

Safety, Place, and Prosperity

The Transportation Plan for the Hamlet of Greigsville

Executive Summary

March 2018

Located within the Town of York, the Hamlet of Greigsville is centered by the intersection of New York State (NYS) Route 63 (Genesee Street) and NYS Route 36 (Main Street). The Hamlet is home to the York Central School District (CSD) Campus, which serves as the de facto community center of the Town. Nearby in the Hamlet of Retsof, north of NYS Route 63 and Bidwells Creek and west of the Genesee & Wyoming Railroad tracks, is Historic Little Italy which is as an important reminder of the community's connection to the Retsof Salt Company and former mine (the largest in North America at the time of its tragic collapse in 1994).

The purpose of *Safety, Place, and Prosperity – The Transportation Plan for the Hamlet of Greigsville* (the Plan) is to develop a strategy to address both existing and potential transportation safety and access concerns, including an off-road trail connection that will serve both transportation-related and recreational trips. Key elements include:

- Traffic safety issues and traffic calming strategies (i.e., physical improvements and programmatic initiatives) on NYS Route 63 and NYS Route 36 within the Hamlet of Greigsville, including the York CSD Campus;
- Aesthetic enhancements such as new tree plantings, landscaping, and (most importantly) community features specific to Greigsville that reflect the Hamlet's historical background and support future development based on the unique traits of the community;
- Pedestrian infrastructure to provide safe access for schoolchildren and community members primarily within the proximity to NYS Route 63, NYS Route 36, and the York CSD campus;
- Transportation infrastructure to sustain current local businesses and to encourage future development; and
- Introduction of a formal multi-use trail to improve regional connectivity and facilitate healthy lifestyle activities such as walking and bicycling.

Large numbers of trucks pass through Greigsville on a daily basis. The presence of the York CSD Campus means that there are primary and secondary school students in the Plan Area during the day for the majority of year, and many more adults and children that use the York CSD's facilities for recreational purposes. Reconciling these varying needs from a transportation standpoint while recognizing the history and character of the community required that the following considerations guide the development of the Plan:

- *Greigsville Can't Just Rid Itself of Trucks* – A significant amount of the daily vehicle traffic through the Plan Area is made up of tractor trailer trucks, which pose a potential safety issue to pedestrians and bicyclists, as well as to vehicles turning into and out of driveways in the Plan Area.
- *Greigsville Can and Should Be Walkable and Bikeable* – During the school year, there are 755 students on the York CSD Campus and, according to the 2010 Census, Greigsville had the highest percentage of residents under the age of 18 (31.6 percent) anywhere in Livingston County.
- *Greigsville Isn't Just Anywhere* – Throughout the development of the Plan there was a continuous emphasis on what makes sense for Greigsville. The Plan is about *placemaking* not *placecopying*. It

recommends functional, cost-effective alternatives that (where applicable) incorporate Greigsville's unique identity.

For the recommendations of the Plan to be those improvements that best maximize transportation's contribution to economic development and livability in the Hamlet of Greigsville, they must be based on and supported by analysis and decision-making that fully considers transportation and land use. This was accomplished through the inventorying and evaluation of the following transportation and land use elements:

Transportation Elements



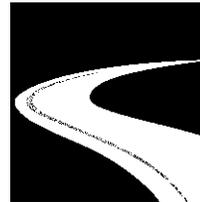
**NYS Route 63
(Genesee Street)**



**NYS Route 36
(Main Street)**



**Truck
Traffic**



**Multi-Use
Trails**



**Public
Transportation**

Land Use Elements



York CSD Campus



Commercial



Residential



Agricultural

Data on existing and planned transportation and land use conditions are vital. However, when unaccompanied by insights from community members who use the roadways everyday (and many of whom have done so for decades), the analysis presents an incomplete picture. Four events were held to allow those with first-hand knowledge of the Plan Area to provide their input and views on what works, what doesn't, and how to make things better:

- *Public Meeting #1* – An "Open House" format public meeting was held on the evening of Thursday, June 22, 2017 at the York CSD Campus. A presentation ran on a continuous loop on a large screen for the duration of the meeting and multiple stations providing more detailed information on various elements of the Plan were set up around the room.
- *York High School Student Focus Groups* – Pedestrian and traffic safety issues in the Plan Area were discussed with York High School students on May 23, 2017. Their knowledge of the location of and access to the Genesee Valley Greenway and the Groveland Secondary Trail was queried along with their perception of Little Italy. The students offered ideas for improvements in the Plan Area.
- *Walking Tour & Workshop* – A walking tour of the Plan Area followed by a workshop at the York CSD Campus was conducted on Monday, June 26, 2017. Steering Committee members, business leaders, and multiple land owners met to tour the Plan Area, observing current conditions as pedestrians, and then gathered to discuss potential projects and strategies.
- *Livingston County Interagency Input* – The Plan was discussed at the Wednesday, July 12, 2017 meeting of the Livingston County Transportation Advisory Committee, providing an opportunity for

professionals from multiple agencies who are working collaboratively on transportation to offer their suggestions for improvements and additional items to be considered as part of the Plan.

The results of the inventory of existing and planned conditions combined with the experiences of users of the transportation system in Greigsville resulted in the identification of six primary needs that should be addressed by the recommendations of the Plan:



Reducing Crashes



Reducing Speeding



Providing Bike & Pedestrian Facilities



Defining Access Points



Creating a Sense of Place



Eliminating Unauthorized Use of Private Roadways

The recommendations of the Plan address the needs identified by improving safety for all users, introducing a new multi-use trail to support increased non-motorized travel, and creating a more attractive roadway that adds to rather than detracts from community character. They resulted from a customized approach to selecting technically-sound solutions unique to Greigsville.

A public meeting was held on the evening of Tuesday, November 14, 2017 at the York CSD Campus. The meeting was held in a "Town Hall" format with a presentation followed by Q&A to ensure that the details of the proposed alternatives were adequately described and questions were fully answered. The input and feedback received at this meeting was considered by the Steering Committee, and edits and additions were made to the proposed alternatives to develop the following recommendations.

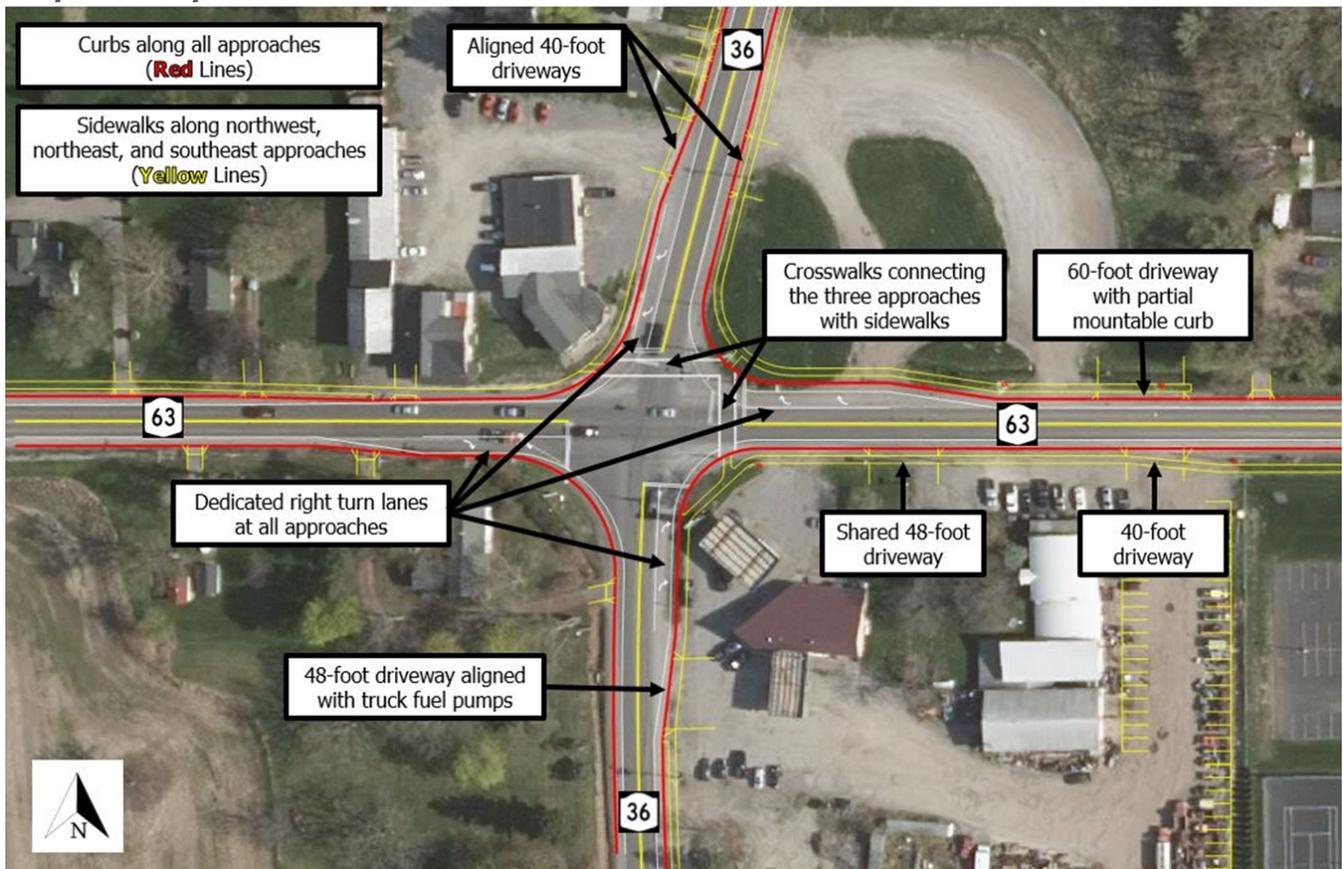
Redesigned Roadways

The redesign of NYS Route 63 (Genesee Street) and NYS Route 36 (Main Street) entails new lane configurations and the addition of curbing to define access points. Existing lanes would be narrowed from 12-foot wide to 11-foot wide and the majority of both roadways in the Plan Area would include six-foot wide shoulders and five-foot wide tree lawns. Dedicated right turn lanes (also 11-foot wide) would be added at each approach to the intersection of NYS Route 63 and NYS Route 36.

Sidewalks & Crosswalks

Based on existing patterns of pedestrian trips and public input on preferred locations, sidewalks are recommended on three of the four approaches to the intersection, along both sides of NYS Route 36 north of the intersection, along the east side of NYS Route 36 south of the intersection, along the north side of NYS Route 63 west of the intersection, and along the south side of NYS Route 63 east of the intersection. Three crosswalks – two at the intersection and one across Virginia Avenue – are recommended. No midblock crossings on NYS Route 63 are being proposed.

Proposed Improvements at the Intersection of NYS Route 63 and NYS Route 36



Historic Little Italy Trail

The Historic Little Italy Trail represents an additional option for non-motorized users that would separate them from vehicular traffic. Beyond being a regional priority trail that will provide a connection between two established trails, it has significant historical relevance that is recognized by the community as evidenced by its inclusion in the York CSD curriculum.

Speed Limit Changes

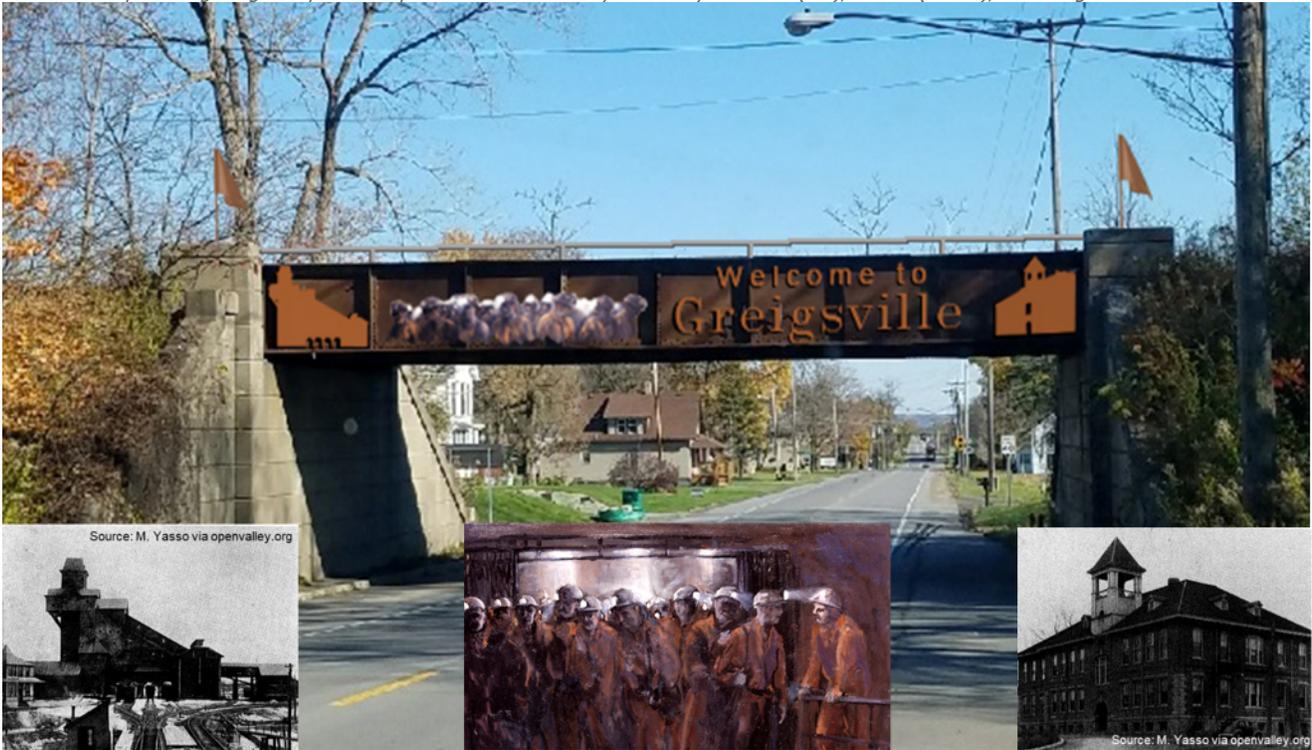
Speeding has been a longstanding concern in Greigsville. This applies to operators of both personal automobiles and commercial trucks. Eighty-five percent of drivers exceed the 40 mph speed limit on NYS Route 63 east of the intersection with NYS Route 36 by between seven and 10 mph. The Plan recommends that the regular speed limit be lowered and that the school zone speed limit not only be lowered but extended in terms of length along the roadway and the times that it is enforced.

Gateways

Incorporating physical features that embody Greigsville's uniqueness along the primary roadways that serve the Hamlet can enhance community identity and improve the overall appearance of the area. The recommended gateways include repurposing the western barrier of the former Erie Lackawanna Railroad Bridge and installing a median island outside of the Plan area east of the Rochester & Southern Railroad tracks.

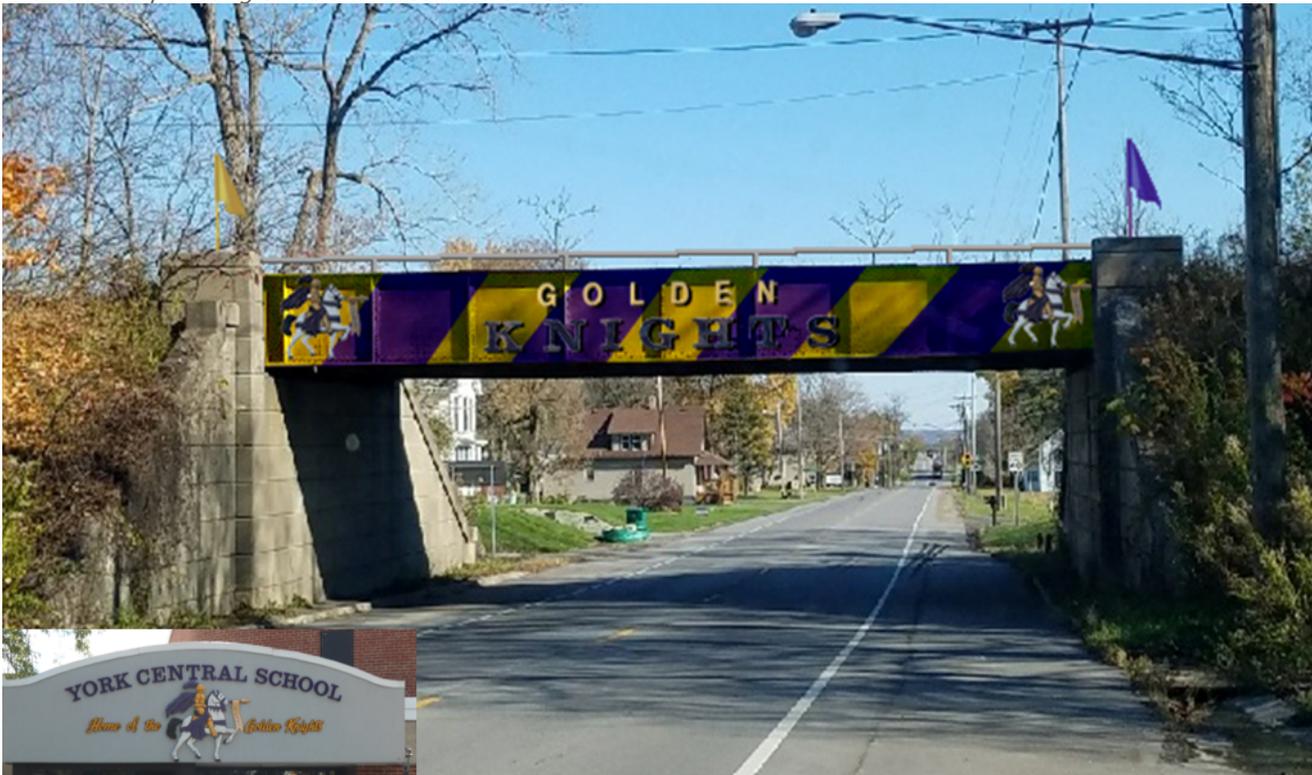
Erie Lackawanna Railroad Bridge looking east with mining theme

Theme developed using images of plant that processed salt mined by Little Italy residents (left), miners (center), and Greigsville Union Free School



Erie Lackawanna Railroad Bridge looking east with York CSD theme

Theme developed using colors and mascot of York CSD



Land Use & Design

Land use and design play a major role in influencing both the amount of traffic (motorized and non-motorized) and how drivers, pedestrians, and cyclists interact with each other and the built environment. The Plan area is unique in that as a rural hamlet it has attributes such as higher density residential and commercial uses compared to adjoining areas but also a large number of commercial trucks using the major roads that traverse it. Items for consideration were broken down into four categories: Site Planning; Site Furnishings, Lighting, and Signage; Site Landscape; and Building Façade.

Table 1 presents the total construction costs by item for the Plan recommendations. It includes the base estimate and an amount that includes a 30 percent contingency. The contingency factor (based on the percent of estimate) is the minimum specified by NYSDOT at the Scoping phase per *Engineering Directive ED 17-001 – Quality Control and Accuracy of Engineer’s Estimates* dated November 10, 2017.

Table 1 - Construction Cost Estimates of Infrastructure Recommendations

Description	Quantity	Unit	Unit Price	Amount
Pavement Reconstruction	15,000	Square Foot	\$8.00	\$120,000.00
Pavement Milling & Resurfacing (1.5" depth)	205,000	Square Foot	\$1.75	\$358,750.00
Granite Curb (including median and underdrain)	9,000	Linear Foot	\$46.00	\$414,000.00
Concrete Sidewalk	6,090	Linear Foot	\$80.00	\$487,200.00
Driveway Installation	45	Each	\$2,000.00	\$90,000.00
Traffic Signal System Installation	1	Lump Sum	\$150,000.00	\$150,000.00
Drainage Structures	44	Each	\$2,500.00	\$110,000.00
Storm Sewer Manholes	9	Each	\$4,000.00	\$36,000.00
Storm Sewer Pipe	6,000	Linear Foot	\$50.00	\$300,000.00
Street Lighting System	1	Lump Sum	\$250,000.00	\$250,000.00
Pavement Markings and Signage	5,600	Linear Foot	\$7.00	\$39,200.00
Historic Little Italy Trail	1	Lump Sum	\$1,100,000.00	\$1,100,000.00
Erie Lackawanna Railroad Bridge Wrapping	1	Lump Sum	\$35,000.00	\$35,000.00
Total Estimate				\$3,490,150.00
Total Estimate with 30% Contingency				\$4,537,195.00

Three follow on activities were identified: 1) Proactively engage state and federal officials and ensure they are aware of the not only the project and why it’s important but also that it is a priority for residents, businesses, and the York CSD, 2) Be prepared to submit an application for the next solicitation of Transportation Alternatives Program and Congestion Mitigation and Air Quality Improvement Program projects, and 3) Identify resources to assess transportation needs to the east of the Plan Area in the Hamlet of Retsof.

THE PLAN PROVIDES A STRONG FOUNDATION FOR THE HAMLET OF GREIGSVILLE TO REALIZE IMPROVED QUALITY OF LIFE AND INCREASED ECONOMIC OPPORTUNITIES AS A SAFER, MORE PROSPEROUS PLACE.