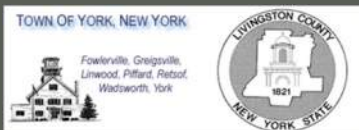


Safety, Place, and Prosperity

The Hamlet of Greigsville Transportation Plan



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March 2018

Safety, Place, and Prosperity

The Transportation Plan for the Hamlet of Greigsville



GENESEE TRANSPORTATION COUNCIL

The Metropolitan Planning Organization for the Genesee-Finger Lakes Region

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GTC's Commitment to the Public

The Genesee Transportation Council assures that no person shall, on the grounds of race, color, national origin, disability, age, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. GTC further assures every effort will be made to ensure nondiscrimination in all of its programs activities, whether those programs and activities are federally funded or not.

En Español

El Consejo Genesee del Transporte asegura completa implementación del Título VI de la Ley de Derechos Civiles de 1964, que prohíbe la discriminación por motivo de raza, color de piel, origen nacional edad, género, discapacidad, o estado de ingresos, en la provisión de beneficios y servicios que sean resultado de programas y actividades que reciban asistencia financiera federal.

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Chapter 1 – Introduction

Purpose of the Plan

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. Comprised of remnants and structures from the late 1890's/early 1900's left by the first Italian immigrants to the area, it serves 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.

About Greigsville

Originally, Greigsville was two separate hamlets: North Greigsville and South Greigsville.

According to the York Town Historian, "[t]hese were small hamlets and together contained two churches, [a] post office, one store, two blacksmith shops, and a sawmill."

Greigsville's history has an important role to play in its future. The Plan recognizes this, building upon and promoting that history.



Source: Livingston County Historian

Safety, Place, and Prosperity – The Hamlet of Greigsville Transportation Plan

Chapter 1 – Introduction

- 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.

Map 1 displays the Plan area, which includes an approximately 1.4-mile segment of NYS Route 63 and 0.5-mile segment of NYS Route 36.

Map 1 – Plan Area



Safety, Place, and Prosperity – The Hamlet of Greigsville Transportation Plan

Chapter 1 – Introduction

A Steering Committee consisting of representatives from the Town of York, local property owners, York CSD, Livingston County Planning Department, Livingston County Sheriff's Office, Genesee Transportation Council (GTC), and the New York State Department of Transportation (NYSDOT) provided direction and oversight throughout the development of the Plan. Steering Committee agendas and presentations are provided as Appendix A.

How the Plan is Organized

The Plan is organized into five chapters along with appendices that contain supporting documentation related to the information presented to the Steering Committee and materials developed as part of the public participation process. The Chapters include:

- Chapter 1 – Introduction provides background on the Plan including its purpose, how it is organized, and the key considerations unique to Greigsville that were crucial to its development.
- Chapter 2 – Existing & Planned Conditions summarizes the presence of transportation infrastructure and how it operates today along with current and projected land use in the Plan Area.
- Chapter 3 – Needs Assessment discusses the issues that should be addressed via the recommendations of the Plan to improve safety and access, thereby enhancing the economic potential of Greigsville.
- Chapter 4 – Recommendations describes the projects and programmatic initiatives that are proposed to address the identified needs in a customized, cost-effective manner that makes sense for Greigsville.
- Chapter 5 – Funding & Follow-On Activities presents potential sources from federal and state sources to implement the recommendations, and a limited

Steering Committee Members

*Hon. Gerald L. Deming
York Supervisor*

*Joe McIlroy
York Planning Board Chairman*

*Carl A. Peter
York Code Enforcement Officer*

*James W. Campbell, Jr., Esq.
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*Davies G. Nagel
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*David Furletti
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Genesee Transportation Council*

*Lora Leon
New York State
Department of Transportation*

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Chapter 1 – Introduction

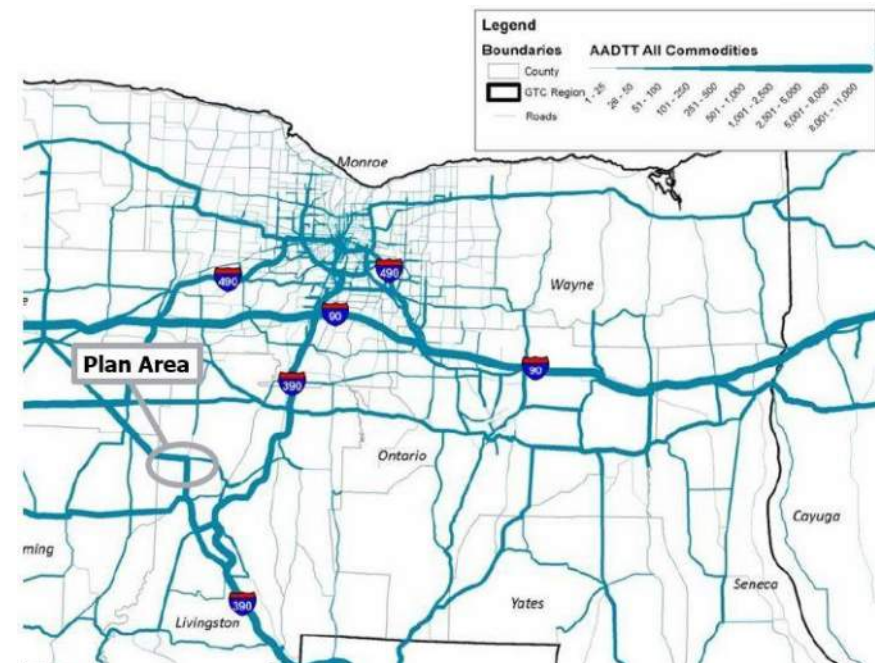
number of items which were raised during the development of the Plan and require additional consideration.

Key Considerations

The purpose of the Plan is a lofty one. 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 as NYS Route 63 provides savings in travel time, fuel, and tolls compared to staying on the NYS Thruway to the I-390 interchange. The high truck volumes pose a potential safety issue to pedestrians and bicyclists, as well as to vehicles turning into and out of driveways in the Plan Area. Per *Transportation Strategies for Freight and Goods Movement in the Genesee-Finger Lakes Region* (the regional freight plan produced by GTC), "Projections for 2035 truck flows show increased Annual Average Daily Truck Traffic along I-90, I-390, I-490, US-20, NY-77, and NY-63 with the largest growth in truck flows occurring in the south-western portion of the Genesee-Finger Lakes Region along NY-77, US-20, and NY-63" (See Map 2).

Map 2 – Annual Average Daily Truck Traffic in 2035 - GTC, 2012



Safety, Place, and Prosperity – The Hamlet of Greigsville Transportation Plan

Chapter 1 – Introduction

➤ *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. Notwithstanding the projected increase in truck traffic, the mix of residences, businesses, and the York CSD Campus require that viable modes of travel for people in the Plan Area include more than driving or riding in an automobile. The lack of any pedestrian-dedicated infrastructure (e.g., sidewalks, crosswalks, etc.) or defined spaces on the roadways for bicycles creates safety concerns, which reduce the viability of walking and bicycling, respectively.

➤ *Greigsville Isn't Just Anywhere*

Throughout the development of the Plan there was a continuous emphasis on what makes sense for Greigsville. As discussed previously, the community has a distinctive history worthy of its own telling (including its connection to the neighboring Hamlet of Retsof). From day one there was the commitment to identifying pragmatic, actionable improvements rather than producing graphically-pleasing renderings that are applicable to any community. As a result, some of the recommendations don't look like those in other transportation plans or the materials on various advocacy organizations' websites. That's because the Plan is about *placemaking* not *placecopying*. In short, the Plan recommends functional, cost-effective alternatives that (where applicable) incorporate Greigsville's unique identity.

The Plan provides the Town of York, Livingston County, NYSDOT, and others a clear direction forward to improve safety and access, and promote Greigsville's unique contribution to the small town charm that exemplifies York. It is concise, straightforward, and the result of the collective efforts of dedicated local officials and citizens and regional and state partners committed to working cooperatively to identify the right solutions for the Greigsville.

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Safety, Place, and Prosperity – The Hamlet of Greigsville Transportation Plan

Chapter 2 – Existing & Planned Conditions

Overview

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 is accomplished through the inventorying and evaluation of transportation infrastructure and services along with current and potential future development.

Transportation

NYS Route 63 (Genesee Street)



NYS Route 63 runs east-west through the Plan Area (though it is signed as north and south) and is owned, maintained, and operated by NYSDOT. It is classified as a Principal Arterial, which means that it serves “a large percentage of travel between cities and other activity centers, especially when minimizing travel time and distance is important” (Federal Highway Administration, *Highway Functional Classification Concepts – 2013 Edition*, 2013).

Within the Plan Area, NYS Route 63 consists of one 12-foot wide travel lane in each direction. The shoulder width is approximately four-feet wide and there are no sidewalks along the roadway within these limits (see Photos 1 and 2). Drainage ditches are located on the south side of the road and along a majority of the north side of the road west of NYS Route 36. East of the intersection, some open drainage is located on the north side of the road across from the York CSD Campus.

Photo 1 – NYS Route 63 looking west from NYS Route 36 intersection



Photo 2 – NYS Route 63 looking east from York CSD



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Chapter 2 – Existing & Planned Conditions

At the signalized intersection with NYS Route 36, the eastbound and westbound approaches are comprised of a shared left/through/right lane. Although no auxiliary lanes are present at the intersection, the shoulders of the eastbound and westbound approaches operate as de facto right turn lanes with drivers utilizing them to maneuver around queued vehicles and turn onto NYS Route 36.

The Annual Average Daily Traffic (AADT) from 2015 as provided by NYSDOT for NYS Route 63 in the Plan Area was 4,800 vehicles per day west of NYS Route 36 and 5,800 vehicles per day east of the intersection. The heavy vehicle traffic (e.g., trucks, buses, etc.) west of NYS Route 36 is 40 percent and the heavy vehicle volume east of the intersection is 27 percent. Within the Plan Area, the posted speed limit is 40 miles per hour (mph) and the posted school zone speed limit is 30 mph between the hours of 7:00 am to 9:00 am and 2:00 pm to 4:00 pm on school days. Travel times on the segment of NYS Route 63 in front of the York CSD Campus can be as much as three times longer than free flow travel times when special events are being held.

NYS Route 36 (Main Street)



NYS Route 36 runs north-south through the Plan Area and (like NYS Route 63) is owned, maintained, and operated by NYSDOT. It is classified as a Minor Arterial, which means that it is intended to “provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system” (Federal Highway Administration, *Highway Functional Classification Concepts – 2013 Edition*, 2013).

North and south of the intersection with NYS Route 63, NYS Route 36 consists of one 12-foot wide travel lane in each direction with four-foot wide shoulders on each side. There are no sidewalks along the roadway within the Plan Area (see Photos 3 and 4 on the following page). There is a stretch of drainage ditches located on the west side of the roadway south of the intersection.

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Chapter 2 – Existing & Planned Conditions

At the signalized intersection with NYS Route 63, the northbound and southbound approaches are comprised of a shared left/through/right lane. Similar to the NYS Route 63 east and westbound approaches to the intersection, drivers utilize the paved shoulder and unpaved area behind it to make right turns.

The AADT from 2015 as provided by NYSDOT for NYS Route 36 in the Plan Area was 5,800 vehicles per day south of NYS Route 63 and 3,400 vehicles per day north of the intersection. The heavy vehicle traffic volume (including truck and buses) south of NYS Route 63 is 23 percent and the heavy vehicle volume north of the intersection is 8 percent. Within the Plan Area, the posted speed limit is 40 mph. There is no posted school zone speed limit near the York CSD Campus driveway (York Knights Road). Travel times on the segment of NYS Route 36 from the southern end of the Plan Area to the intersection with NYS Route 63 can be twice as long compared to free flow travel times when special events are being held at the York CSD Campus.

Truck Traffic



The two primary highways in the Plan Area are part of the “Route 63 Corridor,” which has been recognized as having the largest amount of truck traffic of any non-Interstate roadways in the Genesee-Finger Lakes Region. Per the GTC *Transportation Strategies for Freight and Goods Movement in the Genesee-Finger Lakes Region* (the regional freight plan adopted in 2012), the roadways that comprise the Route 63 Corridor “are used as a means to ‘cut the corner’ between Interstates 90 and 390” and this is not expected to change. NYS Route 63 is listed as one of the three non-Interstate roadways projected to see “the largest growth in truck flows” in the nine-county region through 2035. As noted above in the description of traffic on NYS Route 63 and NYS Route 36,

Photo 3 – NYS Route 36 looking south from NYS Route 63 intersection



Photo 4 – NYS Route 36 looking north from NYS Route 63 intersection



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Chapter 2 – Existing & Planned Conditions

respectively, the percent trucks exceeds 23 percent on three of the four legs of the intersection of the two roadways.

Transportation Strategies for Freight and Goods Movement in the Genesee-Finger Lakes Region includes specific recommendations that have been incorporated into the Plan. One of the recommendations not included in the Plan is the construction of “a bypass from I-90, either at the existing I-490 interchange or from a new interchange located between I-490 and Batavia, to I-390 south of Geneseo.” This initiative would include two additional interchanges beside the termini (one with NYS Route 63 and the other at NYS Route 19), 38 new bridges, and 26 miles of roadway. Accordingly, regardless of the benefits, the initial capital construction cost would be prohibitive given the current fiscal constraints on NYSDOT and the environmental remediation that would be required.

Multi Use Trails



Genesee Valley Greenway Trail

Known formally as the Genesee Valley Greenway State Park, the GVG is a 90-mile gravel-surfaced trail that extends from the Village of Cuba in Allegany County northeast to the Genesee Valley Park in Monroe County. The majority of the trail is located on an old railroad bed and follows the route of the Genesee Valley Canal (1840-1878) and the Pennsylvania Railroad Rochester Branch (1882-1963).

Public recreation opportunities from the trail include access to communities, parks, and connecting trails including the Genesee River Trail, Erie Canalway Trail, Finger Lakes Trail, the Erie Attica Trail, and the Lehigh Valley Trail. Permitted activities include pedestrian, bicycling, cross-country skiing, horseback riding, and snowmobiling. The trail is managed by the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) and maintained by NYSOPRHP with assistance from the Friends of the Genesee Valley Greenway (FOGVG). The most recent estimate of 12,165 annual GVG users was developed in 2012 for the portion of the trail in Mt. Morris at milepost 33, which is approximately 6.5 miles south of the intersection of the trail with NYS Route 36 in the Hamlet of Piffard, also in the Town of York.

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Chapter 2 – Existing & Planned Conditions

Groveland Secondary Trail

The Groveland Secondary Trail is a 20-mile gravel trail that extends from the western portion of the Plan Area to the Town of Alexander in Genesee County. The trail is located on the right-of-way of the former Groveland branch of the Erie Lackawanna Railroad. The nearest trail access point to the Plan Area is on Federal Road (County Road 50). Permitted activities on the trail include walking, mountain biking, cross-country skiing, horseback riding and snowmobiling. The trail is owned and maintained by the New York State Department of Environmental Conservation.

Public Transportation



The Plan Area is serviced by Regional Transit Service (RTS) Livingston. After studying regional service efficiency and connectivity, RTS Livingston modified bus routes to better service customers in the Plan Area. Beginning in September 2017, RTS Livingston began offering pick-up and drop off services at the intersection of NYS Route 63 and NYS Route 36 four times daily on weekdays via its Route 231. RTS Livingston offers reduced fares for senior citizens and route deviation services (3/4 mile off-route) in accordance with the American Disabilities Act. No recommendations are made in the Plan with respect to changes to RTS Livingston service as it would have minimal impacts to improving safety and access in the Plan Area. While transit does not command a large percentage of trips in the Plan Area, RTS Livingston is an indispensable component of mobility for those without access to or the ability to operate a private automobile.

Land Use

Existing Patterns

York Central School District Campus



The York CSD Campus is the largest trip generator in the Plan Area. Located on the south side of NYS Route 63 to the east of the intersection with NYS Route 36, the York CSD Campus has five access points on NYS Route 63 and another on NYS Route 36 (York Knights Road) across from a driveway that is shared by two commercial properties (American Rock Salt and Tompkins Bank of Castile). The York CSD Campus serves as the primary community facility and is utilized not only for education during the typical school year (September

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Chapter 2 – Existing & Planned Conditions

through June) but also for evening events year-round and in the summer months for sports, meetings, summer school, recreation, training courses, and other community events.

Commercial



The Barn (a family restaurant) is located on the property just west of the York CSD Campus on a parcel that also includes Rose's Enterprises (a construction business). There is access to the parcel from both NYS Route 63 and NYS Route 36 along stretches of both roadways, neither of which have curbs. A gas station with accommodations for tractor-trailer trucks is located on the southeast corner of the NYS Route 63 and NYS Route 36 intersection with ingress/egress point on each roadway. Curbing is located only at the intersection.

On the northwest corner of the NYS Route 63 and NYS Route 36 intersection, are commercial properties, including businesses and apartments. The nearest access points are a driveway on NYS Route 63 approximately 175 feet from the center of said intersection and access along an uncurbed section of NYS Route 36 beginning approximately 100 feet from the center of the intersection.

The northeast corner of the intersection is currently vacant but zoned commercial. Access to property on NYS Route 63 begins approximately 135 feet from the center of the NYS Route 63 and NYS Route 36 intersection and on NYS Route 36 approximately 190 feet from the center of the intersection. There have been and continue to be discussions about potential development on this site. The current owner is considering options to integrate a memorial to the mining history of the community into the design of the site and any corresponding structures.

Tompkins Bank of Castile is located on the west side of NYS Route 36 approximately 1,100 feet south of the NYS Route 63 and NYS Route 36 intersection. The property has two driveways, one of which (as previously noted) is shared with the property to the north (an office operated by the American Rock Salt Company). The shared northern driveway is located across from York Knights Road, the NYS Route 36 access point for the York CSD Campus.

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Chapter 2 – Existing & Planned Conditions

Residential



Single-family homes are located on each side of NYS Route 36 and NYS Route 63 within the Plan Area. The greatest number are located across from the York CSD Campus on the north side of NYS Route 63. Virginia Avenue (located on the west side of NYS Route 36 north of the NYS Route 63 and NYS Route 36 intersection) and Pascuzzo Lane (a private drive located on the north side of NYS Route 63 west of the NYS Route 63 and NYS Route 36 intersection) are residential-only streets that intersect. At the southwest corner of the NYS Route 63 and NYS Route 36 intersection is the Whitney House, which contains rental units. Across NYS Route 63 at the northwest corner are the aforementioned apartments.

Agricultural

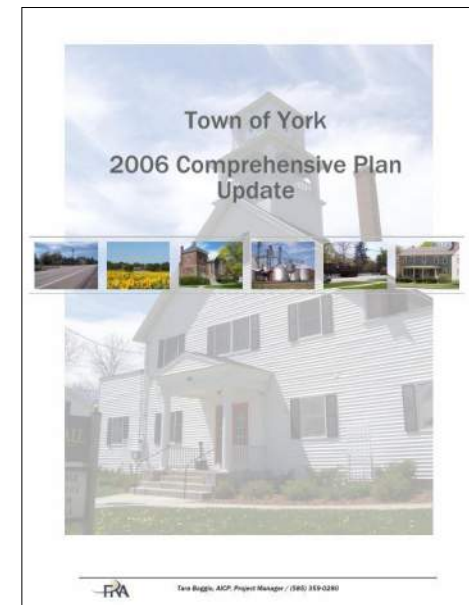


Three parcels along the west end of the Plan Area are active agricultural lands. Additional agricultural parcels are located along the northern and southern ends of the Plan Area on NYS Route 36. Tractors, trucks and heavy equipment associated with farming in the community utilize both NYS Route 63 and NYS Route 36 daily.

Preferred Development

2006 Town of York Comprehensive Plan Update

Per the *NYS Statute on Comprehensive Planning* (Town Law §272-a), the comprehensive plan identifies “the goals, objectives, principles, guidelines, policies, standards, devices and instruments for the immediate and long-range protection, enhancement, growth and development of the town located outside the limits of any incorporated village or city.” The comprehensive plan serves as a town’s vision for its future with policies, strategies, and actions to make progress towards that vision.



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Chapter 2 – Existing & Planned Conditions

The three major objectives of the *2006 Town of York Comprehensive Plan Update (Comp Plan Update)* that are most applicable to the Plan are:

- “2. The majority of future residential development within the Town will be channeled to the existing Hamlets of Linwood, Fowlerville, York, Wadsworth, Greigsville, Retsof, Piffard, and to areas immediately adjacent to these hamlets where public services are available or could reasonably be extended to support development.”
- “5. The need for access regulations and the control of frontage development along the Town’s major highways, especially Routes 63 and 36, will become increasingly important.”
- “7. Improvements to public recreation facilities including trails, parks and community gathering spaces as well as pedestrian accommodations where logical.”

Specific recommendations of the *Comp Plan Update* that are most applicable to the Plan by category include:

Recreation and Open Space

- “Work GTC to investigate the feasibility and desire to modify the long-term trail identified in their Regional Trails Initiative linking the Groveland Extension and Genesee Valley Greenway to incorporate the historic Little Italy area.” (High Priority)
- “Explore options for purchasing development rights of open space on the north side of Route 63 across from the school.” (High Priority)
- “Create bicycle and/or foot paths linking community, residential, institutional, and business districts together.” (High Priority)

Commercial Development

- “Encourage small scale developments in hamlet areas while focusing larger developments along Route 63 and Route 36 in designated areas.” (Medium-High Priority)

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Chapter 2 – Existing & Planned Conditions

- “Create design guidelines that will guide commercial development regarding landscaping, signage, façade, and lighting.” (Medium-High Priority)

Transportation

- “The Town should request NYSDOT to consider the installation of ‘traffic signal ahead’ signage on westbound NY Route 63 to the east of the NY Route 63/NY Route 36 intersection.” (High Priority)
- “Given a concern to make NY Route 63 in the vicinity of York Central School more a part of the hamlet, the Town should request of NYSDOT that consideration should be given to ‘calming’ this section of NY Route 63 with the provision of curbing, (consolidated access, where needed), shared- use lanes (shoulder plus bicycle) and streetscape features, such as street trees, street lights and Town banners. The concept is to help emphasize the sense of place, slightly narrow the feel of the road, and hopefully slow traffic down and increase driver awareness. This would include the construction of sidewalks on both sides of NY Route 63 between the York Central School and NY Route 36 and improved pedestrian crosswalks and pedestrian crosswalk signals.” (High Priority)

Facility, Fiscal, and Infrastructure Management

- “Establish a Capital Improvements Program for the Town, including the expansion or improvement of sidewalks, roadways, recreation facilities, etc.” (Medium Priority)
- “Pursue State and Federal sources of funding to help reduce the local cost of carrying out major capital projects.” (Medium Priority)
- “Actively pursue grant programs and low interest loans to implement various projects and programs identified in the Plan.” (Medium Priority)

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Chapter 2 – Existing & Planned Conditions

Zoning

Two of the four corners at the NYS Route 63 and NYS Route 36 intersection (the northeast and southeast) are zoned Commercial. The properties on the northwest corner have been zoned Hamlet Commercial. The properties abutting NYS Route 63 west of the intersection and properties with frontage on the west side of NYS Route 36 north of the intersection are zoned residential. Parcels in the northwest, southwest, and northeast quadrants that do not have frontage on NYS Route 36 are zoned agricultural. Heading east from the commercial districts at the intersection, the properties abutting NYS Route 63 are zoned Hamlet Residential on both sides of the roadway as are properties on the west side of NYS Route 36 south of the intersection. A Planned Development District is located on the east side of NY Route 36 south of the intersection (albeit with Hamlet Residential adjoining it). The current zoning in the Plan Area is presented in Map 3 on the following page.

Zoning Ordinance
of the
Town of York
Livingston County, NY

A summary of the various zoning districts in the Plan Area (presented alphabetically) is provided below. For the sake of brevity, Permitted and Special Uses are not discussed unless deemed particularly relevant from a traffic standpoint.

Agricultural

- The purpose is “to preserve large tracts of farmland” in an effort “to protect the rural landscape by ensuring the long-term viability of the farming industry and agricultural uses.” The minimum lot size is three (3) acres with a minimum frontage of 250 feet and maximum lot coverage of 25 percent. Minimum setbacks are 50 feet in the front, 15 feet on the sides, and 50 feet in the rear.

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Chapter 2 – Existing & Planned Conditions

Map 3 – Current Zoning



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Chapter 2 – Existing & Planned Conditions

Commercial

- The purpose is “to provide areas for intensive commercial activities that primarily depend upon a large volume of vehicular traffic and serve the daily shopping needs of the community” while “controlling access...from main routes of travel to minimize conflicts between local residents and heavy truck traffic.” The minimum lot size is 40,000 square feet with a minimum frontage of 150 feet and maximum lot coverage of 70 percent. Minimum setbacks are 50 feet in the front and 25 feet/50 feet from any residential district boundary on the sides and in the rear.

Hamlet Commercial

- The purpose is “to foster small-scale, mixed use areas designated in the 2006 Town Comprehensive Plan. The Hamlet Commercial District is established to provide a dense concentration of activity with convenient shopping and services integrated with work places, civic institutions, educational facilities, and a mix of housing types. This District encourages compact, pedestrian-oriented development and preservation of historical character.” The minimum lot size, minimum frontage, lot coverage minimum setbacks are determined through site plan review.

Hamlet Residential

- The purpose is “to encourage a compact pattern of residential development” in an effort “to protect and promote the convenience and character of traditional town centers” while providing for “a variety of housing types” (including two-family dwellings). The minimum lot size is 10,000 square feet with a minimum frontage of 80 feet and maximum lot coverage of 40 percent. Minimum setbacks are 30 feet in the front (or the average of the existing setbacks on adjacent properties), 15/30 feet on the sides, and 30 feet in the rear.

Planned Development

- The purpose is “to promote a range of development and/or redevelopment opportunities regardless of the underlying zoning district(s).” This is the most flexible of the zoning districts in the Plan Area, allowing development to address specific “performance standards.” This is reflected by the fact that lot frontage, lot coverage, and minimum setbacks are determined through the site plan review process with the only pre-determined requirement being a five-acre minimum lot size.

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Chapter 2 – Existing & Planned Conditions

Residential

- The purpose is “to encourage low density residential development,” providing “for the orderly development of primarily single-family dwellings outside of the more concentrated hamlet areas” (although two-family dwellings are a permitted use). The minimum lot size is 40,000 square feet with a minimum frontage of 100 feet excluding those along NYS Route 63 and NYS Route 36 which must have 150 feet, and maximum lot coverage of 40 percent. Minimum setbacks are 40 feet in the front excluding those along NYS Route 63 and NYS Route 36 which must have 60 feet, 15 feet on the sides, and 50 feet in the rear.

This information on existing development and transportation infrastructure combined with desired changes in land use in the Plan Area is critical to identifying what needs to be remedied to ensure that safety is improved in Greigsville and economic opportunities are enhanced by a transportation system that better serves all users.

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Chapter 3 – Needs Assessment

Overview

Identifying transportation needs related to safety and community identity is critical to enhancing economic opportunities in Greigsville. By supplementing the understanding gained through the analysis of transportation and land use data with feedback from the public and other stakeholders, six key needs to be addressed through the Plan's recommendations have been identified.

Stakeholder Engagement

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

A public meeting was held on the evening of Thursday, June 22, 2017 at the York CSD Campus. The meeting was held in an "Open House" format with a presentation run 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 set up around the room. Consultant team members were present at the stations to discuss the Plan and receive customized input from attendees on locations within the Plan Area where there are opportunities and issues that can be addressed going forward. Photo provides an example of the materials available at the "Traffic & Safety" station. Postcards were mailed to residences and businesses in the Plan Area informing them of the meeting. In addition, a media advisory was issued and resulted in advance coverage of the meeting by the Livingston County News via an

Photo 5 – Public Meeting #1 "Traffic & Safety" station board and map



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article published on Wednesday, June 14, 2017. Several business owners and citizens attended the meeting with inquiries about traffic safety and recommendations for future improvements. The presentation, station materials, and summary of comments received from the first public meeting are included in Appendix B.

York High School Student Focus Groups

York High School students had the opportunity to voice their opinions on May 23, 2017 via focus groups held at the York CSD Campus. Pedestrian and traffic safety issues in the Plan Area were discussed. Their knowledge of the location of and access to the GVG and the Groveland Secondary Trail was queried along with their perception of Little Italy. The students offered several ideas to improve both vehicular traffic and pedestrian and bicycle safety in the Plan Area, as well as thoughtful concepts expressing their “vision for Greigsville”. A summary of the questions posed to the students and a summary of their responses are included as Appendix C.

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 and observe current conditions as pedestrians (see Photo 6). Following the walking tour, participants gathered to discuss potential improvements and alternatives to eliminate and mitigate safety and access concerns while the observations and insight gained were still fresh.

Livingston County Interagency Input

The Plan was discussed at the Wednesday, July 12, 2017 meeting of the Livingston County Transportation Advisory Committee. This provided an opportunity for professionals from multiple agencies who are working collaboratively on transportation at the county-level to receive an overview of the Plan and offer their suggestions for improvements and additional items to be considered during its development. Notes from the meeting are included in Appendix D.

Photo 6 – Walking Tour & Workshop



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Identified Needs

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. These needs included 1) Reducing Crashes; 2) Reducing Speeding; 3) Providing Pedestrian & Bicycle Facilities; 4) Defining Access Points; 5) Creating a Sense of Place; and 6) Eliminating Unauthorized Use of a Private Road. The remainder of this chapter summarizes each of these needs.

Reducing Crashes



Crashes were reviewed for the three-year period between March 1, 2014 and February 28, 2017 to identify if there are patterns of crashes and any high accident locations. Within the Plan Area, sixty-five (65) crashes occurred within the three-year period. Of the 65 crashes, thirty-one (31 or 47.7 percent) resulted in property damage, five (5 or 7.7 percent) resulted in injury, and twenty-nine (29 or 30.8 percent) were non-reportable crashes. One crash involved injury to a pedestrian/bicyclist. The northbound and southbound approaches at the signalized intersection of NYS Route 36 and NYS Route 63 are identified as Priority Investigation Locations (PILs) as crashes involving trucks and rear end crashes occurred at this location in excess of the statewide average for similar locations.

Reducing Speeding



The current 40 mph speed limit is considered too high and is exacerbated by the number of trucks on both roadways. East of NYS Route 36, the 85th percentile speeds on NYS Route 63 are between 47 mph and 50 mph. Given the high percentage of heavy vehicles, this would indicate that the speeds of these vehicles are also exceeding the posted speed limit with regularity. In addition, the posted school zone speed limit on NYS Route 63 is 30 mph between the hours of 7:00 am to 9:00 am and 2:00 pm to 4:00 pm on school days. The speed zone begins just west of the westernmost driveway entrance to the York CSD Campus and terminates just after the driveway entrance to the York CSD Campus that is located just east of the gymnasium. Entrances

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to the student parking lot and bus garage to the east are not included in the school speed limit zone. Excessive speeds in the vicinity of the York CSD Campus were noted by the public who state that this creates difficulties for drivers attempting to access and exit the campus. This situation is particularly relevant because drivers in the area include York CSD students who, due to their age, are less experienced motor vehicle operators.

Providing Pedestrian & Bicycle Facilities



There are no dedicated pedestrian or bicycle facilities along NYS Route 36 or NYS Route 63 within the Plan Area. As a result, both pedestrians and bicyclists currently utilize the shoulder section on each roadway. A pedestrian path is worn in the grass along the south side of NYS Route 63 between the York CSD Campus and the driveway of the property located directly to the west (The Barn) as students often cross this adjacent property to access the convenience store located in the gas station on the southeast corner of NYS Route 63 and NYS Route 36. Bicyclists and pedestrians are the most vulnerable of all transportation system users. The presence of a high percentage of heavy vehicles and high speeds makes them even more susceptible to serious injury if involved in a crash.

Defining Access Points



The absence of curbs has created driveways to many properties along NYS Route 63 and NYS Route 36 that are wider than that of a typical driveway where a cut would be made to provide defined access to and from the property. These result in safety issues as drivers' ingress and egress onto the roadways does not occur at predictable, designated points which results in uncertainty for the drivers accessing and leaving properties, other drivers, and non-motorized users. In addition, people park their vehicles on shoulders, which sometimes block a portion of the opening that serves as the driveway.

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Creating a Sense of Place



Located on the crossroads of two major state routes, many drivers pass through the hamlet without realizing that they're travelling through a place with a rich and colorful history. Beyond the agricultural fields that have been in continuous service for generations and the presence of historical buildings, Historic Little Italy represents a site that was key to the formation of the community with the majority of its residents holding jobs at the nearby Retsof Salt mine. The area is not marked and there is no public access to this area, but through tours for schoolchildren it remains a known part of York's legacy. When surveyed as part of the focus groups, most York High School Students were aware of Historic Little Italy and felt that it would be an attraction if more people knew about it.

Eliminating Unauthorized Use of a Private Road



Pascuzzo Lane is a private road. The owner has indicated that unauthorized private automobiles, including commercial vehicles, use it. The sign notifying the public that it is a private road and not open to the public is hung parallel to NYS Route 63. This may make it difficult for those that don't know it is a private road. They may only become aware of this after turning onto it, as well as and this can also provide an excuse for those that do know its status but choose to use it anyway. Online mapping applications that people use to obtain driving directions do not recognize Pascuzzo Lane's status as a non-public facility. In addition, the owner has indicated that commercial vehicles such as delivery trucks also use the road.

The needs discussed in this chapter served as the benchmark against which potential alternatives (projects and programs) were evaluated. Greigsville will be a safer, better-defined community with updated public spaces that are inviting to businesses and consumers alike.

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Chapter 4 – Recommendations

Overview

The recommendations of the Plan address the needs identified in the previous chapter 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. The improvements included in this Chapter represent a customized approach to selecting technically-sound solutions unique to Greigsville, eschewing “cookie-cutter” application of design standards that may work elsewhere but not in the Plan Area.

Public Meeting #2

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 full answered. As with the first public meeting, postcards were mailed to residences and businesses in the Plan Area informing them of the meeting. In addition, a media advisory was issued and resulted in advance coverage of the meeting by the Livingston County News via an article published on Tuesday, November 7, 2017. There were approximately 20 attendees. The presentation and summary of comments received from the second public meeting is included in Appendix E.

The input and feedback received at the second public meeting was considered by the Steering Committee and edits and additions were made to the proposed alternatives to develop the projects and programs described herein, which represent the recommendations of the Plan.

The recommendations are organized into the following seven categories: 1) Redesigned Roadways, 2) Sidewalks & Crosswalks, 3) Historic Little Italy Trail, 4) Speed Limit Changes, 5) Gateways, 6) Land Use & Design, and 7) Education, Encouragement, & Enforcement.

Getting to the Point

While this is not a design report, the recommendations were developed to a level of detail beyond most concept-level plans.

To make it easier for readers to determine if they want to delve into the details about a recommendation, highlights of each are provided at the beginning of their respective discussion as noted by the highlighter icon.



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To provide a comprehensive representation of changes to the roadways and pedestrian facilities along them, the Redesigned Roadways and Sidewalks & Crosswalks are both presented on the maps which are split into the following segments.

- Map 4 – Intersection of NYS Route 63 and NYS Route 36;
- Map 5 – NYS Route 63 from the former Erie Lackawanna Railroad Bridge to the Intersection (Western Leg);
- Map 6 – NYS Route 63 from the Intersection to approximately 270 feet past the York CSD Campus A-Wing/Athletic Fields driveway (Eastern Leg 1);
- Map 7 – NYS Route 63 from the Eastern Leg 1 to approximately 600 feet east of the bridge over the Rochester & Southern Railroad (Eastern Leg 2);
- Map 8 – NYS Route 36 from Virginia Avenue to the Intersection (Northern Leg); and
- Map 9 – NYS Route 36 from the Intersection to approximately 160 feet south of York Knights Way (Southern Leg).

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.

New Lane Configurations

The current lane configurations on NYS Route 63 and NYS Route 36 are a single 12-foot wide travel lane in each direction. This includes where the two roadways intersect resulting in all approaches to the intersection being comprised of a shared left/through/right turn lane. In all four instances, drivers utilize the approximately four-foot wide paved shoulders and (where present) unpaved areas next to them as de facto right turn lanes to maneuver around queued vehicles.

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Lane widths on both NYS Route 63 and NYS Route 36 would be reduced by one foot and become 11-foot-wide lanes with six-foot wide shoulders and five-foot wide tree lawns. The marked shoulders would provide delineated space for bicyclists. At six-foot wide, the shoulders would meet the NYSDOT standard for NYS Route 36 and would be two feet less than that for NYS Route 63 as it is part of the National Highway System. The less than standard shoulder widths on NYS Route 63 could be justified by the addition of curbs and pedestrian facilities. The five-foot wide tree lawns would provide space for snow storage, traffic signage, street lighting, and trees, the last of which can also serve to calm traffic.

The various reconfigurations that were considered included all combinations of adding either a dedicated right turn lane or left turn lane at each approach or both. The evaluation of these potential options were based on three primary criteria.

1. Improving Safety by Reducing Speeding
2. Facilitating Existing and Projected Turning Movements
3. Limiting Required Taking of Private Property

Based on these three criteria, the most beneficial lane reconfiguration is the addition of dedicated right turn lanes at each approach on both NYS Route 63 and NYS Route 36. This lane configuration results in reduced rear-end accidents on the NYS Route 36 approaches to the intersection, which currently exceed the statewide average for similar roadways. Per the Federal Highway Administration's *Desktop Reference for Crash Reduction Factors* (September 2008), the installation of dedicated right turn lanes on each approach would reduce rear end crashes up to 65 percent and all types of crashes that resulted in either a fatality or an injury by up to 35 percent. The dedicated right turn lanes would each be 11-foot wide and 200-foot long. This configuration also serves current travel patterns without necessitating the need for any significant amount of additional land, though some queuing is expected when major events are being held at the York CSD Campus.

Dedicated left turn lanes were also considered on the various approaches. It was determined that they would not deter through traffic from exceeding the posted speed limit nor facilitate the predominant turning movements at the intersection to the degree that dedicated right turn lanes will (i.e., they did not respond as favorably to the first and second criteria). The addition of left turn lanes would also require a wider pavement sections, which could necessitate the need for additional land.

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In addition, the introduction of new through lanes anywhere in the Plan area and a two-way center turn lane on NYS Route 63 east of the intersection with NYS Route 36 were determined to yield no material benefit to the safe, efficient operation of the road network.

It is important to note that, as a concept-level planning study and absent projected growth rates for traffic from a travel demand model, the addition of the right turn lanes are being recommended to address existing safety issues on NYS Route 36 at the intersection with NYS Route 63 and accommodate future growth; specifically, the growth in truck traffic that is projected in the regional freight plan produced by GTC. Prior to installation of the curbing, a design report would be produced that includes a more formal projection of future traffic at 20 years from completion of the improvements. Based on that analysis, it may be determined that another configuration would better serve the intended purpose of improving safety for all users and accommodating the needs of trucks traveling to, from, and through the Plan Area.

Curbing to Define Access Points

The absence of curbs along NYS Route 63 and NYS Route 36 (exclusive of the northwest corner of their intersection and a small portion of the southwest corner) creates safety issues as drivers do not access and leave these properties at predictable points based on good roadway design principles. In addition, vehicles can be parked on the shoulders of the roads resulting in visibility issues for drivers. Parking on the shoulders typically occurs when the greatest number of vehicles are present in the Plan area, which is during events at the York CSD campus.

The installation of curbing is recommended at the following locations to define access points and limit the presence of parked vehicles, both of which will improve safety in the Plan area:

- The north side of NYS Route 63 from immediately east of the former Erie Lackawanna Railroad bridge that currently carries the Groveland Secondary Trail over NYS Route 63 to the intersection with NYS Route 36 on the west and from east of that intersection to 10 feet east of the eastern edge of the driveway at 2651 Genesee Street;
- The south side of NYS Route 63 from 100 feet west of the driveway of 2512 Genesee Street to the intersection with NYS Route 36 on the west, and from east of that intersection to the western edge of the York CSD garage driveway;

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- The west side of NYS Route 36 from the intersection with Virginia Avenue south to connect to the curbing on the north side of NYS Route 63 at that intersection; and
- The east side of NYS Route 36 across from the intersection with Virginia Avenue south to connect to the curbing on the north side of NYS Route 63 at that intersection, and from south of that intersection to approximately 170 feet south of York Knights Way, aligning with the northern edge of the southern driveway of the Tompkins Bank of Castile branch at 3768 Main Street.

All residential driveways in the Plan area where curbing would be added would retain their existing access points. All existing access points to the York CSD Campus and Tompkins Bank of Castile branch would also be retained. Access would be provided for commercial properties at the following locations:

- The two properties immediately south of Virginia Avenue on NYS Route 36 (3646 and 3654 Main Street) would each have 24-foot wide driveways to serve their current uses of Commercial Vacant with Minor Improvements and Residential Multi-Purpose/Multi-Structure, respectively. It should be noted that both properties are owned by the same party. Accordingly, if the properties were to be assembled for a single purpose the number and location of driveways should be reconsidered;
- The vacant commercial property at the northeast corner of the intersection of NYS Route 63 and NYS Route 36 is 11.4 acres, extending approximately 1,020 feet north from the intersection and measuring approximately 580 feet from west to east at its widest point from NYS Route 36. Proposed access points include a 60-foot wide driveway with a portion of it as mountable curb on NYS Route 63 approximately 35 feet from the eastern property line. Two 40-foot wide driveways would be added on NYS Route 36. The northern one would align with the driveway at 3646 Main Street and the southern one would align with the 40-foot wide driveway to be used for access to 3678 Main Street (see below);
- The multiple-use property at the northwest corner of the intersection of NYS Route 63 and NYS Route 36 (3678 Main Street) would have access via a 40-foot wide driveway 30 feet from the northern property line on NYS Route 36, which is approximately 200 feet north of the intersection. The 12-foot wide driveway between the two structures on NYS Route 63 would be maintained (the easternmost one is multi-family residential);
- The gas station at the southeast corner of the intersection of NYS Route 63 and NYS Route 36 (3705 Main Street) would have access via a 48-foot wide driveway on NYS Route 36 that would align with the pumps used by

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commercial trucks, which is approximately 130 feet south of the intersection. A shared 48-foot wide driveway with The Barn (2544 Genesee Street, see below) would be located approximately 150 feet east of the intersection; and

- The Barn would have the shared access point with the gas station (3705 Main Street) and a 40-foot wide driveway approximately 350 feet east of the intersection. The eastern cut of the 40-foot wide driveway would align with the eastern cut of the driveway across from it, which would serve the vacant commercial parcel at the northeast corner of the NYS Route 63 and NYS Route 36 intersection.

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 are being proposed.

As with all of the alternatives considered during the development of the Plan, the location of sidewalks and crosswalks were evaluated based on what makes sense for the Hamlet of Greigsville, not what works someplace else or makes for attractive graphics. The preferred locations of sidewalks sought to avoid the removal and relocation of light and utility poles to the greatest extent practical.

The proposed locations of sidewalks was based on providing safe pedestrian access to the businesses (existing and discussed) that would serve customers walking to and from these establishments. Sidewalks are recommended at the following locations:

- A five-foot wide sidewalk along the west side of NYS Route 36 from Virginia Avenue to the parcel at the northwest corner of the intersection with NYS Route 63 where it becomes a seven-foot sidewalk, connecting with the sidewalk along the north side of that roadway;

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- A five-foot wide sidewalk along the east side of NYS Route 36 from Virginia Avenue to the intersection with NYS Route 63 where it would connect with the sidewalks along the north side of that roadway;
- A five-foot wide sidewalk along the east side of NYS Route 36 from the intersection with NYS Route 63 (where it would connect with the sidewalk along the south side of that roadway) to York Knights Way;
- A five-foot wide sidewalk along the north side of NYS Route 63 from immediately east of the former Erie Lackawanna Railroad bridge that currently carries the Groveland Secondary Trail over NYS Route 63 to the parcel at the northwest corner of the intersection with NYS Route 36 where it becomes a seven-foot sidewalk, connecting with the sidewalk along the west side of that roadway. These are the same limits as the curbing that is proposed to be added;
- A five-foot wide sidewalk along the north side of NYS Route 63 from the intersection with NYS Route 36 (where it would connect with the sidewalk along the east side of that roadway) to five feet (one “flag”) past the eastern cut of the proposed 60-foot wide driveway that would serve the vacant commercial property at the northeast corner of the intersection of NYS Route 63 and NYS Route 36. There would be a four-foot buffer between the curb and the sidewalk; and
- A five-foot wide sidewalk along the south side of NYS Route 63 from the intersection with NYS Route 36 (where it would connect with the sidewalk along the east side of that roadway) to the western edge of the York CSD bus garage driveway.

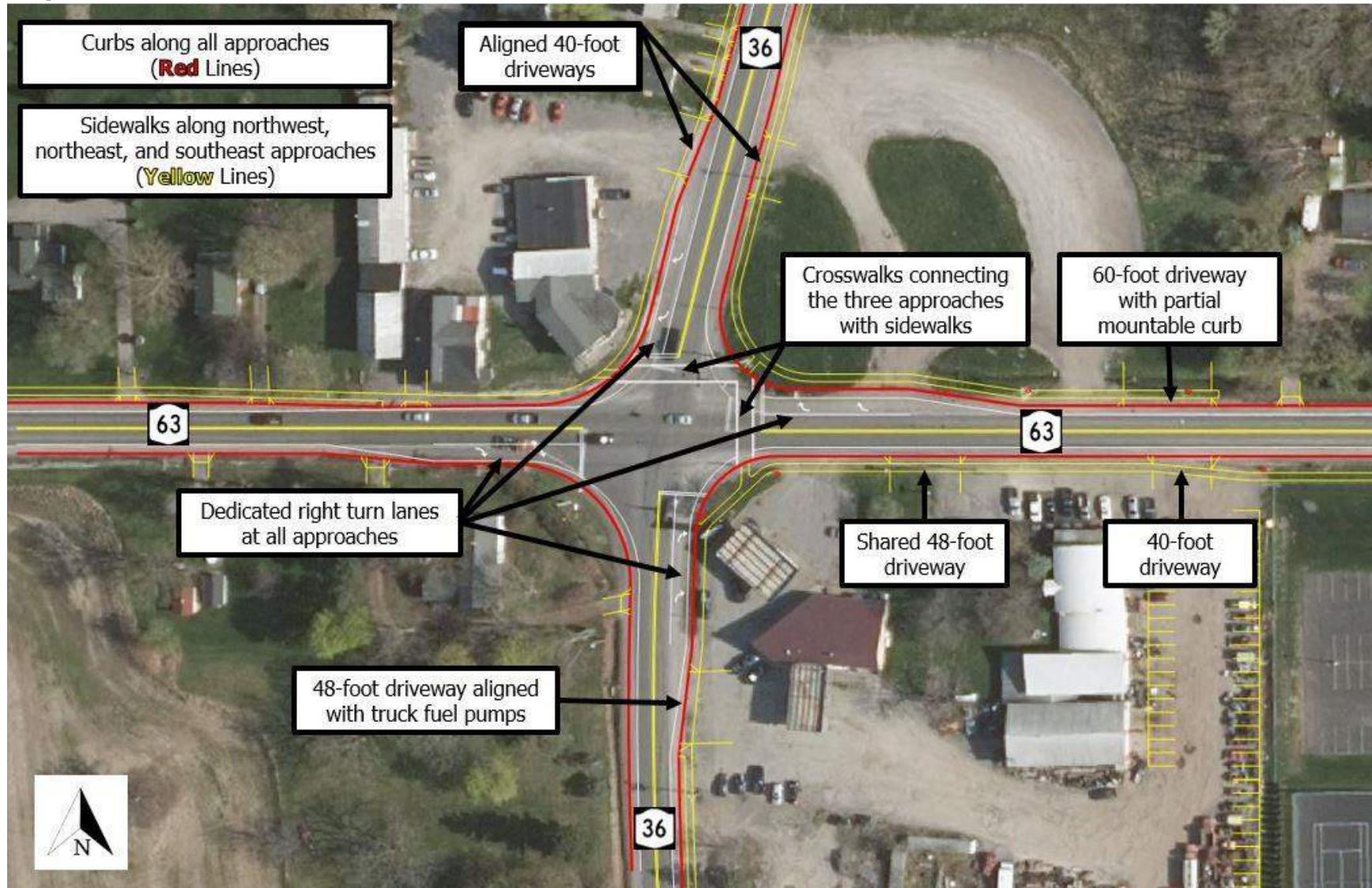
Crosswalks with Americans with Disabilities Act-compliant curb ramps would provide for crossings of NYS Route 36 at the northern leg of the intersection with NYS Route 63 and at Virginia Avenue and the western terminus of the Historic Little Italy Trail. A crosswalk with curb ramps would provide for crossings of NYS Route 63 at the eastern leg of the intersection with NYS Route 36.

Upgraded lighting at the intersection and pedestrian countdown signals at the northwest, northeast, and southeast corners are also recommended. The upgraded lighting would benefit all users and the pedestrian countdown signals would work in concert with the two crosswalks serving those three corners.

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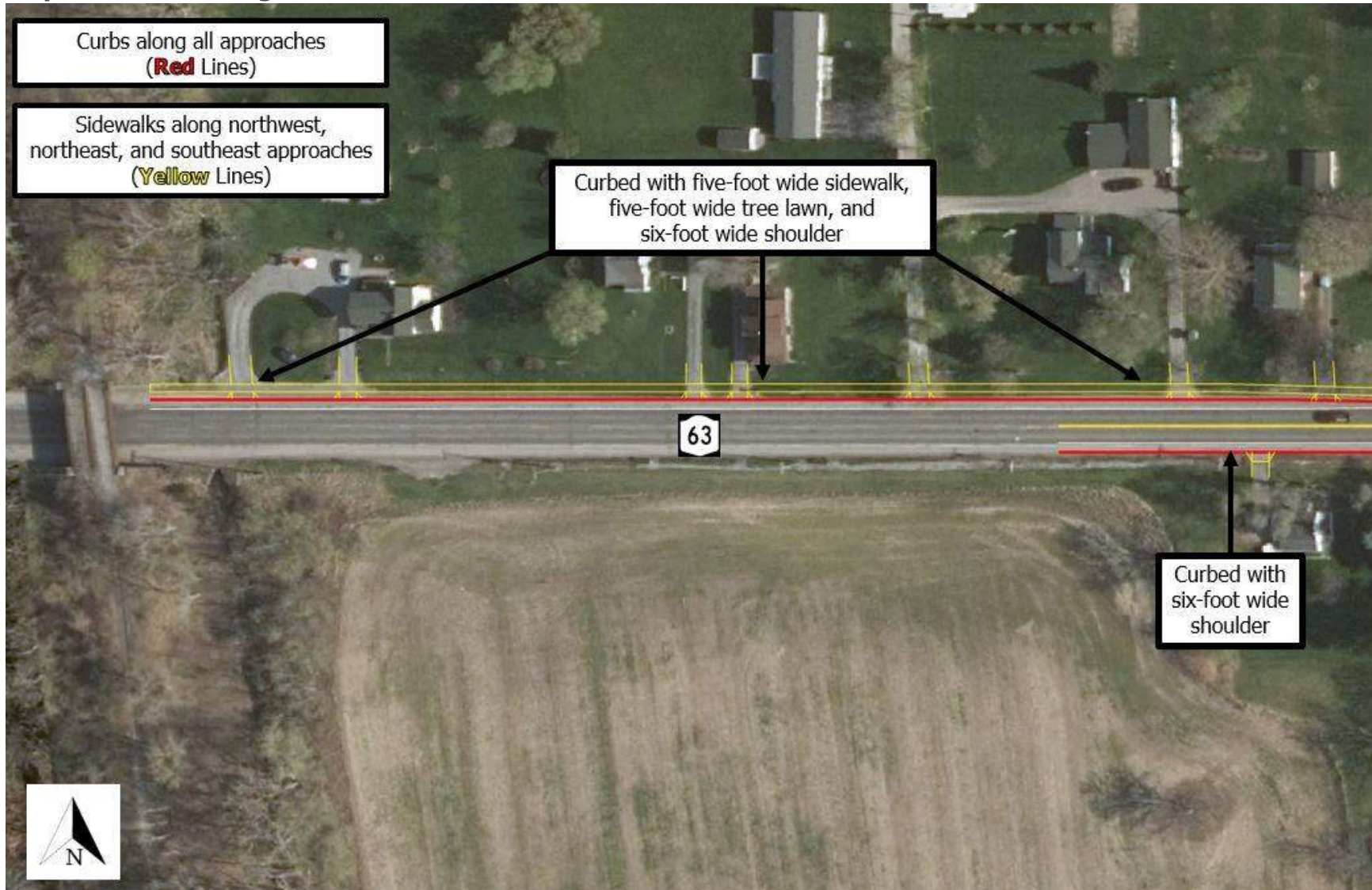
Map 4 – Intersection of NYS Route 63 and NYS Route 36



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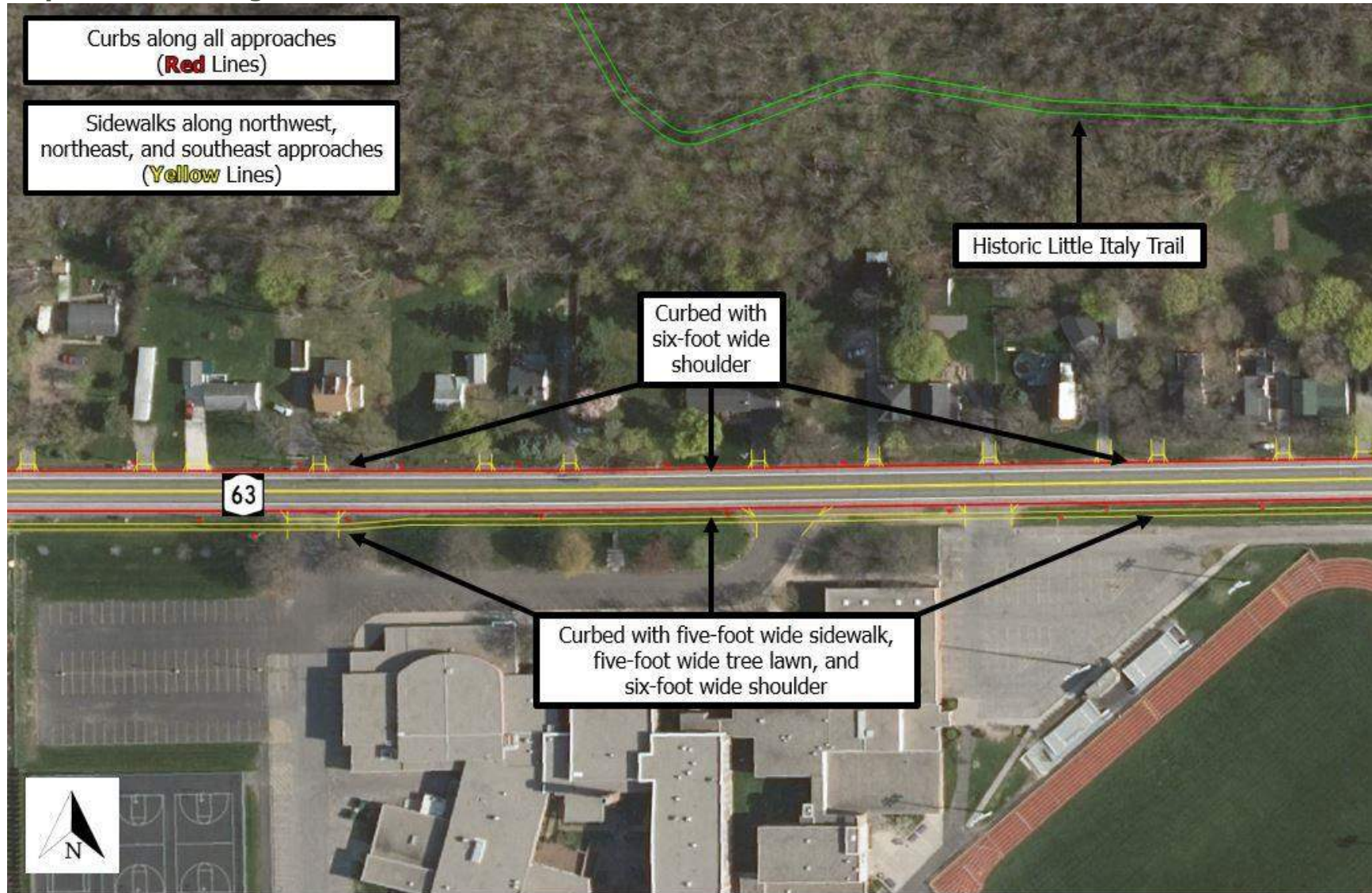
Map 5 – Western Leg



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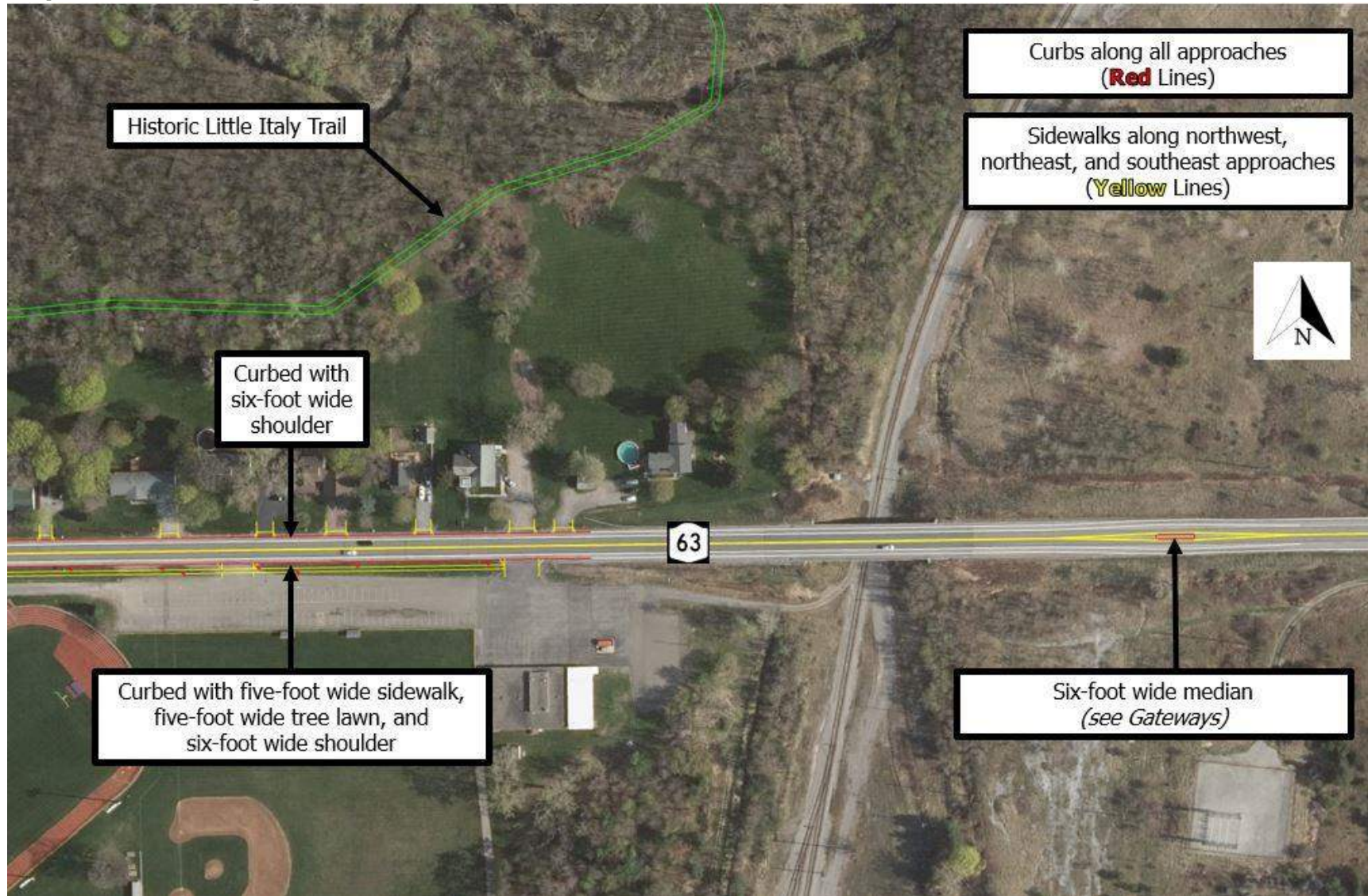
Map 6 – Eastern Leg 1



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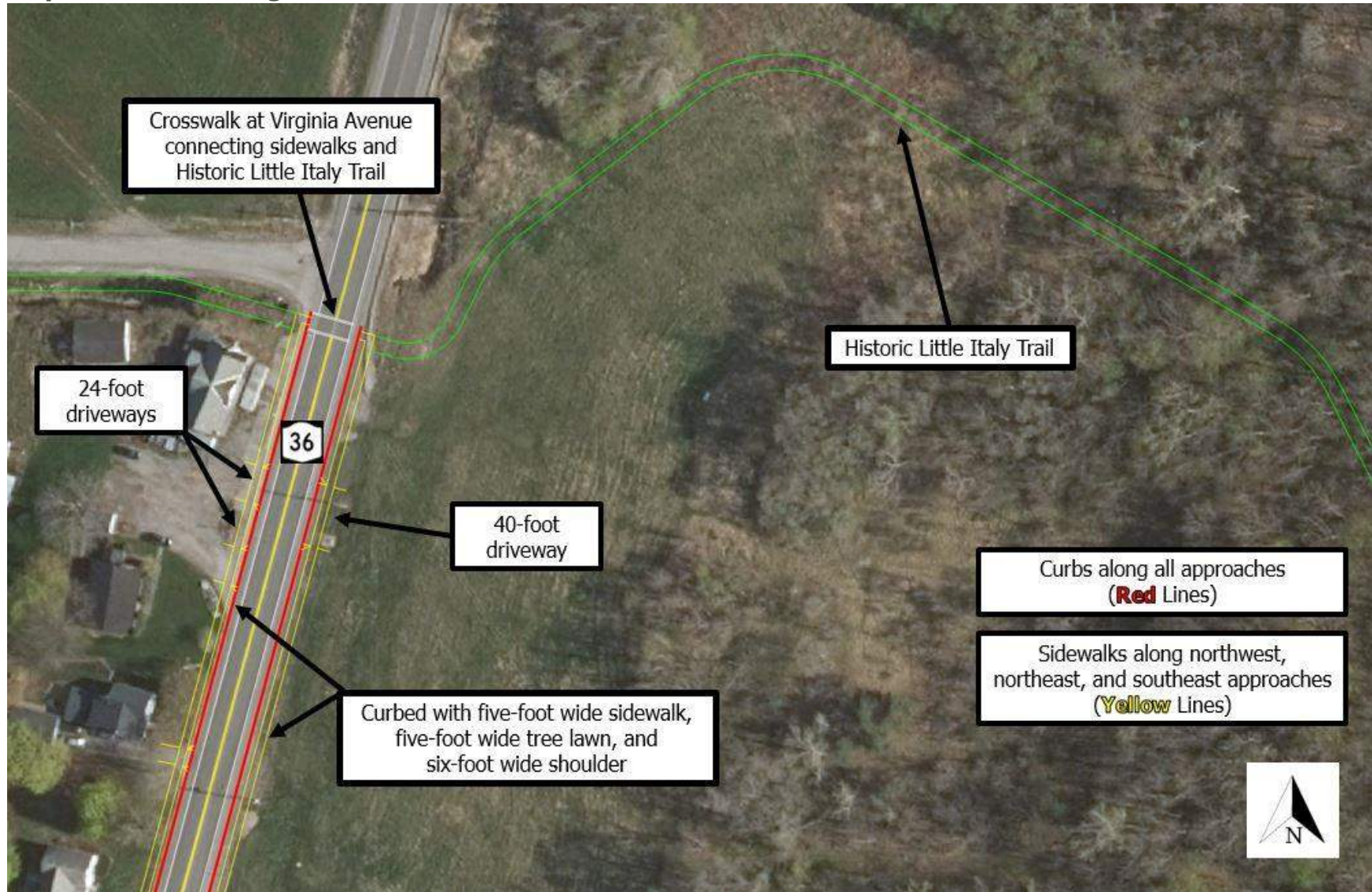
Map 7 – Eastern Leg 2



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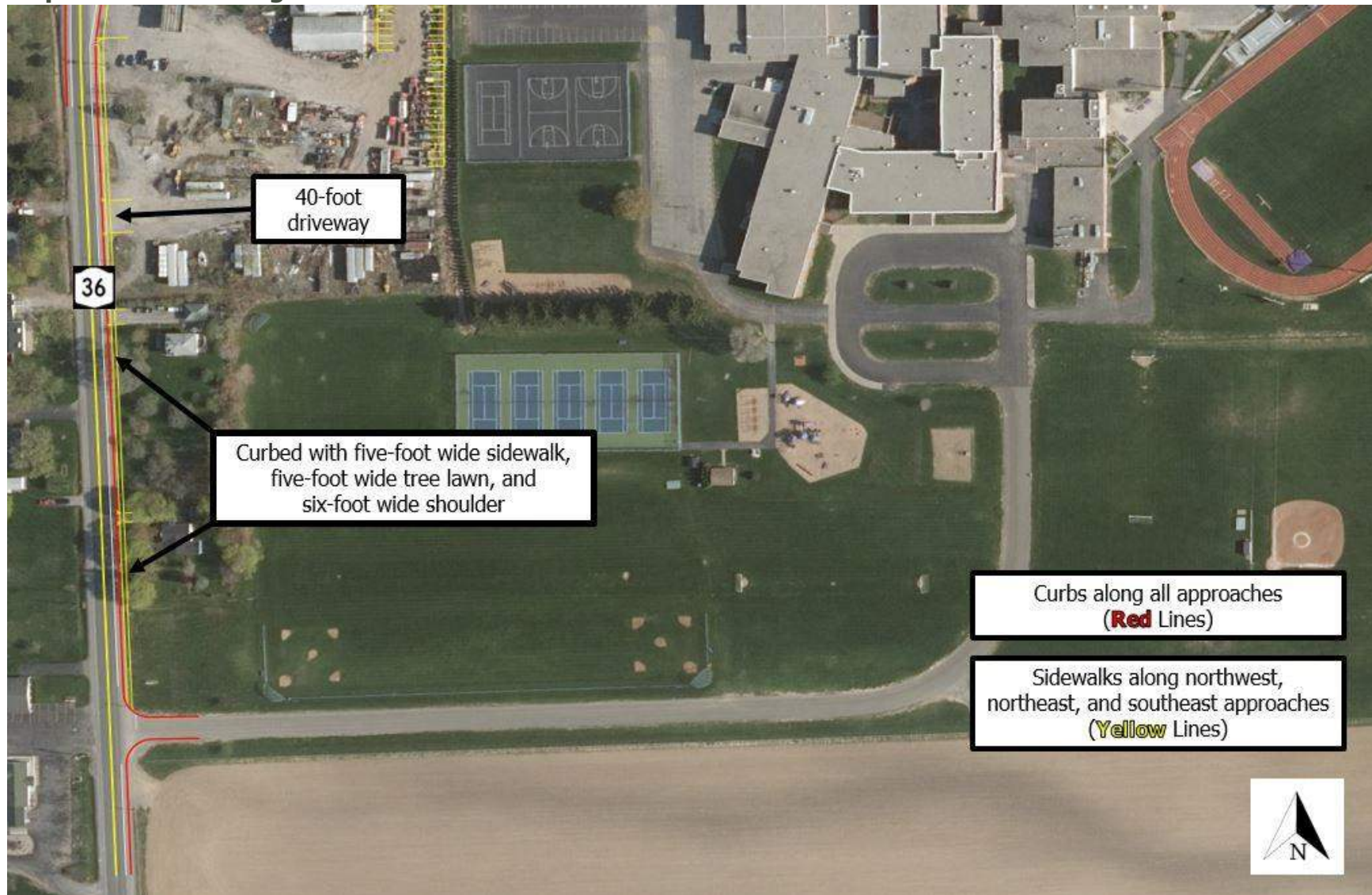
Map 8 – Northern Leg



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Map 9 – Southern Leg



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Historic Little Italy Trail



The Historic Little Italy Trail represents an additional option for non-motorized users that would separate them from vehicular traffic on NYS Route 63 and NYS Route 36. 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.

Redesigned roadways and the addition of strategically-located sidewalks and crosswalks can play important roles in safety by reducing speeding and creating spaces exclusively for pedestrians; both critical to encouraging travel by non-motorized means. Another means for increasing safety for non-motorized users and facilitating healthy lifestyle activities such as walking and bicycling in the Plan area is the introduction of a formal multi-use trail.

The recommended multi-use trail for the Plan Area is the Historic Little Italy Trail. This would be an approximately 4.1-mile long, 10-foot wide stone dust multi-use trail connecting the Genesee Valley Greenway on the east with the Groveland Secondary Trail on the west. Photo 7 presents a 10-foot stone dust trail in a setting similar to that of the Historic Little Italy Trail and a sign currently posted on NYS Route 63.

The conceptual alignment of the trail is along generally flat terrain with federal wetlands present in a portion of it. Depending on the alignment and potential use of Virginia Avenue as an on-street component, the Historic Little Italy Trail traverses a limited number of parcels (between six and eight), which is significantly less than many multi-use trails and can expedite implementation as opposed to requiring the assembly of easements across dozens of properties.

Photo 7 – Stone dust trail and existing Little Italy Trail sign



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Beyond the scenic value of the alignment, it also builds upon the rich mining history of the community by including the remnants and structures from the late 1890's/early 1900's left by the first Italian immigrants to the area. Historic Little Italy serves as an important reminder of the community's past and its connection to the Retsof Salt Company and former mine.

The Historic Little Italy Trail is included in the GTC's *Genesee-Finger Lakes Regional Trails Initiative* as a "Near-Term Implementation" recommendation. This means that it is considered a high priority multi-use trail within the region and "should be built or be in design within five years (2015-2020)." Photo 7 presents an example of a stone dust trail and the map of the Historic Little Italy Trail from the GTC's *Genesee-Finger Lakes Regional Trails Initiative*.

Speed Limit Changes



Speeding has been a longstanding concern in Greigsville. This applies to operators of both personal automobiles and commercial trucks. As discussed in Chapter 3 – Needs Assessment, 85 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.

The speed limit on NYS Route 63 is 40 mph throughout the Plan area with a school zone speed limit of 30 mph between the hours of 7:00 a.m. to 9:00 a.m. and 2:00 p.m. to 4:00 p.m. on school days beginning approximately 450 feet east of the intersection with NYS Route 36 and extending approximately 1,000 feet to the east. The speed limit on NYS Route 36 is 40 mph throughout the Plan area with no school zone speed limit at any location along it.

The preferred speed limits in the Plan area are 30 mph along NYS Route 63 extending from 300 feet west of the former Erie Lackawanna Railroad bridge to approximately 500 feet west of Retsof Road and along NYS Route 36 from approximately 100 feet north of the bridge over Bidwells Creek to 100 feet south of the Rochester & Southern Railroad

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tracks. These speed zones would be approximately 4,200 feet or 8/10ths of a mile along NYS Route 63 and approximately 3,600 feet or 7/10ths of a mile along NYS Route 36, which are both in excess of the minimum lengths for 30 mph speed zones recommended in Canada and Australia and cited by the Federal Highway Administration in *Methods and Practices for Setting Speed Limits: An Informational Report* (April 2012). Advance signage of the 30 mph speed zone would be provided on all approaches.

The preferred school zone speed limit would be 20 mph between the hours of 7:00 a.m. to 6:00 p.m. on school days on NYS Route 63 from east of the intersection with NYS Route 36 to the western end of the bridge over the Rochester & Southern Railroad tracks (approximately 2,400 feet) and on NYS Route 36 to the north and south of York Knights Way from approximately 400 feet south of the intersection with NYS Route 63 to 250 feet north of the Rochester & Southern Railroad crossing (approximately 1,400 feet). The portions of NYS Route 63 and NYS Route 36 where the 20 mph school speed zone limit would be instituted are presented in Map 10 on the following page.

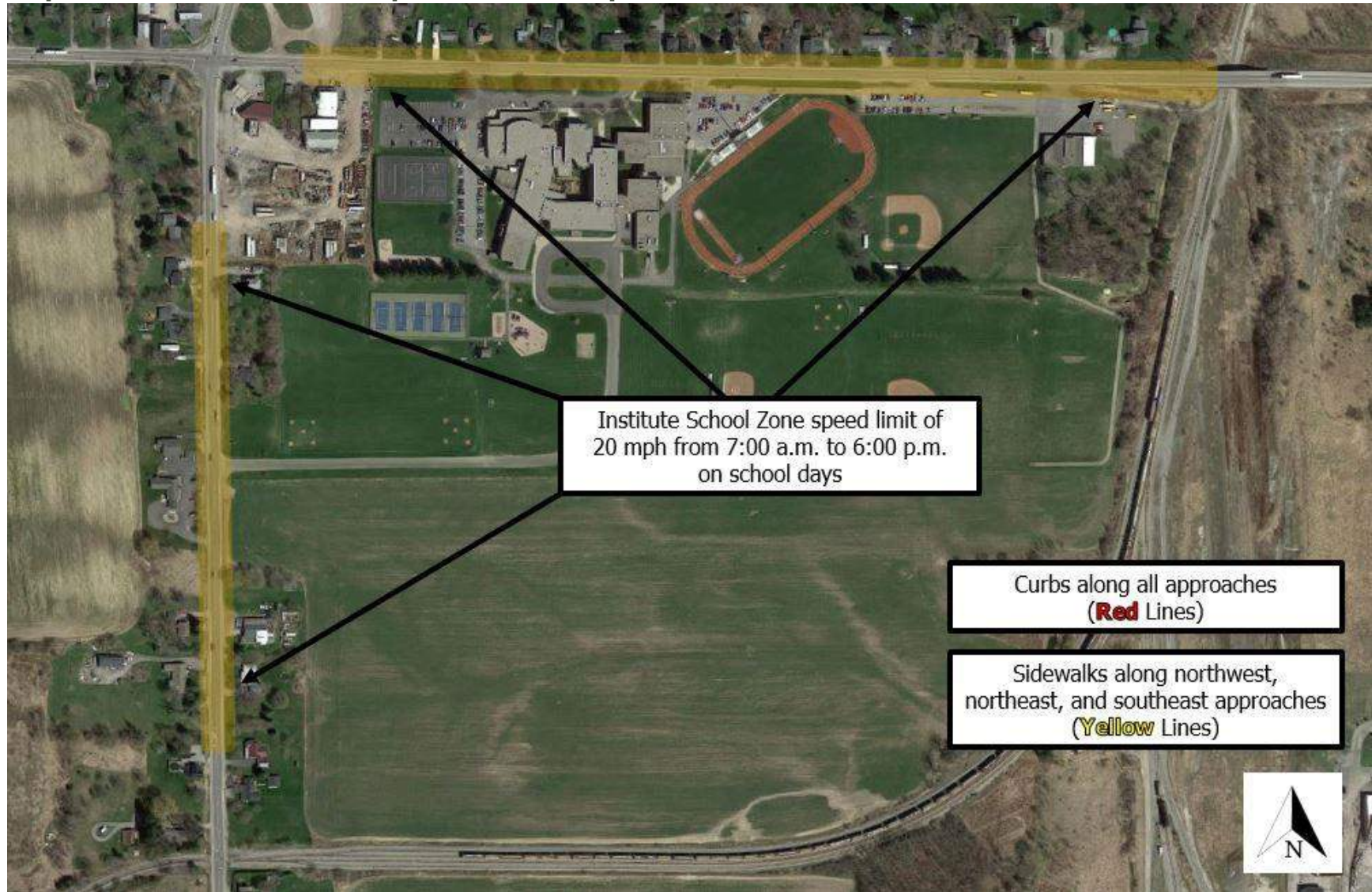
In addition to relocating the school zone speed limit signs, it is recommended that they be replaced with ones that flash during the school zone hours to alert drivers of the reduced speed limits. Associated pavement markings and advance signage of the school zone speed limit should be added on the approaches to create additional awareness of the reduced speed limit. Factors that are considered in setting school zone speed limits include (but are not limited to) overall student enrollment, numbers of children walking along or crossing the roadway, and the presence of sidewalks, crossing guards, and fencing around school property.

Any changes to speed limits on NYS Route 63 or NYS Route 36 will need to be approved and implemented by NYSDOT as the owner of both roadways. NYSDOT would conduct a warrant analysis to determine if the changes to speed limits recommended in the Plan would be implemented. NYSDOT has made it clear that current conditions would not justify a reduction in speed limit. However, reductions may be warranted once the curbing and sidewalks are installed and additional data on traffic volumes entering and exiting at specific driveways during the peak periods are collected. NYSDOT prefers school zone speed limit hours of 7 a.m. to 9 a.m. and 2 p.m. to 4 p.m. as they are now for the York CSD Campus as drivers can become desensitized to the change in speed limits near schools if they are in place for extended periods of time.

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Map 10 – Recommended 20 mph School Zone Speed Limit Extents



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Making drivers more aware of their speed is critical as the speed limits along NYS Route 63 and NYS Route 36 are higher than 30 mph for large stretches leading into Greigsville, resulting in “speed adaptation” where drivers do not realize how fast they are actually traveling. The introduction of speed feedback signs at strategic locations is recommended to engage drivers in an interactive manner to alert them to their actual speeds. There are currently no permanent speed feedback signs located in the Town of York and none are planned. NYSDOT feels that temporary feedback signs are more successful in reducing speeding than permanent ones.

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.

Creating gateways on NYS Route 63 at the western and eastern limits will let people know that they are in Greigsville, a community with distinct character that residents are proud of. In addition, gateways can also serve the specific purpose of alerting drivers that the context of the area requires them to alter their behavior. Two gateway treatments have been identified: one on the east end and one on the west end of the Plan area. Their locations were chosen to complement and support the recommended speed limit adjustments previously described.

Erie Lackawanna Railroad Bridge

This bridge currently carries the Groveland Secondary Trail over NYS Route 63 and is situated in a favorable position to serve as an entry point to Greigsville for those traveling east. The structure is large enough to visually present the Hamlet’s unique characteristics. Two concepts were developed. As with the Historic Little Italy Trail, the first is based on the area’s mining history and the other on the Hamlet being home to the York CSD Campus, which functions as the community center for many events. A photo of the western fascia of the bridge as it is today along with renderings of

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how it could be adorned (either by paint or by some other means such as a plastic film product) are presented below as Photos 8, 9, and 10. Uplighting could be included so that the gateway is visible at all times of the day and night.

Photo 8 – Existing Erie Lackawanna Railroad Bridge looking east

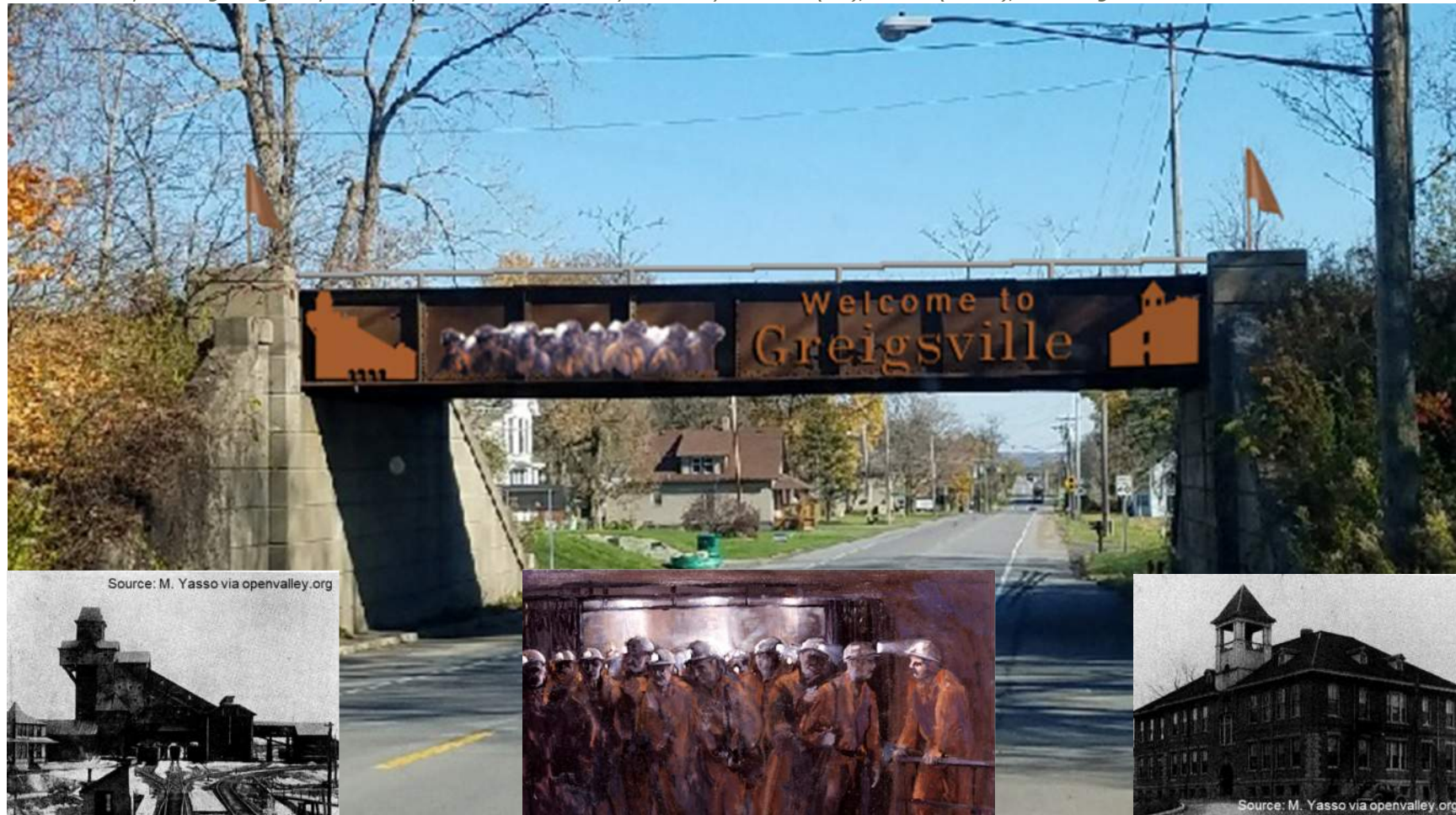


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Photo 9 –Erie Lackawanna Railroad Bridge looking east with mining theme

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

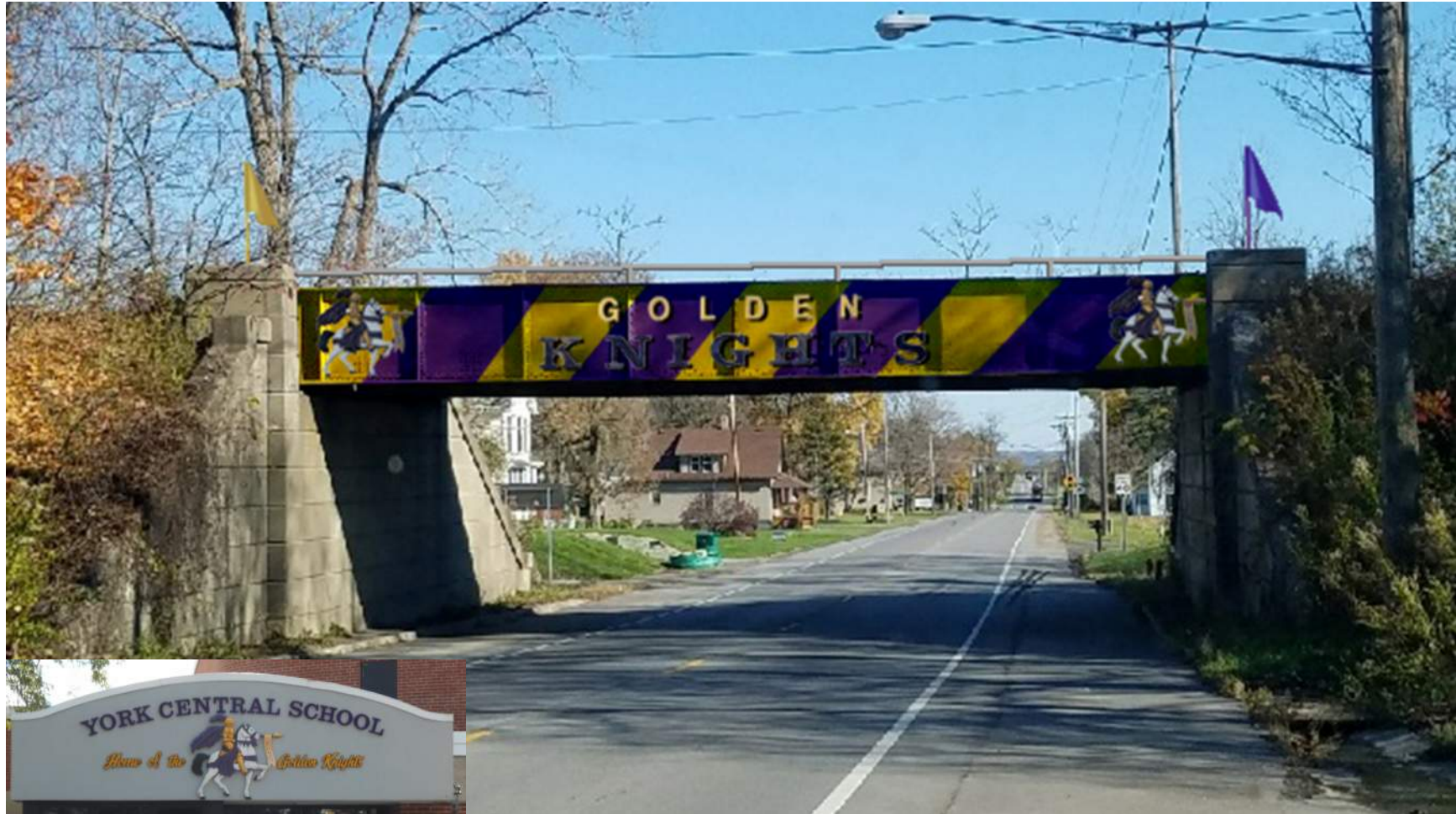


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Photo 10 –Erie Lackawanna Railroad Bridge looking east with York CSD theme

Theme developed using colors and mascot of York CSD



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New Median Island

No overhead structure comparable to the Erie Lackawanna Railroad Bridge exists on the east end of the Plan area, which serves as a transition between the Hamlet of Greigsville and the neighboring Hamlet of Retsof. However, the presence of the York CSD Campus at that end of Greigsville is an equivalent landmark and would benefit from an improvement that provides a visual cue to drivers of the need to reduce their speed and be aware of the change in context that includes more pedestrians, children, and residential driveways.

The median would be six feet-wide and result in modest deflection by vehicles from their current alignment. The location would be on NYS Route 63 approximately 300 feet east of the bridge over the Rochester & Southern Railroad tracks. Pictures of two representative median treatments for this location are presented Photos 11 and 12.

Photo 11 – Example Median Treatment for Retsof #1



Photo 12 – Example Median Treatment for Retsof #2



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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 (as noted above) also a large number of commercial trucks using the major roads that traverse it. Items for consideration have been broken down into four categories: Site Planning; Site Furnishings, Lighting, and Signage; Site Landscape; and Building Façade.

Site Planning

Good site planning allows for the individual needs of each project and each site to be looked at uniquely and evaluated to maximize the overall site flow and function. At the site planning level this should be as much if not more conversation, than stern regulations. The desired outcome of site planning is to create a distinct separation between pedestrian and vehicular traffic, while aiming to create a hamlet atmosphere that respects the historic nature of the Plan area while working to foster a safer, more pedestrian-friendly environment. Through various elements such as sidewalks (discussed previously), landscaping, parking, paving materials, and the thoughtful placement of buildings and parking with respect to the street, an improved and safer flow of pedestrian and vehicular traffic can result.

ENCOURAGE

- ✓ Good pedestrian access
- ✓ Landscaped areas along streets, sidewalks, parking, and buildings
- ✓ Mix uses that complement each other
- ✓ Link new sidewalks to existing sidewalks
- ✓ Keep curb cuts to a minimum
- ✓ Share parking and access with neighboring buildings when possible
- ✓ Provide landscape buffer between street and sidewalk
- ✓ Locate parking in rear/on sides of buildings

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DISCOURAGE

- ✓ Front yard parking with buildings to the rear of the site
- ✓ Uncontrolled access or too many curb cuts

Site Furnishings, Lighting, and Signage

Signage, awnings, lighting, fencing, and landscape elements are sometimes considered of lesser importance compared to other design elements. However, they can often be the factor(s) that becomes most noticeable on the exterior face of a building or at the edge of a parcel of land. These elements should be seen as an opportunity to enhance the architectural qualities of a particular building or piece of property, not detract from it or be a distraction. In the hamlet additional attention to detail regarding design and use of site accessories should be given specifically for the potential they bring to naturally slow traffic and improve safety. Photo 13 provides examples of lighting options for the Plan Area.

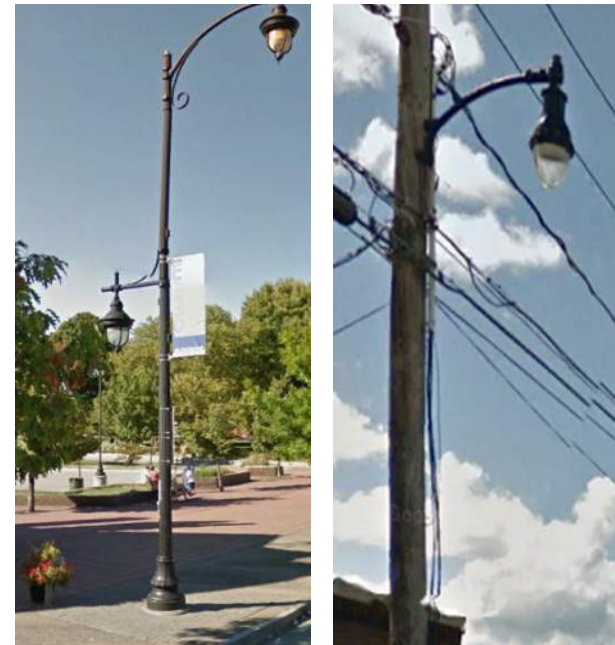
ENCOURAGE

- ✓ Landscaping to screen equipment
- ✓ Use of underground site utilities
- ✓ Lighting fixtures compatible with the style of the area and of pedestrian scale
- ✓ Use of “dark sky” compliant lighting to minimize glare to vehicle operators and to minimize light pollution in hamlet
- ✓ Integrate awnings and canopies in a manner sensitive to the building and surrounding area

DISCOURAGE

- ✓ Obscure character-defining features that could be distracting or dangerous to vehicles
- ✓ Alter or damage architectural details

Photo 13 – Potential street lighting options



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- ✓ Street elements out of neighborhood character

Landscape

The mass, scale, and height of each building, and extensively a group of buildings, will greatly affect the overall streetscape of a block, street and ultimately an entire area. Careful planning and regulation in this regard is aimed at creating a streetscape that is both pedestrian and vehicular-friendly, while incorporating building elements which directly relate to the human scale. An appropriate amount of hardscape and softscape elements should be implemented to create the desired hamlet feel. These elements create aesthetically walkable desirable, safe, neighborhoods. Photo 14 provides examples of landscaping options (one along the roadway and the other within a site) that, depending on the development, could be option in the Plan Area.

ENCOURAGE

- ✓ Landscape buffers as a design element to enhance the site and building
- ✓ Landscape design elements that are in scale with the neighborhood and pedestrians
- ✓ Link new sidewalks to existing sidewalks
- ✓ Landscaped areas along street and sidewalks
- ✓ Curbs to separate streets and sidewalks

DISCOURAGE

- ✓ Parking between building & street
- ✓ Set buildings away from street
- ✓ Provide only the code minimum for landscaping
- ✓ Cross pedestrian and vehicular traffic
- ✓ Hidden main entrances

Photo 14 – Potential landscaping options



Courtesy of Northern New England Chapter of the American Planning Association

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Building Façade

Any developer with the potential for new buildings should carefully study the surrounding context when specifying building materials for their project. The use of appropriate materials for a building is critical, as this element will play a key role in the overall streetscape and neighborhood. The type of fenestration, exterior cladding materials, roof shingles, and selected colors of all of these elements should aim to be compatible with buildings in the immediate surrounding area. Photo 15 provides examples of façades for a gas station and storefronts located within a hamlet.

ENCOURAGE

- ✓ Take cues from surrounding context regarding detail, height, and exposure
- ✓ Chose materials that will enhance the architectural intent of the building design
- ✓ Compliment but do not imitate adjacent/surrounding materials
- ✓ Provide appropriate lighting for interest and security and depth
- ✓ Avoid reflective glazing that masks interior activity, depth, and potential glare hot spots
- ✓ Use natural and sustainable materials when possible
- ✓ Overall color schemes should be simple for walls and decorative features

DISCOURAGE

- ✓ Materials that are incompatible with the surrounding context
- ✓ New construction that overwhelms neighboring buildings
- ✓ Large area of storefront with a singular design
- ✓ Replicate the use of the same materials and color palette of adjacent buildings

Photo 15 – Potential façade options



Courtesy of Northern New England Chapter of the American Planning Association

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Education, Encouragement, & Enforcement



Physical improvements can only do so much to create a safe, accessible, and prosperous community. Educating people of all ages about how to walk, bicycle, and drive appropriately as well as encouraging them to do so and holding them accountable when they don't is also critical. The Plan proposes that three non-infrastructure initiatives be implemented: 1) Enforcement of Traffic Laws, 2) Eliminating Use of Private Roadways by Unauthorized Drivers, and 3) Initiation of a Safe Routes to School Program.

Physical improvements must be complemented with policies and programs that support the goals of improving safety, creating a sense of place, and increasing opportunity for economic prosperity. Successful plans incorporate all of the four “E’s” – engineering, education, encouragement, and enforcement. The bulk of the recommendations already discussed have focused on the first E, engineering, by identifying infrastructure projects to be implemented, which will require engineering. However, it's important to acknowledge that all of the E's work together. For example, adding sidewalks, constructing buildings that are inviting to pedestrians, and enforcing traffic laws will encourage more people to walk, and instituting safe routes to school programs that educate parents and students about the health benefits of walking and bicycling will encourage them to incorporate these activities into their daily routines.

Enforcement of Traffic Laws

When the proposed roadway redesigns and speed limits are implemented, they will require adjustments by drivers. It's important to note that while this proposal requires the involvement of law enforcement agencies, they should also continue to be included in the implementation of other recommendations (as they have been in the development of the Plan); specifically, the setting of revised speed limits. Enforcement efforts should reinforce proper behavior as it relates to:

- Exceeding the posted speed limit, particularly in the school zone;
- Failure to stop completely when making “rights on red,” leading to not yielding to pedestrians who have the right of way;

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- Illegal parking, including on-street parking once the curbs are installed; and
- Use of private roadways (see next initiative).

Eliminating Use of Private Roadways by Unauthorized Drivers

Pascuzzo Lane is a private roadway. However, the owner has indicated that unauthorized vehicles continually use it. There is a sign informing drivers of the fact that it is a private roadway but the sign hangs parallel to NYS Route 63. Turning the sign so that it is perpendicular to NYS Route 63 and increasing its retroreflectivity would likely improve driver awareness.

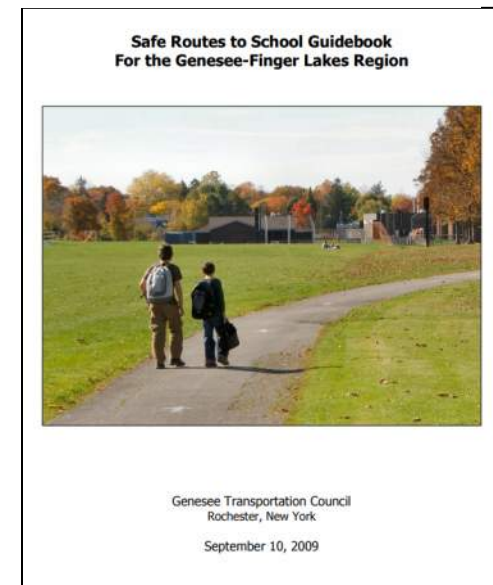
The larger issue is that free, online navigation websites and applications direct drivers to use Pascuzzo Lane. Regardless of the reason for this occurring, Pascuzzo Lane should be removed from the routing algorithms that these websites and applications use to direct drivers to various destinations. This will require working directly with Google, Apple, MapQuest, Waze, and AAA to rectify this situation.

Initiation of a Safe Routes to School Program

The York CSD could consider instituting a safe routes to school (SRTS) program. While a robust program comprised of multiple materials for each E and several events per year is ideal, an initiative that addresses key elements could be more cost-effective and gradually be expanded incrementally as resources allow.

Two key elements of all successful SRTS programs is engaging parents as well as students and selecting resources and activities that are applicable to the location of the district and its facilities (e.g., urban, suburban, or rural and campus-based or neighborhood-based). There is a wealth of information and resources (including the GTC *Safe Routes to School Guidebook for the Genesee-Finger Lakes Region*, 2009 see Photo 16) that can be easily customized and adapted for a program to best serve the York CSD as a rural, campus-based district.

Photo 16 – GTC SRTS Guidebook



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Chapter 5 – Funding & Follow-On Activities

Overview

With the projects and programs that will improve safety and access in the Plan Area identified, the emphasis must shift to finding the necessary funds to implement them. Federal and state fund sources for transportation improvements exist but competition is fierce as needs greatly outstrip the amounts available, and the backlog of eligible projects continues to grow. Regardless, the recommendations of the Plan are needed investments that will benefit Greigsville, the Town of York, and York CSD students that reside outside of York. This chapter discusses the costs associated with the recommendations and potential fund sources for their implementation, as well as a limited number of follow-on activities.

Costs

Costs for the roadway and sidewalk project recommendations were estimated using unit costs from bid prices for recent highway and bridge contracts and the NYSDOT Quick Estimator Reference – Upstate tool. The cost estimate for the Historic Little Italy Trail was based on unit cost information recently obtained for other trail projects, and yielded a cost of approximately 28 percent higher than what was included in the GTC's *Genesee-Finger Lakes Regional Trails Initiative* of 2016. These are solid cost data upon which to base the estimates for the recommendations of the Plan. With that said, materials prices can change quickly due to demand at the national and global levels and changes in domestic and foreign trade policies.

It's important to remember that the recommendations of the Plan do not need to be implemented concurrently. The Plan does not assume that the installation of curbing in the recommended locations would need to occur when NYS Route 63 and NYS Route 36 are reconstructed or undergo major rehabilitation. Ideally, the curbing and sidewalks would be installed at the earliest possible date that funding can be obtained. This is the best approach as NYSDOT follows a "preservation first" approach, which ensures that its assets are maximized from a cost perspective across their respective lifecycles. As a result, the preventive maintenance treatments can extend the life of pavements for many years.

There's No Such Thing as Easy Money

Funding for all forms of infrastructure is extremely limited and transportation is no exception. The primary federal funding source for highways, bridges, sidewalks, and multi-use trails is the Highway Trust Fund.

The Highway Trust Fund gets approximately two-thirds of its revenue from the federal gas tax, 18.4 cents per gallon, which has not been increased since 1993. This has resulted in the purchasing power of the fund being eroded by 40 percent due to inflation and increases in the fuel efficiency of cars and trucks.

GTC, which administers regional federal transportation funding, was only able to fund about 60 percent of the projects submitted for inclusion in its capital improvement program.

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Table 1 presents the total 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

Chapter 5 – Funding & Follow-On Activities

Beyond the initial capital costs of construction for infrastructure projects, there are also ongoing operations and maintenance (O&M) costs that need to be considered. NYS Route 63 and NYS Route 36 are existing roadways so preventive maintenance and snow and ice removal are already performed. The New Median Island included in the Gateways recommendation will have negligible impacts from a cost perspective. The net change in O&M costs of the reconfigured lanes will be minimal. The same is true for the new traffic signal, pedestrian countdown signals, and improved street lighting: new net cost increases will be minimal.

The largest increases in O&M costs will be related to the sidewalks and the Historic Little Italy Trail. The responsibility for the O&M of these should be determined prior to their construction if possible. Options for snow and ice clearance from sidewalks include property owners, the Town, or an arrangement with an entity such as the York CSD that is a property owner in the Plan Area and may have the capacity to do it for areas outside the boundaries of its campus. With respect to maintenance of the Historic Little Italy Trail, this could be done by volunteers specific to the trail or discussions could be initiated with the FOGVG who already conduct maintenance on the GVG and Groveland Secondary Trail.

Costs for the programmatic initiatives included in the Education, Encouragement, and Enforcement recommendation were not estimated as they will be determined by the extent and frequency at which they are utilized.

Funding Programs

All of the funding programs discussed below are very competitive. However, as discussed at the beginning of the chapter, funds for transportation are limited and all potential sources need to be considered. It is absolutely critical that NYSDOT be kept up to date on the submission of requests for funding to implement the recommendations on NYS Route 63 and NYS Route 36 as they own, maintain, and operate the roadways.

The primary funding programs that the recommendations of the Plan are eligible for are apportioned by the Federal Highway Administration (FHWA) to New York State.

- Transportation Alternatives Program (TAP) – NYSDOT administers this program for municipalities outside of the Rochester Urban Area, including the Town of York. Per the NYSDOT *Transportation Alternatives Program and Congestion Mitigation and Air Quality Improvement Solicitation Guidebook* from August 2016, the TAP project categories that would apply to the recommendations of the Plan include:

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- ◆ “Construction, Planning and Design of On-road and Off-road Facilities for Pedestrians, Bicyclists and Other Non-motorized Forms of Transportation;”
- ◆ “Construction, Planning and Design of Infrastructure-Related Projects to Provide Safe Routes for Non-drivers to Access Daily Needs;” and
- ◆ “Projects that enable and encourage children to walk and bike to school (Safe Routes to Schools).”

NYS DOT is not eligible to sponsor a TAP-funded project but may partner with eligible entities, including local governments, to advance projects on their system. In the last round of TAP, the maximum award for any single project was \$5 million and the minimum was \$250,000. Projects require that a minimum of 20 percent of the project cost be borne by the sponsor.

A portion of TAP funds are also administered by the NYS Office of Parks, Recreation, and Historic Preservation (NYSOPRHP) via the Recreational Trails Program (RTP). The Historic Little Italy Trail would be eligible under this component of TAP. RTP candidates are solicited and awarded through the Governor’s Regional Economic Development Process, requiring that a Consolidated Funding Application (CFA) be completed.

- Congestion Mitigation and Air Quality Improvement Program (CMAQ) – To be eligible to receive CMAQ funds, the project must be located in an area that either doesn’t meet at least one current National Ambient Air Quality Standard (NAAQS) or didn’t meet a previous one. Livingston County was part of the Rochester Nonattainment Area that did not meet the 1997 NAAQS for ground-level ozone. Per the NYS DOT *Transportation Alternatives Program and Congestion Mitigation and Air Quality Improvement Solicitation Guidebook* from August 2016, the CMAQ project category that would apply to the recommendations of the Plan is “pedestrian and bicycle facility improvements.”

CMAQ funds can only be programmed to projects that can demonstrate that they will reduce emissions. In the last round of CMAQ, the maximum award for any single project was \$5 million and the minimum was \$250,000. Projects require that a minimum of 20 percent of the project cost be borne by the sponsor.

- National Highway Performance Program (NHPP) – Within the Plan Area, NYS Route 63 is part of the National Highway System and was so prior to the previous federal surface transportation authorizing legislation, Moving Ahead for Progress in the 21st Century (MAP-21), taking effect on October 1, 2012. As such, recommendations of the Plan on NYS Route 63 are eligible to be programmed with NHPP funds. It is important to note that the successor legislation to MAP-

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21 – the Fixing America's Surface Transportation Act – is implementing requirements for the condition of bridges on the NHS and pavements on the Interstate System (the entire Interstate System is part of the NHS). While still a potential fund source that should be actively and aggressively pursued, NYSDOT will make the final determination as to what projects are submitted for NHPP funding as part of the next GTC capital program.

Recommendations of the Plan are eligible for three other FHWA programs: Surface Transportation Program Block Grant Program (STBG), Transportation Investments Generating Economic Recovery (TIGER), and the Highway Safety Improvement Program (HSIP). In the case of STBG and TIGER, both are among the most competitive programs with the former administered regionally and the latter at the national level. To be awarded HSIP funds, a project must be able to demonstrate that it will improve safety and the current solicitation of HSIP projects from local governments is limited to those located in federally-designated urban areas. These three funding programs are not considered as viable as TAP (including RTP), CMAQ, and NHPP.

- Community Development Block Grant Program (CDBG) – New York State makes CDBG funds from the United States Department of Housing and Urban Development available through the Governor's Regional Economic Development Process, requiring that a CFA be completed. A maximum of \$20 million in CDBG funds were allocated through this process in 2017. Sidewalks are an eligible use under the CDBG Public Facility program.
- Green Innovation Grant Program (GIGP) – New York State makes GIGP funds through the NYS Environmental Facilities Corporation available through the Governor's Regional Economic Development Process, requiring that a CFA be completed. A maximum of \$15 million in GIGP funds were allocated through this process in 2017. Sidewalks are an eligible use under the GIGP provided they are constructed with permeable pavements.
- Environmental Protection Fund Grants Program for Parks, Preservation and Heritage (EPF) - New York State makes EPF funds through the NYSOPRHP available through the Governor's Regional Economic Development Process, requiring that a CFA be completed. A maximum of \$20 million in EPF funds were allocated through this process in 2017. Trails are an eligible use under the EPF provided they connect *"already-protected state and local lands, historic sites, greenways, trails and waterways."*

Local sources of funding would include using Consolidated Local Street and Highway Improvement Program (CHIPS) funds apportioned to the Town of York or Livingston County. It is recommended that a formal tradeoff analysis be conducted to determine what the implications would be to pavement conditions on local roads if CHIPS funds were programmed to the

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recommendations of the Plan. Another option would be to establish a sidewalk district to both raise funds for construction and pay for O&M.

Follow-On Activities

It is suggested that three specific follow-on activities be advanced in the near term.

1. Letters of support submitted with funding applications do not differentiate the request from the others that are submitted for the same solicitation. The Plan provides the tool for the Town of York, York CSD, Livingston County, and other partners to 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 school district. This ensures that when a request for funding is considered, there is no question about the commitment of the local community to seeing it through.
2. The materials from the most recent solicitation of CMAQ/TAP, including the *Transportation Alternatives Program and Congestion Mitigation and Air Quality Improvement Solicitation Guidebook* and application, from summer/fall 2016 should be reviewed. The next solicitation is expected in spring 2018. The requirements and submission requirements are not expected to significantly differ from the 2016 round, and this will allow the Town of York and Livingston County to be prepared to submit as quality an application as possible for multiple recommendations of the Plan.
3. Identify resources (including through a future GTC Unified Planning Work Program) to assess transportation needs to the east of the Plan Area in the Hamlet of Retsof. There is a clear interest in connecting Greigsville to this adjacent hamlet by extending the recommended curbing, sidewalks, and shoulders from the Plan Area to the intersection of NYS Route 63 and Retsof Road. Potential treatments (e.g., sidewalks, crosswalks, traffic signal, etc.) for this intersection were also discussed as part of the Plan.

**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.**

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March 2018