

CONNECT  
**LIVINGSTON**  
Linking our communities

Final Report:  
**Transportation  
Connectivity Plan**

December 2013

Submitted by:



in association with:  
Vanasse Hangen Brustlin, Inc.  
Stuart I. Brown Associates, Inc.



# Livingston County Transportation Connectivity Plan

*Final Report*

*Prepared by*

C&S Engineers, Inc.

Stuart I. Brown Associates, Inc.

Vanasse Hangen Brustlin, Inc.

*for*

Livingston County Planning Department

*December 2013*

For more information contact:

Angela Ellis, Director  
Livingston County Planning Department  
6 Court Street, Room 305  
Geneseo, New York 14454-1043

Financial assistance for the preparation of this report was provided by the Federal Highway Administration and Federal Transit Administration through the Genesee Transportation Council. Livingston County is solely responsible for its content and the views and opinions expressed herein do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

#### 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.



# Transportation Connectivity Plan

## TABLE OF CONTENTS

1. Introduction.....	1-1
1.1 Study Purpose .....	1-1
1.2 Study Area .....	1-3
1.2.1 Boundaries and General Background .....	1-3
1.2.2 Population .....	1-4
1.2.3 Economic Base .....	1-7
1.2.4 Destinations and Trip Generators .....	1-8
1.2.5 Environmental Overview .....	1-9
2. Public Involvement .....	2-1
2.1 Project Branding .....	2-1
2.2 Advisory Committee .....	2-1
2.3 Stakeholders .....	2-2
2.4 Public Outreach Meetings .....	2-5
2.5 Public Survey .....	2-6
3. Existing Conditions.....	3-1
3.1 Inventory of Transportation System .....	3-1
3.1.1 Infrastructure.....	3-1
3.1.2 Services and Programs.....	3-13
3.1.3 Policy and Planning.....	3-18
3.2 Findings and Recommendations from Previous Studies and Plans .....	3-27
3.2.1 Capital Improvement Projects .....	3-27
3.2.2 Services and Programs.....	3-29
3.2.3 Policy and Planning .....	3-31
4. Needs Assessment.....	4-1
4.1 Transit Need and Demand Analysis .....	4-1
4.1.1 Introduction.....	4-1
4.1.2 Transit Need.....	4-2
4.1.3 Transit Demand .....	4-3
4.1.4 Major Trip Generators .....	4-10
4.1.5 Commuting Demand.....	4-11
4.1.6 On-Board Rider Transit Survey.....	4-12
4.1.7 Needs Identified by Other Studies .....	4-13
4.2 Transit Gap Analysis.....	4-14
4.2.1 Introduction.....	4-14
4.2.2 Service Gaps .....	4-14
4.2.3 Access to Transit.....	4-16
4.3 Public Survey Results .....	4-17



---

4.4	Summary of Needs From Existing Studies.....	4-25
4.4.1	Infrastructure Needs.....	4-25
4.4.2	Service and Program Needs.....	4-29
4.4.3	Policy and Planning Needs.....	4-30
4.5	Summary of Needs.....	4-30
4.5.1	Summary of General Needs by Mode.....	4-30
4.5.2	Summary of Needs for Geneseo Pilot Plan.....	4-33
5.	Action Plan.....	5-1
5.1	Goal #1.....	5-2
5.1.1	Goal #1 Overview, Challenges, and Opportunities.....	5-2
5.1.2	Goal #1 Strategies.....	5-3
5.2	Goal #2.....	5-7
5.2.1	Goal #2 Overview, Challenges, and Opportunities.....	5-8
5.2.2	Goal #2 Strategies.....	5-8
5.3	Goal #3.....	5-11
5.3.1	Goal #3 Overview, Challenges, and Opportunities.....	5-11
5.3.2	Goal #3 Strategies.....	5-12
5.4	Goal #4.....	5-13
5.4.1	Goal #4 Overview, Challenges, and Opportunities.....	5-13
5.4.2	Goal #4 Strategies.....	5-14
5.5	Goal #5.....	5-17
5.5.1	Goal #5 Overview, Challenges, and Opportunities.....	5-17
5.5.2	Goal #5 Strategies.....	5-17
5.6	Goal #6.....	5-19
5.6.1	Goal #6 Overview, Challenges, and Opportunities.....	5-19
5.6.2	Goal #6 Strategies.....	5-20
5.7	Action Plan Summary.....	5-22
6.	Transit Route Options.....	6-1
7.	Geneseo Pilot Plan.....	7-1
7.1	Goal #1.....	7-1
7.2	Goal #2.....	7-5
7.3	Goal #3.....	7-9
7.4	Goal #4.....	7-10
7.5	Goal #5.....	7-11
7.6	Goal #6.....	7-12
7.7	Geneseo Pilot Plan Summary.....	7-13



# Transportation Connectivity Plan

## LIST OF TABLES

Table 1-1: Livingston County Transportation Related Characteristics .....	1-4
Table 1-2: Population by Town .....	1-5
Table 1-3: Population in Villages .....	1-5
Table 1-4: Population in Census Designated Places.....	1-6
Table 1-5: Major Employers.....	1-7
Table 3-1: I-390 Interchanges.....	3-2
Table 3-2: Trails.....	3-6
Table 3-3: LATS Routes - Ridership.....	3-15
Table 3-4: Land Use Regulations by Municipality.....	3-20
Table 3-5: Potential Funding Sources (other than MAP-21) for Transit & Human Services...	3-22
Table 4-1: Persons with Transportation Needs.....	4-2
Table 4-2: TCRP Estimated Demand for Transit Trips.....	4-7
Table 4-3: Major Employers.....	4-10
Table 4-4: Place of Work for Livingston County Residents.....	4-12
Table 4-5: Infrastructure Needs from Existing Studies .....	4-25
Table 4-6: Service and Program Needs from Existing Studies.....	4-29
Table 4-7: Policy and Planning Needs from Existing Studies.....	4-30
Table 6-1: Existing LATS Route Characteristics .....	6-1
Table 6-2: Cloverleaf Alternative Route Characteristics.....	6-2
Table 6-3: Geneseo Transfer Alternative Route Characteristics .....	6-2
Table 6-4: Geographic Route Coverage for Major Trip Generators.....	6-3
Table 7-1: Potential New Sidewalk .....	7-2

LIST OF FIGURES (all figures provided at end of each Section except for those marked \*)

**Section 1 Introduction**

- Figure 1-1: Regional Location
- Figure 1-2: Geneseo Pilot Project Study Area
- Figure 1-3: Population Distribution
- Figure 1-4: Persons Age 60+ by 2010 Census Block Group
- Figure 1-5: Median Household Income by 2010 Census Block Group
- Figure 1-6: Households without Access to a Vehicle by 2010 Census Block Group
- Figure 1-7: Major Employers
- Figure 1-8: Health Care and Social Services Sites
- Figure 1-9: Commercial Parcels
- Figure 1-10: Parks and Recreational Facilities
- Figure 1-11: Waterbodies
- Figure 1-12: Regulated Wetlands
- Figure 1-13: Flood Hazard Areas
- Figure 1-14: Agricultural Districts
- Figure 1-15: National Register Historic Sites and Districts
- Figure 1-16: Archeologically Sensitive Areas
- Figure 1-17: Environmental Justice Areas

**Section 3 Existing Conditions**

- Figure 3-1: Streets and Highways
- Figure 3-2: Bridges
- Figure 3-3: Geneseo Project Area Sidewalk Network
- Figure 3-4: Trails
- Figure 3-5: Rail and Aviation
- Figure 3-6: Water Access
- Figure 3-7: LATS Routes
- Figure 3-8: Geneseo Project Area LATS Routes
- Figure 3-9: Capital Improvement Recommendations – Existing Plans
- Figure 3-10: Proposed Pedestrian Improvements
- Figure 3-11: Proposed Pedestrian Improvements – Geneseo Study Area

**Section 4 Needs Assessment**

- Figure 4-1\*: Methodology for Estimating Annual Non-Program Rural Transit Demand
- Figure 4-2: Estimated Annual Transit Trip Demand - TCRP Model
- Figure 4-3: Arkansas and Arizona Method Average Transit Trip Demand Density
- Figure 4-4: Greatest Transit Needs Index
- Figure 4-5: Major Destinations and Trip Generators
- Figure 4-6: Commuting Locations for Livingston County Residents



Figure 4-7: Job Density for Livingston County Residents  
Figure 4-8\*: Where Respondents Live  
Figure 4-9\*: Mode Share  
Figure 4-10\*: Reasons for Mode Choice  
Figure 4-11\*: LATS Services Used  
Figure 4-12\*: Other Services Used  
Figure 4-13\*: Incentives for Walking/Biking  
Figure 4-14\*: Options Considered Other Than Driving Alone

### **Section 5 Action Plan**

Figure 5-1\*: Typical Roadway Cross Sections  
Figure 5-2: Multi-Modal Recommendations with LATS Cloverleaf Concept  
Figure 5-3: Multi-Modal Recommendations with LATS Loop Route Concept

### **Section 6 Transit Options**

Figure 6-1: Major Trip Generators  
Figure 6-2: Existing LATS Routes  
Figure 6-3: Potential Routes: Cloverleaf  
Figure 6-4: Potential Routes: Geneseo Transfer (Loop)

### **Section 7 Geneseo Pilot Plan**

Figure 7-1: Potential New Sidewalk  
Figure 7-2\*: NYS Route 20A Access Management Plan Improvements  
Figure 7-3\*: Court/North/Main Streets Intersection Improvements  
Figure 7-4: Geneseo Multi-Modal Recommendations with LATS Cloverleaf Concept  
Figure 7-5: Geneseo Multi-Modal Recommendations with LATS Loop Route Concept

### **LIST OF APPENDICES (Under separate cover)**

- A. Historic Sites
- B. Public Involvement
- C. Bridges by Condition Rating
- D. LATS and RTS Bus Schedules
- E. Summary of Recommendations in Existing Plans
- F. Functional Classifications of Roads - NYS Department of Transportation Maps
- G. Transit Rider Survey Results
- H. Summary of Needs from Existing Studies & Plans
- I. Strategy Evaluation Criteria & Matrix
- J. Geneseo Action Plan



THIS PAGE INTENTIONALLY LEFT BLANK

# 1. Introduction

## 1.1 Study Purpose

The Livingston County Transportation Connectivity Plan (the Plan) recognizes that the County’s quality of life, mobility, and economic vitality are dependent upon improved integration of land use and transportation planning. The Plan extends the initiative to promote a vital and sustainable Livingston County to include the transportation system.

The decision to develop the Plan is a result of a number of different studies and statistics that show the need for a county-wide plan to address how growth, land use changes, regional transportation demands, natural resources issues and changing demographics are affecting the transportation system, who it serves and how. The Plan development and future implementation fosters partnerships and connections between government, private, non-profit and educational agencies.

The Plan is intended to establish a holistic approach that will address the following aspects, or the “3 P’s” of creating a sustainable transportation system: people, place, and prosperity.

### People

A sustainable transportation system provides choices and improves livability in our communities. Different transportation modes serve different roles. Increasing transportation options tends to create a more efficient and equitable transportation system. This is particularly important for providing basic mobility to people who are economically, physically or socially disadvantaged. Improved transportation options also results in a more diverse and flexible transportation system that can accommodate variable and unpredictable conditions. Even people who do not currently use a particular form of transport may value its availability as a form of insurance to accommodate future needs. Walking and bicycling are integral to completing local trips and fixed route transit can serve the needs of high demand routes. However, for the nearly 50% of the residents commute outside the County<sup>1</sup>, there are limited public transit options so paratransit, vanpools and carpools are the only viable alternatives to driving alone.

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

---

<sup>1</sup> SOURCE: 2011 American Community Survey, U.S. Census Bureau.

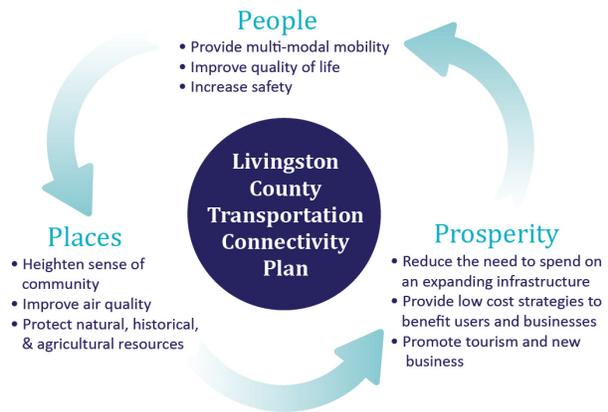
activity. The link between transportation and land use is critical to ensuring that the use of transportation alternatives to driving alone is feasible.

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

Place

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

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



*The 3 P's of a Sustainable Transportation System*

Prosperity

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

Keeping this in mind, a vision for what this new transportation system would accomplish was established to guide the development of the Plan:

## Vision

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

The Plan will include an existing conditions inventory and baseline analysis, a system needs assessment, the development of alternatives and recommendations and an implementation action plan. The development of the Plan will be a community-based collaborative effort with extensive public participation elements and stakeholder involvement.

The Plan will also produce a case study of the Town and Village of Geneseo to provide a template for how the County’s municipalities can customize the Plan to meet their needs associated with the transportation system.

## **1.2 Study Area**

### **1.2.1 Boundaries and General Background**

The study area consists of Livingston County and its 17 towns and 9 villages. Livingston County is located in the Finger Lakes Region of New York State, approximately 12 miles south of the City of Rochester. (See **Figure 1-1**.) Livingston County is the third largest county in the Genesee-Finger Lakes Region at approximately 630 square miles and is fourth in the population and number of miles of roadway<sup>2</sup>.

The study area for the Geneseo Pilot Project includes the Village of Geneseo and land to the east and west of the Village. (See **Figure 1-2**.) The western portion of the study area includes the 1941 Historical Aircraft Group Museum. The village was designated a National Historical Landmark Village in 1991 and includes the State University of New York at Geneseo, museums, an arboretum, art galleries, and many commercial and retail establishments. The Village is the county seat of Livingston County.

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

---

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

**Table 1-1: Livingston County Transportation Related Characteristics**

Characteristic	Value
Number of Towns	17
Number of Villages	9
Area (square miles)	638
2010 Population	65,393
% of Adults Overweight or Obese	62% (state – 59%)
% of Adults with Physician Diagnosed Diabetes	10% (state – 9%) <sup>3</sup>
Population Age 18+ with a Disability	7,141 persons (11%) <sup>4</sup>
Population Age 18+ with Ambulatory Difficulty	3,489 persons (6%) <sup>5</sup>
Number of Drivers Licenses/ # per Household	44,532/ 1.82 <sup>6</sup>
Households with No Vehicle Available	1,174 households (5%) <sup>7</sup>
Miles of Roadway	1,477
State/US	269
County	243
Local	869
Private/Park	96
Miles of Trails	150
Miles of Transit Routes	380
Annual Transit Ridership (2010-2011)	245,282 one-way trips

### 1.2.2 Population

The population of Livingston County in 2010 was 65,393, a 1.6% increase since 2000.<sup>8</sup> A total of 13.7% of the population was age 65 or older and 20.2% younger than 18 years.<sup>9</sup> The population includes 1,756 residents of correctional facilities in the Town of Groveland as well as 3,093 residing in student housing at SUNY Geneseo.

Approximately one-half of the population of Livingston County is concentrated in its 9 Villages and 26 hamlets. **Figure 1-3** depicts the distribution of population and the locations of population centers. The distribution of the population by Town, Village, and Census designated places is summarized in **Tables 1-2, 1-3, and 1-4**.

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

<sup>4</sup> SOURCE: 2011 American Community Survey 1-year Estimates, U.S. Census Bureau

<sup>5</sup> SOURCE: Average of 2010 and 2011 American Community Survey 1-year Estimates, U.S. Census Bureau

<sup>6</sup> SOURCE: NYS Department of Motor Vehicles, <http://www.dmv.ny.gov/Statistics/statli11.htm>

<sup>7</sup> SOURCE: 2010 and 2011 American Community Survey 1-year Estimates, U.S. Census Bureau

<sup>8</sup> SOURCE: 2010 Census, SF 2 and 2000 Census, SF 2, U.S. Census Bureau

<sup>9</sup> SOURCE: 2010 Census, SF 2, U.S. Census Bureau

**Table 1-2: Population by Town**

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

SOURCE: 2010 Census, SF 2

**Table 1-3: Population of Villages**

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

SOURCE: 2010 Census, SF 2

**Table 1-4: Population of Census Designated Places**

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

SOURCE: 2010 Census, SF 2

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

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

### 1.2.3 Economic Base

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

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

**Table 1-5: Major employers**

<b>Employer</b>	<b>Location</b>	<b># Employees<sup>11</sup></b>
Livingston County	Geneseo, Mt. Morris	1,036
State University of New York at Geneseo	Geneseo	936
Groveland and Livingston Correctional Facilities	Mt. Morris	1038
Hilltop Industries/ Livingston-Wyoming ARC	Mt. Morris	534
American Rock Salt Company	Groveland	325
Nicholas Noyes Hospital	Dansville	357
Livingston Associates	Caledonia	355
Arkema	York	118
Grey Metal Products	Avon	180
Star Headlight & Lantern Company	Avon	210
Kraft Foods North America	Avon	400
NYS Department of Environmental Conservation	Avon	200
Wegmans	Geneseo	326 <sup>12</sup>
Walmart Stores	Geneseo	175

<sup>10</sup> SOURCE: USDA 2007 Census of Agriculture

<sup>11</sup> SOURCE: Greater Rochester Enterprise; Livingston County Industrial Development Agency

<sup>12</sup> SOURCE: <http://thelcn.com/2013/09/30/chamber-wegmans-nears-40-years-in-geneseo/#sthash.yznptnQ5.dpbs>

## 1.2.4 Destinations and Trip Generators

As depicted in **Figure 1-3**, 41% of the population of Livingston County is concentrated in Villages. The most populated Villages are Geneseo (8,031), Dansville (4,719) and Avon (3,394.) An additional 11% of the County's population lives in hamlets and 2,584 people reside along Conesus Lake. However, 46% of all households are dispersed across Livingston County's remaining 630 square miles and several of the population centers are small and relatively difficult to access.

The 2006-2010 American Community Survey estimated that 47% of workers commuted to employment outside of Livingston County and the average travel time to work was approximately 25 minutes. A total of 80% of commuters drove alone, 9% carpooled, 7% walked and less than one percent took public transportation.<sup>13</sup>

There are considerable differences among Livingston County's municipalities. For example, residents of the largest Villages are more likely to walk to work and to have jobs located in their place of residence. Among workers who resided in the Village of Geneseo, 54% worked within the Village, 32% walked to work and the average travel time to work was approximately 16 minutes. Among employed Dansville residents, 46% worked within the Village, 11% walked to work and the average travel time to work was approximately 20 minutes. Among employed Village of Avon residents, 29% worked within the Village, 4% walked to work and the average travel time to work was approximately 22 minutes.

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

Key destinations within Livingston County include major employers, human service providers, schools and colleges, retail and service businesses, recreational sites and tourist attractions. **Figures 1-7, 1-8, 1-9 and 1-10** depict the locations of these key destinations. **Figure 1-7** depicts the locations of Livingston County's largest employers. Among these, SUNY Geneseo and most Livingston County facilities, as well as Noyes Hospital, Kraft Foods, Star Headlights and Gray Metal Products are located within Villages. The Livingston and Groveland Correctional Facilities, American Rock Salt and

<sup>13</sup> SOURCE: 2006-2010 American Community Survey 5-Year Estimates

the regional office of NYS Department of Conservation are not located within population centers.

As shown in **Figure 1-8**, most of the health care facilities and social service providers are located within Villages and other population centers. As shown in **Figure 1-9**, commercial properties are generally located within Villages and other population centers, although many are dispersed along sections of State highways. While the public schools and most of the government and community facilities in Livingston County are located within population centers, several religious and other facilities are located in the more rural areas of the County.

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

### **1.2.5 Environmental Overview**

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

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

#### **1.2.5.1 Parks, State Forests and Wildlife Management Areas**

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

#### **1.2.5.2 Watersheds**

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

### 1.2.5.3 Water Quality Classification of Lakes, Rivers and Streams

The locations of streams and waterbodies are depicted in **Figure 1-11**. The NYS Department of Environmental Conservation provides all waters of the state with a class and standard designation based on existing or expected best usage of each water or waterway segment. The classification AA or A is assigned to waters used as a source of drinking water. Classification B indicates a best usage for swimming and other contact recreation, but not for drinking water. Classification C is for waters supporting fisheries and suitable for non - contact activities. The lowest classification and standard is D.

Waters with classifications A, B, and C may also have a standard of (T), indicating that it may support a trout population, or (TS), indicating that it may support trout spawning (TS). Special requirements apply to sustain these waters that support these valuable and sensitive fisheries resources.<sup>14</sup>

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

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

### 1.2.5.4 Wild, Scenic or Recreational Rivers

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

### 1.2.5.5 Regulated Wetlands

Wetlands include marshes, swamps, bogs and wet meadows that are transition areas between aquatic and upland habitats. Their benefits include flood and stormwater control, fish and wildlife habitat, water quality protection and public enjoyment. Wetlands that have been mapped by NYS Department of Environmental Conservation and wetlands

---

<sup>14</sup> SOURCE: NYS Department of Environmental Conservation, Protection of Waters Program

subject to Federal regulation through the US Army Corps of Engineers are depicted in **Figure 1-12**. Wetlands subject to NYS regulation are at least 12.4 acres in size. Wetlands subject to federal regulation are identified based on an analysis hydrology, vegetation and soils. Permits are required for activities that affect designated wetlands.

#### 1.2.5.6 Flood Hazard Areas

Areas subject to flooding have been mapped by the Federal Emergency Management Agency (FEMA) as part of the National Flood Insurance Program in Federal Flood Insurance Rate Maps. The locations of flood-prone areas are depicted in **Figure 1-13**. Certain roads in Livingston County are periodically closed due to flooding, causing damage and closures. This is a particular problem in the southern part of the County, including Flats Road in the Town of West Sparta.<sup>15</sup>

#### 1.2.5.7 Agricultural Districts

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

#### 1.2.5.8 Historic Sites

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

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

---

<sup>15</sup> SOURCE: Town of West Sparta Comprehensive Plan, 2007

### 1.2.5.9 Archeologically Sensitive Areas

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

### 1.2.5.10 National Natural Landmark

Fall Brook Gorge, located in the Town of Geneseo, has been designated a National Natural Landmark by the National Parks Service. Outstanding biological and geological features are designated by the U.S. Secretary of the Interior, with landowner concurrence, based on their condition, rarity, diversity and value to science and education. The Fall Brook Gorge is located along Fall Brook just west of NYS Route 63, south of the Village of Geneseo.

### 1.2.5.11 Environmental Justice Areas

As depicted in the **Figure 1-17**, the Town of Groveland and portions of the Towns of Avon and Geneseo are potential Environmental Justice (EJ) Areas, as determined by the NYS Department of Environmental Conservation based on Census Block Group statistics<sup>16</sup>. NYS DEC policy guidelines state that potential EJ Areas are 2000 U.S. Census block groups of 250 to 500 households each that, in the 2000 Census, had populations that met or exceeded at least one of the following statistical thresholds:

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

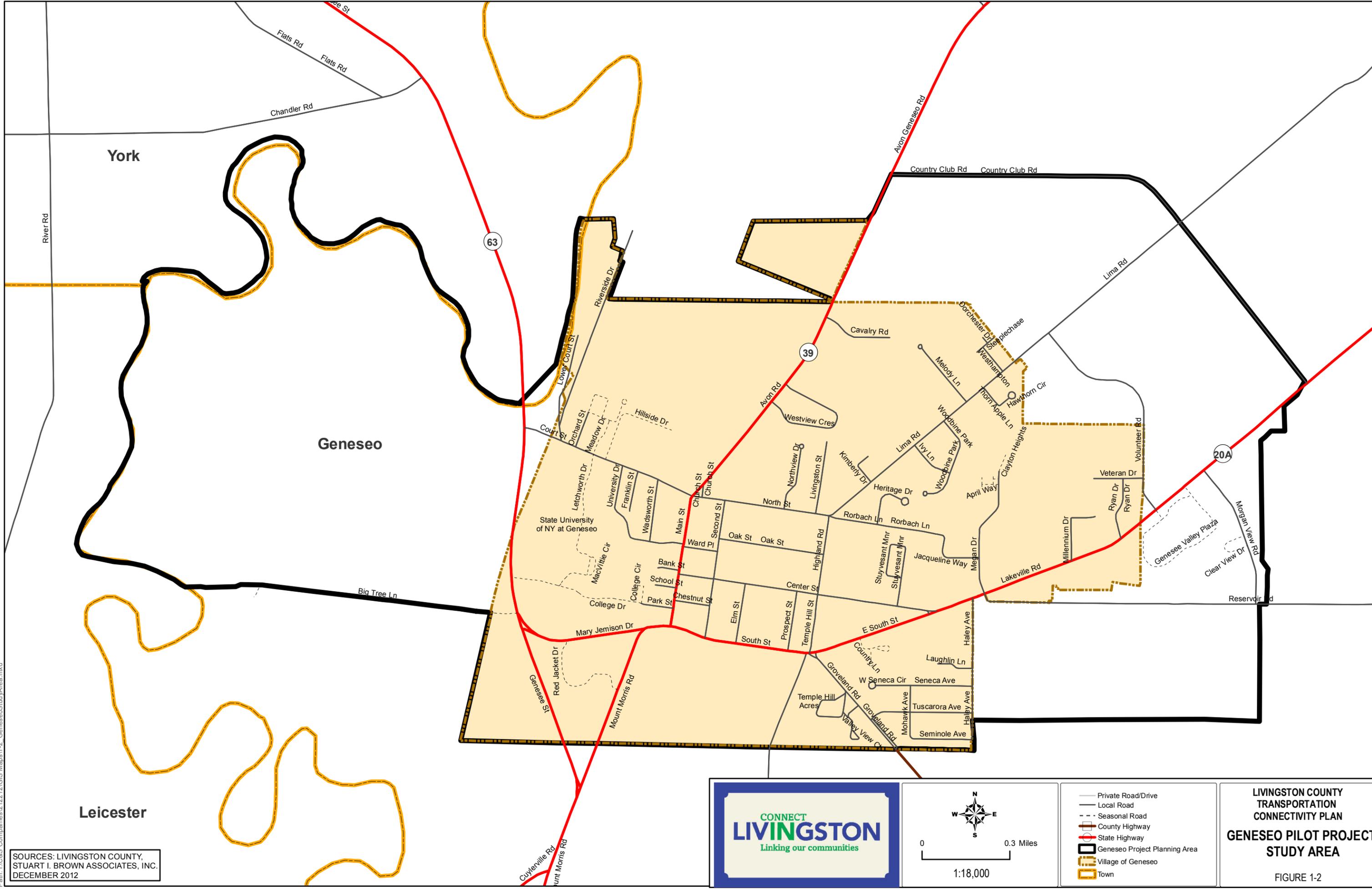
Urban area means all territory, population, and housing units located in urbanized areas and in places of 2,500 or more inhabitants outside of an urbanized area. An urbanized area is a continuously built-up area with a population of 50,000 or more. For purposes of this policy, urban classifications are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

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

<sup>16</sup> Source: [DEC Commissioner Policy 29 on Environmental Justice and Permitting](#), issued 3/19/03





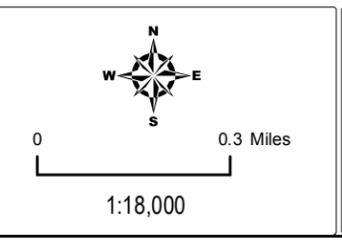


York

Geneseo

Leicester

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



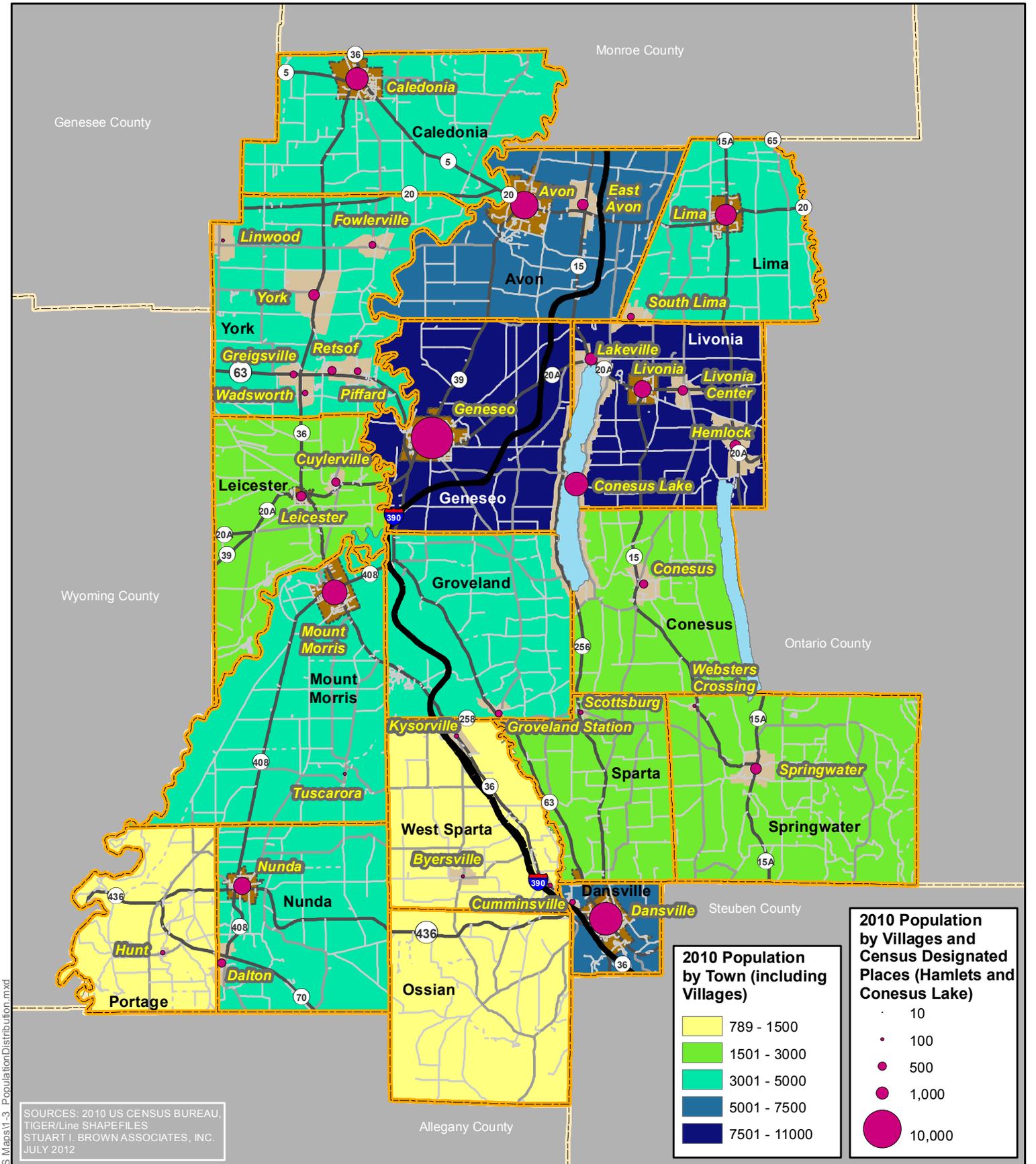
- Private Road/Drive
- Local Road
- - - Seasonal Road
- ▬ County Highway
- ▬ State Highway
- ▭ Geneseo Project Planning Area
- ▭ Village of Geneseo
- ▭ Town

LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN

**GENESEO PILOT PROJECT  
STUDY AREA**

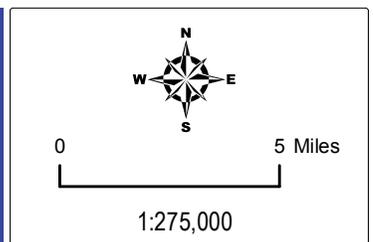
FIGURE 1-2





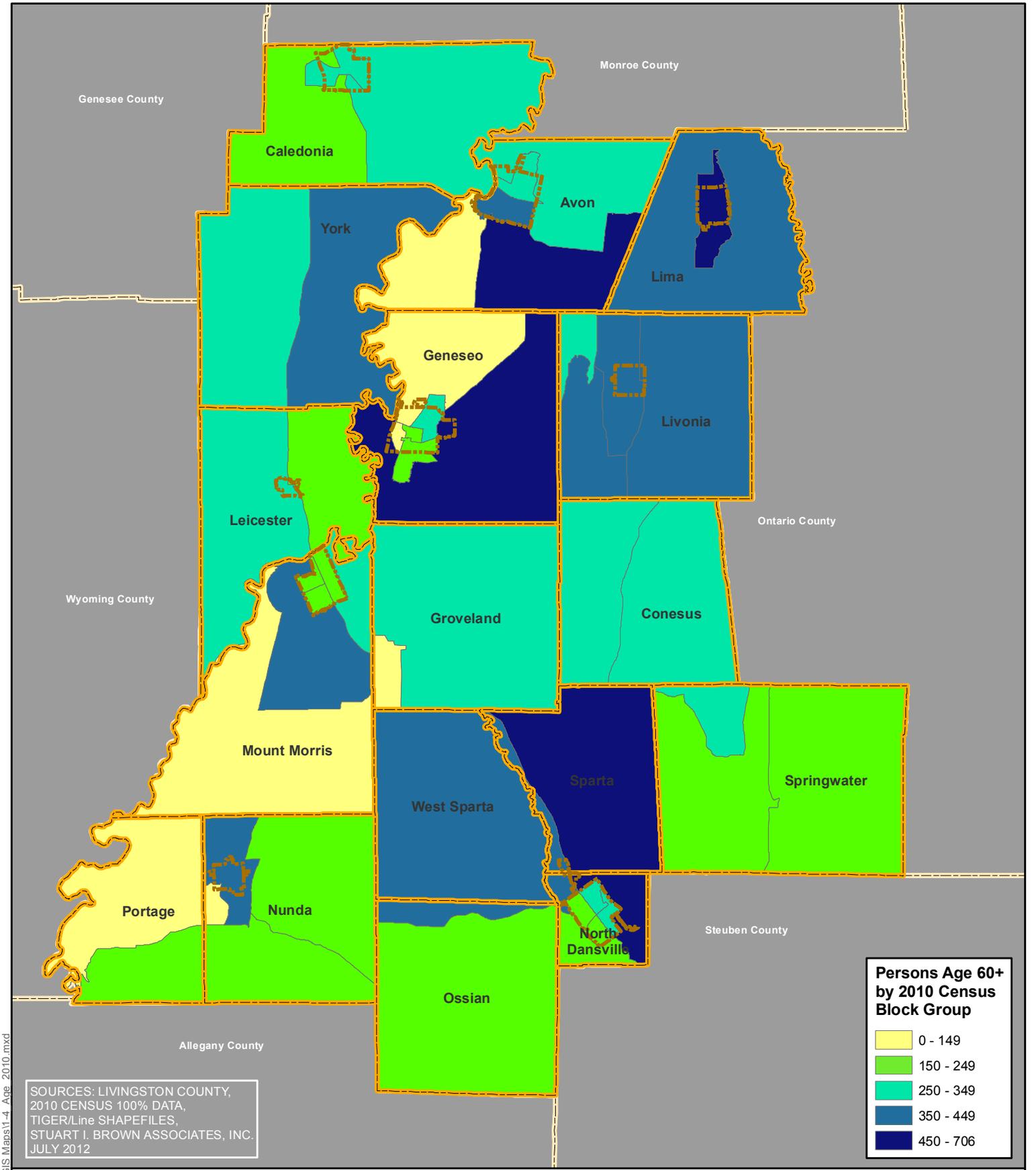
SOURCES: 2010 US CENSUS BUREAU, TIGER/Line SHAPEFILES, STUART I. BROWN ASSOCIATES, INC. JULY 2012

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



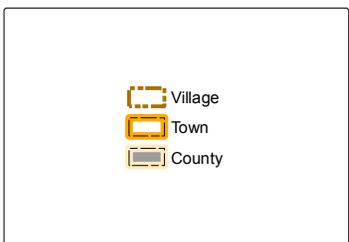
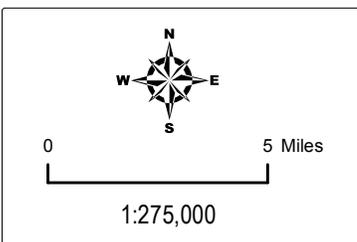
LIVINGSTON COUNTY TRANSPORTATION CONNECTIVITY PLAN  
**2010 POPULATION DISTRIBUTION**  
 FIGURE 1-3





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

Path: I:\C&S Companies\2122.12\GIS Maps\1-4\_Age\_2010.mxd

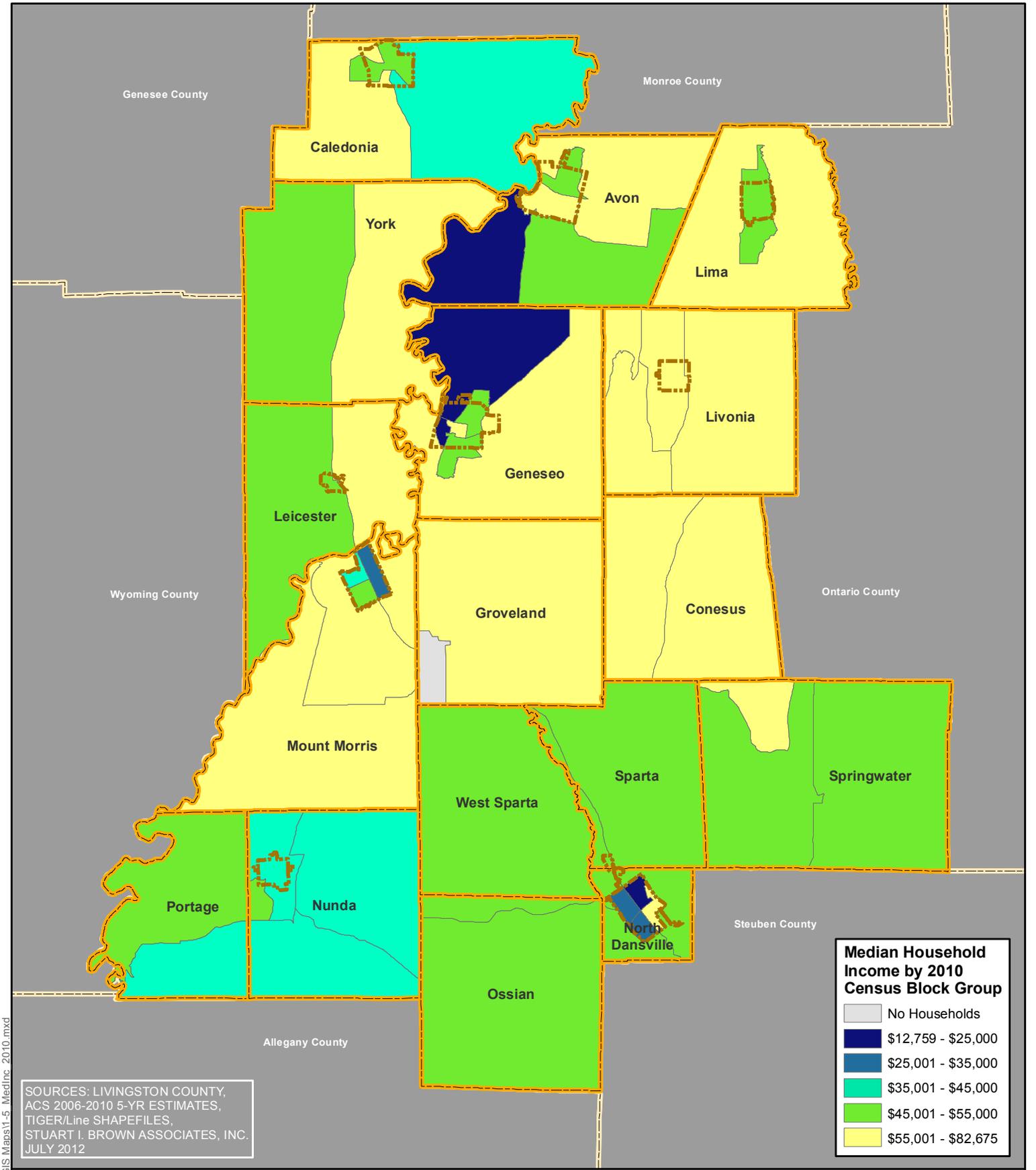


**LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN**

**PERSONS AGE 60+**

FIGURE 1-4



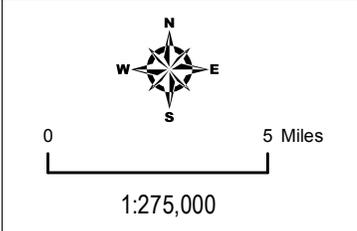


SOURCES: LIVINGSTON COUNTY, ACS 2006-2010 5-YR ESTIMATES, TIGER/Line SHAPEFILES, STUART I. BROWN ASSOCIATES, INC. JULY 2012

**Median Household Income by 2010 Census Block Group**

- No Households
- \$12,759 - \$25,000
- \$25,001 - \$35,000
- \$35,001 - \$45,000
- \$45,001 - \$55,000
- \$55,001 - \$82,675

Path: I:\C&S Companies\2122.12\CIS Maps\1-5\_MedInc\_2010.mxd

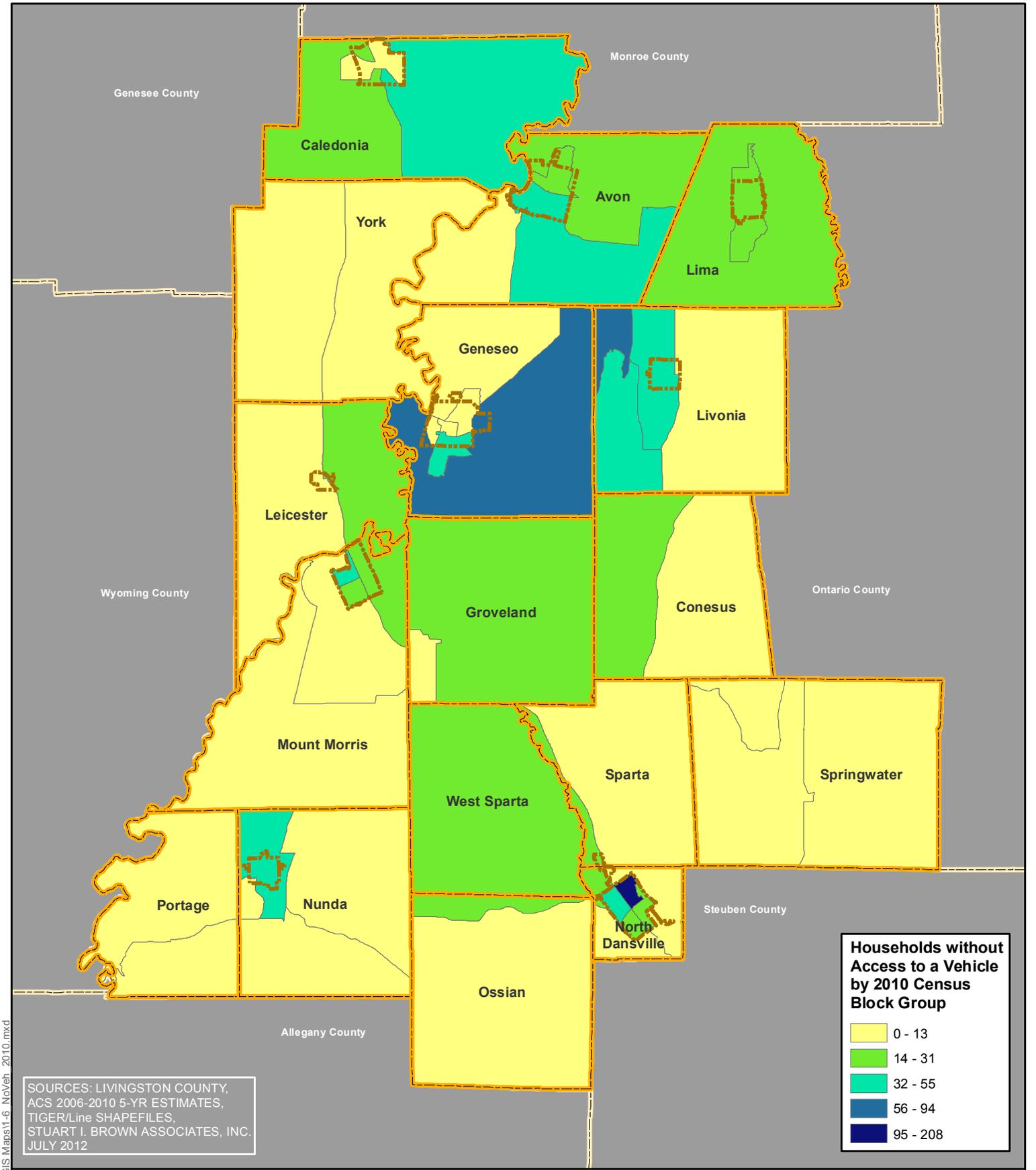


**LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN**

**MEDIAN  
HOUSEHOLD INCOME**

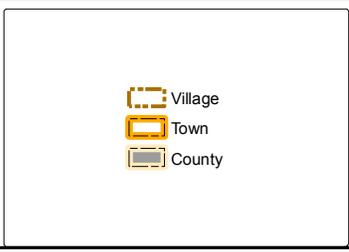
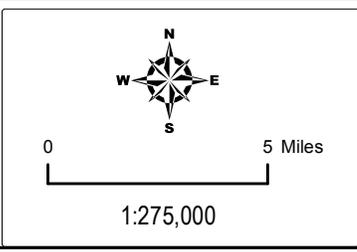
FIGURE 1-5





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

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

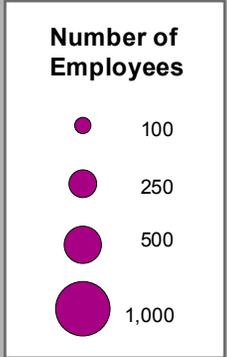
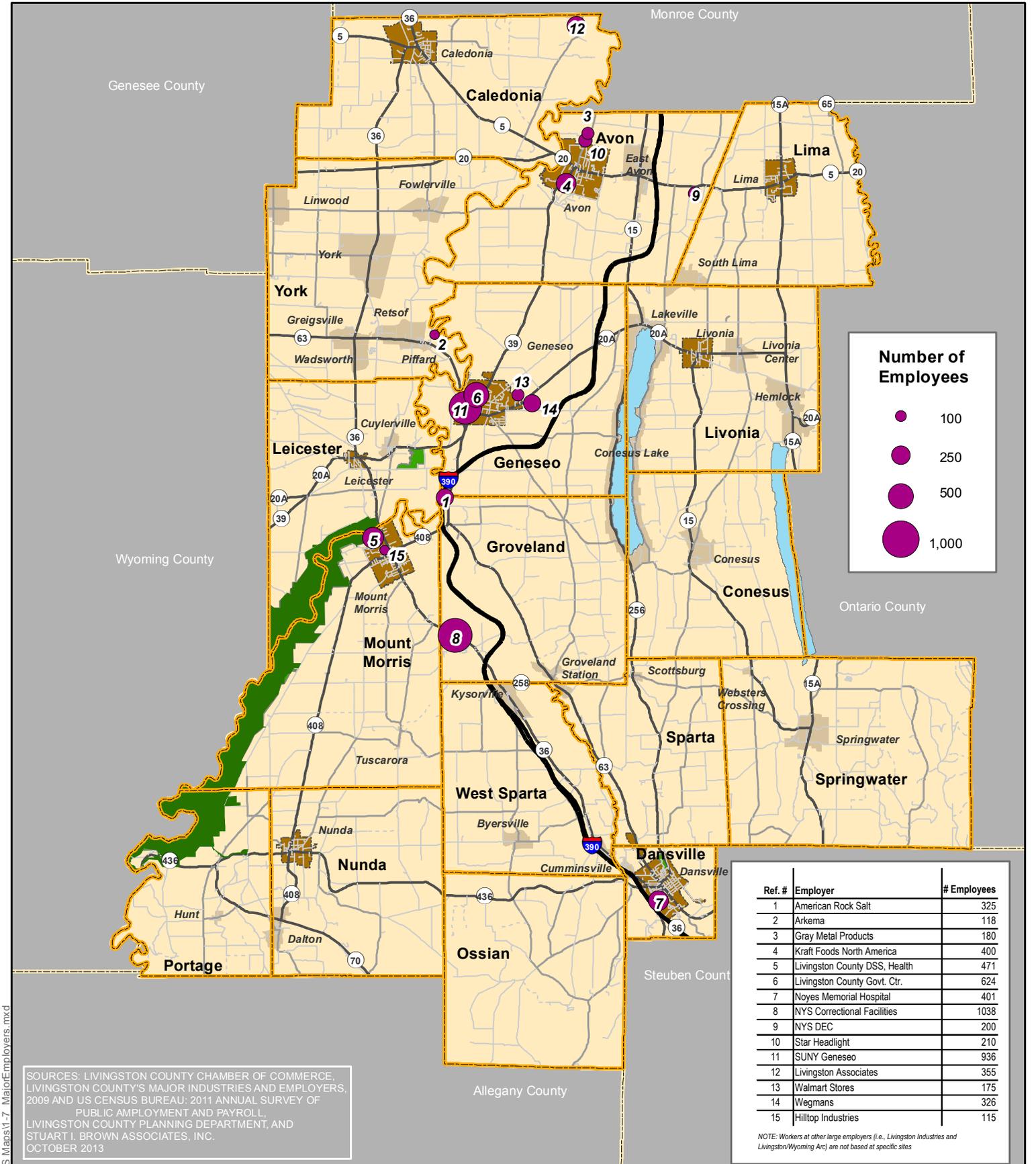


**LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN**

**HOUSEHOLDS  
without VEHICLES**

FIGURE 1-6



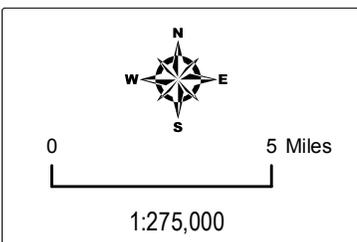


Ref. #	Employer	# Employees
1	American Rock Salt	325
2	Arkema	118
3	Gray Metal Products	180
4	Kraft Foods North America	400
5	Livingston County DSS, Health	471
6	Livingston County Govt. Ctr.	624
7	Noyes Memorial Hospital	401
8	NYS Correctional Facilities	1038
9	NYS DEC	200
10	Star Headlight	210
11	SUNY Geneseo	936
12	Livingston Associates	355
13	Walmart Stores	175
14	Wegmans	326
15	Hilltop Industries	115

NOTE: Workers at other large employers (i.e., Livingston Industries and Livingston/Wyoming Arc) are not based at specific sites

SOURCES: LIVINGSTON COUNTY CHAMBER OF COMMERCE, LIVINGSTON COUNTY'S MAJOR INDUSTRIES AND EMPLOYERS, 2009 AND US CENSUS BUREAU: 2011 ANNUAL SURVEY OF PUBLIC EMPLOYMENT AND PAYROLL, LIVINGSTON COUNTY PLANNING DEPARTMENT, AND STUART I. BROWN ASSOCIATES, INC. OCTOBER 2013

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

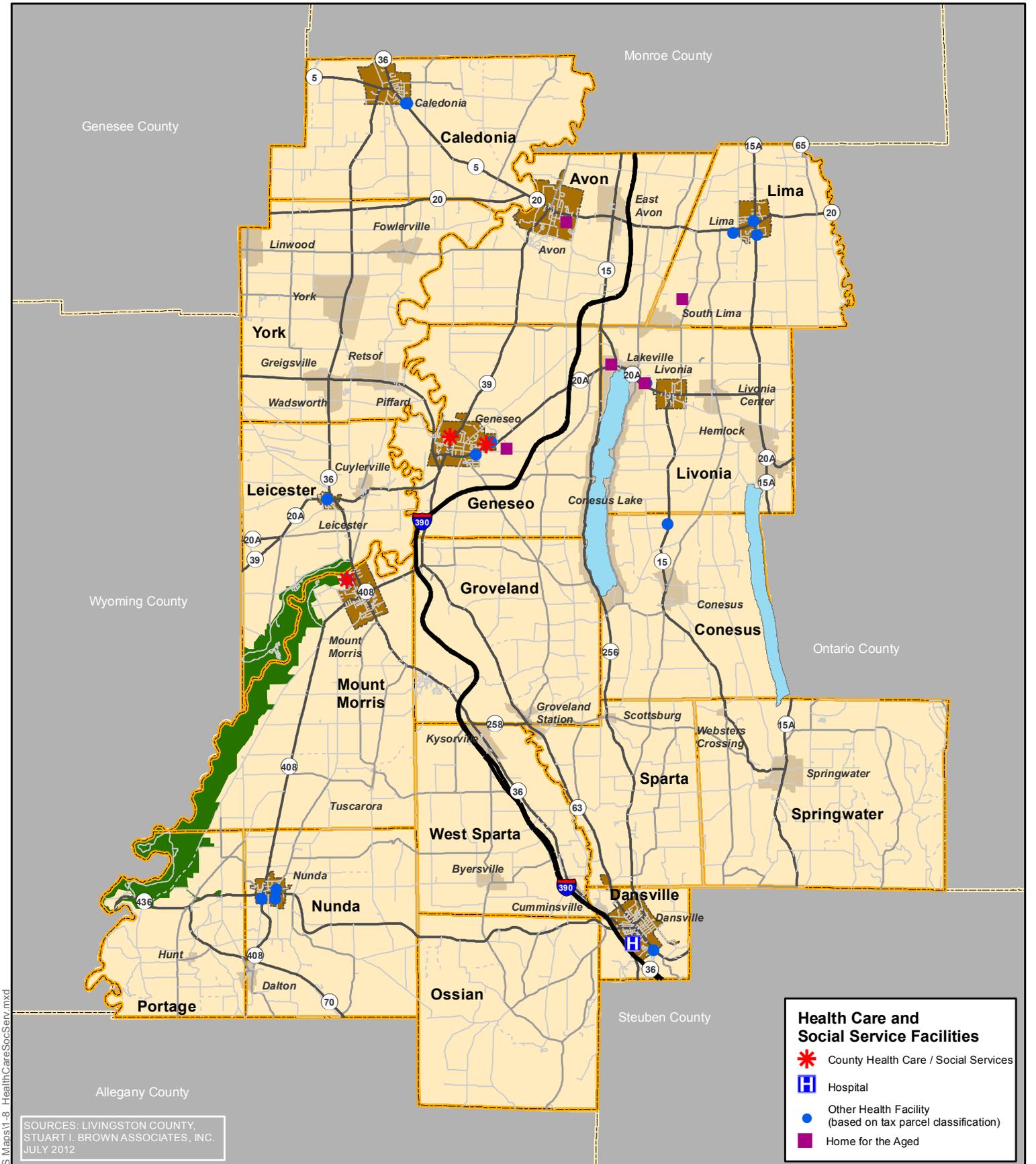


**LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN**

**MAJOR EMPLOYERS**

FIGURE 1-7

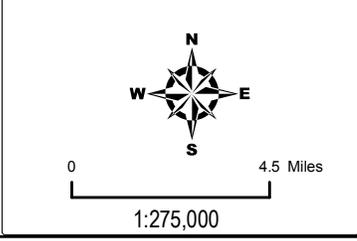




SOURCES: LIVINGSTON COUNTY, STUART I. BROWN ASSOCIATES, INC. JULY 2012

**Health Care and Social Service Facilities**

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



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

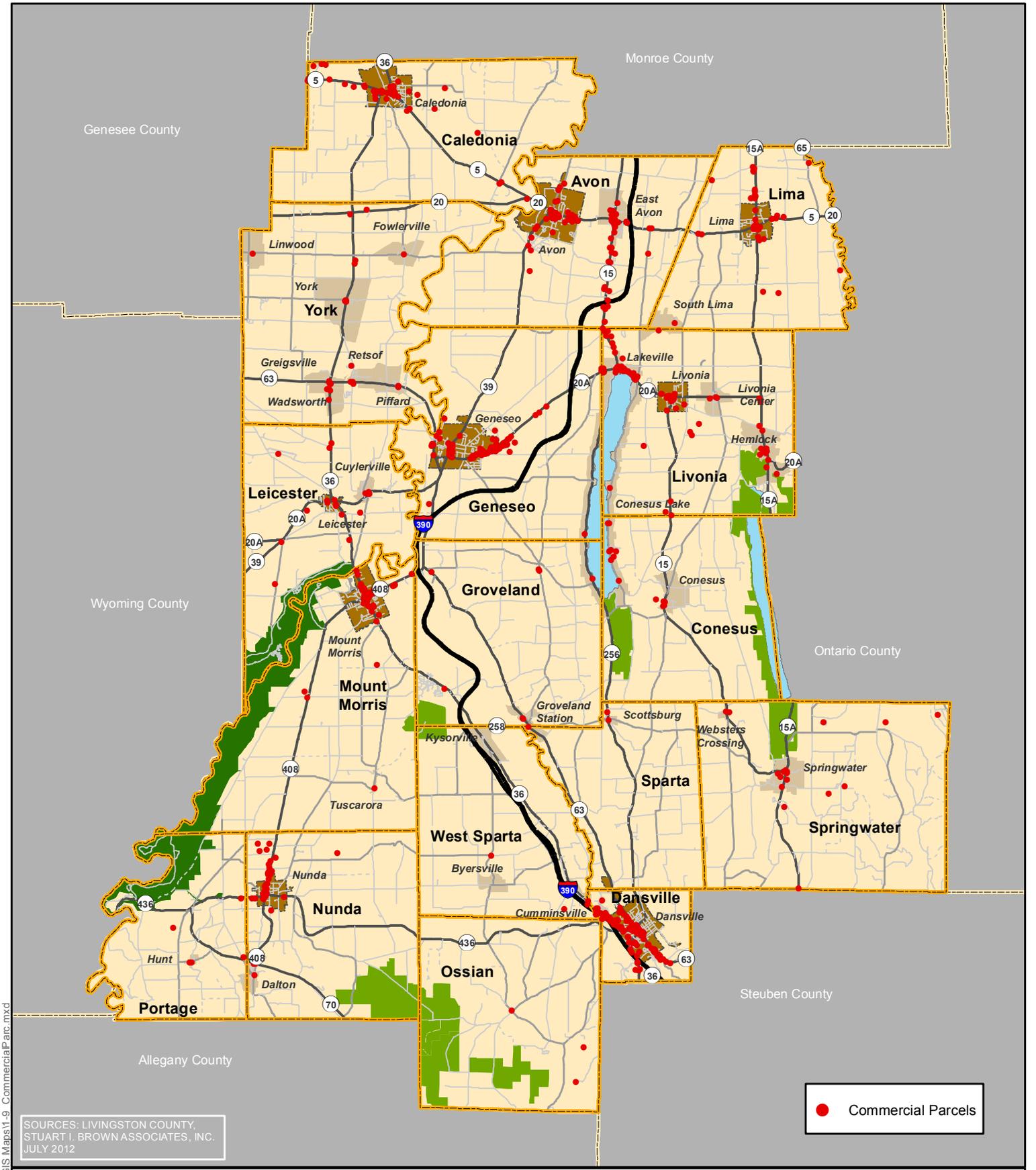
**LIVINGSTON COUNTY TRANSPORTATION CONNECTIVITY PLAN**

**HEALTH CARE & SOCIAL SERVICES FACILITIES**

FIGURE 1-8

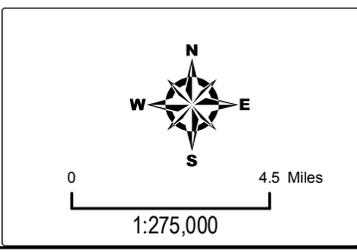
Path: I:\C&S Companies\2122.12\CIS Maps\1-8\_HealthCareSocialServ.mxd





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

● Commercial Parcels



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

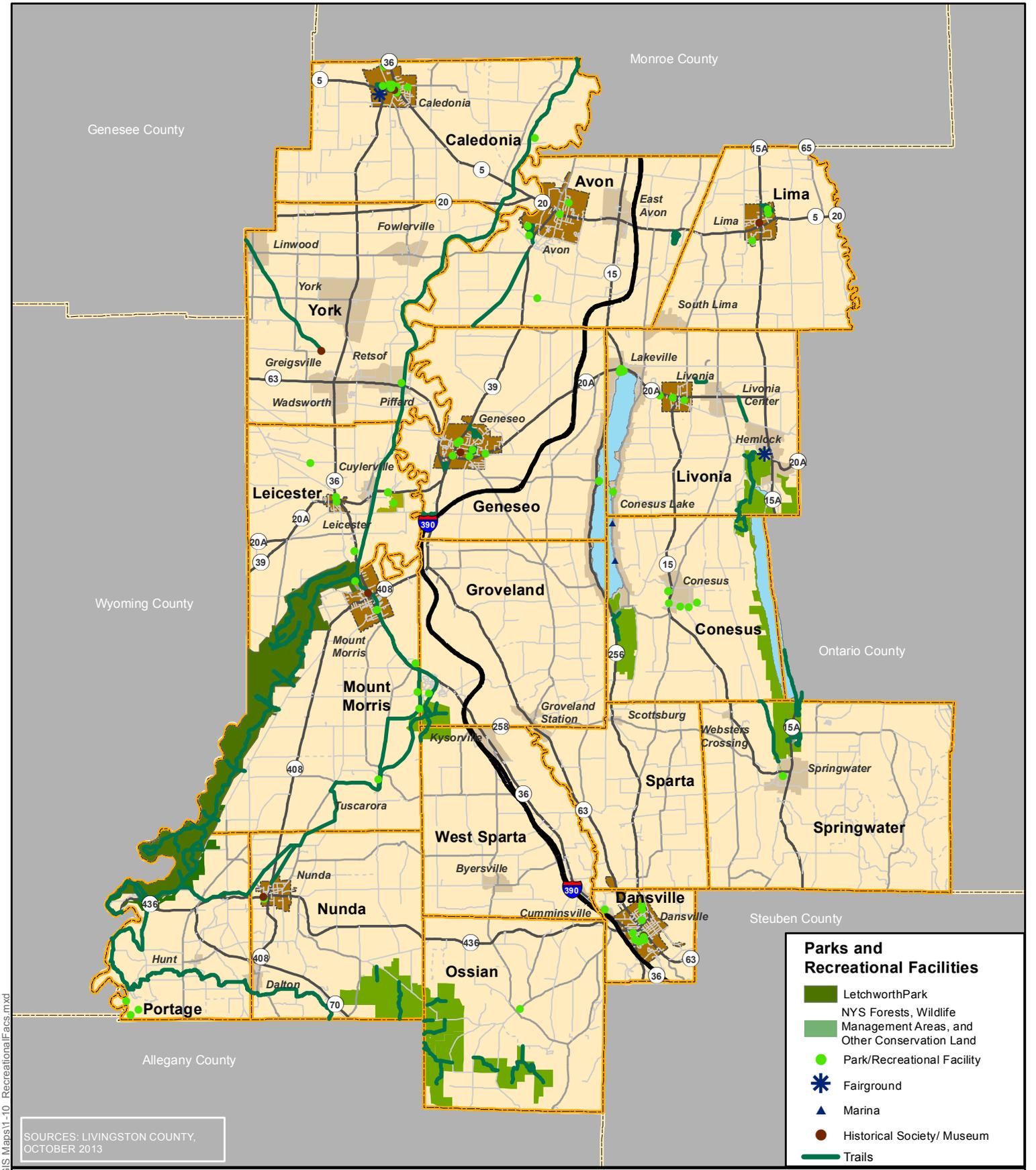
LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN

**COMMERCIAL PARCELS**

FIGURE 1-9

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





SOURCES: LIVINGSTON COUNTY, OCTOBER 2013

**Parks and Recreational Facilities**

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

**CONNECT**  
**LIVINGSTON**  
Linking our communities

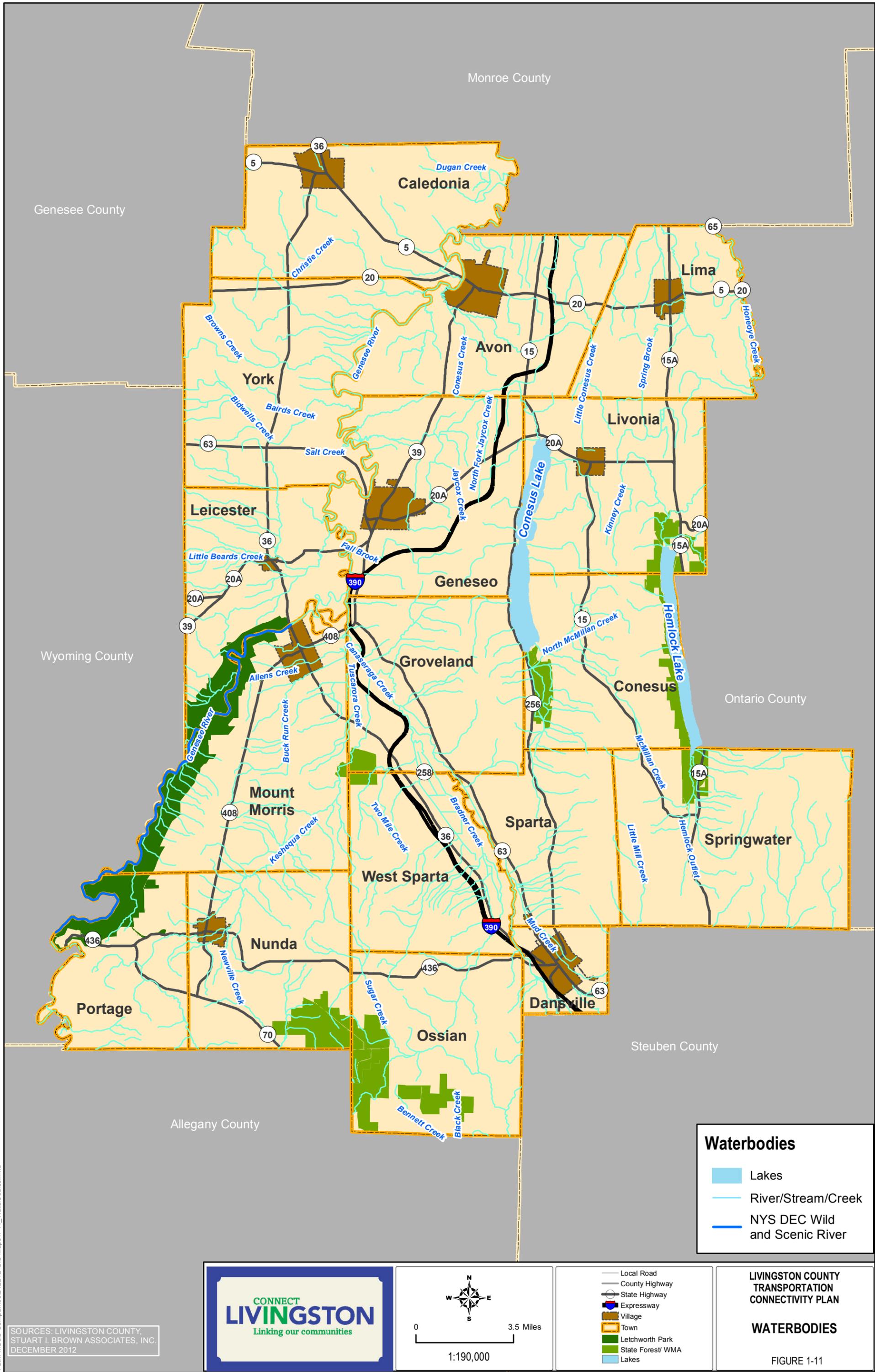
1:275,000

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

**LIVINGSTON COUNTY**  
**TRANSPORTATION**  
**CONNECTIVITY PLAN**  
**PARKS and**  
**RECREATIONAL**  
**FACILITIES**  
FIGURE 1-10

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





**Waterbodies**

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



0 3.5 Miles

1:190,000

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

**LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN**

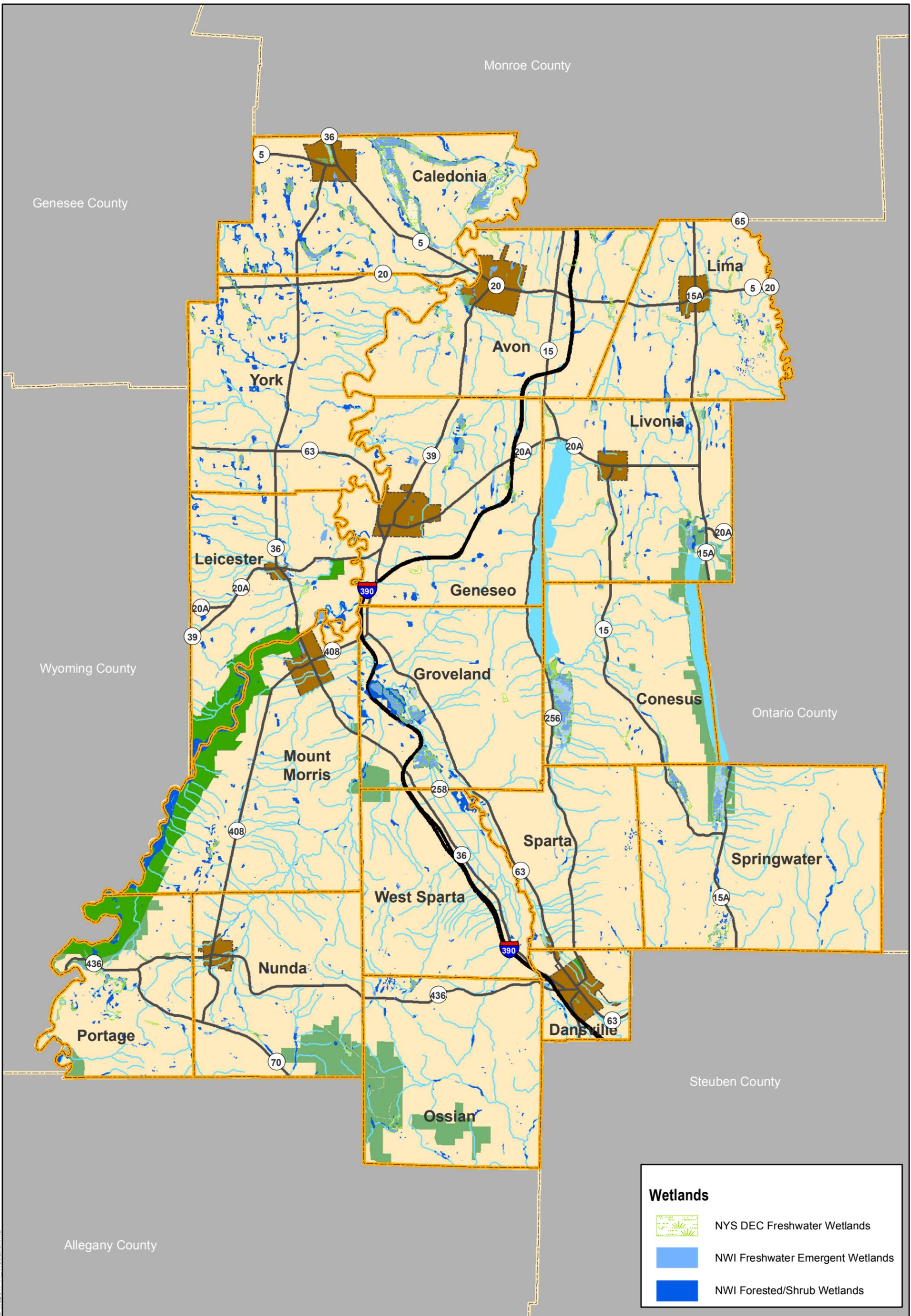
**WATERBODIES**

FIGURE 1-11

Path: I:\C&S Companies\2.12212\GIS Maps\11-11\_Waterbodies.mxd

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

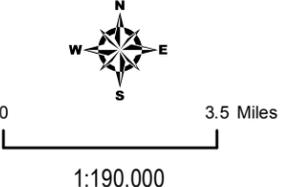


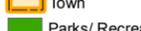
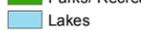


**Wetlands**

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

  
 Linking our communities

  
 1:190,000

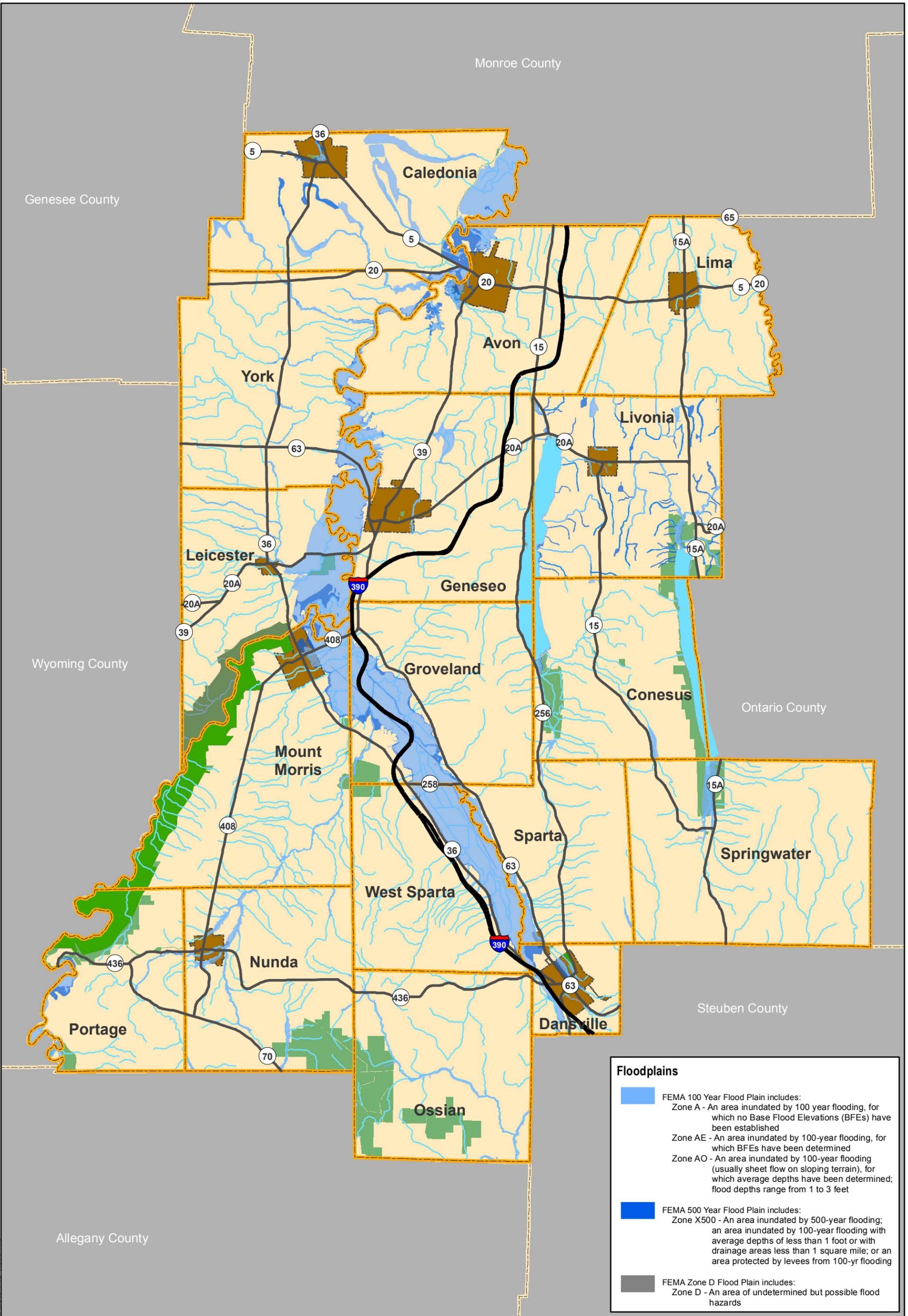
-  State Highway
-  Expressway
-  Village
-  Town
-  Parks/ Recreation Areas
-  Lakes
-  River/Stream/Creek

**LIVINGSTON COUNTY  
 TRANSPORTATION  
 CONNECTIVITY PLAN**  
  
**REGULATED WETLANDS**  
  
 FIGURE 1-12

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

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

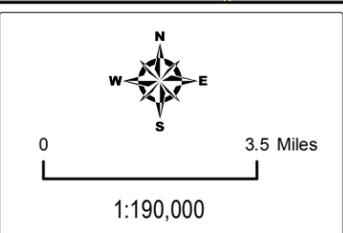




**Floodplains**

- FEMA 100 Year Flood Plain includes:
  - Zone A - An area inundated by 100 year flooding, for which no Base Flood Elevations (BFEs) have been established
  - Zone AE - An area inundated by 100-year flooding, for which BFEs have been determined
  - Zone AO - An area inundated by 100-year flooding (usually sheet flow on sloping terrain), for which average depths have been determined; flood depths range from 1 to 3 feet
- FEMA 500 Year Flood Plain includes:
  - Zone X500 - An area inundated by 500-year flooding; an area inundated by 100-year flooding with average depths of less than 1 foot or with drainage areas less than 1 square mile; or an area protected by levees from 100-yr flooding
- FEMA Zone D Flood Plain includes:
  - Zone D - An area of undetermined but possible flood hazards

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



**LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN**

**FLOOD HAZARD AREAS**

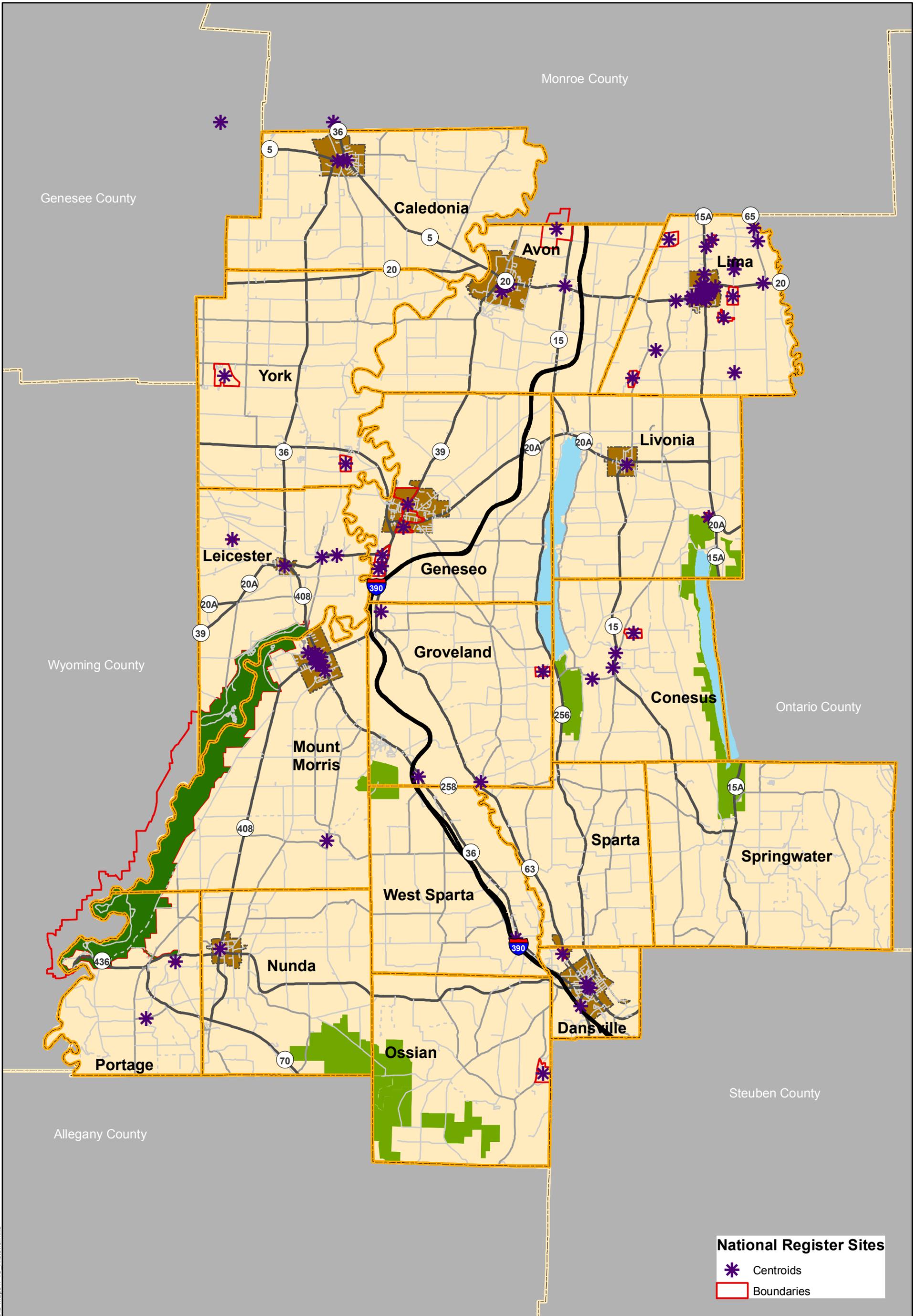
FIGURE 1-13

Path: I:\C&S\Comm\121212\GIS\Mapas\1-13\_Flood.mxd



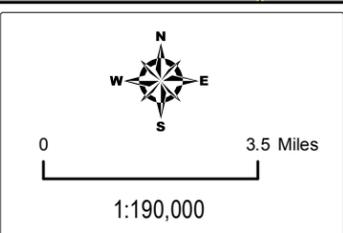






**National Register Sites**

-  Centroids
-  Boundaries



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

**LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN**

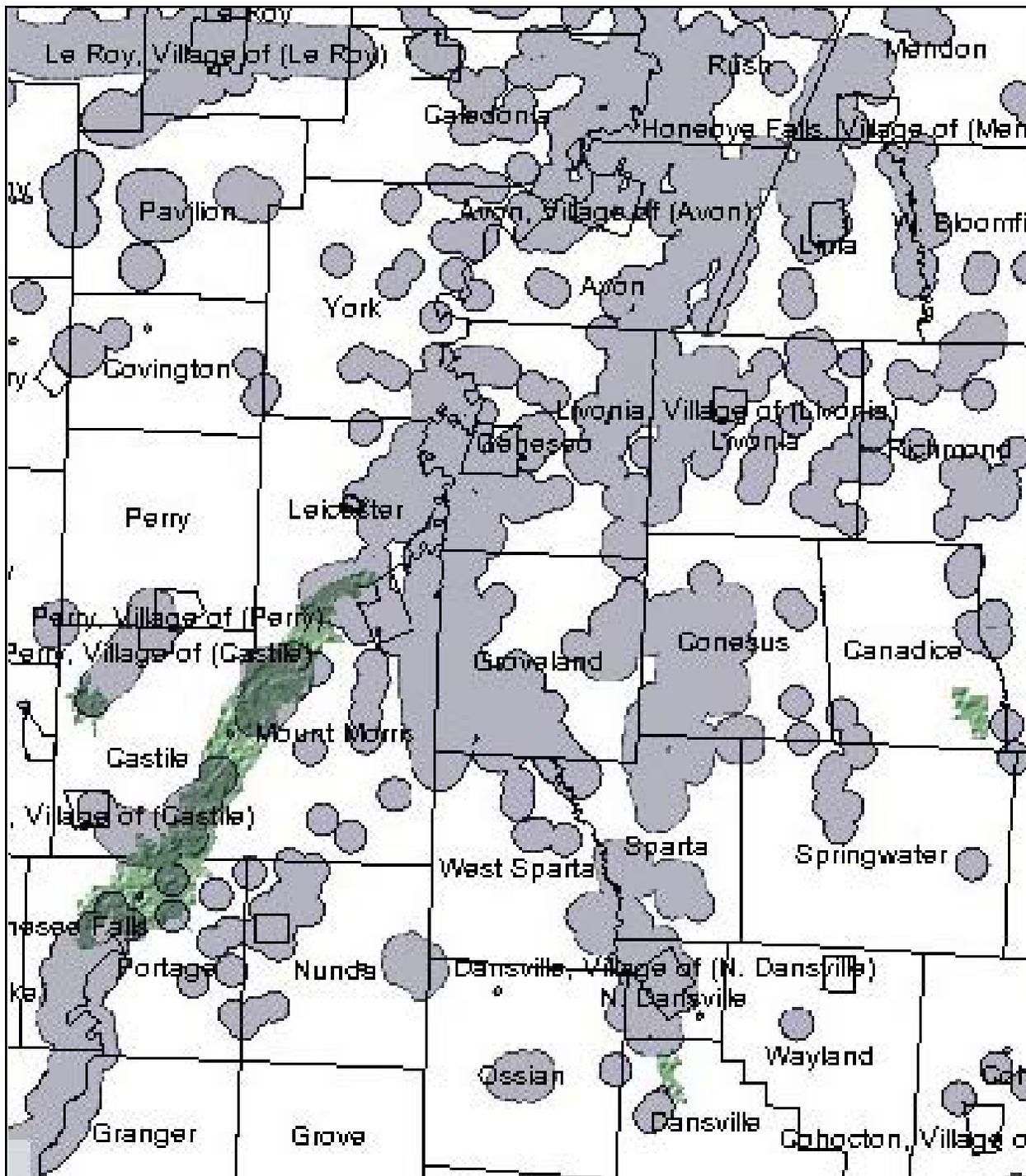
**NATIONAL REGISTER  
HISTORIC SITES & DISTRICTS**

FIGURE 1-15

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

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





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



**Legend**

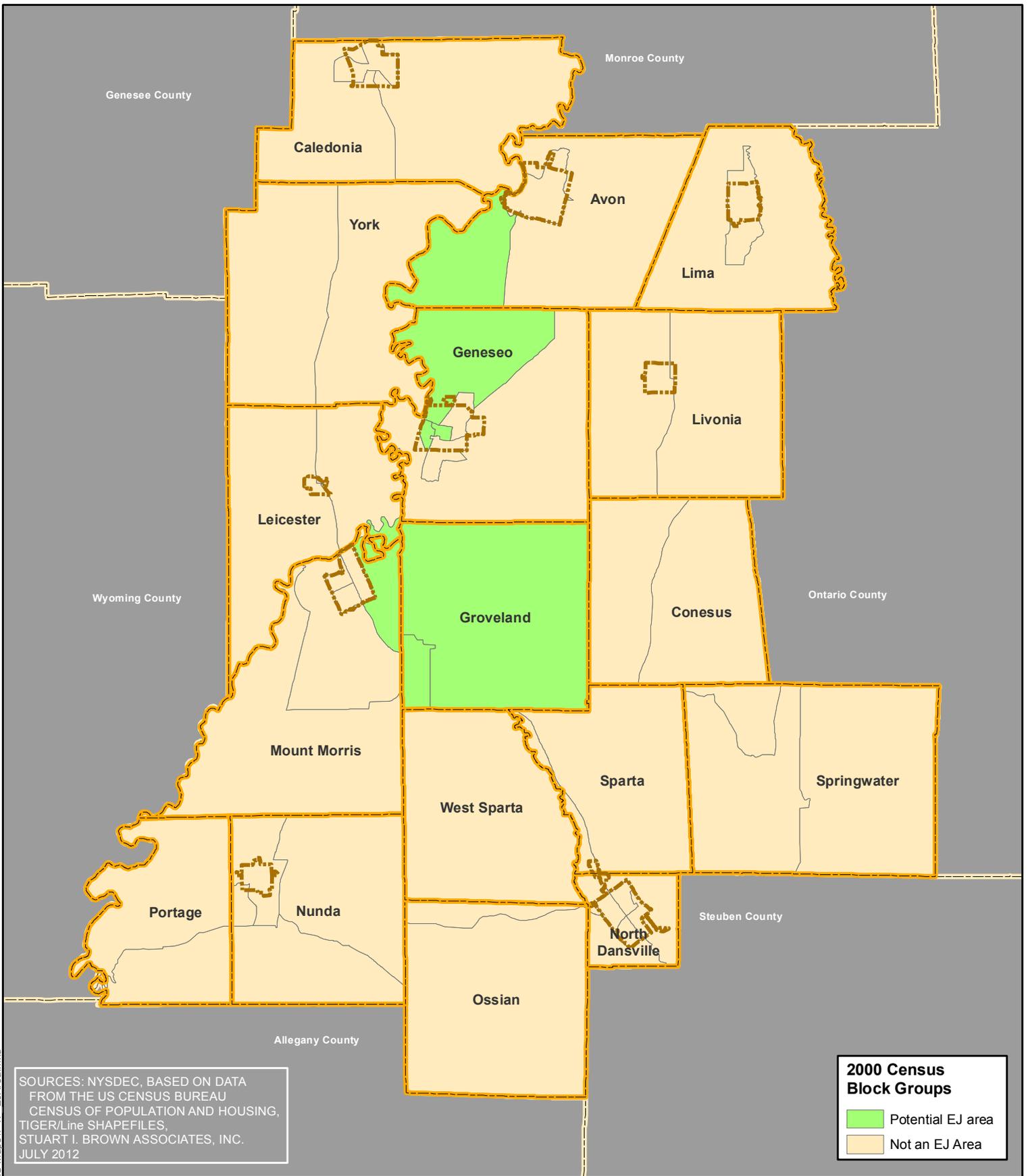
- Archeo Sensitive Area
- State Parks
- Municipal Boundaries

LIVINGSTON COUNTY TRANSPORTATION  
CONNECTIVITY PLAN

**ARCHEOLOGICALLY SENSITIVE  
AREAS**

FIGURE 1-16



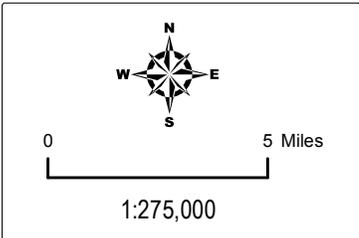


SOURCES: NYSDEC, BASED ON DATA FROM THE US CENSUS BUREAU CENSUS OF POPULATION AND HOUSING, TIGER/Line SHAPEFILES, STUART I. BROWN ASSOCIATES, INC. JULY 2012

**2000 Census Block Groups**

- Potential EJ area
- Not an EJ Area

Path: I:\C&S Companies\2122\_12\CIS Maps\1-17 EJArea.mxd



- Village
- Town
- County

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



## 2. Public Involvement

An inclusive community communications and promotion plan is integral to any planning project, setting the stage for successful implementation of action plan recommendations. An outreach plan was developed to engage the public, build consensus, and translate public opinion into plan concepts and recommendations. The outreach plan has several components:

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

### 2.1 Project Branding

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



This logo incorporates the existing “Buy/Support Local” campaign with the highlighted “CONNECT IN” to indicate connections regarding the transportation system. The logo can be used alone or used in conjunction with a motto or identification of a specific municipality within the county.

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

### 2.2 Advisory Committee

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

- Livingston County
  - Planning
  - Highway
  - Department of Health
  - Department of Social Services
  - Office for the Aging
  - Tourism

- Genesee Transportation Council
- Rochester Genesee Region Transit Authority/Livingston Area Transit Service
- New York State Department of Transportation
- Genesee Valley Conservancy
- At-Large Member

The advisory committee met four times throughout the course of the project at the following points:

1. Project Kick-off (February 2012)
2. After submittal of Technical Memorandum #1: Existing Conditions Baseline (November 2012)
3. After submittal of Technical Memorandum #2: Needs Assessment/Gap Analysis (June 2013)
4. After submittal of Draft Final Report (November 2013)

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

The development of the Genesee Pilot Plan required its own advisory committee which also met four times. Their purpose and role is the same as for the county-wide connectivity plan. The Genesee Pilot Plan advisory committee consists of the following representatives:

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

Information regarding advisory committee meeting notices and summaries are included in **Appendix B**.

## 2.3 Stakeholders

While the advisory committee helped to guide the project, the stakeholders provided much of the data needed to develop the Plan. Stakeholders are the people, groups or agencies that use and provide the services available today and/or those who represent traditionally underserved populations, including persons with disabilities, ethnic, minority, and low income groups. Interviews with representatives were conducted from

each stakeholder group to obtain their knowledge and perceptions of the existing system as well as their thoughts on where the system could and should be in the future.

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

**Service Providers**

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

**Human Services Providers, Housing & Advocacy Organizations**

- Catholic Charities
- Department of Social Services
- Department of Health
- Department of Community Services/Mental Health
- Office for the Aging/RSVP/Senior Companion Program
- Veterans Services
- Workforce Development
- Council on Alcohol & Substance Abuse (CASA)
- Noyes Memorial Hospital (patient transport)
- Chances & Changes
- ARC of Livingston and Wyoming counties
- Youth Bureau

- Genesee Valley Health Partnership
- ABVI
- AARP
- Coalition of Churches
- Genesee Valley Rural Preservation Council
- Migrant Outreach Center

**Consumers**

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

**Business/Employers/Employees**

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



### **Government Agencies**

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

### **Highway & Safety**

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

### **Environmental & Recreation**

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

### **Economic Development/ Rail & Aviation**

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

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

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

The interviews/surveys occurred as part of the existing baseline assessment and focused on obtaining their input and feedback regarding their operations, existing/future needs, overlaps or gaps in services, issues with funding sources or sharing of resources. The information gathered through this process has been documented (see **Appendix B**) and was considered as each study task was completed.

## 2.4 Public Outreach Meetings

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

**Education/promotion:** Whether it is educating the public about the project or informing them of an upcoming meeting, getting the word out is crucial. Existing websites (county, government agencies, service providers, etc) highlighted the project and published information as it was made available. Email notices and/or postcards with meeting information were developed to be left in public facilities (libraries, government offices, etc) or willing businesses in the area. Press releases were also created to be included in existing newsletters or other publications distributed throughout the County.

**Meetings:** Since the public information meetings provided the opportunity to not only present data and findings to the public but also to gather input and opinions, the meetings were formatted to easily do both. The first public meeting was organized as an ‘open house’ where the County and team developed stations with existing conditions information for attendees to browse while team members were available to answer questions and document comments.

The second meeting, to discuss the gap analysis and needs assessment, began with a powerpoint presentation by the project team to summarize the project findings to date. The meeting was then open for discussion or break-out into groups for question/answer or brainstorming sessions.

The third and final meeting included a presentation highlighting the purpose of the project, vision, goals, strategies, and representative projects from the Geneseo Pilot Plan. The presentation was followed by an open house with more detailed information on the goals and strategies.

**Documentation:** The information gathered through this public involvement process was documented and included in **Appendix B** as part of the Plan.

## 2.5 Public Survey

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

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



**Attention  
Livingston County...  
we need your input!**

We are asking for your help in completing the **Transportation Connectivity Plan**—a county-wide effort to create a more complete transportation system.

The survey consisted of 27 questions that were designed to capture demographic information, existing mode share data, opinions on existing transportation services, preferences regarding shifts to using alternative modes of transportation, detailed information on locations with safety concerns and gaps in the existing system, and overall perceptions of the transportation network. **Section 4.3** includes a summary of key findings from the survey but a copy of the final survey, detailed results for each question, and detailed written comments are provided in **Appendix B**.

## 3. Existing Conditions

### 3.1 Inventory of Transportation System

#### 3.1.1 Infrastructure

##### 3.1.1.1 Inter-Modal or Multi-Modal

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

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

According to a recently completed study of Freight and Goods Movement in the Genesee-Finger Lakes Region, “no traditional intermodal freight facility with the ability to handle significant volumes of freight from various modes at a single location exists in the region.” Small-scale facilities for use by individual companies to transload goods between rail and truck are located at Commodities Resource Corporation in Caledonia, PACMA in Lakeville, Sweetener’s Plus in Lakeville, and LMC in Dansville.<sup>17</sup>

##### 3.1.1.2 Transit/ Human Service Transportation

The Livingston Area Transportation Service (LATS), a subsidiary of the Rochester Genesee Regional Transit Authority (RGRTA) provides public transit service within the county. A detailed description of transit and human service is provided in **Section 3.1.2**. Infrastructure relating to transit services includes bus shelters and bus stop signs. LATS has installed shelters at key locations in Villages and at public service offices. Specific locations of transit related infrastructure is not available.

##### 3.1.1.3 Automobile/ Truck

Streets and highways by jurisdiction are depicted in **Figure 3-1** and described below. In general, roads and highways are in fair to good condition and are operating at or above the posted speed limit.

#### Interstate Highways

Interstate 390 (I-390), the Genesee Expressway, is a limited access highway that connects with Interstate 90, the NYS Thruway, in Monroe County to the north, and with Interstate

---

<sup>17</sup> Transportation Strategies for Freight and Goods Movement in the Genesee-Finger Lakes Region: Regional Freight and Economic Profile, p. 3-49

86/NYS Route 17, the Southern Tier Expressway, to the south. I-390 serves commuters and is a major component of the regional freight movement network. Approximately 72 miles of I-390 is in Livingston County.

Interchanges are located at US Route 20/ NYS Route 5 (Exit 10) and NYS Route 15 (Exit 9) in the Town of Avon, NYS Route 20A (Exit 8) in the Town of Geneseo, NYS Route 63/ NYS Route 408 (Exit 7) in the Town of Mt. Morris, NYS Route 36 in the Towns of Groveland (Exit 6) and North Dansville (Exits 4 and 5) as shown in **Table 3-1**.

**Table 3-1: I-390 Interchanges**

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

New York State and U.S. Highways

Approximately 269<sup>18</sup> miles of State and U.S. Highways are located in Livingston County.

The main trucking corridors<sup>19</sup> include:

- US Route 20/NYS Route 5 Corridor, which connects to I-390 in Avon;
- NYS Route 20A Corridor, which connects to I-390 in Geneseo;
- NYS Route 39 Corridor, which connects to I-390 via US Route 20/ NYS Route 5 and other connections;
- NYS Route 63 Corridor, which provides a link between the NY State Thruway and I-390 via Batavia and Genesee County;
- NYS Route 15; and
- NYS Route 15A.

Other major trucking routes include NYS Routes 36, 436 and 408.<sup>20</sup>

<sup>18</sup> SOURCE: Genesee Transportation Council website; NYS Department of Transportation 2008

<sup>19</sup> SOURCE: Transportation Strategies for Freight/Goods Movement in the Genesee-Finger Lakes Region, Regional Freight and Economic Profile

<sup>20</sup> SOURCE: Livingston County Planning Department

### County Highways

The Livingston County Highway Department maintains approximately 243<sup>21</sup> miles of highways in Livingston County.

### Local Roads and Streets

Highway Departments and Departments of Public Works manage local roads and streets in the Towns and Villages in Livingston County. There are approximately 731 miles of year-round Town roads, 43 miles of seasonal roads and 95 miles of Village streets in Livingston County<sup>22</sup>.

### Private Roads

Private roads provide access to many properties, particularly along the shores of Conesus Lake. There are approximately 48 miles of private roads in Livingston County.<sup>23</sup>

### Park Roads

A total of 48 miles of roadway are located in parks, primarily Letchworth State Park.<sup>24</sup>

### Bridges

The locations of bridges are depicted in **Figure 3-2**. A list of all bridges in Livingston County, including location, municipality, feature crossed, year built or replaced, and NYS condition rating, is included in **Appendix C**.<sup>25</sup>

The condition rating was published by the NYS Department of Transportation in April 2012 based on general Federal criteria. Bridges are considered “structurally deficient,” according to the FHWA, if significant load carrying elements are found to be in poor or worse condition due to deterioration and/or damage, the bridge has inadequate load capacity, or repeated bridge flooding causes traffic delays. The fact that a bridge is "structurally deficient" does not imply that it is unsafe or likely to collapse. In order to remain in service, structurally deficient bridges are often posted with weight limits. A deficient condition rating indicates that the bridge requires corrective maintenance or rehabilitation to restore the bridge to its fully functional, non-deficient condition. **It does not mean that the bridge is unsafe.**

---

<sup>21</sup> SOURCE: Genesee Transportation Council website; NYS Department of Transportation 2008

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

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

<sup>24</sup> SOURCE: Computed by Stuart I. Brown Associates from GIS data provided by Livingston County Planning Department

<sup>25</sup> SOURCE: <https://www.dot.ny.gov/main/bridgedata/repository/LivingstonBridgeData.pdf>

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

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

- NYS Condition Rating less than 5.0 (deficient)
  - 44 bridges total in Livingston County
  - 20 of the 44 are owned by the County
  - 18 of the 44 are owned by NYSDOT
- Structurally Deficient Bridges
  - 20 bridges total in Livingston County
  - 9 of the 20 are owned by the County
  - 5 of the 20 are owned by NYSDOT
  - 15 of the 20 have a NYS Condition Rating of less than 5
- Functionally Obsolete Bridges
  - 11 bridges total in Livingston County
  - 5 of the 11 are owned by the County
  - 6 of the 11 are owned by NYSDOT
  - 5 of the 11 have a NYS Condition Rating of less than 5
- Towns in Livingston County with high numbers of deficient bridges are:
  - Groveland – 5 deficient bridges
  - York - 5 deficient bridges
  - West Sparta - 6 deficient bridges
  - Avon – 6 deficient bridges
  - North Dansville – 7 deficient bridges

#### **3.1.1.4 Pedestrian/ Bicycle**

##### **3.1.1.4.1 Sidewalks**

Sidewalks are present within incorporated Villages, certain hamlets and in limited other locations. As depicted in **Figure 3-3**, sidewalks are present along nearly all streets in the Village of Geneseo. In the Village of Avon, approximately 70% of the Village roads have sidewalks.<sup>26</sup> In the hamlet of Conesus, sidewalks are available along both sides of NYS Route 15 just north of Railroad Avenue near the Town Hall. Maps and data for sidewalks in other Villages and hamlets are not available.

---

<sup>26</sup> SOURCE: Village of Avon Comprehensive Plan (2010)

#### 3.1.1.4.2 Bicycle Infrastructure

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

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

#### 3.1.1.4.3 Trails

Existing trails in Livingston County are used for transportation as well as recreation. The locations of trails are depicted in **Figure 3-4** and listed in **Table 3-2** on the following page. In addition to trails located within Livingston County, the Lehigh Valley Trail terminates at the Genesee River along the Livingston County Line. The Lehigh Valley Trail is a 15 mile linear trail park located in the southern most portion of Monroe County, beginning at the Genesee River and extending through the Towns of Rush and Mendon to the Ontario County Line.

##### Genesee Valley Greenway

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

The Greenway is available for walking, bicycling, cross country skiing, snowshoeing, horseback riding and snowmobiling. Motorized vehicles other than snowmobiles are not permitted. It connects to the Erie Canal Trail and the Riverway Trail in Monroe County and to the Finger Lakes Trail at the north end of Letchworth State Park and in Portageville. It passes through the center of the Village of Mt. Morris and connects to the sidewalk network there.

---

<sup>27</sup> SOURCE: [www.fogvg.org](http://www.fogvg.org)



**Table 3-2: Trails**

Name	Owner	Location	Total Length
<b>Genesee Valley Greenway</b>			
Genesee Valley Greenway	New York State	Towns of Caledonia, York, Leicester, Mt. Morris, Nunda, Portage; Village of Mt. Morris	36.6 miles
Genesee Valley Greenway detour along existing roads	Various rights-of-way	Genesee Valley Greenway detour	12.9 miles
Genesee Valley Greenway under development	State	Genesee Valley Greenway under development	5.3 miles
<b>Genesee Valley Conservancy (GVC)</b>			
Indian Fort Preserve Trails	GVC	Town of Geneseo	2.0 miles
Island Preserve Trail	GVC	Village of Geneseo	1.3 miles
Railroad Bed Trail	GVC	Town of Avon	3.1 miles
<b>Municipal Trails</b>			
Stone Mill Road Walking Trail	Avon	Town and Village of Avon	0.6 miles
Avon Driving Park Fitness/Nature Trail	Avon	Town and Village of Avon	0.5 miles
Highland Park Trail	Village of Geneseo	Village of Geneseo	0.8 miles
Mackay Trail	Village of Caledonia	Village of Caledonia	0.9 miles
Matthews Trail	Village of Caledonia	Village of Caledonia	0.2 miles
Spring Creek Trail	Village of Caledonia	Village of Caledonia	0.1 miles
Lima trail	Village of Lima	Village of Lima, Tubbs Park	1.5 miles
Kinney Creek Trail	Town of Livonia	Town of Livonia	0.8 miles
Beardsley Trail	Town of Livonia	Town of Livonia	0.5 miles
Marrowback Road	Town of Springwater	Town of Springwater	2.3 miles
<b>Finger Lakes Trail</b>			
Finger Lakes Trail	FLT/private land	Letchworth State Park; Towns of Portage and Nunda	31.3 miles
<b>NYS Park and Recreation Area Trails</b>			
Letchworth State Park trails	New York State	Towns of Mt. Morris, Leicester, Portage	17.3 miles
Conesus Lake Inlet WMA trails	New York State	Town of Conesus	1.3 miles
Hemlock Lake trails	New York State	Towns of Conesus, Springwater	10.8 miles
Rattlesnake Hill WMA trails	New York State	Towns of Ossian, Nunda	4.8 miles
Canaseraga State Forest access roads/trails	New York State	Town of Ossian	4.1 miles
Ossian State Forest road/trail	New York State	Town of Ossian	1.5 miles
Sonyea State Forest access road/trails	New York State	Towns of Groveland, West Sparta	2.3 miles
Region 8 Headquarters Nature Trail	New York State	Town of Avon	1.1 miles
<b>Other New York State Trails</b>			
Groveland Extension Trail	New York State	Town of York	4.7 miles
Lehigh Valley Trail	New York State	Town of Caledonia	0.0 miles
<b>SUNY Geneseo Trails</b>			
Spencer J. Roemer Arboretum Trail	SUNY Geneseo	SUNY Geneseo	0.8 miles
<b>Total Length of Trails:</b>			<b>149.8 miles</b>

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

### Genesee Valley Conservancy

The Genesee Valley Conservancy (GVC) owns and maintains trails in the Village of Genesee and the Town of Avon. The trail in the Village of Genesee is part of the John W. Chanler Island Preserve. A parking area is located on Cavalry Drive and a pedestrian entrance is at 213 Lima Road<sup>28</sup>. It connects Lima Road to NYS Route 39 near the Genesee Central School and is used by many students as a route to school.

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

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

### Trails Owned by Municipalities

- Town and Village of Avon: The Stone Mill walking trail connects Five Arches Bridge at Mill Road in the Town of Avon with Driving Park in the Village of Avon. Bicycling, walking/jogging, and cross country skiing are permitted. A nature/fitness trail is located within Driving Park.
- Village of Caledonia: The Mackay Trail is a loop through the Mackay Nature Preserve on Spring Street that utilizes a portion of a former railroad bed. The Matthews Spring Creek Trails connect Pioneer Road and Mill Street and pass through Tennant Park.
- Village of Genesee: The Highland Park Trail forms a loop within Highland Park.
- Village of Lima: A network of trails is located within Tubbs Park in the northeastern part of the Village.
- Town of Livonia: The Kinney Creek trail connects Richmond Mills Road and Big Tree Road between Federal Road and NYS Route 20A east of the Village of Livonia.

---

<sup>28</sup> [www.geneseevalleyconservancy.org](http://www.geneseevalleyconservancy.org)

The Beardsley Trail is a dead-end trail that begins at the end of Florence Lane northeast of the Village of Livonia.

- Town of Springwater: The walking trail along Marrowback Road, a Town road, extends from the intersection of Marrowback Road and May Road at the northern Town boundary with Kellogg Road northwest of the hamlet of Springwater.

### Finger Lakes Trail

The Finger Lakes Trail system was built and is maintained by the Finger Lakes Trail Conference and affiliate organizations. The system includes a main trail from the Pennsylvania-New York border in Allegany State Park to the Long Path in the Catskill Forest Preserve with branch trails to Niagara Falls, the Genesee River Valley, the Great Eastern Trail south of Corning, the Central Finger Lakes, and the Syracuse region. The trail system is located on a combination of state and private owned land. Within Livingston County, the Finger Lakes Trail passes through Letchworth State Park in the Towns of Mt. Morris and Portage and through the southern part of the Towns of Portage and Nunda. Foot traffic only is permitted; bicycles or motorized vehicles are not allowed.<sup>29</sup> The trail passes through both public and private land.

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

### Trails in State Parks and Recreation Areas

- Letchworth State Park: Trails in Letchworth State Park connect various parking areas and recreational facilities within the Park.
- Rattlesnake Hill Wildlife Management Area (WMA), Canaseraga State Forest, and Ossian State Forest - Town of Ossian: Various access roads and trails are available for hiking, snowmobiling, and bicycling. Some of the access roads used as trails connect to existing roads, including Stanley Road, which connects Bonner Road and Scott Hill Road
- Conesus Lake Inlet Wildlife Management Area: Trails within the Conesus Lake WMA run parallel to NYS Route 256 and provide access to the interior of the WMA.
- Sonyea State Forest: Trails within the Sonyea State Forest are available for hiking, mountain biking cross country skiing, horse riding and snowmobiling.
- Hemlock Lake Trails: Several recreational trails run through land owned by New York State that adjoins Hemlock Lake, a public water supply managed by the City of Rochester which provides drinking water for several Livingston County municipalities.

---

<sup>29</sup> See [www.fltconference.org](http://www.fltconference.org) for additional information

- Department of Environmental Conservation (NYS DEC) Region 8 Headquarters: A nature trail for pedestrians only is located at the NYS DEC Region 8 headquarters south of US Route 20/ NYS Route 5 in the Town of Avon.

#### Other State-Owned Trails

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

#### SUNY Geneseo Arboretum Trail

- SUNY Geneseo maintains a network of trails at the Spencer J. Roemer Arboretum on the south end of campus between NYS Route 39 and 63. Entrance would be made from the South Campus parking lot J.

#### Trails Under Development

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

#### Snowmobile Trails

Snowmobile trails are maintained over public and private lands by two private snowmobile clubs, the Caledonia Trailblazers and Valley Riders. A total of 61 miles of snowmobile trails are maintained by the clubs. New York State provides funding for trail maintenance, financed, in part, by a portion of snowmobile registration fees.

### 3.1.1.5 Rail

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

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

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

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

The locations of existing railroads are depicted in **Figure 3-5**.

### 3.1.1.6 Air

The Dansville Municipal Airport is a public use airport owned by the Town of North Dansville and operated by Sterling Airways. It was established in 1927 and expanded in the 1930s. The airport has two asphalt surface runways – one 3,500' x 100' and one

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

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

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

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

2,445' x 100' – and a turf area that is heavily used by glider activity. It is home to the Dansville Pilots Association, which supports general aviation and the National Warplane Museum, as well as the Finger Lakes Soaring Club.<sup>34</sup>

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

The Geneseo Airport is privately owned and averages approximately 21 flights per day on its turf runway (4,695' x 90'). A total of 21 aircraft are based on the field, including 15 single engine airplanes, 4 multi-engine airplanes, and 2 ultralights. Operations in 2010 consisted of approximately 47% local general aviation, 27% transient general aviation, and 27% military activity.

The National Warplane Museum, formally the 1941 Historical Aircraft Group Museum, located at the Geneseo Airport, is dedicated to air transportation and the history of military airplanes. This not-for-profit organization organizes an annual airshow at the Geneseo Airport with a focus on World War II aviation.

The locations of existing airports are depicted in **Figure 3-5**.

### 3.1.1.7 Boat/ Marine

The Genesee-Finger Lakes Regional Blueway Analysis identified existing boat launches along the Conesus Lake, Hemlock Lake, the Genesee River and Canaseraga Creek. The locations of these sites are depicted in **Figure 3-6**. Each access point was classified<sup>35</sup> as follows:

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

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

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

### Conesus Lake

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

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

### Hemlock Lake

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

### Genesee River

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

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

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

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

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

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

## Canaseraga Creek

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

### **3.1.2 Services and Programs**

This section describes transportation services and programs, including the operation of transit and human services transportation, repair and maintenance of transportation facilities, and collaboration activities among government agencies and other organizations.

#### **3.1.2.1 Inter-modal or Multi-modal Collaboration/ Networking/ Centralized Information**

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

Until July, 2013, the Livingston County Transportation Broker, an employee of the Livingston County Department of Social Services, coordinated transportation for DSS clients as well as for clients of numerous county agencies. The Broker maintained an extensive database of transportation providers and worked in partnership with other agencies in the county to coordinate transportation services to special needs populations. With the elimination of this position, the County, in cooperation with the service providers, clients, and agencies, are working through the transition to the State’s Medicaid Transportation Program.

#### **3.1.2.2 Transportation Service Providers**

##### **3.1.2.2.1 RGRTA/ LATS**

The Livingston Area Transportation Service (LATS), a subsidiary of the Rochester Genesee Regional Transit Authority (RGRTA) reported ridership 245,282 (one-way trips) during its 2010-2011 fiscal year. LATS has 25 buses and drove a total of 608,048 miles during 2010-2011. It has 29 employees and an annual payroll of \$806,160. In late 2010, LATS and Wyoming Transit Service (WYTS) hired a joint General Manager, with individual operations managers remaining at each separate transit system.

LATS operates 9 fixed routes throughout the county, including a medical shuttle into Rochester. Some of the routes are customized for SUNY Geneseo, The Arc of Livingston/ Wyoming Counties, Livingston County Office for the Aging and other organizations. Countywide LATS routes are depicted in **Figure 3-7** and routes within the Geneseo study area are depicted in **Figure 3-8**. The LATS schedule and brochure is included in **Appendix D**.

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

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

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

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

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

**NOTES:**

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

### 3.1.2.2.2 Human Service Transportation Providers

#### Livingston County Department of Social Services

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

#### The Arc of Livingston-Wyoming Counties

The Arc of Livingston-Wyoming Counties primarily transports its own consumers to day treatment, sheltered workshops and medical appointments. The Arc has 11 full-time transportation staff, including a Transportation Director, two dispatchers, two safety officers, five mechanics and a garage manager. Eighty (80) drivers are employed on a per diem basis, as well as 10 bus aides. The Arc operates a total of 160 vehicles and provides approximately 1,300 trips per day.

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

#### Catholic Charities of Livingston County

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

#### Friends in Service Here (FISH)

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

#### Red Cross of Northern Livingston County

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

---

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

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

### **3.1.2.2.3 For-profit Transportation Providers**

#### Taxi

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

#### Medical Transportation Providers (non-emergency)

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

#### Ambulance

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

### **3.1.2.3 Maintenance**

#### **3.1.2.3.1 Auto/ Truck - Streets/ Roads/ Highways**

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

#### **3.1.2.3.2 Pedestrian/ Bicycle**

##### Sidewalks

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

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

### **3.1.2.4 Safety and Other Services**

#### **3.1.2.4.1 Auto/ Truck – Streets/ Roads/ Highways**

##### Traffic Safety

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

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

#### **3.1.2.4.2 Pedestrian/ Bicycle**

##### Bicycle Safety

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

##### Promotion/ Health

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

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

### **3.1.3 Policy and Planning**

This section identifies regulations and policies relating to the planning and funding of transportation programs and facilities. These include municipal land use and access

management laws and regulations as well as government funding programs for various types of transportation facilities and services.

### **3.1.3.1 Land Use/Access Management**

Nearly all of the municipalities in Livingston County have land use regulations. Zoning regulations specify lot size requirements and usage. Subdivision regulations address the design and process for creating new parcels. **Table 3-4** summarizes the existing regulations by municipality.

Only the Town and Village of Geneseo, the Town of Avon, the Town of Livonia and the Town of Lima have regulations that specifically address access management, including driveway spacing requirements and design standards that address joint access and connectivity.

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

**Table 3-4: Land Use Regulations by Municipality, 2012**

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

### 3.1.3.2 Funding/Management

#### 3.1.3.2.1 Transit/ Human Services Transportation

**Table 3-5** summarizes funding programs available for transit and community transportation.<sup>37</sup>

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

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

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

New Programs

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

Consolidated Programs

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

Modified Programs

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

**Table 3-5  
Potential Funding Sources (other than MAP-21) for Transit and Human Services Transportation**

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

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

### 3.1.3.2.2 Automobile/ Truck – Streets/ Roads/ Highways

Funding for the construction and maintenance of roads and bridges comes from a variety of Federal, State and local sources. Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), signed into law in July 2012, creates a stream-lined, performance based and multi-modal program that includes the following core highway programs<sup>38</sup>:

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

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

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

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

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

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

---

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

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

The Green Infrastructure Grant Program, administered by the NYS Environmental Facilities Corporation (EFC) offers funding for projects that help to improve water quality. Transportation projects that may be eligible include stormwater management systems such as “green streets” and permeable pavement.

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

### 3.1.3.2.3 Pedestrian/Bicycle

Funding for pedestrian and trail improvements is available MAP-21, the Federal “Moving Ahead for Progress in the 21st Century Act,” the multi-modal federal transportation legislation adopted in 2012 which funds surface transportation programs for fiscal years 2013 and 2014. A grant program authorized through MAP-21 includes the Transportation Alternatives Program (TAP). This program includes funding for pedestrian facilities, recreational trails, streetscape enhancements, and safe routes for schools.

The Cleaner, Greener Communities grant program, administered by the New York State Energy Research & Development Authority (NYSERDA) offers grants to advance the recommendations of the Finger Lakes Regional Sustainability Plan. Potentially eligible projects would address the following strategies:

- Provide for and promote alternative modes of transportation.
- Promote livability corridors
- Leverage transportation system assets to encourage economic development

- Maintain and improve the functionality, safety and efficiency of the existing transportation infrastructure
- Promote the development and adoption of alternative fuels and power sources

Potential funding for streetscape enhancements, including pedestrian infrastructure and amenities, may be available through the New York State Department of Homes and Community Renewal programs including the New York Main Street, the Urban Initiative and the Rural Area Revitalization programs.

#### 3.1.3.2.4 Rail

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

State funding programs for freight rail<sup>39</sup> include:

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

Federal funding programs include:

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

#### 3.1.3.2.5 Air

The Airport Improvement Program (AIP), administered by the US Federal Aviation Administration (FAA), provides grants for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS). Funds are provided from the Airport and Airway Trust fund, which is supported by user fees, fuel taxes and other revenue sources. In Livingston County, the Dansville Airport is

---

<sup>39</sup> NYS Rail Plan, 2009

part of the system. The Geneseo airport, which is privately owned, is not eligible for these grants.

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

#### **3.1.3.2.6 Boat/Waterway**

Potential funding sources for water resources include the Environmental Protection Fund; the Cleaner, Greener Communities grant program, administered by the New York State Energy Research & Development Authority (NYSERDA); the New York State Water Resources Institute at Cornell University; and the New York State Pollution Prevention Institute at the Rochester Institute of Technology.

Several entities have formed have formed to manage and promote the protection of the natural and recreational water resources in the County including the Conesus Lake Watershed Council and the Honeoye Lake Task Force. The NYSDEC, NYS OPRHP, Sheriff's Office Marine Patrol, the Finger Lakes PRISM (Partnership for Regional Invasiev Species Management) and Conesus Lake Association work on safety enforcement and education programs.

#### **3.1.3.2.7 Regional and Local Planning**

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

Potential funding for comprehensive planning and zoning updates may be available through the Cleaner, Greener Communities grant program, administered by the New York State Energy Research & Development Authority (NYSERDA); federal Community Development Block Grants; and the NYS Brownfield Opportunity Area program.

#### **3.1.3.2.8 Cooperative Agreements**

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

## 3.2 Findings and Recommendations from Previous Studies and Plans

Existing studies and plans were reviewed in order to extract the relevant data, findings and recommendations in these documents that relate to all forms of transportation. Plans reviewed included regional transportation plans, municipal comprehensive plans, project-specific feasibility studies and plans for specific transportation modes. A list of the plans and studies reviewed and a summary of the relevant recommendations are included in **Appendix F**. The narrative below summarizes the key recommendations. The locations of site-specific capital improvements are depicted in **Figure 3-9: Capital Improvement Recommendations – Existing Plans**, **Figure 3-10: Proposed Pedestrian Improvements**, and **Figure 3-11: Proposed Pedestrian Improvements – Geneseo Study Area**.

### 3.2.1 Capital Improvement Projects

#### 3.2.1.1 Inter-Modal or Multi-Modal

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

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

#### 3.2.1.2 Transit/ Human Services Transportation

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

#### 3.2.1.3 Auto/ Truck – Street/ Road/ Highway

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

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

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

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

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

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

#### **3.2.1.4 Pedestrian/ Bicycle**

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

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

#### **3.2.1.5 Rail/ Air**

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

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

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

---

<sup>40</sup> SOURCE: Livingston County Planning Department, 2012

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

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

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

- Runway 18/36 pavement rehabilitation
- Taxiway and apron reconstruction
- Construction of new parallel taxiway
- Obstruction removal
- NAVAID improvements

#### **3.2.1.6 Boat/ Waterway**

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

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

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

### **3.2.2 Services and Programs**

#### **3.2.2.1 Inter-modal or Multi-modal**

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

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

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

### **3.2.2.2 Transit/ Human Services Transportation**

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

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

### **3.2.2.3 Automobile/ Truck – Street/ Road/ Highway**

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

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

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

A Safe Passing Zones Survey prepared for the Livingston County Highway Department in 2011 will be utilized to determine whether additional “no passing” zones should be

designated in the county and whether existing zones should be modified to reflect changed conditions. The updated logs will be utilized to ensure future annual pavement markings are laid out properly.

#### **3.2.2.4 Pedestrian/ Bicycle**

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

#### **3.2.2.5 Rail/ Air**

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

### **3.2.3 Policy and Planning**

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

#### **3.2.3.1 Inter-modal or Multi-modal**

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

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

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

#### **3.2.3.2 Transit/ Human Services Transportation**

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

#### **3.2.3.3 Auto/Truck – Street/Road/Highway**

The adoption of access management standards along key transportation corridors is recommended by several local comprehensive and corridor management plans, including the Town of Conesus Transportation & Safety Management Plan and comprehensive

plans for the Village of Geneseo, Town and Village of Lima, Town of Livonia, Town of Mt. Morris, and Town of York.

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

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

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

#### **3.2.3.4 Pedestrian/ Bicycle**

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

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

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

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

### **3.2.3.5 Rail/ Air**

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

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

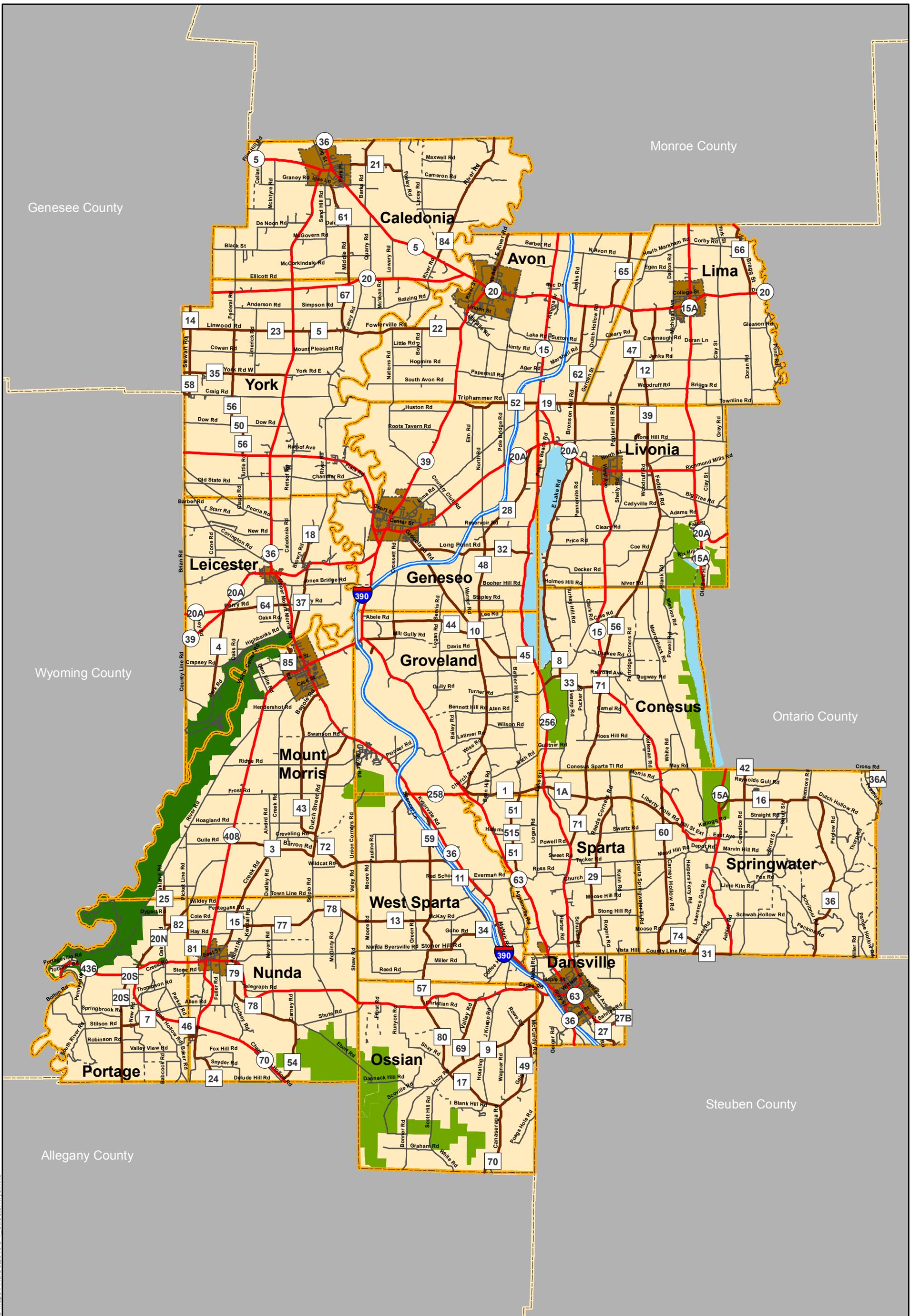
To meet the objective to, “Protect and enhance the natural environment, cultural heritage and community appearance, and promote energy conservation,” the regional Freight/ Goods Movement study recommends that transportation planning and decision making support and reinforce local land use and development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

### **3.2.3.6 Boat/ Marine**

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



THIS PAGE INTENTIONALLY LEFT BLANK



Genesee County

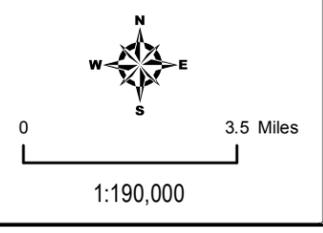
Monroe County

Wyoming County

Ontario County

Allegany County

Steuben County



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

**LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN**

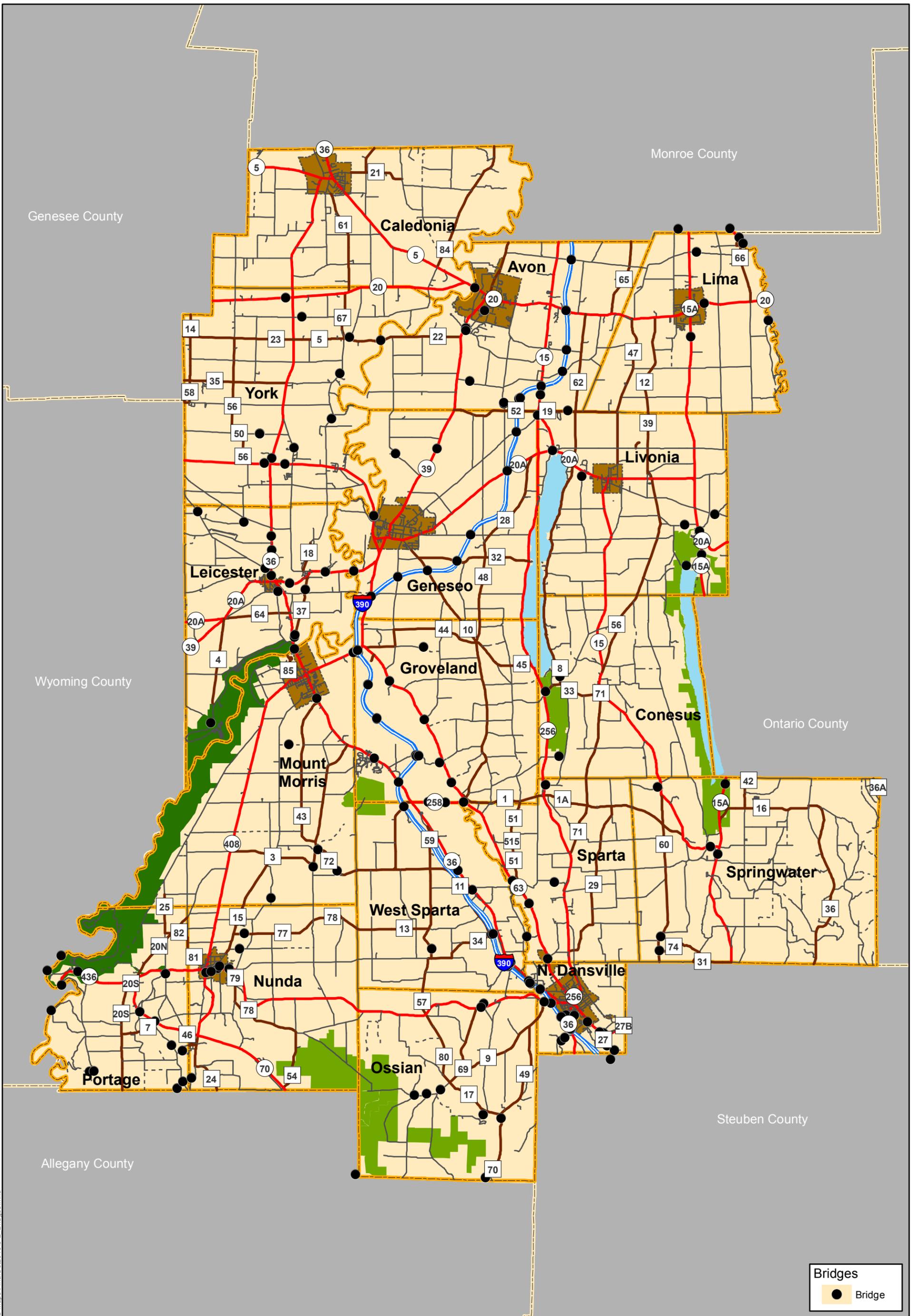
**STREETS & HIGHWAYS**

FIGURE 3-1

Path: I:\C&S Companies\212212\GIS Maps\Final\Oct2013\3-1 StreetsHwys.mxd

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





**Bridges**

- Bridge



0 3.5 Miles

1:190,000

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

**LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN**

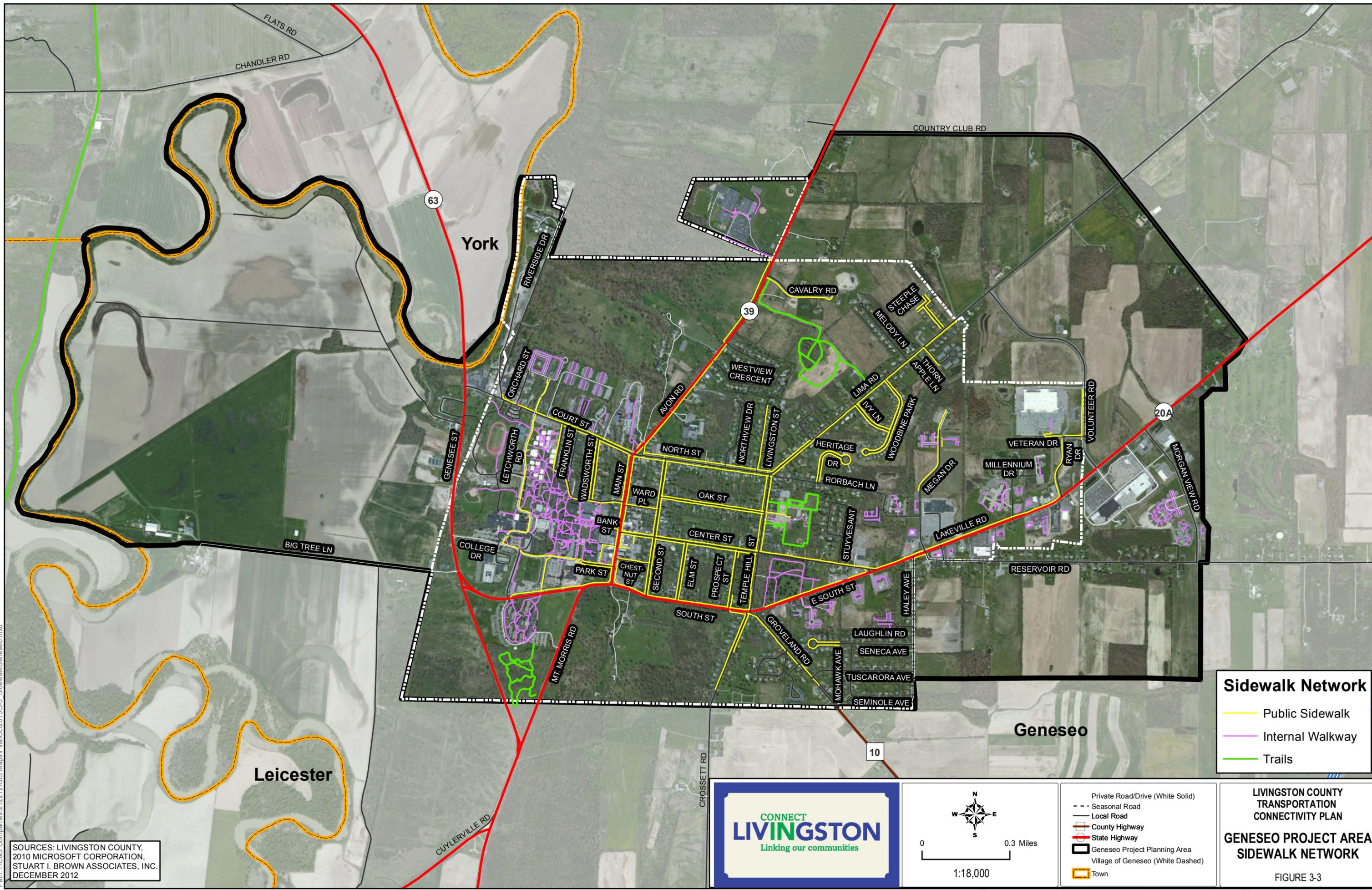
**BRIDGES**

FIGURE 3-2

Path: I:\C&S Companies\212212\GIS Maps\Final\Oct2013\3-2\_Bridges.mxd

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





**Sidewalk Network**

- Public Sidewalk
- Internal Walkway
- Trails

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

**LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN**

**GENESEO PROJECT AREA  
SIDEWALK NETWORK**

FIGURE 3-3

**CONNECT  
LIVINGSTON**  
Linking our communities

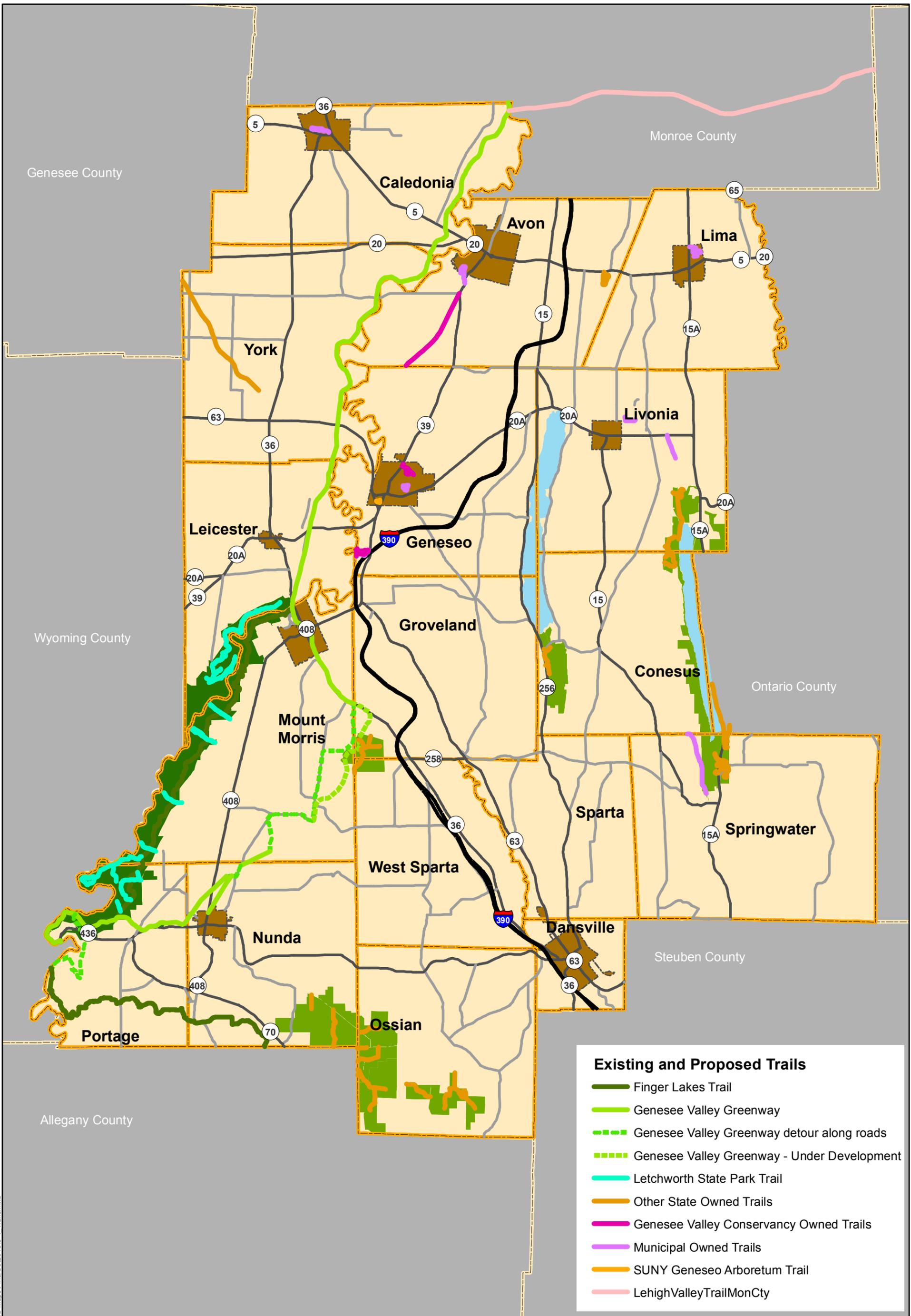
0  0.3 Miles

1:18,000

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

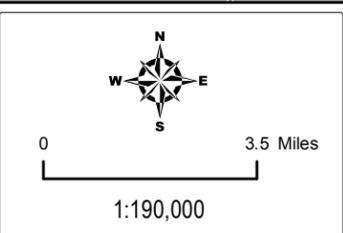
Path: L:\GIS\Compaines\212212\GIS\_Maps\Final\Oct2013\3-3\_SidewalkGeneseo.mxd





**Existing and Proposed Trails**

- Finger Lakes Trail
- Genesee Valley Greenway
- - - Genesee Valley Greenway detour along roads
- · · Genesee Valley Greenway - Under Development
- Letchworth State Park Trail
- Other State Owned Trails
- Genesee Valley Conservancy Owned Trails
- Municipal Owned Trails
- SUNY Geneseo Arboretum Trail
- Lehigh Valley Trail Mon Cty



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

**LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN**

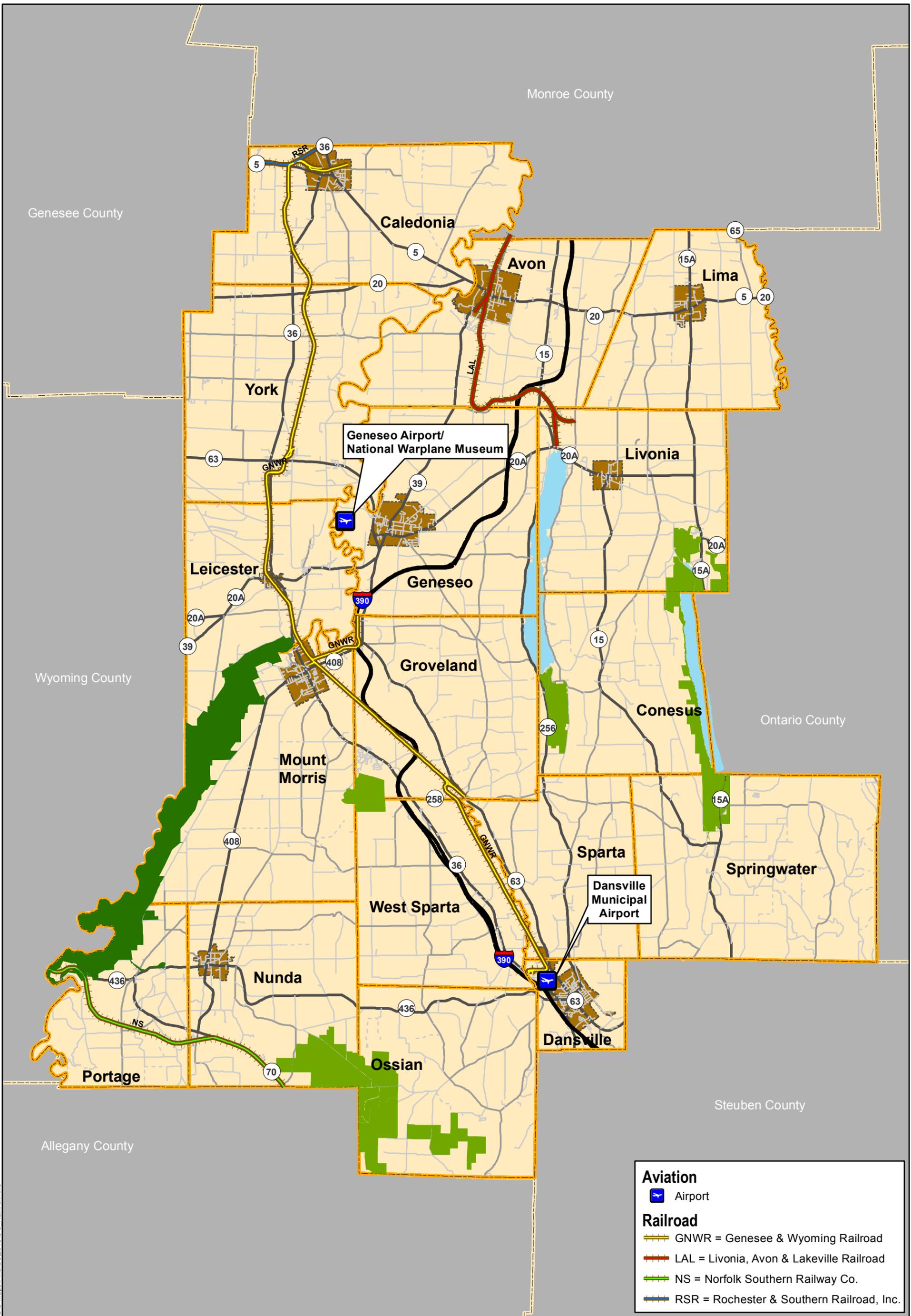
**TRAILS**

FIGURE 3-4

Path: \\C&S\_Companies\212212\GIS\Maps\Final\Oct2013\3-4\_Trails.mxd

SOURCES: LIVINGSTON COUNTY,  
STUART I. BROWN ASSOCIATES, INC.  
OCTOBER 2013



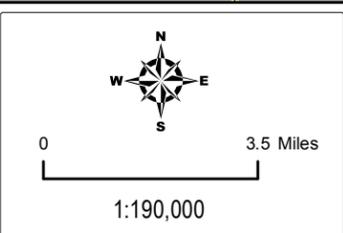


**Aviation**

- Airport

**Railroad**

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



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

**LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN**

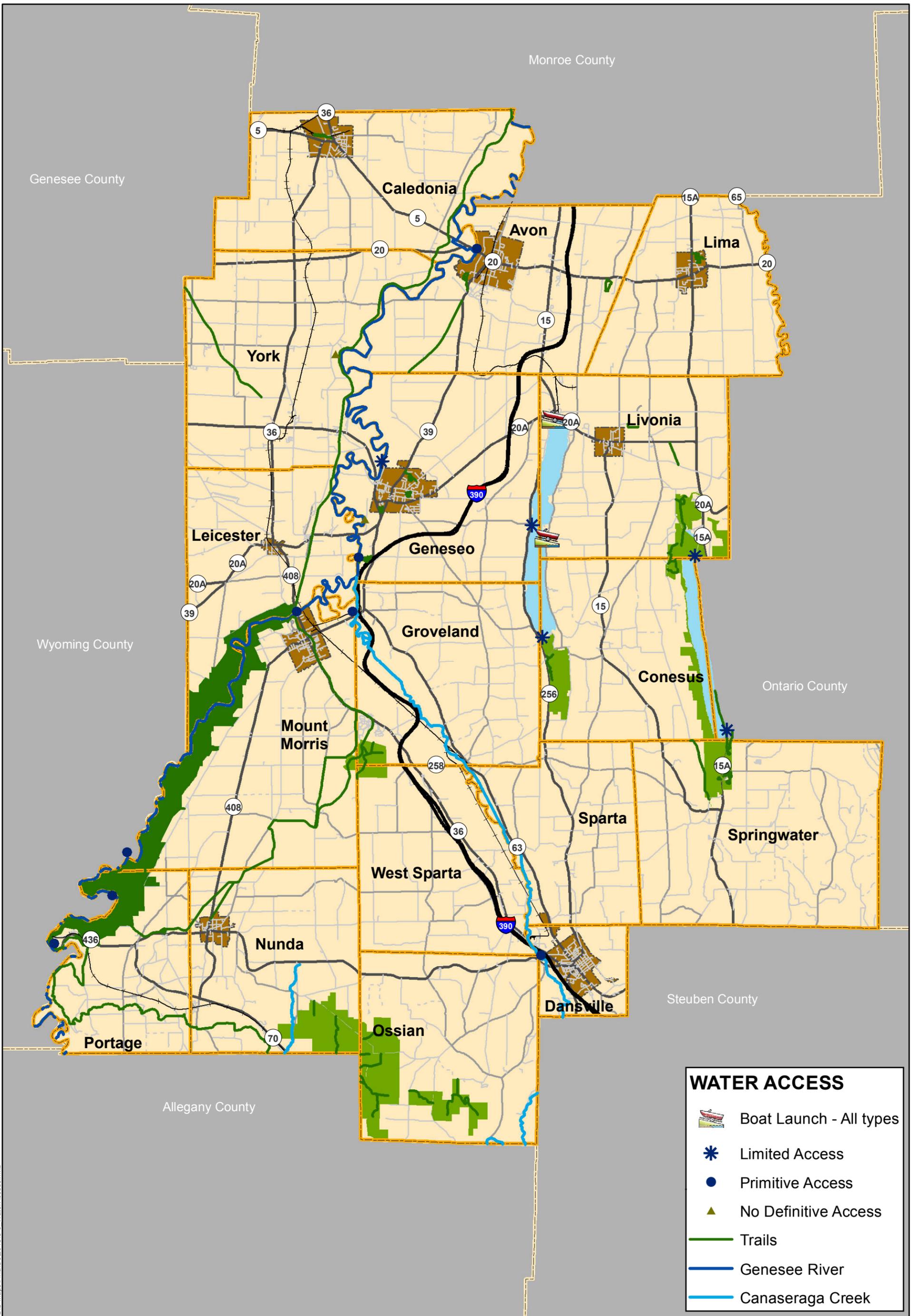
**RAIL and  
AVIATION**

FIGURE 3-5

SOURCES: LIVINGSTON COUNTY,  
STUART I. BROWN ASSOCIATES, INC.  
OCTOBER 2013

Path: I:\C&S\Companes\212212\GIS\_Maps\Final\Oct2013\3-5\_Rail\_Air.mxd





**WATER ACCESS**

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

**CONNECT LIVINGSTON**  
Linking our communities

0 3.5 Miles  
1:190,000

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

**LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN**

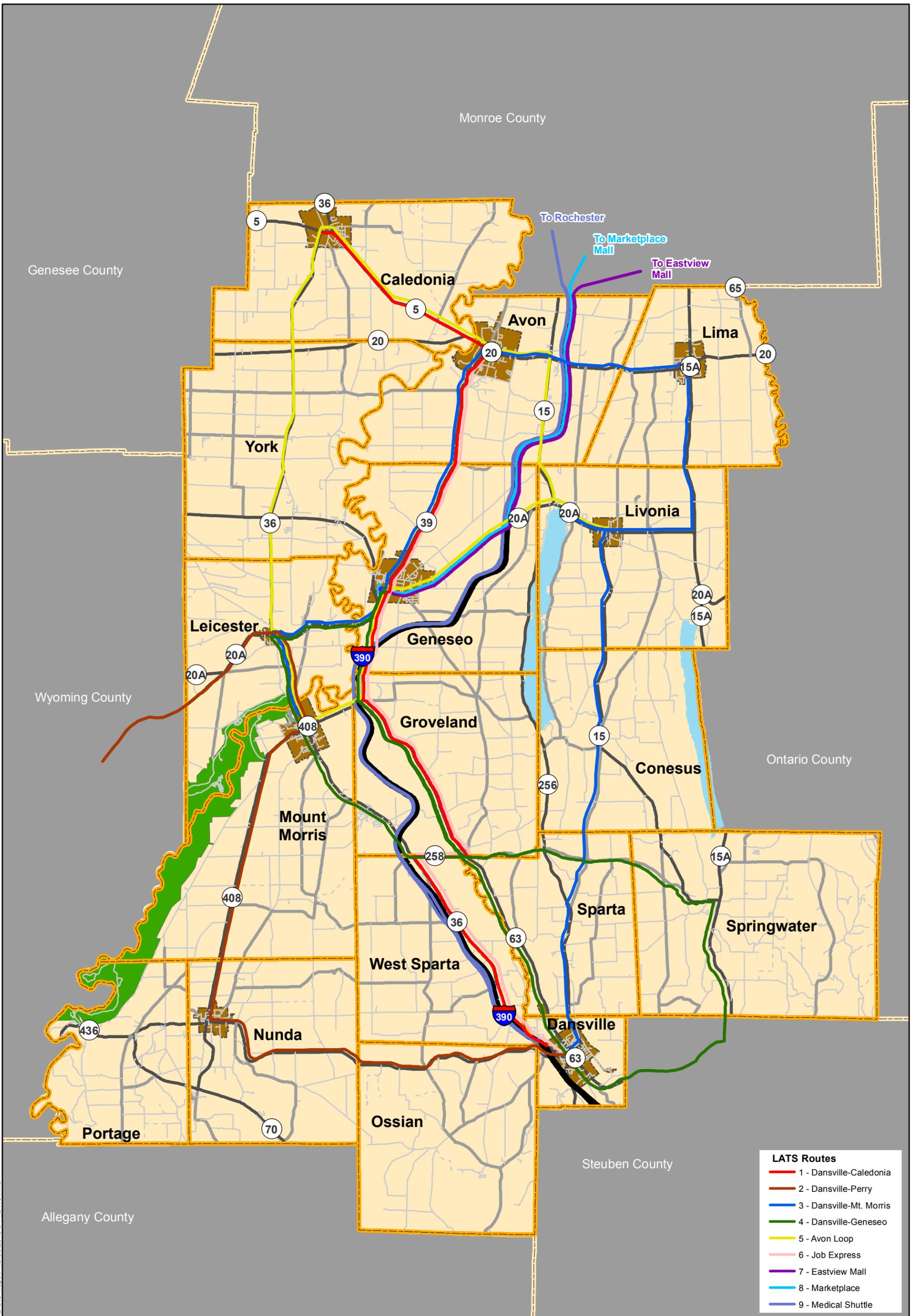
**WATER ACCESS**

FIGURE 3-6

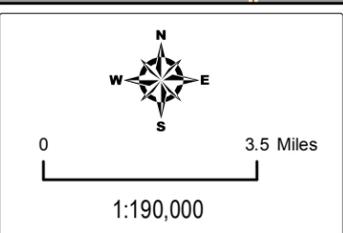
Path: I:\C&S\Companes\212212\GIS\Maps\Final\Oct2013\3-6\_WaterAccess.mxd

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





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



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

**LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN**

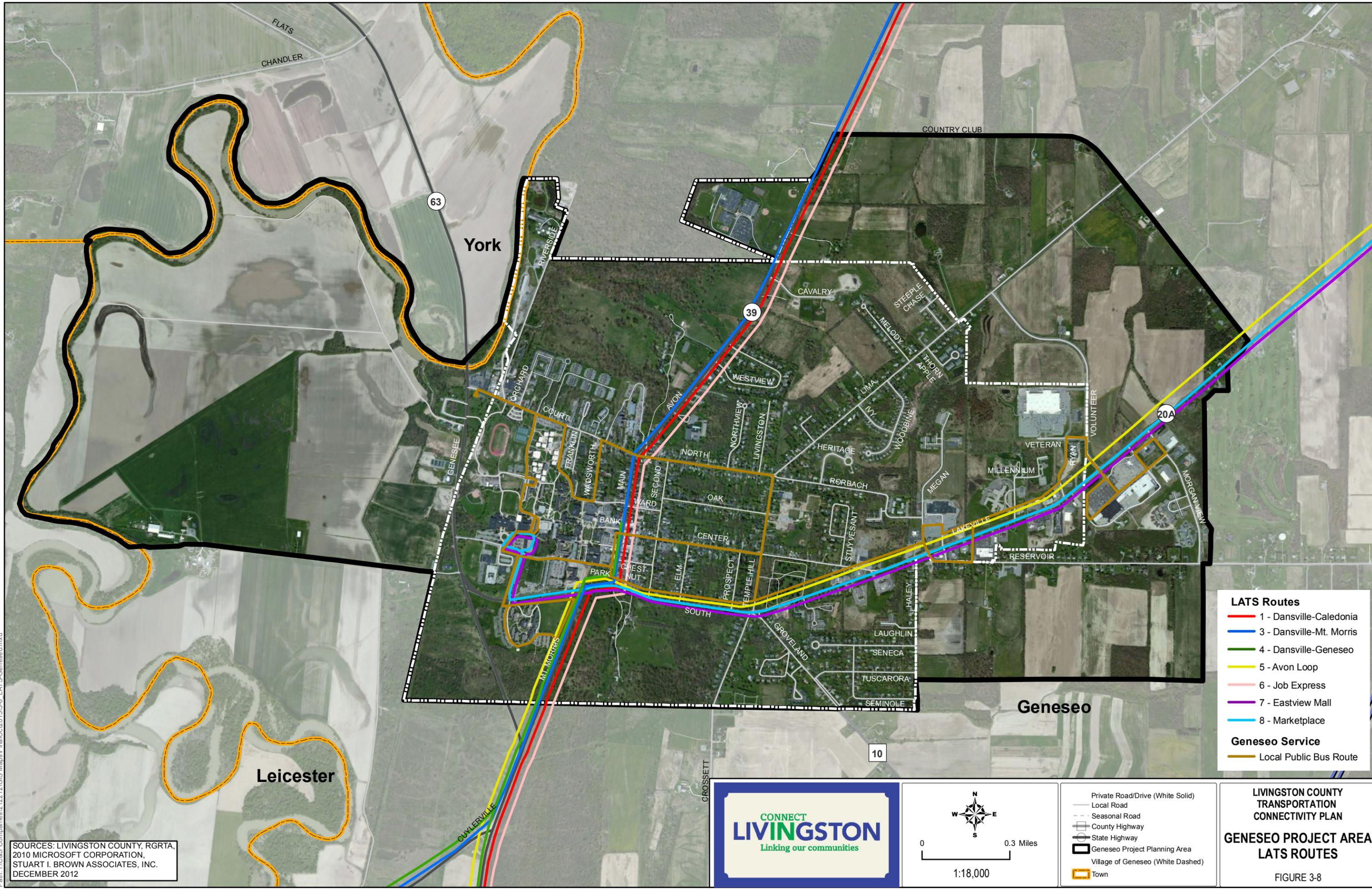
**LATS ROUTES**

FIGURE 3-7

Path: I:\C&S Companies\212212\GIS Maps\Final\Oct2013\3-7\_LATS.mxd

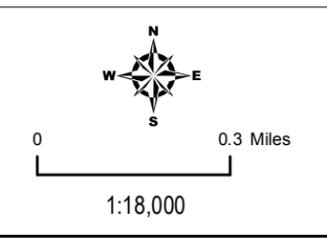
SOURCES: LIVINGSTON COUNTY,  
STUART I. BROWN ASSOCIATES, INC.  
JULY 2012





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

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



**LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN**

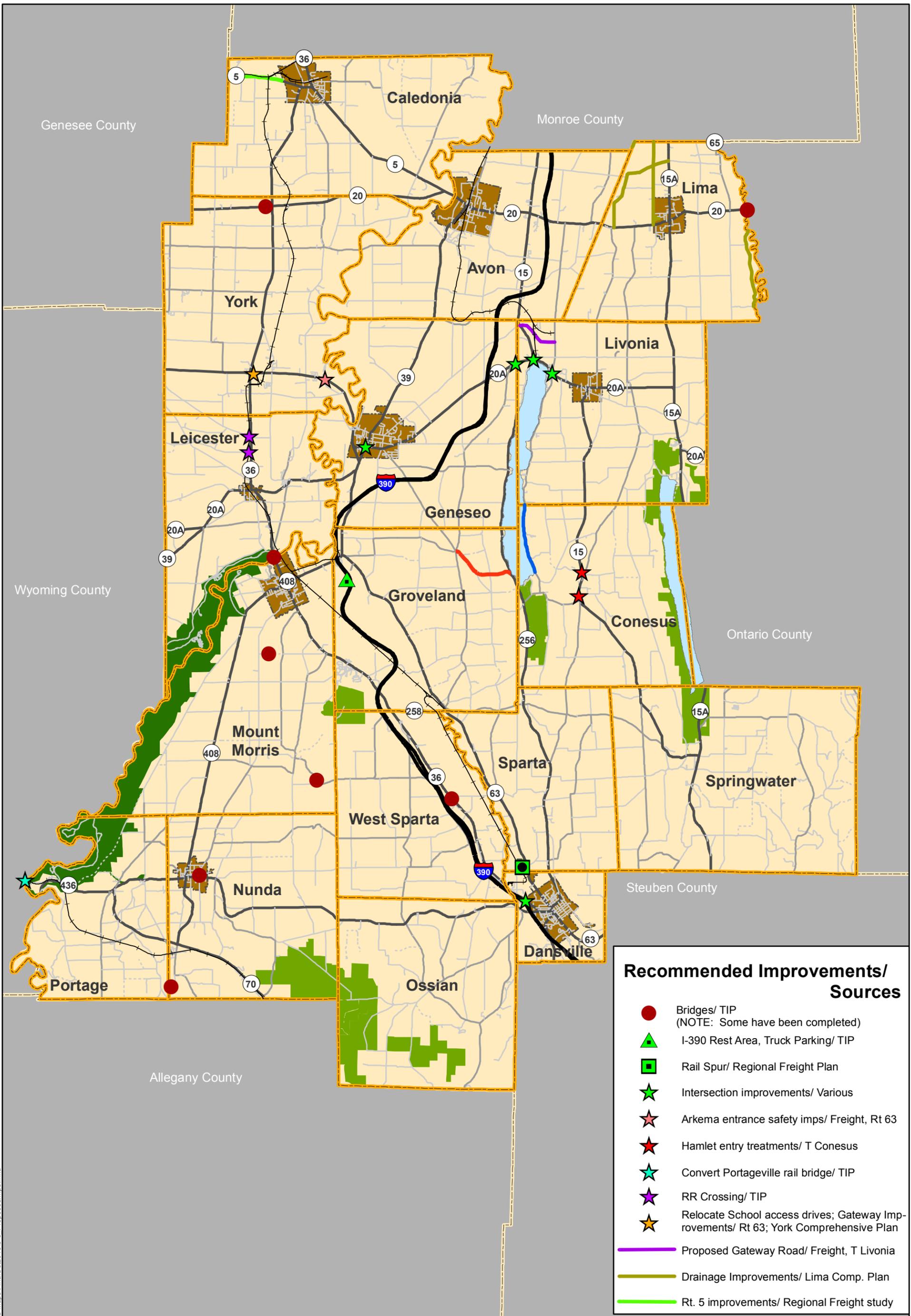
**GENESEO PROJECT AREA  
LATS ROUTES**

FIGURE 3-8

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

Path: L:\C&S Companies\212212\GIS Maps\Final\Oct2013\3-8\_LATS\_Geneseo.mxd

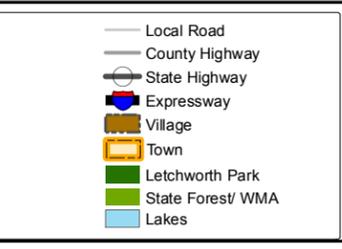
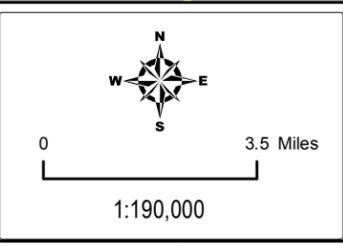




### Recommended Improvements/ Sources

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

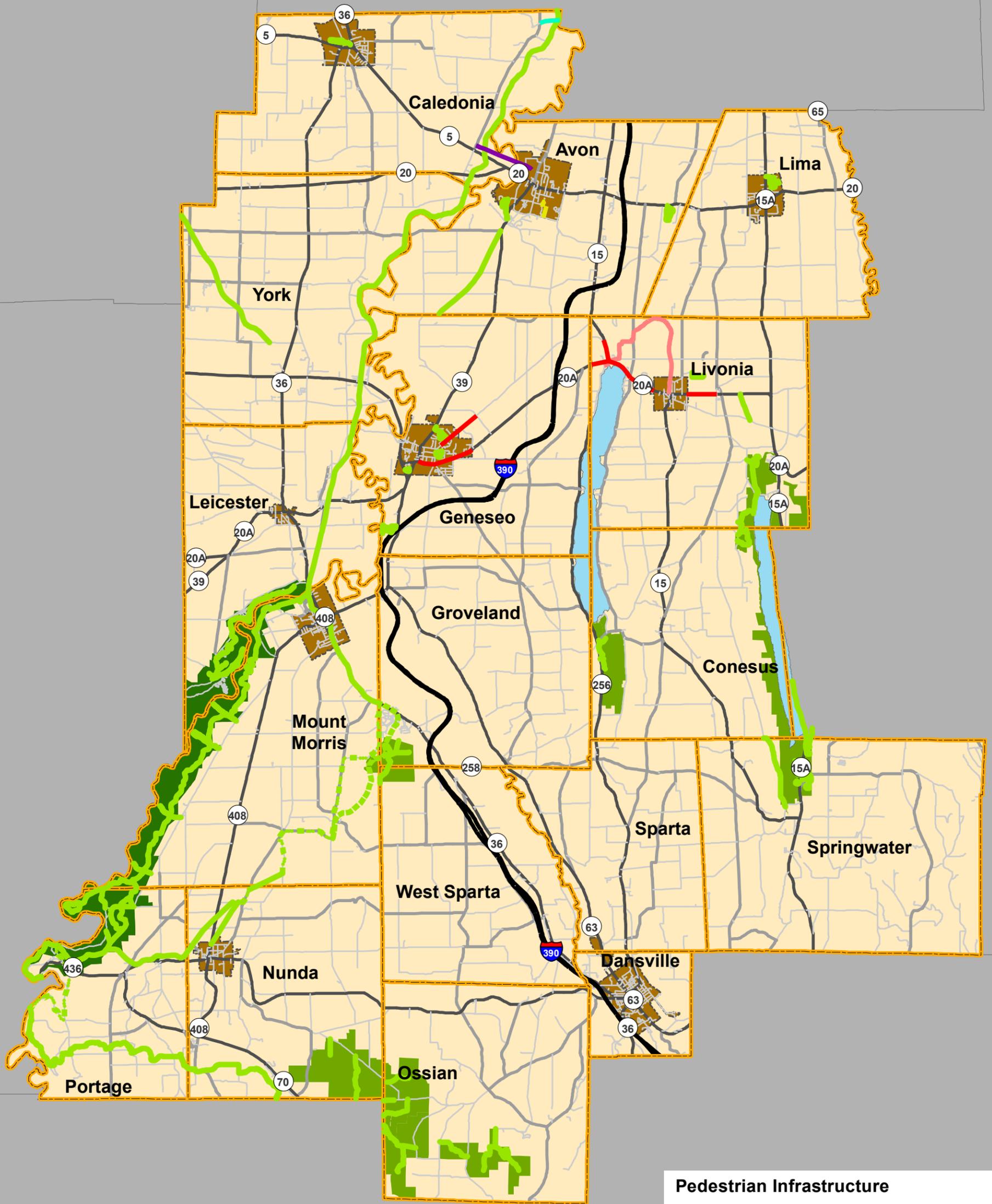
SOURCES: LIVINGSTON COUNTY, VARIOUS EXISTING PLANS AS NOTED IN TEXT  
STUART I. BROWN ASSOCIATES, INC.  
DECEMBER 2012



LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN  
**CAPITAL IMPROVEMENT  
RECOMMENDATIONS -  
EXISTING PLANS**  
FIGURE 3-9

Path: I:\C&S Companies\212212\GIS Maps\Final\Oct2013\3-9\_ProposedImps.mxd



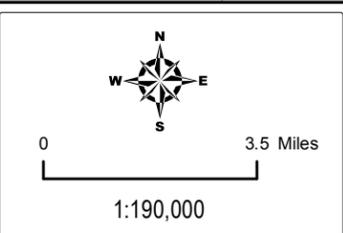


**Pedestrian Infrastructure**

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

**Proposed Sidewalk/Trail Extensions**

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



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

LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN

**PROPOSED PEDESTRIAN  
IMPROVEMENTS**

FIGURE 3-10

SOURCES: LIVINGSTON COUNTY,  
VARIOUS EXISTING PLANS AS NOTED IN TEXT  
OCTOBER 2013

Path: L:\C&S\_Companies\212212\GIS\_Maps\Final\Oct2013\3-10\_ProposedPedImps.mxd



# Improvements Identified in Existing Plans Geneseo Study Area

## Intersections\*

Recommended in Rt 39/ North St/ Court St study

\* Improve pedestrian crossings

Identified in Rt.20A Access Management Plan

● Intersection improvements and pedestrian crossings

## Pedestrian Facilities

Recommended in Rt 39/ North St/ Court St study

— Sidewalks and street trees

Recommended in Village of Geneseo Comprehensive Plan

— Improve pedestrian crossings; fill gaps in sidewalk network

Recommended by Geneseo Pedestrian Committee

— Trail Connecting Riverside Dr to Nations Rd

— Walking Trail along Jaycox Creek

— Cul de Sac Connections

## Roadways

Identified in Geneseo Gateway District Master Plan

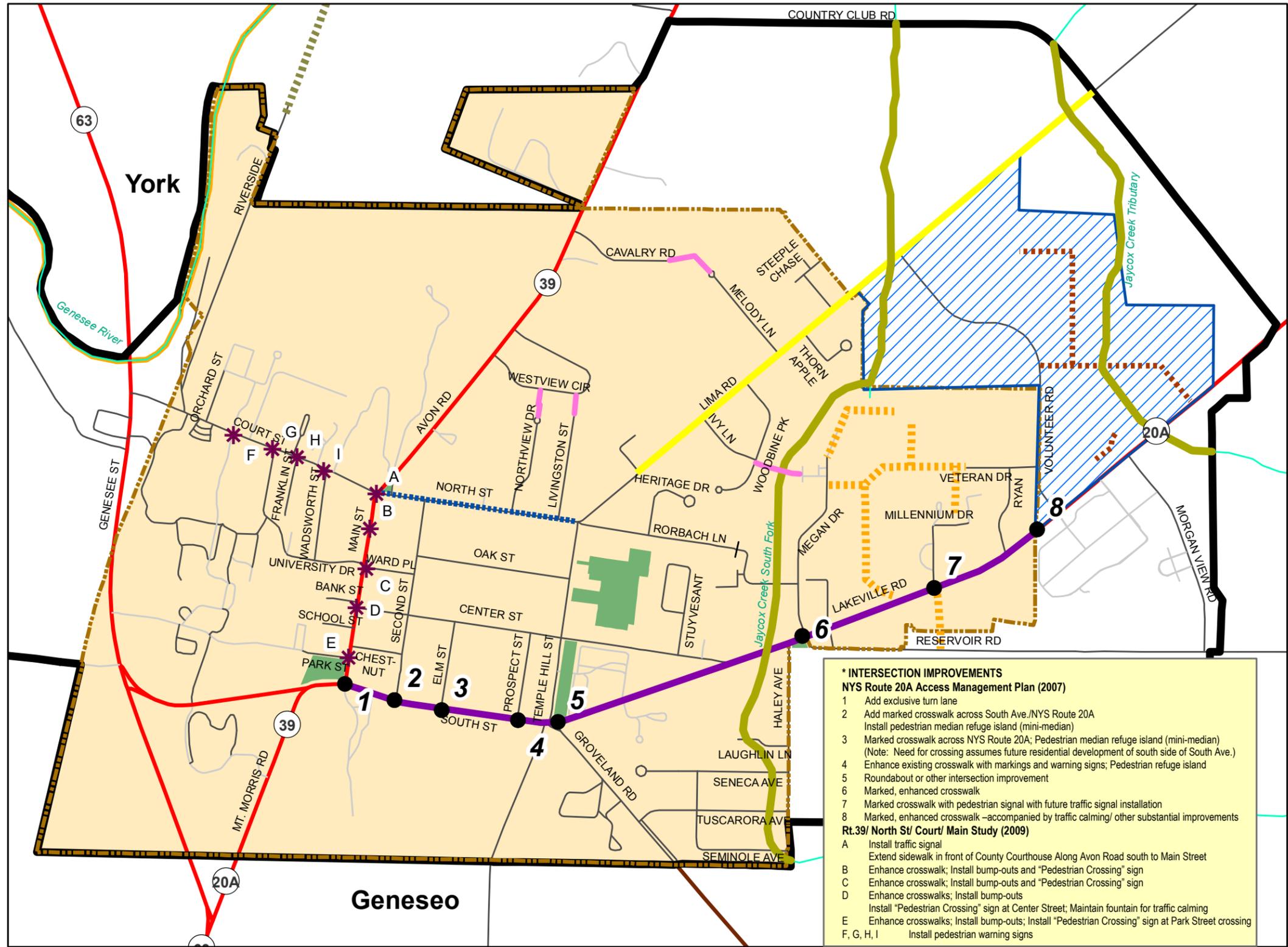
— Future Internal Roads

Identified in Rt.20A Access Management Plan

— Potential Future Roads

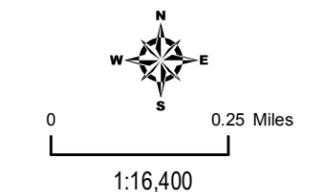
Recommended in Rt 39/ North St/ Court St study

— Road Reconstruction or Other Improvements



* INTERSECTION IMPROVEMENTS	
<b>NYS Route 20A Access Management Plan (2007)</b>	
1	Add exclusive turn lane
2	Add marked crosswalk across South Ave./NYS Route 20A Install pedestrian median refuge island (mini-median)
3	Marked crosswalk across NYS Route 20A; Pedestrian median refuge island (mini-median) (Note: Need for crossing assumes future residential development of south side of South Ave.)
4	Enhance existing crosswalk with markings and warning signs; Pedestrian refuge island
5	Roundabout or other intersection improvement
6	Marked, enhanced crosswalk
7	Marked crosswalk with pedestrian signal with future traffic signal installation
8	Marked, enhanced crosswalk –accompanied by traffic calming/ other substantial improvements
<b>Rt.39/ North St/ Court/ Main Study (2009)</b>	
A	Install traffic signal Extend sidewalk in front of County Courthouse Along Avon Road south to Main Street
B	Enhance crosswalk; Install bump-outs and "Pedestrian Crossing" sign
C	Enhance crosswalk; Install bump-outs and "Pedestrian Crossing" sign
D	Enhance crosswalks; Install bump-outs Install "Pedestrian Crossing" sign at Center Street; Maintain fountain for traffic calming
E	Enhance crosswalks; Install bump-outs; Install "Pedestrian Crossing" sign at Park Street crossing
F, G, H, I	Install pedestrian warning signs

Geneseo Gateway District



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

LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN

**IMPROVEMENTS IDENTIFIED  
IN EXISTING PLANS  
GENESEO STUDY AREA**

FIGURE 3-11

Path: I:\C&S Companies\212212\GIS Maps\3-11\_ExpPlanRecdImps-Geneseo.mxd

SOURCES: BASE MAP - LIVINGSTON COUNTY,  
VARIOUS EXISTING PLANS AS NOTED IN TEXT  
OCTOBER 2013



## 4. Needs Assessment

The needs assessment provides insight into the needs of the transportation system's users and where the current system is lacking. Besides the inventory information collected on all aspects of the transportation system and previous studies that documented needs and recommendations, the needs assessment is also informed through feedback from those that operate and use the different elements of the system every day.

The needs assessment begins with a closer look at the existing transit system, the overall mobility needs and potential demands of the County's population, and where the gaps in the transit services are. The needs of the other aspects of the transportation system have been obtained through previous studies and documents, stakeholder, an online public survey and a public informational meeting held in November 2012. The result is a comprehensive list of needs and gaps in the existing transportation system to consider as recommendations to improve the connectivity within the County for all users.

### 4.1 Transit Need and Demand Analysis

#### 4.1.1 Introduction

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

The RGRTA also offers a number of Regional Transit Service (RTS) routes. The northern Livingston County towns of Avon and Lima are served on weekdays by Route 91 with buses to Rochester in the morning and one bus to Avon in the evening.

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

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

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

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

### 4.1.2 Transit Need

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

#### 4.1.2.1 Population Segment Method

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

**Table 4-1: Persons with Transportation Needs**

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

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

These two population groups, persons below poverty and persons residing in households with zero vehicles, are the two most likely groups to need transit services because they are the most likely not to have access to a private automobile for trips. The total number

of persons in Livingston County which are likely to need transit access is 9,018 or roughly 14% of the County population.

#### 4.1.2.2 Mobility Gap Method

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

This method relies on information from the National Household Travel Survey. *TCRP Document 49* includes the mobility gap for each of the nine census regions. For the Middle Atlantic region, which includes Livingston County, New York, zero vehicle households made 3.1 trips per day and one vehicle households made 5.9 trips per day, leading to a mobility gap of 2.7 trips per day. In other words, having a car in the Middle Atlantic region allowed a household to make 2.7 more trips per day than households without cars.

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

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

#### 4.1.3 Transit Demand

Demand is distinguished from need by being based on the transportation services available in a defined geographic area, in this case Livingston County. For example, need looks at the population in groups that are often dependent on transit and the mobility gap for households without cars. In reality, many of these people and trips will use transit to satisfy their needs, but other methods may also be used by individuals depending on the specific structure of transportation services in their area and their individual needs. For example some trips may be made by walking or carpooling, some

trips may be delegated to friends or family, some trips may be combined with other trips (also known as trip chaining), and some trips may be simply foregone. Demand estimation seeks to determine the expected number of trips taken on transit within a geographic area.

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

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

#### 4.1.3.1 TCRP Document 49 Methods

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

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

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

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

This report focuses on non-program demand for LATS services in Livingston County because satisfying demand for program services are adequately met through existing

institutional arrangements. The methodology for estimating non-program passenger transportation demand is a function of the following:

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

The service area in this case is Livingston County. Transit trips are taken by individuals who are not part of any of the population segments analyzed in this method, but the model accounts for this. The estimation was made by analyzing 185 transit agencies and the three analyzed population segments were the most statistically meaningful variables. However, because transit trips were taken on the examined agencies by individuals not in the three population segments, the trip rates developed for these population segments are slightly higher than they would be otherwise. As a result, the non-program estimates include ‘general public’ demand. The mathematical equation used to estimate demand is shown in **Figure 4-1** on the following page:

**Figure 4-1: Methodology for Estimating Annual Non-Program Rural Transit Demand**

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

where:

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

**R<sub>e</sub>** = 1,200

**R<sub>m</sub>** = 1,200

**R<sub>p</sub>** = 1,200

**E** = number of persons age sixty or over.

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

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

**k<sub>e</sub>** = e<sup>6.38</sup>

**k<sub>m</sub>** = e<sup>6.41</sup>

**k<sub>p</sub>** = e<sup>6.63</sup>

**U<sub>e</sub>** = 0.000510 x  $\frac{\text{Annual Vehicle-Miles Available to Elderly Market}}{\text{Area of the County}}$

**U<sub>m</sub>** = 0.000400 x  $\frac{\text{Annual Vehicle-Miles Available to Mobility Limited Market}}{\text{Area of the County}}$

**U<sub>p</sub>** = 0.000490 x  $\frac{\text{Annual Vehicle-Miles Available to Low-Income Market}}{\text{Area of the County}}$

As stated above, the estimates were made at the block group level so that relative demand can be shown spatially within the County. The total demand for the entire County by each population segment is shown in **Table 4-2** below.

**Table 4-2: TCRP Estimated Demand for Transit Trips**

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

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

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

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

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

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

Regardless of the low demand estimations from these methods, the spatial characteristics of the Rural Transit Demand Estimation Model still hold some value. **Figure 4-2** shows the distribution of demand within Livingston County, by Census block group.

#### 4.1.3.2 Arkansas and Arizona Models

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

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

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

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

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

Finally, the Arkansas and Arizona demand estimation models were averaged together to produce one estimate of demand that incorporates both approaches. This was done because they are similar methods but based on slightly different research and slightly different study areas, so an estimate based on the average of the two methods will leverage both sets of research. The results for this model are shown in **Figure 4-3**. Using this method produced an estimate of 258,313 trips per year. Based on current ridership, LATS is meeting 95% of estimated demand. This high percentage of demand served is skewed by the inclusion of the Geneseo Shuttle ridership numbers as noted in Section 4.1.3.1. Students are often times not captured in census population data but their ridership numbers are included in riders served. If the estimated 115,000 Geneseo Shuttle riders are removed from this calculation, then LATS is meeting 55% of the estimated demand via this method.

#### 4.1.3.3 Greatest Transit Needs Index Model

The third method used to estimate demand in Livingston County is the Greatest Transit Need Index Model (GTN). This method is used to compare, contrast, and augment the transit demand estimated using the Rural Transit Demand Estimation Model above. This

method has been used in studies around the country including the NE Mississippi Coordinated Transit Service Study and the Johnston County Area Transit System 2011 Community Transportation Service Plan for Johnston County, NC. The method differs notably from the Rural Transit Demand Estimation Model by not estimating an actual expected number of trips, but rather producing a spatial estimation of the areas with the highest demand for transit. The GTN Model looks at the densities of the following groups:

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

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

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

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

### 4.1.4 Major Trip Generators

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

Large employers and agglomerations of employers provide good opportunities for transit service. This is partly because large concentrations of employees all going to one location provide the ideal density to support transit service, but also because work trips are easy to predict and plan for as they generally happen at regular hours every day. Trips like medical or social trips can be harder to account for in a transit system because they are not always regularly recurring nor do they have regularly recurring hours necessarily. **Table 4-3** shows the major employers in Livingston County as noted in Technical Memorandum #1. For the most part, they are located in Geneseo, Mount Morris, and Avon.

**Table 4-3: Major Employers**

<b>Employer</b>	<b>Location</b>	<b># Employees<sup>41</sup></b>
Livingston County	Geneseo, Mt. Morris	1,036
State University of New York at Geneseo	Geneseo	936
Groveland and Livingston Correctional Facilities	Mt. Morris	1038
Hilltop Industries/ Livingston-Wyoming ARC	Mt. Morris	534
American Rock Salt Company	Groveland	325
Nicholas Noyes Hospital	Dansville	357
Livingston Associates	Caledonia	355
Arkema	York	118
Grey Metal Products	Avon	180
Star Headlight & Lantern Company	Avon	210
Kraft Foods North America	Avon	400
NYS Department of Environmental Conservation	Avon	200
Wegmans	Geneseo	326 <sup>42</sup>
Walmart Stores	Geneseo	175

<sup>41</sup> SOURCE: Greater Rochester Enterprise; Livingston County Industrial Development Agency

<sup>42</sup> SOURCE: <http://thelcn.com/2013/09/30/chamber-wegmans-nears-40-years-in-geneseo/#sthash.yznptnQ5.dpbs>

Other important destinations are government health and human service centers, Noyes hospital, and commercial parcels. Noyes hospital is a 72-bed facility in Dansville. There are concentrations of government health and human services offices, particularly in Dansville, Geneseo, Nunda, Caledonia, and Livonia. There are concentrations of commercial properties in Geneseo, Dansville, and Nunda and along major highways. **Figure 4-5** shows how some major destinations and trip generators are distributed in Livingston County, along with the current LATS routes.

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

#### 4.1.5 Commuting Demand

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

One important finding from the LEHD data is that Livingston County has a significant amount of out-commuting (residents of Livingston County commuting to other counties for work). This is particularly noticeable with Monroe County, where Rochester is located. More Livingston County residents actually work in Monroe County than work in Livingston County. Erie County, where Buffalo is, also has a significant amount of commuting. **Table 4-4** on the following page shows where Livingston County residents work.

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

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

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

Out of county trips are often expensive for transit systems to serve because of the number of miles that must be driven and the amount of time that drivers must wait for riders to complete their needed trips out of county. Most systems, like LATS, serve out of county medical trips by providing services only on certain days and thereby grouping together several trips into one vehicle. Out of county work trips, particularly when going to a concentrated big city, can be served with express shuttle services, but this requires regional coordination. **Figure 4-6** shows the relative size of commuting patterns for Livingston County residents to other counties. **Figure 4-7** is a heat map, showing concentrations of employment for Livingston County residents. As can be seen, Rochester and Buffalo are major destinations outside of the county and Geneseo, Avon, and Dansville are major destinations within Livingston County for workers.

#### 4.1.6 On-Board Rider Transit Survey

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

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

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

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

#### **4.1.7 Needs Identified by Other Studies**

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

- Improving service for elder social trips
- Improving wait times and night and weekend service
- Increasing service span on weekdays to better accommodate work trips
- Coordination with other groups, like Catholic Charities
- Examining possibilities for improved out-of-county services

The 2001 Strategic Plan for Public Transportation in Livingston County is an older report, but identified marketing and publicity and linking LATS with other providers as ongoing needs. Many of this report's proposed initiatives have been adopted; these include: centralized transportation brokerage, a medical shuttle, and fixed-route services. The county transportation broker position, implemented following the 2001 Strategic Plan and documented as a successful position in the 2011 Human Services Plan, has recently been eliminated through attrition. There is a need to provide some form of transportation broker services.

The Sage Commission issued a 2020 Vision for Aging Services Report in 2011 which identifies a number of goals and strategies related to transportation. The report identifies the growth in the senior population as a major challenge that the Finger Lakes region will

face in coming years as the baby-boomers age. One element of this challenge is designing transportation services which can help older adults remain independent. The lack of affordable non-emergency transportation services was noted as a major barrier to seniors enjoying a high quality of life. This plan's recommendations for transportation include better regional coordination, better stop amenities and pedestrian access to transit, and the expansion of volunteer-based transportation programs and services.

## 4.2 Transit Gap Analysis

### 4.2.1 Introduction

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

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

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

### 4.2.2 Service Gaps

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

improvements, including frequency and span as two of the largest unmet needs for LATS.

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

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

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

Another connection to increase is to expand park-and-ride service to Rochester from the north end of the County. Currently, two buses in the morning leave Avon and go to Rochester, via Lima, with one return bus in the evening as noted in Section 4.1.1. Additionally, there is a reverse commute bus with service from Rochester to Avon in the morning and Avon to Rochester in the evening. As ridership allows, adding a second bus (with later evening hours, especially) will help accommodate more work schedules. Additionally, considering service south of Avon would improve weekday connections to Rochester. (There is, for example, an informal park and ride lot at the intersection of I-390 and US 20A.) Park-and-ride service is helpful as climbing gas costs make long-distance commuting an increasing burden, and as shown in the LEHD data, there are a lot of commuters from Livingston County to Rochester. One option would be to explore quicker express service. The current shuttle takes about twice as long as driving.

One consideration in the gap analysis is the type of trips which are best accommodated by LATS services. Currently, LATS, through its various services, does an excellent job of serving medical trips, which is good because these are critical trips. However, trip purposes that could be better served are work trips, especially those that are not on a

traditional schedule; shopping trips; and recreational trips. Social trips for the elderly were identified by the 2011 Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan Update as a trip type which is currently underserved. The fixed-route services often do not run throughout the day, and the Dial-A-Ride services do not always provide the full range of service area coverage that might be needed. Work trips would also be better served by longer service hours.

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

One population with potentially high need for transit, but difficult to gauge, is farm workers who work on the many farms in Livingston County. For these workers, vehicle access can be a particular challenge. While many live on the farm in which they work, LATS services can help provide access to critical services like medical care and shopping.

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

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

### **4.2.3 Access to Transit**

In addition to the actual transit service, it is important to ensure that residents are able to physically, and safely, access the transit routes and wait for the transit vehicles. The Sage Commission 2020 Vision for Aging Services Report recommends improvements around

transit stops that allow for walkability and provide pedestrian access around transit stops. In much of the county, sidewalks are missing and passengers wait in dirt or snow for the bus.

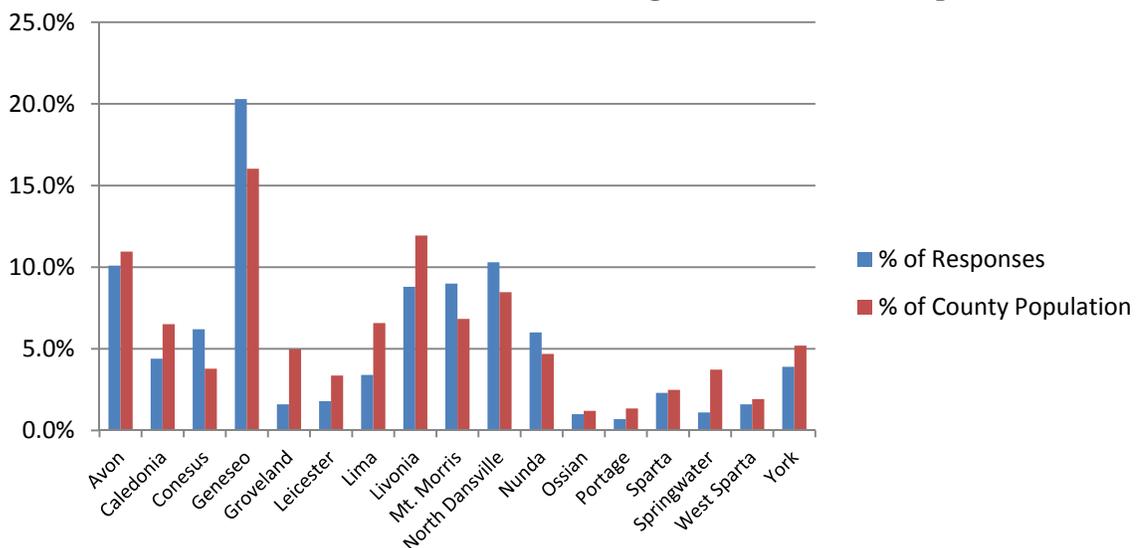
Stop amenities was one of the items from the rider survey which received the lowest marks. Increasing stop amenities was also one of the strategies identified by the 2011 Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan Update. Improved access to stops and stop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

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

### 4.3 Public Survey Results

As noted in **Section 2.5**, approximately 600 people responded to an online survey and each of the communities in the county was represented. While representation in the survey does not perfectly match the county’s population breakdown, the distribution of survey respondents generally followed the trend of population distribution as shown in **Figure 4-8**.

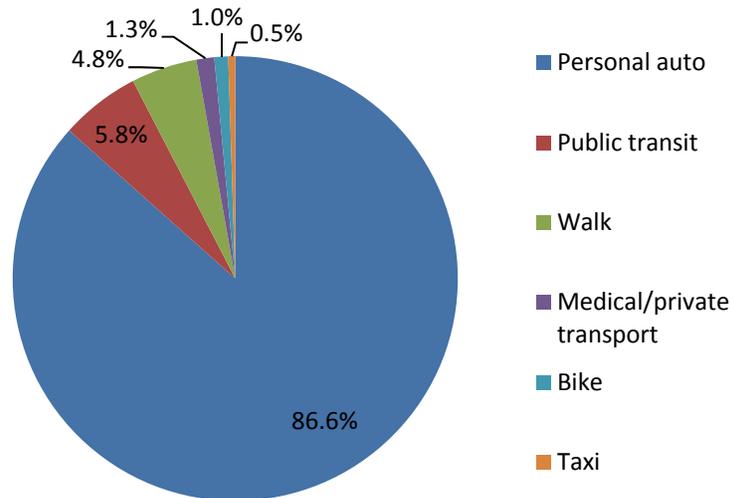
**Figure 4-8: Where Respondents Live**



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

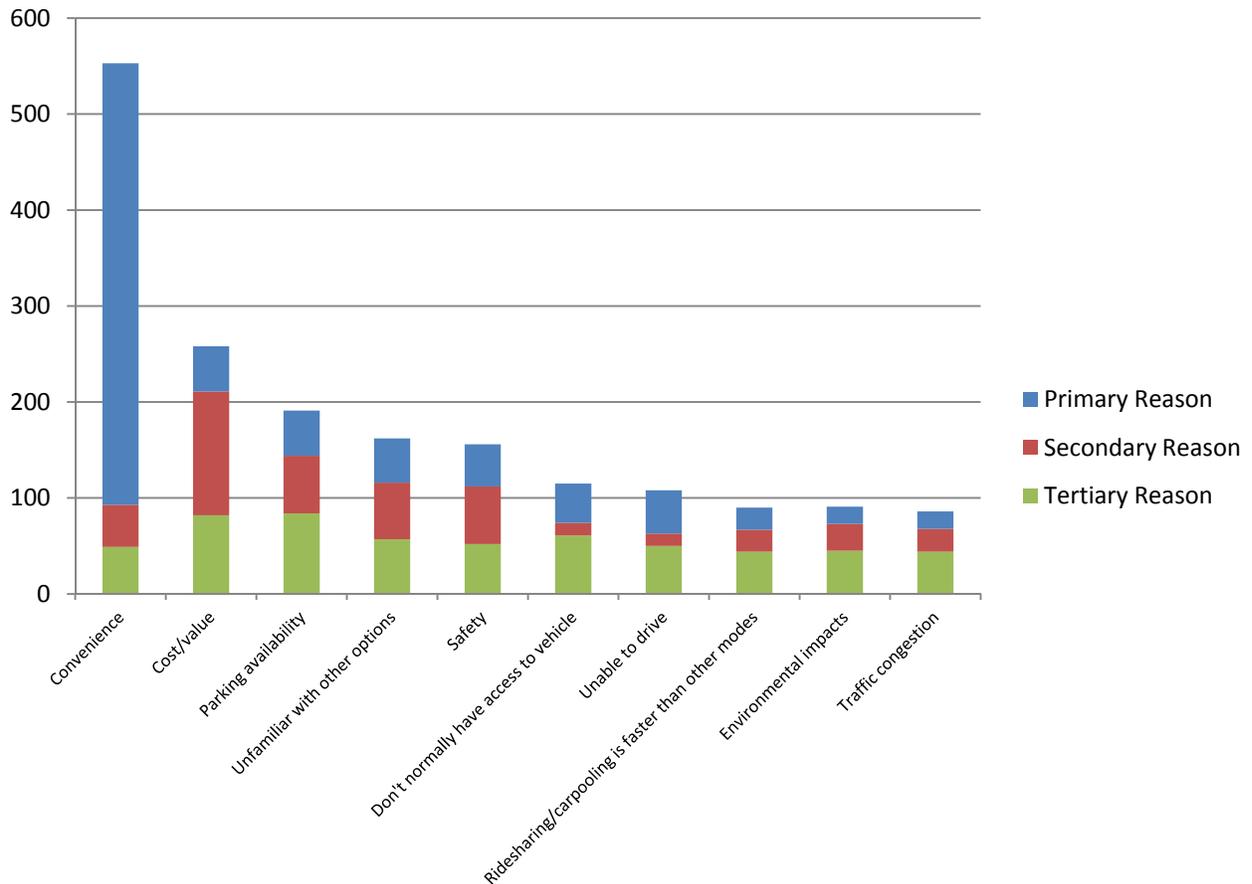
The vast majority (87%) of Livingston County residents travel using personal automobile, consistent with regional, state, and national trends (see **Figure 4-9**). The next most common modes are public transit and walking, accounting for 5.8% and 4.8% of respondents, respectively. Only 1% of respondents reported bicycling as their primary choice for transport.

**Figure 4-9: Mode Share**



When asked why respondents choose the mode they use, the overwhelming majority (76%) noted “convenience” as the most important reason as shown in **Figure 4-10**. “Cost/value” was the most common secondary reason given. It is notable that more than a quarter of respondents noted that they were unfamiliar with other options. This represents an opportunity to provide greater publicity and education for alternative modes of transportation. However, the fact that “traffic congestion” was the lowest scoring response can be an impediment to encouraging people to choose something other than personal automobiles for travel.

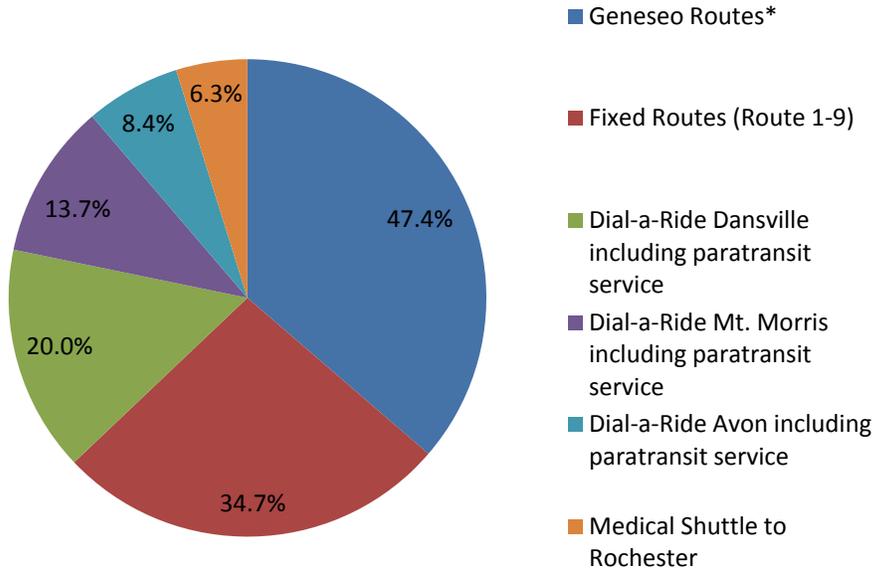
**Figure 4-10: Reasons for Mode Choice**



The questions regarding the use of LATS or other transportation services had very limited response rates. Only 95 respondents (15%) noted they used a service provided by LATS and only 87 people noted using a transportation service other than LATS. Of those that noted using LATS, 8% use it daily. Other responses, which totaled 17%, represent a population that uses LATS for something other than daily commuting.

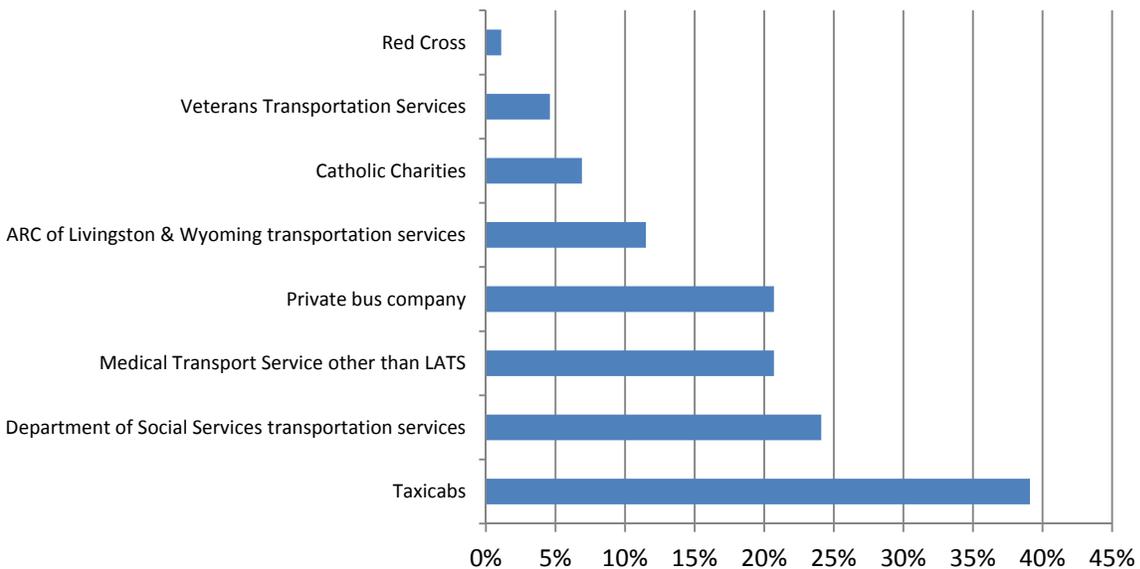
**Figure 4-11** shows which LATS services the 95 respondents used with the Geneseo routes accounting for almost half of the services used. For the 87 people that noted using other services, taxicabs was the number one answer with the DSS transportation services with the second highest response as shown in **Figure 4-12** on the following page.

**Figure 4-11: LATS Services Used**



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

**Figure 4-12: Other Services Used**

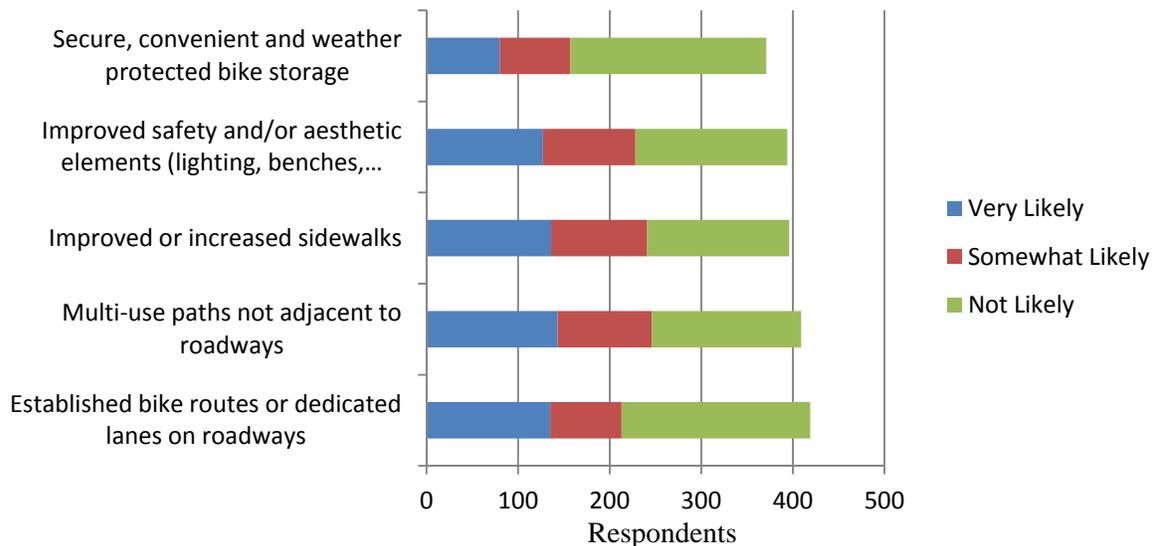


When asked what would encourage the use of LATS, the most significant item noted was the availability of information about services (routes and schedules). The desire for a stop closer to home ranked as the next most important issue. Other key influences noted

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

The respondents were then provided a number of pedestrian and bicycle infrastructure and accommodation and asked how likely they would consider walking or biking if they were made available. Approximately 30% said they would be very likely to consider walking/biking if any of the bottom four incentives in **Figure 4-13** were available. Improved bike storage scored the lowest in terms of encouraging new walkers/bikers. More than 50% of respondents indicated that they would be likely to walk/bike if multi-use path networks were expanded. Similarly, 46% felt that improved or increased sidewalks would encourage more active transportation. This represents an untapped potential that could be captured by an expanded network of non-automobile infrastructure.

**Figure 4-13: Incentives for Walking/Biking**

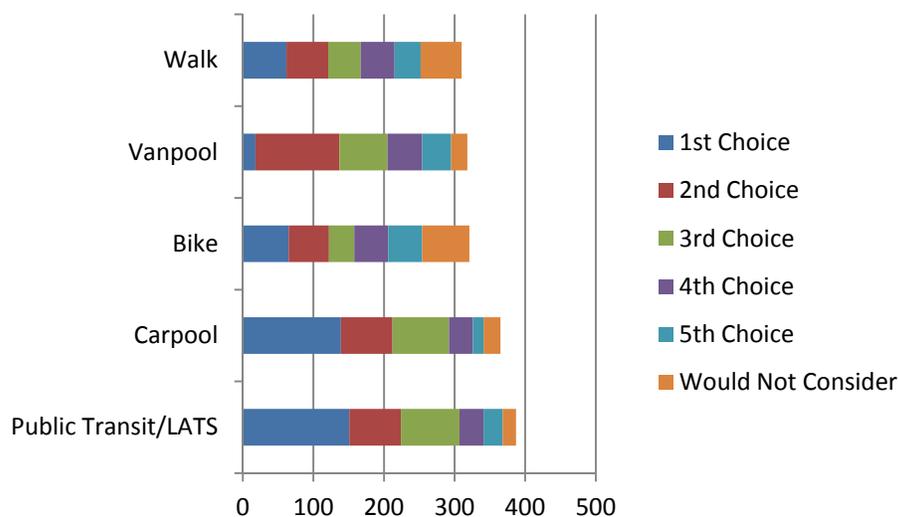


While non-automobile choices are unlikely for many residents, it is important to understand the alternative modes of transportation that represent the greatest opportunity in the community. According to how these modes were ranked as shown in **Figure 4-14**, LATS would be the first choice of one third of respondents, followed closely by carpooling at 29%. Vanpooling appears to be the least popular option, capturing only 4% of first choice votes and having the second lowest overall ranking.

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

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

**Figure 4-14: Options Considered Other Than Driving Alone**



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

### Personal Automobiles

#### Infrastructure

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

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

#### Services & Programs

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

#### Other

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

### **Public Transit**

#### Infrastructure

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

#### Services & Programs

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

## **Pedestrian/Bicycle**

### Infrastructure

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

### Services & Programs

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

### Other

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

## **Overall Perceptions**

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

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

## 4.4 Summary of Needs from Existing Studies

**Section 3.2** summarized the key recommendations from the numerous existing studies and plans that have been reviewed. This section summarizes the needs that were identified which led to the recommendations made or inferred from the recommendations themselves. The needs are organized by type of need – capital improvement/infrastructure, services and programs, and policy and planning. The tables are further broken down by mode of transportation with specific projects or locations identified, where applicable. **Appendix H** includes a more detailed list of the needs separated by mode and then by document.

### 4.4.1 Infrastructure Needs

**Table 4-5: Infrastructure Needs from Existing Studies**

Infrastructure			
Mode	Need	Document(s)	Location (county-wide or specific)
Multi-Modal	Improve trailhead parking & amenities	GTC TIP: 2011-2014, GTC Regional Trails (2002/2004)	County-wide
	<i>Along Genesee Valley Greenway</i>	<i>GTC TIP: 2011-2014</i>	<i>County-wide</i>
Multi-Modal	Roads & bridges need to accommodate pedestrians/bicyclists as well as vehicles	GTC Regional Trails (2002/2004)	County-wide
Multi-Modal	Insufficient rail access points (bulk & intermodal rail transfer facilities)	GTC Regional Freight/Goods Movement Plan	County-wide
Public Transit	Need bus shelters and other amenities at bus stops	GFL Public Transit-Human Services Plan (2011)	County-wide
	<i>Need bus shelter on the north side of Center St near Main St</i>	<i>RT 39/North St/Court St Corridor (2009)</i>	<i>Village of Geneseo - north side of Center St near Main St</i>
Auto/Truck/ Ped/Bike	Need wayfinding signage for visitors	GTC LRTP 2035, GFLRPC Regional Tourism Sign Study (2001), GTC Regional Trails (2002/2004)	County-wide
	<i>Additional information needed to characterize origins/destinations along Court St</i>	<i>RT 39/North St/Court St Corridor (2009)</i>	<i>Village of Geneseo</i>
Auto/Truck	Need to address bridge weight & clearance issues to remove trucks from local roads	GTC Regional Freight/Goods Movement Plan	County-wide
Auto/Truck	Need to provide better security at truck rest stops or locate them in more populated areas to discourage criminal activity	GTC Regional Freight/Goods Movement Plan	County-wide

**Table 4-5 cont.: Infrastructure Needs from Existing Studies**

<b>Mode</b>	<b>Need</b>	<b>Document(s)</b>	<b>Location (county-wide or specific)</b>
Auto/Truck	Need to address safety concerns at certain locations due to truck traffic - slow moving vehicles (school buses/agricultural equip), speeds, community/environmental impacts	RT 63 Corridor Study (2003-2007)	County-wide
	<i>Consider impacts on the York school near RT 36</i>	<i>RT 63 Corridor Study (2003-2007), York Comp Plan (2006)</i>	York
	<i>Alignment of RT 20A/RT 63 intersection</i>	<i>RT 63 Corridor Study (2003-2007)</i>	Geneseo
	<i>RT 36</i>	<i>RT 63 Corridor Study (2003-2007)</i>	County-wide
	<i>Chandler Rd</i>	<i>RT 63 Corridor Study (2003-2007)</i>	York
	<i>RT 5 in Batavia</i>	<i>RT 63 Corridor Study (2003-2007)</i>	Batavia
	<i>RT 20A overlap in Geneseo</i>	<i>RT 63 Corridor Study (2003-2007)</i>	Geneseo
Auto/Truck	Need to improve congestion in some areas	Numerous studies/plans	County-wide
	<i>Village of Avon due to limited roadway access options</i>	<i>Village of Avon Comp Plan (2010)</i>	<i>Village of Avon</i>
	<i>Along RT 20A in Geneseo</i>	<i>Town of Geneseo Outside Village (2008)</i>	Geneseo
	<i>Within Village of Geneseo</i>	<i>Village of Geneseo Comp Plan</i>	<i>Village of Geneseo</i>
Auto/Truck	Road improvements needed to support agriculture industry	Groveland Farmland Protection	Groveland/County-wide
Auto/Truck	Need for safety improvements	Numerous studies/plans	County-wide
	<i>Along RT 20A in the hamlet of Lakeville</i>	<i>Town &amp; Village of Livonia Comp Plan (2004)</i>	<i>Livonia</i>
	<i>RT 63 &amp; Chandler Rd</i>	<i>York Comp Plan (2006)</i>	York
	<i>Fowlerville Rd</i>	<i>York Comp Plan (2006)</i>	York
Auto/Truck	Need for an access road to serve Gateway Park development	Town & Village of Livonia Comp Plan (2004)	Livonia
Truck/Rail	Need to improve capacity and safety at at-grade crossings on rail lines	GTC Regional Freight/Goods Movement Plan	County-wide
Truck/Rail	Need to mitigate noise & emissions impacts from freight movement	GTC Regional Freight/Goods Movement Plan	County-wide
Rail/Truck	Provide advanced clearance signage for the rail bridge underpass on RT 63 in Greigsville	York Comp Plan (2006)	York

**Table 4-5 cont.: Infrastructure Needs from Existing Studies**

<b>Mode</b>	<b>Need</b>	<b>Document(s)</b>	<b>Location (county-wide or specific)</b>
Ped/Bike	Improve ped/bike safety	Numerous studies/plans	County-wide
	<i>Inadequate &amp; unsafe pedestrian crossings along Route 20A due to sight distance &amp; traffic volumes - especially at Commercial St</i>	<i>Town/Village of Livonia Comp Plan (2004)</i>	<i>Livonia</i>
	<i>RT 63 near York school</i>	<i>RT 63 Corridor Study (2007)</i>	<i>York</i>
	<i>RT 63 at Greigsville &amp; Piffard (the Greenway)</i>	<i>York Comp Plan (2006)</i>	<i>York</i>
	<i>RT 39/North St/Court St corridor</i>	<i>RT 39/North St/Court St Corridor (2009)</i>	<i>Village of Geneseo</i>
	<i>RT 20A corridor</i>	<i>NYS RT 20A Access Management Plan (2007), Livonia Comp Plan (2004)</i>	<i>Geneseo, Livonia</i>
	<i>Concern about ped/bike safety</i>	<i>Town of Conesus Trans &amp; Safety Management (2004), Town of Conesus Comp Plan (2005)</i>	<i>Conesus</i>
	<i>Concern about ped/bike safety</i>	<i>Village of Dansville/Town of N Dansville Comp Plan</i>	<i>Dansville/N Dansville</i>
	<i>Concern about ped/bike safety</i>	<i>Town of Geneseo Outside Village (2008)</i>	<i>Geneseo</i>
	<i>Concern about ped/bike safety</i>	<i>Town &amp; Village of Lima Comp Plan (2008)</i>	<i>Lima</i>
Ped/Bike	Increase ped/bike infrastructure & improve connections between facilities	Numerous studies/plans	County-wide
	<i>Need sidewalks along Lima &amp; Avon Rds</i>	<i>RT 39/North St/Court St Corridor (2009)</i>	<i>Village of Geneseo</i>
	<i>Need bicycle infrastructure to encourage bicycling</i>	<i>NYS RT 20A Access Management Plan (2007)</i>	<i>Geneseo</i>
	<i>Close gaps in sidewalk &amp; trail network in hamlet of Conesus &amp; East Lake Rd</i>	<i>Town of Conesus Trans &amp; Safety Management (2004), Town of Conesus Comp Plan (2005)</i>	<i>Conesus</i>
	<i>Close gaps in sidewalk network in Avon</i>	<i>Village of Avon Comp Plan (2010)</i>	<i>Avon</i>
	<i>Improve the conditions of and increase ped/bike infrastructure</i>	<i>Village of Dansville/Town of N Dansville Comp Plan</i>	<i>Dansville/N Dansville</i>
	<i>Close gaps in sidewalk network in Town of Geneseo</i>	<i>Town of Geneseo Outside Village (2008)</i>	<i>Geneseo</i>
	<i>Close gaps in sidewalk network in Village of Lima</i>	<i>Town &amp; Village of Lima Comp Plan (2008)</i>	<i>Village of Lima</i>
	<i>Close gaps in sidewalk network in hamlet of Hemlock &amp; between Lakeville &amp; Livonia Center</i>	<i>Livonia Comp Plan (2004)</i>	<i>Livonia</i>

**Table 4-5 cont.: Infrastructure Needs from Existing Studies**

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



## 4.4.2 Services and Program Needs

**Table 4-6: Services and Program Needs from Existing Studies**

<b>Services &amp; Programs</b>			
<b>Mode</b>	<b>Need</b>	<b>Document(s)</b>	<b>Location (county-wide or specific)</b>
Public Transit	Need efficiency & communications improvements for LATS	GTC TIP (2011-2014)	County-wide
Public Transit	Provide support for family & informal caregivers that provide transportation services	2020 Vision for Aging Services - SAGE (2011)	County-wide
Public Transit	Need affordable non-emergency transportation services for seniors	2020 Vision for Aging Services - SAGE (2011)	County-wide
Public Transit	Market & promote information regarding existing transportation services	GFL Public Transit-Human Services Plan (2011), Village of Avon Comp Plan (2010)	County-wide
Public Transit	Need to provide more efficient cross county or regional (Buffalo, Syracuse, Rochester) transport	GFL Public Transit-Human Services Plan (2011)	County-wide
	<i>Express route to Rochester from Avon</i>	<i>Village of Avon Comp Plan (2010)</i>	<i>Avon</i>
Public Transit	Need to accommodate non-typical commuter times (early and late shifts) and medical appointments	GFL Public Transit-Human Services Plan (2011)	County-wide
Public Transit	Need to continue and improve coordination across agencies and the region	GFL Public Transit-Human Services Plan (2011)	County-wide
Public Transit	Catholic Charities needs more staff to help coordinate drivers	GFL Public Transit-Human Services Plan (2011)	County-wide
Auto/Truck/ Ped/Bike	Need to promote livable communities and complete streets initiatives	2020 Vision for Aging Services - SAGE (2011)	County-wide
Auto/Truck	Need to enforce speed limits	RT 39/North St/Court St Corridor (2009), Town of Conesus Trans & Safety Management (2004)	Village of Geneseo, Town of Conesus
	<i>Lima Rd</i>	<i>RT 39/North St/Court St Corridor (2009)</i>	<i>Village of Geneseo</i>
	<i>Within hamlet of Conesus and along Holmes Hill, Clark, Turkey Hill &amp; Stagecoach Rds</i>	<i>Town of Conesus Trans &amp; Safety Management (2004)</i>	<i>Town of Conesus</i>
Truck/Rail	Need to increase awareness of importance of freight transportation	GTC Regional Freight/Goods Movement Plan	County-wide

### 4.4.3 Policy and Planning Needs

**Table 4-7: Policy and Planning Needs from Existing Studies**

<b>Policy &amp; Planning</b>			
<b>Mode</b>	<b>Need</b>	<b>Document(s)</b>	<b>Location (county-wide or specific)</b>
All	Zoning & development regulations need to address parking, access management & pedestrian accommodations	RT 39/North St/Court St Corridor (2009)	Village of Geneseo
All	Need funding options for transportation services & infrastructure	Numerous studies/plans	County-wide
Ped/Bike	Need coordination among trail owners and managers to support maintenance, promotion & fundraising efforts	GTC Regional Trails (2002/2004)	County-wide

## 4.5 Summary of Needs

As a result of analyses, stakeholder interviews, public outreach, and research into existing document and studies, a comprehensive list of needs and gaps in the existing transportation system has been compiled. General needs have been summarized by mode of transportation then by infrastructure, service and program, or policy and planning need that informed the development of goals and strategies to create a more sustainable transportation system. The later section notes the specific needs in the Geneseo Pilot Plan study area.

### 4.5.1 Summary of General Needs by Mode

#### General

- Accommodate following users :
  - Employees – all shift times
  - Seniors – Medicaid/non-Medicaid eligible needs, aging-in-place impacts
  - Disabled/Special needs – Medicaid/non-Medicaid eligible needs
  - Veterans
  - Younger generation (affected by school budget cuts)
  - Farm workers
  - Amish
  - English as a Second Language (ESL) populations
- Provide access to the following:
  - Workplaces
  - Medical appointments
  - Recreational/social/special events
  - Commercial establishments/areas

- Food sources
- Congregate sites (Dansville, Mt. Morris, Avon)
- Educational institutions (schools, colleges) including Genesee Community College satellites (Lima/Dansville/Warsaw/Batavia)
- Accommodate all modes– auto, bicycle/pedestrian, transit, rail, air, horse/buggy, equestrian
- Provide more multi-modal connections between historic properties, recreational trails/facilities, institutions, residential communities and commercial districts
- Potential for recreational trails to support tourism/economic development
- Consider needs of youth outside of school – transportation to after-school and weekend activities; access to parks and recreational activities; access to volunteering activities/opportunities; walkable communities
- Funding will continue to be an issue and will have direct/indirect impacts to services
  - Research and utilize grant funding
  - Consider costs of not maintaining infrastructure – costs for vehicle service/replacement, increased travel time/delays, etc
  - Consider impacts to services
- Transportation system should promote downtown revitalization

#### Services and Programs

- Develop educate programs for drivers, pedestrian and bicyclists regarding road safety and laws/regulations including distracted driving

#### Policy and Planning

- Use land use/zoning regulations to minimize sprawl and encourage development in villages
- Use policies to minimize visual pollution associated with too many signs

#### **Auto/Truck**

##### Infrastructure

- Provide warning and regulatory signs to make users aware of increased trucks, Amish buggies and farm equipment and the need to share the road with alternative modes of transportation Improve safety at intersections and rail crossings through signage and lighting
- Design infrastructure to serve the needs of older drivers (larger street signs, design for longer reaction times, etc)

##### Services & Programs

- Improve maintenance programs to address poor drainage, snow removal, pavement condition (pot holes), guide railing, visibility of pavement markings, and removal of vegetation that obstructs driver’s view
- Increase parking enforcement in business districts and in rural shoulders
- Increase speed and weight restriction enforcement – especially in more rural areas

- Develop and implement special event and emergency traffic management plans: air show, graduations, etc
- Develop and implement maintenance and protection of traffic plans for construction activity in rural areas with specific accommodation for emergency vehicles

## **RGRTA/LATS**

### Infrastructure

- Provide bus stop amenities : signage, shelters, benches, security cameras and lighting
- Improve access to bus stops and consideration of special needs – sidewalks, crosswalks, and maintenance
- Provide vehicles that look less institutional and are easier to board (high first step)
- Provide seat belts, security cameras and hand sanitizers on buses

### Services & Programs

- Provide higher frequency and longer service hours on LATS fixed route service, starting with priority corridor of Dansville–Mt. Morris–Geneseo–Avon.
- Provide improved connectivity between LATS fixed routes – consider having Geneseo serve as a transfer location for all routes (add a Geneseo stop on the Dansville-Perry Route and provide service to Geneseo from Nunda)
- Enhance Dial-a-ride service to provide connections/transfers between routes and expand service hours to cover mid-day hours
- Provide improved inter-county service including additional service and/or express route for RTS Route 91 serving Avon/Lima and consideration of a Monroe County express route from a park-n-ride location near I-390/Route 20A
- Need for public transportation services for to tourist destinations, farmer’s markets, grocery stores, services, etc for all users: seniors, visitors, residents, etc.
- Enhance LATS service materials and promotion of LATS services

### **Other Service Providers**

- Expand service hours to accommodate off-hour/non-traditional work shifts
- Address financial barriers for non-Medicaid customers is prohibitive
- Provide transportation to special event (weddings/parties/etc)

### **Pedestrian/Bicycle**

#### Infrastructure

- Provide infrastructure at destinations/commercial establishments, including bicycle parking that is secure and weather protected and charging stations for motorized wheelchairs/scooters
- Design infrastructure to comply with ADA, provide adequate warning signs at high volume pedestrian crossings, and incorporate pedestrian level lighting where appropriate

- Provide additional auto and bicycle parking to improve access to trails
  - Generally along Greenway, but parking & amenities in Mt Morris especially
- Provide physical connections and/or way-finding between existing trail systems, including:
  - Greenway: Nunda/Hinsdale/York/Mt Morris (prison)/Lehigh Valley/Geneseo/Caledonia
  - Little Italy Trail: Groveland Secondary to Greenway
  - Between York and Geneseo/Leicester
  - Between Avon and Geneseo to connect GVC trail
  - Close gaps in trail network in Conesus, on E Lake Road, and around Conesus Lake
  - Those previously recommended in studies/plans as shown in **Figure 3-10**

#### Services & Programs

- Develop and implement policies and/or programs for consistent maintenance of bicycle and pedestrian infrastructure

#### Rail/Air/Water

- Provide access improvements to Dansville Industrial Park (rail spur, RT 36 & Maple St intersection improvements, remove truck prohibition, install wayfinding signage)
- Repair/restore the Portage Bridge to reduce weight and speed restrictions
- Increase/improve river/boating access including parking along Conesus Lake, Genesee River, Hemlock Lake, and Canaseraga Creek and develop maps indicating access points
- Continue to maintain Dansville Airport and consider the need to provide for potential use of air transport for life threatening or unique/special needs cases

### 4.5.2 Summary of Needs for Geneseo Pilot Plan

Throughout the process, specific needs by location were gathered for the County’s municipalities. The capital improvement/infrastructure, service and program, and policy and planning needs noted for the Geneseo Pilot Plan study area are noted below. The specific needs for other municipalities are documented in **Appendix B**.

#### Infrastructure

- Install more signed/marked crosswalks – potential for actuated signals/lights
  - Wegmans access on RT 20A
  - New senior development off Volunteer Road
  - Enhance crosswalks along Main St
- Riverside boat launch needs improvement
- Concern regarding traffic associated with potential new stadium for SUNY Geneseo near RT 63/Mary Jemison Dr (trucks/special events)

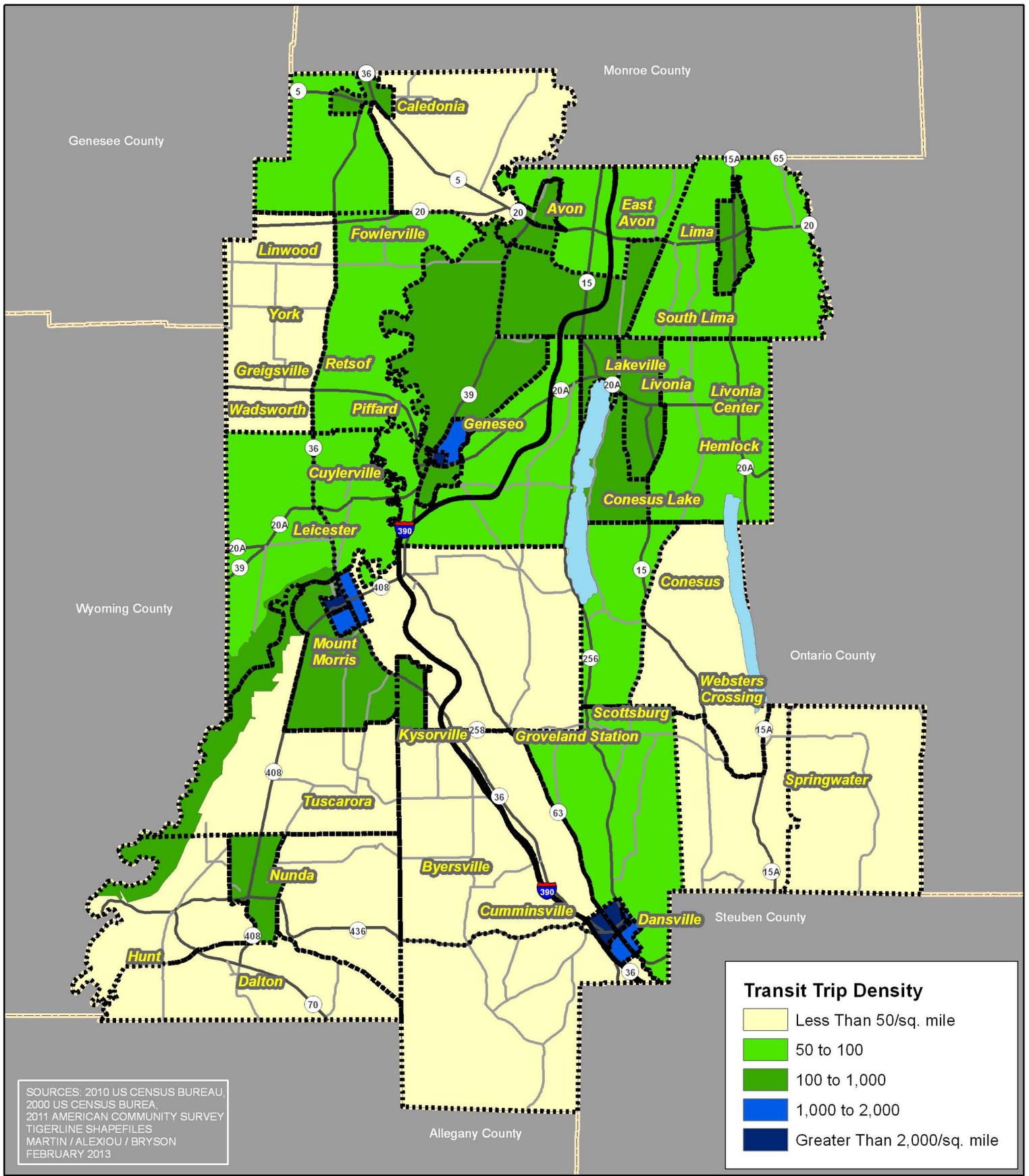
- Reduce congestion/need a center left turn lane along RT 20A , Main St, RT 39/North St/Court St corridor
- Need reduced speed limit posted on Megan Rd
- Install bicycle infrastructure to encourage bicycling
- Close gaps in sidewalk network outside of the village
- Improve wayfinding signage, including origins/destinations, for vehicles/pedestrians/bicycles
- Specific pedestrian/bicycle concerns:
  - Crosswalk on RT 20A: Prospect and Temple Hill St–poor visibility
  - Crosswalk on RT 20A at Volunteer Rd
  - Need sidewalks along Lima Rd, RT 39, Avon Rd, Country Club Rd, and Volunteer Rd
  - Demand for off-road trail from Fox Run to RT 20A
  - Sidewalks on north side of RT 20A but destinations on south side
  - NYSDOT increased speed limit to 35 MPH on RT 20A
  - Visibility on Main St near the bear statue
  - River is a barrier to connection to the Greenway
  - Need access to Conesus Lake and its parks
  - Establish pedestrian connection between Megan Dr & Walmart
  - Provide bike racks at Livingston County Offices on Millennium Dr
- Safety concern locations:
  - North St/Court St/Main St intersection
  - RT 20A/Crossett Rd/Groveland Rd/Temple Hill intersection
  - Lima Rd - sharp curves/residential concentrations, passing on double solid yellow, equestrian traffic
  - RT 20A and Center St – consider signal/roundabout
  - RT 20A and Crossett Rd – consider roundabout
  - RT 20A and Millennium Dr. – consider signal
  - North St/Lima Rd/Highland Rd/Rorbach Ln
  - RT 63 & RT 20A
  - RT 63 & Jones Bridge Rd
- Construct a bus shelter on the north side of Center St near Main St

#### Services and Programs

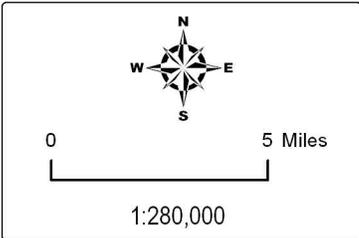
- Address access management – update/progress draft report – especially along RT 20A
- Enforce speed limits – especially on Lima Rd & RT 20A
- Transit needs:
  - Continue service from Geneseo to Nunda
  - Provide service between Geneseo to Groveland, Lakeville, Avon

#### Policy and Planning

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

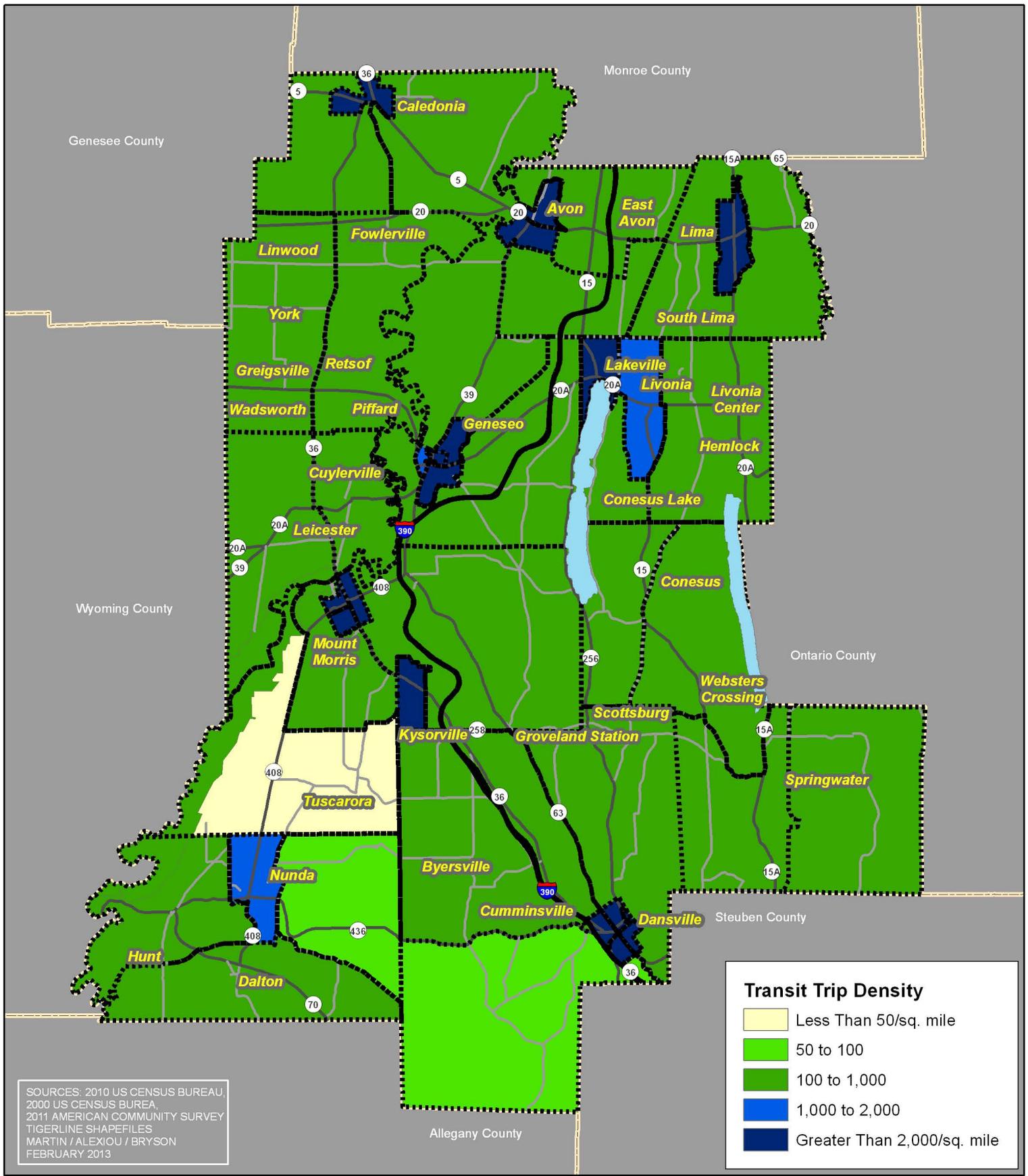


SOURCES: 2010 US CENSUS BUREAU,  
2000 US CENSUS BUREAU,  
2011 AMERICAN COMMUNITY SURVEY  
TIGERLINE SHAPEFILES  
MARTIN / ALEXIOU / BRYSON  
FEBRUARY 2013

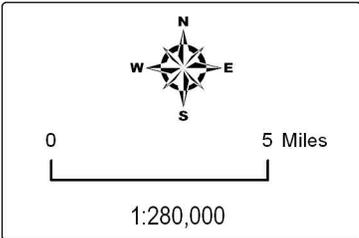
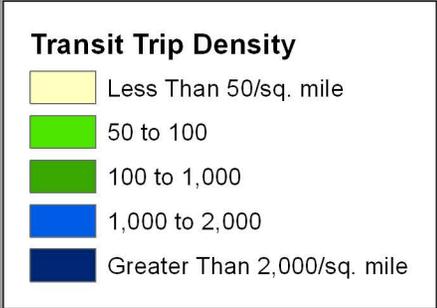


LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN  
**Estimated Annual Transit  
Trip Density TCRP Model**  
FIGURE 4-2



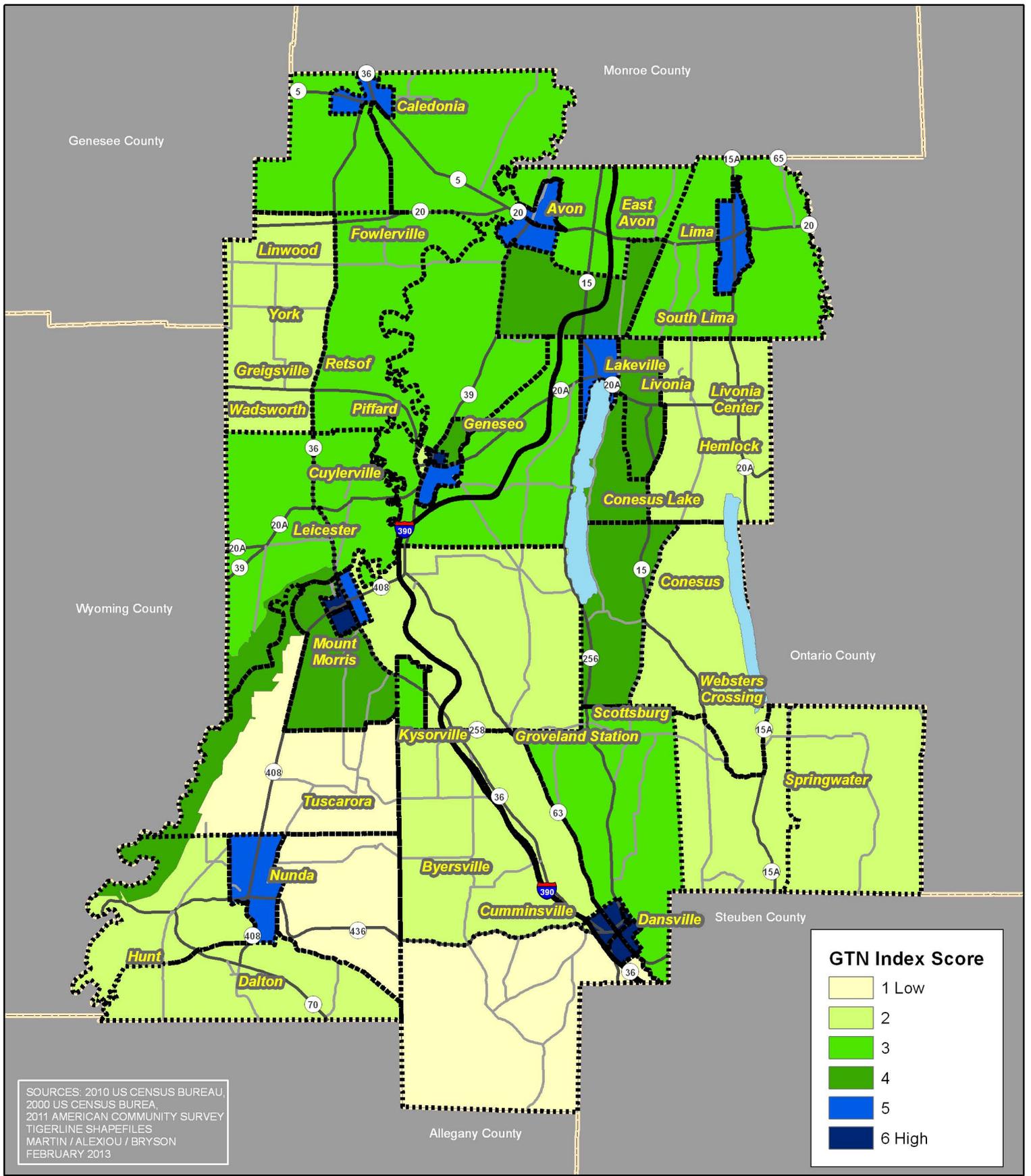


SOURCES: 2010 US CENSUS BUREAU,  
 2000 US CENSUS BUREAU,  
 2011 AMERICAN COMMUNITY SURVEY  
 TIGERLINE SHAPEFILES  
 MARTIN / ALEXIOU / BRYSON  
 FEBRUARY 2013

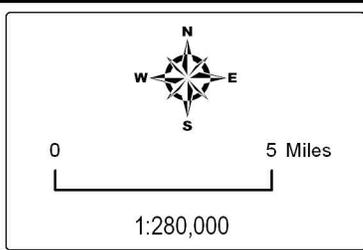


LIVINGSTON COUNTY  
 TRANSPORTATION  
 CONNECTIVITY PLAN  
**Estimated Annual Transit  
 Trip Density AK/AZ Models**  
 FIGURE 4-3



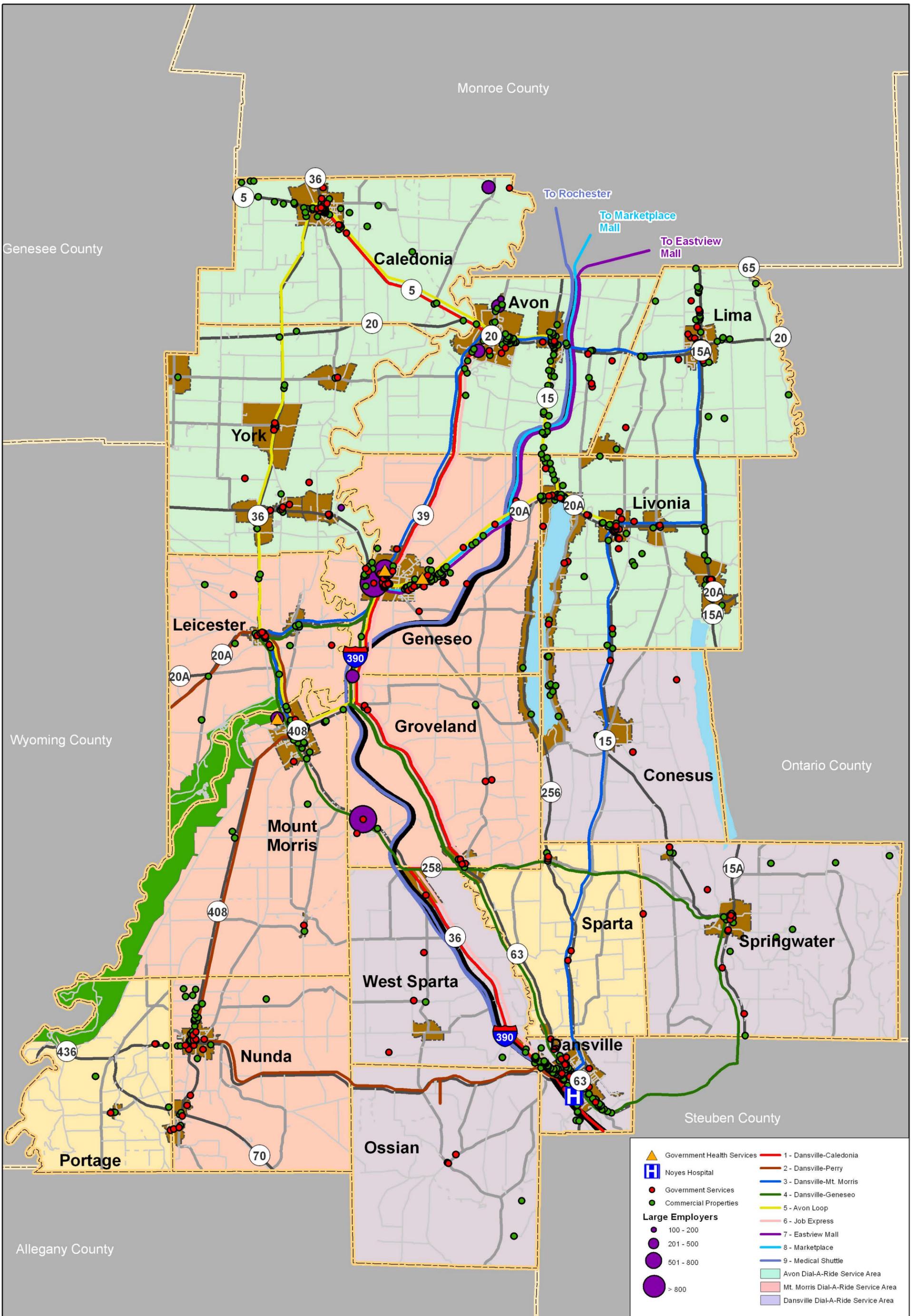


SOURCES: 2010 US CENSUS BUREAU,  
2000 US CENSUS BUREAU,  
2011 AMERICAN COMMUNITY SURVEY  
TIGERLINE SHAPEFILES  
MARTIN / ALEXIOU / BRYSON  
FEBRUARY 2013

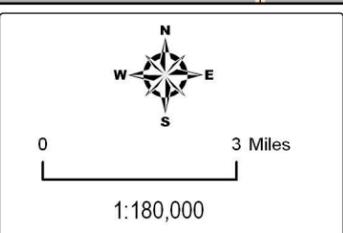


LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN  
**Greatest Transit Needs  
Index Score**  
FIGURE 4-4





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



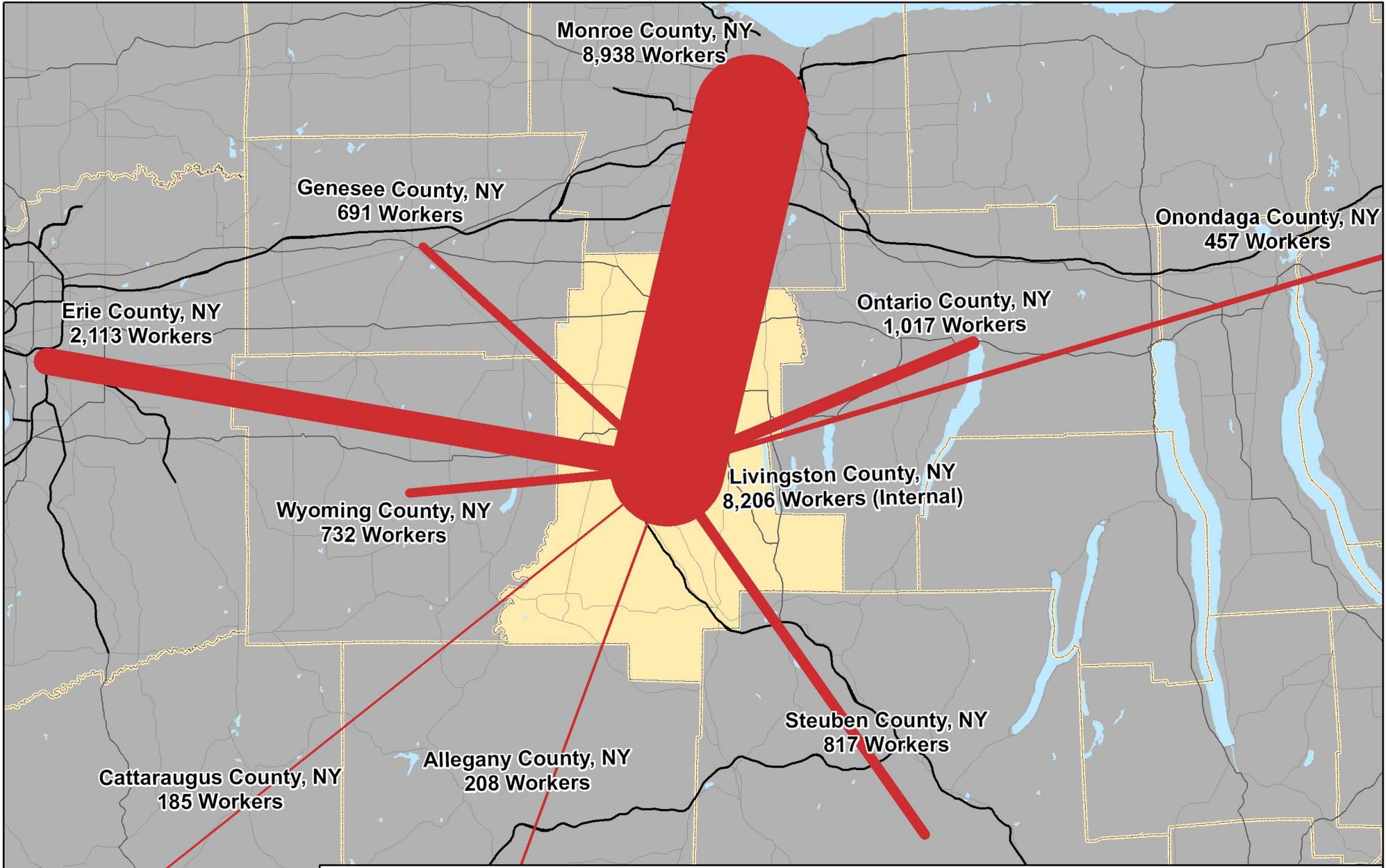
- Local Road
- Seasonal Road
- County Highway
- State Highway
- Expressway
- Village
- Town
- Letchworth State Park
- Lakes

**LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN**

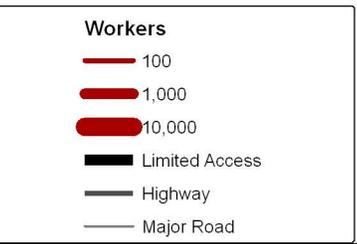
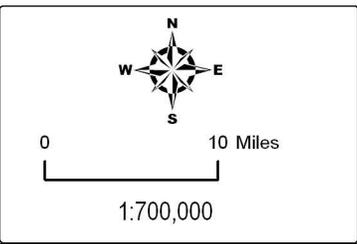
**Major Trip Generators**

FIGURE 4-5





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

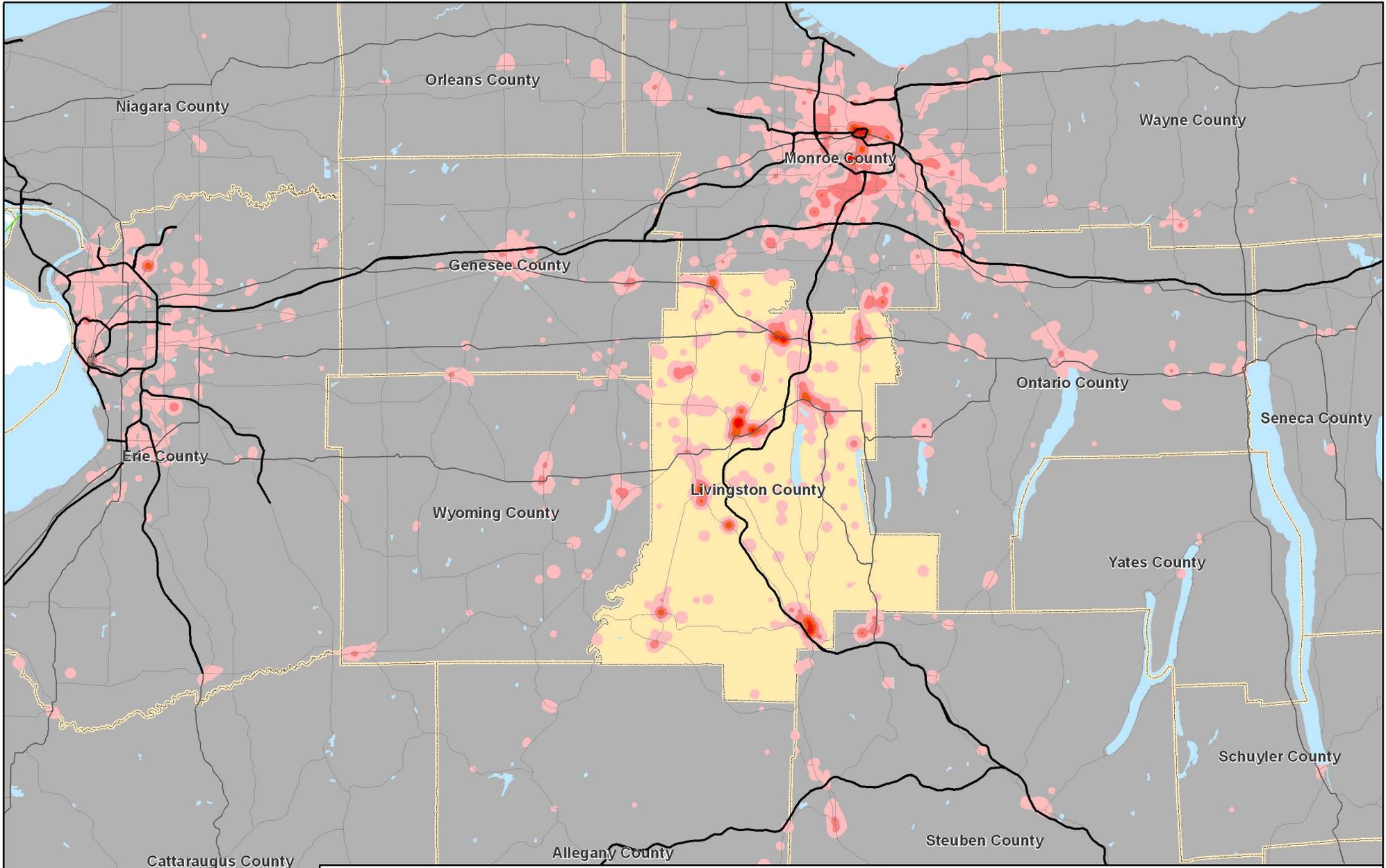


LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN

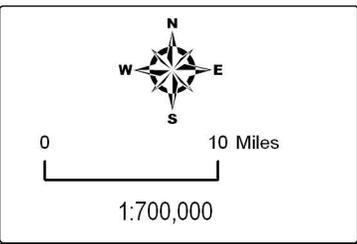
**Commuting Locations for  
Livingston County Residents**

FIGURE 4-6





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



LIVINGSTON COUNTY  
 TRANSPORTATION  
 CONNECTIVITY PLAN

**Job Density for Livingston  
 County Residents**

FIGURE 4-7



## 5. Action Plan

As noted in **Section 1.1**, the vision for what Livingston County’s transportation system would do is *foster partnerships and connections for the purpose of supporting and promoting a vital and sustainable Livingston County for existing and future residents and visitors alike.*” After gathering existing conditions and needs information and keeping the above-mentioned vision in mind, the following goals were developed to help achieve the vision:

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

Strategies were then developed to provide a guideline or action plan of implementation moving forward. These strategies provide the County and its municipalities a clear path for achieving the vision of a sustainable transportation system. The strategies fall into three different categories: capital improvement projects, policy and planning considerations, or service and program considerations. Capital improvement projects would include various infrastructure installations, rehabilitation or reconstruction projects, and maintaining existing infrastructure. Policy and planning strategies would include conducting feasibility studies, updating comprehensive plans and zoning policies, inventorying and prioritizing projects, and researching potential funding opportunities. Transit service/system improvements, developing marketing or educational programs, and establishing shared service agreements would fall under the category of service and program strategies.

Since the strategies range from those that are easy to implement to those that might be more challenging or costly to implement, evaluation criteria were developed to help highlight the differences between them, as well as the challenges and benefits of implementing each. These same evaluation criteria could be used as specific projects are developed by the different municipalities to ensure each project is serving the County’s vision and prioritize projects based on their benefits (see **Section 7** for the Geneseo Pilot Plan). The following criteria were used to evaluate the strategies for the county-wide action plan:

- Users served: commuters, residents, visitors, low-income, seniors, youth, special needs/other
- Modes served: auto/truck, pedestrian, bicyclist, transit, rail, air, water
- Safety: Emphasizes importance of improving safety for all users and all modes

- Cost of implementation: Considers order of magnitude and life cycle costs, potential to leverage other resources, consideration of immediacy of benefit
- Timeframe/each of implementation: Considers timeframe, availability of technology, support/partners for implementation
- Connectivity within & outside Livingston County: Considers the improvement or establishment of a new connection(s) between destinations within/outside the County
- Consistency with planning efforts: Considers if the strategy/project has been identified/ documented in other studies or previous planning efforts
- Environmental, Historical, & Cultural Impacts: Considers sustainability practices or potential for them, preserving & promoting historic/cultural characteristics, direct impacts to environment, etc.
- Business, Industrial, & Economic Development Impacts: Considers tourism, job retention, creation, and expansion, impacts to operations, new business development, etc.
- Quality of Life/Public Health Impacts: Considers the improvement of the quality of life and encouragement of active transportation to improve public health

The following sections provide an overview of each goal along with strategies to help achieve them. For each strategy discussed, timeframe and cost information is noted as well as a potential lead agency, stakeholders, and funding sources. More detail on the evaluation criteria and a matrix showing the evaluation of each strategy is provided in **Appendix I**.

## 5.1 Goal #1

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

### 5.1.1 Goal #1 Overview, Challenges, and Opportunities

Livingston County is a predominantly rural county dotted with small villages and hamlets. It is typically in the village setting that the highest levels of bicycle and pedestrian activity can be found. When active transportation is prevalent, it can be an indication of a healthy community. Whether it be for commuting, recreation, or everyday errands, walking and biking has significant benefits for physical health. Residents that feel that walking and biking are safe and attractive options are more likely to frequent small-scale, local businesses in village centers. In addition, communities that are designed at a pedestrian scale encourage a slower, more human pace and chance interactions among neighbors. Lastly, reducing automobile usage has direct positive impacts on air quality, energy consumption, and other environmental concerns.

Within population centers such as Geneseo, Dansville, or Avon, most streets have sidewalks. As well, other than the state highways that traverse these villages, most streets have relatively low traffic volumes and ample space to accommodate on-road

bicyclists. However, there remain numerous improvements that could enhance the bicycle/pedestrian experience. Despite the walkable nature of villages, the county remains heavily reliant on automobile transport and thus conflicts exist between these modes of transportation. In particular, as villages continue to see suburban-style, auto-oriented developments occur along the edges of town, greater care should be taken to promote a multi-modal approach to design.

Outside of the villages there are opportunities to develop more long distance accommodations for active transportation, such as multi-use trails, bike routes, or simply improving roadway shoulders. These facilities connect communities and key destinations while promoting healthy living and a greater appreciation for the natural surroundings.

Pedestrian and bicycle facilities tend to be relatively inexpensive compared to roadway infrastructure investments. However, the funding sources for these projects are limited and have been shrinking in recent years. Communities need to be proactive in pursuing various funding sources; partnering with neighboring towns, villages, or the county can improve chances for securing funds.

In addition, many residents often have a difficult time envisioning the benefits of active transportation facilities prior to them being built. For example, multi-use trail proposals can be met by opposition due to fear of crime, safety, or property value impacts. However, numerous studies have demonstrated the economic, social and environmental benefits of multi-use trail development. The County can partner with towns and villages to educate residents and address their concerns about bicycle/pedestrian facilities.

Lastly, another challenge to encouraging alternative transportation modes is overcoming our culture's general reluctance to change personal habits or sacrifice convenience. But given destabilizing fuel prices, changing demographics and household compositions, and the emerging shift from privacy-driven to community-driven lifestyles, Livingston County is poised to encourage greater levels of active transportation.

### 5.1.2 Goal #1 Strategies

- 1.a *Implement standard roadway cross sections that include pedestrian/bicycle infrastructure* – Local municipalities will benefit from consistent guidance from the County on appropriate roadway cross section templates. This guidance would illustrate how an appropriate number of vehicle lanes can be complemented by bicycle accommodations (i.e. bike lanes, sharrows, improved shoulders, signage), sidewalks, and or trails. This multi-modal, or “complete streets” approach will promote safety and active transportation while expanding options for the community. These modifications could be made as roadways are reconstructed or piecemeal as sidewalks are added or through road diets with pavement striping changes. As a starting point, the County could use the typical sections shown in **Figure 5-1** as templates. Depending on the setting, these templates can be modified to accommodate Amish buggies, farm equipment, or any other type of mode as

needed, preserving multi-modal accommodations whenever possible. Additional templates or standards could be developed for various settings such as village central business districts, village residential streets, village edge commercial districts, rural arterials, and rural local roads. The County should use this tool on county roads and be a proactive partner with this tool on non-county roads.

- Timeframe: On-going
- Cost: Improvements will fall in the mid- to high-level magnitude of costs with immediate benefit – planning level estimates for the typical sections shown: Urban section: \$450 per linear foot; Suburban section: \$370 per linear foot; Rural section: \$275 per linear foot (some exclusions apply)
- Lead Agency: County Highway and Planning (promoting/implementing the templates); NYSDOT and other agencies with jurisdiction (applying the templates)
- Funding Sources: local budgets, MAP-21 TAP

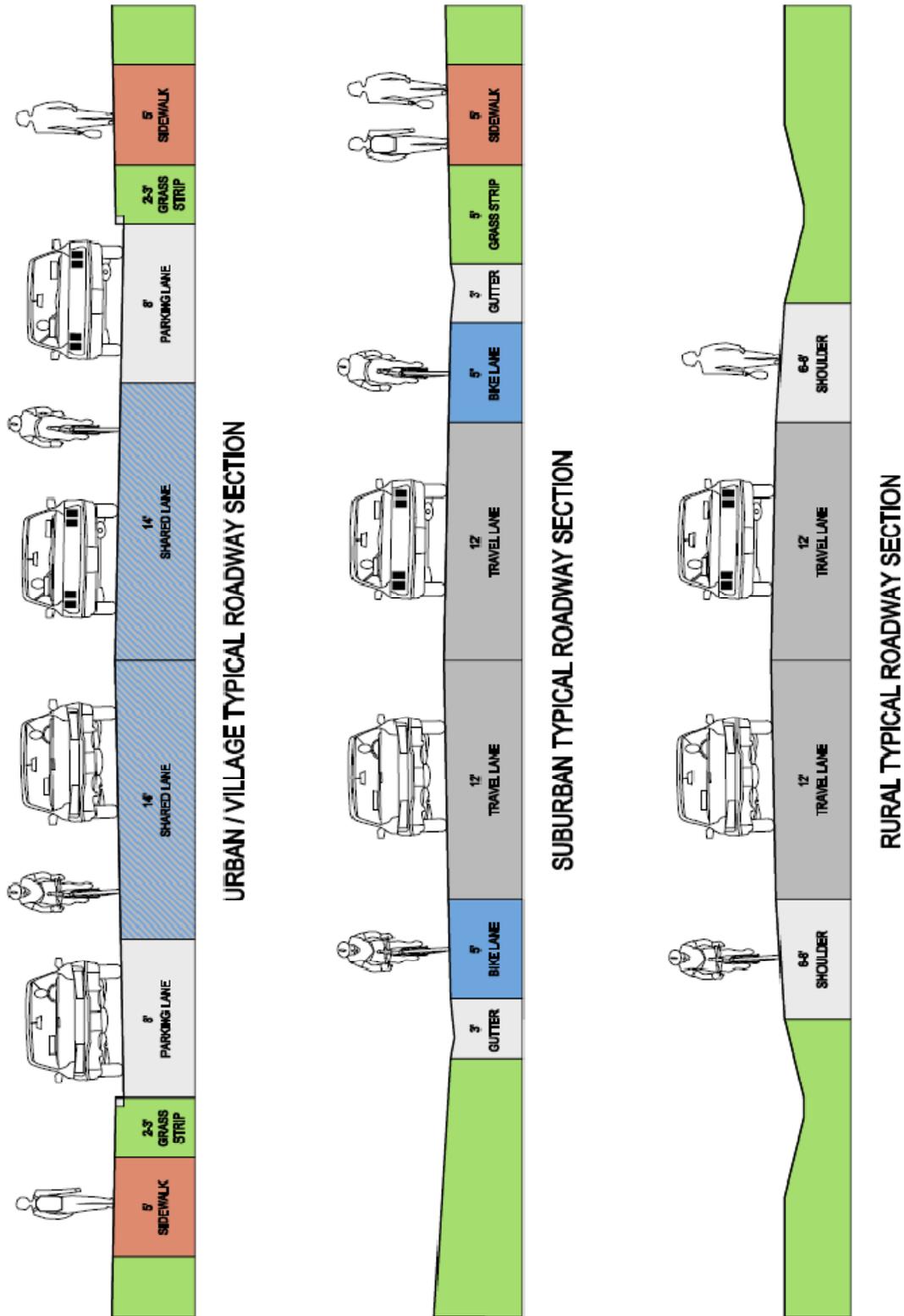
1.b *Provide pedestrian/bicycle amenities such as bike parking, landscaping, street furniture, etc.* – Such amenities encourage higher rates of active transportation. Their visibility to the motoring public also promotes awareness of bicyclists and pedestrians and over time, can reinforce the viability of active transportation in areas once thought to be unsafe or undesirable for walking and biking. Locating such amenities at multi-modal connections, such as locating bike parking at a frequent bus stop, would be useful. These amenities should be part of a larger “complete streets” effort, as mentioned in Strategy 1.a.

- Timeframe: 0-5 years
- Cost: bike racks – \$200-\$1,500; benches – \$400-\$800; trash receptacles – \$500-\$2,000
- Lead Agency: towns/villages
- Funding Sources: local budgets, Community Development Block Grants, NY Main Street Program, NYSERDA Cleaner, Greener Communities (CGC) Program, MAP-21 TAP

1.c *Close gaps in trails network & improve trailhead access/amenities* – While the Genesee/Finger Lakes Region boasts a tremendous multi-use trail network, there are further opportunities to expand/establish trail corridors in Livingston County. Whether they are former railroad beds (“rails to trails”), utility rights-of-way, or natural corridors, these trails provide greater access to natural assets and promote non-motorized transportation choices for commuting and other daily trips. The network should strive to be connected to each village, as well as parks, employment centers, and other attractions.

- Timeframe: 6-15 years
- Cost: Mid- to high-level costs with immediate benefit – example costs (excluding right-of-way costs): stone dust trail – \$50-\$70/linear foot; asphalt trail – \$90-\$120/linear foot
- Lead Agency: towns/villages
- Funding Sources: local budgets, MAP-21 TAP, NYSERDA CGC Program

Figure 5-1: Typical Roadway Cross Sections



- 1.d *Improve existing & create new river/boating access* – Livingston County features the Genesee River as its main waterway corridor, traversing the county from south to north. The scenic Genesee River is a resource for recreational boating and fishing. There are access points in the towns of Portage, Geneseo, and York, and villages of Mt Morris, Geneseo, and Avon. Access can also be located in Letchworth State Park. The County also boasts two Finger Lakes – Conesus and Hemlock. Conesus Lake is a popular recreation destination and its shoreline is almost completely developed. Hemlock Lake, which is part of the water supply for the City of Rochester, is also a popular destination but is limited to boats that are 10 horsepower or less and development is restricted within most of the lake valley. These three major waterbodies are defining features in the county, but each serves a different purpose and therefore would require different approaches to providing access. Expanding and improving access can lead to greater use of these waterbodies, both recreationally and for practical purposes. There are also opportunities for these access points to be linked into the regional trail network.
- Timeframe: 0-5 years
  - Cost: dependent on scale/complexity of facility, low- to mid-level costs
  - Lead Agency: towns/villages, Conesus Lake Watershed Council, NYS DEC
  - Funding Sources: local budgets, Local Waterfront Revitalization Program (LWRP)
- 1.e *Develop/update zoning/comprehensive plans – complete streets, multi-modal infrastructure/amenity, land use considerations, connections in new & updated plans & regulations* – Comprehensive plans and zoning codes are critical tools for advancing transportation goals and coordinating them with land use activities. Local plans should support and expand on the goals and strategies in this Plan. A well-designed zoning code can support transportation goals through the requirement of sidewalks, land set aside for trails, and promotion of mixed-use, compact development. Each municipality should ensure that their various planning documents work together rather than hinder the development and implementation of multi-modal requirements and consider how they can play a role in creating funding opportunities as well (see Strategy 1.g).
- Timeframe: 0-5 years for comprehensive plans (updated every 7-10 years) which should be followed by a zoning code update reflecting the plan
  - Cost: comprehensive plans – \$30,000-\$60,000; zoning code updates – \$40,000-\$90,000
  - Lead Agency: towns/villages
  - Funding Sources: local budgets, NYSERDA CGC Program, GTC UPWP, NYS Agriculture and Markets
- 1.f *Market & promote active transportation (wayfinding, benefits, historic/cultural components, etc)* – Active transportation is a key component of a healthy, balanced transportation system. As mentioned in Strategy 1.b, walking and biking can be promoted through infrastructure investments. It can also be promoted through the

use of wayfinding signage systems, development of promotional materials (print, web, etc.), and coordination with existing destinations in the county.

- Timeframe: 0-5 years
- Cost: wide range dependent on scale/complexity of initiative, generally low- to mid-level costs
- Lead Agency: County Planning, County Tourism, towns/villages
- Funding Sources: LWRP, local capital budget, Finger Lakes Health Systems Agency (shared resources)

1.g *Continue to identify & leverage potential funding options including various grants, private/public partnerships, etc.* – The County, in partnership with local municipalities and various agencies, should continue to actively seek out grants, partnerships, and other vehicles for implementing the Plan’s strategies. While public funding sources are beneficial, strong partnerships with private sector and not-for profit organizations will solidify the highest return on investment. Other funding opportunities include establishing transportation development or development facilitation improvement districts, transportation mitigation fees, general development fees, incentive zoning, and tax increment financing.

- Timeframe: On-going
- Cost: Staff time
- Lead Agency: various County departments, towns/villages, local partners
- Funding Sources: local budgets

1.h *Improve access to significant business and residential hubs such as the Genesee Gateway District* – These sites present significant opportunities for economic expansion in the county. However, they are limited by existing transportation facilities. Existing sites often lack access other than by auto, and new sites need to be designed with multiple modes in mind. The County, in partnership with local municipalities and industries, should continue to pursue facility upgrades to maximize the potential of these sites. Upgrades may include internal roadways, bicycle/pedestrian facilities, expanded/improved transit service, or improvement of circuitous/inadequate routes to major corridors.

- Timeframe: 6-15 years
- Cost: wide range dependent on scale/complexity of improvement, generally mid- to high-level costs
- Lead Agency: County Planning, County Industrial Development Agency (IDA), NYSDOT, towns/villages
- Funding Sources: NYS Consolidated Funding Application (CFA) sources, NYSEDA CGC Program, local budgets, private funding

## 5.2 Goal #2

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

### 5.2.1 Goal #2 Overview, Challenges, and Opportunities

The Livingston County Transportation Connectivity Plan presents an opportunity to address myriad of system enhancements in a comprehensive and holistic manner. The County, in partnership with the towns, villages, and related agencies, should examine potential improvements that will ensure the safety of all modes of transportation. Rather than a piecemeal or reactionary approach, a coordinated and thorough plan for investment will prove to be a more effective use of resources.

While safety enhancements have a range of costs, inaction comes with a cost to public health and quality of life for residents. Issues such as access management, roadway design, and traffic law enforcement should be recognized for their impact on the safety and vitality of the community. Similarly, localities can encourage greater transportation options through education and strategic adjustments to the network.

Challenges to improving the safety of the transportation system include infrastructure and labor costs, encouraging local officials to uphold higher standards, educating stakeholders about the long-term costs vs. short-term savings, and limits to the influence that policies and design can have on individual behavior. Fortunately, advancements in technology, best practices, and communication tools continue to enable effective implementation of various safety enhancements. Livingston County will play a vital role as a guide and partner for local implementers as they seek to make their roadways and other facilities safe for all users.

### 5.2.2 Goal #2 Strategies

2.a *Encourage/discourage truck traffic on specific roadways* – GTC’s Transportation Strategies for Freight and Goods Movement in the Genesee-Finger Lakes Region notes the lack of an officially-designated and signed truck route network and how that increases the risk that truck drivers will find themselves directed through residential areas, over weight-restricted bridges, or under low-clearance bridges. It was also noted that when signed truck restrictions are imposed unilaterally by a community, trucks may be diverted onto long detour routes that increase the costs of doing business and may shift the impacts from one community to several others. Future actions could include ensuring local policies and actions are consistent with regional freight transportation goals and working towards establishing a truck route network.

- Timeframe: 6-15 years
- Cost: Varies; reviewing and establishing policies and regulations could occur within existing municipal budgets, but the development of a truck route network could be medium- to high-magnitude costs
- Lead Agency: County, municipalities, NYSDOT, traffic safety boards, local and state police departments
- Funding Sources: MAP-21 NHPP, STP, HSIP

- 2.b *Develop access management plans & implement recommendations* – Access management is an important tool whereby ingress/egress from driveways (typically commercial) and side streets is designed to improve safety and efficiency. Without this coordinated approach, a commercial corridor can not only be unsafe and congested, but the haphazard development patterns and curb cuts can negatively influence the sense of place and character of a corridor. Access management standards or guidelines should be developed at the county level for customization, adoption, and implementation at the local level.
- Timeframe: 0-5 years
  - Cost: \$10,000-\$20,000 for county-wide guidelines/standards, if performed by hired consultant, implementation would fall under mid- to high-level costs with immediate benefits
  - Lead Agency: County Planning, NYSDOT
  - Funding Sources: GTC UPWP, MAP-21 NHPP, STP, HSIP
- 2.c *Review existing roadway characteristics (regulatory/warning signage, alignment, drainage, etc) to identify new and confirm existing safety recommendations* – A county-wide inventory of roadway characteristics should be performed with a consistent set of safety criteria in mind. This comprehensive review and set of recommendations will ensure consistency throughout the region while assisting with prioritization of safety needs. The County should pursue partnerships with NYSDOT and local municipalities to explore cost savings, efficiencies, and other benefits related to a coordinated and comprehensive process. This effort could be performed in conjunction with the development of access management plans (see Strategy 2.b)
- Timeframe: 0-5 years for inventory and recommendations, 6-15 years for implementation
  - Cost: \$30,000-\$50,000 for inventory, wide range of costs for implementation depending on scale/complexity of improvements
  - Lead Agency: County Highway and Planning departments – coordinated with state and local municipalities
  - Funding Sources: MAP-21 STP/HSIP, GTC UPWP
- 2.d *Implement intersection, roadway, and corridor safety improvements* – Various plans and studies have been performed in recent years that resulted in recommendations for local roadway networks. In addition, this Plan and subsequent plans at the town/village level will help prioritize and refine those recommendations. The County should partner with towns and villages to ensure those recommendations are carried out, actively seeking grants, and making sure key projects do not sit idle without legitimate reasons.
- Timeframe: 0-5 years
  - Cost: wide range of costs depending on scale/complexity of improvements, generally in mid to high-level costs with immediate benefits
  - Lead Agency: County Highway and Planning departments, towns/villages

- Funding Sources: local budgets, GTC LRTP, NY Main Street Program, MAP-21 STP/HSIP
  
- 2.e *Install intersection- and pedestrian-level lighting* – Better lighting at intersections and in areas of high-pedestrian traffic will improve safety and enhance community character. Lighting should be designed to minimize skyward lighting (known as Dark Sky Compliant), utilizing energy efficient technologies and context-sensitive design. This strategy overlaps with Strategies 1.b, 1.c, and 2.d.
  - Timeframe: 0-5 years
  - Cost: \$4,000-\$5,000 per light, generally low- to mid-level cost improvements with high benefits
  - Lead Agency: Dependent upon jurisdiction of the roadway
  - Funding Sources: Community Development Block Grant, NYSERDA, NY Main Street Program
  
- 2.f *Evaluate existing speed limits & increase enforcement* – The concern about unsafe speeds in rural areas and on village streets was brought up numerous times by the public during the development of this Plan (see **Appendix B**). It has also been expressed during previous planning processes. Local communities should continue to actively partner with local, county, and state law enforcement to improve strategies for speed enforcement. In addition, an evaluation of existing speed limits may reveal certain roadway segments whose posted speed should be adjusted or whose streetscape design should be revised to match community goals.
  - Timeframe: On-going
  - Cost: redistribution of existing budgets to adjust enforcement efforts, wide range of costs for other initiatives, depending on scale/complexity
  - Lead Agency: County Traffic Safety Board, local and state police departments
  - Funding Sources: local budgets
  
- 2.g *Educate the public on the rules of the road – all users/modes* – In keeping with local and national trends towards “complete streets” design, educational efforts and materials should be updated to highlight not just safe driving, but safety for all users including pedestrians, bicyclists, and Amish horse and buggies. A more comprehensive rules of the road initiative can be promoted through the use of street signage systems, development of promotional materials (print, web, etc.), and coordination with community partners like SUNY Geneseo or DSS.
  - Timeframe: 0-5 years
  - Cost: wide range dependent on scale/complexity of initiative, generally low- to mid-level costs
  - Lead Agency: County Sheriff, County Dept. of Public Health, County Traffic Safety Board, Cornell Cooperative Extension of Livingston County, County Agricultural and Farmland Protection Board
  - Funding Sources: local budgets, Finger Lakes Health Systems Agency (shared resources)

## 5.3 Goal #3

### *Improve freight transportation infrastructure and access.*

#### 5.3.1 Goal #3 Overview, Challenges, and Opportunities

According to the Genesee/Finger Lakes Regional Planning Council's Comprehensive Economic Development Strategy (CEDS), the Genesee-Finger Lakes Region measures above the national average with regards to the innovative capacity of the local economy. Emerging industries, such as biomedical, agribusiness and food processing, advanced manufacturing, and alternative energy are expanding and have further potential in the region.<sup>43</sup> As the region's economy evolves, so must the system of freight and goods movement that serves the traditional and emerging industries. Livingston County is fortunate among other rural counties in that it has an interstate (I-390) traversing the center of the county, in addition to a few connections to the regional and national railroad system and two small general aviation airports.

While manufacturing and associated railroad networks have been in decline for many years in Livingston County, there are pockets of stability and even rebirth. For example, a recently developed bulk rail terminal in nearby Batavia is operating at or near capacity, indicating that freight rail demand is strengthening in the region. Whether it is traditional manufacturing or high-tech operations, these businesses need access to quality freight movement systems. The County and municipalities have recently been investing in the Dansville Industrial Park, Caledonia Industrial Development Area, and Livonia Gateway Park. These sites have potential for growth under the right conditions. While the County can do little to influence national or global trends, it can assist these target areas to be well-positioned and equipped for current and future expansion.

The health of freight-related industries is critical to the well-being of the people in the county. Access to blue collar and advanced technology jobs helps diversify the job base beyond the service, education, and government sectors. In addition, expanding the job base in or near population centers can reduce commute times and associated wear and tear on the roadway and transit system. The health of these industries is tied to the long-term sustainability of local economies and their surrounding natural assets.

Investments in freight-related infrastructure, such as bridges, arterial roadways, or rail spurs, can be costly. There are several funding opportunities available, but most require a significant local match. The investments, however, if planned well and coupled with non-infrastructure investments like marketing and business attraction/retention strategies, can have a sizable payoff. Livingston County should continue to pursue wise infrastructure investments that benefit this critical part of the local economy.

---

<sup>43</sup> *Transportation Strategies for Freight and Goods Movement in the Genesee-Finger Lakes Region*, Section 3.1.4

### 5.3.2 Goal #3 Strategies

3.a *Improve access to regional priority economic development sites: Dansville Industrial Park, Livonia Gateway Park, Crossroads Commerce and Livingston Industrial Complexes in Avon, and the Caledonia Industrial Development Area* – These sites present significant opportunities for economic expansion in the county. However, they are limited by existing transportation facilities and other infrastructure needs. The County, in partnership with local municipalities and industries, should continue to pursue facility upgrades to maximize the potential of these sites. Upgrades may include rail line repair/expansion, improvement of circuitous/inadequate routes to major corridors, or internal access to shovel-ready sites.

- Timeframe: 6-15 years
- Cost: wide range dependent on scale/complexity of improvement, generally mid- to high-level cost improvements
- Lead Agency: County Planning, NYSDOT, towns/villages, County IDA, rail owners
- Funding Sources: REDC CFA, NYSDOT Passenger and Freight Rail Assistance Program, MAP-21, NYS Industrial Access Program

3.b *Maintain, repair, & rebuild key components of regional rail network including the Portage Bridge and the Rochester & Southern Railroad rail line between Dansville & Mt Morris* – These initiatives are strongly supported in the Finger Lakes Regional Sustainability Plan (FLRSP) and the Finger Lakes Regional Economic Development Council’s (REDC) Strategic Plan. As discussed in Strategy 3.a, the improvement and expansion of transportation facilities, especially freight, has notable economic implications for the region.

- Timeframe: 6-15 years
- Cost: High-level costs, for example - Portage Bridge estimated at \$67mil
- Lead Agency: Rail owners, County IDA
- Funding Sources: REDC CFA, NYSDOT Passenger and Freight Rail Assistance Program, USDOT TIGER grants

3.c *Evaluate and improve rail crossings* – The county contains numerous at-grade railroad crossings. Some are unsafe or in disrepair – these crossings should be identified, prioritized, and redesigned/repared. Additionally, some crossings may warrant road closures if the connection is of limited value to local traffic. These closures are often met with concerns by nearby residents, but the County should carefully weigh the costs of continued maintenance and safety concerns with the benefits of keeping the roadway open. This inventory should be closely coordinated with the County’s efforts to expand and repair existing rail lines for economic development reasons.

- Timeframe: 0-5 years for inventory and recommendations, 6-15 years for implementation
- Cost: Generally mid- to high-level costs with immediate benefits

- Lead Agency: NYSDOT, rail owners, towns/villages
- Funding Sources: MAP-21 HSIP, National Freight Program, Transportation Mobility Program

3.d *Maintain airport facilities: Dansville & Geneseo Airports* – General aviation airports are part of a transportation system that helps to connect communities, businesses, people, and provide critical support functions as well as provide historical, educational, and recreational activity opportunities. Maintaining the public facilities at the Dansville Municipal Airport and the private facilities at the Geneseo Airport will ensure that the County can serve its population in the way of air travel, emergency preparedness and response functions, and tourism/special events, among other potential benefits.

- Timeframe: on-going, Dansville Municipal Airport’s capital improvement program (CIP) covers 5-year timeframe but is updated annually
- Cost: varies; for example, Dansville Municipal Airport’s latest CIP totals \$3.4 million but individual projects range from \$25,000 - \$1.1 million
- Lead Agency: Town of North Dansville, National Warplane Museum
- Funding Sources: FAA AIP, NYS, local, & private funds

3.e *Market/promote/educate - importance of freight transportation* – As noted in the FLRSP, preserving and improving access to rail freight movement facilities encourage a shift in modes that could reduce vehicle miles traveled and greenhouse gas emissions as well as encourage economic development. Educating the public and key stakeholders in the region about the importance of freight transportation is a representative sub-strategy in the FLRSP and should be carried through the Plan. The County could use the data and information provided in the GTC’s Transportation Strategies for Freight and Goods Movement in the Genesee-Finger Lakes Region to explain how goods are moved, what jobs are created, and how a “top-notch, multimodal transportation network can be a region’s gateway to prosperity.”

- Timeframe: 0-5 years, on-going
- Cost: varies depending upon scale/complexity of initiative, generally low- to mid-level costs
- Lead Agency: County, municipalities, private freight entities
- Funding Sources: GTC UPWP, local budgets, private funds

## 5.4 Goal #4

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

### 5.4.1 Goal #4 Overview, Challenges, and Opportunities

This goal is focused on providing high-quality and affordable transit and community transportation services throughout Livingston County and with key connections outside

of the county. Transit services are important to maintain quality of life, especially for low income, disabled, elderly residents, and increasingly, young people. Good transit service allows people to access needed services, such as government agencies, healthcare providers, grocery and other stores, and also allows personal trips. High-quality transit allows people to access the places they need to go to enjoy a productive and happy life. Transit services are also good for prosperity by ensuring businesses can access the workers they need and customers can reach the stores they need to go to.

There are several challenges to designing a well-functioning transit system. Some of these challenges are based on perception or awareness. Transit may be perceived as not available for all county residents or stigmatized as only provided for lower income individuals or those with mobility challenges. Residents may also not be aware of transit service, especially where fixed-guideway, high-frequency, high-visibility services do not operate. The size of the county, the relatively low-density nature of housing and services, the large distances that may need to be traveled, and providing a service that gets passengers to their destination within a reasonable time all impose challenges to keeping down trip costs. Moreover, providing service within a reasonable walking distance of everyone's trip origin and destination is infeasible in a large, low density area. Fuel prices also represent an external cost that the agency has little control over.

High fuel costs can be a double-edged sword – imposing higher costs on the transit agency, but also making transit services more attractive to individuals who are facing higher prices to operate a private vehicle. The aging of the population as the baby boomer generation transitions into retirement also offers an opportunity to serve a growing population that may need transit to access critical services. Other populations such as farm workers or low-income individuals also often face mobility challenges that can be met through transit services. A demand and need analysis of the county shows the possibility for unmet demand and the possibility of future growth in ridership.

There are several strategies for improvement service, each focused on a different aspect of the service, which could be pursued to achieve the stated goal. These can be implemented as separate options or combined depending on funding availability.

## 5.4.2 Goal #4 Strategies

4.a *Improve route connectivity & transfers (improve connectivity/transfers/ease of use for fixed routes & dial-a-ride (DAR) services)* – This strategy is aimed at easing transfers between all LATS services, including the DAR services. The goal is to have all routes connect to each other, ideally in a central location or multiple points along a route. Routes would need to be restructured. (See **Section 6 Transit Options**)

- Timeframe: 0-5 years
- Cost: \$0 - \$5,000, no additional operating costs (assuming no increase in service hours)
- Lead Agency: LATS
- Funding Sources: Operating budget

- 4.b *Simplify route structure to focus on core services (expand park and ride services to Rochester, social trips for elderly)* – This strategy would aim to refocus the LATS fixed-routes on a few core towns with lots of trip generators – Dansville, Mt. Morris, Geneseo, and Avon. The route structure could also be restructured to have fewer routes and more consistent schedules (see **Section 6 Transit Options**).
- Timeframe: 0-5 years
  - Cost: \$0 - \$5,000, no additional operating costs (assuming no increase in service hours)
  - Lead Agency: LATS
  - Funding Sources: Operating budget
- 4.c *Improve frequency/service span* – This strategy expands the hours of service for LATS and increases the frequency of buses during the day to provide more temporal coverage and more frequent transit services. The current and alternative route structures for LATS all provide good geographic coverage; the next step is to provide better hours of operation and more frequent services.
- Timeframe: 0-5 years
  - Cost: Can be increased gradually. Eventually an additional \$125,000/year (LATS fixed routes are currently about 27 service hours a day. \$125,000/year would add about 10 new service hours a day or an increase of 37%. These hours could be added incrementally and distributed to DAR services, too). If these hours are added at peak times, there may be capital costs, in addition, to procure new vehicles.
  - Lead Agency: LATS
  - Funding Sources: Federal grants and funding programs, state and county matching funds
- 4.d *Improve out of county transit service & connections* – The purpose of this strategy is to improve connections to areas outside of Livingston County. There are important medical facilities in Rochester that Livingston residents need access to. Additionally, according to Longitudinal Employer-Household Dynamics data (<http://lehd.ces.census.gov>), Rochester is the top work destination for Livingston residents, with 13% of Livingston residents working in Rochester. Providing good connections to Rochester and other out of county destinations enhances quality of life for Livingston residents. There is also a need to provide transportation from the urban area to certain employment centers in Livingston County.
- Timeframe: 6-15 years
  - Cost: \$25,000 - \$75,000 (depending on frequency; each Avon to Rochester-area express bus would cost roughly \$25,000 per year to operate) Depending upon service hours, span and vehicle type, there may be capital costs, in addition, to procure new vehicles.
  - Lead Agency: LATS/RGRTA
  - Funding Sources: Federal grants and funding programs, state and county matching funds. Special grants may be available to assist with startup operating and any related capital expenses.

- 4.e *Document services and contact information for the numerous human service providers and create new or expand partnerships with non-profit and private transportation providers* – Recent changes to how human service and transportation providers accommodate the transportation needs of their users will require a reorganization of resources and procedures. In order to ensure recent gains in transportation services, programs, and procedures are not lost, clear information/guidance needs to be documented for moving forward as transportation provider services and funding options change. There is also a need to look to other public transportation services providers beyond LATS and RGRTA such as expanding partnerships with ARC of Livingston and Wyoming Counties, taxi companies, and non-profit agencies with volunteer drivers.
- Timeframe: 0-5 years
  - Cost: Staff time for coordination
  - Lead Agency: County Planning in conjunction with service providers
  - Funding Sources: Operating budget
- 4.f *Enhance existing & create new transit stops – ensure safe & secure pedestrian/bicycle access/ADA compliance* – Transit users are almost always walkers and/or bikers before and after they are transit users. Safe, comfortable, and ADA-compliant access to transit stops is important to enhance the rider experience. This can be in the form of sidewalks leading to transit stops or concrete pads, benches, and/or shelters at the stops.
- Timeframe: 6-15 years
  - Cost: \$50,000 to \$200,000 depending on current state of repair and aggressiveness of construction program. Some sample unit costs:
    - Sidewalk: \$60-\$75/square yard
    - Bus stop concrete pad: \$250 each
    - Bus stop bench: \$400 to \$800 each
    - Bus stop shelter: \$1,500 to \$7,500 each
  - Lead Agency: LATS, Livingston County, private –advertisement agencies
  - Funding Sources: Federal grants and funding programs, state and county matching funds
  - Funding Sources: County funds
- 4.g *Improve marketing/promotional/educational outreach (website, printed brochures, social media, focus on special needs groups/populations) for all public transportation offerings* – The materials that detail types of services, routes, stop locations, timetables, fares, and rider instructions are all critical to attracting and serving riders. Not being aware of what services are offered and who can access them is a barrier to public transportation use. Providers also need to educate the public regarding transportation options and that public transportation may not always take the form of a bus. This strategy focuses on enhancing the materials (printed, internet, and telephone) available to users to make routes and services easy to understand and to help market the service to residents who might need transit services but be unaware of offerings.

- Timeframe: 0-5 years
- Cost: \$5,000 - \$20,000 for materials, staff time for coordination
- Lead Agency: LATS/RGRTA, County Planning in conjunction with service providers
- Funding Sources: County funds

## 5.5 Goal #5

### *Promote efficient, innovative, and sustainable system management, maintenance, and operations*

#### 5.5.1 Goal #5 Overview, Challenges, and Opportunities

When it comes to a complex transportation network, doing more with less is the modus operandi of the early 21<sup>st</sup> Century. County and municipal budgets are ever-tightening while material, fuel, and labor costs continue to rise. In order to achieve sustainability, difficult decisions need to be made. This requires a highly-collaborative environment that recognizes that transportation corridors have little or no relationship to municipal boundaries.

A key component of a healthy and thriving transportation system is proactive planning and management that balances out reactionary investments. Despite the fact that counties have limited authority over local decisions, there are tremendous opportunities for collaboration and resource sharing between Livingston County and its local partners. Maintenance, let alone expansion, of the transportation system is resource-intensive, requiring a high degree of planning, prioritization, and creative execution.

One of the primary opportunities is to develop county-wide standards, model language and ordinances, or other guidance modules to assist localities while promoting consistency in execution. It is ultimately the responsibility of the towns and villages to utilize these resources, so the County must continue to leverage its strong relationships to increase collaboration. New York State has recently become a more vocal advocate for shared services. The County and localities should continue to capitalize on State-support for agreements that are most appropriate for local needs. The County should also continue to be strategic in its investments into county-owned facilities.

#### 5.5.2 Goal #5 Strategies

- 5.a *Develop & execute a maintenance schedule for infrastructure that prioritizes key facilities* – The GTC 2035 Long Range Transportation Plan notes that “management of both the existing system across all modes and the demand placed on it is considered the most cost effective means for improving mobility and access.” With limited resources available for maintenance, prioritizing projects based on the variety of modes and users served and public safety, among other criteria, instead of

being reactionary or even arbitrary in the selection of projects, will ensure key assets are managed and improved upon to gain additional useful life.

- Timeframe: 0-5 years, on-going
- Cost: Municipality/agency staff time to coordinate and develop
- Lead Agency: Various
- Funding Sources: Existing operating budgets

5.b *Establish service/maintenance agreements* – With county, state, and 26 different municipalities, as well as private roadways and infrastructure, detailed maintenance agreements, including shared responsibilities, will clarify the roles and responsibilities of each municipality or entity and ensure that there are no gaps in services like snow removal, sidewalk clearing, or landscaping maintenance. As noted in Strategy 5.a, the service and maintenance of existing facilities is necessary to ensure the facilities are useful for as long as possible.

- Timeframe: 6-15 years
- Cost: Municipality/agency staff time to coordinate and develop
- Lead Agency: Various
- Funding Sources: Existing operating budgets

5.c *Develop special event and emergency traffic management plans* – Special events that generate heavy traffic volumes can have an adverse impact on the host community and the roadway system well beyond the destination. Such events could include the Geneseo Airshow, sporting events or concerts at SUNY Geneseo, high school graduation, etc. Developing emergency traffic plans will ensure there are minimal impacts to the movement of people and goods within the county during extreme weather conditions or other emergency situations. It is important for local and county officials to be prepared for these impacts and have a plan for managing traffic and parking. Management plans would include traffic control staff along primary and secondary access routes, signage for wayfinding and dispersing traffic to multiple routes as needed, pedestrian and bicycle safety, and pre/post-event communications.

- Timeframe: 0-5 years, or as needed when events are scheduled
- Cost: varies depending upon size of venue/events, generally low- to mid-level costs
- Lead Agency: County Planning, County Sheriff, local law enforcement, event/venue staff
- Funding Sources: Venue operating budget, local budgets

5.d *Continue to identify & leverage funding options to address key infrastructure deficiencies* – The County, in partnership with local municipalities and various agencies, should continue to actively seek out grants, partnerships, and other vehicles for implementing the strategies of this Plan. A coordinated prioritization effort between the County and towns/villages will ensure maximum return on investment and will help reduce waste. See also Strategy 1.g.

- Timeframe: On-going
- Cost: Staff time

- Lead Agency: Various County departments, towns/villages, local partners
- Funding Sources: Local budgets

## 5.6 Goal # 6

### *Preserve, protect, and enhance the County’s quality of life, natural environment, cultural heritage, and community appearance*

#### 5.6.1 Goal #6 Overview, Challenges, and Opportunities

A community’s quality of life is based on a collection of quantitative and qualitative factors. There are intangible characteristics as well as physical destinations and assets that make a place worth residing in and visiting. Livingston County boasts a rich quality of life including magnificent natural features like Letchworth State Park and two Finger Lakes, in addition to various cultural and historic destinations. It is also characterized by an expansive agricultural landscape and quaint small towns.

The sustainability of the county’s natural and cultural assets is a central issue for this ever-evolving region. Life in the county has long been tied to the land, for its productive, scenic, and therapeutic value. These physical features and destinations are highly dependent on connectivity to each other and accessibility by residents and visitors. Thus the transportation system is highly integrated with land use patterns and the distribution of community assets.

Agricultural operations in particular are dependent on a well-maintained transportation system. Farmers rely on local roads to get from field to field and from farm to market. They rely on a labor force that has unique transportation needs. And they require accessibility from the larger regional network to receive agricultural inputs and distribute products. As well, the industry is evolving to feature more niche markets, value-added products, and even energy production. The transportation network must sufficiently evolve to help propel these emerging activities.

Beyond the agricultural sector, there are opportunities to improve quality of life through reducing transportation-related energy consumption. Whether it is through alternative fuels or addressing transportation demand through policies and land use regulations, there are many opportunities to reduce a community’s carbon footprint, including existing programs and services available, such as roceasyride.org – “a free, easy-to-use online trip planning tool that helps people identify options to save money and improve the environment by riding the bus, carpooling, and bicycling”.



**roceasyride**

Home Contact Us Employers/Organizations More >

Home

roceasyride is a **free, easy-to-use** online trip planning tool that helps people **identify options** to save money and improve the environment by **riding the bus, carpooling, and bicycling**. It includes features that make it easy to track the **cost savings** and the **environmental benefits** that result.

roceasyride serves **individuals, businesses, and organizations** throughout the nine-county Genesee-Finger Lakes Region, including the Greater Rochester Area.

- **Easy** to use
- **Easy** on your wallet
- **Easy** on the environment

**Start using roceasyride today!**

Livingston County features a unique set of circumstances: a predominantly rural and small town landscape with tremendous natural features and quick access to high-tech and knowledge centers in nearby Rochester. This represents the traditional “town and country” model whereby the relationship between the two sides is mutually beneficial. At times the relationship could be perceived as adversarial, as urban/suburban values may seem to be out of sync with rural values. However, the goals of the larger region are ultimately the same – a sustainable economy with thriving communities and a healthy natural environment. Livingston County should lead the way at the local level and within the region by promoting a symbiotic relationship among different community settings. This relationship should leverage human and natural capital to achieve solutions that benefit all involved.

### 5.6.2 Goal #6 Strategies

- 6.a *Support the rural & small town economy through improved services, programs, access and other initiatives (such as transit service for agriculture workers, minimizing land needed for infrastructure improvements, land use policies to protect agricultural land, etc) –* Protecting open space has value, as does providing services and support programs for using that open space effectively for recreational or agricultural uses. The FLRSP notes that “open space has direct impact on local economies. Land use policies should seek to protect important spaces, and manage new development in a manner that respects the character of rural areas.” To help support agriculture in the county consider improved transit services for agriculture workers, designing certain roadways that provide access to farm land for heavy equipment, or implementing land use tools to preserve agricultural lands, open space corridors, cultural and historic assets, and natural features.
- Timeframe: 6-15 years
  - Cost: Varies, generally low- to mid-level costs for land use policy development but mid- to high-level costs for the development of services
  - Lead Agency: County, municipalities, RGRTA/LATS
  - Funding Sources: GTC UPWP, NYSERDA CGC Program
- 6.b *Research, implement, and/or support initiatives that reduce transportation energy consumption (such as electric vehicle infrastructure, low emission fleet vehicles, Transportation Demand Management (TDM) programs, etc) –* According to the FLRSP, the region greenhouse gas inventory indicates that emissions associated with transportation accounts for 37% of all greenhouse gas emissions. To reduce these emissions, broader access to alternative fuels and power sources as well as education and promotion of their use will be necessary. Services, programs, and infrastructure to promote the use of alternative modes and/or alternative fuel vehicles need to be established such as publicly accessible alternative fuel and charging stations, collaborate with large employers, agencies, and municipalities to promote TDM

strategies, encourage alternative fuel fleet vehicles, and promote the research of advanced technologies associated with powering vehicles.

- Timeframe: 0-5 years
- Cost: Varies depending upon project but would consider potential projects mid- to high-level cost but high potential to leverage other funding sources
- Lead Agency: County, municipalities, large employers/agencies
- Funding Sources: NYSERDA, MAP-21 TAP/CMAQ

6.c *Develop connections between transportation, culture, and tourism through trail development, connectivity with historic landmarks, etc* – As discussed in Strategy 1.c, the regional trail network is an important tool for promoting active transportation, modal choice for residents, and connectivity to important destinations. The County should give particular attention to the connectivity between key attractions, parks, population centers, historic sites, and other features that drive local tourism. These connectivity improvements should apply to the roadway network as well, in the form of wayfinding signage and infrastructure improvements, as necessary. As an example, supporting the efforts of the Genesee River Wilds Project would promote active transportation and economic development for the municipalities along the river, as well as the County.

- Timeframe: 6-15 years
- Cost: Mid- to high-level costs with immediate benefit
- Lead Agency: County, towns/villages
- Funding Sources: Local budgets, GTC UPWP

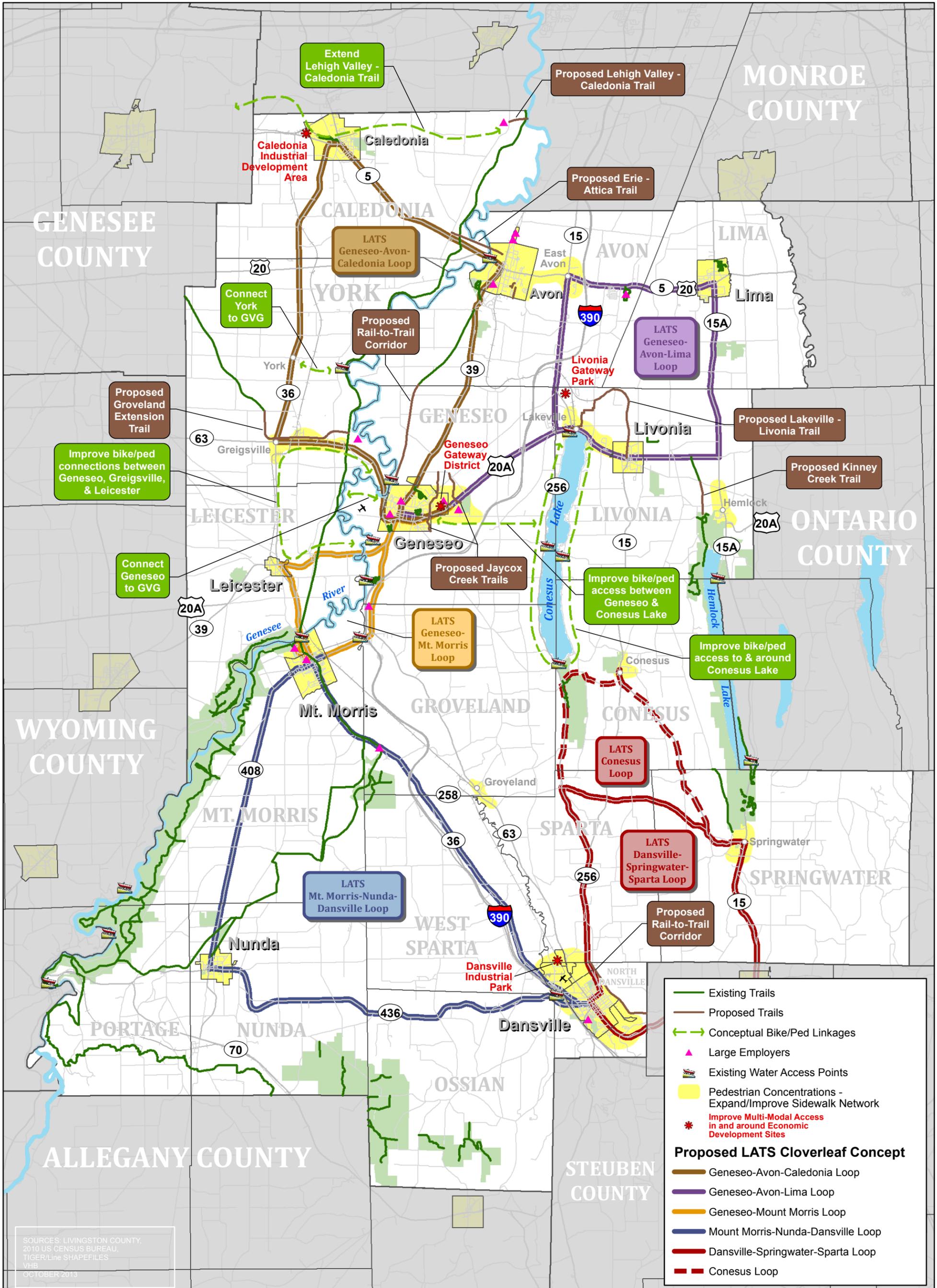
6.d *Encourage growth directed towards hamlets and village centers and continue to support downtown revitalization efforts* – As a land use and livability strategy in the FLRSP, it was noted that revitalizing existing downtown centers, both urban and rural, has many benefits. From creating demand for reuse of existing buildings to consolidating population making providing transportation and other human services easier and more efficient to reducing sprawl into valuable agricultural land, concentrating development in areas with existing infrastructure and services helps to increase the sustainability and livability of Livingston County. Adopting zoning regulations and design standards to support infill development, encouraging the reuse or historic preservation of buildings, remediating brownfields, or investing in projects to improve the public realm in existing centers are examples of projects to support this strategy.

- Timeframe: On-going
- Cost: Varies as costs would be incurred through other efforts such as changing zoning regulations or investments in projects targeting existing centers
- Lead Agency: towns/villages
- Funding Sources: local budgets, GTC UPWP

## 5.7 Action Plan Summary

As noted previously, the action plan strategies are meant to provide a guideline for how the County and its municipalities can progress or initiate projects that help to create a more connected and sustainable transportation system. The action plan includes not only capital improvement strategies but strategies that consider changes in policy and planning as well as services and programs. The evaluation criteria and matrix showing the evaluation of each strategy is provided in **Appendix I** to help the county and its municipalities prioritize future projects.

Strategies associated with capital improvement projects, specifically with establishing specific connections between trails and population centers, are shown in **Figures 5-2 and 5-3**. The figures also highlight two different transit options, as discussed in **Section 6**. Recommendations from previous studies or documents that indicate specific locations are shown, but otherwise, potential connections are shown on a conceptual level in terms of what trails or destinations are being connected.

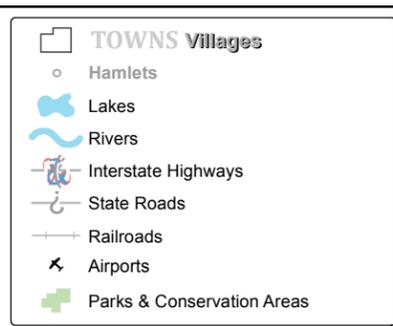
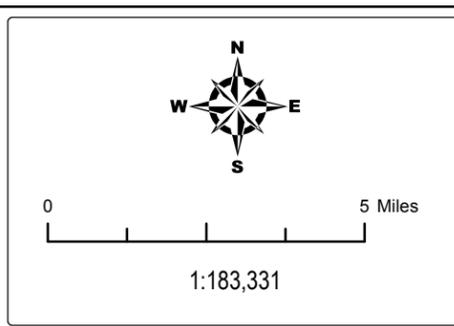


SOURCES: LIVINGSTON COUNTY, 2010 US CENSUS BUREAU, TIGER/Line SHAPEFILES VHB, OCTOBER 2013

— Existing Trails  
 — Proposed Trails  
 - - - Conceptual Bike/Ped Linkages  
 ▲ Large Employers  
 Existing Water Access Points  
 Pedestrian Concentrations - Expand/Improve Sidewalk Network  
 Improve Multi-Modal Access in and around Economic Development Sites

**Proposed LATS Cloverleaf Concept**

- Geneseo-Avon-Caledonia Loop
- Geneseo-Avon-Lima Loop
- Geneseo-Mount Morris Loop
- Mount Morris-Nunda-Dansville Loop
- Dansville-Springwater-Sparta Loop
- Conesus Loop



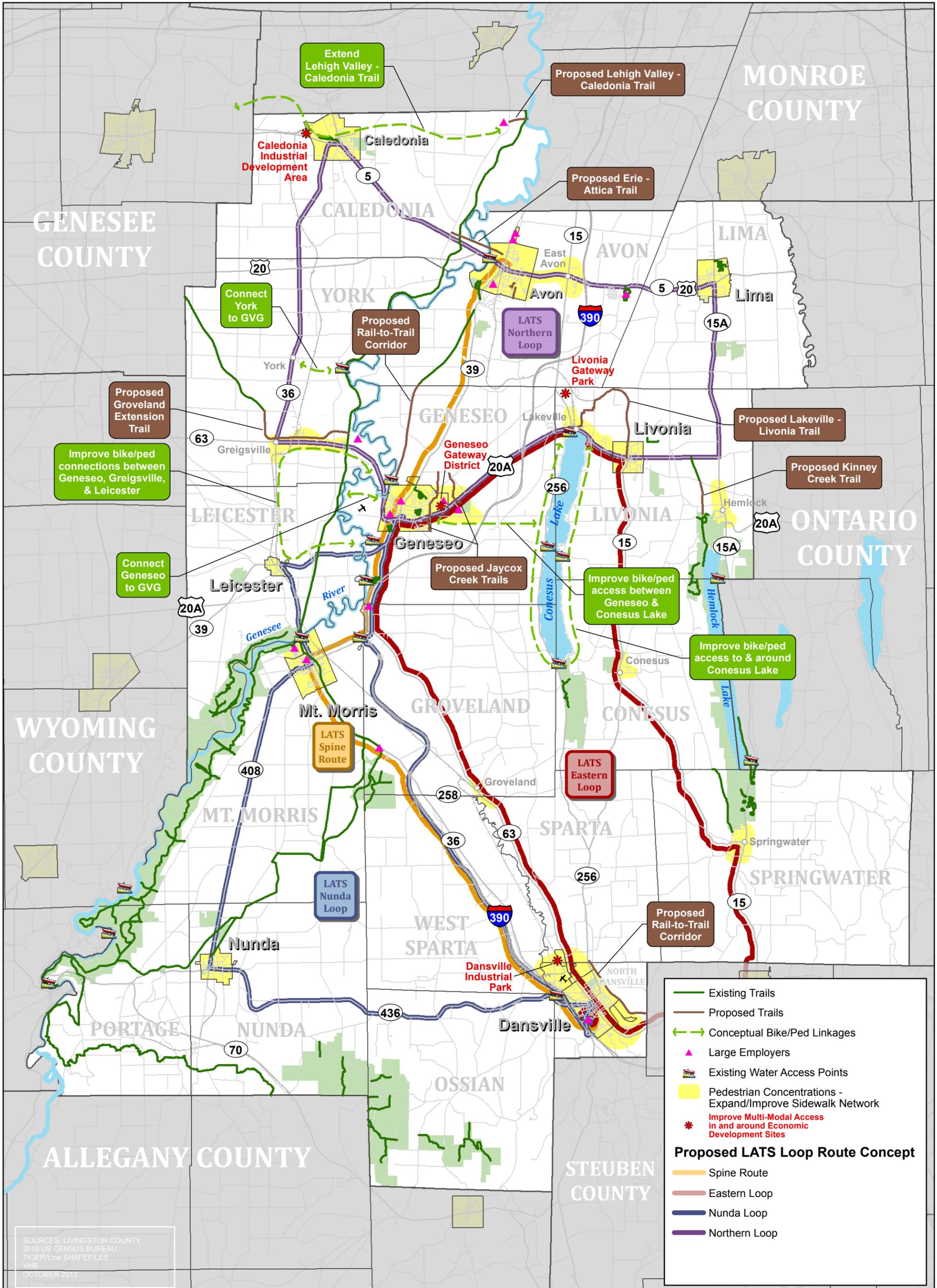
**LIVINGSTON COUNTY TRANSPORTATION CONNECTIVITY PLAN**

**Multi-Modal Recommendations**

*With LATS Cloverleaf Concept*

FIGURE 5-2





SOURCES: LIVINGSTON COUNTY, 2010 US CENSUS BUREAU, TIGER/Line SHAPEFILES VHB, OCTOBER 2013

**Legend**

- Existing Trails
- Proposed Trails
- Conceptual Bike/Ped Linkages
- Large Employers
- Existing Water Access Points
- Pedestrian Concentrations - Expand/Improve Sidewalk Network
- Improve Multi-Modal Access in and around Economic Development Sites

**Proposed LATS Loop Route Concept**

- Spine Route
- Eastern Loop
- Nunda Loop
- Northern Loop

**CONNECT LIVINGSTON**  
Linking our communities

North arrow and scale bar (0 to 5 Miles).  
Scale: 1:183,331

**TOWNS Villages**

- Hamlets
- Lakes
- Rivers
- Interstate Highways
- State Roads
- Railroads
- Airports
- Parks & Conservation Areas

**LIVINGSTON COUNTY TRANSPORTATION CONNECTIVITY PLAN**  
**Multi-Modal Recommendations**  
With LATS Loop Route Concept  
FIGURE 5-3



## 6. Transit Options

Goal #4 of the county-wide action plan focuses on public transportation services - provide comprehensive and innovative public transportation services through LATS and other human service providers. Specifically, the first two strategies look to improve services by improving transfers and connections and simplifying the fixed-route structure. This section describes two alternatives developed to improve these aspects of the LATS system. These alternatives do not address the other strategies noted for Goal #4, nor is a preferred alternative indicated.

Two alternative options were considered for fixed-route transit route restructuring – the Cloverleaf Alternative and the Geneseo Transfer Alternative. The alternatives would only be replacements for existing routes 1 – 6. Route 7 (Eastview Mall), Route 8 (Marketplace), and Route 9 (Medical Shuttle) would all be expected to continue running as existing under either alternative.

Existing trip generators are shown in **Figure 6-1**. These are health facilities, Noyes Hospital, government services, commercial sites, and large employers (more than 100 employees at a site). There are notable clusters of important trip generators in Dansville, Mt. Morris, Geneseo, Livonia, and Avon. These are by no means the only important areas to provide transit service to, but are locations with notable clusters of activity generators.

The existing LATS routes are shown in **Figure 6-2**. There are six primary routes that serve the county plus the three out-of-county routes mentioned above would remain the same in all scenarios. The existing routes achieve good geographic coverage, serving most major areas in the county. The major issue is service frequency. **Table 6-1** provides length, trips per day, and hours of daily service estimations for this route configuration.

**Table 6-1: Existing LATS Route Characteristics**

Route Name	Length (approx.)	Trips/Day	Hours/Day
1 – Dansville – Caledonia	39.8 miles	4	4
2 – Dansville – Perry	34.8 miles	4	6
3 – Dansville – Mt. Morris	51.6 miles	2	4
4 – Dansville - Geneseo	34.1 miles	2	7
5 – Avon Loop	47.6 miles	2	4
6 – Job Express	31.5 miles	2	2
<b>TOTALS</b>	<b>628 miles/day</b>	<b>16 trips</b>	<b>27 hours</b>

The Cloverleaf Alternative is shown in **Figure 6-3**. The defining feature of this alternative is a high frequency connector between Geneseo and Mt. Morris. These two towns have many important trip generators and a high frequency link between them could be beneficial to

Livingston residents. This alternative requires more transfers for longer distance trips, and some trips would entail a more circuitous route, e.g., Springwater to Geneseo. Trips spanning the north-south length of the county (e.g., Dansville to Avon) would require at least two transfers. On the other hand, it eliminates the circuitry many patrons suffer today in order to make a round trip and offers a one-seat ride for many in the county to either Geneseo or Mt Morris. **Table 6-2** provides length, trips per day, and hours of daily service estimations for this route configuration.

**Table 6-2: Cloverleaf Alternative Route Characteristics**

<b>Route Name</b>	<b>Length (approx.)</b>	<b>Trips/Day</b>	<b>Hours/Day</b>
1 – Geneseo-Avon-Caledonia	35.0 miles	3	3.5
2 – Geneseo-Avon-Lima	26.4 miles	3	4.5
3 – Geneseo-Mt. Morris	17.5 miles	12	12
4 – Mt. Morris-Nunda-Dansville	41.3 miles	3	4.5
5 – Dansville-Springwater-Sparta	25.8 miles	3	2.25
<b>TOTALS</b>	<b>596 miles/day</b>	<b>24 trips</b>	<b>27 hours</b>

The Geneseo Transfer Alternative is shown in **Figure 6-4**. The goals of this alternative are two-fold – 1) minimize transfers for longer trips and 2) provide a higher-frequency spine of service connecting the major villages in the county – Dansville, Mt. Morris, Geneseo, and Avon. The spine would be augmented with longer routes that serve smaller towns. All routes would pass through Geneseo making transfers there easier. The longer routes would also connect to the spine in at least one other place – either Dansville or Avon. **Table 6-3** provides length, trips per day, and hours of daily service estimations for this route configuration.

**Table 6-3: Geneseo Transfer Alternative Route Characteristics**

<b>Route Name</b>	<b>Length (approx.)</b>	<b>Trips/Day</b>	<b>Hours/Day</b>
1 – Central Spine	31.5 miles	9	9
2 – Eastern Loop	55.6 miles	3	6
3 – Nunda Loop	56.6 miles	3	6
4 – Northern Loop	48.1 miles	3	6
<b>TOTALS</b>	<b>764 miles/day</b>	<b>18 trips</b>	<b>27 hours</b>

All three route options provide good coverage to the trip generators as shown on the following page in **Table 6-4**. This table explores what percentage of each of the identified trip generator categories is located within a half mile (ten minute walk) of the routes for an alternative. This does not take into account the frequency of coverage, just the spatial nature of route coverage. What it shows is that both the alternatives (and the existing routes) achieve good geographic coverage of the county.

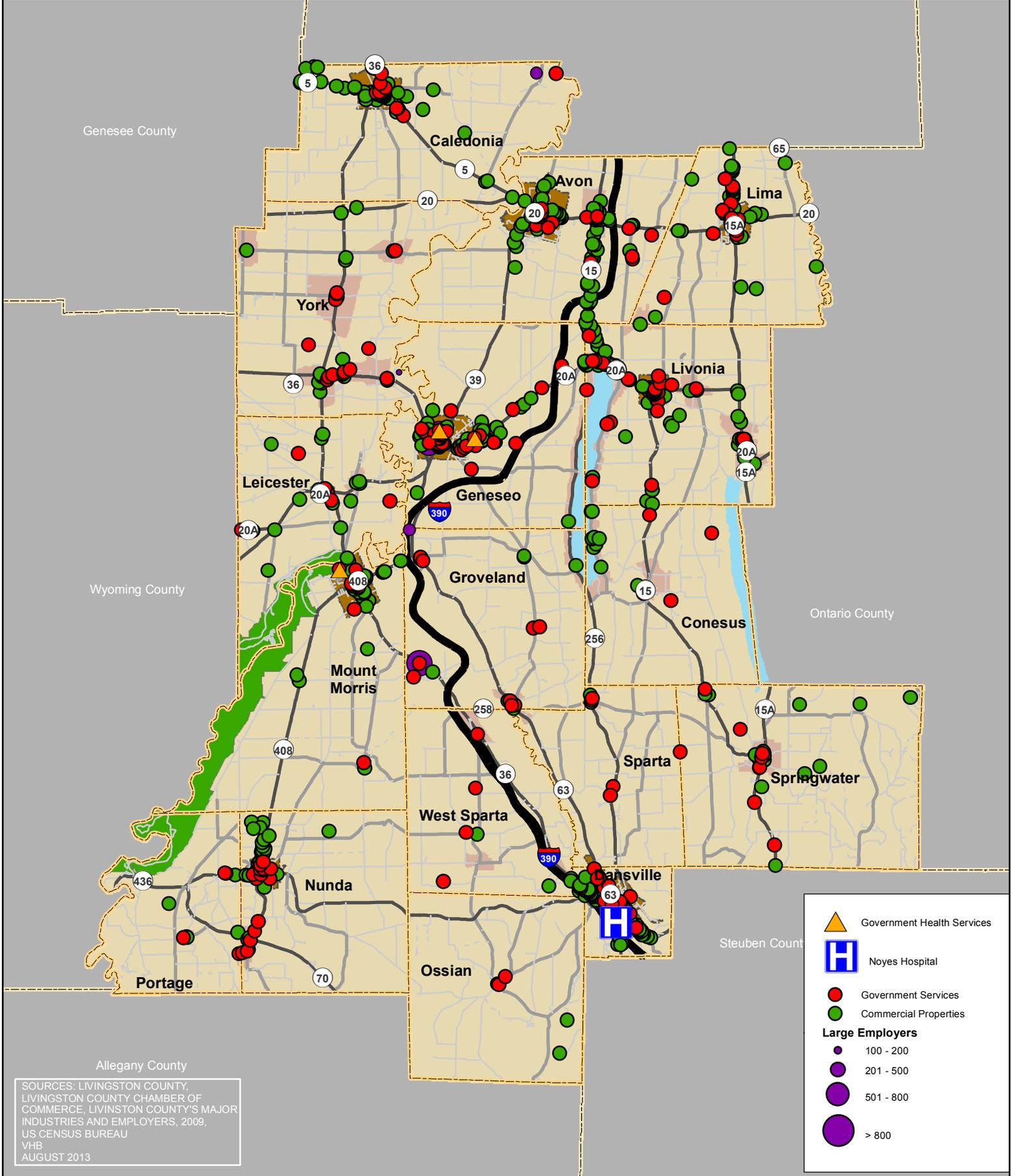
**Table 6-4: Geographic Route Coverage for Major Trip Generators**

<b>Route Name</b>	<b>% Gov't Health</b>	<b>% Gov't Services</b>	<b>% Commercial</b>	<b>% Large Employers</b>	<b>% Population</b>
Existing Routes	75%	78%	88%	69%	77%
Cloverleaf Alternative	75%	76%	84%	77%	72%
Geneseo Transfer Alternative	75%	77%	85%	77%	72%

While both alternatives provide similar coverage at a similar cost as the existing service, both would generally seem to be an improvement upon the existing service. They are much easier to understand and provide more direct trips for many of the riders. They also allow for timed transfers and more readily scale to increased levels of service. The Geneseo Transfer Alternative provides a slightly simpler system that allows ready access to jobs and the commercial centers in Geneseo. On the other hand, the routes in the Geneseo Transfer Alternative are slightly longer meaning that those who need to take the loop may have longer travel times. One alternative would be to eliminate the loop for the Nunda and Eastern loops, serving the area along I-390 by the Central Spine route only. This would reduce coverage slightly but improve service for those along the routes.



THIS PAGE INTENTIONALLY LEFT BLANK



SOURCES: LIVINGSTON COUNTY, LIVINGSTON COUNTY CHAMBER OF COMMERCE, LIVINGSTON COUNTY'S MAJOR INDUSTRIES AND EMPLOYERS, 2009, US CENSUS BUREAU VHB AUGUST 2013

- Government Health Services
- Noyes Hospital
- Government Services
- Commercial Properties
- Large Employers**
  - 100 - 200
  - 201 - 500
  - 501 - 800
  - > 800



0 5 Miles

1:275,000

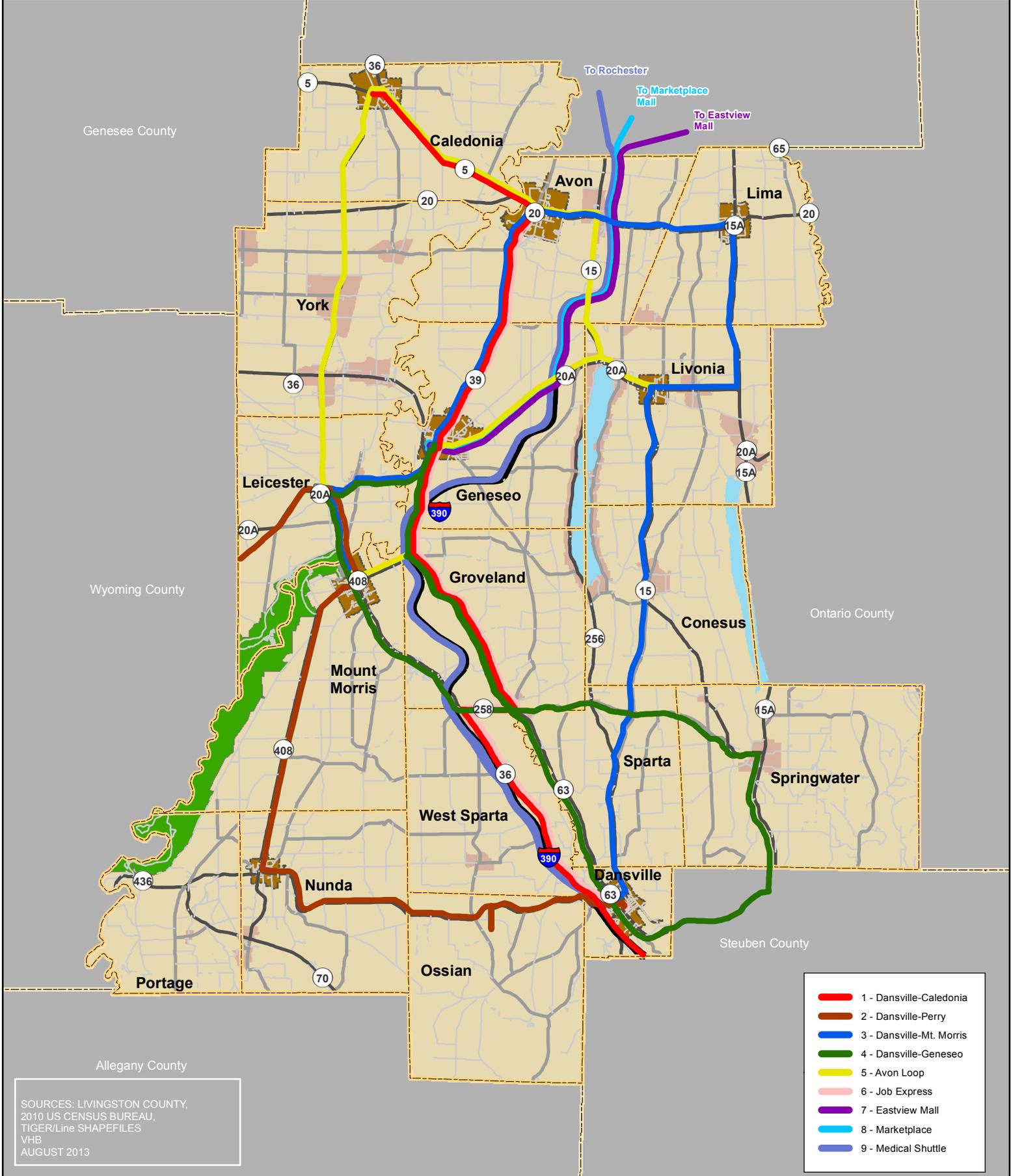
- Seasonal Road
- Local Road
- County Highway
- State Highway
- Expressway
- Village Hamlets & Other Census Designated Places
- Town
- Parks
- Lakes

**LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN**

**Major Trip  
Generators**

FIGURE 6-1

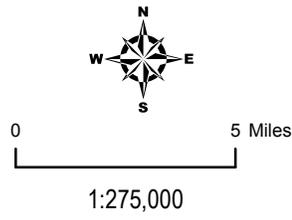




SOURCES: LIVINGSTON COUNTY,  
 2010 US CENSUS BUREAU,  
 TIGER/Line SHAPEFILES  
 VHB  
 AUGUST 2013

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

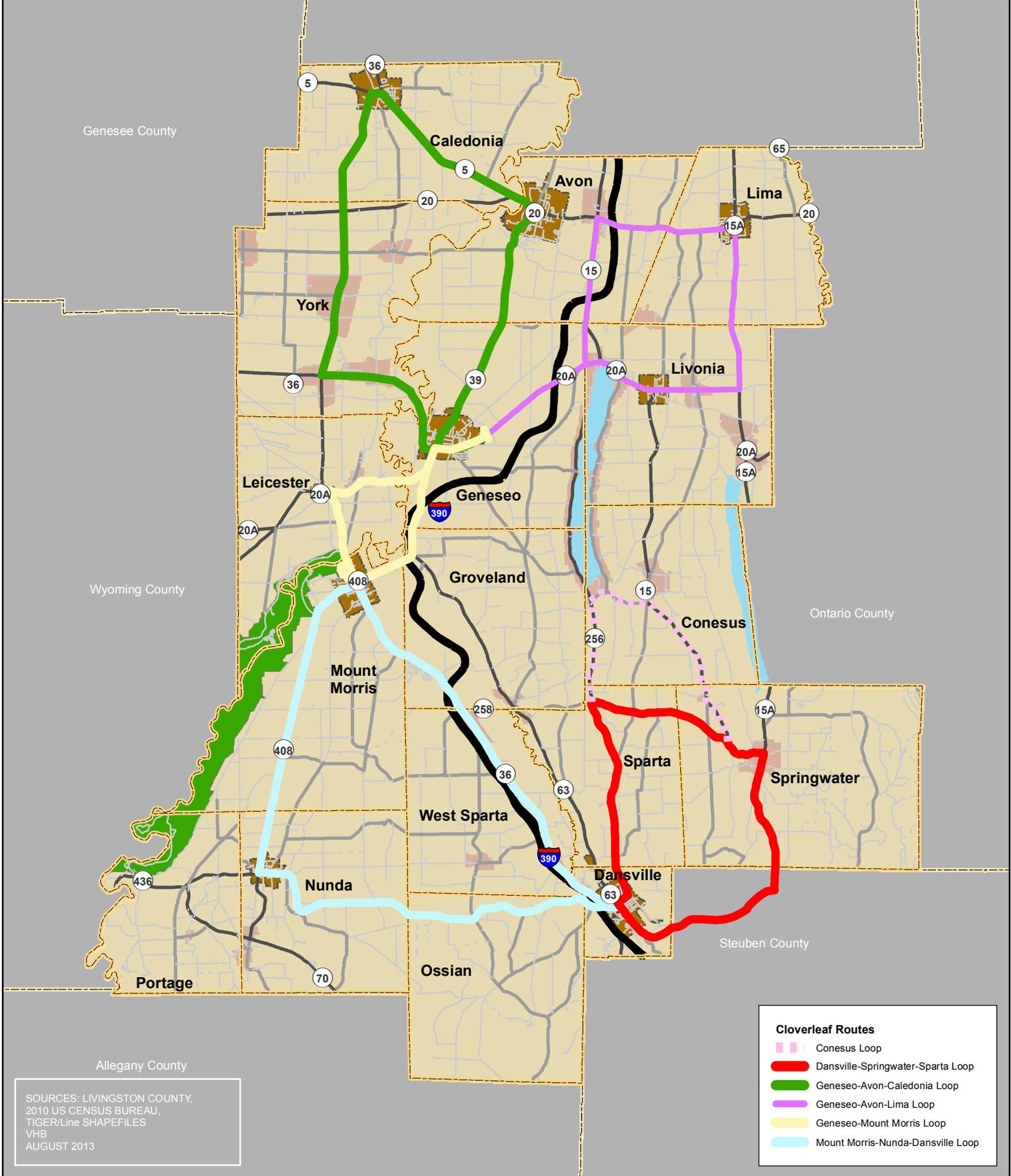
**CONNECT LIVINGSTON**  
 Linking our communities



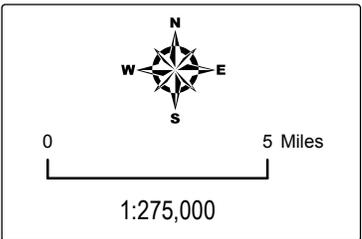
- Seasonal Road
- Local Road
- County Highway
- State Highway
- Expressway
- Village
- Hamlets & Other Census Designated Places
- Town
- Parks
- Lakes

**LIVINGSTON COUNTY  
 TRANSPORTATION  
 CONNECTIVITY PLAN**  
**Existing LATS  
 Routes**  
 FIGURE 6-2



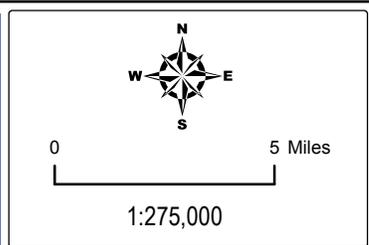
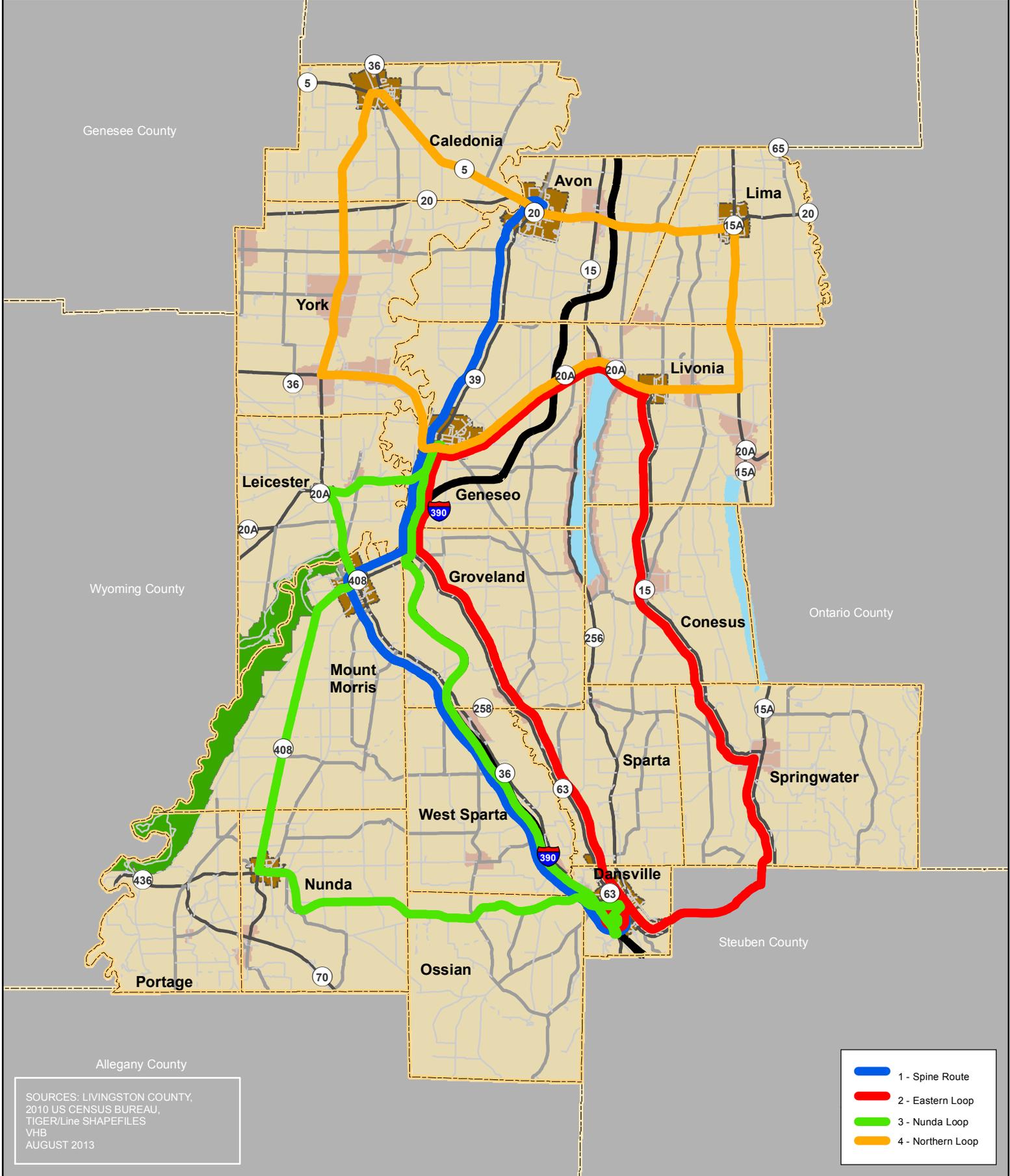


SOURCES: LIVINGSTON COUNTY,  
 2010 US CENSUS BUREAU,  
 TIGER/Line SHAPEFILES  
 VHB  
 AUGUST 2013



**LIVINGSTON COUNTY  
 TRANSPORTATION  
 CONNECTIVITY PLAN  
 Potential Routes  
 Cloverleaf**  
 FIGURE 6-3





**LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN**  
**Potential Routes  
Geneseo Transfer**  
FIGURE 6-4



## 7. Geneseo Pilot Plan

Another product of the Plan is a pilot plan or case study based on the needs of the Town and Village of Geneseo Pilot Plan study area to provide a template for how the County’s municipalities can customize the strategies in the Plan to meet their needs associated with the transportation system. A stand-alone document was created that pulls out existing condition, needs, and action plan information for the Geneseo study area and is included in **Appendix J**.

This section restates the county-wide goal and strategy, and then includes brief overviews of representative projects based on recommendations from previous plans and studies, suggestions from the public and stakeholders, and input from the project steering committees. As with the county-wide plan strategies, project information such as cost, timeframe of implementation, potential lead agencies and stakeholders, and funding sources are included. By applying the evaluation criteria to future projects, each municipality could also determine how well the proposed project helps to meet the County’s goals and prioritize efforts as such. A matrix showing the evaluation of each Geneseo Pilot Plan project is also included in **Appendix J**.

### 7.1 Goal # 1

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

#### 1.a *Implement standard roadway cross sections that include pedestrian/bicycle infrastructure (see **Figure 7-1**)*

- i) Construct sidewalks at the locations on the following page to fill gaps in the sidewalk network and to connect key facilities such as senior housing, health care, shopping, and services (see **Table 7-1** on the following page).
  - Timeframe: 0-16+ years depending on priority of improvement
  - Costs: \$60-\$75 per square yard, \$10,000-\$60,000 per project based on table
  - Lead agency: Village and Town of Geneseo, NYSDOT, adjoining landowners
  - Funding Sources: MAP-21 TAP, Safe Routes to Schools GTC TIP, Town/Village budgets
  
- ii) Determine feasibility of installing bicycle infrastructure Lakeville Road (NYS Route 20A), Lima Road, Main Street, North Street, and Court Street
  - Timeframe: 0-5 years
  - Costs: Approx. \$370 per linear foot for striped bicycle lanes, varies based on type of infrastructure (striped lane, sharrow, multi-use path, etc)
  - Lead agency: Village and Town of Geneseo, NYSDOT, County

- Funding Sources: MAP-21 TAP, Safe Routes to Schools, Town/Village budgets

**Table 7-1: Potential New Sidewalk**

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

iii) Enhance crosswalks with bump-outs and “pedestrian crossing” signs at the following locations:

- Main Street at Bank/Center Street
- Main Street between North/Court and University Drive
- Main Street at University Drive
- Main Street at School Street and Main Street at Park/Chestnut Streets
  - Timeframe: 0-16+ years depending on priority of improvement
  - Cost: Approx. \$500,000 for all<sup>44</sup>
  - Lead agency: Village and Town of Geneseo, NYSDOT, adjoining landowners
  - Funding Sources: MAP-21 TAP, Safe Routes to Schools, Town/Village budgets

iv) Install “pedestrian crossing” warning signs at the following intersections:

- Court Street at Wadsworth Street
- Court Street at Franklin Street
- Court Street between University Drive and Orchard Street
  - Timeframe: 0-16+ years depending on priority of improvement
  - Cost: Approximately \$500 each

<sup>44</sup> Geneseo Circulation, Parking, Safety and Aesthetics Study, 2009

- Lead agency: Village and Town of Geneseo, NYS DOT, adjoining landowners
  - Funding Sources: MAP-21 TAP, Town/Village budgets
- 1.b *Provide pedestrian/bicycle amenities such as bike parking, landscaping, street furniture, etc.*
  - i) Install bicycle racks along Main Street at Center Streets, at Key Bank on Bank Street, and at public buildings such as the Livingston County offices on Court Street and at government, medical and other community facilities along Lakeville Road
    - Timeframe: 0-5 years
    - Cost: \$200-\$1,500 each (infrastructure cost only)
    - Lead agency: Village of Geneseo
    - Funding Sources: MAP-21 TAP, NYSERDA CGC Program, Town/Village budgets
- 1.c *Close gaps in trails network & improve trailhead access/amenities*
  - i) Conduct a feasibility study to connect the Village of Geneseo with the Genesee Valley Greenway. Consider alternative ways to cross the Genesee River.
    - Timeframe: 6-15 years
    - Cost: \$12-24,000
    - Lead agency: Town and Village of Geneseo, County, Genesee Valley Greenway
    - Funding Sources: MAP-21 TAP, Town/Village budgets
- 1.d *Improve existing & create new river/boating access*
  - i) Identify necessary improvements to the hand launch site for the Genesee River on Riverside Drive
    - Timeframe: 0-5 years
    - Cost: \$10-20,000
    - Lead agency: Village of Geneseo
    - Funding Sources: LWRP, Town/Village budgets
- 1.e *Develop/update zoning/comprehensive plans – complete streets, multi-modal infrastructure/amenity, land use considerations, connections in new & updated plans & regulations*
  - i) Incorporate additional standards in Town and Village zoning regulations and design standards that require complete streets, transit accommodations, bicycle infrastructure, and improved access management provisions. Ensure the requirements for new development projects include providing pedestrian connections (cul-de-sac access/connectivity) and that the various planning documents work together rather than hinder the development and implementation of multi-modal requirements.
    - Timeframe: 0-5 years
    - Cost: \$12-\$40,000 depending on scope
    - Lead agency: Village and Town of Geneseo
    - Funding Sources: Town/Village budgets, NYSERDA CGC Program, GTC UPWP

- 1.f *Market & promote active transportation (wayfinding, benefits, historic/cultural components, etc)*
- i) Partner with businesses, educational institutions, government and not-for-profit agencies, recreational facilities, cultural organizations and tourist destinations to encourage visitors to walk and bicycle. Incorporate these sites into walking/ bicycling tour maps.
    - Timeframe: 0-5years, On-going
    - Cost: Minimal
    - Lead agency: Town and Village of Geneseo, Livingston County Chamber of Commerce, Livingston County Health Department
    - Funding Sources: Private or public grants, Town/Village budgets, Finger Lakes Health Systems Agency (shared resources)
  - ii) Partner with cultural organizations such as National Warplane Museum to identify appropriate locations and types of wayfinding signage. Ensure consistency with regional design for wayfinding signage.
    - Timeframe: 6-15 years
    - Cost: Approximately \$250 for 24” x 15” sign, plus annual permit fees where applicable (approx. \$50/ year for State highways)
    - Lead agency: Livingston County Chamber of Commerce
    - Funding Sources: Private or public grants, Town/Village budgets
- 1.g *Continue to identify & leverage potential funding options including various grants, private/public partnerships, etc.*
- i) Estimate project costs for the highest priority capital improvement projects.
    - Timeframe: 0-5 years, On-going
    - Cost: \$4-\$12,000 per project, depending on extent of preliminary engineering required
    - Lead agency: Village and Town of Geneseo
    - Funding Sources: Town/Village budgets
  - ii) Establish a Capital Improvement Plan process that incorporates specific information about project costs and potential funding sources for the highest priority transportation-related capital improvements (see sample forms in **Appendix J** & noted in Strategy 5.a.i)
    - Timeframe: 0-5 years, On-going
    - Cost: Staff time to set up process
    - Lead agency: Village and Town of Geneseo
    - Funding Sources: Included in existing budgets
  - iii) Work with Livingston County to pursue grant funding for projects and studies identified in this Plan.
    - Timeframe: On-going
    - Cost: Staff time

- Lead agency: Town and Village of Geneseo, County Planning
- Funding Sources: Livingston County (grant writing services)

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

i) Construct the following infrastructure improvements, identified as part of the Gateway District Master Plan process as “public sector investments,” as the Gateway District is developed and in coordination with private developers:

- Extend stub road (planned as part of previously approved site plan for Lowes) across Jaycox Creek to promote cross-access and improve potential for development east of Jaycox Creek.
- Access drive from NYS Route 20A. Wide median terminates at roundabout. Include landscaping
- Raised table intersection to calm traffic
- Roadway to serve residential areas
- Connector to allow cross access (public/ private investment)
- Add the connecting road between Millennium Drive and Veteran’s Drive

- Timeframe: 6-15 years
- Cost: Varies based on specific improvements
- Lead agency: Town of Geneseo, developers
- Funding Sources: Developers, property owners, Town of Geneseo, NYS CFA sources, NYSERDA CGC Program

## 7.2 Goal # 2

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

2.a *Encourage/discourage truck traffic on specific roadways (see also Goal #3)*

i) Continue to work with regional transportation agencies and NYS legislators to discourage excessive truck traffic on NYS Route 63, including maintaining signage along the NYS Thruway and trucker services along interstate highways.

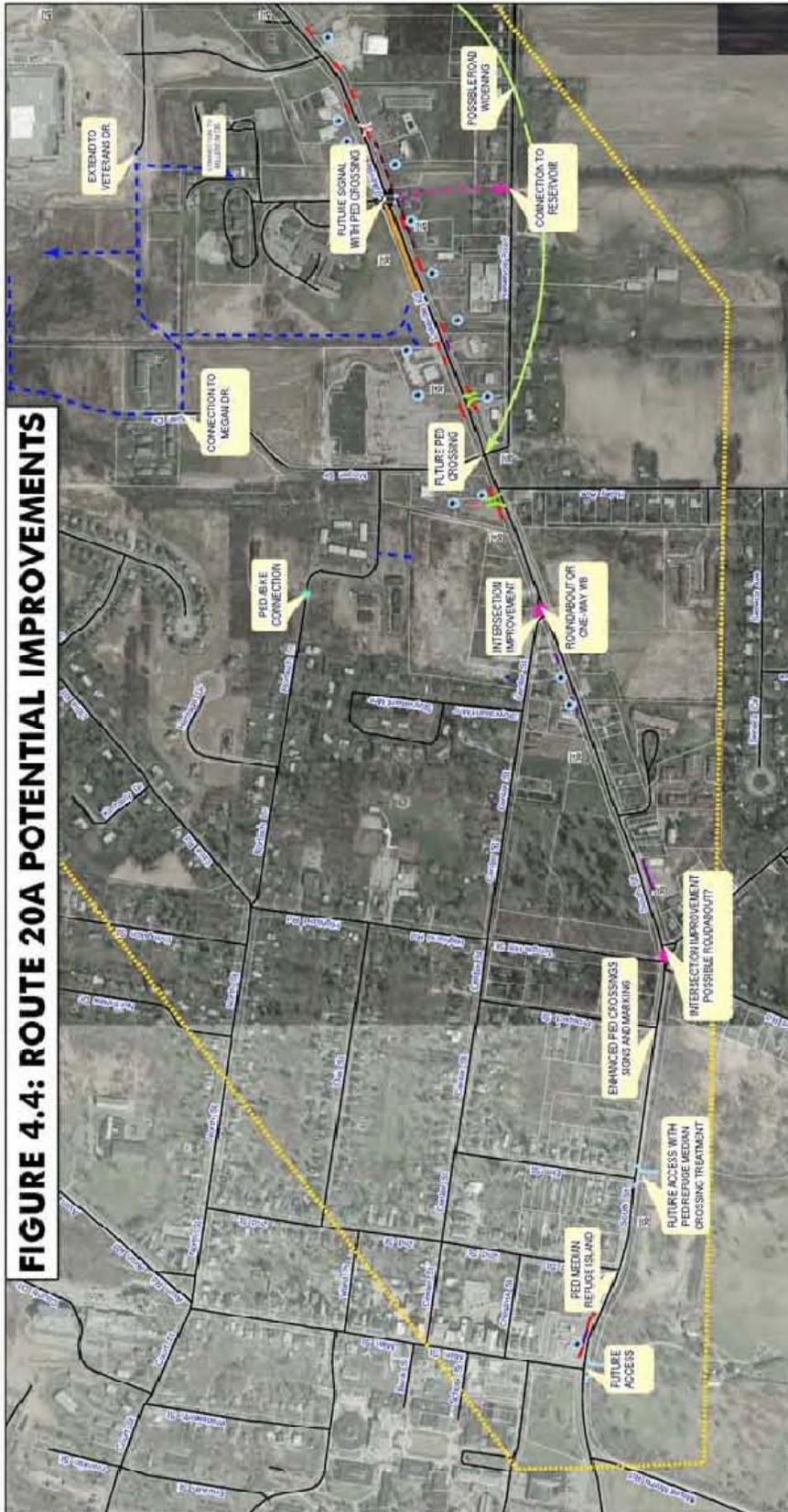
- Timeframe: On-going
- Cost: Staff time
- Lead agency: NYSDOT, Thruway Authority, Town and Village of Geneseo, Livingston County Traffic Safety Board and Sheriff, NYS Police
- Funding Sources: Included in existing budgets

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

- Timeframe: On-going
- Cost: Staff time
- Lead agency: NYSDOT, Town and Village of Geneseo, Livingston County Traffic Safety Board and Sheriff, NYS Police

- Funding Sources: Included in existing budgets
- 2.b *Develop access management plans & implement recommendations*
- i) Revise zoning and subdivision regulations in the Town and Village to address problems associated with traffic, access management and lack of connectivity, including revised subdivision and site plan review procedures and design guidelines that require sidewalks, cross-connections, parking and transit access in new residential and commercial development.
    - Timeframe: 0-5 years
    - Cost: [Include in cost of comprehensive zoning revisions - \$25-40,000 – see Strategy 1.e.i]
    - Lead agency: Town/Village of Geneseo
    - Funding Sources: Town/Village budgets, GTC UPWP
  - ii) Implement recommendations in the NYS Route 20A Access Management Plan, including filling sidewalk gaps, improving crosswalks, and narrowing or eliminating excess access points as shown in **Figure 7-2**. (See also Goal #1)
    - Timeframe: 6-15 years
    - Cost: Varies based on improvement
    - Lead agency: Town/Village of Geneseo
    - Funding Sources: Town/Village budgets, MAP-21 NHPP, STP, SHIP
- 2.c *Review existing roadway characteristics (regulatory/warning signage, alignment, drainage, etc) to identify new and confirm existing safety recommendations*
- i) Update the 2007 Comprehensive NYS Route 20A Access Management Plan and the 2009 Geneseo Circulation, Parking, Safety and Aesthetics Study (GCPSAS) with a focus on safety issues. Conduct a study of safety along Lima Road as conditions warrant, as part of an overall access management study. Involve law enforcement, pedestrian and bicycle safety organizations as well as residents, businesses and institutions with facilities along these corridors.
    - Timeframe: 6-15 years
    - Cost: \$40,000-\$80,000 for studies, wide range of costs for implementation depending on scale/complexity of improvements
    - Lead agency: Town/ Village of Geneseo
    - Funding Sources: MAP-21, GTC UPWP; Town/ Village budgets

Figure 7-2: NYS Route 20A Access Management Plan Improvements



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

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

- i) Construct intersection, roadway and safety improvements at the Main Street/Court Street/North Street/Avon Road intersection; Replace traffic signals; install bumpouts and lighting (see **Figure 7-3**).
  - Timeframe: 0-5 years
  - Cost: \$200,000 (from GCPSAS)
  - Lead agency: Village of Geneseo
  - Funding Sources: Village of Geneseo, MAP-21

**Figure 7-3: Court/North/Main Streets Intersection Improvements**



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

- i) Install pedestrian level lighting at the following locations:
  - Main Street/Court Street/North Street/Avon Road (in conjunction with intersection improvements – see Strategy 2.d.i)
  - Increase lighting along Court Street (estimated cost: \$50,000 per GCPSAS)
    - Timeframe: 0-16+ years depending on priority of project
    - Cost: Main/Court/North/Avon – see Strategy 2.d.i; Court Street: \$50,000<sup>45</sup>
    - Lead agency: Village of Geneseo, NYSDOT

<sup>45</sup> *Alternatives to Improve Circulation, Parking, Safety and Aesthetics Route 39 / North Street / Court Street Corridor (2009)*,

- Funding Sources: NYSEDA, Community Development Block Grant, NY Main Street Program

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

- i) Increase enforcement of speed limits along NYS Route 20A and Lima Road.
  - Timeframe: 0-5 years
  - Cost: Staff time
  - Lead agency: NYS Police
  - Funding Sources: Included in current NYS Police budget

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

- i) Develop and distribute educational materials to promote sharing the road with bicycles and pedestrians.
  - Timeframe: 0-5 years, On-going
  - Cost: Varies based on type of materials and distribution method (print, kiosk, media advertisement, website, social media, etc.)
  - Lead agency: Livingston County Traffic Safety Board, NYS Dept. of Motor Vehicles, Town and Village of Geneseo
  - Funding Sources: Private grants, State/Federal grants, Town/Village budgets, Finger Lakes Health Systems Agency (shared resources)
- ii) Collaborate with Cornell Cooperative Extension, SUNY Geneseo, Geneseo School District, and other organizations to hold educational events to promote bicycle safety.
  - Timeframe: 0-5 years, On-going
  - Cost: Staff time
  - Lead agency: Cornell Cooperative Extension, SUNY Geneseo, Geneseo School District, Town and Village of Geneseo
  - Funding Sources: Government and private grants for youth safety, active transportation, health, Finger Lakes Health Systems Agency (shared resources)

### 7.3 Goal # 3

#### ***Improve freight transportation infrastructure and access***

- 3.a *Improve access to regional priority economic development sites: Dansville Industrial Park, Livonia Gateway Park, Crossroads Commerce and Livingston Industrial Complexes in Avon, and the Caledonia Industrial Development Area*  
*[Not applicable to Geneseo Pilot Plan.]*
- 3.b *Maintain, repair, & rebuild key components of regional rail network including the Portage Bridge and the Rochester & Southern Railroad rail line between Dansville & Mt Morris*  
*[Not applicable to Geneseo Pilot Plan.]*

- 3.c *Evaluate and improve rail crossings*  
*[Not applicable to Geneseo Pilot Plan.]*
- 3.d *Maintain airport facilities: Dansville & Geneseo Airports*
- i) Work with the National Warplane Museum to carry out necessary improvements to the Geneseo Airport.
    - Timeframe: 6-15 years
    - Cost: TBD by Museum
    - Lead agency: Museum
    - Funding Sources: Private grants/donations
- 3.e *Market/promote/educate - importance of freight transportation*
- i) Disseminate information to the public that acknowledges the importance of maintaining corridors for regional freight movement.
    - Timeframe: 0-5 years, On-going
    - Cost: Staff time
    - Lead agency: Livingston County (public education on regional benefits of freight movement)
    - Funding Sources: Existing budgets, GTC UPWP
  - ii) Promote safety awareness among SUNY students and others with regard to NYS Route 63 truck traffic.
    - Timeframe: 0-5 years, On-going
    - Cost: Staff time
    - Lead agency: NYS Police (traffic enforcement), SUNY Geneseo (student education)
    - Funding Sources: Existing budgets, Finger Lakes Health Systems Agency (shared resources)

## 7.4 Goal # 4

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

- 4.a *Improve route connectivity & transfers (improve connectivity/transfers/ease of use for fixed routes & DAR services)*
- 4.b *Simplify route structure to focus on core services (expand P&R services to Rochester, social trips for elderly)*
- 4.c *Improve frequency/service span*
- 4.d *Improve out of county transit service & connections*

- 4.e *Document services and contact information for the numerous human service providers and create new or expand partnerships with non-profit and private transportation providers*
  
- 4.g *Improve marketing/promotional/educational outreach (website, printed brochures, social media, focus on special needs groups/populations) for all public transportation offerings*

While not responsible or the lead agency for the implementation of projects associated with Strategies 4.a through 4.e and 4.g, the Town and Village of Geneseo will be integral in the implementation of improvements to the LATS routes/system and services through other providers. The town and village should coordinate with and support LATS as changes are made to the route structure, especially if transfers are established in Geneseo. Establishing the most appropriate and feasible location for a potential hub will be a critical part of developing a future transit route system and the Town and Village will be an important partner in this effort. They should also participate in the documentation of services and development and distribution of marketing materials regarding public and human service transportation activities. See Section 5.4 for more information.

- 4.f *Enhance existing & create new transit stops – ensure safe & secure pedestrian/bicycle access/ADA compliance*
  - i) Install bus shelters at the northeast corner of Main Street and Center Street
    - Timeframe: 0-5 years
    - Cost: Approximately \$6,400 each (shelter + installation)
    - Lead agency: RGRTA, Village of Geneseo
    - Funding Sources: RGRTA

## 7.5 Goal # 5

### ***Promote efficient, innovative, and sustainable system management, maintenance, and operations***

- 5.a *Develop & execute a maintenance schedule for infrastructure that prioritizes key facilities*
  - i) Develop and maintain a maintenance schedule for transportation infrastructure and incorporate priority improvements into the Town and Village’s overall capital improvement program. Example spreadsheets for organizing, prioritizing, and budgeting projects are included in **Appendix J**. These spreadsheets are meant only to provide a format or example and can be customized as needed. The prioritization spreadsheet includes many similar evaluation criteria as this plan, but more could be incorporated or revised to ensure the project helps the town/village work towards this plan’s goals.
    - Timeframe: On-going
    - Cost: Staff time
    - Lead agency: Village and Town of Geneseo

- Funding Sources: Town/Village budgets
- 5.b *Establish service/maintenance agreements*
  - i) Continue cooperative agreements between New York State, Livingston County and the Town and Village of Geneseo for maintenance of roadways and other facilities.
    - Timeframe: On-going
    - Cost: Staff time
    - Lead agency: Village and Town of Geneseo, NYSDOT
    - Funding Sources: Town/Village budgets
- 5.c *Develop special event and emergency traffic management plans*
  - i) Develop a process to coordinate with Livingston County Sheriff, SUNY Geneseo, Historic Warplane Museum, Geneseo School District and other entities to plan for traffic management in advance of special events.
    - Timeframe: 0-5 years, On-going
    - Cost: Staff/volunteer time
    - Lead agency: Village of Geneseo Police Department, SUNY Geneseo, Geneseo School District other event venues
    - Funding Sources: Existing organization budgets
- 5.d *Continue to identify & leverage funding options to address key infrastructure deficiencies*
  - i) (see Strategy 1.g.iii)

## 7.6 Goal # 6

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

- 6.a *Support the rural & small town economy through improved services, programs, access and other initiatives (such as transit service for agriculture workers, minimizing land needed for infrastructure improvements, land use policies to protect agricultural land, etc)*
  - i) Continue supporting the renewal of the agricultural district within the County and the landowners within the Town to conserve, protect, and encourage the development of lands for agricultural production.
    - Timeframe: On-going
    - Cost: Minimal
    - Lead agency: Town of Geneseo
    - Funding Sources: Operating budgets
- 6.b *Research, implement, and/or support initiatives that reduce transportation energy consumption (such as electric vehicle infrastructure, low emission fleet vehicles, Transportation Demand Management (TDM) programs, etc)*
  - i) Install electric vehicle charging stations and alternative fuel vehicle priority parking in the Village of Geneseo, including SUNY Geneseo and government offices.

- Timeframe: 0-5 years
- Cost: \$5,000 - \$10,000 each
- Lead agency: Village of Geneseo, SUNY Geneseo
- Funding Sources: NYSERDA

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

- i) Work with transportation and cultural organizations such as SUNY Geneseo, the National Warplane Museum, and the Genesee Valley Conservancy to establish trail connections between the Village of Geneseo and the Geneseo Airport, the Genesee River boat launches, and Conesus Lake.
  - Timeframe: 6-15 years
  - Cost: TBD
  - Lead agency: Village and Town of Geneseo, SUNY Geneseo, National Warplane Museum, Genesee Valley Conservancy
  - Funding Sources: MAP-21 TAP, private donations

6.d *Encourage growth directed towards hamlets and village centers and continue to support downtown revitalization efforts*

- i) Work with the Livingston County Development Group's Downtown Partnership to promote their marketing, educational, and funding programs and resources such as the signs and façade improvement program, the buy local campaign, training, and technical support to Village businesses.
  - Timeframe: On-going
  - Cost: TBD
  - Lead agency: Village of Geneseo, Livingston County Development Group and Downtown Coordinator
  - Funding Sources: Operating budgets

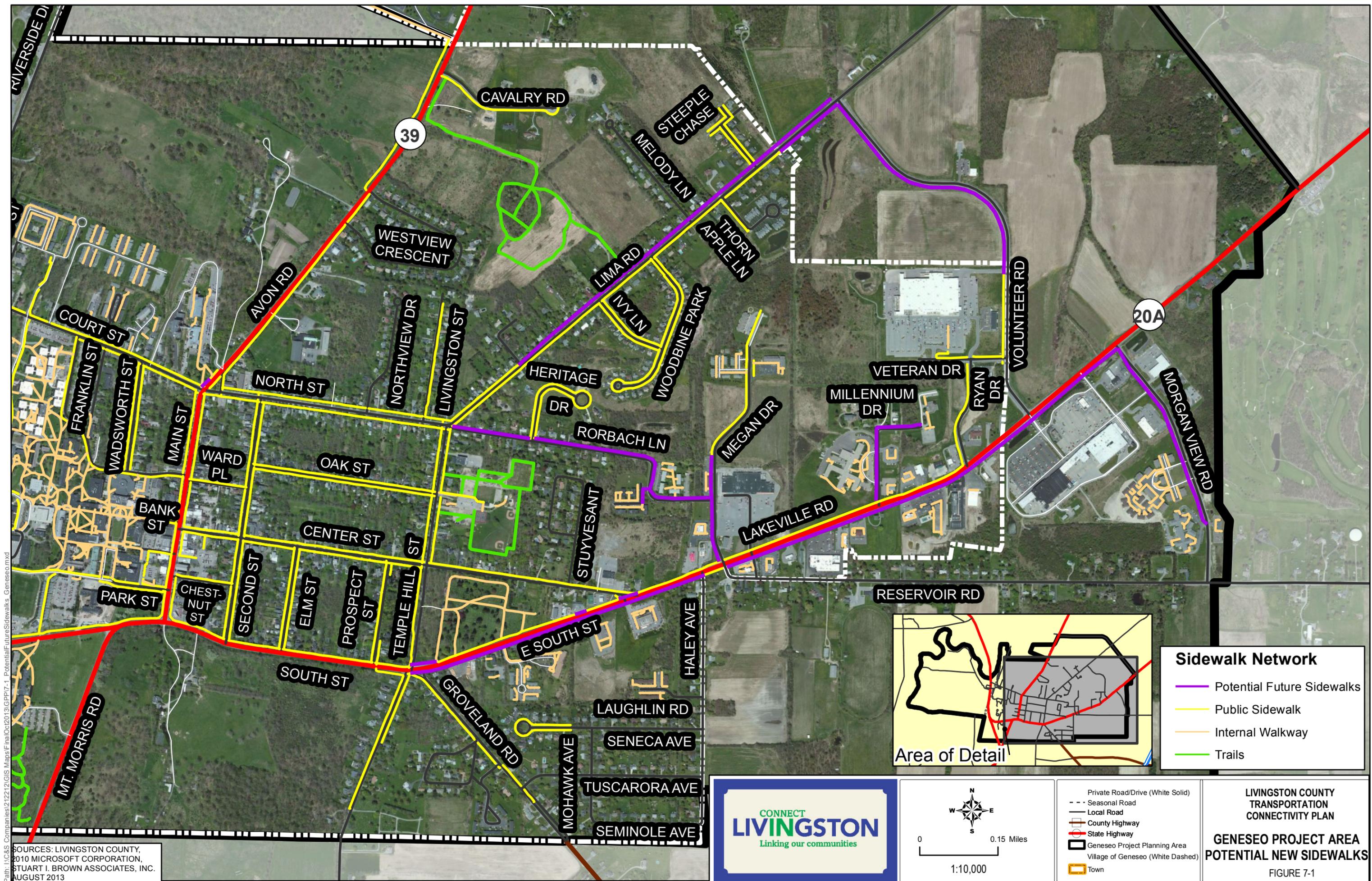
## 7.7 Geneseo Pilot Plan Summary

Beyond the capital improvement projects noted, the projects above include policy and planning along with service and program recommendations but the list is not all inclusive and is not meant to document a project for every need noted throughout this process.

Projects associated with capital improvement projects in the study area, such as pedestrian and bicycle infrastructure, trail connections, and roadway or intersection improvements, are shown in **Figures 7-4 and 7-5** with both transit options as described in **Section 6**. Recommendations from previous studies or documents that indicate specific locations are shown, but otherwise, potential connections are shown on a conceptual level.

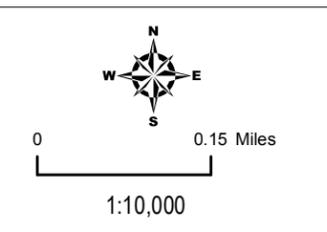


THIS PAGE INTENTIONALLY LEFT BLANK



Path: L:\C&S Companies\212212\GIS Maps\Final\Oct2013\GPPV7-1 PotentialFutureSidewalks\_Geneseo.mxd

SOURCES: LIVINGSTON COUNTY, 2010 MICROSOFT CORPORATION, STUART I. BROWN ASSOCIATES, INC. AUGUST 2013



- Private Road/Drive (White Solid)
- Seasonal Road (Dashed)
- Local Road (Thin Solid)
- County Highway (Thick Solid)
- State Highway (Thick Solid with Red Border)
- Geneseo Project Planning Area (Thick Black Outline)
- Village of Geneseo (White Dashed)
- Town (Yellow Outline)

- ### Sidewalk Network
- Potential Future Sidewalks (Purple Line)
  - Public Sidewalk (Yellow Line)
  - Internal Walkway (Orange Line)
  - Trails (Green Line)

LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN

**GENESEO PROJECT AREA  
POTENTIAL NEW SIDEWALKS**

FIGURE 7-1

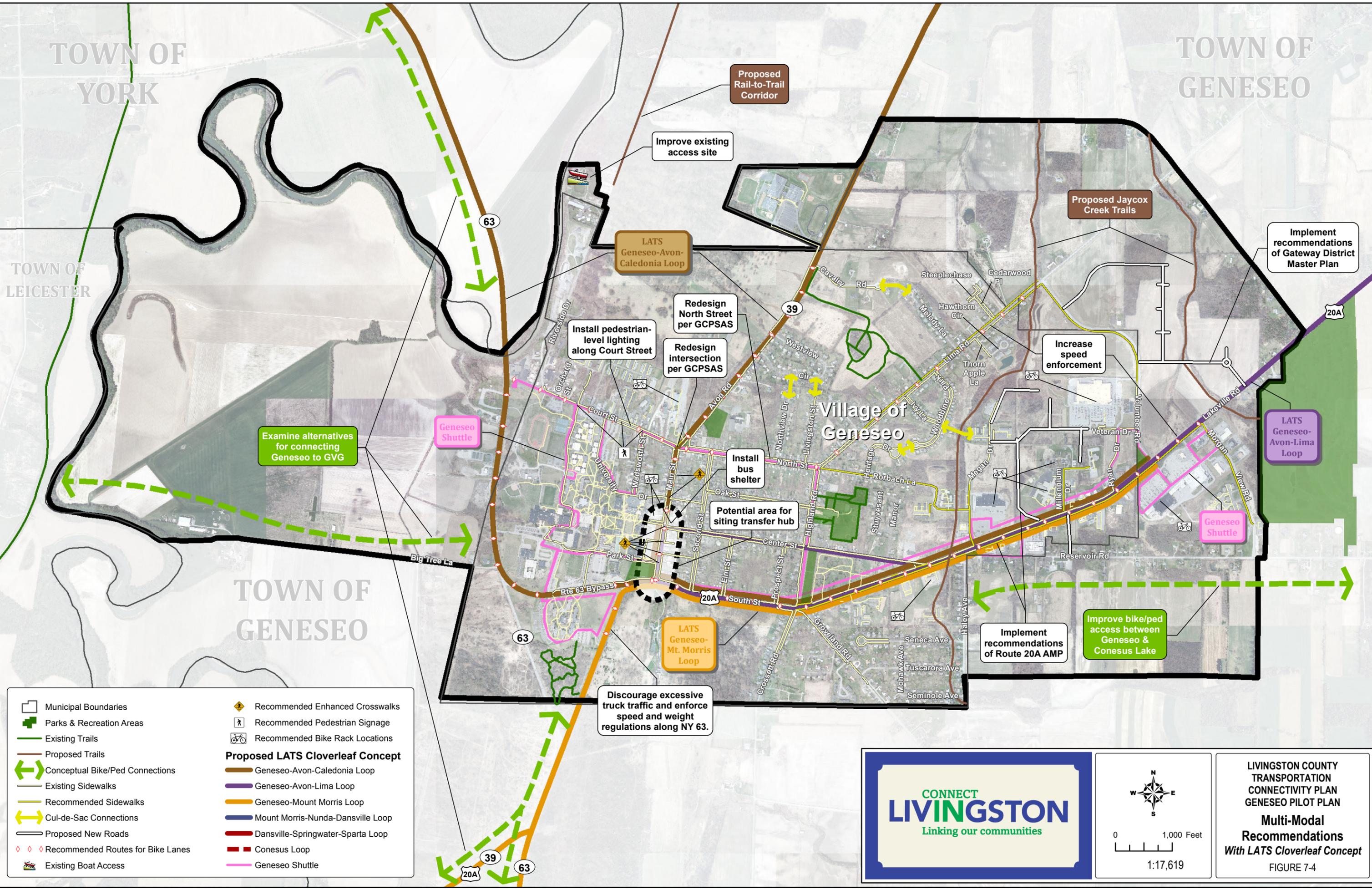


TOWN OF YORK

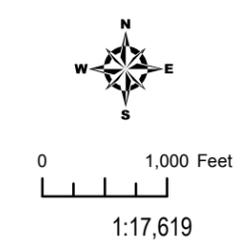
TOWN OF GENESEO

TOWN OF LEICESTER

TOWN OF GENESEO



- Municipal Boundaries
  - Parks & Recreation Areas
  - Existing Trails
  - Proposed Trails
  - Conceptual Bike/Ped Connections
  - Existing Sidewalks
  - Recommended Sidewalks
  - Cul-de-Sac Connections
  - Proposed New Roads
  - Recommended Routes for Bike Lanes
  - Existing Boat Access
  - Recommended Enhanced Crosswalks
  - Recommended Pedestrian Signage
  - Recommended Bike Rack Locations
- Proposed LATS Cloverleaf Concept**
- Geneseo-Avon-Caledonia Loop
  - Geneseo-Avon-Lima Loop
  - Geneseo-Mt. Morris Loop
  - Mount Morris-Nunda-Dansville Loop
  - Dansville-Springwater-Sparta Loop
  - Conesus Loop
  - Geneseo Shuttle



LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN  
GENESEO PILOT PLAN

**Multi-Modal  
Recommendations**  
With LATS Cloverleaf Concept

FIGURE 7-4



TOWN OF YORK

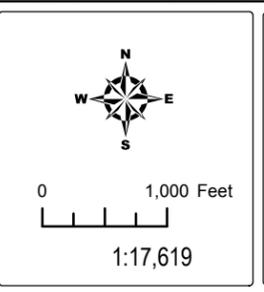
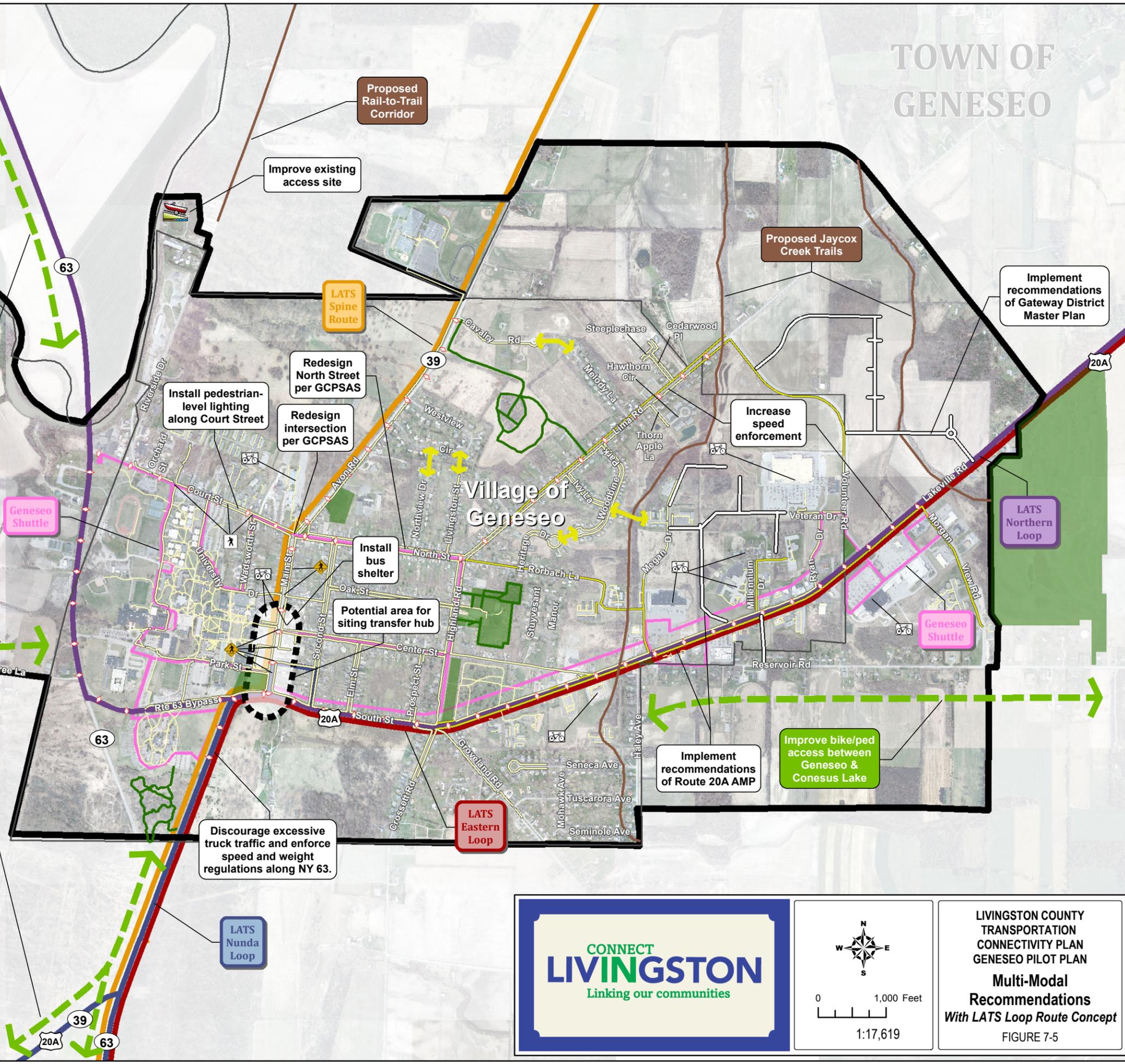
TOWN OF GENESEO

TOWN OF LEICESTER

TOWN OF GENESEO

Village of Geneseo

- Municipal Boundaries
  - Parks & Recreation Areas
  - Existing Trails
  - Proposed Trails
  - Conceptual Bike/Ped Connections
  - Existing Sidewalks
  - Recommended Sidewalks
  - Cul-de-Sac Connections
  - Proposed New Roads
  - Recommended Routes for Bike Lanes
  - Existing Boat Access
  - Recommended Enhanced Crosswalks
  - Recommended Pedestrian Signage
  - Recommended Bike Rack Locations
- Proposed LATS Loop Route Concept**
- Spine Route
  - Eastern Loop
  - Nunda Loop
  - Northern Loop
  - Geneseo Shuttle



LIVINGSTON COUNTY  
TRANSPORTATION  
CONNECTIVITY PLAN  
GENESEO PILOT PLAN

**Multi-Modal  
Recommendations**  
With LATS Loop Route Concept

FIGURE 7-5





# **Appendix A:**

# **Historic Sites**



# **Appendix B:**

# **Public Involvement**

# Appendix C:

## Bridges by Condition Rating



# Appendix D:

## LATS and RTS Bus Schedules



# Appendix E:

## Summary of Recommendations in Existing Plans



## Appendix F:

# Functional Classifications of Roads – NYS Department of Transportation Maps

# Appendix G:

## Transit Rider Survey Results

# Appendix H:

## Summary of Needs from Existing Studies & Plans



# Appendix I:

## Strategy Evaluation Criteria & Matrix



# **Appendix J:**

# **Geneseo Pilot Plan**