential communities and commercial districts
- Potential for recreational trails to support tourism/economic development
- Need connections to Genesee Community College satellites (Lima/Dansville/Warsaw/Batavia)
- Need to consider needs of youth outside of school – transportation o after-school and weekend activities; access to parks and recreational activities; walkable communities
- Funding will continue to be an issue and will have direct/indirect impacts to services
 - Need to research and utilize grant funding

- Need to consider costs of not maintaining infrastructure – costs for vehicle service/replacement, increased travel time/delays, etc
- Need to consider impacts to services

Services and Programs

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

Policy and Planning

- Potential to use policies to stop sprawl and bring growth back into villages
- Town of Portage needs land use/zoning regulations
- Town of Ossian needs subdivision regulations
- Site plan review provisions need to be established in the Village of Leicester, Town of Portage, and the Town of Springwater
- Towns/villages need to establish access management provisions except the Town/Village of Geneseo, Groveland, the Town of Lima and the Town of Livonia
- The following towns/villages need to conduct a comprehensive plan: Town/Village of Leicester, Ossian, Portage and Springwater

Auto/Truck

Infrastructure

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

Services & Programs

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

Other

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

RGRTA/LATS

Infrastructure

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

Services & Programs

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

Other Service Providers

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

Pedestrian/Bicycle

Infrastructure

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

Services & Programs

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

Rail/Air/Water

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

6.2. Summary of Needs by Location

Avon

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

Conesus

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

Dansville

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

Geneseo

Infrastructure

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

Services and Programs

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

Policy and Planning

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

Livonia

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

Mt. Morris

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

York

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

Other

- Road improvements are needed to support agricultural industry – Groveland/county-wide
- Improvements to RT 5 to accommodate future truck traffic associated with Caledonia Industrial Development Area
- Safety concern locations
 - Leicester: intersection of Perry Rd & RT 36
 - Groveland/Mt. Morris: RT 408/I-390 interchange
 - Groveland/Geneseo: Jones Bridge Rd/RT 63 intersection – visibility
 - Groveland: I-390 interchange with RT 36 (Sonyea)
 - Fillmore: Speeds on River Rd
 - Caledonia: RT 5 & RT 36 circle
- Specific pedestrian/bicycle concerns
 - Narrow shoulders on RT 36 south of Caledonia
 - Close sidewalk gaps in Lima
 - Sidewalk improvements in Nunda
 - From village to Dollar General
 - Along Creek Rd (CR 15) between trailer park & village
 - Along Portage Rd (RT 436) and Fuller Rd – especially near athletic fields
 - Along RT 15A from Lima to Honeoye Falls (shared school district)
- RT 63
 - Concern regarding increase in truck traffic
 - Barrier between Geneseo and Greenway
 - Shoulders accommodate bikes/pedestrians



Appendix A:

Rider Survey Results

Rider Survey Overview

The project team conducted an on-board survey of Livingston Area Transit System patrons to determine rider characteristics, perceptions of service, riding habits, opinion of potential improvements, and trip origins, destinations, and purposes. This summary of the findings is intended to serve as an easily accessible overview of the results and their possible implications for LATS service.

Methodology

The on-board survey was administered to the riders of the LATS transit service. The riders completed a total of 24 surveys. The survey consisted of ten questions; most questions were multiple choice, but two questions provided space for a write-in response.

Statistical note: In response to some questions, multiple answers were accepted from each respondent. In these cases, the percentages analyzed and discussed actually constitute the proportion of valid responses rather than just the number of respondents that answered the question. The questions where proportions of valid responses were used are questions 2, 3, 4, 5, 6, 8, and 9. For example, Question 4 has six possible answers. We received 24 surveys with 50 valid responses to this question, which is due to some respondents providing multiple answers to the question.

Summary of Significant Findings

The main findings of the rider survey are:

- A large percentage of survey respondents were likely captive riders, or transit dependent riders. Three-quarters of respondents listed reasons for using LATS that would indicate they may lack suitable alternative options.
- Supporting the claim that many riders may be transit dependent, one third of respondents said they would not have made their trip absent LATS, which shows many rely on LATS to provide access to needed services.
- The most common trip purposes were work, medical/dental services, human/social services, and shopping/personal business.
- Respondents used both the Dial-a-Ride and fixed-route services frequently.
- Overall, respondents were pleased with LATS services. Areas that were particularly praised were convenience, reliability, and safety. Areas that received less praise and which may have room for improvement were service frequency, stop amenities, and the availability of printed, phone, and web information.

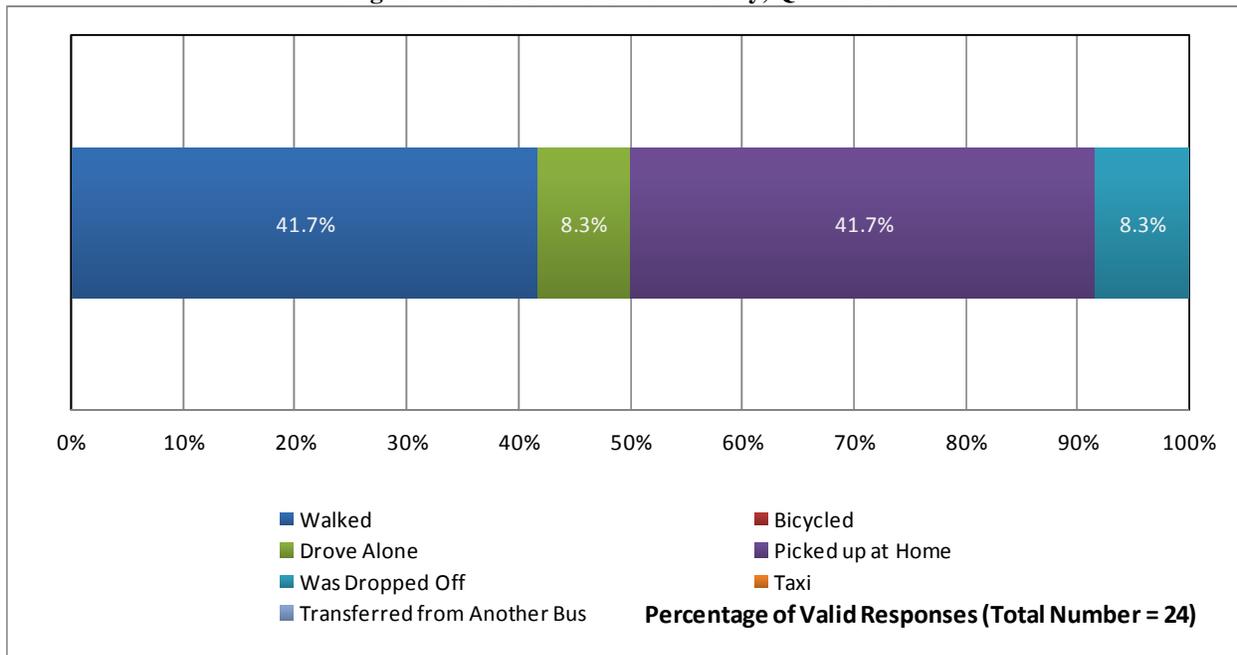
Individual Question Analysis

For each question asked on the survey, the following analysis is provided:

- **Chart** – a chart (if applicable) which shows the breakdown of responses.
- **Purpose** – a brief explanation of the why the question was asked.
- **Results** – a summary of the main results.
- **Significance** – an assessment of what the results mean for LATS.

Question 1. How did you get to the bus stop for this trip?

Figure A-1: LATS On-Board Survey, Question 1



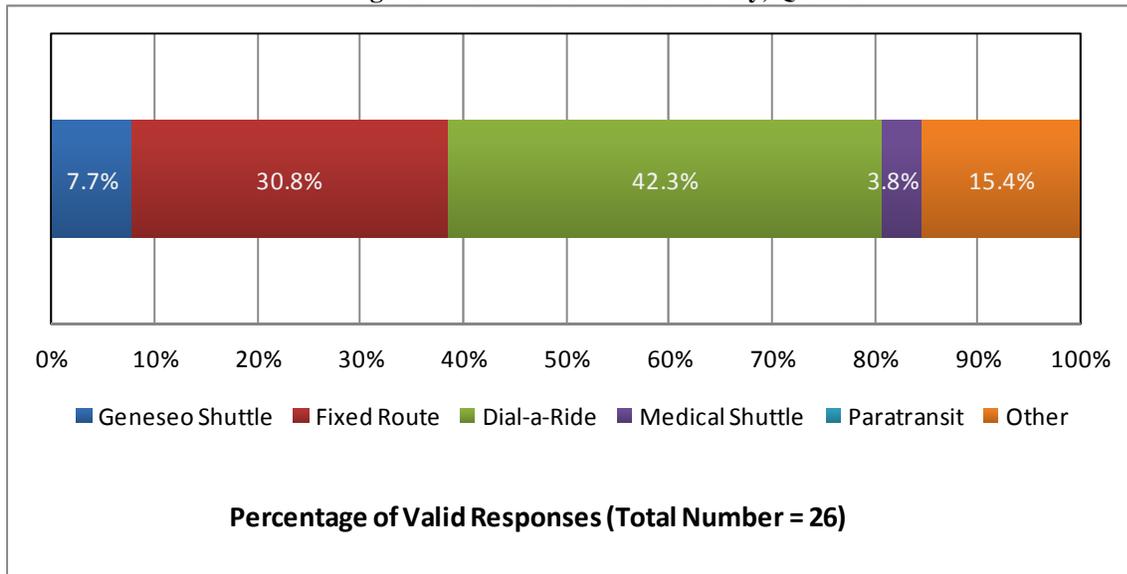
Purpose: To understand of LATS riders access the service.

Results: Most respondents stated they walked to a LATS stop to board a bus (42%) or were picked up at home (42%). The remaining respondents were dropped off at the stop (8%) or drove alone to a stop (8%). No respondents said they transferred from another bus, bicycled, or took a taxi to a stop.

Significance: The results are not surprising, but do show the importance of services that provide curb-to-curb access for many people who are not able to walk to stops. The results also have implications for routing decisions for fixed-route lines. Because many passengers have no choice but to walk to access transit services, stops need to be planned close to key destinations and residential centers to ensure that walk distances are not onerous.

Question 2. What service are you using?

Figure A-2: LATS On-Board Survey, Question 2



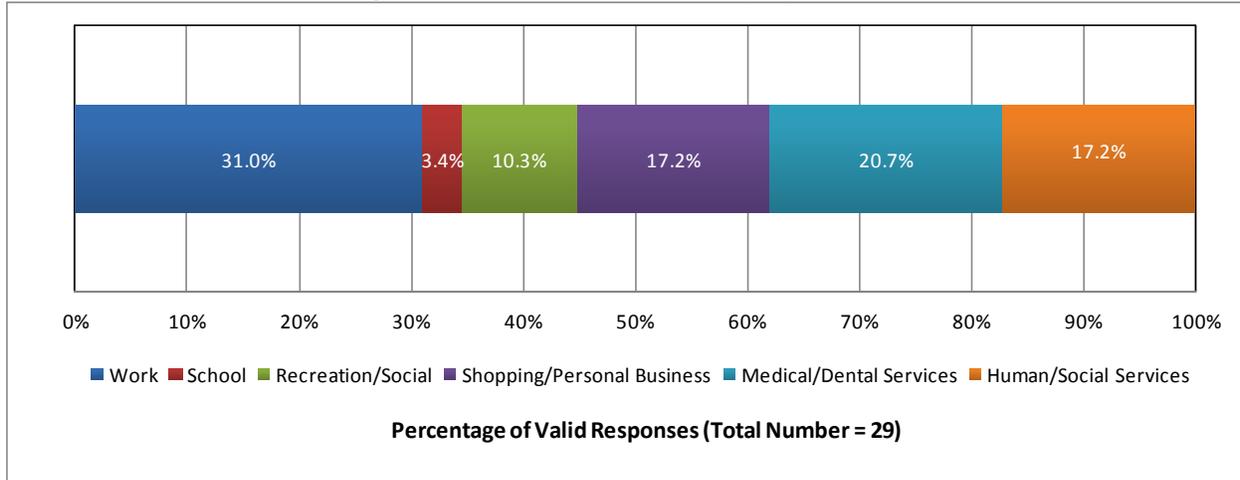
Purpose: To determine which LATS services are accessed the most.

Results: Respondents used the Dial-a-Ride services (42%) and the fixed-route buses (31%) the most. Other (15%) was the next most listed service, followed by Geneseo shuttle (8%) and the Medical Shuttle (4%). Respondents who listed Fixed Route, Dial-a-Ride, and Other were asked to clarify their results. Of the eight responses for Fixed Route, two responses stated they used Route 3 and four responses stated they used Route 2A. Of the eleven responses for Dial-a-Ride, four respondents stated they used the service in Dansville, two in Mt. Morris, and one respondent stated “LATS.” Of the four responses for Other, the three write-in responses were: “LATS,” “Bus from Dansville to Geneseo,” and “Experimental route Nunda to Geneseo and back.”

Significance: The fixed route services and Dial-a-Ride services are the most used by respondents. This helps show why respondents in Question 1 stated they mostly accessed LATS via walking or being picked up at home. The individual written responses show a large number using services around Dansville, Mt. Morris, and Nunda.

Question 3. What is the purpose of this trip?

Figure A-3: LATS On-Board Survey, Question 3



Purpose: To determine common services and activities accessed by using the LATS services.

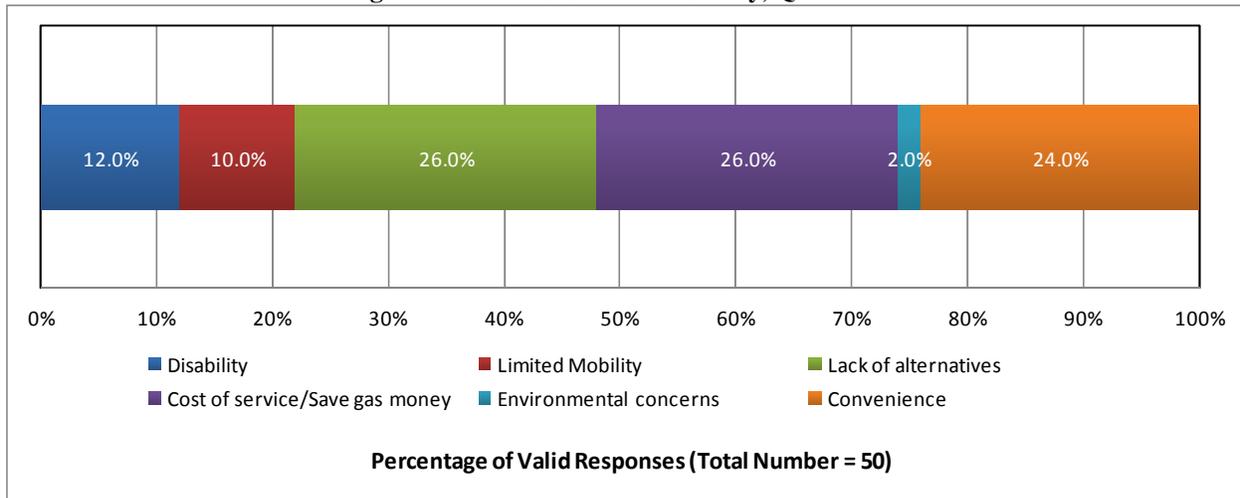
Results: Respondents use the LATS services to access a wide variety of activities and services. The most common trip purpose is to get to or from a job (31%). The next most common trip purposes were Medical/Dental Services (21%), Shopping/Personal Business (17%), and Human/Social Services (17%). Other responses include Recreational/Social (10%) and School (3%). 29 valid responses were given by 24 respondents, meaning some respondents use the service to access more than one service.

Significance: LATS serves a variety of needs within Livingston County, most of which are vital for health and quality of life. Access to employment is critical both for employees to provide the income they need for their families and for employers to attract the right workers for their jobs. For many transit users who do not have access to cars, employment opportunities would be severely limited without adequate transit service. Job access is also easier to plan around (both for the passenger and the transit agency) as they are regularly recurring trips, and the hours and trips can generally be anticipated far in advance.

Medical appointments are a common destination, particularly for Dial-a-Ride services, as well as Human/Social Service appointments. Both of these are critical for the Livingston County residents who need to access them and often lack alternative means. Other destinations are important for living an active and fulfilling life. The lower number of trips for School and Recreation/Social functions may be because these trips are hard to anticipate or plan around.

Question 4. Why did you choose to ride the LATS bus for this trip? Mark *all* that apply.

Figure A-4: LATS On-Board Survey, Question 4



Purpose: To understand the reason(s) behind the decision to ride LATS, and to determine captive riders (transit-dependent) versus choice riders.

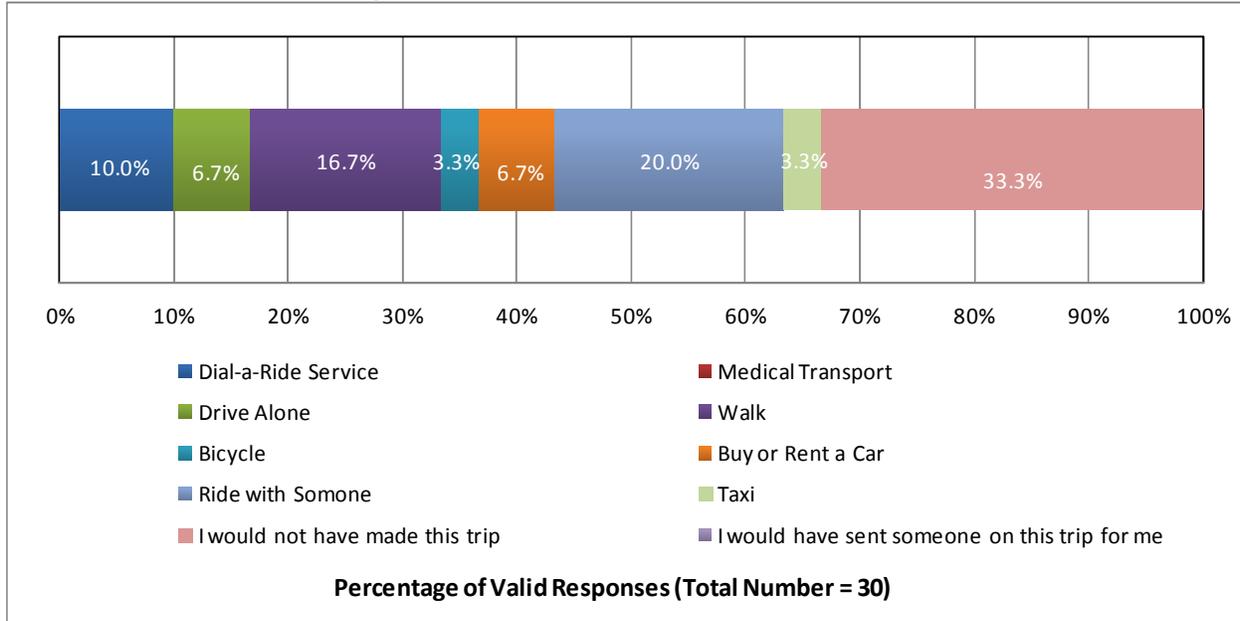
Results: About three-quarters of responses were for a reason which may indicate the rider is transit-dependent – lack of alternatives (26%), cost of service/save gas money (26%), disability (12%), and limited mobility (10%). These riders may have trouble accessing the needed services without adequate transit service. The other quarter of respondents who selected reasons which may indicate they are choice riders, mostly listed Convenience (24%); only one response listed environmental concerns.

It is important to note, however, that respondents were allowed and encouraged to make more than one selection, and there were 50 valid responses for the 24 riders who answered the question. Therefore, it is possible for a rider to select both disability and convenience as reasons for the trip. Or a rider could select disability, lack of alternatives, and limited mobility. This means that a direct translation of these percentages to assumptions about the percentage of riders who are captive may not be accurate. However, it is possible to infer that many riders of LATS do not have other reliable or affordable transportation options available to them.

Significance: The high level of transit-dependent riders on LATS is both a good sign for continuing patronage of the service and an indication of the importance LATS has for Livingston County. Without LATS service, many community members may not be able to access critical services, jobs, medical care, or other needed destinations.

Question 5. If the LATS bus service did not exist, how would you have made this trip?

Figure A-5: LATS On-Board Survey, Question 5



Purpose: To understand how riders would have made this trip absent LATS, the relationship between captive and choice riders, and other transportation options available to riders.

Results: The largest response was that respondents would not have made the trip (33%) without LATS service. The next largest responses were to ride with someone (20%) and walk (17%). Other responses were to use Dial-a-Ride services (10%), drive alone (7%), buy or rent a car (7%), bike (3%), or take a taxi (3%).

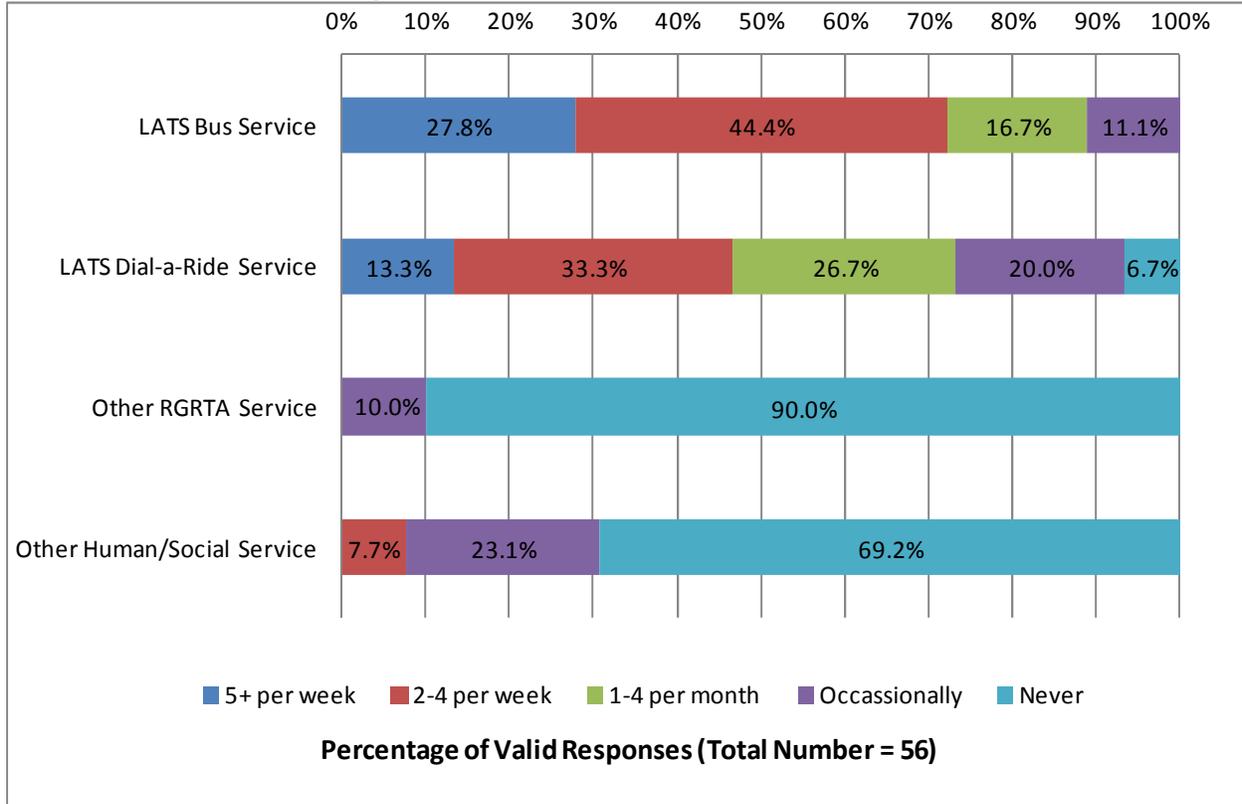
Significance: That a third of responses indicated that the trip would not have been made in the absence of LATS is an important finding. This shows that LATS is the only option available for some respondents or some trip purposes. This is particularly telling since so many LATS trips are to access critical destinations like jobs or medical care.

The second largest response was to ride with someone, which indicates at least a certain level of access to private vehicles, but the low response to drive alone (7%) shows that vehicle ownership among LATS riders is likely low. Riding with someone also is not always an available option and could add burden to family, friends, and neighbors if they were called up on in the absence of LATS service. The low number of responses for drive alone, buy/rent a car, and taxi are not surprising given that cost of service was listed as a major reason to use LATS.

It is interesting that the third highest response was walking. This indicates that at least some trips on LATS are fairly short, likely less than one mile, but perhaps a little longer. However, walking is not feasible for many trips either because the destinations are too far away or because there is some mobility limitation, disability, or medical issue precluding walking.

Question 6. On average, how many times do you ride each of the following transit services?

Figure A-6: LATS On-Board Survey, Question 6



Purpose: To find out how often riders use LATS services as well as other existing transportation services in the Study Area.

Results: Respondents use LATS fixed-route bus service and Dial-a-Ride services frequently and use other non-LATS services infrequently. About 72% of respondents use LATS fixed-route bus service multiple times per week, indicating that riders are frequent users of the service. A little under half of respondents (47%) use the Dial-a-Ride service multiple times per week. Most respondents (90%) never use other RGRTA services and no respondents use them frequently. Most respondents (69%) also never use other human/social service transportation services, but some (8%) do use these services multiple times per week.

Significance: These results show how important LATS service is for residents of Livingston County who need transit service. LATS is used frequently by its riders and no other option is used with much frequency in the County. Given that many riders are captive riders and many trip destinations are important ones like jobs, medical appointments, and social services, maintaining a good level of LATS service is important to many riders who may not be able to access their needed destinations on other services.

Question 7. Are there any locations inside Livingston County that need LATS service – if so, which ones? Please provide town/village and destination or major cross streets.

Purpose: To understand which destinations riders feel are unserved or underserved by LATS.

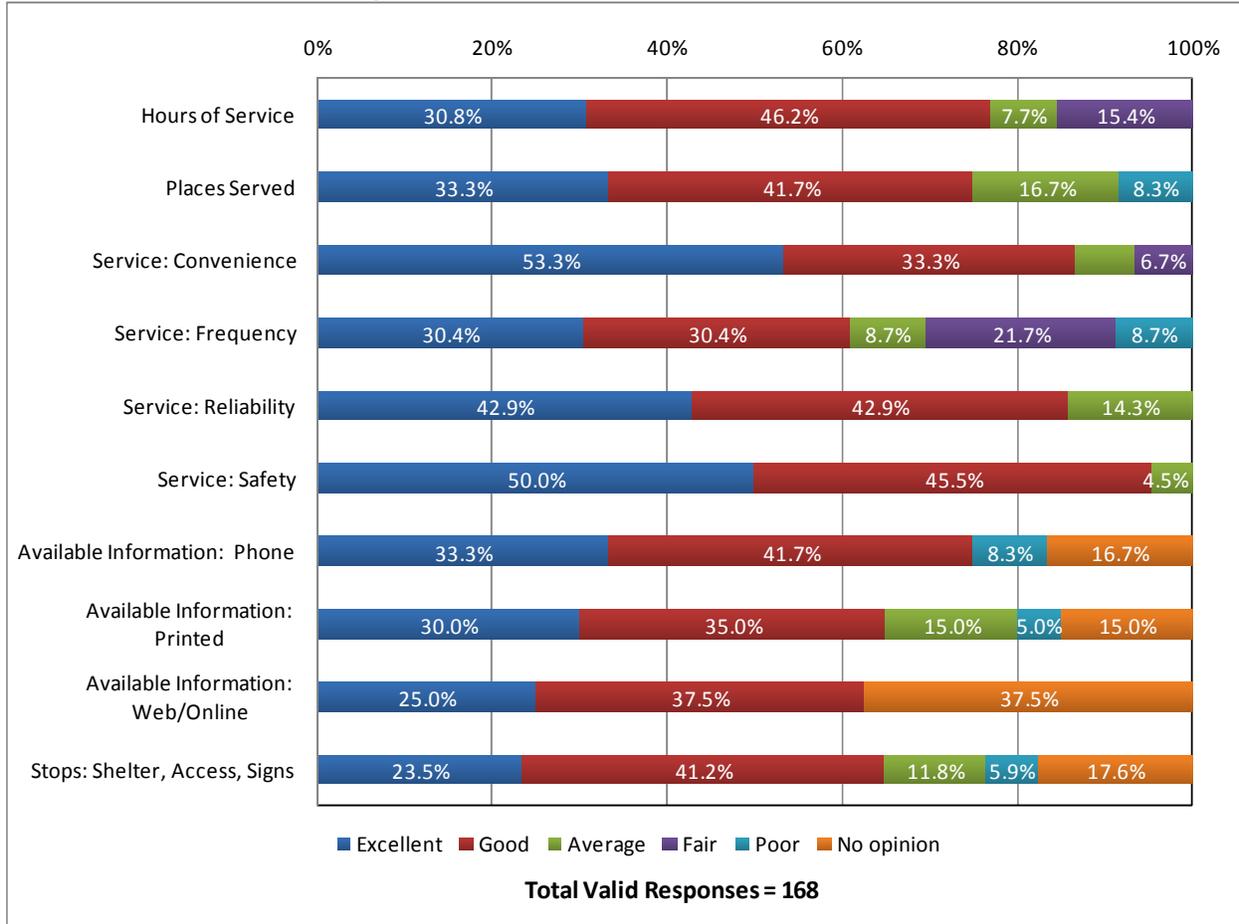
Results: The following ten responses were received:

- To work in Avon
- I like to see LATS run on weekends
- Nunda
- From CASA at 11:35 back to Nunda
- Nunda
- No
- From Geneseo to Nunda 4:30 pm
- To work in Dansville
- Not have to wait for 2 hours in Mt. Morris
- Nunda to Geneseo

Significance: Nunda clearly popped up a lot in responses, which shows that at least some riders with origins and/or destinations in Nunda do not feel the scheduled services adequately meet their needs. Some of these responses seem to indicate schedule timing issues more than destination issues.

Question 8. Please indicate your opinion of the following LATS qualities.

Figure A-7: LATS On-Board Survey, Question 8



Purpose: To understand the respondents’ perceptions of the current quality of LATS services and to highlight areas that could be improved.

Results: Overall, LATS received high marks from respondents. At least 60% of respondents indicated they perceived each item as either ‘excellent’ or ‘good.’ Additionally, no items received a ‘poor’ rating from more than 9% of respondents. However, there is definitely room for improvement as most responses were for ‘good’ not ‘excellent’ and a few items received higher than hoped for levels of ‘average,’ ‘fair,’ and ‘poor.’

The highest rated item was safety with 96% giving it an ‘excellent’ or ‘good’ rating. That is terrific, as safety is of utmost importance for any transit agency. The next highest rated categories were service convenience (86% ‘excellent’ or ‘good’) and service reliability (86% ‘excellent’ or ‘good’), which are both important basic components of a good system. Service convenience also received the highest proportion of ‘excellent’ ratings (53%).

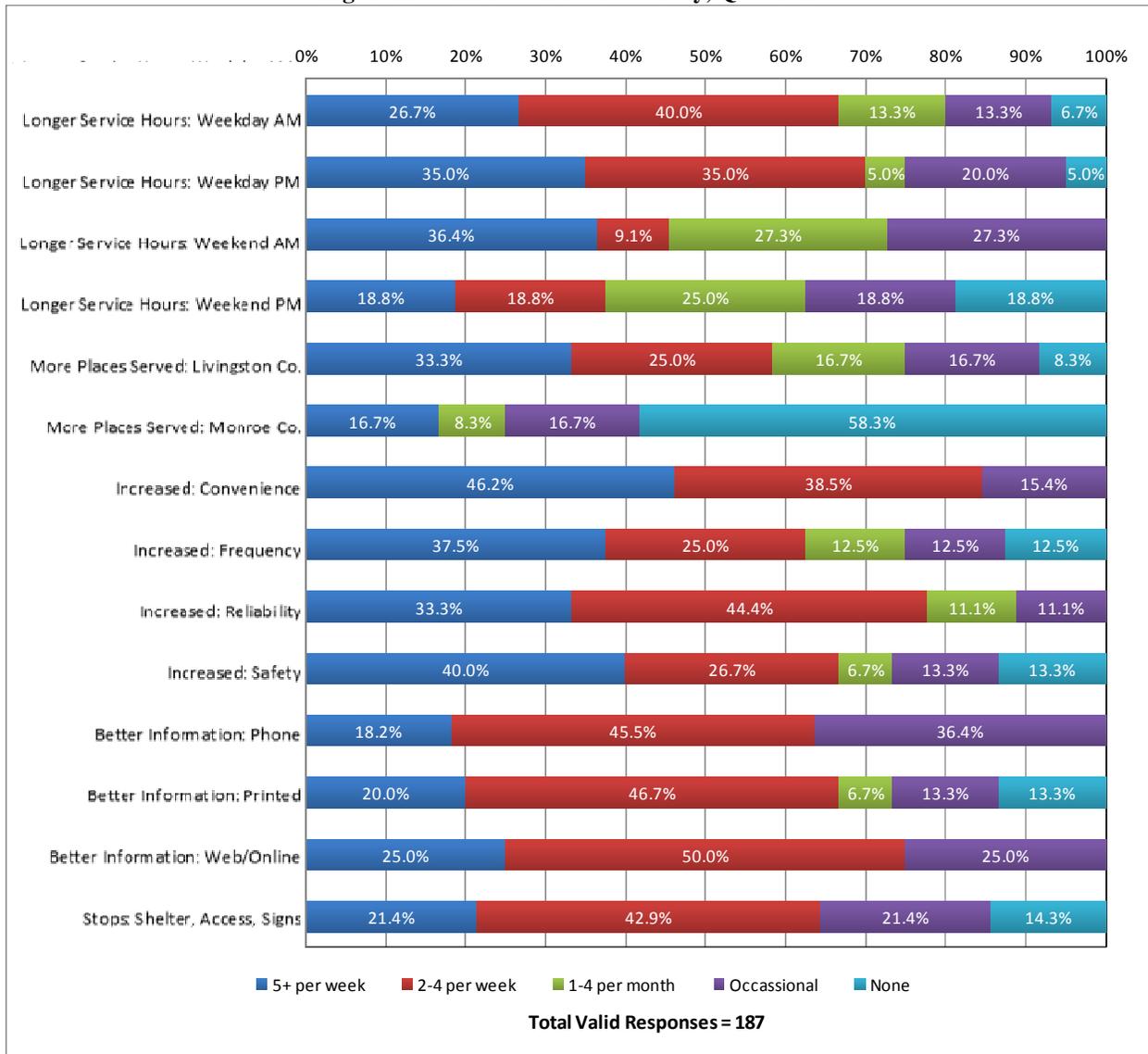
The worst performing categories were service frequency (61% ‘good’ or ‘excellent’), web information availability (63% ‘good’ or ‘excellent’), stops (65% ‘good’ or ‘excellent’), and

available printed information (65% 'good' or 'excellent'). Stops received the lowest percentage of 'excellent' ratings (24%), followed closely by web information availability (25%). Service frequency received the highest percentage of 'fair' or 'poor' ratings (30%), followed by hours of service (15% all 'fair'), and places served (8% all 'poor'), and phone information (8% all 'poor').

Significance: The results are good overall for LATS. Safety and reliability are two of the most critical pieces for transit systems to generate ridership, and these were two of the three highest rated categories. However, respondents indicate some displeasure with service frequency, information availability (in all forms), and the quality of amenities at stops. Of course, improvements in any of these categories carries with it costs, but the perceptions of riders can help give an idea of where LATS can get a good "bang for its buck" when targeting improvements to make to the system.

Question 9. If the following IMPROVEMENTS were made, how many MORE TRIPS would you make, on average?

Figure A-8: LATS On-Board Survey, Question 9



Purpose: To understand what types of service improvements could result in increased ridership levels.

Results: Most respondents indicated that making a given improvement would lead to them making multiple trips more per week using the LATS service. With the exception of more places served in Monroe County and longer weekend PM service hours, at least 50% of respondents for each question indicated that were that improvement to be made, they would use the service two or more times more per week.

Increased convenience was the most cited improvement that would lead to more trips with LATS (85% indicating this improvement would lead to multiple trips per week more), followed by increased reliability (77%), better web information (75%), longer weekday PM service hours (70%), longer weekday AM service hours (67%), increased safety (67%), better printed information (67%), and improvements to stops (64%).

The item which had the worst response was more places served in Monroe County, with 58% of respondents saying this improvement would not lead to them using LATS any more frequently and only 17% indicating that they would LATS multiple times per week more with that improvement.

Significance: The results of Question 9 are a bit odd when viewed in conjunction with Question 8. The second highest-rated component of service from Question 8 (convenience) was the improvement that respondents indicated was most likely to lead to them using the service much more. Similarly, Safety (the highest rated element) and reliability (third highest rated element) were also rated by a high proportion of respondents as improvements which would lead to them using LATS much more. That is not expected and a little surprising.

Of course, some results are more in line with expectations. Improvements to information availability (in all forms), stops, service hours, and service frequency were all selected by respondents as improvements which would lead to them using the service much more. This fits with the results from Question 8 which showed lower ratings from respondents for these items.

There is a chance some respondents misunderstood the question and approached it as if the question was seeking information on the respondent's opinion of the current level of LATS service in each category (like in Question 8). Because of the small number of respondents to any individual item (8 to 20 responses per question), it is possible that a misinterpretation by a few respondents would skew results noticeably.

However, it is also possible that all respondents correctly interpreted the question and these results do represent a blueprint for improvements that would increase ridership. After all, terms like 'convenience' and 'reliability' can be interpreted broadly, and even if these elements receive good marks from riders, improvements in these areas could still lead to increased ridership.

Question 10. Please provide any general comments on LATS or ways to improve connectivity in the County?

Purpose: To provide a space for open-ended comments on any aspects of LATS services which may not have been captured by other elements of the survey instrument.

Results: A total of 14 write-in responses were received which appear below:

- The bus doesn't accommodate any area factory work schedules
- Love the low prices! The office people suck - the drivers are good. Wish we could just go where we need to go, that we do not have to be on a bus for hours or ride around on the fixed rts. Don't know about how anything works because people who ride told me about LATS and where it goes, the office people are no help at all. You need more advertisement about LATS that it is open to public not just elderly, state home and ARC people (put ads on TV, not in the penny saver - people don't read, etc.). Direct Rt to and from work would be awesome, not twenty diff stops before you get to where you're going.
- New phone system frustrates drivers and I do not think it is safe to use while driving [specific comment on Safety part of #8]. Old hand held speakers were never much safer for drivers to use. I think the new black telephones are inconvenient and dangerous. Thank you.
- I like all of the drivers
- Shelters at stops. Standing outside in the rain/snow is not really good.
- More trips from Geneseo to Nunda in late afternoon.
- I have waited 1 hour to be picked up to go home from app at hospital.
- More runs to Nunda from Mt. Morse.
- Drive on Sundays; sheltered benches at bus stops - it gets cold.
- I am satisfied.
- Generally very good; better transfer times in Geneseo would be nice.
- Keep up the good work.
- We had a temporary service this summer from Geneseo to Nunda (PM) and it was GREAT.
- We need a fixed-route from Nunda to Geneseo and back. Work hours for most SUNY-Geneseo employees are 8:00 am to 4:15 pm. Thank you.

Significance: Many of the comments were further praise for LATS, including a number of comments praising drivers. A few comments indicated specific service improvements, like Geneseo to Nunda bus service, and a couple included a recommendation to improve bus stop amenities. Wait and transfer times, service hours, and information availability were also items listed as areas for improvement.



Appendix B:

Public Survey



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

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

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

If outside Livingston County, please indicate where: _____

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

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

If outside Livingston County, please indicate where: _____

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

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

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

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

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

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

Other (please specify): _____

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

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

Other (please specify): _____

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

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

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

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

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

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

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



9. (continued)

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

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

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

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

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

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

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

Other (please specify): _____

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

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

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

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

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

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

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

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

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

- No Yes

If yes, please explain: _____

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

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



22. How many individuals live in your household?

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

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

- 1 2 3 4 5+

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

- 1 2 3 4+

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

- 1 2 3 4 5+

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

- 1 2 3 4 5+

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

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

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

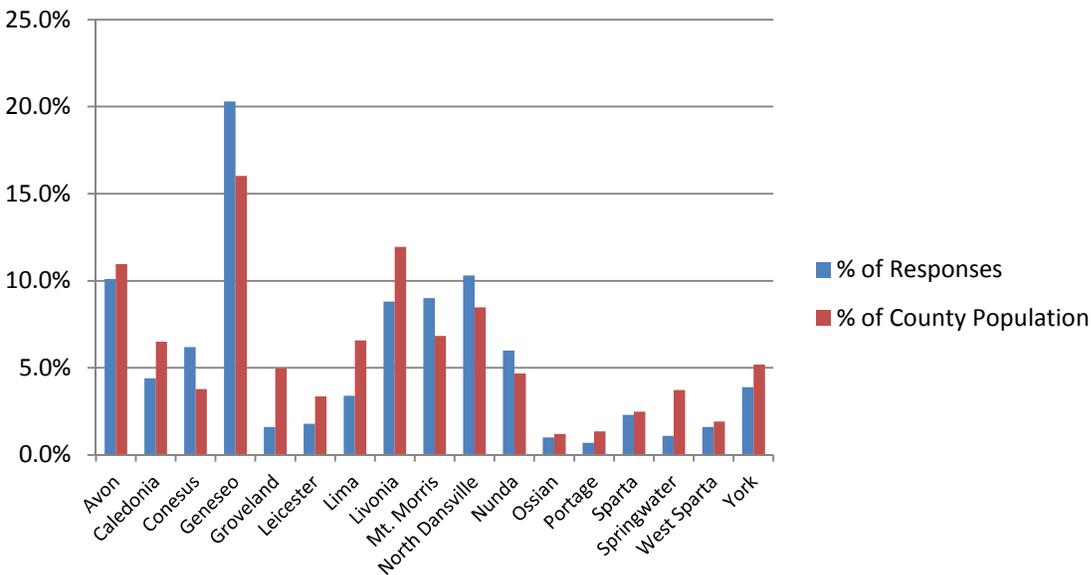
- Social media Television Radio Newspaper
 Flyers in public places (libraries, local businesses, community buildings, etc)
 Other (please specify): _____



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

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

Figure C-1: Where Respondents Live

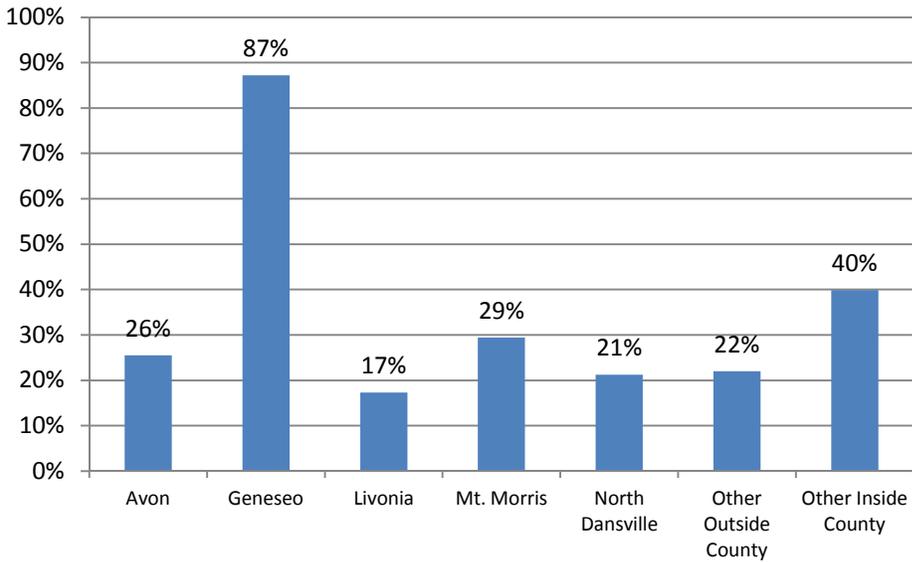


2. In which town(s) or village(s) do you work, shop, or visit most often? Check all that apply.

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



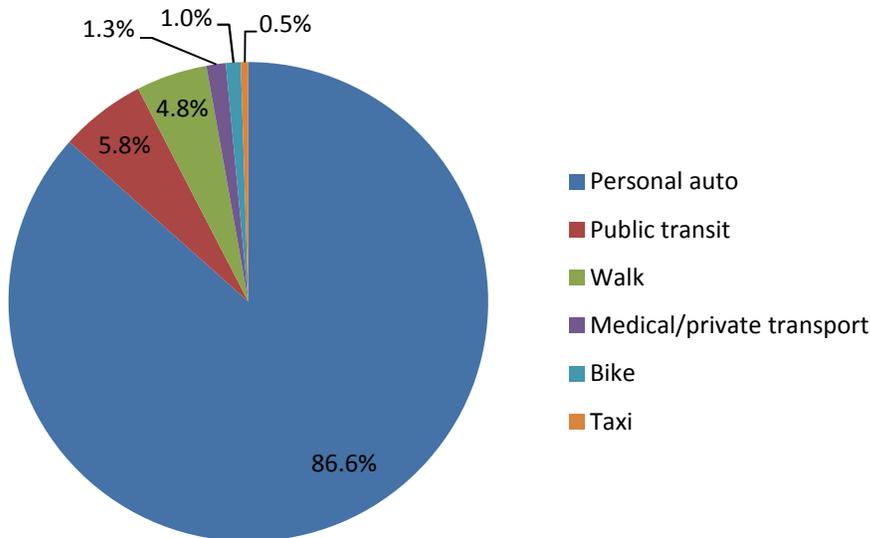
Figure C-2: Destinations Visited Most Often



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

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

Figure C-3: Mode Share

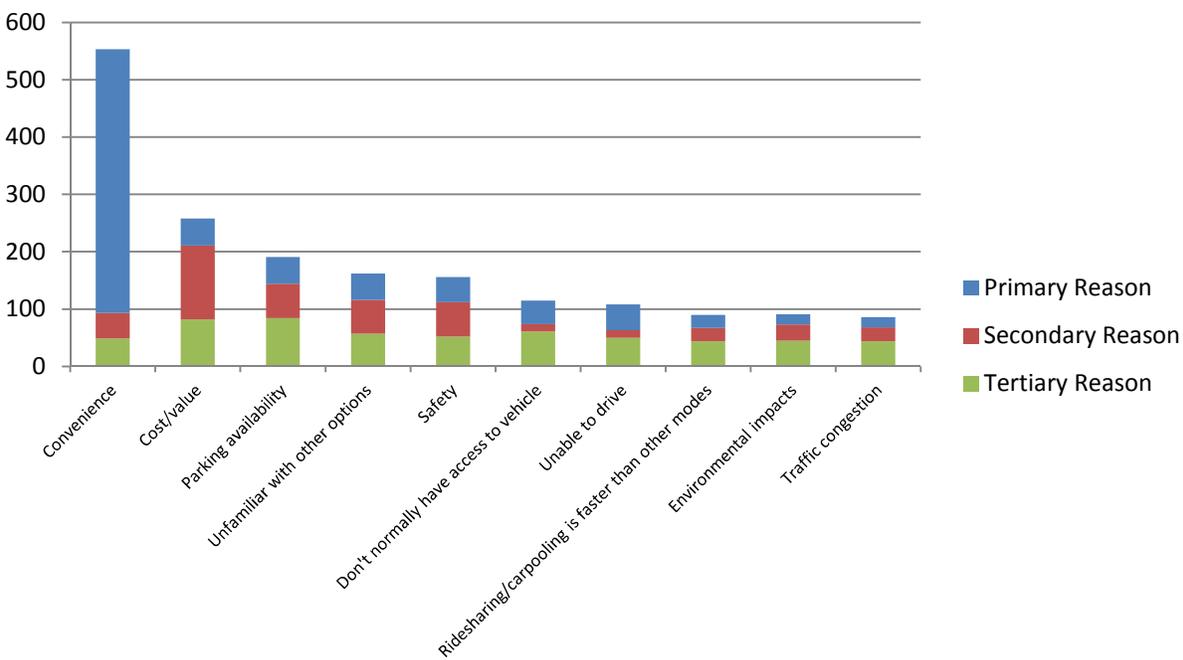




4. Why is that your primary mode of transportation? Please choose up to three items and rank them, 1 through 3 (1 being your top priority).

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

Figure C-4: Reasons for Mode Choice

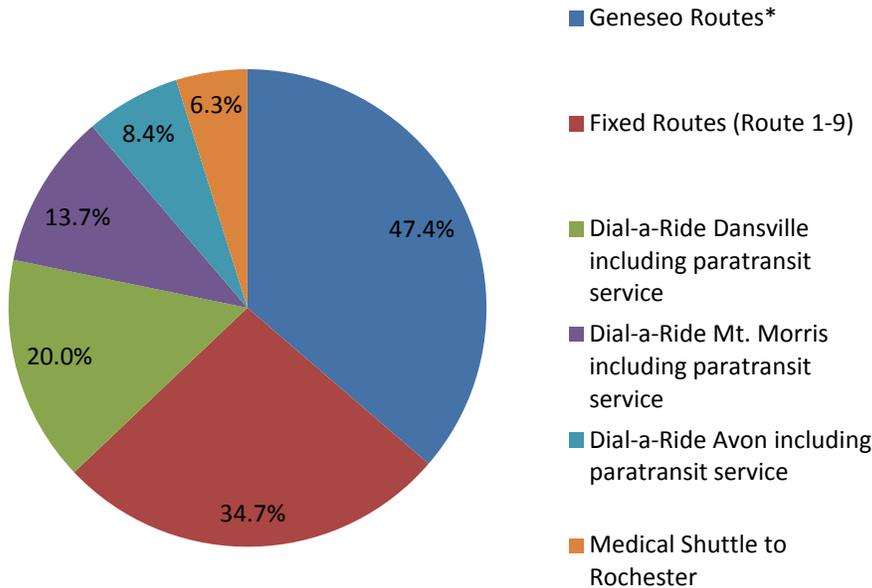


5. Have you (or anyone in your household) used any of these LATS transportation services in the past year? Check all that apply.

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



Figure C-5: LATS Services Used



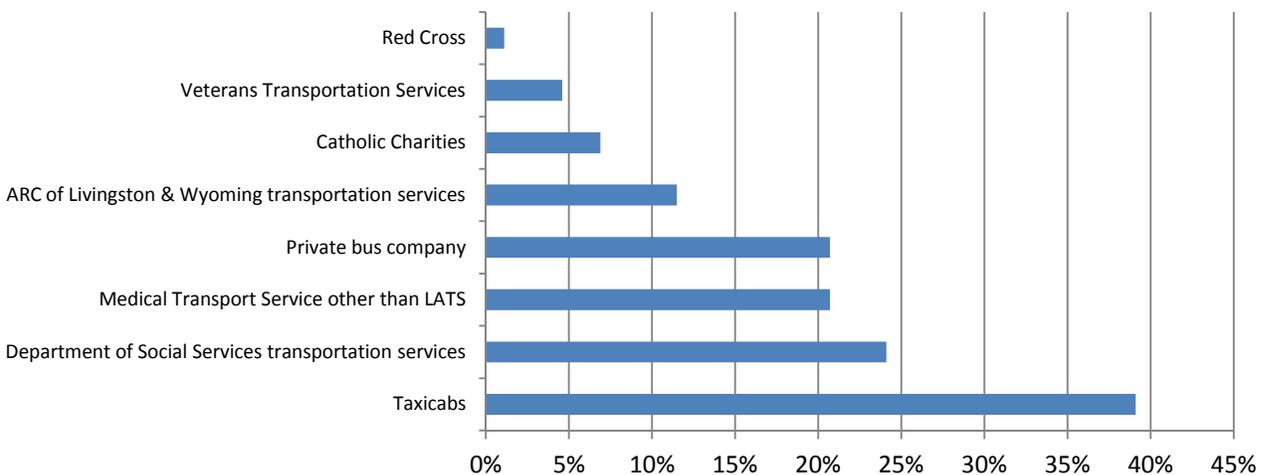
* Geneseo Routes include daily routes and weekends to Rochester.

Note: Chart represents breakdown of 15% (95 people) that answered the question.

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

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

Figure C-6: Other Services Used



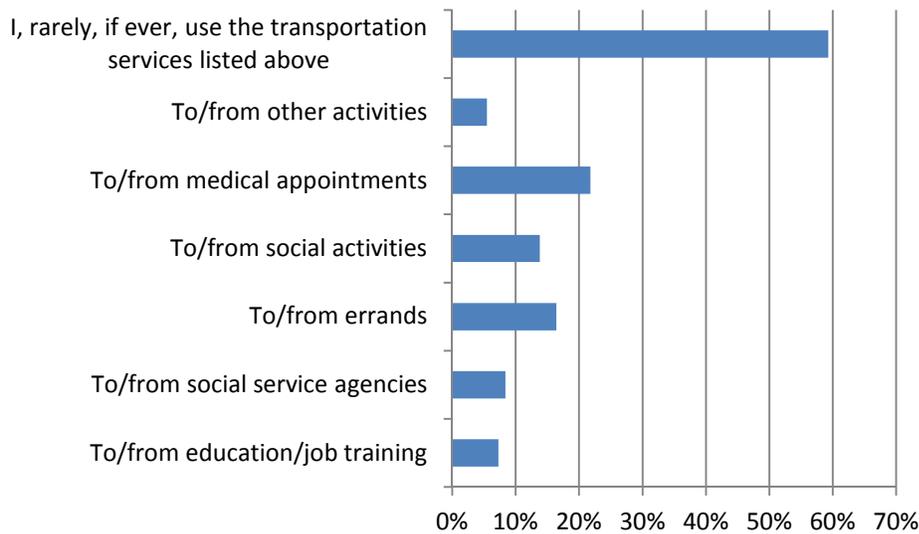
Note: Chart represents breakdown of 14% (87 people) that answered the question.



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

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

Figure C-7: Purpose for Using Service



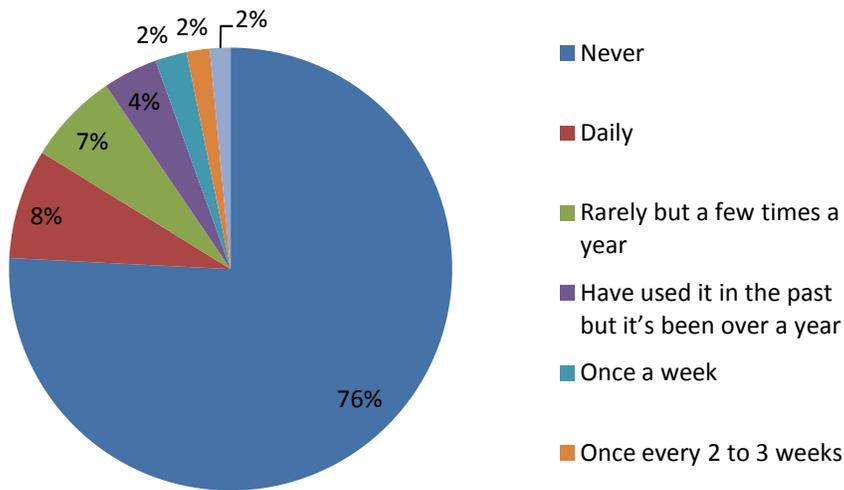
Note: Chart represents breakdown of 43% (275 people) that answered the question.



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

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

Figure C-8: Frequency of LATS Use

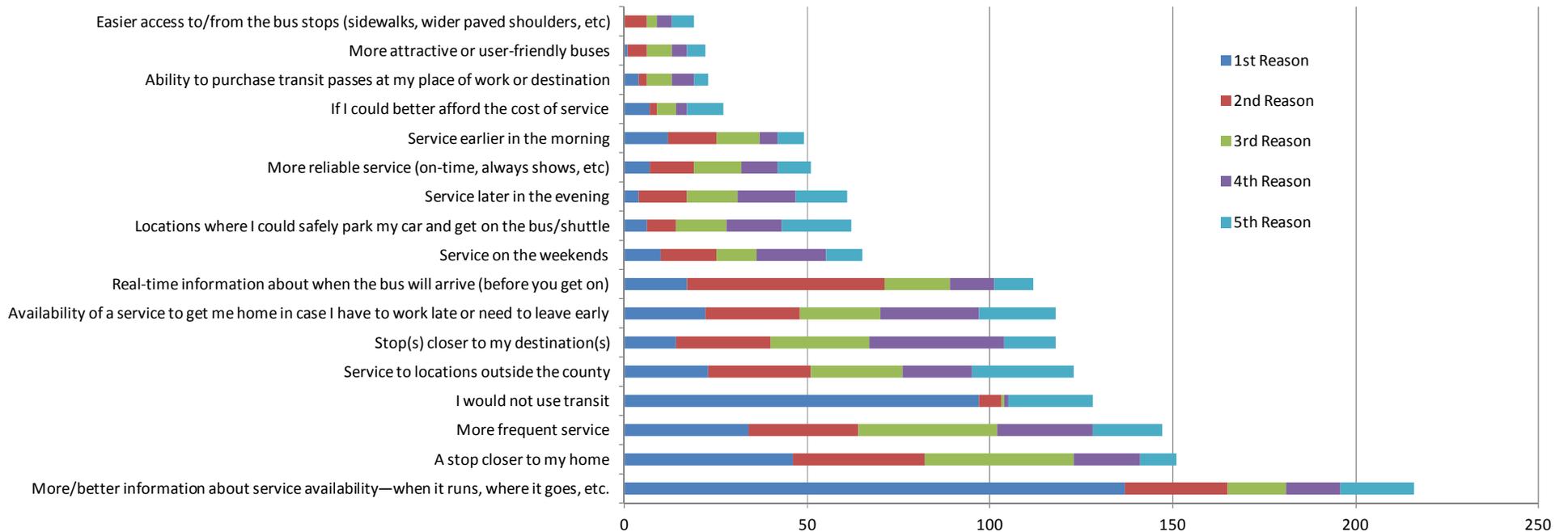




9. What would allow or encourage you to use LATS more frequently? Please choose up to five items and rank them 1 through 5 (1 being top priority).

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

Figure C-9: How to Encourage LATS Use

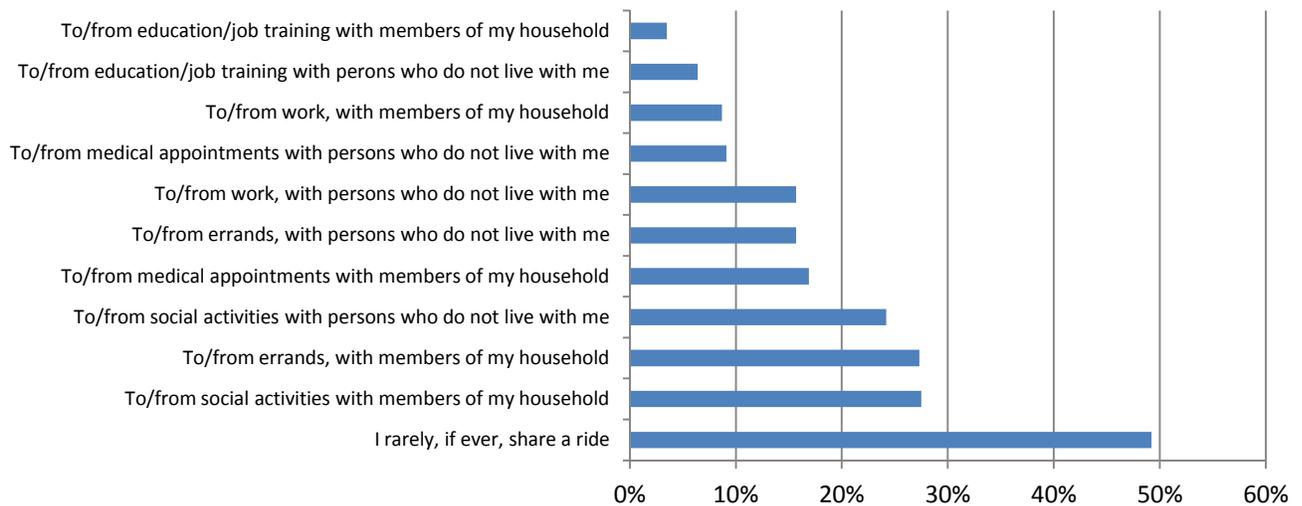


Livingston County Transportation Connectivity Plan
Public Survey Summary

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

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

Figure C-10: How Many Use Carpool



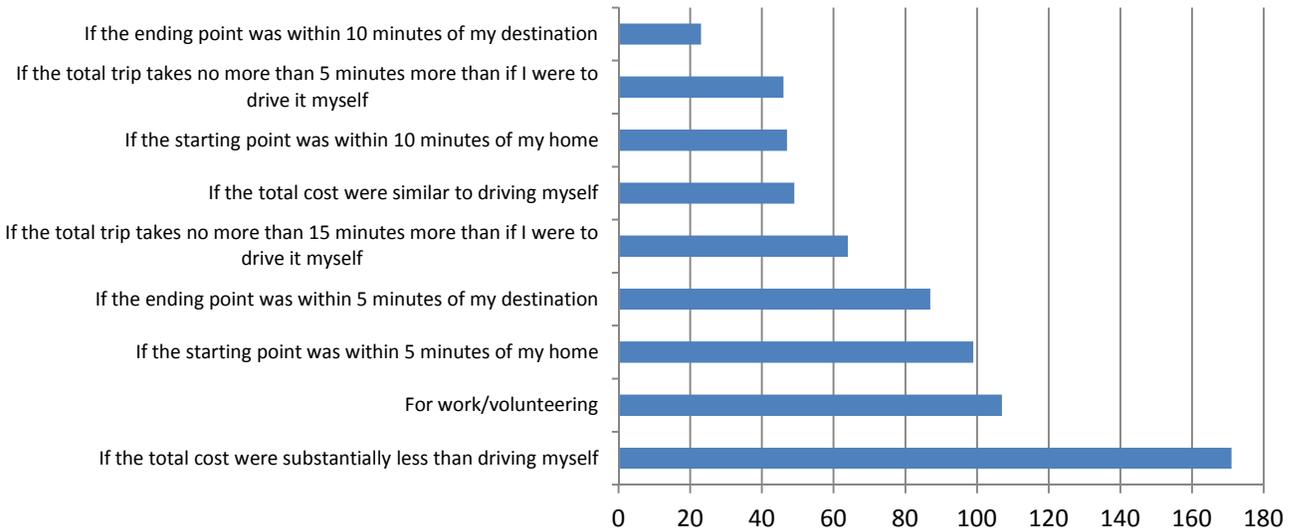
Note: Chart represents breakdown of 76% (484 people) that answered the question.

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

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

Livingston County Transportation Connectivity Plan
Public Survey Summary

Figure C-11: What Would Encourage Vanpool

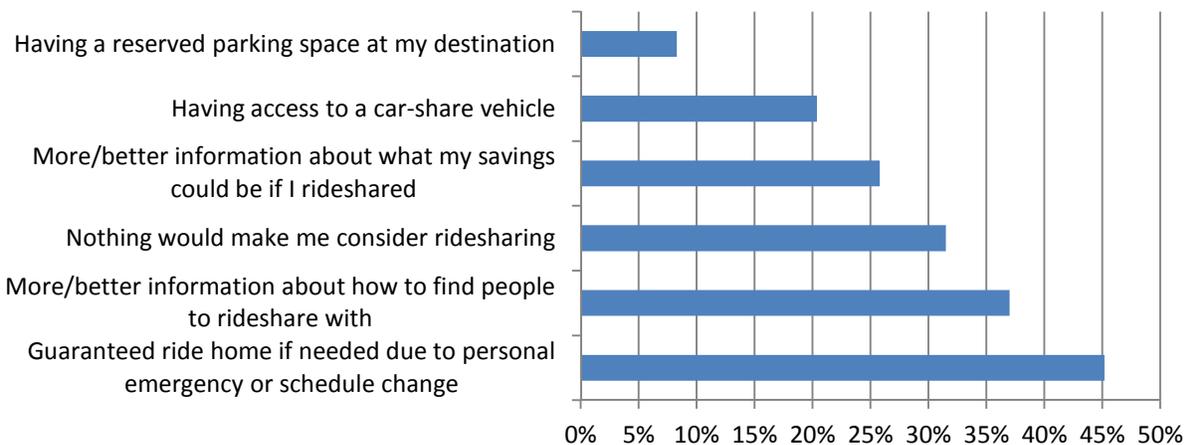


Note: 250 of survey respondents did not answer this question.

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

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

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



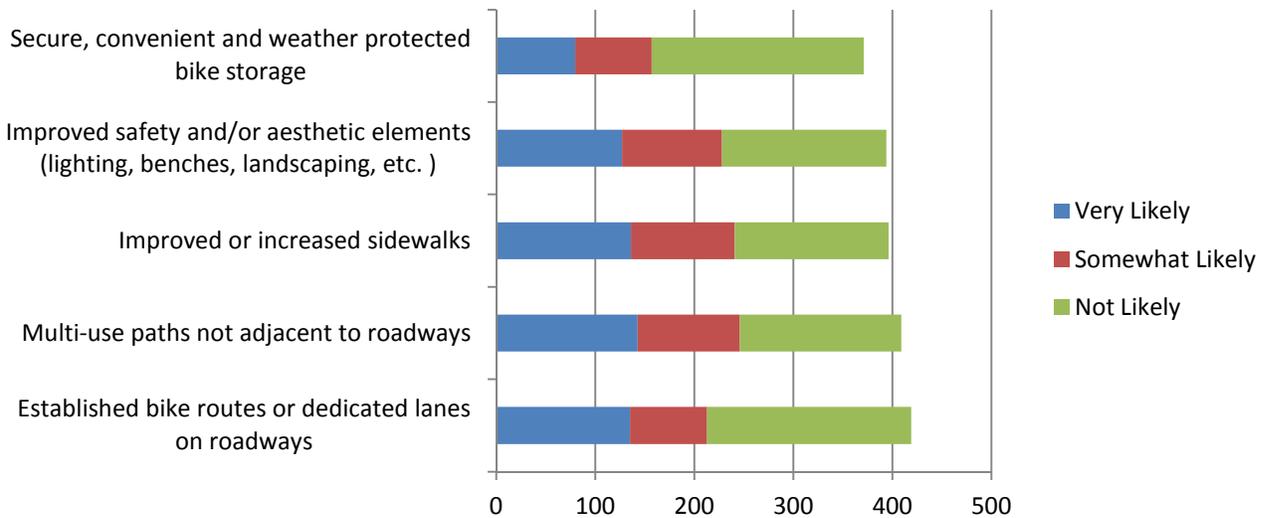
Note: Chart represents breakdown of 61% (387 people) that answered the question.

Livingston County Transportation Connectivity Plan
Public Survey Summary

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

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

Figure C-13: Incentives for Walking/Biking



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

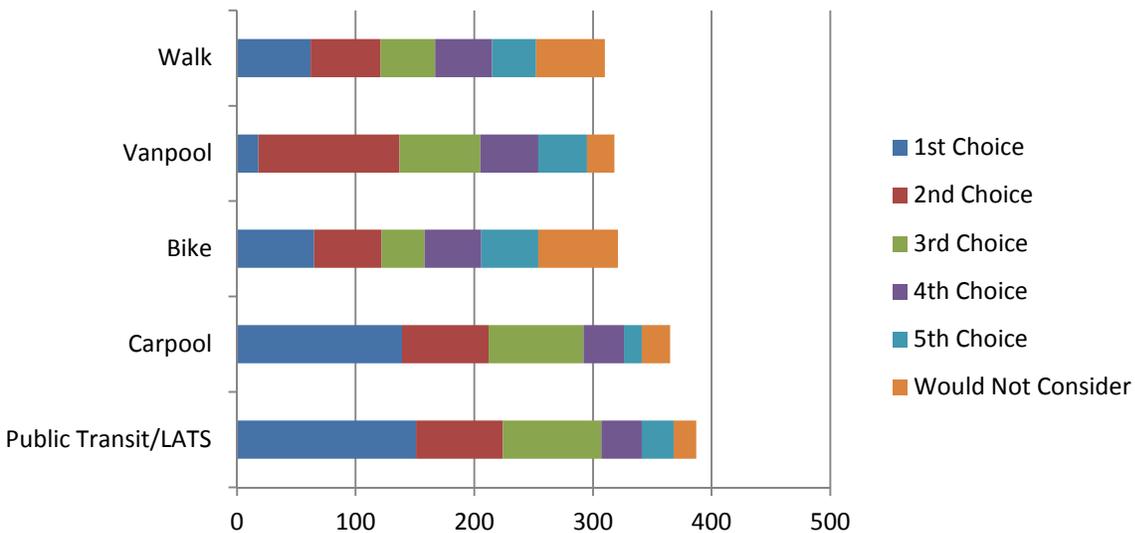
While non-automobile choices are unlikely for many residents, it is important to understand the alternative modes of transportation that represent the greatest opportunity in the community. According to how these modes were ranked, LATS would be the first choice of one third of respondents, followed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

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

Livingston County Transportation Connectivity Plan
Public Survey Summary

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

Figure C-14: Options Considered Other Than Driving Alone



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

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

Infrastructure

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

Livingston County Transportation Connectivity Plan

Public Survey Summary

Services & Programs

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

Other

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

Specific Locations Noted

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

Livingston County Transportation Connectivity Plan
Public Survey Summary

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

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

Infrastructure

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

Services & Programs

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

Specific Locations

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

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

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

Livingston County Transportation Connectivity Plan
Public Survey Summary

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

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

Infrastructure

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

Services & Programs

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

Other

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

Specific Locations

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

Livingston County Transportation Connectivity Plan
Public Survey Summary

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

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

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

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

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

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

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

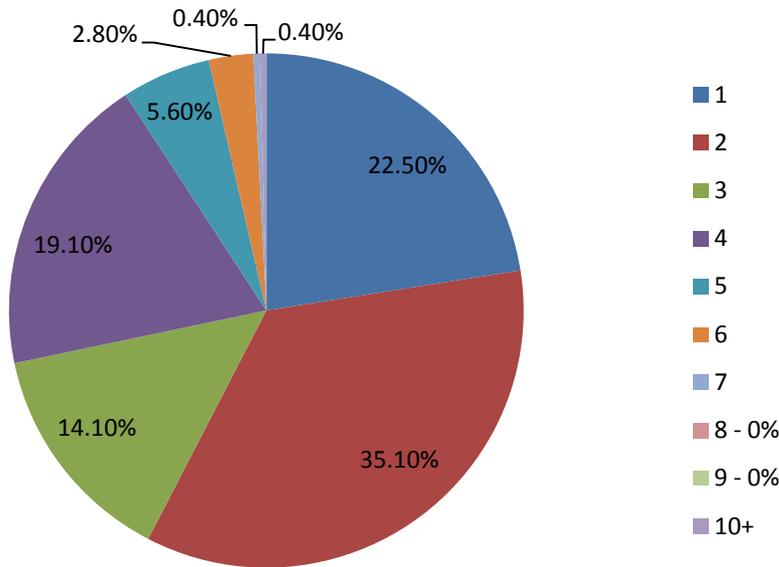
151 responses were provided but they were all comments that were noted or documented in other written comments.

Livingston County Transportation Connectivity Plan
Public Survey Summary

22. How many individuals live in your household?

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

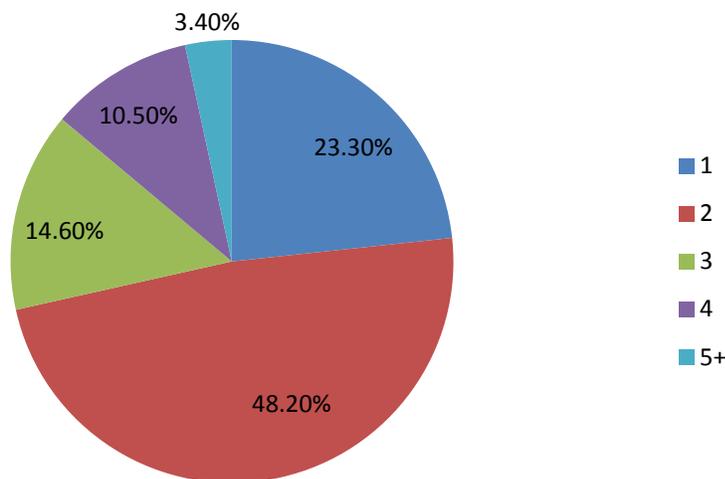
Figure C-22: Number of People per Household



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

467 respondents answered this question.

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

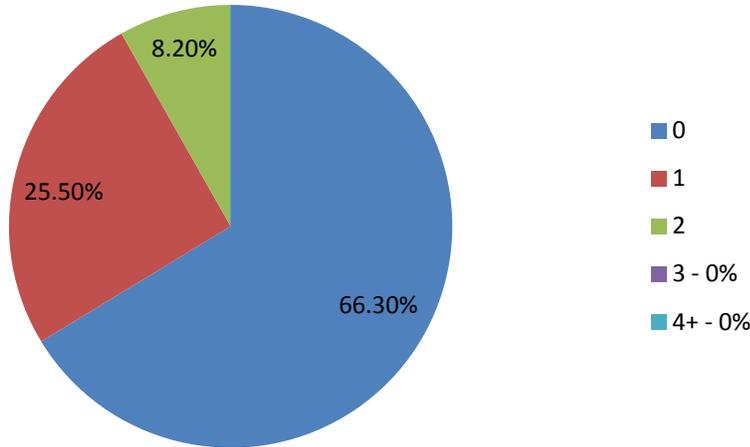


Livingston County Transportation Connectivity Plan
Public Survey Summary

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

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

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



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

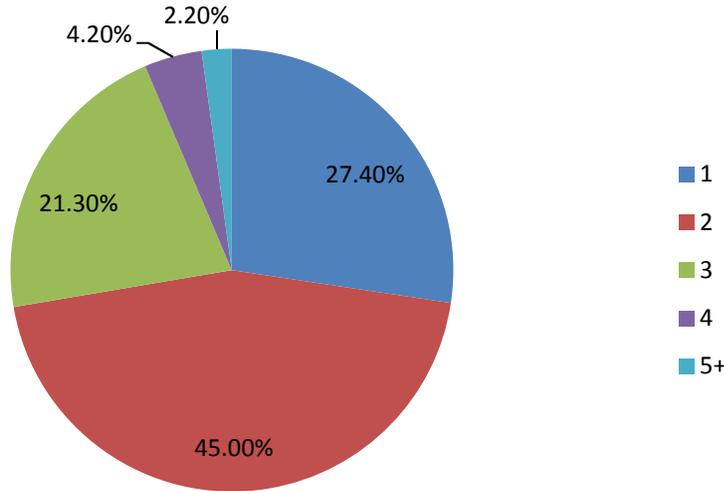
Only 75 people responded to this question, but 66 respondents include 1 person that needs assistance, 8 include 2 people and there was 1 response that noted more than 5 people in the same household. Providing an option to answer 0 may have resulted in a more accurate representation of actual conditions.

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

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

Livingston County Transportation Connectivity Plan
Public Survey Summary

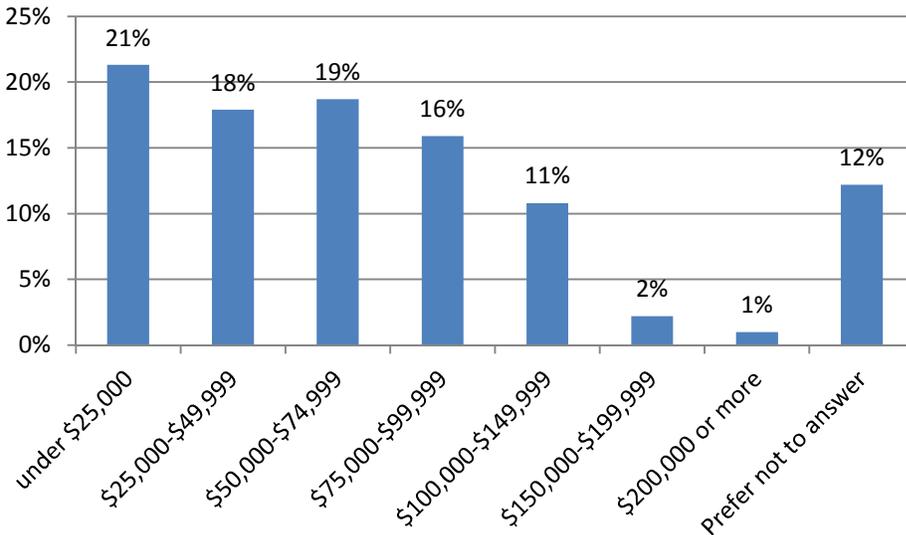
Figure C-26: Number of Automobiles per Household



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

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

Figure C-26: Annual Household Income

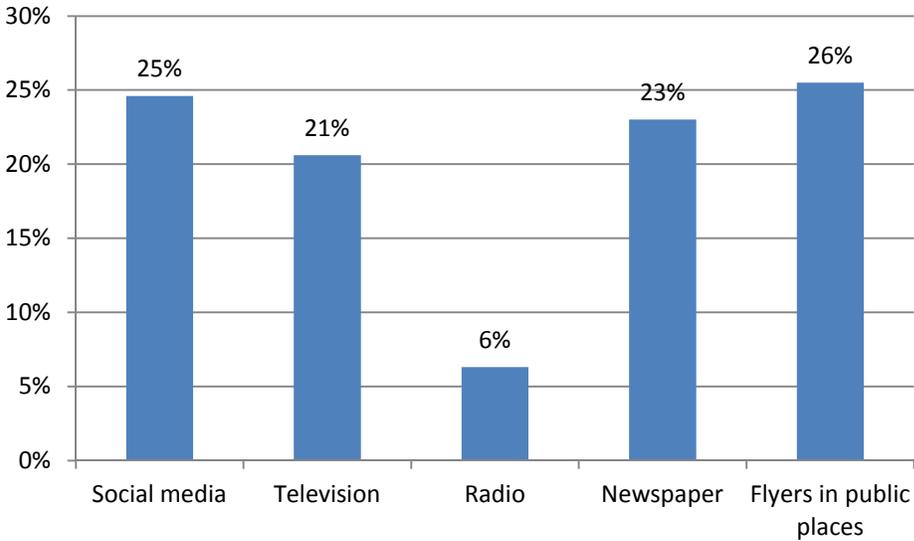


Livingston County Transportation Connectivity Plan
Public Survey Summary

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

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

Figure C-27: How to Best Promote Public Participation



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

If yes, please explain:

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

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

If yes, please explain - cont.:

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

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

If yes, please explain - cont.:

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

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

If yes, please explain - cont.:

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

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

Open-Ended Response

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- Not enough choices for public transportation. Not enough routes, not enough stops, not enough early and late choices. For instance could not use to go to work at all.
- Poorly maintained shoulders on the roads.
- More sidewalks are needed, especially in Geneseo village. Road repairs in the Town of West Sparta are desperately needed - not just patches in various locations! The patches in many cases, make the road more difficult to navigate!
- I think overall for anyone who is capable of providing transportation for themselves, it is relatively easy to get from Point A to Point B. However, for anyone that does have to rely on public transportation it is perceived as a hassle. The routes that are available mean spending hours away from home for having one appointment or getting errands run.
- Not enough sidewalks and repairing of older ones. Not enough benches or places to stop and rest along the greenway trails
- Generally positive
- I am unfamiliar with them. I would appreciate receiving mailings describing and promoting easy access to transit.
- I think the roads, sidewalks and trails are great in Livingston County. They are generally in great shape and go where they need to go to support commuting and recreational use. I do not know about the transit system and how to use it. Airports and rail seem to be of limited value for commuting or recreational use in Livingston County
- Good roadways but could use more enforcement of the traffic laws.
- It would be great if lite rail was available to Rochester. More loop trails for bikes and pedestrians are needed. More forethought into how these ideas can be incorporated 10, 20, 30 years down the road, and not squeezed in after roads, developed are already completed
- Overall OK.
- I think the roads are good for a rural community. I like to see the upgrades occurring on some of the busier dirt or former dirt roads in Conesus.
- Many back roads need much better care.
- I'm glad to see the bus for people who can't drive. But we have built a system for cars. You even need a car to get to a trail so you can walk. I'd like to use a bike, but the main roads are far too dangerous for that. We brought bikes with us when we moved here, but we gave them away.
- I think our roads are very good and well maintained, better than most areas outside of NY.
- Some improvements have been made, more would be beneficial.
- well maintained
- Better than average
- Overall, I feel that the quality and availability of transportation systems within Livingston County ranges widely. We have many good systems in place, but in our more rural areas, we are lacking. We also need to work on increasing our connections between destinations, while making the experience safe and enjoyable.
- Fairly good for most but bad for elderly and handicapped.

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

Open-Ended Response

- If I had any idea of the routes for the transit system, I might be able to help you here. However, the complete lack of publicity for the available routes manages to keep the average person "out of the loop" and unable, therefore, to access the services . . .-or be able to tell you if there are any "gaps".
- Bike racks are unheard of anywhere these days and to try to mention all the sidewalk issues would take me all day. For me, the lack of options to get back to Avon keeps me from taking the bus unless it is an absolute necessity. I often need to go to Geneseo and Mt. Morris both in one day and it is hard to have the \$6-\$8 needed.
- Sidewalks to Goodwill, Walmart and Wegmans. I can't think of anything else.
- Better intersection lanes especially for truckers or slower vehicles.
- Need sidewalks and bike lanes.
- Ridge Road - State Route 408.
- Transit needs to frequent higher density residential and commercial locations, including the downtowns.
- Transit is not very accessible with time and late.
- Whole County.
- Its fine.
- Need for more frequent stops made by LATS.
- Sidewalks from Nunda Village to Shurfine/Dollar General.
- More frequent service from Dansville Rt 36 and stops on Route 36 to Mt. Morris or Geneseo. Earlier hours and later hours.
- How to get a taxi.
- Lack of bus routes, variety of bus route times and locations.
- I would like better transportation within the town of Geneseo.
- There needs to be more buses to Rochester. 1 a day is not enough.
- There is a lack of buses from Geneseo to Nunda.
- Sidewalks needed in Livonia.
- Some sidewalks are very broken up. Three foster grandmothers ride and are picked up at the front door of our apartment building and are returned to home from the school.
- Transportation route - Pole Bridge Road - Avon - Across from the Village of Avon.
- No reliable public transportation.
- I am searching for employment and my only transportation is LATS. My search is limited to availability of LATS, therefore i can only work hours that LATS runs, which is limited to mornings and weekdays. If LATS expanded hours and weekend services i would have a greater chance of employment.
- A sidewalk along Lima Rd. to Volunteer Rd. and along Volunteer Rd. would improve safety for the many runners.
- If you live in Mt Morris, Geneseo or Dansville there is a fair amount of bus routes to get to and from appointments or outings. If you reside in any of the out lining areas there is very few options if any. Whether going to work, shopping or appointments it make it difficult when you dont own a vehicle or can easily find a ride.
- PLEASE install a sidewalk in Geneseo leading from Ryan Drive all the way up to the Genesee Valley Plaza. Also when a walker or biker arrives at the top of the hill across from the entrance to the Plaza, there needs to be a crosswalk and a pedestrian crossing signal at that intersection of Route 20A and Volunteer Drive. Right now, that final stretch from Ryan Drive into Wegmans and other stores is extremely dangerous for walkers and bikers.
- new to area and still learning the system
- There are areas in some villages which do not have sidewalks or the sidewalks are in poor condition. An assessment of the sidewalks in each town/village would be helpful.
- Need for walking/biking paths/lanes around Conesus Lake and to/from Geneseo and other town centers to the lake. This is heavily used by walkers, runners, bikers, but is dangerous because of little/no shoulder on the road and the speed of vehicles on the road.

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

- Not specifically. I often wish I knew more about existing bus routes / that there were more developed routes.
- Lima Rd. in the town of Geneseo is a safety nitghmare, for all forms of transportation.
- Can't think of any off hand.
- Not aware of transit opportunities in Nunda that would get me to Mt. Morris or Geneseo on a regular basis. Also not aware of any service between Nunda and Dansville.
- I know this is ongoing and great strides have been made.
- It would be nice if Wyoming County would have a cross-connect with Livingston County as far as I am aware - transit is not set up to be a viable option for getting to work routes/daily schedules do not meet work needs if I needed just a specific destination - ie Dr appt - and would not have to spend all day at the Dr's office, I would consider a bus of some sort or for shopping if there were more regular/convenient times
- MORE BUS SHELTERS. there should definitely be one at newton, and maybe at the major shopping centers. it's not fair because I can't afford a car that i should have to wait in the snow at walmart because the bus is late.
- A transit route would be ideal from Interstate 390 to the Buffalo area so the tractor trailer traffic would not have to exit at exit 6 or 7. They would not have to travel through the village of Mt. Morris or use Rt. 63 or travel all the way to Rochester to take the Thruway all the way back towards Buffalo.
- For people living out of town, it's all very limited
- There aren't any sidewalks for streetlights on South Lima Road.
- Need sidewalk/walkway from village of Nunda to Shur-Fine and Dollar General. Nunda Village sidewalks, many are impossible to walk on, have to walk in the street.
- Need more sidewalks going all the way up 20A to the plazas
- Transit route leaving Avon by 7:30a.m. and returning from Geneseo by 4:30p.m.
- Sidewalk needed along 20A in Geneseo for walkers attempting to get to wegmans or Walmart
- All the above; We could use more sidewalks, transit routes and bike racks.
- sidewalks needed on both sides of 20A. More LATS routes are needed; frequency is needed to be increased in times LATS runs.
- Commuter train to Rochester
- If I wanted to take a bus from Lakeville to Geneseo, last I checked, it was about a 40 minute ride that goes up to Avon and then down to Geneseo. If that could be a direct route that was only slightly longer than my current car ride down 20A, I would use it.
- See #18 above.
- Can't think of any.
- Finish a sidewalk from Ryan drive to Wegmans in Geneseo.
- see #15
- Need better sidewalks
- Lack of sidewalks all over. Closer pick up and drop off points. No definite pick up and drop off times.
- Lack of buses to Nunda from Geneseo
- More available rides for people on low income disability.
- Need more options to serve different work schedules, 7am to 3pm, 8am to 4pm,9am to 5pm without having to be stuck on a L.A.T.S. bus for 1 or more hours.
- I do not know of any.
- None that I know of.
- None
- Not aware of any currently.
- Unknown.
- An early bus (i.e. earlier or around 8 am) from Avon to Geneseo; a later bus from Geneseo to Avon (i.e. after 4:30; I cannot work an 8 hour day in Geneseo and ride the bus.
- There are no bike racks ANYWHERE in Avon. We need them.
- Lack of sidewalks and safe bke lanes to commercial areas in Geneseo.

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

- Bike racks are few and far in all of Livingston County in all of the towns. There are not even many lamp posts available to chain one's bike to. In Avon, one can get a bus to Rochester but if you need to return anytime in the middle of the day forget it. Avon has a great sidewalk system but it does need to be expanded on Genesee Street toward the residential areas away from the center of town. Also, the side walk needs to be completed on High Street between the Chase Park and the older section of sidewalk located closer to the Main Street.
- Are transit routes available to/from Caledonia or York?
- bridge at bypass SUNY collage
- see above re biking friendliness...
- Need sidewalks from Woodsville (West Sparta) to Cumminsville (North Dansville) to the Rt 36 shopping plazas. Need sidewalks along Rt 36 connecting all the plazas and fast food places (North Dansville).
- An off highway bike route from East Avon to Avon would be a giant step towards making it possible for kids to ride their bikes safely to school.
- North Avenue, parts of Rochester Street, Pole Bridge Road, Linden Street, Spring Street, Richmond Lane. All in Avon.
- No bike racks around Tops or CVS & Hardware store. 5&20 not particularly safe to bike on. I worry what will happen if I can't drive when I am older.
- Many towns-no sidewalks.
- too long to list
- Need more public transport options into Monroe County/Rochester for shopping, particularly middays during the week and weekends when Genesee-Rochester shuttle does not run.
- A bike rack? Are you kidding me...when was the last time you saw someone ride their bike to the store? You are risking your life to ride on the roadside
- Sidewalks are need for hemlock and better options for teenagers to travel for school and work.
- none
- Many village sidewalks are in disrepair, and so, many walkers walk on the road to include the kids. Some roadways are wide enough (and used by some) for walking or biking but they are not marked. It would be best for safety and promoting the healthy opportunities if some things would be clearly marked and advertised for these purposes. These ideas have been already been identified and presented, but have not reached a higher priority, because (1) cost and thankfully no incidents, and (2) there are many other fiscally demanding issues on the agendas.
- 20a and Lima in Genesee do not have end to end sidewalks, bike paths or crosswalks from village to Wegmans
- Sidewalk needed on Creek Rd between trailer part and the village because many who live in trailer park do not have cars and walk or ride bike.
- I feel there is a great need for public transportation in Livingston County
- need wider paved shoulders for bicycles on secondary roads; need more bicycle racks in villages.
- A sidewalk from Nunda Village to Shur-Fine and Dollar General.
- Genesee (Highlands) 730am-8am to Mt Morris (Country Inn and Suites) and County Campus and return 330pm-4pm 7 days a week
- No public transportation options near my address on Avon Road outside of the village.
- Limited access to Rochester and the Henrietta area is a gap. Light rail would be nice, although difficult. It would be nice to have a link to the railway station in Rochester.
- From Big Tree Street in Livonia toward the Old Hickory golf course would like sidewalks for those wanting to walk to the Golf Course
- I think the sidewalks in Dansville are in terrible shape and the funds being used now for paving would have been better spent there. I often see people in wheelchairs in the street because the sidewalks are so bad.
- Na
- Bus is needed from Eastview Mall area to Genesee village.

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

- As a future consideration, why not the remaining rail network for a passenger service from Dansville to Rochester. The infrastructure is already in place from Lakeville to Avon and beyond as well as from Dansville to through Mt. Morris, Leicester, Retsof and Caledonia to Avon and beyond. It just needs to be upgraded for higher speeds. Use converted transit buses or self-propelled rail cars. Electric power might be best. With gasoline not getting any cheaper, this is something to start planning for now. It would get more vehicles off the roads and reduce costs associated with highways. I also think the Dansville airport is underutilized. I don't see it as a major passenger facility, but it does have the potential to be a commuter connection point to Buffalo, Rochester, Syracuse and Elmira if business in the southern part of Livingston and northern part of Steuben counties takes off.
- I live in the village of Avon and don't feel safe taking a walk alone after dark. I don't know the transit routes enough to comment nor the bike racks/paths.
- A sidewalk in Geneseo leading to the Wegman's plaza. On the other side of the road, it reaches Walmart. Pedestrians could cross if there were a cross-walk and continuation of the sidewalk on the other side. Also, we need a crosswalk by Livingston Health Services - walking to a medical appointment from the campus recently, it took 15 minutes to cross Rte 20 at the top of Center Street.
- Sidewalks in front of York Central School to the corner of Rt. 63 and 36 or to Dollar General.
- As I said above, I wish LATS would provide daily transportation to and from Geneseo for the employees who work in Geneseo.
- A bike path is needed on or near Conesus lake as is some kind of walking path. Back roads such as Creek Rd in Nunda, most of the back roads that run through Groveland need bike paths. Route 15 that runs through Springwater need better shoulders or bike paths. Federal Road in Conesus is dangerous to ride a bike down as are any of the roads that run through Fowlerville.
- Sidewalk needed on Michigan Ave to complement the existing sidewalks on Meadowview and Rainbow. Need transportation to and from airport, and train station in Rochester.
- Transportation in and out of Rochester should be more frequent.
- Groaveland!
- Sidewalks and/or multi-use trail is needed North of the village of Lima.
- need more bike lanes and a walking path to wegmans. crossing option from walmart to wegmans when walking.
- If there was a bus route Monday thr Friday that would leave Dansville by 630am and be in Geneseo near the college by 630am or 645am .. and then leave Geneseo by 4pm in the afternoon to return to Dansville by 430pm I would ride the bus
- A sidewalk is needed along Volunteer Drive. Many people use this as a walking or running route, and traffic flow is quite busy - a sidewalk is needed so that people don't actually have to walk on the shoulder of the road with speeding cars less than five feet away from them. Street lights along that route would also be a good thing.
- Sidewalk on the north side of 20A from downtown Geneseo to Wegmans stops several hundred feet short of Volunteer Road. No bike racks at Livingston County Dept of Social Services. No signage anywhere in county reminding motorists to respect the rights of bicycle riders to use the roads. Intersection on 20A at Temple Hill/Prospect Street in Geneseo is not safe for any type of traveler.
- most roads do not have sidewalks, sidewalks encourage walking, biking, and safer passages for young children
- No side walks or bike routs between Livonia and Geneseo and it would have to be some what open so people can spot shady carector as they commute to and from work
- None
- not sure
- I would like better pickup from Avon to Geneseo.
- sidewalk on the side of Geneseo Wegmans sidewalk going to Mt. Morris entrance of Letchworth St. Park
- Public transportation from Avon to Geneseo in the morning, and the reverse after work. If I could get to work by 8:00 am and leave sometime between 4:15 and 5, I could use LATS on most days.
- There is a lack of sidewalks on most roads. The LATS bus does not service all roads.

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

- No shelters at Dansville, Geneseo, Springwater pick ups. Should have stops at routes in these areas for places of business so employees are direct dropped off at their work such as the College, Livingston Health, DMV and Court House, Walmart, Wegman's etc.
- It appears the LATS bus system shuts down mid day except for a few buses. There are several buses at the Hampton Corners bus area mid day.
- Needs to be better coordination with the bus/train schedule, especially on weekends. Also, more stops to the mall and area colleges such as Brockport
- More sidewalks in Lakeville. Need bike paths throughout the county
- If have none.
- There are no bike racks anywhere that I have noticed in Geneseo. A sidewalk on Volunteer road from Lima to Walmart is needed. A crosswalk with Pedestrian signals to cross 20A from the Walmart side to the Wegmans side is needed as well.
- Rt. 15A Lima to Honeoye Falls, missing connections within Village of Lima and to park entrance.
- no public transit routes for workers who work hours other than "regular business hours" For example convenience stores, fast food, grocery stores that stay open late - late hour transportation is not available.
- More bike trails needed. Especially for road bikes, which can only handle a minimal of dirt roads, but can cover surprisingly long distances in a surprisingly short time.
- I do have a car and do not need to use the lats system.....BUT.... For people who do not have transportation (no drivers license or car) it is impossible to use the lats system for reliable transportation to work. I work for DSS and I see that there is a Huge need for transportation for the normal workday ... 8-5 Monday - Friday and weekends. There are more people who live in Livingston Co. who do not have transportation than you would think. Getting them off of services and back into the workforce requires better workday friendly transportation. Unfortunately, this group of people probably has not gotten this survey or able to comment to you on their situation. I would recommend contacting the Employment Unit at DSS or Work Force Development to get the information on this group of individuals. I'm glad to see that the transportation issue in Livingston Co. is being addressed.
- Public transportation system is virtually non-existent.
- I find the main intersections in Mt. Morris to be of great concern to pedestrians - crossing four lanes of traffic where too many drivers do not observe the speed limit and there exists limited visibility. Route 63 through Dansville where the shoulders are too narrow on both sides presents a hazard especially near funeral homes on both ends of the downtown area. No bicycle lanes in Dansville for children who ride bicycles to school.
- In Nunda, sidewalks are needed along Portage Road (Rt. 436) where students walk to the Kiwanis grounds for soccer, baseball, etc. Students also need sidewalks along Walnut St/Fuller Road when walking to the athletic fields on Fuller Road. Sections of Creek Road in the village also do not have sidewalks.
- Longer sidewalk on Lima Road in Geneseo.
- Conesus Lake is not bike friendly. There are few stretches of East Lake Road that allow bikes and autos to co-exist safely.
- There is no sidewalk on Stanley Street between Stanley and Grove Street.
- Connection by LATS between villages. LATS to go all the way up to the county campus. Public connection to hiking areas. Being able to take a bike on the Amtrack to go across the state.
- Sidewalks all the way to Wegmans and Walmart plazas in Geneseo would be a great help.
- Disregard of tax payers needs with LATS. More concerned with the group home people. Frankly, we pay the taxes, and are working, we should be highest on the priority list, but we are not, that's why I haven't used them.
- Would like to see some public transit going to Rochester areas during work week. In that case, I could consider not driving myself. Many Livingston County residents work outside of Livingston County - and until there are more employment options locally, residents need to be able to go where the employment exists.
- There are almost no bike racks in the county and few bike lanes. Luckily many of the shoulders of the roads are wide enough to ride but safety is always a concern for me when cycling. There are just too many people driving fast and unsafely.

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

- Are you guys kidding? Bike racks? Sidewalks? Those things are not what is MOST needed. How do you think poor people get to work? Yes, we have GAPS! It's called alternatives to privately owned cars and tax-supported highways that only half the population can actually use! Could we PLEASE talk about REAL mass transit here? Poor countries all over the world, including very rural communities, have better alternative transportation systems than we have here. Let's get going!
- Transit choice has been very limited for people in the Nunda area especially. Would be nice if all LATS fixed route service had bike racks although a majority do. Shelters at stops would be nice. Even in rural areas of other countries there are usually shelters of some kind.
- Upper Lake Rd in Avon needs a bike lane. Also, on the section connecting to the village, there is a dangerous turn that could use a side walk that could connect to the existing village sidewalk as well as possibly having some cross walk areas for students who might be walking to school.
- I would like to see sidewalk extend to the Driving Park in , into the CVS parking lot and around the plaza behind CVS, in Avon.
- It might be good to do a sidewalk inventory in each village as there are many places where additional sidewalks would do a lot to encourage more walking. I don't see many bike racks anywhere in villages but what good are bike racks if the streets aren't seen as safe for biking. the bellweather to let you know if your community really gets it in terms of making people feel safe for biking is whether you see women bicycling. If that is not the case, a community is not bike friendly. Mia Birk's book on her experience in Portland is a great one on this topic.
- Avon is working on more sidewalks.....that is my town, so they are addressing the issue as best they can.
- Better/connected sidewalks are needed in Town of Avon. There is no connectivity between Village and Town of Avon, particularly East Avon. East Avon is the gateway from 390 to Village of Avon. There are more residential areas being created in East Avon and it is important to connect East Avon to Village by making it walkable/bikeable from one to the other to shop and do errands in the business area in the Village. More people would stay within our community if this were easier to do. Even the area from Tops area to business district on Genesee Street needs some more improvement - sidewalks & crosswalks are better but not many bike racks. I recommend a walking/biking trail from East Avon to Village following a ROW for electric wires or some other linear means, even perpendicular to roadway in ROW.
- I think safer walking/biking routes should be provided on main highways outside of towns and villages.
- Route 20a through Geneseo needs a plan (lights, turn lanes, limiting access)
- It would seem to be advantageous to set up transportation hubs in most towns where residents could reach a transit system. The hubs could be the locations for LATS pick-ups with regular scheduled pick-ups and return trips. Smaller local transport systems could link some residential areas or hamlets to the hub locations so that people in the rural areas can easily access the hub location either by using a personal vehicle or using the smaller local transportation service. This would provide connectivity from the outer reaches to the hubs and then to commercial, employment or medical office locations.
- I just think where road upgrades are planned, consideration should be given to improving the shoulder for bicycle use.
- Route 15a from Lima north to Honeoye Falls is literally a death trap. My kids can't bike or walk to the school for activities, just too dangerous. Please consider sidewalks or a trail to connect these communities. We are a joint school district and we are 3 miles away but it feels like we are on an island. Trails connecting the parks in these communities would be the most direct and effective way for people to move from one town to the other. A large part of our low-income residents live in the trailer court on 15a just north of the village and frequently walk to the village. Just last night 5 teenagers were walking home at 830pm and were walking very close to the road. When it gets dark early it is a very dangerous situation.
- More designated bike routes on roadways- adequate shoulder material and deliniation. Paved off street paths similar to Rochester's canal path would be cool!
- Rural areas



Appendix C:

Public Meeting

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



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



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



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

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

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

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

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

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

1





Possibility

Crowder



Walk/Bike

..... LiHG Italy Trail



Walk/Bike

Appendix D:

Summary of Needs from Existing Studies & Plans

Multi-Modal

GTC TIP: 2011-2014

- Trailhead parking and amenities needed along Genesee Valley Greenway

GTC Regional Trails (2002/2004)

- Roads and bridges need to accommodate pedestrians and bicyclists as well as vehicles
- Improved accessibility and parking needed at trailheads

GTC 2035 Long-Range Plan (2011)

Infrastructure

- Fixed route buses need to be able to accommodate bicycles

Services/ Programs

- Consumers need better and more timely information needed about travel delays and available services
- Local boards need to be better informed about how to integrate transportation issues into land use decisions

Laws/ Policy

- Existing rights-of-way need to be preserved for future transportation uses

Freight/Goods Movement in the GFL Region (2012)

Infrastructure Weaknesses

- Insufficient rail access points such as bulk transfer facilities and intermodal rail transfer facilities.
 - High cost of draying shipping containers to an intermodal terminal in Buffalo or Syracuse affects area shippers and receivers. The lack of an intermodal rail terminal in the region is among the top transportation-related impediments to increasing the region's competitiveness. The lack of a sufficient quantity of bi-directional rail traffic to/from any one region of the country limits the viability of intermodal rail service.
- All types of freight activity draw complaints, mainly about noise, vibration, emissions, and safety. On major regional freight corridors such as interstate highways, main rail lines, and access routes to major freight generators.

- In some areas, trucks making local deliveries pass through busy downtown business districts and residential areas. Trucks are perceived as noisy, polluting, and unsafe to mix with much smaller, slow-moving automobiles, not to mention bicycles and pedestrian traffic.

Operational Weaknesses

- At-grade crossings on rail lines pose potential risks for crashes between trains and motor vehicles, despite recent improvements such as crossing signals, crossing gates, and audible bells.
 - At-grade crossings are a particular concern on high-volume roadways where a road closure at the rail crossing may lead to operational issues downstream (e.g., queues that block downstream intersections), or where the grade crossing itself could potentially allow trucks and other vehicles with long wheelbases to get stuck.
- Noise and emissions impacts from freight movement need to be mitigated

Institutional and Regulatory Opportunities

- Increased awareness about the importance of freight transportation to the region's economy is needed. An education and marketing campaign could improve the image of freight transportation. Today, many who complain about freight's noise, emissions, and aesthetic impacts believe all trucks are coming from and going to "other places," not realizing that a large share of truck traffic has a local origin and/or destination. Marketing efforts by freight rail companies have emphasized the efficiency and environmental benefits of rail.

RT 39/North St/Court St Corridor, Village of Geneseo (2011)

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

2020 Vision for Aging Services, Finger Lakes Health Systems, SAGE Commission Agency (2011)

- Promotion needed for "Livable Communities" and "Complete Streets" initiatives that encourage accessible home design, multiple transportation options, walkability assessments, appropriate signage, sidewalk maintenance, and traffic flow (taking into account older adults as drivers and pedestrians).

Town and Village of Livonia Comprehensive Plan (2004 Update)

- Pedestrian crossings along Route 20A are believed to be inadequate and unsafe due to site distance problems and traffic volumes. While the intersection of Route 20A and Commercial Street was recently studied and reconstructed by NYSDOT, some concerns remain about both vehicular and pedestrian safety at this intersection.

Transit/ Community Transportation

GTC TIP: 2011-2014

- Efficiency and communications improvements needed for LATS

SAGE Commission, Final Report: 2020 Vision for Aging Services, Finger Lakes Health Systems Agency (2011)

Family and other “informal” caregivers need support

- Caregivers identified transportation, availability of staff, and resource limitations as major barriers
- 83% of caregivers assist with transportation

Transportation services help older adults maintain independence.

- The lack of affordable non-emergency transportation services continues to be a significant issue for older adults, preventing access to adequate health care and affecting their quality of life.

GFL Coordinated Public Transit-Human Services Plan (2011)

Regional Coordination and Unmet Needs

Information –A concern in every county in the region is disseminating information about transportation services. Members of the public and professionals alike are unaware of many transportation programs available to them or to their clients.

Geography – Rural areas are very difficult to serve because of the long distances between points and low densities of residents.

Federal Funding Programs – Perception that the regional distribution of operating funds is less favorable to rural areas because the distribution mechanism only takes population into consideration. Without taking distance or geography into consideration, rural areas will receive less than it costs to operate a transit system. The process is also perceived as less favorable to nonprofit operators or organizations.

Involvement of Health Community – Health planning commissions and funding organizations, such as the Finger Lakes Health Services Agency and the SAGE Commission, play a major role in coordination in some counties and in the regions they address (FLHSA and the SAGE Commission covers Chemung, Livingston, Monroe, Ontario, Schuyler, Seneca, Steuben, Wayne and Yates counties). Transportation is becoming a central issue for many members of the health community and is a rising cost.

Crossing County Borders – Most transit providers have state approval to transport individuals in only one county, and many governmental programs must transport clients to services within the county of a client’s residence, even if a closer service exists across the county border. Further, many county transit systems do not coordinate fixed-route transfers, where transfers exist, making regional travel on transit

Livingston County Connectivity Plan
Issues/ Unmet Needs Identified in Existing Plans and Studies

Transit/ Community Transportation

a potentially laborious process. In some instances, the trip may be possible on fixed-route service but requires many hours to make due to wait times at transfers.

Dialysis Transportation – Livingston County has undertaken significant coordination with local dialysis clinics to group chair times of clients who use public transportation to get to their appointments. However, there are problems scheduling dialysis appointments at less inconvenient times, especially those without a dialysis clinic in the county. Dialysis trips can be very long and very expensive, for both the transit provider and the client.

Employment Transportation – Some individuals are able to make the existing systems work where their commuting hours fall into the existing transit service hours. Others are accommodated – on a case-by-case basis – by specialized services. However, for many individuals, public transportation is not an option for work. The issue is primarily the hours of operation; most public transportation begins too late to accommodate early shifts and ends too early to accommodate later shifts. Also, many workers must stop at their day care provider or run other errands on the way to or from work.

Non-Medicaid Medical Trips – If individuals do not qualify for Medicaid or are not clients of organizations that provide or sponsor transportation, transportation options are very limited. For counties with limited general public transportation services available, this non-Medicaid population often slips through the system's cracks.

Regional Medical Trips – Trips to Rochester, Syracuse, Buffalo, and other nearby urban centers can be very difficult to serve, especially for non-Medicaid populations. Some organizations have a regional trip on certain days of the week or for certain populations, like veterans; but in overall, traveling to a regional medical center is extremely difficult for some individuals.

Door-through-Door Assistance - Many frail elderly and persons with disabilities require assistance to board a vehicle or transport packages into their homes. Public transit operators are not allowed to provide this high level of assistance to passengers, and where other services are not available, many individuals are not able to make trips. Further, some individuals with visual impairments may be able-bodied to get to a curb-side vehicle, but may not be aware the vehicle is there, especially in busier urban settings.

Staff Time/Funding – Most involved county and agency staff are aware of the needs in their communities. However, carving out time to focus on coordinating transportation across agencies is difficult to nearly impossible in most counties. Many have made considerable strides even without a full-time staff member leading the way, but the prospects of gaining county approval for a new hire are very slim in most cases. This limitation stymies much of the momentum among potential coordinating partners.

RGRTA Staff/Support/Funding Limitations – There has been a consistent decrease in state aid for the RGRTA, and the trend seems likely to continue. Expanding service in rural areas or investing in regional projects may be difficult in the future.

Taxi Service - Taxi companies are very limited in some rural areas and where available, do not always fulfill the need for safe, affordable, same-day service. The lack of accessible cabs and perceptions of poor service quality limit the utility of taxis to individuals as well as agencies who may want to contract with them.

Unmet Needs- Livingston County

Trip Type– A major need in the county is elderly social trips. Many services provide trips for medical appointments or grocery shopping, but there are few for social trips.

LATS– LATS provides county-wide service but cannot meet all clients' needs for a variety of reasons. Rural transit service is especially difficult and costly to provide. Several needs relating to LATS were discussed, including:

- Many people have to wait for long periods of time for their bus or for their ride.
- Similarly, many clients at the Department of Health clinics have long waits or evening appointments and cannot use LATS for both to and from trips. In some cases, LATS can take a client to an appointment, but DSS has to send drivers to pick them up.
- There are few options for after hours or weekend transport. Service stops too early on weekdays to accommodate some needs, and some routes are not available on Friday. There is no service to county residents within the county on weekends.
- There is a perception that LATS routes are not flexible enough to accommodate residents' needs.

Employment Transportation– Many jobs are not 9-5, and many are off-hours. Since LATS stops at 5:00 PM, some individuals cannot use it for their employment trips.

Some members of the focus group would like to see more direct routes, that travel straight from Dansville to Geneseo, for instance, or other more direct routing in the county.

Staff Time –Catholic Charities has 25 volunteer drivers, and more staff is needed to help coordinate the drivers. With 1.5 or 2 additional staff members to work with volunteer drivers, Catholic Charities could serve a large number of additional clients.

Out-of-County Trips – Agencies may be forced to utilize services farther from a client's home but in the county rather than a closer facility that is in another county.

Infrastructure needs

- Bus shelters and amenities needed

RT 39/North St/Court St Corridor, Village of Geneseo (2011)

- Bus shelter needed in the Village of Geneseo on the north side Center St near Main St

Village of Avon Comp. Plan (2010)

- Lack of awareness of public transportation services
- Lack of express route via transit to Rochester (current RTS route goes through Lima)

Auto/ Truck

GTC 2035 Long-Range Plan (2011)

- Wayfinding signage needed for visitors to Livingston County

Freight/Goods Movement in the GFL Region (2012)

Infrastructure Weaknesses

- Particularly in rural areas where there are few alternate routes, bridge weight and clearance restrictions can force trucks to make long detours. Bridge clearance restrictions on primary highways force oversized loads onto county and local roads.

Operational Weaknesses

- Truck rest areas that are located far from population centers present security challenges. Often these facilities are secluded and far from the watchful eyes of police or regular passers-by. Therefore, they have the potential to attract illicit activity.

Policy Issues

- Potential gas drilling will impact roads

GFLRPC Regional Tourism Sign Study (2001)

- Consistent tourism signage needed

RT 39/North St/Court St Corridor, Village of Geneseo (2011)

- Traffic controls, lighting and turn lanes needed in Rt. 39/ North St./ Court St. Corridor
- Speeds too high along Lima Road
- Additional information needed to characterize origins/ destinations of motorists along Court St.

RT 63 Corridor Study (2003-Technical Report and 2007-Recommendations)

Description of Problem

- Along Route 63, south of Route 20, truck volumes have increased substantially from 750 to 1000 trucks per day in the early 1990's to daily totals in excess of 2000 trucks by 1998.
- The completion of I-390 in 1983 was hoped to alleviate truck traffic in the study area and provide increased mobility and connectivity to the major commercial centers in Western New York and the NYS Thruway; however, the alignment of I-390 is such that the Route 63 corridor has proven to be a shorter and less costly route. Increasing truck traffic along the primary focus

highways, resulting from NAFTA and other factors, has generated significant safety concerns for residents.

Major Issues Raised by the Public

- safety issues and impacts on the York school near the Route 36 intersection
- effects of railroad bridge in Greigsville
- alignment of Route 20A/Route 63 intersection
- overall impacts of truck volumes, travel speeds and driver habits on quality of life along the corridor
- safety issues – particularly at Peoria Curve, Route 36, Route 19, Chandler Road, Bethany Center Road, Route 5 in Batavia and Route 20A overlap in Geneseo

Average Daily Traffic (ADT), Heavy Vehicle Percentages

Typically, a rural highway of this type experiences 3-5% heavy vehicles. Truck percentages on the Route 63 corridor are significantly higher than this typical figure, and contribute directly to many of the concerns that were voiced by the public.

- Average daily traffic (ADT) varies between 2,700 and 13,100 vehicles.
- Heavy truck volumes vary between 270 and 2,077 vehicles per day.
- Hourly heavy vehicle volumes remain relatively steady until after 11:00 PM

Nighttime Truck Operations

- Most key area representatives and residents felt that truck traffic at night is a significant problem, as it appears that truck volumes remain relatively steady into the evening hours, well after typical commuter traffic has tailed off.

Slow-Moving Vehicles

- School buses often travel at speeds below the posted speed limit, and make frequent stops to load and unload school children. Trucks, in particular those that are not familiar with the area, may not be expecting to encounter these stopped school buses, creating a significant safety concern. This concern was noted repeatedly throughout the initial public outreach effort.
- Another component of the traffic traveling on the primary focus highways is slow-moving farm traffic. Along Routes 20 and 63 south of Batavia in particular, local farm traffic routinely uses the corridor to travel between fields. These vehicles are often oversized and travel at speeds well below the posted speed limit. Agriculture and farming-related businesses account for a significant portion of the areas' economic base and as such, the area experiences a high volume of these slow-moving farm vehicles.

- This potential conflict between slow moving school buses/large farm vehicles and fast moving passenger cars/trucks is compounded by the numerous vertical curves present through the corridor, creating potentially dangerous conditions at several locations.

Summary of Reasons that Trucks use Route 63

- **SHORTER:** The Route 63 corridor is **25 miles shorter**.
- **CHEAPER:** Truck drivers **save approximately \$27.00 per trip** by using the Route 63 corridor.
- **FASTER:** The Route 63 corridor is **5 – 10 minutes faster**.

Estimation of Future Traffic Volumes

A review of historical trends clearly shows that the number of Northeast US/Canada trade area trucks has been growing at a much faster rate than cars, corridor-wide and western New York trucks. This high rate of growth for Northeast US/Canada trade area trucks in the study area, appears to be directly related to the passage of NAFTA and is expected to continue throughout the 20-year planning horizon used for this study.

It is expected that a large percentage of the future international US-Canada truck traffic using the Buffalo/Niagara Falls border crossings will end up using the Route 63 corridor. Truck volumes are expected to increase between 400 – 800 units per day along the primary corridor, depending on location.

Safety

From a safety standpoint, it is apparent that the high volume of trucks operating along the primary corridor is a major concern for residents. While the most glaring safety problems will be addressed at a site-specific level, input received throughout the initial public outreach process made it clear that:

- Residents along the primary corridor roadways are fearful with routine matters like pulling into/out of their driveway or having their children play or walk near the roadway.
- The volume and travel speed of trucks has forced residents to adopt a heightened level of awareness whenever they are on or near the primary corridor roadways.
- Residents are particularly concerned with student safety in and around school zones.
- The many types of users traveling the primary corridor roadways have conflicting traffic needs. In many cases these users (cars, trucks, farm trucks/equipment, pedestrians, bicylists) operate at disparate speeds creating potentially dangerous traffic conditions.
- Frequent disregard of speed limits and traffic control devices by truck drivers has been noted repeatedly during all phases of the public outreach effort.

Improving safety conditions throughout the corridor would benefit area residents, the local traveling public and all traffic passing through the area, including truck drivers. Recent traffic incidents along the

primary corridor verify the concerns voiced by residents during the public input stages of this study and the need for corrective actions.

Quality of Life

Quality of life issues focus mainly on the negative impacts that result from increased truck traffic and the effects on the character of local communities within this largely rural study area. The most commonly raised issues include:

- Pollution
- Noise – general truck noise and jake brakes
- Vibrations
- Conflicts with –
 - Local motorized travel, including farm equipment
 - Local pedestrian/bicycle travel
 - School Operations
- General fear of using or being near the primary roadways
- Lack of pedestrian and bicycle facilities, especially trails, which would allow recreational travel off of the primary corridor roadways.

Each of these impacts is being experienced to varying degrees by all local businesses, farms and residences throughout the study area. In addition, the “reputation” of the Route 63 corridor as a highly traveled truck route is reportedly leading (in some cases) to dissatisfaction with living conditions, difficulty in selling residential property and, potentially, a decrease in residential property values.

Other quality of life issues focus on the desire to preserve the rural character of the study area and the impacts that increased truck traffic may have in the future. This is a farming/ dairy community, particularly in the center and eastern sections of the study area in Wyoming and Livingston Counties. Work begins early in the morning, and when the day ends, the landscape is quiet. Truck traffic continuing through the night is viewed as a disturbance and annoyance that is frustrating local residents.

Town of Conesus Transportation & Safety Management (2004)

- High traffic speeds through hamlet of Conesus and along Holmes Hill, Clark, Turkey Hill and Stagecoach Roads

Village of Avon Comp. Plan (2010)

- Congestion in Village due to limited roadway access options

Town of Geneseo Outside Village (2008)

- Congestion, high speeds and conflicts at intersections along NYS Route 20A

Village of Geneseo Comp. Plan (2007)

- New development may cause or worsen traffic congestion and increase road maintenance costs
- Funding needed for infrastructure upgrades

West Sparta Comp. Plan (2007)

- Funding needed for road maintenance

Groveland Farmland Protection

- Road improvements needed to support agricultural industry, but should be timed to avoid disrupting farm operations

Lima Comp. Plan (2008)

- Drainage improvements needed along Heath Markham, Dalton, Pond Roads (Town) and Eastwood Circle (Village)

Town and Village of Livonia Comprehensive Plan (2004 Update)

- Poorly defined and conflicting access points along Route 20A within the Hamlet of Lakeville result in dangerous conditions. NYSDOT study of certain intersections and access management options should be considered.
- Access road needed to serve Gateway Park development

York Comprehensive Plan (2006 Update)

- The intersection of Routes 63 and Route 36 presents major concerns due to the heavy volume of truck traffic, high travel speeds and the proximity of the York Central School. Accident rates were documented in the NYSDOT's Route 63 Corridor Study. The predominant accident type (32 percent) at this intersection was a right-angle collision between a westbound vehicle and a southbound vehicle. Westbound tractor-trailers have been observed by Town residents running this light, especially at night. One cause may be drivers' choice to avoid stopping in order to maintain speed along the fairly steep grade on NY Route 63 west of Greigsville.
- Concern with sight distance at the intersection of NY Route 63 with Chandler Road. Chandler Road connects to a curved section of NY Route 63 on the east end of Town. Leaving Geneseo, NY Route 63 travels north and then curves gradually to the west before entering the hamlet of Piffard. Chandler Road terminates at NY Route 63 during this curve. While the sight visibility is not impaired by physical obstructions, the horizontal curvature hides the fact that northbound left-turns on NY

Route 63 are unprotected (in the travel lane without an exclusive turn lane). If a car is waiting to turn left onto Chandler Road, the following vehicle may come upon it suddenly and currently there is only one travel lane with a shoulder. In addition, there is no electricity, and hence no street light at this location, adding to the visibility problem.

- Fowlerville Road, a County Road, is used fairly heavily as a cut-through route/shortcut into the Town of Avon. Anecdotal reports indicate that through traffic travels at high speeds. Accidents involving animals (including dogs and cats) were raised as a common occurrence on this roadway.

NYS Route 15A Charrette Workshop - 1/19/13

- Delineate gateways at entrance to Village and Town from NYS Route 15A north
- Calm traffic along NYS Route 15A north of the Village of Lima
- Preserve viewshed along NYS Route 15A
- Install landscaping

Pedestrian/ Bicycle

GTC 2035 Long-Range Plan (2011)

- Sidewalks, bicycle parking and improved crosswalks needed for pedestrian circulation and safety

RT 39/North St/Court St Corridor, Village of Geneseo (2011)

- Pedestrian crossing improvements needed throughout corridor
- Sidewalks needed along Lima and Avon Roads

RT 63 Corridor Study (2007)

- Pedestrian safety is a concern near the York Central School

NYS RT 20A Access Management Plan, Geneseo (2007)

- Pedestrian safety a concern throughout the corridor
- Bicycle infrastructure needed to encourage bicycling

Town of Conesus Transportation & Safety Management (2004)

- Gaps in sidewalk network in hamlet of Conesus.
- Sidewalk/ trail connections needed to link hamlet with other trails and parks
- Pedestrian/ bicycle accommodations needed along East Lake Road

NYS RTS 5&20 Corridor Study: Lima to Canandaigua (2004)

- Pedestrian safety is a concern at crossings
- Need to promote bicycling

GTC Regional Trails (2002/2004)

- Linkages needed to connect trails
- Amenities and signage needed to enhance trails
- Coordination needed among trail owners and managers to support maintenance, promotion and fundraising efforts

Village of Avon Comp. Plan (2010)

- Gaps in Village sidewalk network
- Pedestrian connections needed between existing trails, sidewalks, recreational facilities, schools and businesses
- Existing sidewalks need repairs, amenities

Conesus Comp. Plan (2005)

- Gaps in sidewalk network in hamlet of Conesus, along Route 20A
- Pedestrian connections needed between regional trail systems, recreational areas
- Pedestrian safety is a concern

V. Dansville/ T. N. Dansville Comprehensive Plan

- Condition of sidewalks is a concern
- Pedestrian safety is a concern
- Need to accommodate pedestrians and bicyclists on roads and bridges

Town of Geneseo Outside Village (2008)

- Gaps in sidewalk network
- Concern about pedestrian safety

Town and Village of Lima Comprehensive Plan (2008)

- Gaps in sidewalk network in Village
- Safety concerns for pedestrians at crossings
- Linkages needed to connect neighborhoods, parks and commercial core

Livonia Comp. Plan (2004)

- Gaps in sidewalk network in hamlet of Hemlock and between Lakeville and Livonia Center
- Pedestrian safety a concern along NYS Route 20A

Mt. Morris Strategic Plan for Community Revitalization (2006)

- Amenities needed along Greenway Trail and downtown

West Sparta Comp. Plan (2007)

- Linkages needed to connect regional trails

York Comp. Plan (2006)

- Sidewalks needed along NYS Route 63 near York Central School
- Pedestrian safety a concern at crossings along NYS Route 63 at Greigsville and Piffard (Genesee Valley Trail)
- Linkages needed to connect to regional trails

**Livingston County Connectivity Plan
Issues/ Unmet Needs Identified in Existing Plans and Studies**

Pedestrian/Bicycle

NYS Route 15A Charrette Workshop - 1/19/13

- Enhance bicycle/ pedestrian facilities

Rail/ Air

Freight/Goods Movement in the GFL Region (2012)

Infrastructure Weaknesses

- Key components of the regional rail network have been compromised. Some lines have fallen into disrepair or have had key pieces of infrastructure such as bridges removed. Others have been converted into recreational trails. Still others have had rights-of-way encroached upon by buildings and other hard infrastructure, or sections of the right of way have been sold outright.
- Most shortline rail lines in the region are single track, and there are not enough sidings in rural areas to temporarily store empty rail cars that are sitting idle between shipments. Some of the sidings that are available for rail car storage are in urbanized areas adjacent to residential areas, schools, and other sensitive land uses. Aside from residents' complaints that the rail cars are unsightly, empty rail boxcars are perceived as magnets for the homeless and for criminal activity, and empty tankers are perceived as threats to the environment and public health. When rail cars are moved onto and off of sidings, the locomotive noise and the noise associated with coupling, uncoupling, and moving rail cars also draws complaints.

Operational Weaknesses

- A rail trip typically requires one rail operator to pick up rail cars at a point of origin, haul those cars to an interchange point where either another rail operator picks them up or they are assembled into a train, and so on until the cars reach their final destinations. Interchanges between short lines and Class I rail operators are difficult for three reasons, as detailed in the Regional Freight and Economic Profile document. First, interchange points may not have enough capacity to store rail cars being dropped off and/or picked up by each respective operators. When rail storage capacity is inadequate, one of the rail operators must spend valuable time moving cars off a siding or yard track to another storage location upstream or downstream. Second, labor rules and differing working hours at the two railroads can sometimes prevent a quick exchange of rail cars between operators. Last, different rail operators may use different means of communication, leading to delays as paperwork is exchanged and train equipment is safely moved in and around an interchange point. Interchange agreements between the railroads are rarely enforced, and operational difficulties that lead to delays on the Class I system also affect the short line operators.
- The trend in the Class I rail industry has been to operate fewer miles of track, but operate each mile more efficiently. Unlike the past, when Class I rail services operated more like "hub and spoke" carriers and accommodated frequent interchanges with short lines along their main lines, today Class I rail operators prefer to haul unit trains over long distances with as few stops as possible. Short line rail operators are having a more difficult time reaching financially feasible agreements with Class I rail lines to haul small numbers of rail cars that are generated by short line customers.

Improve access to regional priority economic development sites

- Dansville Industrial Park - rail spur, intersection improvements on RT 36 & Maple St, remove truck prohibition, install wayfinding signage
- Livonia Gateway Park Rd - construction of new road from Village of Livonia to RT 15 to provide access to industrial sites
- Caledonia Industrial Development Area - improvements to RT 5 to accommodate truck traffic for future development

NYS Rail Plan (2009)

Located at the Genesee River Gorge in Letchworth State Park, the Portage Bridge is a 105 years old structure that currently carries a 273,000-lb. weight restriction and 10 mph speed restriction. It is also nearing its useful life. Major restoration or replacement is required to make this bridge functional and remove weight restrictions. Portage Bridge is located on the NS Southern Tier Route, a major east-west rail corridor that is vital to the economic activity of New York State. The Southern Tier is the direct NS route connecting Buffalo and points west with Binghamton and the Southern Tier, Albany, New England, and the New York Metropolitan region. Besides Norfolk Southern, the bridge and the Southern Tier are used by the Canadian Pacific Railway.

York Comprehensive Plan (2006 Update)

- The rail bridge underpass (located on NY Route 63 on the west side of Greigsville) is maintained by the Genesee and Wyoming Railroad. This section of rail is not currently being used, and the rail right-of-way ends approximately one mile to the north (where it becomes the Groveland Trail). This bridge is posted with a clearance of 12' 10". According to state law (State Vehicle and Traffic Law Section 1640.22(d)), bridge clearance signage is required when the measured overhead clearance is less than 14 feet and specifies that the legal clearance shall be one foot less than the measured clearance. Therefore, the actual clearance on this bridge should be no less than 13' 10". To verify this, FRA field measured the clearance on this rail bridge, and the lowest clearance measured occurred on the west side of the bridge structure. The clearance for the northern single white line was approximately 13' 11, the double yellow line clearance was 14', and the southern single white line was 14' 1. Concern was raised that tractor-trailers traveling westbound on NY Route 63 frequently stop suddenly when they see the bridge posting, and then try to turn around in residential driveways. An advance clearance warning sign should be posted at a site that will provide truck operators with an adequate alternate route.

V. Dansville/ T. N. Dansville Comprehensive Plan

- Renovations needed at Dansville Airport

Boat/ Marine

Genesee-Finger Lakes Regional Blueway Analysis (2010)

- Enhanced access and connections needed for boats along Conesus Lake, Genesee River, Hemlock Lake and Canaseraga Creek.

Village of Avon Comprehensive Plan (2010)

- Additional boat access needed along the Genesee River