



VILLAGE OF GENESEO COMPREHENSIVE PLAN 2022

Prepared For:

The Village of
Geneseo

MRB Group

145 Culver Road, Suite 160
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As adopted by resolution of the
Village of Geneseo Board of
Trustees on December 14, 2022

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EXECUTIVE SUMMARY

Plan Overview

"Destiny is no matter of chance. It is a matter of choice. It is not a thing to be waited for, it is a thing to be achieved..."

-William Jennings Bryant

PROLOGUE

Intentionality. It is how great communities are built. Strong communities do not happen by accident but by thoughtful, intentional action that is aligned with a unified vision. The Geneseo Comprehensive Plan seeks to unite a community that is seemingly full of paradoxes:

- Though Geneseo has many of the features of an urban enclave, it is situated among some of the most productive agricultural land in the nation;
- For one-third of the year, it is a tiny, close-knit community, but every September, hundreds of new faces and thousands more returning student residents swell the Village's population significantly over its traditional size;
- Some of the most historic landmarks in the region are nestled next to modern commercial and housing developments; and,
- Most areas of the community are replete with tree-lined streets framing well-kept lawns and attractive single-family residences; but within a few blocks, substandard housing limits options for some of the most economically disadvantaged families in the County.

The diversity of needs, opportunities, and resources in the community require a careful approach to community planning. First, we must unite behind a single, unified vision for the future of Geneseo; then, we must understand the capacity of the Village government to drive change. Like most small communities, the Village of Geneseo local government has limited resources, and New York State only enables villages to do certain things. As a result, we have to think creatively toward solutions of collective impact and ask: how can a community rally together to reinforce strengths, capture opportunities, and take care of those most in need?

This plan should serve as a call to action and a shift in the mindset of community leadership: a transition from "the Village should..." to "with the Village's help, we can...". It calls for community members to become engaged in the operations of the Village and to support leadership in developing the capacity and resources needed to make Geneseo a community where everyone enjoys an unmatched quality of life.

PLAN FOUNDATION

Comprehensive plans are designed to be 15–20 year roadmaps toward community growth and vitality, but a plan that is merely a 20-year “to-do list” is of little value when there is no clear picture of where you want to be.

The foundation of this plan is a community vision intended to rally Village residents and stakeholders around a unified picture of Geneseo in 2040. The plan’s development was guided by a steering committee, who, after listening to the public and poring over hundreds of survey results, identified the following:

- A community where growth and development respect our treasured natural environment and historic character; new development blends with existing assets, and livability is unmatched.
- A Village with solid communications with its residents, which fosters collaborative relationships between residents, civic organizations, businesses, and the non-profit community.
- A vibrant cultural hub, featuring performing and visual arts, tourism, locally-driven events, and other economically productive activity.

To fulfill this vision, the steering committee asks the community to commit to purposeful and intentional growth and preservation of the historic Village character and traditions. To prioritize our efforts, the committee challenged the community to focus on four key initiatives:

1. Implement the Active Transportation Plan
2. Improve communications between the Village and its residents
3. Improve housing and enhance livability
4. Improve parks and open spaces

These foundational elements frame a series of recommendations that will set Geneseo on a course toward a strong quality of life and enhanced economic vibrancy.

INITIAL FINDINGS

On the theme of paradoxes, Geneseo has an interesting mix of socioeconomic and demographic conditions. The committee leveraged key data points to help formulate the road map forward.

The Village’s data showed many sunny spots:

- The share of owner households who are cost-burdened in the Village of Geneseo is lower than in the region and in the U.S., suggesting that opportunities for homeownership can be broadened.
- Though population decline has been widely felt in the Northeast and in New York State, the number of households and families in the Village of Geneseo has remained somewhat steady since 2010.
- Though older adults are more likely to own homes in Geneseo, the percentage of those aged 25–34 owning a home in the Village of Geneseo is 9.3%; a nearly 50% increase since 2015.

But the skies aren’t completely clear. Cloudy spots in the data included:

- Over 30% of families in Geneseo earn less than \$35,000 per year; more than double that of Livingston County.
- Nearly 50% of single mothers in Geneseo are experiencing poverty conditions.
- The median income in Geneseo is nearly 20% lower than those in Livingston County.

The Village has many assets to leverage in support of our most economically challenged residents. This plan seeks to capitalize on community-driven solutions to create a high quality of life for all residents in the Village.

THE WAY FORWARD

The key initiatives, which serve as top priorities for the comprehensive plan and call for significant investment by the Village and our partners, are built to address the needs of all Geneseo residents. Moreover, the steering committee took special care to delineate specific benefits for populations that are critically important to our future. Those include:

- Residents suffering from mental health concerns
- Individuals and families struggling with poverty
- College students, faculty, and staff
- Senior Citizens
- Young families
- New and prospective residents

Later sections of the plan go into deeper details on the specifics of recommended actions, but specific benefits to targeted populations include:

Implement the Active Transportation Plan

- Economically disadvantaged residents and those with limited mobility will be connected to Village businesses and public spaces via a network of non-vehicular transportation options.

Improve Communications Between the Village and its Residents

- SUNY Geneseo student-residents will be connected to the community through improved tools for communications.
- Residents suffering from mental health challenges and new residents will find a Village website that is robust with resources, connecting residents with programs and facilities to support their needs and enhance livability.

Improve Housing and Enhance Livability

- Seniors, young families, and our most economically disadvantaged residents will find new housing and condition improvements in existing stock so that every resident can access affordable, attainable, and safe housing.

Improve Parks and Public Spaces

- Young families, single mothers, and our most economically disadvantaged residents will find accessible, well-maintained parks and public spaces to engage with other community members and improve health and wellness.

HOW TO USE THIS PLAN

As noted, a plan full of checklists extending decades into the future is of limited value. Particularly today, things move fast. A community must be nimble enough to address changes in the economic and community landscape while still being grounded in a set of core values designed to ensure the realization of your unified vision.

Plan Activation

The first steps are outlined in the ensuing sections. Plan recommendations are categorized by the resources required to move each forward and the order in which they should be executed. The Village should take steps to develop necessary resources and take action on near-term items soon after adoption.

Future Proposals

A comprehensive plan cannot possibly contemplate every scenario that Village leadership will encounter over the next 15 years. To help evaluate future proposals that are not explicitly listed in the plan, Village leaders should use the Vision, Commitments, and Key Initiatives as a scorecard for evaluating development proposals, resource requests, and allocation of Board efforts. With each anticipated demand on your resources, ask:

- How will this advance us toward our vision?
- How does this align with our commitments?
- How does this accelerate the implementation of key initiatives?

If those requesting resource commitments cannot adequately address those critical questions, then resources should likely not be allocated.

Board members should carry these recommendations into future budget discussions, staffing decisions, committee appointments, etc. Any action taken by the Board should be considered with respect to these foundational plan elements.

CONCLUSION

A plan that seeks to address all challenges for all people typically turns out weak and unfocused. The Geneseo Comprehensive Plan takes steps to develop actionable recommendations which will have a lasting effect on those segments of the community who both need our support and whose engagement and retention in the community will change our trajectory for generations.



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INTRODUCTION

The Village of Geneseo, incorporated in 1832, is in Livingston County, in the Finger Lakes Region of New York State. The Village is approximately 30 miles south of Rochester, New York, and lies within the five-county Rochester Metropolitan Statistical Area. The Village is five miles east of Interstate 390, which connects it to northern and southern routes, and ten miles to the south of State Route 20, which connects the Village to eastern and western routes, including the Buffalo-Niagara region and the Finger Lakes.

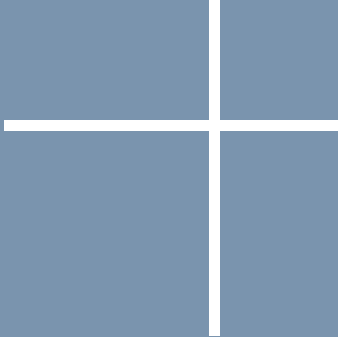
The Village of Geneseo overlooks the Genesee Valley. Its character is defined by the picturesque views of rolling hills, historic buildings, and streetscapes, including the historic district designated in 1991 as a National Historic Landmark. The State University of New York at Geneseo was founded in 1867 as the Geneseo Normal School, and it currently has an enrollment of approximately 5,000 students. Over 3,000 students live in on-campus housing, and the other 2,000 live in housing in and around the Village, contributing to the community's population, economy, and diversity.

Genesee Valley is rich in agricultural assets that have contributed to the region's prosperity since the founding of the Town of Geneseo in 1789. Nearby outdoor amenities include Letchworth State Park, Conesus Lake, the Genesee River, and many parks and trails that contribute to the quality of life for the 8,281 residents.





2. Plan Purpose



PLAN PURPOSE

The 2022 Village of Geneseo Comprehensive Plan follows the 2007 Comprehensive Plan and builds on the mission for the community to “protect what we have; be purposeful in what we add.” This plan documents the community participation and input gathered through public forums and surveys and updates demographic data and socioeconomic conditions helpful in planning decisions.

The 2022 Geneseo Comprehensive Plan is rooted in the collective values and vision defined through a community engagement process and is informed by an analysis of the most current data and statistics for the community. The plan will guide decisions about development, policy, and programs that impact Geneseo’s long-term vitality. This plan is a critical framework for guiding local officials and Village staff to protect the health, safety, and welfare of the community while providing guideposts to inform the work of civic organizations, not-for-profits, businesses, neighborhood organizations and others that influence the quality of life in Geneseo.

A Comprehensive Plan is not a regulatory document but an advisory tool that guides future decision-making around funding priorities, development opportunities, zoning regulations and map amendments, subdivision procedures, and other land use and public realm elements. In New York State, Villages are authorized to undertake long-range planning efforts according to NYS GML 7-722.

While comprehensive plans are not mandatory in New York State, New York’s zoning-enabling statutes require that zoning laws be adopted in accordance with a comprehensive plan, should the community choose to undertake the process. The plan serves as the backbone for the Village’s regulatory landscape by defining a clear intent for development and growth management. It should drive decision-making during the review of applications for site plan review, special use permits, subdivisions, and variances.

Plan Jurisdiction and Authority

In New York State, developing a comprehensive plan document is optional for municipalities. However, the plan itself provides several benefits to a community, including:

- A defined vision for community transformation with supporting goals and objectives to enhance the community's assets and community design standards that will inform future development;
- A legal defense for zoning regulations per New York State's zoning enabling statutes, which require that zoning be undertaken in accordance with a well-considered plan or in accordance with a comprehensive plan;
- A policy document to inform zoning, budgetary, and capital improvement decisions;
- An action plan to help realize and implement the vision set forth by the community.

While the Comprehensive Plan communicates the community's vision for future land use, growth, and development, the Village's Zoning Ordinance provides the regulatory mechanism for ensuring that any proposed development and changes in land use are compliant with this vision. Consistency with an adopted Comprehensive Plan is one of the approval considerations that Planning and Zoning Boards refer to for zoning text and map amendments, special use permits, State Environmental Quality Review Act (SEQRA) compliance, and other planning-related approvals.

PLAN GOALS



To identify our collective core values that make Geneseo the place we love.



To define a unified community vision – our “why” – that is reflective of the community's collective core values.



To define our priorities for where the Village's resources should be allocated.



To protect and steward our most valued assets and leverage these resources to address our most pressing challenges.



To provide an organized framework to inform policy decisions over the plan's lifespan.



To utilize best planning practices as the basis for future land use mapping and regulatory decision-making.



To create an action plan that includes metrics for measuring progress.



To create a high-quality, accessible, and user-friendly document carefully crafted by the community it serves.



A photograph of a street scene in Geneseo, New York. A tall black lamppost stands in the foreground, topped with a black lantern-style light fixture. A large, round, black flower basket hangs from the lamppost, filled with white and purple flowers. A blue flag is attached to the lamppost, featuring the text 'Live Shop Think LOCAL' at the top, a central illustration of a town scene with a building, a horse, and a lighthouse, and the text 'become part of our tradition GENESEO' and 'www.geneseony.com' at the bottom. The background shows a street with parked cars, trees, and buildings, including a 'RESTAURANT' sign on the left and a 'GENESEO' sign on a building on the right. The sky is a pale blue.

3. Previous Plans

Previous Plans

This plan builds upon the Village's most recent Comprehensive Plan (2007) and several subject-specific studies that the Village has recently undertaken. These prior plans and studies collectively provide foundational insights into Geneseo's opportunities and challenges.

NYS Route 20A Comprehensive Access Management Plan (2007)

This project initiated the coordination between (NYSDOT), the Village, and the Town of Geneseo to work as true partners to protect and preserve the investment, capacity, and safety of the NYS Route 20A corridor for future generations by making each aware of the impacts of its decisions on the other agencies and the roadway.

With all stakeholders as partners working together, the Village and Town of Geneseo prepared an access management plan, improved techniques for cooperation on permit and zoning practices, and worked with local officials to identify zoning language requiring updates.

The Route 20A Comprehensive Access Management Plan documents the following:



Village of Geneseo Comprehensive Plan (2007)

In creating this comprehensive plan, extensive discussion was held regarding the future vision for Geneseo. In addition to developing a vision statement, an overall mission statement set the tone for the entire plan: "Protect what we have; be purposeful in what we add."

The 2007 Comprehensive Plan includes in its chapters the following:

- Inventory and analysis of socioeconomic and demographic conditions.
- Inventory and analysis of historic sites, public facilities, and other public assets.
- Goals and Objectives for the general character of the Village, residential and commercial land use, traffic and transportation, community issues, and the economy.

Alternatives to Improve Circulation, Parking, Safety, and Aesthetics - Route 39/North Street/Court Street Corridor (2009)

Stuart I. Brown Associates and LaBella Associates were hired in late 2008 to develop the design and regulatory alternatives to improve circulation, parking, safety, and aesthetics along the Route 39 / North Street / Court Street corridor. The report recommends that the Village make various aesthetic improvements, install curb bump outs and enhanced crosswalks, add sidewalks, bike racks, and bus stops, and a recommendation for a "hybrid" alternative roadway on North Street with large parkways and mid-block sections that include a median.

Geneseo Village-College Relations Compact

In January 2012, the Village of Geneseo and SUNY Geneseo convened a Task Force to examine areas of mutual concern and draft a statement of mutual responsibilities, intending to strengthen already strong town-gown relations. In March 2016 and again in September 2021, the Village and the College reviewed the Compact to ensure it continued to represent this intention. The compact addresses the following:

- To the extent provided by law, sharing information pertinent to public safety, community life, and administrative reports.
- Policies and resources for Village and Public Safety Administration, the College, and students housed off-campus.
- Policy enforcement of student standards of conduct and agreements between College and Village Police for sharing information to the extent permitted by law.

Genesee-Finger Lakes Economic Development District - Comprehensive Economic Development Strategy (CEDS) (2016 - 2020)

This report was developed by the Genesee Finger Lakes Regional Planning Council, the nine-county joint Economic Development District, which includes Livingston County. The CEDS report serves as a living document that profiles the changing conditions of the nine-county region and outlines the details of current priority projects of each County to ultimately strengthen the coordination of economic success of the area.

The CEDS report breaks down development priorities at the County level. The most current iteration of the report outlines twelve priority projects for Livingston County. The CEDS identified a priority project site in Geneseo (the Valley at Geneseo) as a Build-Now NY "Shovel-ready" site. General plans in the CEDS for downtown revitalization, entrepreneurship, venture capital, and buy-local projects have potential impacts on Geneseo and the rest of Livingston County.

Finger Lakes Forward – Upstate Revitalization Plan (2015)

Finger Lakes Forward is the strategic economic development plan created by the Finger Lakes Regional Economic Development Council. This plan outlines the region's economic strengths and most significant opportunities, identifying targets for investment.

The unique strengths identified in this plan include three industry clusters: 1) optics, photonics, and imaging, 2) agriculture and food production, and 3) next-generation manufacturing and technology. The report concludes that the long-term development of these industry clusters will be contingent on three "economic enablers:"

- Addressing workforce development and poverty reduction,
- Promoting entrepreneurship and development; and,
- Supporting higher education and research.

Geneseo Active Transportation Plan (2018)

Initiated by Livingston County, the Genesee Transportation Council, and the Town and Village of Geneseo, the Geneseo Active Transportation Plan proposes enhancements to the pedestrian, bicycling, and public transportation networks throughout the Town and Village of Geneseo.

Supplementing previous active transportation planning efforts within the region, this Plan recommends specific facility, programmatic, and policy improvements, creating an implementable 'blueprint' for making Geneseo a more walkable and bikeable community.

This project approaches active transportation planning through a comprehensive lens, recognizing the importance of creating physical, social, and regulatory frameworks to generate a more connected, equitable, and accessible community. The recommendations within this Plan have been developed through an extensive process that has included multi-faceted community engagement, a detailed inventory of existing conditions, and an application of national and local best practices. In general, the recommendations seek to balance short-term, highly feasible projects with more significant, longer-term projects requiring more extensive coordination to implement.





4. Geneseo: Past and Present

GENESEO: PAST AND PRESENT

The Village of Geneseo stands within the historic homeland of the Onöndowa'ga:' of the Six Nations of Haudenosaunee, now of the Seneca Nation of Indians (New York); Tonawanda Band of Seneca (New York); Seneca-Cayuga Nation (Oklahoma); and Six Nations of the Grand River (Ontario).

The Six Nations of the Haudenosaunee, also referred to as the People of the Long House, was a complex socio-political arrangement reached around 1142 to 1500 AD and is one of the world's first and longest-lasting participatory democracies. The agreement was formed with the shared understanding that law, society, and nature were equal and essential aspects of thoughtful decision-making.

The above land acknowledgment statement addresses the current dispersal of the indigenous people who occupied upstate New York and were credited as keepers of the Western door before their displacement during colonial times. Descendants of the Haudenosaunee people remain in New York today, as do the impacts of their ancestors on the physical landscape that we enjoy today for both its beauty and productivity.

The early 1600s were a time of mass European immigration as the French, Dutch, and English settled along the east coast. The settlement footprint of the European-Americans grew as they followed native paths west into present-day upstate New York. Settlers like the Wadsworths used these well-tread Haudenosaunee paths to travel and move within the Genesee Valley.

The Village of Geneseo was founded in 1791 by brothers James and William Wadsworth, who came from the prominent Wadsworth family of Connecticut. Together these brothers worked to prepare Geneseo for its long-lived prosperity. Geneseo became the county seat in 1821 due to the Wadsworth's success in attracting more settlers and tradespeople to Geneseo. Their appreciation for the landscape's beauty and prime agricultural productivity due to the Haudenosaunee's land maintenance led them to ensure tenants acted thoughtfully. Lease requirements included shade trees, wood lots, and crop rotations; thus, these early efforts to preserve the valley's character are responsible for what we value and depend on today.

The Village of Geneseo continued to prosper through the 19th and 20th centuries as an agricultural resource and a commercial and cultural center for the region. The establishment of the State Normal School in 1871 (now SUNY Geneseo) added to the growing prosperity of the Village of Geneseo into the 20th century.



The steering committee thanks SUNY Geneseo Undergraduate Clara Mooney and her advisor, Professor Jennifer Rogalsky for their contributions to this section of the 2022 Geneseo Comprehensive Plan.

Overview of Socioeconomic and Demographic Conditions

- Since 2010, the Village has seen a decrease in the residential population of roughly 6% or 490 residents.
- Similarly, households and families have decreased over the last 12 years at 1% and 5%, respectively.
- Average household size declined by 4% from 2010 to 2022, but is projected to increased to 2.75 in 2027.
- Over the last ten years, there has been a 6% increase in housing units, with little change in owner occupied units or rental units, and a sharp increase in vacancy.

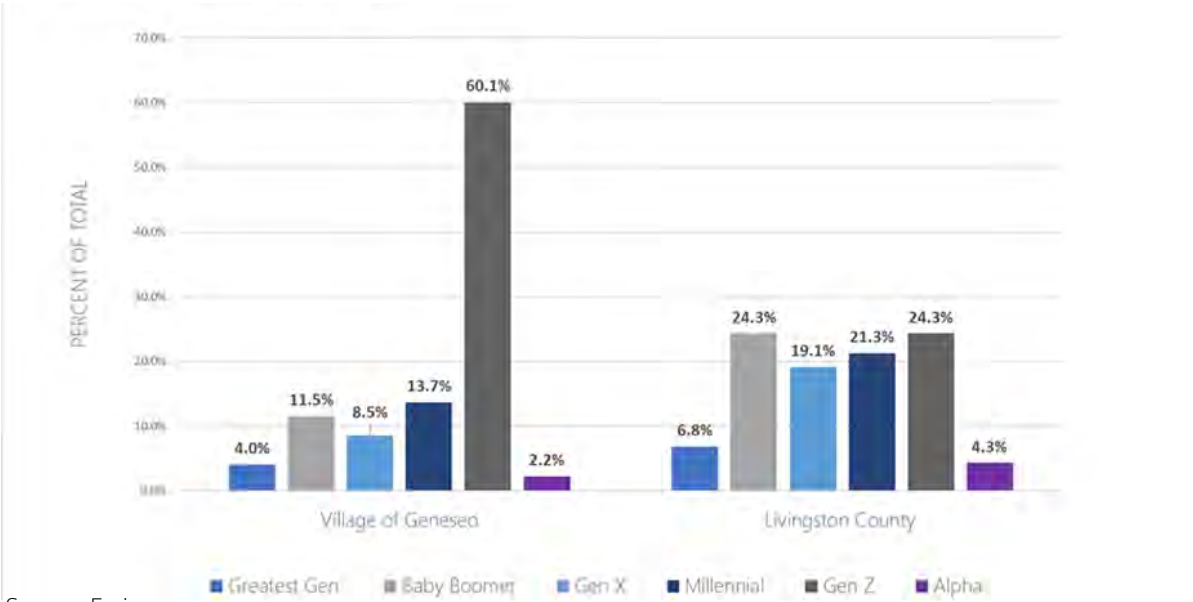


Demographic Trends, Village of Geneseo				
	Census 2010	2022	2027	2010-2022
Population	7,932	7,442	7,348	-6%
Households	1,951	1,930	1,908	-1%
Families	892	843	828	-5%
Average Household Size	2.43	2.34	2.75	-4%
Total Housing Units	1,996	2,119	2,116	6%
Occupied	1,951	1,930	1,908	-1%
Owner	913	914	909	0%
Renter	1,038	1,016	999	-2%
Vacant	45	189	208	320%
Median Age	22	23	23	3%

Source: Esri

Generational Composition

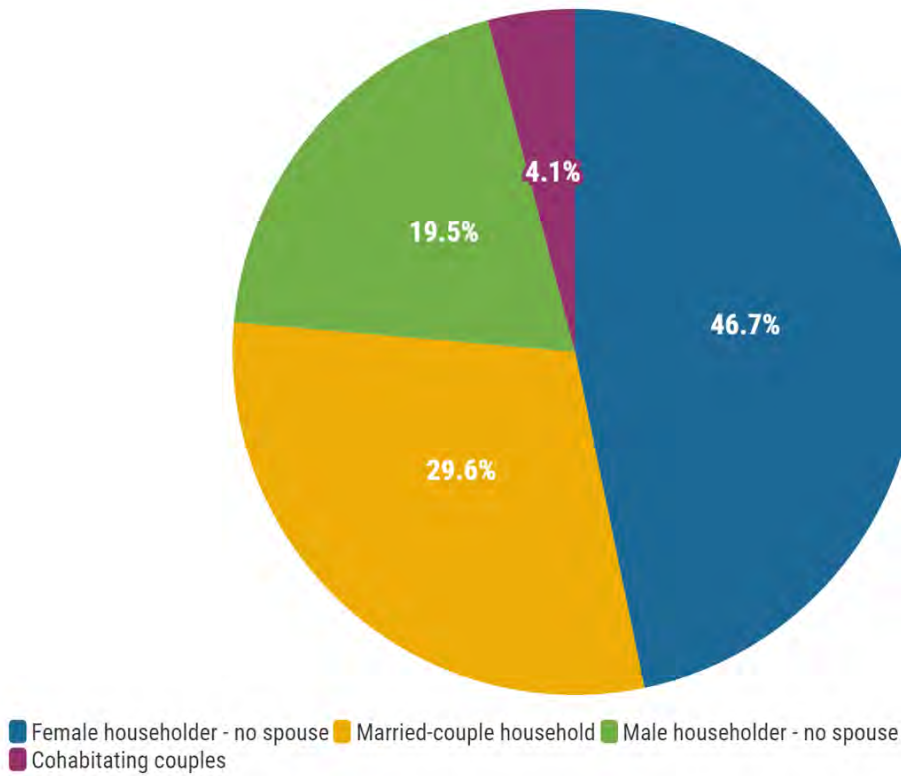
The largest age cohort in the Village is Gen Z, as defined by those born between 1999 and 2016. Gen Z is also one of the largest age cohorts in the County, accounting for nearly a quarter of all County residents.



Source: Esri

Households and Families

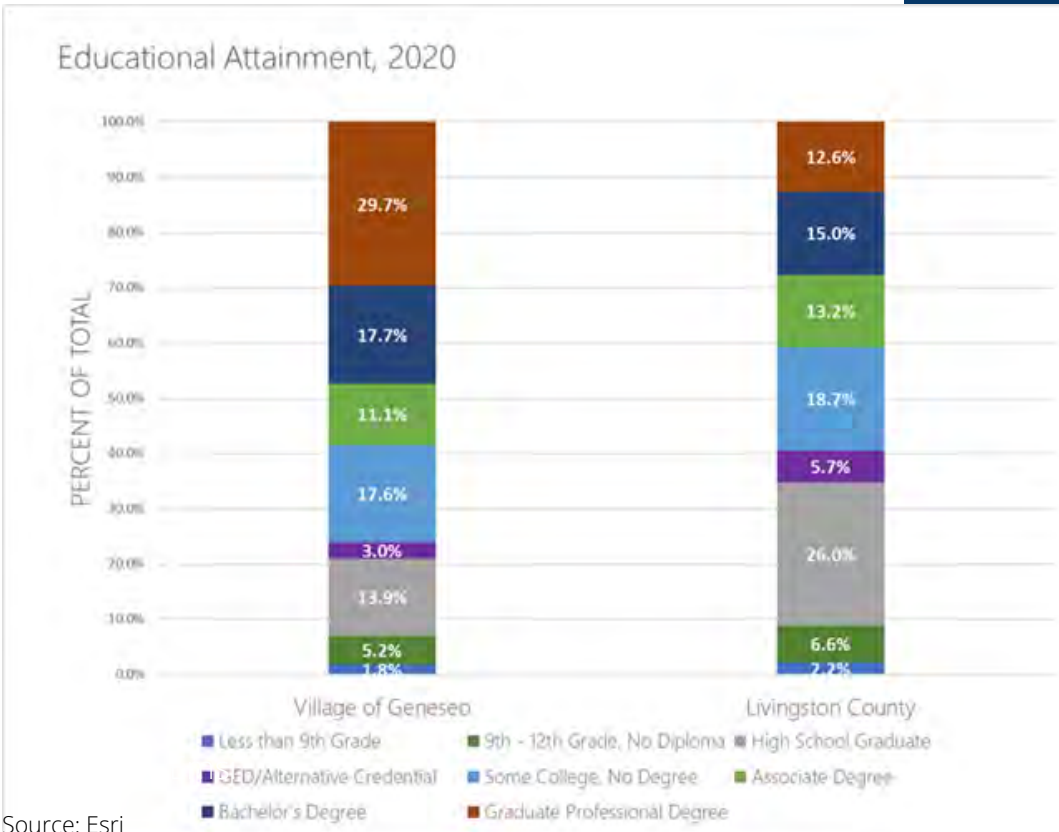
According to the most recent estimates from the US Census American Community Survey, from 2016–2020, there were 2,051 households in Geneseo, New York. The average household size was 2.41 people. Married-couple households comprised 29.6 percent of the households while cohabiting couple households comprised 4.1 percent. Female householders with no spouse or partner present were 46.7 percent of all households, while 19.5 percent of households were male householders with no spouse or partner present.



Source: 2020 ACS 5-year Estimates

Educational Attainment

Compared to Livingston County, the Village has greater educational attainment as 47.4% of Village residents possess at least a bachelor’s degree, compared to 27.6% of County residents.



Source: Esri

Employment and Income

Industry Sectors

The following tables display the industry composition of both the Village of Geneseo and Livingston County. (For the analysis of industry composition, the Village of Geneseo was proxied by Zip Code 14454.)

Government employment, which includes SUNY Geneseo and Livingston County employees is 1,962 jobs.

Retail Trade and Accommodation and Food Services account for a **higher percentage** of jobs in the Village compared to the County.

2020 Jobs by Industry, Village of Geneseo (14454) ZIP

NAICS	Description	Job Count	Village of Geneseo % of Total	Livingston County % of Total
90	Government	1,962	41.9%	28.3%
44	Retail Trade	871	18.6%	11.8%
72	Accommodation and Food Services	746	15.9%	8.3%
62	Health Care and Social Assistance	282	6.0%	9.8%
81	Other Services (except Public Administration)	198	4.2%	5.0%
11	Agriculture, Forestry, Fishing and Hunting	109	2.3%	5.0%
54	Professional, Scientific, and Technical Services	91	1.9%	2.1%
31	Manufacturing	82	1.8%	8.1%
52	Finance and Insurance	67	1.4%	1.1%
53	Real Estate and Rental and Leasing	65	1.4%	0.9%
61	Educational Services	58	1.2%	0.6%
71	Arts, Entertainment, and Recreation	43	0.9%	1.0%
56	Administrative and Support and Waste Management and Remediation Services	34	0.7%	4.1%
51	Information	32	0.7%	1.0%
23	Construction	28	0.6%	5.7%
22	Utilities	<10	<1%	0.2%
48	Transportation and Warehousing	<10	<1%	2.0%
99	Unclassified Industry	<10	<1%	0.1%
21	Mining, Quarrying, and Oil and Gas Extraction	-	0.0%	1.5%
42	Wholesale Trade	-	0.0%	3.0%
55	Management of Companies and Enterprises	-	0.0%	0.4%
Total		4,667	100.0%	100.0%

Source: Emsi

Household and Individual Income Comparisons

The table to the right compares income indicators for the Village of Geneseo and surrounding Livingston County. The median household income for the Village is \$45,800 compared to \$57,150 for the County.

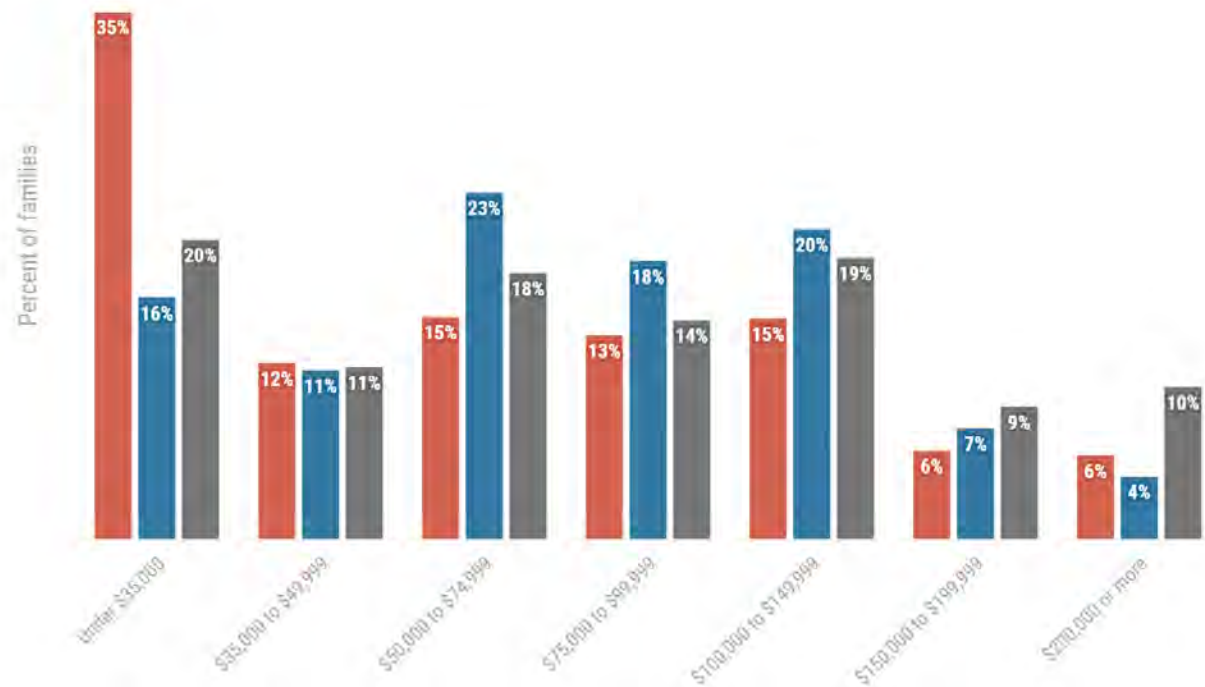
Income Comparison, 2021		
	Village of Geneseo	Livingston County
Median Household Income	\$45,899	\$57,150
Per Capita Income	\$20,186	\$29,548
Median Disposable Income	\$36,239	\$48,808

Source: Esri

Family Income Distribution

More than 1 in 3 families earn below \$35,000 in Geneseo

Village of Geneseo Livingston County U.S.



Source: 2020 ACS 5-year Estimates

The US Census defines families as a group of two or more people (one of whom is the householder) who are related by birth, marriage, or adoption and residing together. Compared to Livingston County and the US, there are many more families living in the Village of Geneseo with incomes of less than \$35,000 per year.

Family and Individual Poverty

Out of a population of 8,095 (2019 ACS 5-year estimates), there are 4,789 individuals for whom poverty status is determined by the U.S. Census. The percentage of individuals below the poverty level in Geneseo is 45.4% (2019 ACS 5-year estimates.) With a margin of error of +/- 395, the ACS identifies 2,172 people in Geneseo who are in poverty. A further 541 (11.3% of the population) people are within 100% to 149% of the poverty level, meaning they are low-income.

A significant portion of these individuals comprises SUNY Geneseo students who live off-campus. Poverty among college students doesn't necessarily indicate low socioeconomic status, and students in poverty typically do not require the same level of public services as families and older individuals. While poverty among college students cannot be ignored, the community needs to distinguish and understand poverty rates among the student and non-student population to understand better the demand for services and the need to provide adequate support for people constrained by low income.

Though some of the 45.4% poverty rate in Geneseo is driven by people who are college students living off-campus, Geneseo has elevated rates of family poverty, particularly when a single mother is a householder.

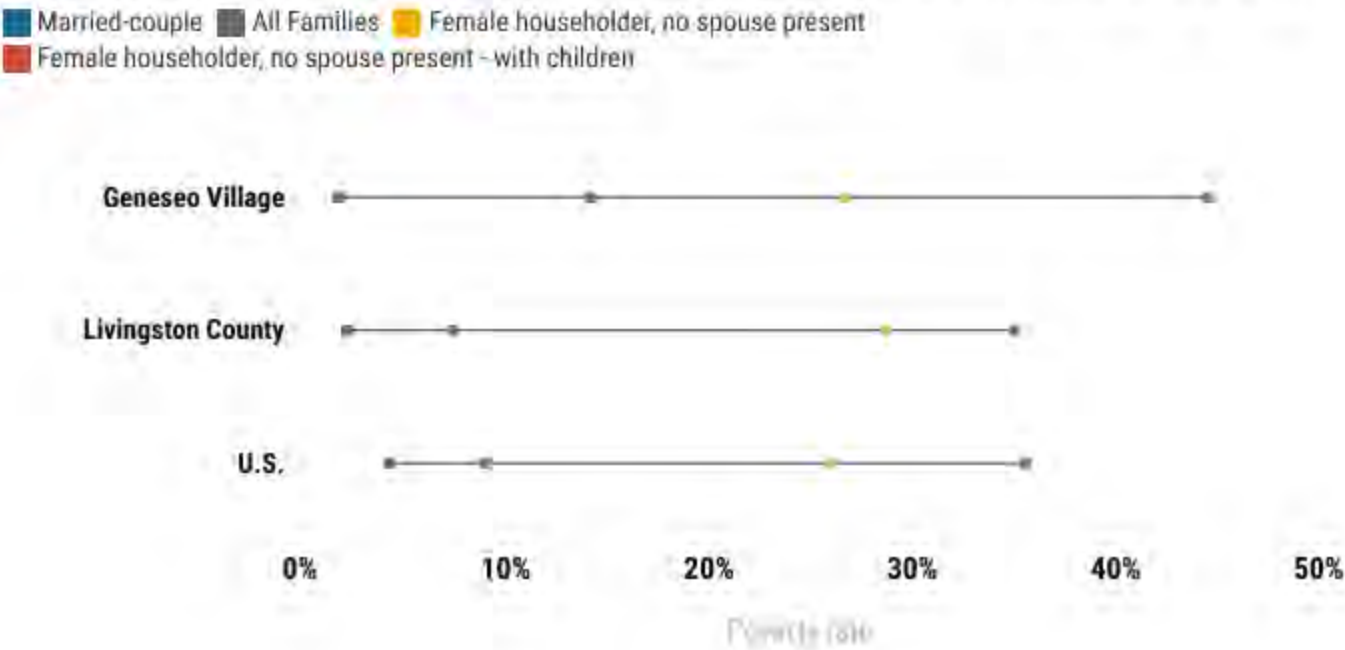
Like many areas in the U.S. with large student populations, Geneseo has a higher rate of poverty due to the number of low or no-income students living off-campus. This is reflected in the 91% poverty rate among those unrelated individuals aged 18-24. (The U.S. Census defines "Unrelated Individuals" as "people of any age who are not members of families or subfamilies.") However, when comparing Geneseo to Livingston County or the U.S. in family poverty, there are still significantly higher poverty levels, particularly among households with single parents.

In the Village of Geneseo, family poverty is higher than in Livingston County and the U.S. in every category except married couples.

Family poverty statistics include every member of a family that is determined to be below the poverty threshold for a given size. The U.S. Census defines a family as “a group of two people or more (one of whom is the householder) related by birth, marriage, or adoption and residing together; all such people (including related subfamily members) are considered as members of one family.” This poverty measure would likely exclude all, if not most, of the off-campus student population included in individual poverty statistics.

The Village of Geneseo has a higher family poverty rate than both the US and Livingston County. According to the 2019 American Community Survey 5-year estimates, there are **844 families in Geneseo Village, with an overall poverty rate of 14.7% among these families. This family poverty rate is 5.2 points higher than the national rate and 6.8 points higher than in all of Livingston County.**

Solo moms in Geneseo struggle more compared to the County or the U.S.



Source: 2019 ACS 5-year estimates

Income Comparison

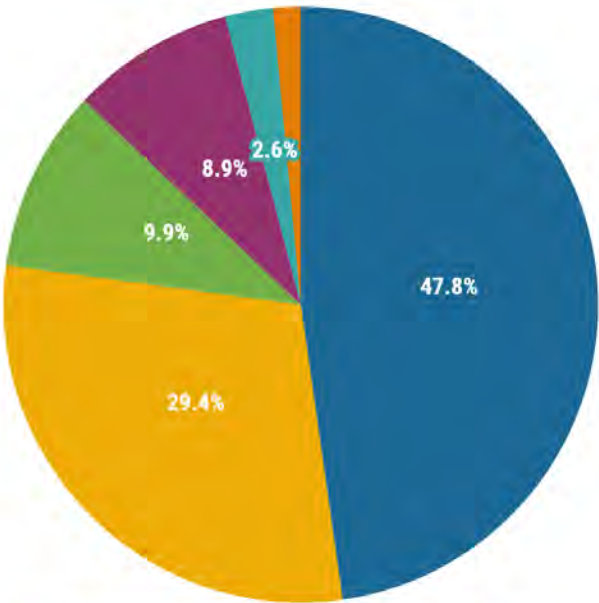
The table to the right compares both geographies' income indicators. The median household income for the Village is \$45,800 compared to \$57,150 for the County.

Poverty Comparison		
	Village of Geneseo	Livingston County
% of Households Below Poverty Line	43%	13%
% of Married Couple Families Below Poverty Line	1%	1%

Source: Esri, US Census 2019 American Community Survey 5-year Estimates

Commuting to Work

An estimated 47.8 percent of workers who live in Geneseo drove to work alone in 2016-2020, and 8.9 percent carpooled. Nearly one in three workers in Geneseo walk to work, which is far higher than in all of Livingston County where only 5.8% walk to work, according to 2020 ACS data. Among those who commuted to work, it took them an average of 14.8 minutes.



■ Drove alone ■ Walked ■ Worked from home ■ Carpooled ■ Public transportation ■ Other means

Source: 2020 ACS 5-year Estimates



Housing characteristics

The tables to the right show indicators around housing and households in the Village and County.

- There is a greater dependence on renter-occupied housing units in the Village than in the County, as nearly half of the Village's housing stock is renter-occupied compared to roughly a quarter of the County's housing stock, likely driven by the high student population in the Village.
- The average value for owner-occupied housing home value in the Village is \$162,799, slightly greater than the County.
- Over 73.4% of the Village's owner-occupied housing units are valued between \$100,000 and \$199,999 compared to 47% of County owner-occupied housing units.

Housing Tenure, 2021		
Type	Village of Geneseo	Livingston County
Owner-Occupied	50.2%	73.8%
Renter-Occupied	49.8%	26.2%
Vacant Units, Rate	4.8%	11.8%
Total Housing Units	2,147	27,969

Source: Esri

2021 Owner Occupied Housing Units by Value		
Range	Village of Geneseo	Livingston County
<\$15,000	0.0%	3.4%
\$15,000-\$59,999	0.0%	8.4%
\$60,000-\$99,999	6.8%	22.9%
\$100,000-\$149,999	33.1%	26.2%
\$150,000-\$199,999	40.3%	20.8%
\$200,000-\$249,999	11.4%	8.7%
\$250,000-\$299,999	5.3%	3.9%
\$300,000-\$399,999	3.1%	3.0%
\$400,000+	0.0%	2.5%
Average Home Value	\$162,779	\$144,211

Source: Esri



Housing Affordability

The tables below calculate the 'household affordability threshold.' This threshold is the minimum income required to purchase a median-priced home. (The housing affordability calculations are based on Zillow and Esri data, which vary slightly from US Census ACS 5-year Estimates.)

- Housing in the Village is generally affordable as the median household income exceeds the calculated threshold.
- Given the Village household income distribution (left table), at least 47.8% of residents can afford a median-priced home without high-burden housing costs.

Household Income Threshold, Village of Geneseo	
Item	\$
Median Home Value, 2019	\$159,900
10% Down Payment	\$15,990
Loan Amount	\$143,910
Avg. Mortgage Payment, 30 Yrs. @ 5%	\$773
Est Additional Costs	\$249
Avg Mortgage Payment and Estimated Additional Costs	\$1,022
Household Income Threshold	\$43,800
Median Household Income, 2021	\$45,899

Source: Esri, Zillow, MRB Group

2020 Households by Income	
Range	%
<\$15,000	23.2%
\$15,000 - \$24,999	11.0%
\$25,000 - \$34,999	7.7%
\$35,000 - \$49,999	10.3%
\$50,000 - \$74,999	14.8%
\$75,000 - \$99,000	11.1%
\$100,000 - \$149,000	10.4%
\$150,000 - \$199,000	6.7%
\$200,000+	4.8%

Source: Esri

Financial Characteristics and Housing Costs for Renters

For renter-occupied houses, the median gross rent in Geneseo was \$846. Gross rent includes the monthly contract rent and any monthly payments made for electricity, gas, water, sewer, and any other fuels to heat the house.

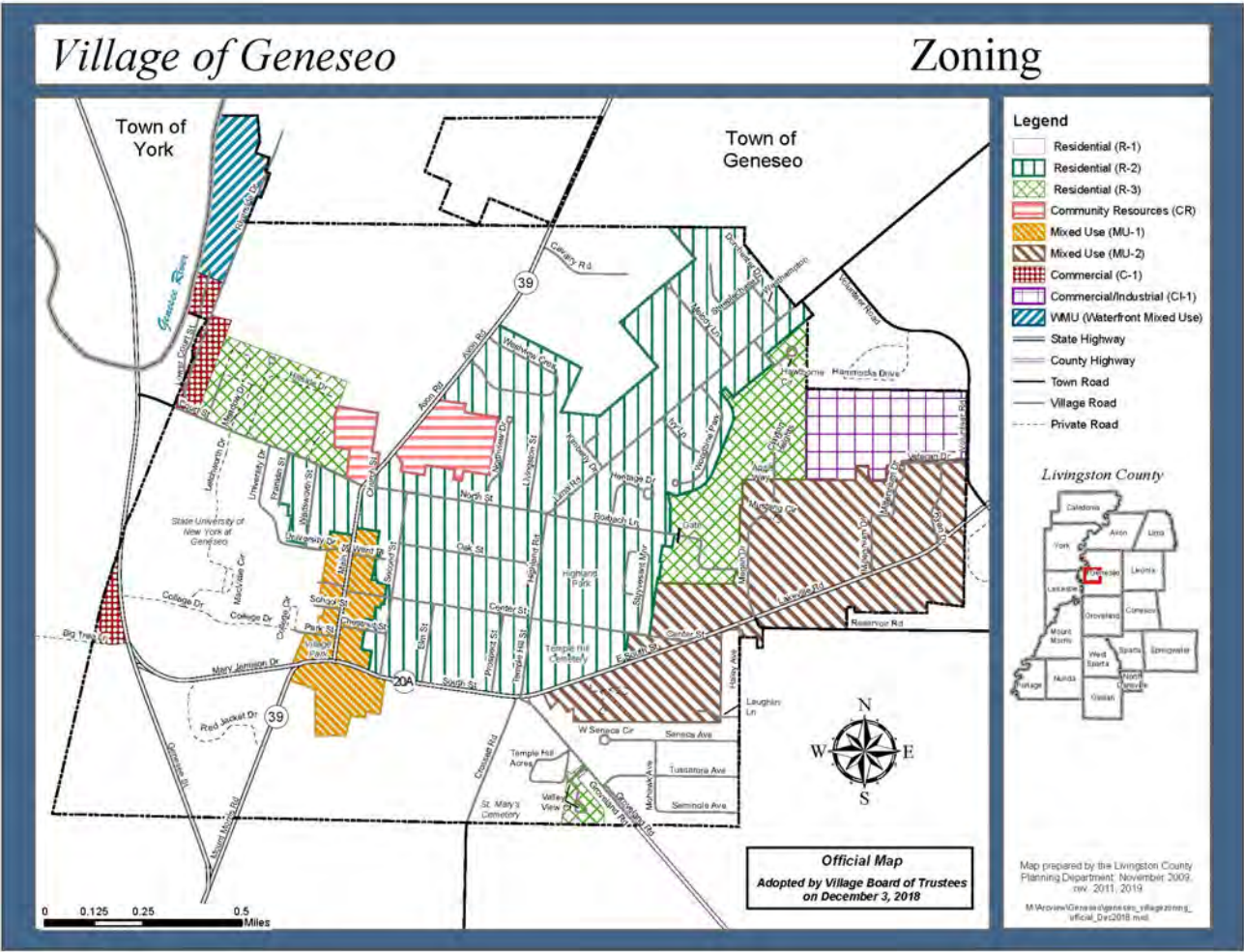
Households that pay thirty percent or more of their income on housing costs are considered cost-burdened. In 2016-2020, cost-burdened households in Geneseo Village, New York, accounted for 9.1% of owners with a mortgage, 8.1% of owners without a mortgage, and **75.7% of renters**. (Source: 2020 U.S. Census Narrative Profiles, Village of Geneseo.)

5. Land Use and Development

LAND USE AND DEVELOPMENT

Existing Zoning, Land Use, and Development Capacity

The Village of Geneseo has a variety of zones allocated in a more traditional zoning approach. The map below shows the Village of Geneseo zoning map, which was last updated in 2017. The zones are defined on the following pages. The Village of Geneseo comprises mainly residential zones ranging from R-1, which consists of single-family neighborhoods, to R-3 zones, which are comprised of mixed and multi-family residential developments. The center of the Village is predominately R-2, which consists of single-family dwellings, duplexes, and multi-family dwellings. Route 20A has a variety of zones, including Residential, Mixed-Use, Commercial, and Industrial zones, particularly in the southeast portion of the Village. Main Street is characterized by mixed-use, with the small northern portion being residential. The northwest portion of the Village along Riverside Drive is characterized as a commercial and Waterfront Mixed-Use Zone which can encourage low-intensity mixed-use development.



Residential (R-1)

The intent of the Residential District (R-1) is to encourage the continuation and improvement of existing single-family neighborhoods in the Village of Geneseo; to protect open spaces and critical environmental resources; and to protect the health, safety, and general welfare of those residing within the district.

Residential (R-2)

The intent of the Residential District (R-2) is to encourage the long-term stability of existing traditional neighborhoods where a diverse mix of single-family, duplex, and multifamily housing currently exists in the Village of Geneseo and to protect the health, safety, and general welfare of those residing within the district.

Residential (R-3)

The intent of the Residential District (R-3) is to provide an area for mixed or multifamily residential development at a density respectful of the surrounding residential uses and to protect the health, safety, and general welfare of those residing within the district.

Community Resources (CR)

The intent of the Community Resources District (CR) is to preserve and, if appropriate, expand existing facilities that serve the entire community, such as civic buildings, recreation centers, and parks. These facilities may also be located in other districts by their respective regulations. However, the Community Resources District recognizes the importance of concentrating on such uses.

Mixed-Use (MU-1)

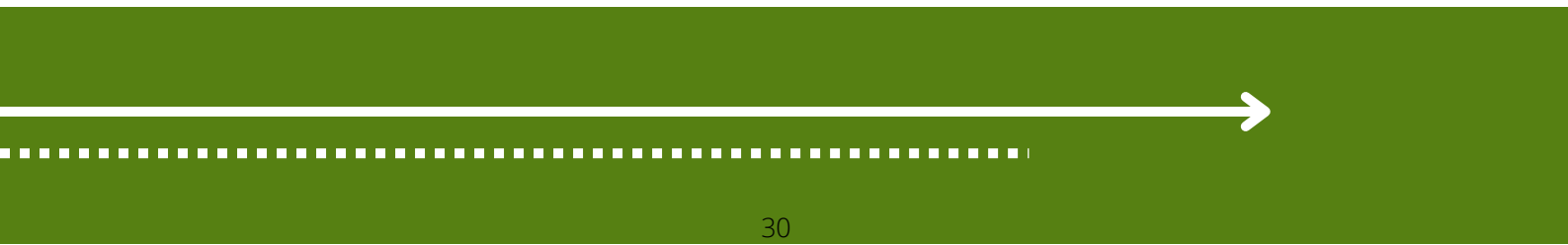
The intent of the Mixed-Use District (MU-1) is to provide for the location of shops, services, small workplaces, and civic and residential buildings central to a neighborhood or grouping of neighborhoods and within walking distance of dwellings and to protect the health, safety and general welfare of those residing within the district.

Mixed-Use (MU-2)

The intent of the Mixed-Use District (MU-2) is to encourage the continuation of small- and medium-scale retail, office, services, and other commercial uses that will serve the Village as well as the surrounding region and to protect the health, safety, and general welfare of those residing within the district. The district should serve as a transitional area between the historic core of the Village with the larger-scale commercial uses found immediately east of the Village.

Commercial (C-1)

The intent of the Commercial/Industrial District (CI-1) is to identify areas best suited for commercial and light industrial-related uses such as warehousing, distribution, or small-scale manufacturing. The Village understands industry's critical role in maintaining a consistent tax base and providing local employment opportunities. Major roadways should easily access commercial and light industrial areas and have appropriate buffers from surrounding residential and commercial uses.

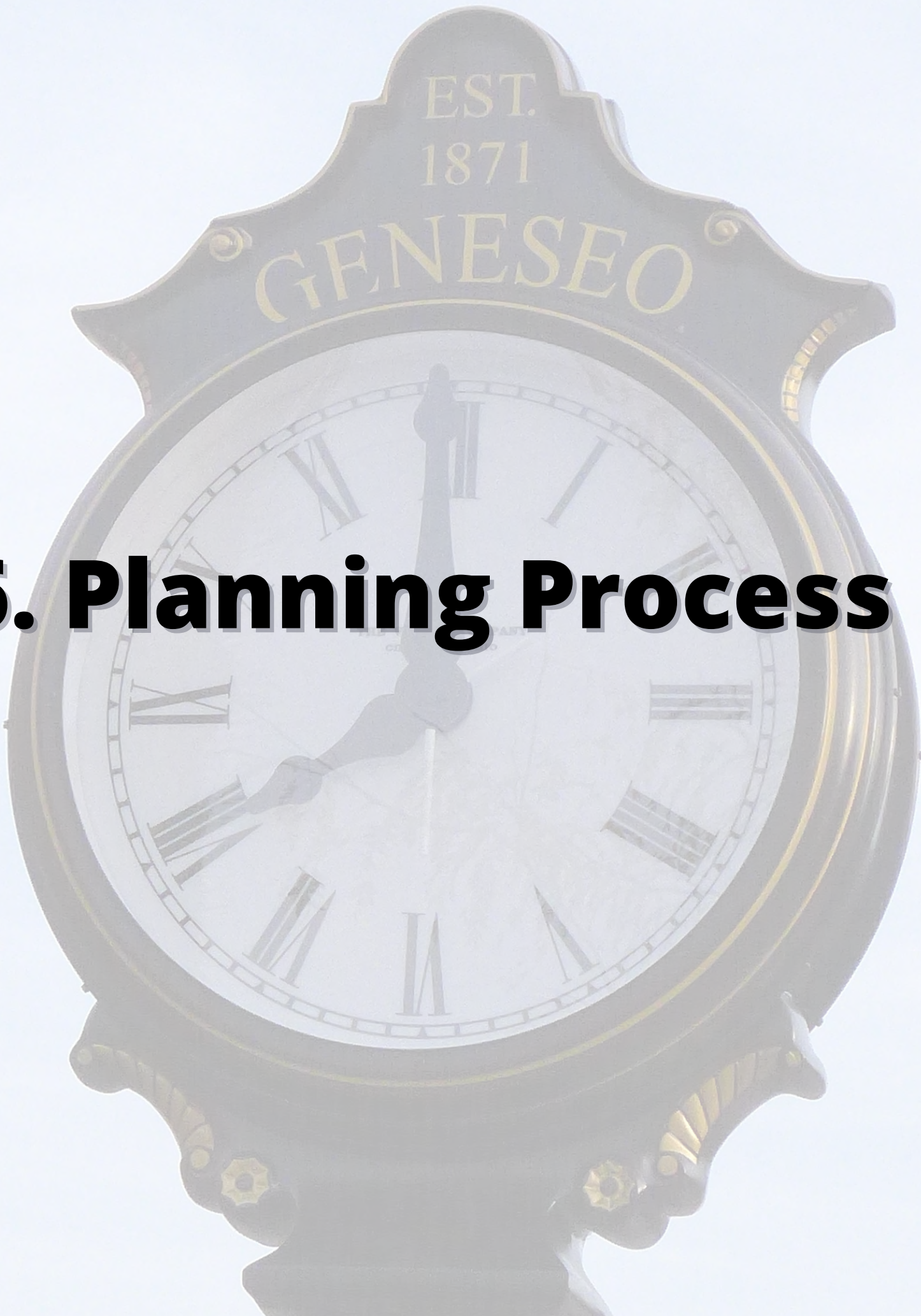


WMU (Waterfront Mixed-Use)

The intent of the Waterfront Mixed-Use District (WMU) is to encourage water-dependent and water-enhanced uses along the Village's Genesee River waterfront. The creation of this district promotes the development of the Village's waterfront as a low-intensity mixed-use area that will serve the Village and the surrounding region. The district should create a zone where residential uses are combined with other water-enhanced and water-dependent uses to provide an area of distinct character within the Village. Development in this district shall be considerate of views and uses of abutting properties and the Genesee River. Therefore, where development fronting both a primary street and the waterfront is proposed, these properties will be considered to have two front yards. Buildings located in this district shall have a clear relationship to the Genesee River and, where possible, should locate primary building facades on both the waterfront and designated Village street frontages and, as such, shall promote continuity throughout the district.

(Source: Village of Geneseo Code, Chapter 130: Zoning and Subdivision of Land)



A large, ornate clock face with Roman numerals and the text "EST. 1871" and "GENESEO" at the top. The clock is dark-colored with gold accents. The hands are black, and the face is white with black Roman numerals. The text "EST. 1871" is at the top, and "GENESEO" is below it. The clock is set against a light blue background.

6. Planning Process

Planning Process

The 2022 Village of Geneseo Comprehensive Plan was developed through a community-driven process. In interviews, public forums, and a community survey, multiple community engagement opportunities took place. Interviews with residents and community members occurred during a community immersion day on August 24th, 2021. Interviews with key administrative and executive stakeholders in the Village, Town, County, and College took place from August to October 2021.

Timeline:

- Kick-Off
 - August 2021: Steering Committee Kick-off
 - August 24th, 2021: Community immersion day, interviews, and stakeholder discussions
- Visioning
 - August – November 2021: Steering Committee public participation plan and survey development
 - November 2021: Public Forum No. 1
 - November 2021: Community Survey launched
 - February 2022: Community Survey closed
 - March 2022: Public Forum No. 2
- Land Use + Key Initiatives
 - March 2022: Steering Committee Workshop on Key Initiatives and Land use
- Draft Plan
 - July 2022: Draft Plan Released
 - July 2022: Presentation to Village Board
 - September 2022: Public Hearing / Initiate State Environmental Quality Review Process (SEQR)
- Final Plan
 - October 2022: Adoption
 - November 2022: Prepare for Implementation

COMMUNITY ENGAGEMENT

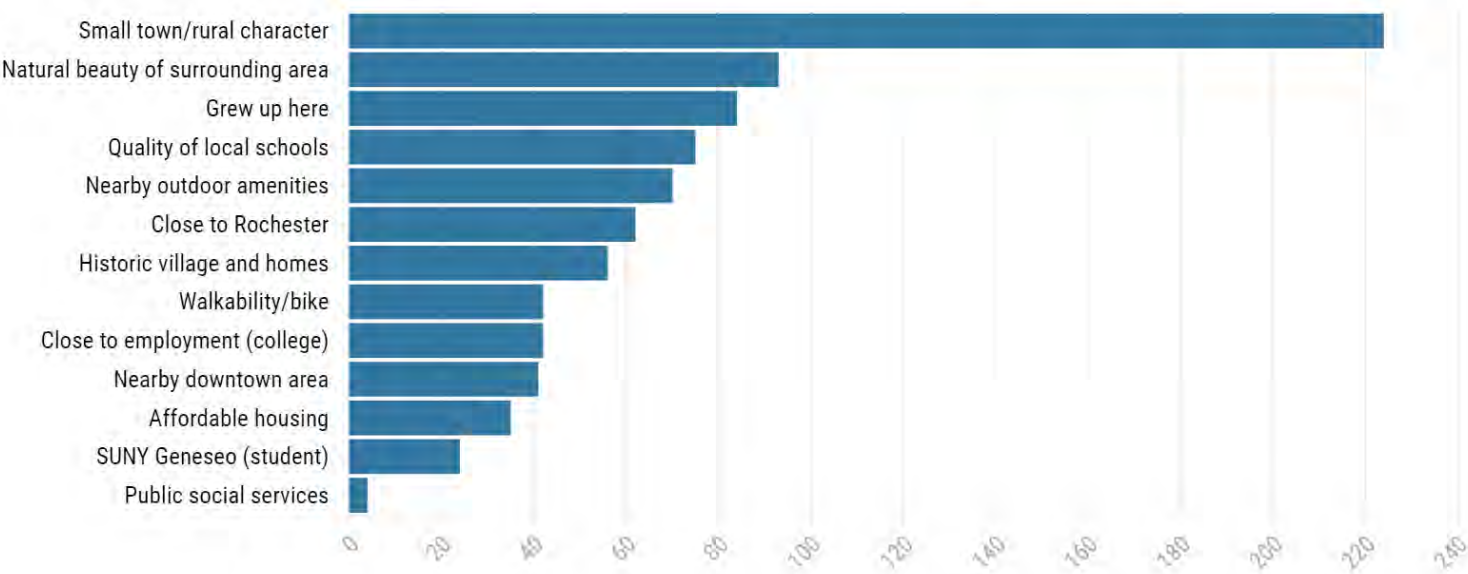
Steering Committee

An appointed Steering Committee met monthly from August 2021 to August 2022 to provide general guidance and helpful information for the development of the comprehensive plan, develop the community survey and public participation plan, develop the community vision and commitments, to identify the key initiatives for the comprehensive plan, and to provide input on future land use. Members attended monthly committee meetings, helped shape community engagement activities, and offered feedback on the goals, objectives, and action items detailed in the plan. The Steering Committee also contributed to an article published online in the Livingston County News that promoted the community survey and informed the public about the comprehensive plan process. Following plan adoption, implementation activities will heavily rely upon continued community engagement. The Board of Trustees should take great care in identifying and empowering committees to advance plan initiatives.

Community Survey

Three hundred fifty-three people participated in a community survey distributed through a link to a Google Form on the Village’s website. Paper copies were distributed throughout the community and made available for pickup at critical locations. Demographic information collected in the survey identified over-sampling of individuals from households with higher than the median income and an undersample of individuals in rental housing. The Steering Committee undertook a secondary distribution effort to place flyers and notices on rental office message boards that directed individuals to the Village’s website where they could fill out the survey or to the locations where paper copies were available. Following the secondary outreach, a further 64 responses were collected by the Steering Committee. (The complete survey results are in the appendix of this document.)

"Mark up to three reasons why you and your family choose to live in the Village of Geneseo ."

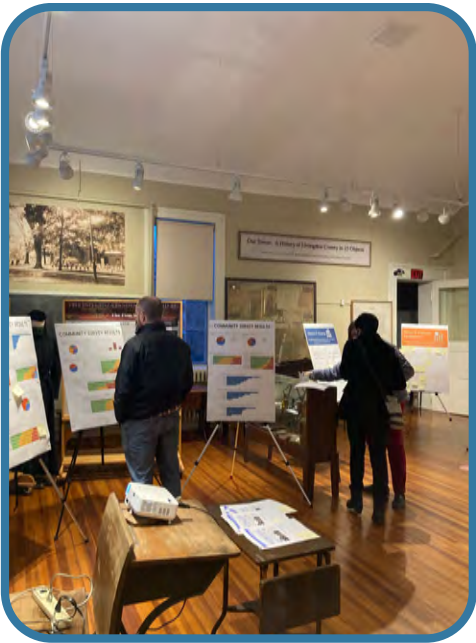


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Public Forums

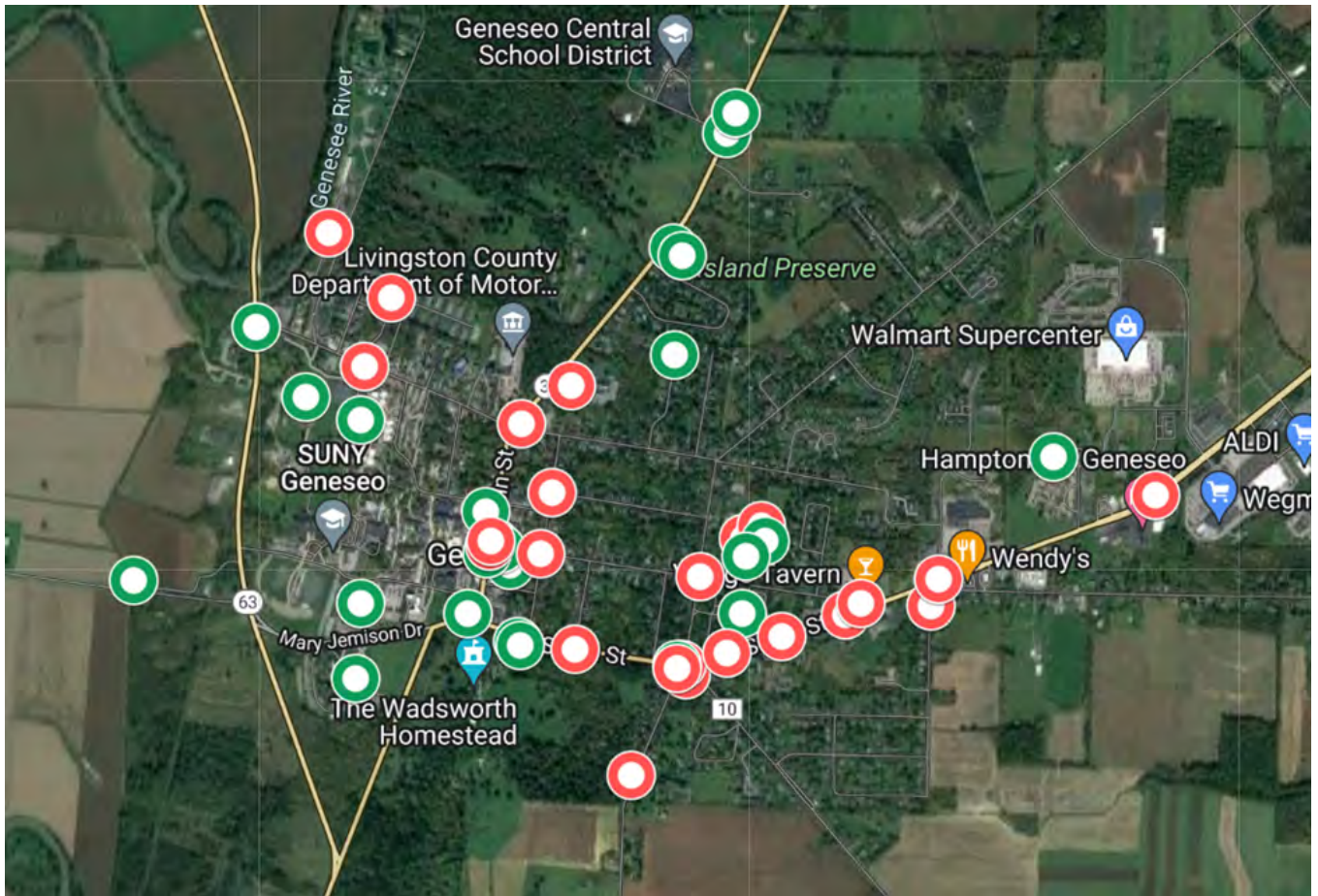
Both public forums took place at the Livingston County Historical Society Museum from 5:00 pm to 7:00 pm. Public forum No. 1 took place on November 18th, and public forum No. 2 on March 10th. Due to a high level of covid transmission in November, attendance was lower than planned. Still, groups of 5-10 people were present during the forum to comment, ask questions, and get information on the Comprehensive Plan process.

Public Forum No. 2 was held in March and had over 25 signed-in attendees who reviewed the survey results, added their comments to the mission, vision, and commitments, and voiced their opinions on housing, economic development, and Village services.



Public Forum No. 1

Public Forum No. 1 allowed participants to review the public participation plan, project timelines, and comprehensive plan goals. Participants were asked to provide further input by taking the community survey and identifying geographically where “things are working well” and “things aren’t working well.” The map below identifies those places where the community said “things are working well” with a green mark. Places where “things aren’t working well” are identified with a red dot.



Green: "Things are working well." Red: "Things are not working well."

Overall Themes

1) Transportation Issues linked with Community Health and Safety

- a) The flow of traffic and congestion has a negative impact on safety and efficiency.
- b) The community needs more walkability and increased support of multi-modal transportation.

2) Historical and Cultural Pride

- a) The community shares a love and appreciation for the Village's public green spaces and its overall historic character. Yet, they also express the importance of design, land use, and infrastructure flexibility.

3) Housing and Neighborhood Relations

- a) Student-Villager relations are positive and can be further improved through community events and inclusive housing.

Summary of Comments from Residents

The Flow of Traffic & Congestion

- By far, the most common issues brought up by residents were related to traffic congestion and pedestrian safety in specific parts of the Village
- Five residents raised the need for a traffic light at Center Street and 20A (near Byrne Dairy)
 - Suggestion to add a new light at Center St. and 20A intersection, where drivers would use the light to exit Noyes Urgent Care and control wait times when turning off Center St.
- General complaints regarding traffic issues and congestion between Main St. and 20A
- Suggestion to add a new light to alleviate confusing traffic patterns and congestion created by drivers coming on to 20A off Crossett Rd. and Groveland Rd
- The lights on 20A are ineffective and create unnatural driving patterns
- Drivers come off of the highway too fast and don't obey the speed limit or stop signs when entering residential streets
- Drivers consistently run through the stop signs on Center St.
- Suggestion to make Center St. available to locals/residents only

Main Street

- Suggestions to lower speed limit and make raised crosswalks on Main Street to ensure drivers obey the speed limit and drive carefully
- There is a need for drivers to be more aware and cautious as they move through the Village: For example, by widening Main St. sidewalks, raising crosswalks, or otherwise reducing the ease of driving down Main St., to incentivize walking, which will help businesses and reinforce safety
- Main Street parking (e.g., diagonal parking, meter policies, number of spots) was a common complaint: While there wasn't one shared solution brought up to address this, there seemed to be an overall feeling of disapproval for current conditions

Walkability and Sidewalks

- Accessibility and inclusion concerns regarding the poor pedestrian connectivity that significantly limits the use of bikes or motorized wheelchairs
- Residents spoke highly of the new walking trails added to the Village/parks: Expansions of these trails and renovations of paved courts in the park are a shared future expectation from residents
 - Villagers are excited about the Livingston County loop trail initiative that will increase walkability across the Village and connect it to other areas
- Most pedestrian/walkability issues pertain to Main Street or 20A

Highway 20A

- Too difficult and unsafe to walk along 20A; people are deterred from accessing businesses and going grocery shopping on foot or by bike
- Sidewalks do not connect on 20A, and there are multiple “sidewalks to nowhere”
- Pedestrians are forced to cross 20A to access the cemetery unsafely and the residential streets behind it from Crossett Rd. because there is no crosswalk or light
- Pedestrians cannot safely access Goodwill and other businesses in that plaza due to a lack of sidewalks and crosswalks
- Unsafe pedestrian connectivity to the Rochester Regional Health building because their crosswalk and sidewalks do not connect to existing walking paths
- Sidewalk connectivity between the Village and Town can be improved; for example, there could be a sidewalk on Volunteer Rd.
- The shoulder space of 20A could be better utilized to support multi-modal transportation

Student-Villager Relations

- Overall, Student-Villager relations are perceived as positive, and Villagers would like to increase and strengthen interactions between the two groups by ensuring students feel welcomed, but there is a perceived lack of opportunities for students and Villagers to interact
 - Multiple suggestions were made to create more events that would allow such interactions, such as using local businesses along Main Street and the surrounding area (parks)
 - More public events should encourage interaction between students and Villagers on campus and off, especially ones incentivizing Villagers to come to campus
 - Suggestions to create a neighborhood or street groups to welcome students and create trusting relationships
 - Some residents wished there was more student housing near their area, hoping to see more student-resident interaction
- There is perceived increased compatibility between the Village and student neighbors
- Villagers like how noisy student parties are contained to Court St., but there are sometimes issues with litter on Court St.
 - Praise was given to the systematic placement of most student night-life activities on Court Street, although more cleanliness along this road would be appreciated
 - Increasing the quality and accessibility of off-campus housing for students will create better relations between students and the Village as they will feel welcomed, accepted, and valued

Housing

- Overall, the available housing options could be improved to encourage new people to move into the Village and foster a welcoming environment for students looking for off-campus housing
- The quality and accessibility of off-campus student housing should be improved
- The quality of student housing is relatively adequate on Main St. but declines on less-visible residential streets
- There must be affordable and small-sized housing options for Villagers that are suitable for small families and those who cannot afford large, historic homes
- When Villagers request to expand their homes, the Village must consider the importance of maintaining small-sized housing options

Other Comments

- Residents feel that re-building the Wadsworth Homestead wall is essential as it reinforces community pride and preserves the Village's historic character
- Continued use of the Riviera for more entertainment events would be good
- The tennis courts at Highland Park are not well maintained; they are cracked and, therefore unusable
- Instead of two run-down tennis courts, there could be more (around 4) pickleball courts
- The Strange Design Public House brewery is seen as a great addition to the Village's social life because of its well-done restoration efforts
- Residents living on Oak St. experience frequent flooding with rain runoff from Highland Park
- Some residents are removing black walnut trees from their property because of the mess and inconvenience of dropped fruit, yet some other residents are concerned that non-native species are replacing them



Public Forum No. 2

Public forum No. 2 was held on March 10th, 2022. Participants were presented with the results from the community survey and asked to provide feedback on the draft vision, mission, and commitment statements. Participants provided discussion and written input on issues of housing, economic development, parks and recreation, and Village services.

Large posters displaying the Mission/Vision/Commitments were placed in a room at the Livingston County Historical Society Museum. Participants used post-it notes to write down comments and attach those comments to the posters.

Participants did the same with other large posters that invited comments for Housing, Economic Development, Parks, Village Services, and their "One Big Idea." (Full comments are included in the appendix.)

Comments

Mission/Vision/Commitments: Participants engaged with the mission and vision statements by adding post-it notes to large posters that displayed the draft statements. Commenters said that in addition to identifying history as a core value in Geneseo, looking ahead to the future and how to change was also important. Mainly, people noted that the vision should include supporting new families, developing a quality of life with progressive values, and expanding cultural diversity.

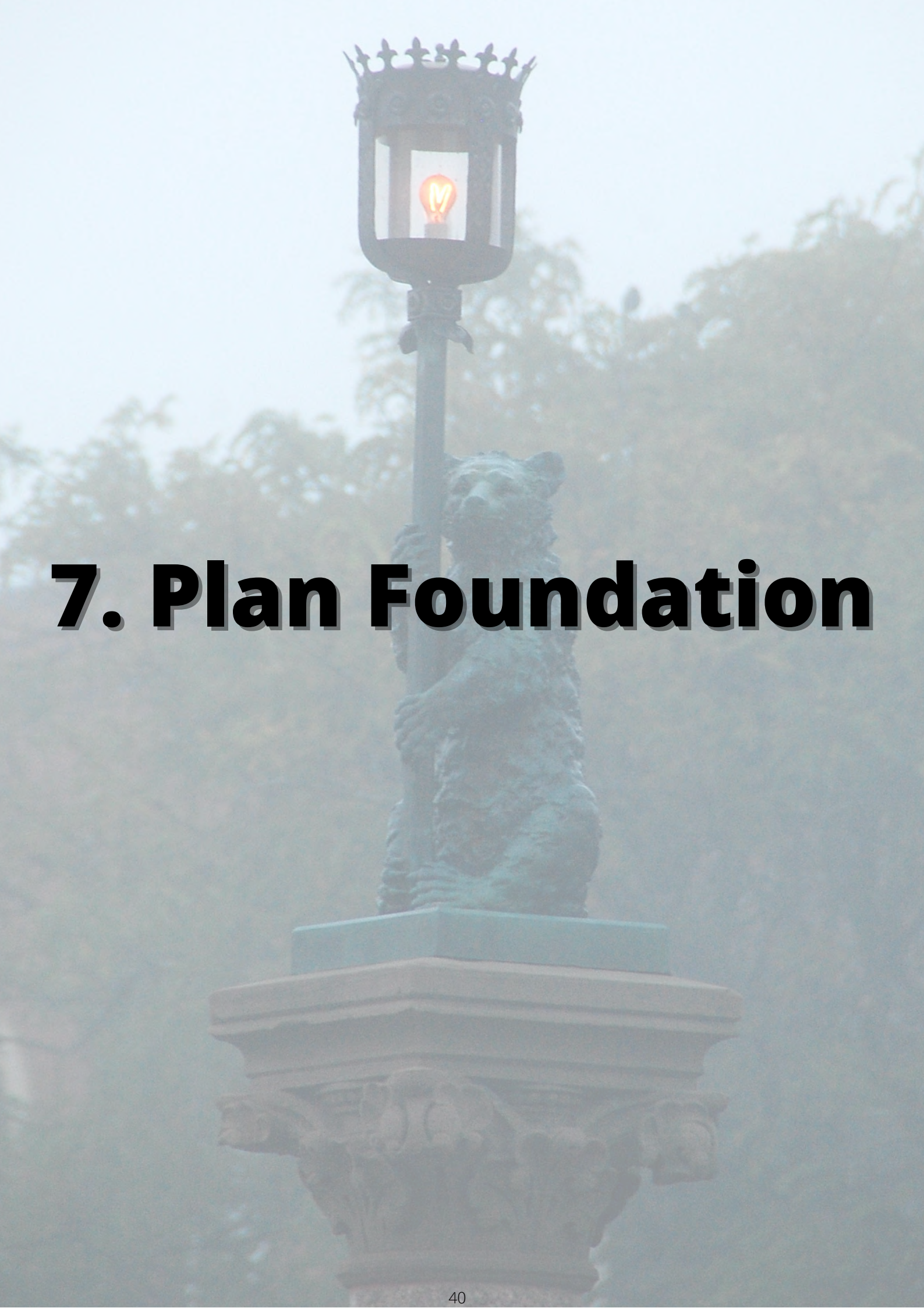
Housing: Participants commented that the Village of Geneseo had too much student housing, government-subsidized housing, and too many apartments. When asked what was needed regarding housing that the community didn't already have, people said there was a need for more condos, senior apartments, and better connections between existing housing developments.

Economic Development: The asset most commented on as valued ("have it, want to keep it") was the connection with Letchworth Gateway Villages and other regional tourism connections. Participants also used this space to comment on congestion on 20A as a problem. When it came to things people wanted to have in the community or have more of, diversity emerged as a primary theme, along with arts and cultural events, amenities, and accessibility for bikes.

Parks: Several participants at the public forum said they attended specifically to discuss challenges with the parks and playgrounds in Geneseo. Highland Park was most frequently identified as a place where repairs are needed, and the current condition of the facilities is inadequate. The discussion and comments on parks indicated that upgrades and improvements to existing facilities would mean that parents who currently drive to nearby places like Perry for the splash pad would be able to stay in the Village for recreation. The need for a community center or a YMCA emerged as a theme in this discussion.

Village Services: Throughout the public engagement process, residents were highly supportive and appreciative of the Library and Museum in Geneseo, which was repeated at Public Forum No. 2. People identified improvement to bike and pedestrian amenities and active transportation facilities as a priority, specifically identifying crosswalks and the addition of bike paths and bike lanes as a solution.

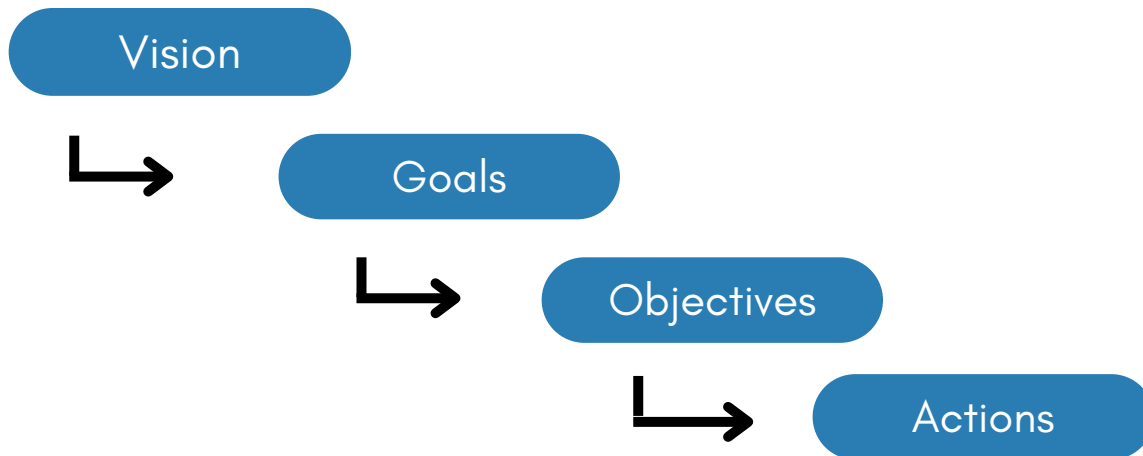
One Big Idea: All of the suggestions around "One Big Idea" were focused on a community center, outdoor access, and active transportation.

A photograph of a bronze statue of a bear standing on a multi-tiered stone pedestal. The bear is holding a tall, ornate black lantern with a single lit lightbulb. The background is a soft-focus view of trees and foliage. The text "7. Plan Foundation" is overlaid in a large, bold, black font with a slight drop shadow.

7. Plan Foundation

Plan Foundation

The 2022 Geneseo Comprehensive Plan process defines a Mission, Vision, Commitments, and four interrelated Key Initiatives established through the interactive and multilayered public engagement described above. The foundational elements – the Vision and Commitments – are detailed on the following page. The chapters following are oriented around the four interrelated goals, detailing specific objectives and actionable strategies to realize the Community's vision through targeted investments, programs, and policies.



Each goal-oriented chapter is organized into four complementary components:

- 1) Goal Statement:** A clear statement of the Community's vision related to a particular topic.
- 2) Context:** Data and analysis relevant to each goal statement.
- 3) Objectives:** Specific directives that support the goal and define success.
- 4) Action Items:** Recommendations that the Village and its partners can advance to translate the vision, goals, and objectives into reality. All key initiatives have an action item for the Village to form a subcommittee responsible for the implementation of that initiative.

Each section contains an implementation matrix that identifies action, relative anticipated costs, and potential implementation partners. Relative timeframe goals include near-term (1st five years), mid-term (5 to 10 years), and long-term (beyond ten years).

While each goal-oriented chapter details land use regulation and policy strategies, the last chapter of this plan summarizes these strategies within a future land use framework.

MISSION

"Protect what we have while being purposeful in what we change and how we grow."

VISION

We envision Geneseo as:

- A community where growth and development respect our treasured natural environment and historic character; new development blends with existing assets, and livability is unmatched.
- A Village with solid communications with its residents that fosters collaborative relationships between residents, civic organizations, businesses, and the non-profit community.
- A vibrant cultural hub featuring performing and visual arts, tourism, locally-driven events, and other economically productive activity.

COMMITMENTS

To fulfill our Vision, we are committed to:

PURPOSEFUL AND INTENTIONAL GROWTH

- Our Village's organizational culture and regulatory frameworks must promote economic and cultural vibrancy and align with the mission and Vision of this plan.
- Our water, wastewater, power, and broadband infrastructure capacity must align with our growth and development strategies.
- Our transportation assets must ensure connectivity between residents of all ages, abilities, and income levels so that they may access the services and amenities inherent in Village living.

PRESERVATION OF OUR HISTORIC VILLAGE CHARACTER AND TRADITIONS

- New development must blend into the architectural and ecological fabric of the Village.
- The Village must reinvest in maintaining and enhancing existing Village transportation, recreation, and utility assets to serve existing neighborhoods and commercial districts.
- The Village must continue to provide logistical support to those events and activities that have defined Geneseo's quality of life for decades.

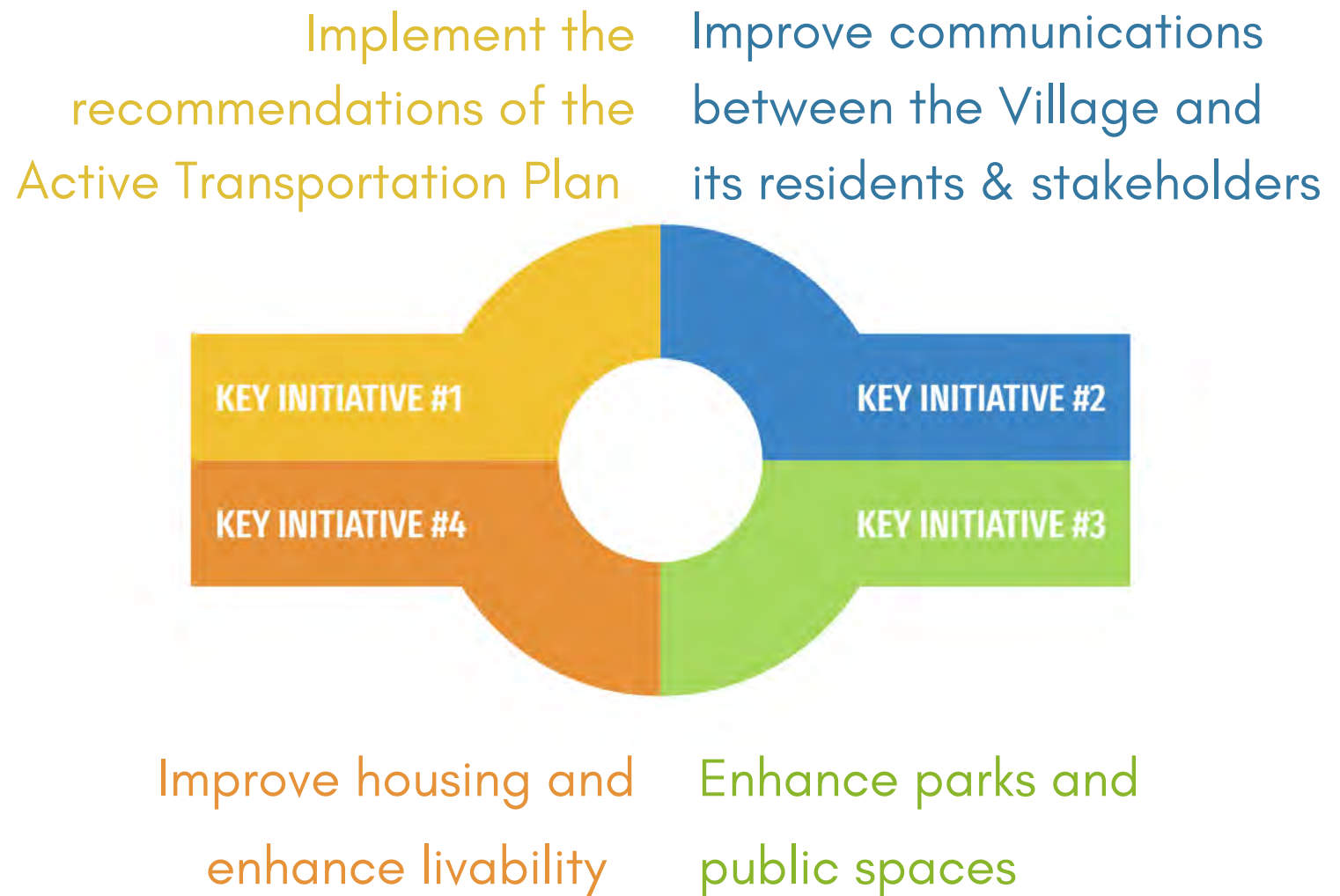
ENSURING LIVABILITY THROUGH A DIVERSE, STRONG, SAFE HOUSING STOCK

- The Village must focus on preserving and enhancing homeownership opportunities.
- The Village and community partners must identify collaborative solutions for improving housing stock conditions.
- The Village must identify market gaps and opportunities to develop new housing stock to attract and retain seniors, support the regional workforce, and provide safe, accessible, attainable housing for those residents who are economically vulnerable.



9. Key Initiatives

KEY INITIATIVES



Key Initiative #1: Implement the Recommendations of the Active Transportation Plan

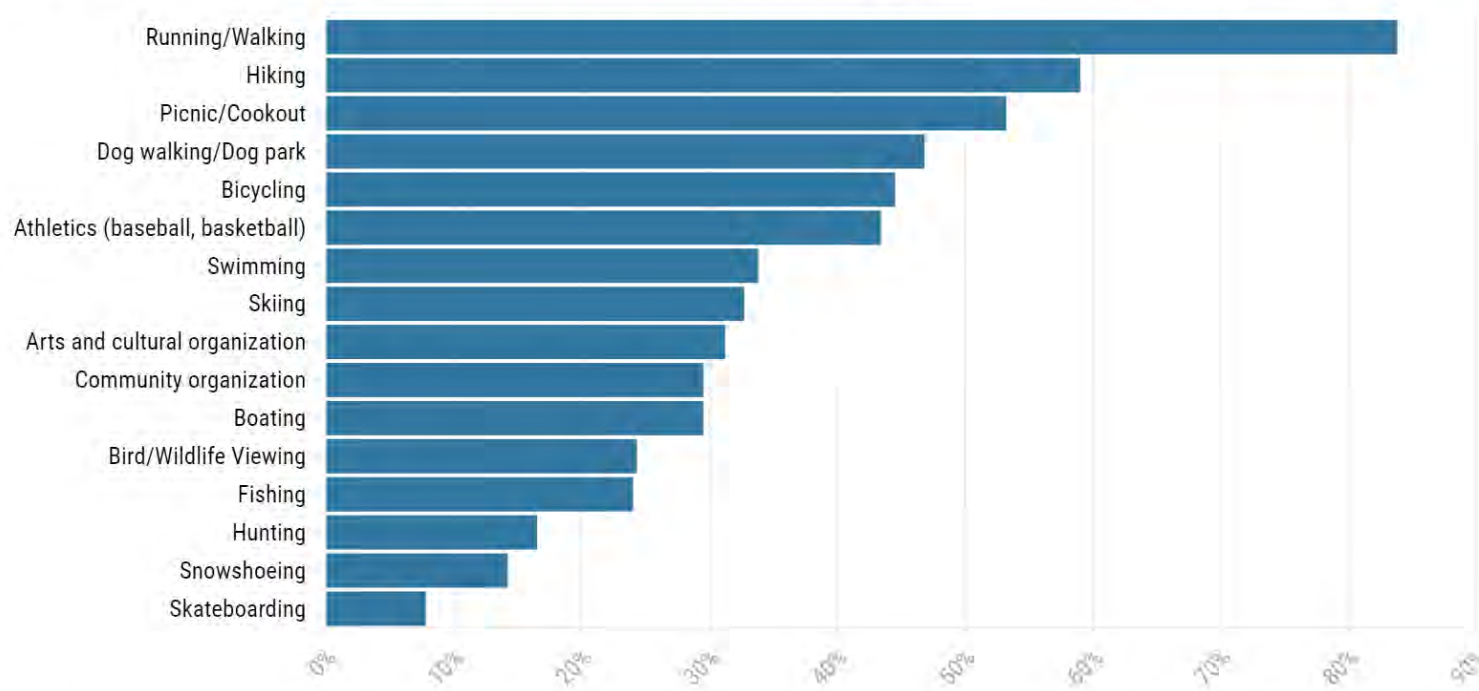
Goal Statement: Support and improve health, and increase opportunity and access by developing multi-modal transportation connections that serve all of those in the community.

Context

Active Transportation refers to all forms of non-motorized transit, which most commonly include walking, jogging, and bicycling. Promoting active transportation has wide-ranging benefits for a community and its residents.

Throughout the planning process, we heard from residents that the quality of life in Geneseo is strongly tied to the availability of outdoor amenities and that more bicycle and pedestrian options are desired. Active transportation modes provide health, environmental, social, and economic benefits for the entire community. According to the survey, 83.8% of those responding said they participated in running and walking activities, and 44.5% said they participated in biking activities.

"In which of the following recreation activities do members of your household participate?"



N=346

Key Initiative #1: Implement the Recommendations of the Active Transportation Plan

63.3% OF RESIDENTS SAID THAT WALKING PATHS NEEDED IMPROVEMENT, AND 47.3% SAID THAT BIKE PATHS REQUIRED IMPROVEMENT IN THE VILLAGE OF GENESEO.

Inventory and Analysis from the Active Transportation Plan:

INVENTORY & ANALYSIS: KEY TAKEAWAYS

- » Throughout the project area, vehicles typically drive 4-7 Miles Per Hour above the posted speed limits.
- » There have been twenty active transportation-related crashes within the project area over the past ten years, primarily within the central core of the Village of Geneseo.
- » There are currently no on-road bicycle facilities within the project area, and based on the nationally-recognized Bicycle Level of Service model, only half of the project roadways feel safe and comfortable for the majority of bicyclists.
- » Based on the Pedestrian Level of Service model, nearly all of the streets within the central core of the Village are comfortable for pedestrians, while nearly all of the other roadways feel uncomfortable and unsafe for pedestrian use.
- » The hill on the west side of the Village of Geneseo has 5-7% slopes throughout, which can pose challenges for pedestrians and bicyclists.
- » Based on community input and time-lapse camera deployment, the intersection of Crossett Road, NYS Route 20A, Groveland Road, and Temple Hill Street represents the greatest active transportation safety concern within the project area.



Objectives

1.1 Meet the current needs of residents who rely on active transportation to commute or access needed services.

1.2 Increase opportunities for physical activities that have significant benefits for community members' physical and mental health through biking and walking.

1.3 Promote active transportation to reduce vehicular travel and lessen the number of pollutants released into the environment.

1.4 Promote social equity by reducing the need to own a vehicle and creating opportunities for community connectedness.

1.5 Use walkability and bikeability to promote livability by strengthening connections to local businesses and Village amenities.

	Action	When	Who's Responsible	Relative Cost
1	Form Active Transportation Subcommittee for Implementation	Immediate	Village of Geneseo	N/A
1.A	Adopt Active Transportation Plan	Immediate	Village of Geneseo Planning Board, Village of Geneseo Board of Trustees, Town of Geneseo	N/A
1.B	Improve the safety of the 20A/Crosset Road/Groveland/Temple Hill intersection for pedestrians	Near	Genesee Transportation Council, NYS DOT	\$\$\$-\$\$\$\$
1.C	Support bicycle and pedestrian infrastructure throughout the Village	Near	Village of Geneseo, Town of Geneseo, NYS DOT	\$\$-\$\$\$

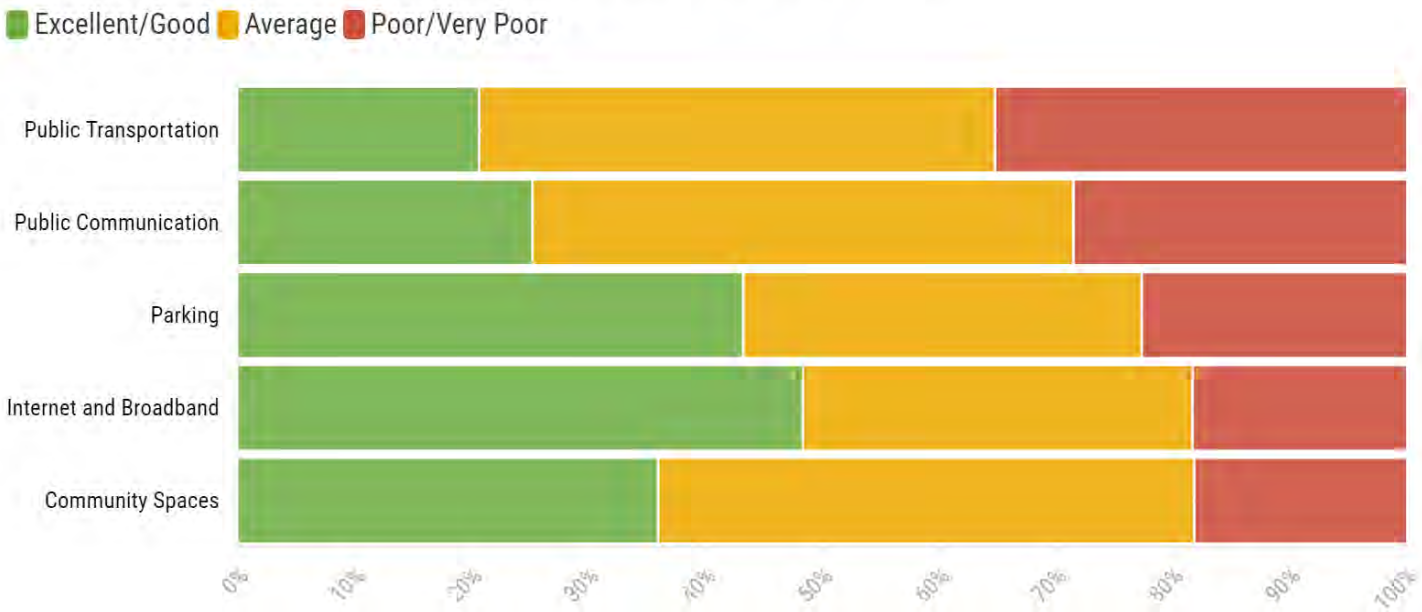
Key Initiative #2: Improve Communications between the Village and its Residents & Stakeholders

Goal Statement: Foster and maintain meaningful communication that builds collaboration between residents, government administration, businesses, and neighborhoods and empowers community members to shape the future of Geneseo.

Context

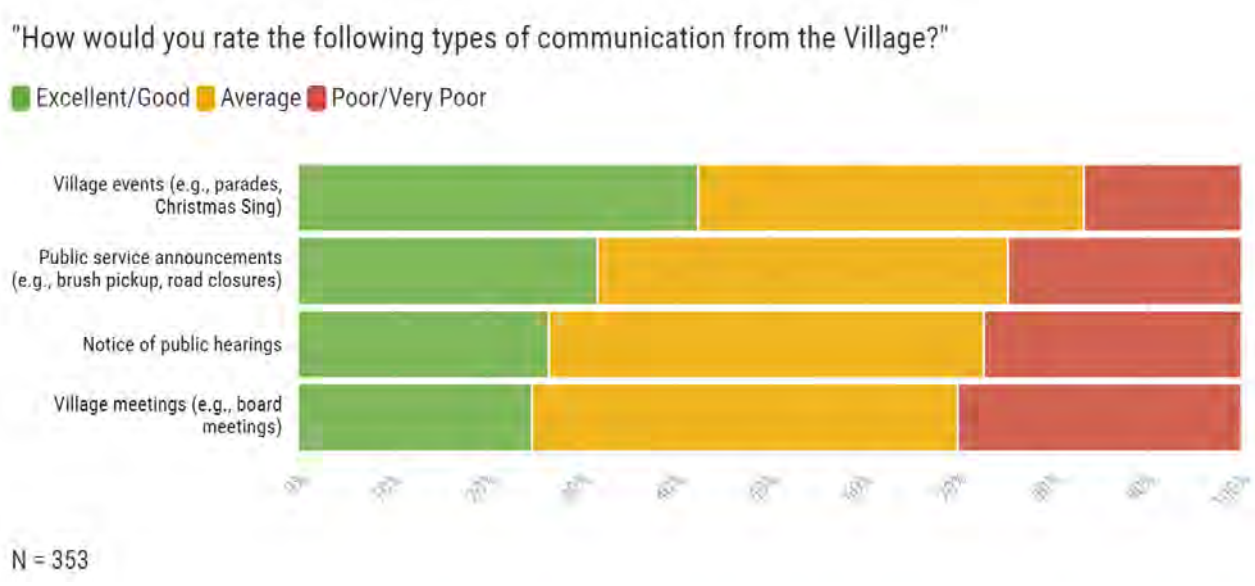
Public communication had high negatives in the community survey when respondents were asked to rate the quality of the service, but those who considered communication to be “Average” to “Excellent/Good” made up more than 70% of the sample. When asked to rate communication more specifically, respondents said that notices for events and public service were the highest-rated and that notices for public hearings and meetings were the lowest rated.

“Rate the quality of the following services in the Village of Geneseo.”



N = 353

Key Initiative #2: Improve Communications between the Village and its Residents & Stakeholders



All communities that thrive do so, in part, due to communication that builds collaboration and dense networks where diverse needs can be addressed. When a community is a home to individuals and families of vastly different socioeconomic conditions, such as in Geneseo, effective communication becomes a critical element in ensuring that all voices find a place in the public square.

To aid in the community's future growth that is equitable to all, communication must empower residents to engage with the Village administration, businesses, and each other. Formalizing these communication networks into neighborhood clusters, welcoming committees, Village newsletters, and citizen academies can help bridge the gaps in the social networks in Geneseo that, if bridged, could contribute to a collaborative environment that is beneficial to all.

Objectives:

2.1 Build connections that support equitable engagement across socioeconomic conditions.

2.2 Welcome new residents into the community and provide/strengthen opportunities for them to engage in community activities.

2.3 Foster communication and collaboration between students and non-student Village residents.

2.4 Increase awareness of the governance structures in Geneseo and encourage public engagement among residents.

	Action	When	Who's Responsible	Relative Cost
2	Form Communications Subcommittee for implementation.	Immediate	Board of Trustees	N/A
2.A	Identify citizen champions with diverse ethnic, cultural, and socioeconomic backgrounds, residing in locations throughout the Village, to spearhead resident engagement efforts. Invest in facilitator training through Neighborworks Rochester or similar programs.	Near	Board of Trustees	\$
2.B	Charge Communications Subcommittee with fostering collaboration among organizations already promoting Geneseo and the region.	Near	Board of Trustees	\$
2.C	Make updates to the Village's website so that the information provided reflects the needs of community members as articulated through a public engagement process.	Near-Mid	Board of Trustees	\$\$
2.D	Create Resident Academies to expose and engage community members in operation aspects of the Village.	Mid	Board of Trustees	\$\$

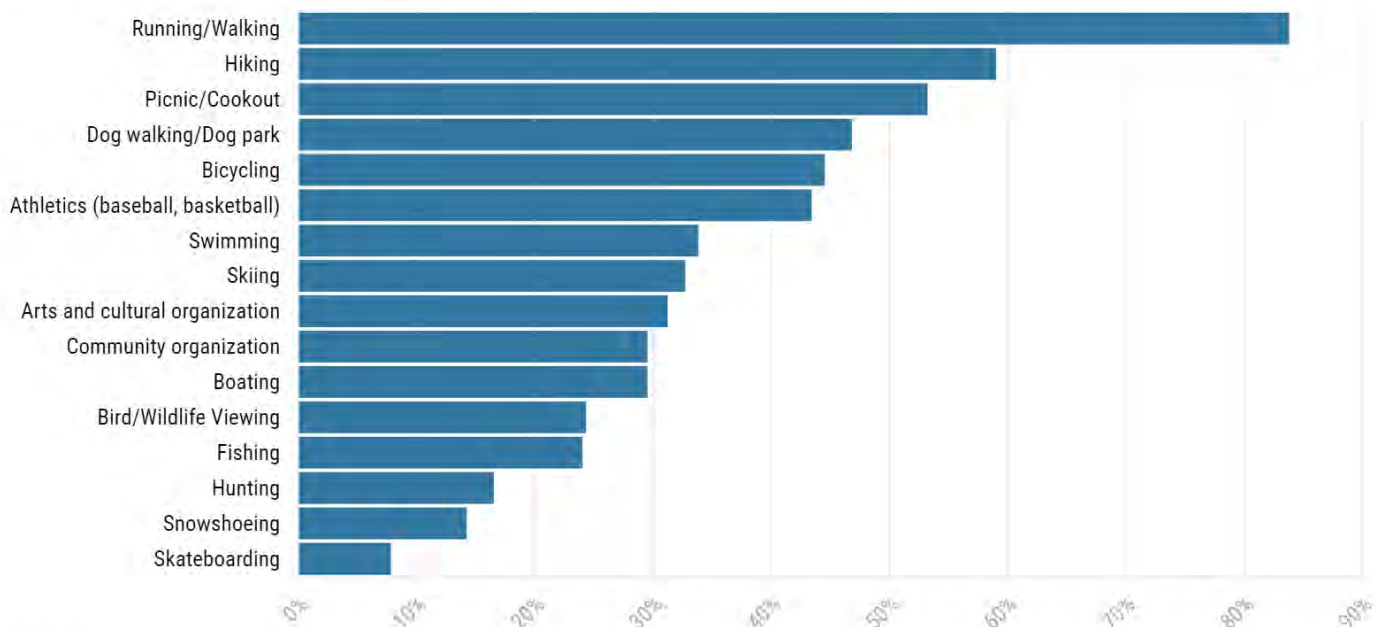
Key Initiative #3: Enhance Parks and Public Spaces

Goal statement: Create and support great public spaces where community members can interact, play, and find enrichment.

Context

According to the US Census, 2020 ACS 5-year estimates, there are 947 families in the Village of Geneseo, and 488 of those families have children under 18 in the home; 33% of those families, or 161 families, have children younger than six years old. In addition to supporting families' needs for recreation and interaction with their children amongst other families, parks and public spaces provide accessible opportunities for all people in the community to recreate, interact, and enjoy a high quality of life. Respondents to the community survey identified multiple activities in which they or members of their household participate, including picnics and cookouts, arts and cultural organizations, wildlife viewing, running, hiking, biking, and athletics. Interviews with community members, comments at the public forums, and survey results aligned with the theme that recreation plays a significant role in the quality of life in Geneseo.

"In which of the following recreation activities do members of your household participate?"

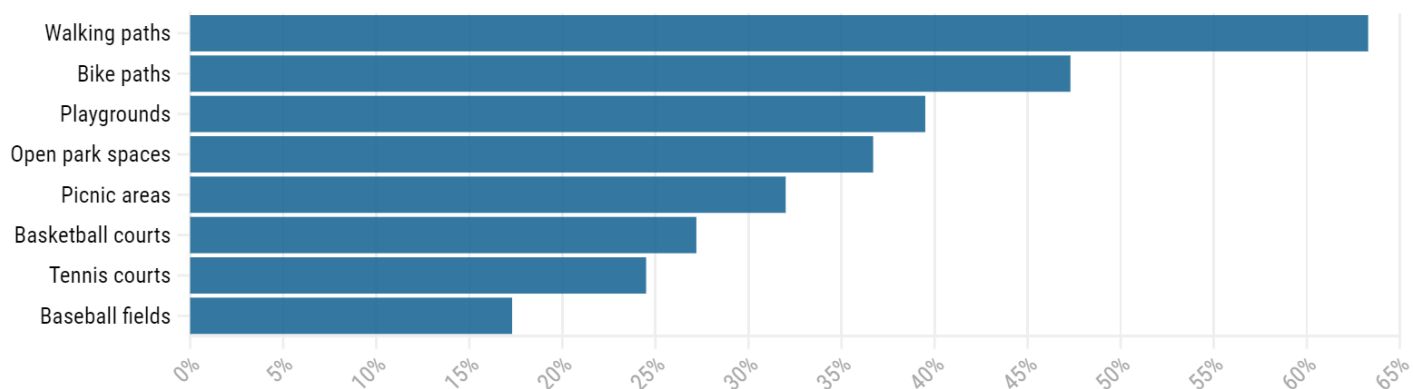


N=346

Key Initiative #3: Enhance Parks and Public Spaces

While families with young children and families of all types use parks and public spaces throughout the Village, many survey respondents said that parks and open spaces in Geneseo need improvements. During the public engagement process, community members commented on the ongoing need for a community center and improvements, upgrades, and basic repairs to the playground facilities. Though Geneseo has parks and open spaces throughout the Village, community members would benefit if those facilities offered more recreation options and improved and maintained equipment.

"Which of the following types of facilities need improvement?"



N = 346

Objectives

3.1 Support residents of the Village of Geneseo who have children with great parks and public spaces that contribute to the quality of life.

3.2 Ensure that families and people of all ages and backgrounds have cultural and recreational opportunities that meet their needs.

3.3 Build strong communities by supporting public spaces that contribute to physical and mental health and increase social interactions.

	Action	When	Who's Responsible	Relative Cost
3	Form Public Space Enhancement Subcommittee for implementation.	Immediate	Village of Geneseo	N/A
3.A	Initial inventory and condition of parks and public space assets.	Near	Subcommittee	\$
3.B	Conduct a feasibility study for a new community center in Geneseo.	Near	Village of Geneseo, Town of Geneseo	\$\$
3.C	Complete a full conditions assessment of Village parks that leads to a capital improvement plan.	Near	Village of Geneseo	\$\$
3.D	Make recommendations for enhancements at Kelsey Field.	Near	Village of Geneseo	\$\$
3.E	Repair or remove out-of-order playground amenities at Highland Park.	Near	Village of Geneseo	\$\$-\$

Key Initiative #4: Improve Housing and Enhance Livability

Goal statement: Develop and support attainable housing in the Village of Geneseo that meets the community's needs.

Context

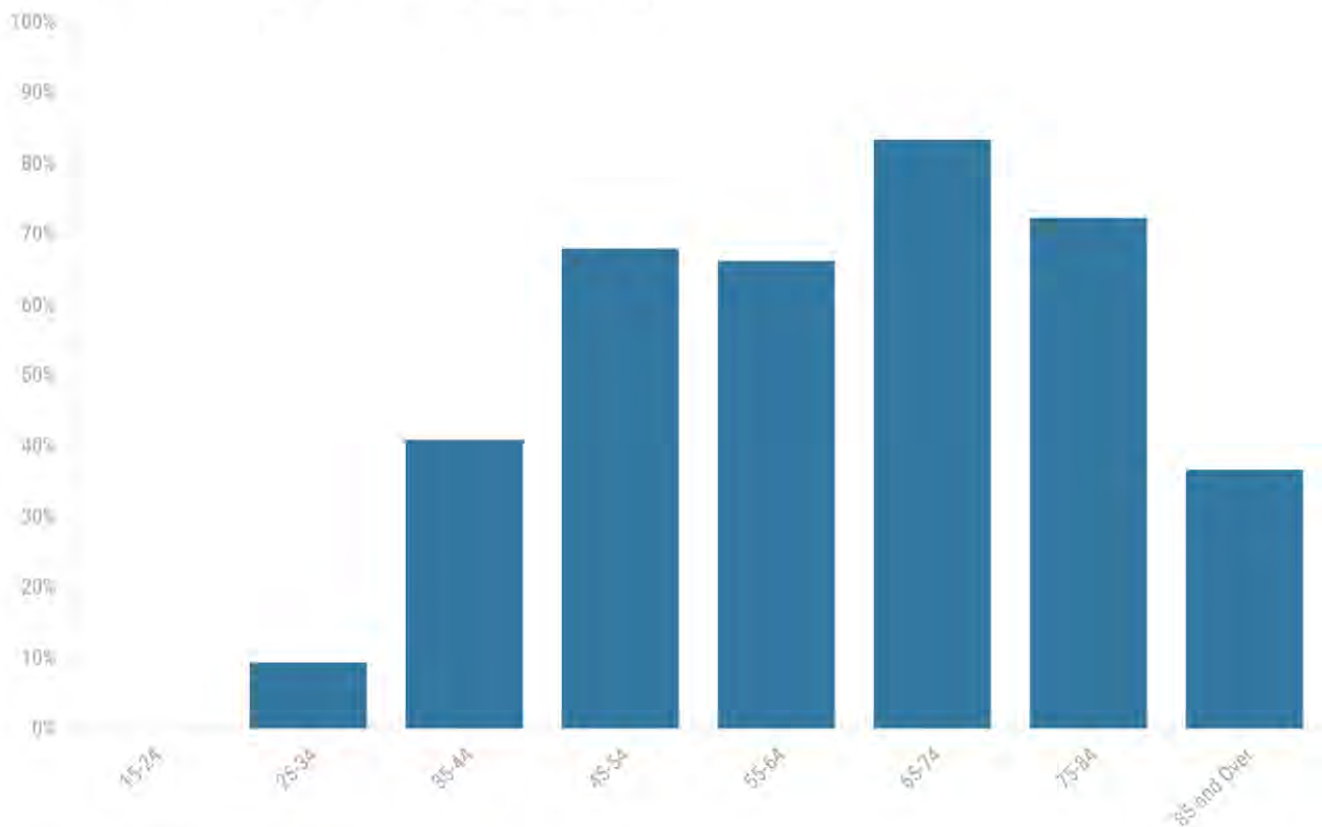
Geneseo has a high rate of rental housing, partially due to the student population at SUNY Geneseo. Rental-occupied housing is much higher than in Livingston County as a whole, and the student population contributes to the lower overall rate of homeownership in Geneseo.

Housing Tenure, 2021

Type	Village of Geneseo	Livingston County
Owner-Occupied	50.2%	73.8%
Renter-Occupied	49.8%	26.2%
Vacant Units, Rate	4.8%	11.8%
Total Housing Units	2,147	27,969

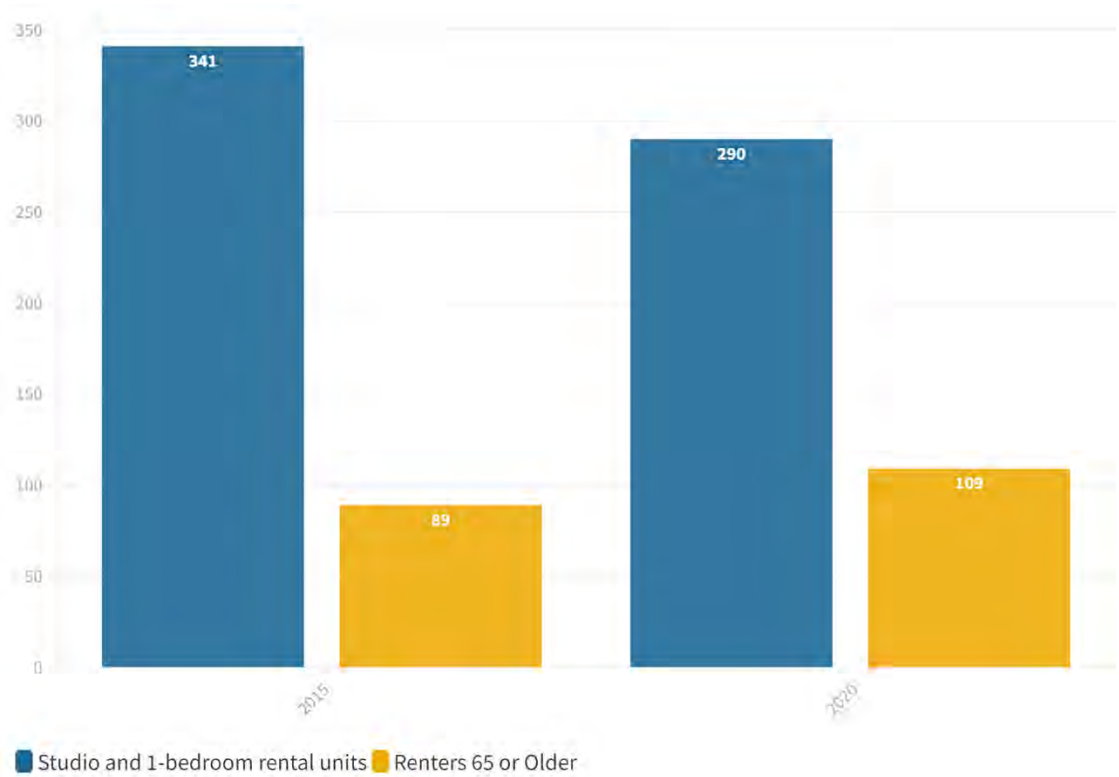
Source: ESRI

Percent owning a home by age group



Source: 2020 ACS 5-year Estimates

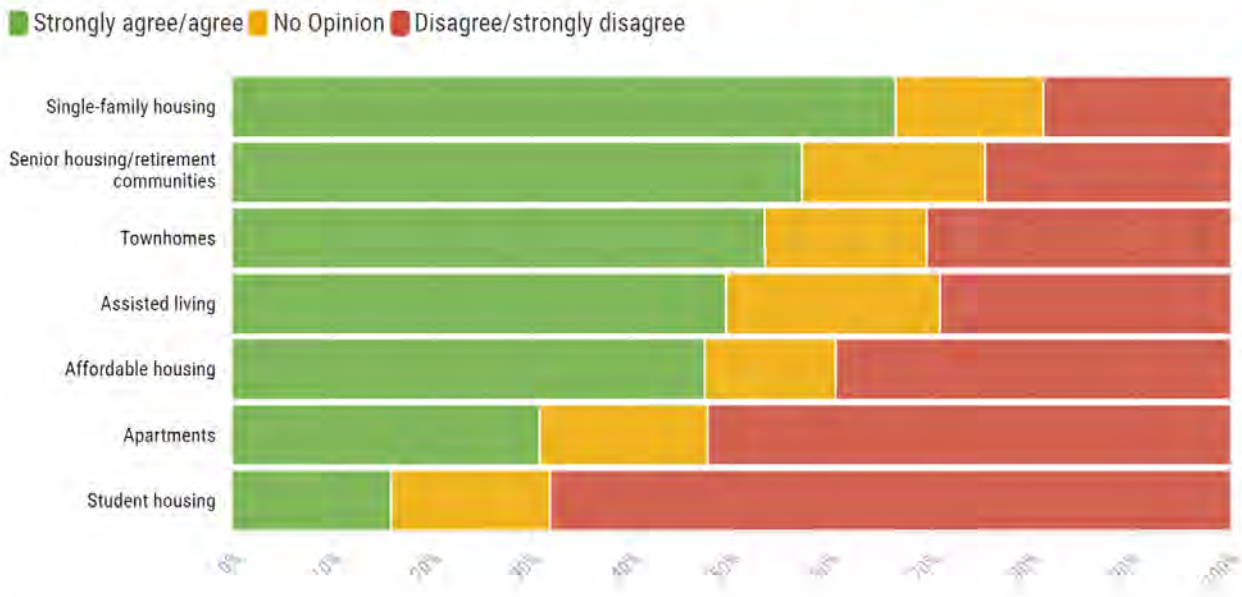
Comparing the number of studio and single-family units to the number of households headed by seniors and the change over time is an excellent way to identify how current and future housing needs might be met. Though the percentage of senior-headed households rose by 22.5% from 2015 to 2020, the number of smaller rental units decreased by 15%. (US Census ACS 5-year Estimates.) Though senior-headed renter households are growing in the Village of Geneseo, the options for suitable rental units are decreasing.



Source: 2020 ACS 5-year Estimates

Responses to the community survey reinforced the needs shown in the data and the comments from public forums, that more single-family housing and senior housing units are needed in the Village of Geneseo.

"More of the following types of housing are needed in the Village of Geneseo:"



N = 346

Objectives:

4.1 Preserve and enhance homeownership opportunities in the Village of Geneseo.

4.2 Identify collaborative solutions to improve current housing stock conditions.

4.3 Identify market gaps and opportunities to develop new housing stock to attract and retain seniors and the regional workforce.

4.4 Create housing that offers senior residents the opportunity to remain in the community after retirement.

	Action	When	Who's Responsible	Relative Cost
4	Form Housing Subcommittee for implementation.	Immediate	Village of Geneseo	N/A
4.A	Identify and inventory regional homeownership support programs that could help first-time homebuyers.	Near	Village of Geneseo	\$
4.B	Assist potential homebuyers with counseling services that direct them to resources.	Near	Village of Geneseo	\$\$
4.C	Build off the Livingston County Housing Needs Assessment with a complete housing assessment and strategy for the Village of Geneseo.	Mid	Village of Geneseo, Town of Geneseo	\$\$-\$\$\$



9. Future Land Use

Future Land Use

As noted in the existing conditions analysis, the Village of Geneseo (typical of most urbanized areas) is primarily developed, with very few opportunities for “greenfield” development expansion. Future land-use changes will be dominated by infill development in sparsely occupied areas and targeted for future growth through adaptive reuse of existing structures. That said, there are several areas where more significant development can occur. Areas of focus for the Village to consider for future development include greenfield sites in the northeastern corner of the Village limits and underutilized areas targeted for redevelopment along the Genesee River.

The Future Land Use framework isn’t a regulatory document in and of itself. Still, it is a conceptual guide for realizing the community’s broad land-use priorities for the future of Geneseo. It doesn’t regulate specific parcels or include an exhaustive list of areas prime for change or development because it’s not intended to be a static document – it remains conceptual to adapt to emerging conditions and changing needs and to allow for detailed zoning boundaries, specific permitted uses, dimensions and performance standards to flex.

The two components of this Future Land Use Plan include:

- **Character Areas:** Character areas are packages of potential land uses assigned to specific geographies. These suggested uses are meant to paint a picture of typical potential development in the allocated acreage and may be used to help zoning and development regulation in the future.
- **Future Land Use Map:** The Future Land Use Map is a graphical representation of the geographic allocation of character areas. It is not intended to be substituted for a zoning map but should be used to guide future decisions about which zones belong in which areas of the Village.

Future Land Use Character Areas

Village Center/Urban

Land uses within this character area should provide diversified residential offerings, additional community anchors that foster civic connectivity, and cultivate thriving local businesses that generate foot traffic. Auto-oriented uses should be avoided wherever possible. The adoption of design standards should be considered to guide adaptive reuse and infill development, which balance historic preservation efforts with emerging needs and generally adhere to the mass and scale of the surrounding buildings.

Compatible uses include:

- Mixed-use developments featuring higher density (attached) residential, retail, and service uses
- Attached multi-family residential (generally upper-story)
- Retail, office, and service-oriented uses (exclusive of “big box” development)
- Medical and community service uses
- Education and cultural uses
- Parks, natural areas, recreation, and associated services (public or private)
- Lodging and tourism-related uses

Traditional Neighborhood Residential

Future development within this character area should reinforce connectivity to community assets and services, provision of open space, and neighborhood-scale infrastructure – all of which contribute to Geneseo’s quality of life. Any non-residential uses should be intended and function to serve the neighborhoods in which they are located, with priority given to pedestrian scale versus auto-oriented development.

Compatible uses include:

- All freestanding residential with lots less than one acre
- Attached residential (townhomes, patio homes, and apartments)
- In-home businesses
- Community services (Government, Health, Education, Libraries, Civic, and Religious)
- Cultural uses
- Parks, natural areas, recreation, and associated services (public or private)

Corridor-Suburban

In developing regulatory mechanisms and zoning for this area, stringent access management tools should be considered to ensure pedestrian and vehicular safety and mitigate traffic impacts on the transportation network. Design standards should also be considered to reflect community character, not “Anytown, USA,” particularly at gateways, key intersections, and areas immediately flanking this corridor.

Compatible uses include:

- Mixed-use developments featuring higher density (attached) residential, retail, and service uses
- Retail, office, and service-oriented uses (exclusive of “big box” development)
- Multi-family residential development, including townhomes, condominiums, apartment buildings, and other densely developed housing (excluding detached single-family housing)
- Medical and community service uses
- Lodging and tourism-related uses
- Education and cultural uses
- Parks, natural areas, recreation, and associated services (public or private)

Of note are two focus areas for development within the Corridor-Suburban character area, identified in the Future Land Use Maps. Focus Area One, along the Genesee River, represents a unique opportunity for transformative redevelopment, embracing the recreation and placemaking opportunities associated with the waterfront. The Village should consider a development master plan for this area that capitalizes on its unique setting.

Within the Corridor-Suburban character area at the northeastern corner of the Village is Focus Area Two, as indicated on the Future Land Use Map. This area represents the most significant opportunity for growth and should be considered carefully during future use discussions. Developers and investors should be challenged to align uses with those identified above and ensure that new development blends with existing projects in the area.

Open Space Conservation

The Open Space Conservation character area is defined by scenic open space amenities, passive recreation, agricultural and agritourism uses, and land generally preserved to transition to the rural character of the neighboring Town. These areas possess significant historical value to the community. Future land-use regulations and uses should respect the nature of these areas and strongly consider restricting development to park and recreational uses, along with other services that preserve or enhance agriculture and open space.

Typical uses include:

- Parks, recreation, and associated services (public or private)
- Lodging and tourism uses dependent upon agriculture or open space
- Low-density residential (1-acre lots or greater) with accompanying agricultural uses
- Restaurant, entertainment, and event use

Institutional

The Institutional character area is defined by facilities primarily used for education, religious expression, government services, health care, and cultural or social organizations. These areas are typically dominated by existing institutional uses or are adjacent or planned for future institutional development.

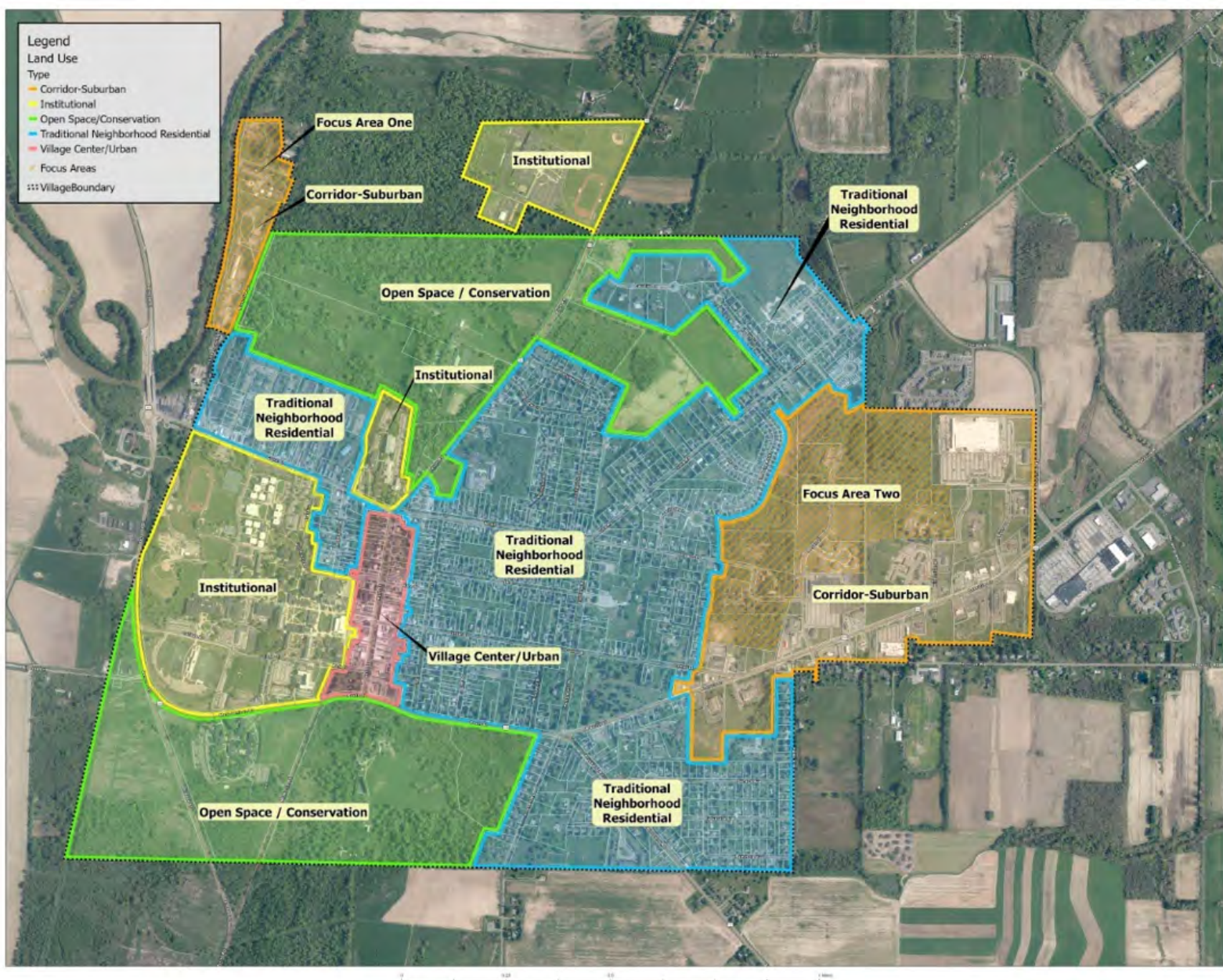
Typical uses can include:

- Schools (K-12, vocational, colleges, and universities)
- Sites of religious worship
- Hospitals and other healthcare facilities (including nursing homes and assisted living facilities)
- Government buildings and sites
- Community centers and recreation facilities

Future Land Use Map

The map should be considered to be flexible, particularly regarding transitions between each character area. Context is paramount. If, for example, a commercial project is proposed for a location squarely within the open space character area with limited relevance or support for agricultural or open space land uses, it is likely not a strategic fit. If the same project were proposed for a location at the edges of the open space character area and adjacent to the corridor-suburban character area (a “transitional area”), that project might be more appropriate for consideration. In short, transitional regions should be treated liberally in their interpretation.

The focus areas for future development are shaded in their respective locations on the map.



Appendix A

Village of Geneseo Public Forum #2 Comments

Public Forum No. 2

Public forum No. 2 was held in March of 2022. Participants were presented with the results from the community survey and asked to provide their feedback on the draft vision, mission, and commitment statements. Participants provided discussion and written input on issues of housing, economic development, parks and recreation, and Village services.

Public comments: (unedited comments from the public)

Mission/Vision:

- "Let's change and grow to keep families here and make new ones want to come."
- "History is cool and all, but we need to look at the progressive quality of life indicators that will future-proof our community - what will attract and retain younger generations."
- "Diversity of experience-
- ...cultural (arts, music, etc.)
- ...culinary (more than pizza)." DITTO
- "...relationships between residents, organizations, and neighboring municipalities."

Commitments:

- "Social media profile for the Village, get it verified, pro-actively post meeting minutes and updates about services, road closures, etc."
- "HISTORY & TRADITIONS" make us sound stodgy and backward (and old/white) - let's not lead with that. It'll be here but doesn't have to be a focal point."
- "Historic designation might not be as fragile as popularly believed. Work with Landmark Society of Western New York to clarify compliance requirements."

Survey

Healthcare, communication:

- "I really don't know how people find out about community events. I learned about tonight purely by chance."
- "We need a better community website; LCN promotes Geneseo."
- "Promote 'Young at Heart' group."

Public transportation:

- "Only Rt5 - they don't run after 9 pm or Sat. and Sun."

Housing

Have it, but want to get rid of it:

- "Student housing"
- "No more gov't subsidized housing complexes."
- "No more apartments."

Don't have it, but want it:

- "Condos/villas. More. Like Hawthorn.:"
- "Better connectivity between developments for non-car users."
- "Affordable senior living."

Economic Development

Have it, want to keep it:

- "Continued relationship with Explore Genesee Valley and Trail Town Committee."
- "Locally owned stores, restaurants, cafes, shops, etc."
- "Relationship with Letchworth Gateway Villages."
- "Letchworth Gateway Villages and Explore Genesee Valley."

Have it, want to get rid of it:

- "Traffic congestion on 20A"
- "Rt. 20A way overcapacity."
- "Vape shops"

Don't have it, but want it:

- "More businesses open on Sundays and later in the evening."
- "More quality dining in town"
- "Bike shop with rentals and e-bikes. (XC skis/snowshoes in winter?)."
- "More public art"
- "DIVERSITY BIPOC LGBTQIA+"
- "Quality dining that attracts tourists and retains residents."
- "Work with Promote Geneseo"
- "Gift shops, restaurants"
- "Bike racks"
- "Allowance of marijuana dispensaries."
- "DIVERSITY – more sidewalks."
- "Diversity."

Parks

Have it, want to keep it:

- "Highland park needs to be updated. Splash pad? – Tennis, pickleball"
- "Maintain ice rink at Highland Park."
- "More public art! – Sculptures – murals (coming soon)."

Don't have it, want it:

- "Turn Kelsey Field into a community gathering place."
- "Updates to the playgrounds."
- "Picnic tables with a view of the main street."
- "Walking trails."
- "1. Splash pad!! 2. Fix rock wall (put back) 3. REPLACE TODDLER STRUCTURE A.S.A.P"
- "Pedestrian plaza/gathering area"
- "-Splash pad – Improved play-ground facilities at Highland Park – Better path surface and maintenance."
- "Updated equipment and ADA"
- "Community center"
- "Connectivity to Genesee River and rental gear."
- "Water park playground."
- "Tennis Courts"
- "Year-round gathering space downtown (w/fire feature)"
- "Update Highland Park w/ADA, squishy surface, splash pad, pickleball."
- "Make ice rink more popular. – skate rentals – snack stand."
- "YMCA"
- "I wish good walks in the woods were more available."
- "Sports fields other than baseball."
- "Putting green for golf."

Village Services

Have it and want to keep it:

- "Library"
- "Improved sidewalk care"
- "Library, Farmers Market"
- "Library, museum, riviera theater"
- "Library – hist. museum, school, and college super."
- "Love the library."

Don't have it, want it:

- "Community garden" (ditto)

- "Trash/recycling bins around town (like in Europe!!) less garbage on the ground and places to throw water bottles when exercising."
- "Train"
- "Better communication"
- "Pedestrian-friendly"
- "Crosswalks with lights"
- "Crosswalks to Wegman's and sidewalk continuation"
- "Community center"
- "Better communications about town happenings"
- "Fix sidewalks and roads."
- "Compost program"
- "Bike lanes and paths"
- "Bike/run lanes (better/kept up burins on the sides of the road) or fix sidewalks or both"
- "Bike paths"
- "Bike lanes"
- "Better communication and public info - How are events announced?"
- "Sustainable energy - plug-ins for electric cars."
- "Café lights down the main street year-round - ambiance, safety."
- "Recycle program"
- "Make center street walkable - only"
- "Expanded library hours...stuff to do with kids during the winter (indoors)."
- "Sidewalk clearing by Village"
- "I miss the dance studio."

Have it, but want to get rid of it:

- "building - former laundromat (next to Conrad's Appliances) Needs to go!"
- "More big box stores."

One Big Idea for Geneseo

- "Community cultural center"
 - "Yes!"
 - "Ditto!"
- "Community center"
- "Equitable Active Transit network (walk/bike)"
- "Better lake access -> Tourism + awareness of Geneseo in the region"
- "Community center (take the pressure of GCS facilities for recreation/meeting space)"
- "Improved playground facilities at Highland Park"
- "Walking Trails"
- "Splash pad and new playgrounds"
- "The Village's own Facebook page for meeting minutes, Village projects, and proactive press releases."

Other Comments:

Highland Park:

- "Broken, under-water, and flooded with garbage."
- "The biggest need is to repair it. There are broken things that are barred off instead of fixed."
- "Unsafe - outdated, poorly set up. We regularly drive to Perry with our children."
- "Need a splash pad, soft surfaces, pickleball courts."
- "I leave Geneseo a lot to find playgrounds and parks."
- Community needs and resources:
 - "There is a difficulty in finding doctors within insurance networks in Geneseo. This means that children who need health services miss more school when parents have to take time off to drive them to find out-of-town health resources."
 - "Water issues need to be addressed, specifically for Indian Meadows drainage."
 - "I've taught in the schools for 25 years, and I won't send my children to the schools here. The resources needed for the population are not there, creating a poor educational environment."
 - "Geneseo has been coasting on a wave of mediocrity. If I didn't have to be here for a family, there is no way I'd live here and raise a family."
- Downtown:
 - "Less on-main parking and make it non-metered."
 - "Need better, wider sidewalks, and more pedestrian and bike-friendly spaces downtown."
 - "Does anyone even have quarters anymore?"

Appendix B

Village of Geneseo Public Hearing Comments

Public Comment No. 1

The draft comprehensive plan presents a large amount of data, including socioeconomic data, that identifies community challenges that must be addressed or reflected in the comprehensive plan initiatives.

Being honest about the population in Geneseo means acknowledging there are three groups: 1.) the student population, 2.) those people in poverty 3.) everybody else.

The comprehensive plan draft does not, but needs to, provide solutions for connecting populations with needs with resources such as parks, other services, and pedestrian safety.

Were students and those in poverty on the steering committee? Did they participate in the public forums or in the survey?

The draft comprehensive plan needs to include more connections to collaborative solutions with other institutions such as SUNY Geneseo and Town and County government.

The vision and mission statements in the 2022 draft comprehensive plan are a repeat of the 2007 comprehensive plan, which states that we will “protect what we have.” Does this necessarily mean we will be protecting the same difficulties and challenges we had in 2007?

The draft comprehensive plan describes housing as “generally affordable,” but there is no explanation about how this could be consistent with the high levels of poverty in the community.

The four key initiatives of the draft comprehensive plan are well identified, but they will only be effectively implemented if residents show up at village board meetings and hold the village board accountable. Citizen engagement must take place to turn these recommendations into actions.

The 2007 comprehensive plan is not evaluated in the 2022 draft comprehensive plan, and it would be helpful in the 2022 comprehensive plan to establish what has been accomplished from the 2007 plan. This would also be a reasonable basis for metrics for the 2022 comprehensive plan.

The role of the zoning board needs to be established in the implementation of the comprehensive plan. There is a current perception that the zoning board could be more effective. The zoning section of the comprehensive plan needs to be addressed for codes that need to be amended.

Overall – this plan isn’t honest about looking at ourselves honestly. There are no photos of SUNY Geneseo, the Highlands – only photos of pristine neighborhoods – this plan doesn’t include the entire community.

The plan doesn’t involve the school district in the comprehensive plan and what role they play in the planning. The plan doesn’t discuss the connection of the village to the school.

Public Comment No. 2

What is the change in the median age, and specifically – are we graying? We need to address the question of aging in our community.

Performing arts and cultural work are not included directly or specifically in the action plan.

Public Comment No. 3

What will we do about large housing in many areas, and what do we do as we move out and need something smaller to live in?

This should lead to zoning recommendation changes –the current zoning regulations prevent changes that would address housing.

Many people ask about patio homes or accessory dwelling units – this is something people would like to move into. Change the zoning recommendations to include ADUs and nano units.

The draft comprehensive plan doesn't include discussion or guidance on where to place electric vehicle charging stations.

Village Board Meeting
Comprehensive Plan Public Hearing

October 24, 2022

Board Present:

Mayor Chris Ivers
Deputy Mayor Katarina Woods
Trustee Marlene Hamann-Whitmore
Trustee Eddie Lee
Trustee Keith Walters

Other Village Representatives Present:

Aprile S. Mack, Clerk/Treasurer
Matt Horn, MRB Consultant

Steering Committee Members:

Leah Fletcher
David Woods
Gary Mix
Gretchen Crane

Public Present:

Larry & Karen Kelley	Holly Hall	Ashley Ames
Russ & Liz Morreale	Amy Braun	Kathy Deffenbaugh
Anne Hasler	Cynthia Sattora	Judy Davis
Kitty Hayes	Dan Hayes	Angelle Farabell
Laura Neus	Carol Robinson	Rudi Muller
Steve & Susan Specher	Kurt Christiansen	Elizabeth Conrad
Donald (Gene) & Marilyn Curley	Kurt Fletcher	Bettina DeBell
Tim Rainis	Molly O'Mara Smith	Max Yarowsky
Cesar Aguilar	Anna Kowalchuk	Nicole Sylvester
Margaret Lee, Livingston County News		

Mayor Ivers opened the meeting at 6pm. All stood for the Pledge of Allegiance.

Deputy Mayor Woods moved to open the Comprehensive Plan Public Hearing at 6:02pm. Trustee Walters seconded the motion and the motion passed with ayes from all.

Mayor Ivers thanked all for coming and turned the hearing over to Matt Horn, Consultant with MRB Group. Matt explained that a Comprehensive Plan is a fifteen-to-twenty-year document that serves as a guide to the Village in decision-making and resource allocation. It is not intended to be a list of projects but a tool to support local leaders in moving the community forward. Its foundation is a mission, vision, and guiding commitments that provide community stakeholders with a clear picture of the Village's intended path. The Board has also decided that the Geneseo Active Transportation plan as prepared for Livingston County and the Genesee Transportation Council and published in February 2020 will be added to the Plan as an appendix.

In the late summer of 2021, the Village Board seated a steering committee of residents and stakeholders to guide the development of an updated comprehensive plan. The steering committee met approximately once a month to discuss the planning framework, evaluate data and public feedback to formulate recommendations for the plan. The current draft Plan reflects several hours of research, conversation, debate, and analysis by steering committee members.

The draft document is grounded in data. In order to forecast where Geneseo should head, the steering committee first needed to understand where the Village is currently. The steering committee and consultant team reviewed and analyzed data related to demographics, market conditions, and other factors related to Geneseo's current conditions. This data was used to identify the gaps between where we are today and where we want to be as a community fifteen years into the future.

The steering committee also used public engagement to shape the draft plan which included a community survey which yielded over 350 responses and two public forums. The steering committee and consultants realized that there were over sampling in some areas of the survey and under

sampling in other areas, therefore they hand delivered surveys to areas of the Village where they knew residents with limited economic means lived.

The public forums were extremely useful. Items discussed during those forums included traffic flow on Route 20A, what Main Street was at one time, and the impact COVID has had on Main Street businesses. Walkability and the active transportation plan were discussed. Student and Community relationships were discussed. Existing housing conditions and the need for affordable housing were brought up.

Socioeconomic and Demographic Conditions are as follows:

1. Since 2010, the Village has seen an approximately 6% decrease in population.
2. Households by 1% and families have decreased by 5% over the last 12 years.
3. Average household size declined by 4% from 2010 to 2022 but is projected to increase to 2.75 in 2027.
4. Over the last ten years, there has been a 6% increase in housing units, with little change in owner occupied units or rental units, and a sharp increase in vacancy.
5. Government employment (including SUNY Geneseo and Livingston County) is the number one employer in Geneseo. (For data purposes this number is determined by the number of paychecks cut.) Retail is the second and food service/accommodation being the third.
6. The US Census defines families as a group of two or more people (one of whom is the householder) who are related by birth, marriage, or adoption and residing together. More than 1 in 3 families in Geneseo earn below \$35,000 per year.
7. Single mothers in Geneseo struggle more compared to Livingston County and the United States.
8. Housing in the Village is generally affordable as the median household income exceeds the calculated threshold and 47.8% of Village residents can afford a median-priced home without high-burden costs.

However, the Village has limited land availability, but sparse housing is creating affordability challenges particularly for rentals. The Village's most economically challenged residents need safe, accessible pedestrian and other non-vehicular transportation connections to employment and shopping. To attract and retain healthy households, Village amenities like parks and public spaces must be maintained and expanded.

Consultant Horn explained that the mission of the plan is to "protect what we have, while being purposeful in what we change and how we grow." The Key Initiatives of the plan are to:

#1 – Implement the Recommendations of the Active Transportation Plan.

As stated earlier, the Village Board is adding the Active Transportation Plan to the Comprehensive Plan document as an appendix.

#2 – Improve Communications between the Village and its Residents & Stakeholders.

This initiative includes updating the Village's website (already in process), forming a Communications Subcommittee to identify what types of communication would be best for Village residents and form resident academies to expose residents to aspects of Village operations, including planning, budget, and public works.

#3 – Enhance Parks and Public Spaces (mental health would fall under this initiative but it was noted that the Village Board cannot do much when it comes to mental health.)

This initiative is already in the works as a committee has been formed to discuss and implement upgrades at Highland Park. One-way mental health fits into this initiative is by giving people a place to go to walk. This initiative also includes facilitating enhancements at Kelsey Field and making improvements to the Farmers Market.

#4 – Improve Housing and Enhance Livability.

This initiative states that the Village should form a Housing Subcommittee to facilitate plan implementation along with identifying and inventorying existing

programs that can facilitate ownership by first time homebuyers. The Village should also identify ways to connect first time homebuyers with existing and future resources.

The plan also discusses a Future Land Use Plan. The Future Land Use Plan is a tool for use in creating zoning and development regulations, and for guiding future growth. The plan contemplates five-character areas:

1. Village Center/Urban
2. Corridor/Suburban
3. Traditional Neighborhood Residential
4. Open Space/Conservation
5. Institutional

Matt asked if there were any questions or comments.

Kurt Fletcher stated that the plan mentions creating “A vibrant cultural hub, featuring performing and visual arts, tourism, locally-driven events, and other economically productive activity.” However, that is not reflected in the plan. Matt stated that the Village is this already and it should be preserved, but the plan does not speak to adding any new or additional initiatives to make this possible.

Max Yarowsky asked to what extent does this plan fit into the plans of the Town of Geneseo and Livingston County. Matt explained that this plan is independent of those two entities. However, Matt explained that per requirements, the Plan will be sent to the County Planning Department for County Planning Board review. Matt anticipates that the County Planning Board will say that the Plan aligns with that of the County, but Initiatives #1 and #4 as outlined in the Plan are initiatives that the County helped with.

Larry Kelley stated that he was able to review the draft plan and the transportation plan but wonders about the status of a roundabout at the Crossett Road/Groveland Road/Temple Hill Street/Route 20A intersection. Matt stated that the Village Board or David Woods (as Village Planning Board Chair) may have more information about that. The Active Transportation has been added to the Comprehensive Plan as an appendix, but the Plan itself only addresses the need for the Village to work with the Genesee Transportation Council and the NYS Department of Transportation to improve that intersection with two alternatives shown or some other alternative.

Mr. Kelley also stated that with the development that occurred on the west side of Crossett Road, many homes on the street have substandard water pressure and have had to spend money to add pressure enhancing systems in their homes. Some are not able to shower upstairs if water is being run downstairs. Matt stated that he will make a note of this and has also added drainage concerns in Indian Meadows, Oak Street and Second Street to his notes.

Kathy Deffenbaugh stated that she lives in Indian Meadows. On the east side of Haley Avenue, the farmer has cleared all the farmland. She realizes that this is in the Town but wonders what effect that will have on Indian Meadows and if this plan has addressed it. She also wondered if the Village ever thought about annexing any of those outlining properties for tax purposes. Matt stated that the plan does not specifically address development outside of the Village, but that she is correct that any development that happens outside of the Village in the Town does affect the Village. He stated that this will be noted especially for the Livingston County Planning Board’s review.

He continued by stating that bringing up annexation is an interesting observation. However, annexation is something that is really challenging for cities and villages but does make sense particularly with respect to what I call the “free rider problem” where the village makes all the investments in infrastructure and parks, but everyone gets to use them, but only people inside the Village pay.

Donald Curley stated that he resides on Groveland Road and had to install a water pressure enhancing system that was pricey. He also asked if any consideration has been taken into account on

how to get pedestrians across the crosswalks that have been provided in the area of Crossett Road/Groveland Road/Temple Hill Street/Route 20A. He is aware that on Mary Jemison Drive that runs through SUNY Geneseo they have flashing signals at the crosswalk that assist on getting pedestrians across the street safely. Matt stated that the plan does not specifically address it, but he believes that the Active Transportation plan does. He also noted that as a Key Initiative to the Plan, the Village should form an Active Transportation Plan sub-committee that will be charged with overseeing implementation of the plan.

Holly Hall stated that she is one of those pedestrians that try to cross Route 20A, but traffic just flies by paying no attention to the pedestrians in the crosswalk.

Carol Robinson asked if the sub-committee has been formed yet for “Key Initiative #1: Implement the recommendations of the Active Transportation Plan” and how soon can the residents expect action or is funding for those improvements going to be a hurdle. She is very concerned about pedestrian and vehicle safety. Matt explained that the Village Board will first need to adopt the Comprehensive Plan and then appoint the sub-committee. Matt continued by explaining that he has spoken with Mayor Ivers about available grants and how the Village is now in such a better position to receive grant funding because of an updated Comprehensive Plan and other initiatives the Village is working on. Ms. Robinson commented that then funding is the biggest hurdle. Matt stated that he would say that funding and getting to the best solution are the biggest hurdles. The Steering Committee chose not to pick a specific alternative or solution because they believe that much further discussion needs to take place.

Marilyn Curley stated that she often uses the crosswalks on Route 20A, but yesterday and today she was almost hit. Matt stated that a distinction of this road is that it is a regional road used by many (some not even from here) and some people just do not understand the rules of a crosswalk. Matt believes that it is critical that some type of signalization/visibility be put in place to slow people down.

Molly O'Mara Smith stated that she did not understand the photographic recommendation as presented in the PowerPoint for the Route 20A, Crossett Road, Groveland Road, Temple Hill Street intersection. Matt explained that Alternative #1 (top of page in PowerPoint) gets rid of the feeder road (triangle piece) on Groveland Road which would add additional greenspace between Groveland Road and Crossett Road along with additional crosswalks and bike lanes. Alternative #2 is the construction of a roundabout.

Cesar Aguilar stated that by adding the existing crosswalk at Crossett Road, he believes it made the intersection more dangerous than it already was and he tells his family to cross near Lattimore Physically Therapy further east down from Groveland Road as that seems to be safer. He asked if something could be done immediately to alleviate this danger. Matt thanked Mr. Aguilar for the suggestion.

Nicole Sylvester stated that she walks and crosses on the crosswalks all the time, however, she has seen multiple people including the police not stop for people crossing. She asked how anyone is expected to stop if the police do not even stop. She also stated that if you do stop you are going to get hit from behind. She continued by stating that this subject has been discussed for years and believes that it is just a matter of time before there is a serious pedestrian accident in this area. She understands that the Village is trying to fix the problem, but she believes action must be taken.

Molly O'Mara Smith asked how many accidents happened at this intersection. Matt stated that that number may be in the Active Transportation plan but was not sure.

Kurt Christiansen commented that with utility prices going up and other communities getting electric for their communities in different ways, was this in the plan especially since it is difficult for Senior Citizens to pay those higher prices and the plan mentioned the number of mothers with children and no spouse this community has. Kurt also stated that he would like to see the availability of other providers in Geneseo. Matt stated that this specifically is not in the plan but that he would note it.

Kurt continued by stating that the flooding on Oak Street/Second Street is a big concern and one of the reasons why he moved from Oak Street. He hopes that real efforts are being made to resolve the flooding issues. He also realizes that water runoff is a big issue throughout the entire community and asked where this fit into the Comprehensive Plan. Matt stated that the Steering Committee did discuss this, and he will make another note of it.

Karen Kelley stated that this Plan as she understands it is a “Vision” and not cast in concrete. But wanted to confirm that each item (initiative) would be planned, revisited and further opportunity given for public input. Matt thanked Ms. Kelley for stating that. He continued by stating that the Comprehensive Plan is built as a decision-making guide. Public input/feedback was given throughout the development of the plan and the feedback given tonight will assist the Board in moving forward. Future public engagement will be offered once solutions have been agreed upon by the Board. Ms. Kelley stated that she appreciates all the efforts that have gone into this plan and loves that some items in the Plan have already been put into motion.

Hearing no further questions or comments, Matt thanked all for attending and encouraged everyone to keep an eye out for future meetings.

Mayor Ivers also thanked everyone for attending and wanted everyone to know that of the four key initiatives the Board is already meeting to enhance Highland Park (part of Key Initiative #3), improving the website (part of Key Initiative # 2), and decided to append the Active Transportation Plan to the Comprehensive Plan (part of Key Initiative #1).

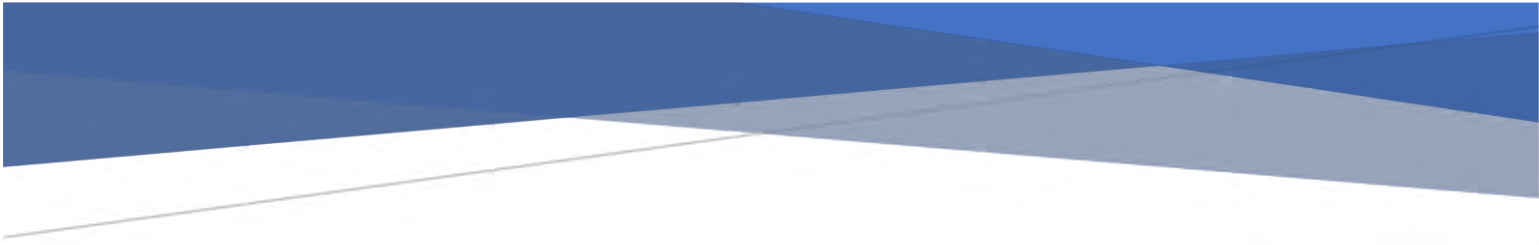
Mayor Ivers continued by thanking the Steering Committee for their work on the Plan and the insane amount of volunteer hours they put into developing the Plan as it has been presented. As a new Board/Team, Mayor Ivers stated that he hopes that projects discussed previously and currently can be accomplished.

Hearing no further questions or comments, Deputy Mayor Woods moved to close the meeting and public hearing at 7:09pm. Trustee Walters seconded the motion and the motion passed with ayes from all.

Aprile S. Mack, Clerk/Treasurer

Appendix C

Community Survey



COMMUNITY SURVEY RESULTS

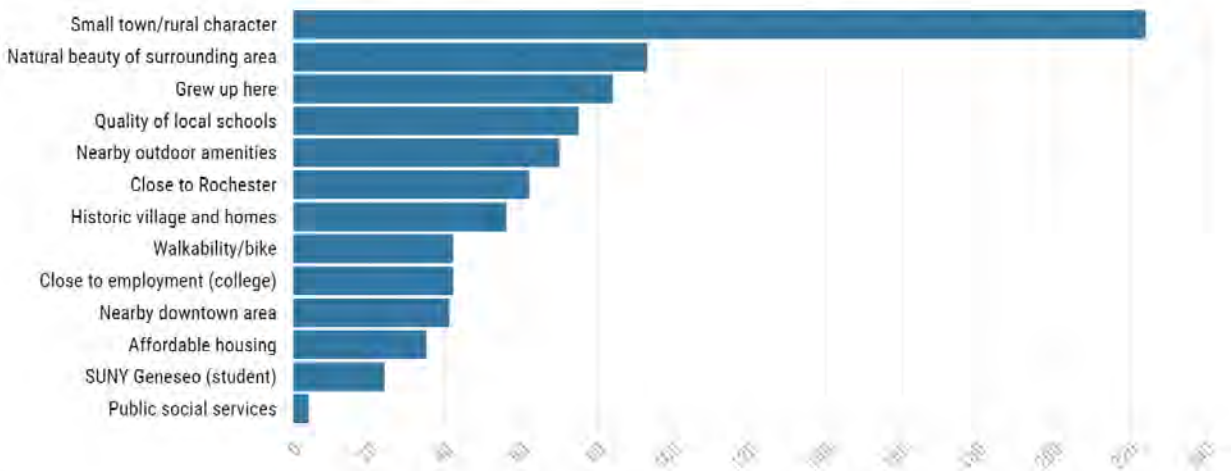
Village of Geneseo Comprehensive Plan

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Why Geneseo?

"Mark up to three reasons why you and your family choose to live in the Village of Geneseo ."



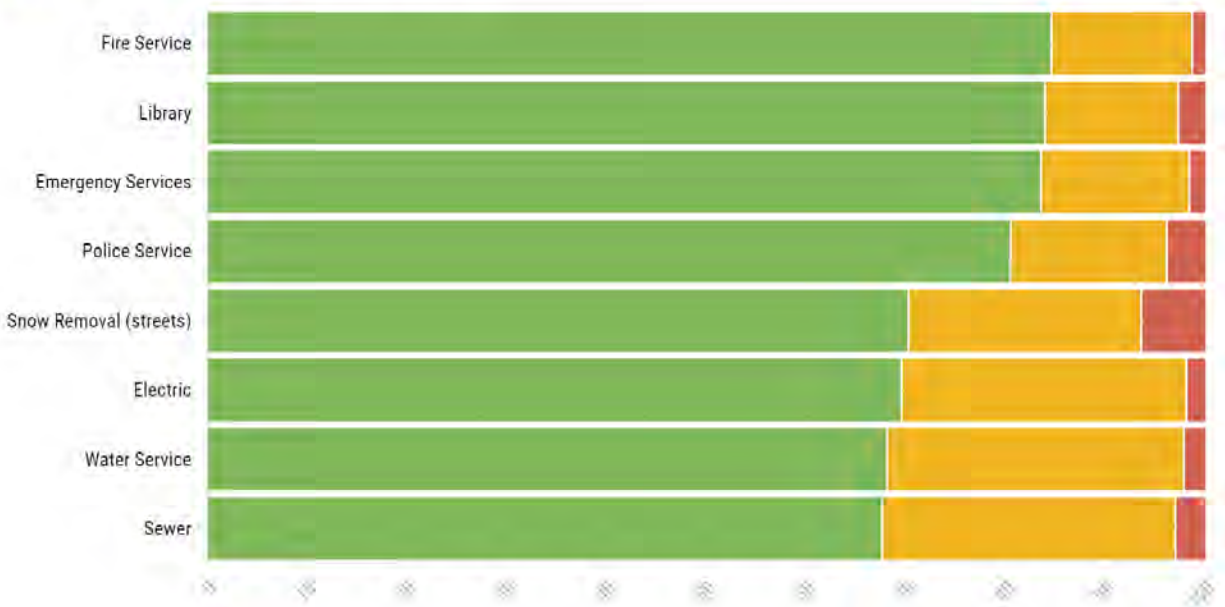
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"Other": Non-student but I love living here; wife grew up in area; family nearby; Geneseo alumni; has a Wegmans; vibrant downtown; college town a plus; there isn't affordable housing in Geneseo, needs better bike paths; was a SUNY Geneseo student; Village living; nice being close to everyday amenities; I completed all of my undergraduate at the college and I also worked at Wadsworth Library; winter milder than East Aurora/Orchard Park; school is very mediocre, wish we had better walkability/bike; SUNY Geneseo (non-student); my mom married someone in Geneseo; Grandchildren; moved here to be closer to children/grandchildren

Community Facilities and Services

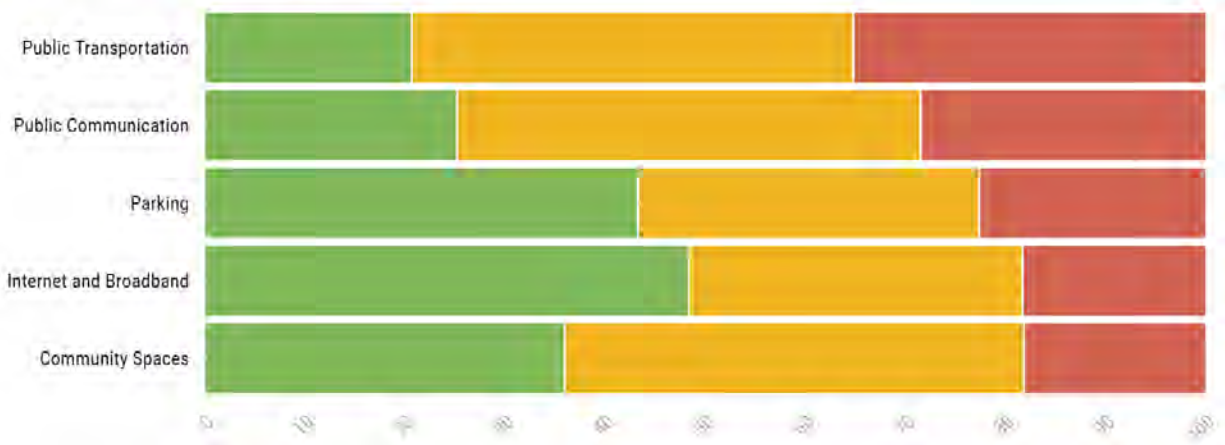
"Rate the Quality of the following services in the Village of Geneseo."

Excellent/Good Average Poor/Very Poor



"Rate the quality of the following services in the Village of Geneseo."

Excellent/Good Average Poor/Very Poor



Please provide additional comment:

Not enough internet provider options outside of Spectrum, not enough support for new local businesses alongside too many chains.

I live on nations road. No water, no garage pick up, no internet.

Traffic along 20A needs to be addressed.

Lack of good outdoor programming for families. Highland Park is old, rusty and has playground features that are unsafe and/or non-ADA. Needs a total overhaul to be the community hub it should be. Would never bring visitors there.
We need to do better.
Would love to see Main Street businesses continue to grow. Having the recent smoke shop move into the largest space there was upsetting. Would love to see more businesses be encouraged that permanent residents will make use of. Parks are nice but not somewhere I utilize without a specific event taking place.
As I am a town resident, I am not as knowledgeable about some of these categories
Parking has been a kick-the-can-down-the-road issue forever. Time to get the college involved in a solution because they are the major cause of parking shortages.
Good and average are just fine for most. However, THE ONE THING that needs to be improved is ENFORCEMENT of SIDEWALK SNOW/ICE REMOVAL. This is a walkable community, and snow/ice covered sidewalks forces many to stay home, and others to be in jeopardy. Especially elderly, children, and those with no vehicles. One idea is to send a direct mailing to residents, reminding us of our responsibility and the law. Via the water bill, a Facebook post, e-mail, cell phone text, etc. A public announcement is ineffective, if it is sent via means people simply don't see, or if it is lost in the noise of the PennySaver or the official village website. When we have a law, for good reason, we should enforce it for the public good. Relying on our neighbors to make complaints forces us to be snitches and risk retaliation. Code Enforcement is very busy, however, maybe after the first snow, a warning notice, with advice for those who may be incapable of clearing the sidewalk will be helpful. Advice like "be a good neighbor, and clear your elderly or disabled neighbor's sidewalk," or, "call the village and we can contract a service for qualified people," or, "here is a list of folks who volunteer or get paid to clear sidewalks." Maybe the people, who get paid, will volunteer to help some in need, even as a marketing effort. Just a few ideas, all better than passivity.
Police harassing Club 41 owner to closure was a poor move for local patrons.
Village does a fantastic job clearing roads and sidewalks of snow. Wish village would enforce codes that require homeowners to KEEP sidewalks clear
I live in the village on Seneca Ave and our neighborhood usually doesn't have cell service at all in or out of our homes.
It would be much safer if the town would salt sidewalks during the winter. just plowing them leaves them incredibly icy when the snow gets packed.
From this list of services, my biggest concerns are parking issues, no community building to allow groups to meet, and internet/broadband access/mobile phone service. 1. Parking: I understand the Village's need to control parking on Main Street during college breaks, but feel it should be relaxed during college breaks. Our current system discourages residents from shopping on Main Street; and, as a consequence, hurts businesses! 2. Our village has been loooooong overdue to have a Community Center where groups (Garden Club, Monday Evening Class, Kiwanis, Rotary, etc. can meet. A place where activities can be held for kids and adults (Girl Scouts, Boy Scouts, family reunions/gatherings, adult education classes, etc). The Goodwill community area (room + kitchen) is a good example (but on a larger scale). 3. Internet/Mobile Phone: Maybe more of a service provider problem, but mobile service in Indian Meadows is very inadequate and internet service is very slow.
The ratings are in relation to nearby Villages, not what is inherently satisfying for this community. For example, understanding of what Village government does is generally very limited.
Brush removal from the village should be every month not every other.
AT&T cellular is weak

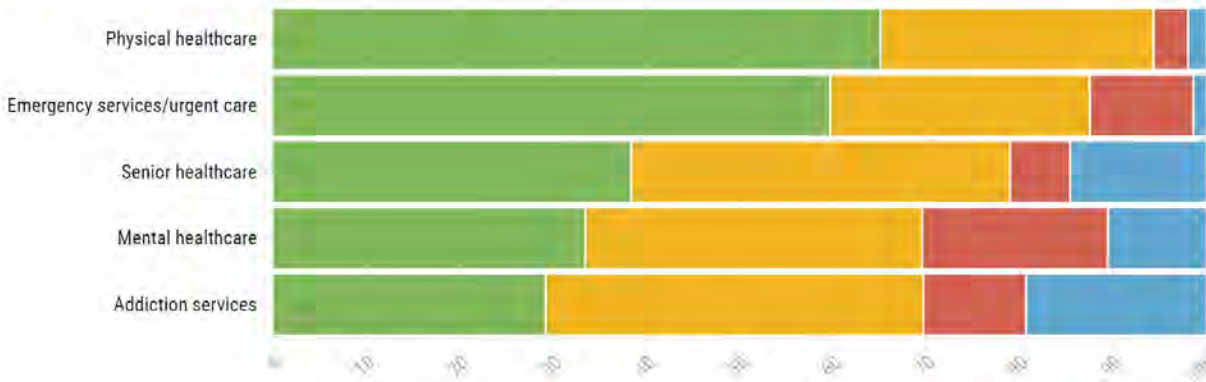
Having free broadband internet access would bring Geneseo into the 21C.
Road Maintenance: North half of 2nd St has been horrendous for an astonishingly long time.
Parking in the village is an issue. I think residents and guests should be able to park on the streets. It's my opinion that the problems stem from the college not having enough convenient parking options for the students. The village bears the brunt of this college issue.
There should be an NA option. Parking is a problem. Meters need to be either removed or brought into 21st century with cell phone/CC options. Many times I have not gone to Main St businesses for want of a quarter. If it is about not having overnight/long parking, just mark tires. Re. Electricity, RGE is terrible to deal with, but not sure if there are other options. Water and sewer seem pretty expensive to me. I don't know why garbage pick up is on this survey, none is provided, we pay for that personally on top of taxes.
Please no more subsidized housing
Highland Park is unsafe and needs updating
I'd like to see more outdoor events on main street.
We need to be more willing to have businesses move into Geneseo to keep it growing
No competition for Internet and mobile and poor coverage
Paying for parking on Main St deters people from going there and supporting the Main St shops. Some areas in the village do NOT have curbs! This has been an issue for many years. We need to repair all streets and curbs within the village. Highland park playground is in serious need of an upgrade. As a resident living in the village, I do not receive much communication from our board.
Highland park is a wonderful space, but the small toddler playground needs to be updated and the rock climbing area on the older child playground should be repaired. Splash pads are also becoming quiet popular and would be a wonderful addition to our park. With the recreation program housed there, it would get a lot of use in the warm weather months.
mobile phone service spotty
Should invest in light rail.
Parks are lacking for younger children. Additional community resources for children with special needs would be helpful.
A YMCA would be a great addition to the parks and rec. Also, I love the refurbishing of the Wadsworth wall. It would be fantastic to have a walking trail along the wall. Additionally, sidewalks/bike trail from the village to the lake on Reservoir Road would be a great boon to the community.
Sidewalk plowing is one of my favorite things, truly.
North Street should be shaved down and resurfaced. The height of the road has increased by more than 1.5 feet in the 25 years we have lived here. I believe that this fact contributes to basement flooding all along the street.
Government Center
I wish there was a "I don't know" option for the questions I just answered because I have no way to judge many of them. Also, I wish there were better parks for walking. We could use more trails.
there is room for improvement
Over all it's nothing to write home about
Difficult to contact police we were told to email police to notify police about leaving village & watch our home
Town recreation and activity space is very poor. YMCA would be great.
Wish there was better playgrounds. Poor cell phone reception often with Verizon.
support for local businesses is almost non existant

Metered Parking is ridiculous in 2022
There was talk years ago about a community center or YMCA - there are not a lot of resources for the community - example: classes, fitness, childrens programs (other than the library)
Mobile phone services could be poor because of the carrier I use.
can not rate public transportation - don't use it. Garbage removal, internet & cell phone are through homeowners contract & private pay. The village does a very poor job cleaning & salting roads. There is a noticeable difference coming into the village from the town. The town does a great job. By the time the village cleans sidewalks, they've already been walked on. The sidewalks are icy and very slippery. We often choose to walk in the road.
Question above: Electric- NA; public transportation- Unsure; Garbage removal - have standard pickup day, require covered trash & recycle bins; Support for local busines - unsure; Internet & mobile phone aren't village's responsibility.
Don't think electric, garbage removal & mobile phone service are services of the village I don't know if the village supports local businesses or not. Not sure how the village can be "rated" on electric, garbage or mobile phone. I own property in Perry as well. The garbage removal is added to the tax bill and contracted with one waste removal company. The nice thing about this is that ALL the garbage is picked up on one day. There must be 5 (at least) different companies all on different days in Geneseo. There's always garbage at the curb somewhere..
Village communication not good & often impatient, rude & deferred
I live in the town, so cannot comment on many of these services as accurately as I'd like. I do find that getting information out about meetings/notices is very difficult these days. The town and village website feels difficult to use, however, and meeting minutes do not seem to be promptly uploaded.
The Village does one sweep on sidewalks as a courtesy. The residences and businesses are responsible for clearing the rest. The businesses do a great job. the residents are 50/50.
Not sure about communication from the Village to residents. I have not received communications yet.
Don't know about public transportation. I go to the transfer station for garbage removal. The parking meters should be removed on Main St. Parking on Main St. should be free. Parking meters are not user friendly.
I find it odd that the sewer is billed along with water. I thought that was included in property taxes? - I recently moved from Monroe County so it may be different between counties.
Communication from village to residents is nonexistent! Very poor support of Main St. businesses.
1. No need to pay for parking. Small business customers should not have to pay to park if you want people to shop here. 2. Highland Park needs renovation for our children. A spray park would be wonderful and new playground equipment. All other small communities have great areas for children to play. Ours is an embarrassment & not safe! 3. We need a YMCA to give our children & adults somewhere to exercise and have recreation.
The baseball fields need some upgrades. A couple of the fields have bases that are in terrible shape. Need to have bases that don't move.
In terms of parks and recreation, I feel that a skate park should be available for public use. An ideal location would be Highland Park. There is enough space to install a few ramps, quarter pipes, small half pipe, etc. I feel that this would benefit the community, especially those who are interested in skate boarding, BMX, scootering, roller blading, etc.
Would like to see a splash park at Highland for my daughter during the summer.
Would love to see a safer more inviting park for our kids.

Highland park needs updated play structures for kids. A splash park would be wonderful addition as well.
Geneseo has many wonderful attributes but the public park really needs updated play structures for families.
Would like to see a splash pad and updated playgrounds at Highland Park. Space is great!
Does the village offer garbage removal services?
Ever since I went to college here (1963-1967) I have been in love with Geneseo
SIDEWALK PLOW IS TERRIBLE
We need to have more downtown dining and the park to have a new playground/ splash pad.
Indian Meadows does not have sidewalks. Garbage pick up is not a village service. We have drainage issues.
Sidewalk snow removal leaves a lot of snow on the sidewalk
Take more active role in encouraging businesses to come to Geneseo & support their early development. Need more rooms for village groups to meet. Improve communication!
Need to provide more regular, effective communication with village residents, EG., mothly newsletter, newspaper and/or Facebook column.
Road surfacing - poor quality because of materials, snow removal sometimes slow, wish library was open longer on weekends especially Sundays, police are great!
I live at Fox Run Apts and am very tired of our building getting flooded! Do something to correct this. I understand that the people on Court St don't want their yards messed up?? Really. Maybe they would like to put up with their homes backing up with sewage.
Re: community spaces, I'm not sure what you mean since Library and Parks & Rec have their own lines. Also, re: communication, i found out about this survey the day after it closed. Flyers mailed home, signage near the library, Wegmans, Walmart, or GCS would probably get my attention.
10165 LDF
I don't experience parking issues but I know some people do. The College creates issues at times. I do feel that some of the home owners who are using their property for renters, need to do a much better job of taking care of homes and grounds and parking. Much more strict guidelines are needed to be presented the renters.
Highway department is subpar
We need 5G service, stat.
Garbage removal for Village residents should be included in their village taxes
having moved here just 9 months ago, I haven't used the majority of services listed above. The same is true for other parts of the survey.

"How would you rate access to the following healthcare services?"

■ Excellent/Good ■ Average ■ Poor/Very Poor ■ No Opinion

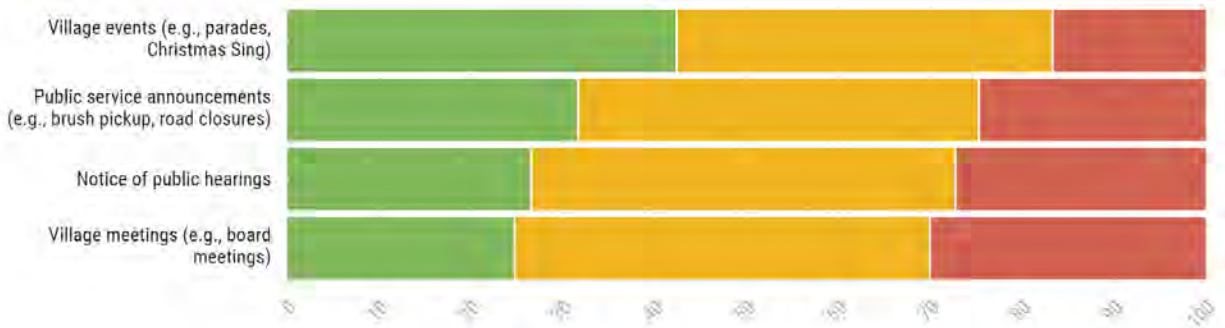


Please provide additional comment:
Many if these items i have no experience with so its hard for me to say.
I have really no idea about the quality of mental health or addiction services
I go to Rochester for my primary care services
I have only utilized urgent care. The Theresa House is the only senior care I know of.
Don't have a lot of experience in most of these areas "no experience" should be a choice
Being a small town, there seems to be limited options. Have to go towards Rochester
Local community has numerous options
usually extremely long waits
Most of our physical healthcare needs are met in Rochester, but feel with that Geneseo is well-covered now with U of R and Regional Health services. I am not familiar with Mental and Addiction services offered, but, with the increased need for help, hope these are being addressed as well, that
I think the services we have fit our village.
I travel to Rochester for healthcare
Please no more subsidized housing
Urgent care hours need expanding
URMC Urgent care is unhelpful like you are bothering them
We need more support with our mental health care and addiction services within the village and town.
Should invest in mental health and senior services
Urgent care in Geneseo takes hours to be seen. I can go to Henrietta and be seen instantly and be back home before the time it's taken to be seen in Geneseo.
My primary doctor is in Brighton
Really struggling to find mental health care for my kids
we should have 14/7 Urgent Care Services
Sadly lacking in quality
I don't know what addiction services are provided or how people would access them
U of R urgent care is always too busy, long waits.

Area medical (Strong & RGH) are excellent
no need to access mental healthcare, addiction services or senior healthcare - unable to rate.
The emergency services are always timely, understanding & caring. Several times senior citizen friends of mine required this and the emergency services did a great job.
Not applicable
question above - Unsure on Mental Healthcare, Addiction Services & Senior Healthcare
Urgent care is horrible!
I have had little experience with these areas of healthcare, but Geneseo has more options and services than most rural areas.
Public transportation is the limiting factor
Don't know how to rate mental healthcare & addiction services.
most of healthcare questions don't apply to me.
I have not interacted with medical services. Glad there's urgent care.
Great ambulance
EMS & Fire Dept. were excellent when I had an accident. - Urgent care was rude when I called when my dad was sick.
We do not have enough experience to provide opinions on these subjects.
need more availability of mental healthcare & addiction services
Hopefully the urgent care at RRH will be better than Noyes
FEW PCP'S ACCEPTING NEW PATIENTS
Police Department is outstanding.
I have been fortunate not to have experience with many of the services.
Limited hours at urgent care.
Urgent care is terrible, have had to go a few times. Never satisfactory service.
Access to mental healthcare is sorely lacking & need is high and real.
It's not the village that provides these services, ie. Noyes/URMC
Do not have sufficient experience to evaluate all of the services listed above.
I'm a kid and don't know about healthcare services
I do not know much about the healthcare in Geneseo
Good for the most part
Village is good.
I don't live in Geneseo
Don't know a lot about that
Most of the things are fine
addition of regional health care services a real benefit for community

"How would you rate the following types of communication from the Village?"

■ Excellent/Good ■ Average ■ Poor/Very Poor



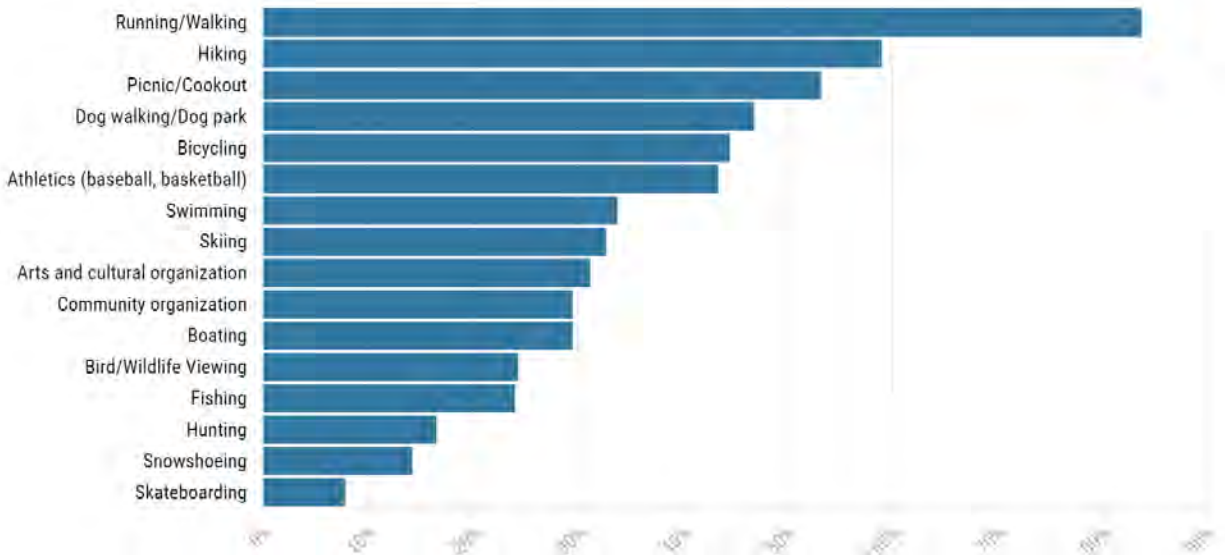
Please provide additional comment:
Set up an email distribution list that people can opt into.
The Village is behind the curve when it comes to social media outreach. The village's aging population is becoming more and more Facebook literate. It would benefit the Village to proactively post Village Board meeting minutes or recordings to social media.
I havent signed up for any newsletters so that might be my own fault.
You really have to be in the know and actively pursue this knowledge
The Village fulfills legal requirements for advertising but the community may not know where to look
Some of the events listed are not village events-I am more well informed of these non-village events and happenings than any of the items specifically hosted by the village. If there is a specific place to sign up for notices like use of the Nextdoor website, I have not been told. Sometimes I check the Rotary Club website for event info, but the Geneseo website doesn't seem to get updated.
Community members have to proactively seek items out on the village website. I could not find a link to this survey on the village website.
These examples, and communication in general should be improved. With today's technology, we really ought to do better. With today's concerns, I think better communication is necessary, even if simply to maintain our community spirit.
Politically active town and village is good
There is much room for improvement in this area
Maybe radiobroadcasting meeting days and times to reach a wider audience compared to just looking at the planning website for meeting times.
students never hear much about this
"Hunt Races" and "Blue Bell" are not village events...each takes place in the town only...
Meets minimum Open meeting law requirements, and sometimes in violation. Website difficult to navigate, no search engine.
I oftrn see things after they have happened. We report what has happened but not always notified by what's coming up.
Unless you use Facebook, get the Penny Saver or local newspaper, not sure how people get any information. Democrat & Chronicle have stopped serving Geneseo

I worry that the Boards are exposing us to litigation risk by digging in on issues that could be solved in alternate ways. I don't think we are getting very good legal advice.
The Blue Bell Hike and the Hunt Races are not Village sponsored events.
Webpage should provide a list of public hearings and upcoming meetings. If already there, should be more clearly marked.
Please no more subsidized housing
Making village events larger with more food and drink may attract more visitors. Wine walks, bands, closing streets for larger events.
what is blue bell? the flower walk? that's not in the village? nor is the hunt races..
We have taken part in many village events. We missed having the Christmas cookie walk and elf hunt this year.
Minutes of Board/Planning Board not posted online in a timely manner
really not stop throwing money at enough problem - which is the dramatic rise of cost of living - primarily high property school taxes that supply little benefit for the huge individual cost
When is brush pickup?
I haven't figured out how people know about these things. A community facebook group would help.
please try harder
Not everybody is a zoomie
I find out if I'm lucky enough to see it on Facebook
The Village should use online platforms like their website and social media to reach a vastly greater number of people with village board minutes, notices of public hearings, etc.
How do relatively new residents receive this information?
We never know when meetings, announcements or events happen
I think if you could send a mail flyer to point people to the direction of the Village website it would be good because the website itself does a good job providing notices, but many people might not be aware of that.
I found out about Comp. Plan update through word of mouth & hand delivered survey
I marked average because you may communicate - but I don't know where.
Not sure what communication system is in place currently
I almost never hear of these events/meetings, sometimes only learning about them after they've occurred. Like I said above, it can be very difficult to make sure residents hear PSAs etc. so I wish I had advice about improvements.
They are easily found if you know where to look.
Village events have decreased
I have not received communication, yet.
If I want to know, I have to search to find events, a yearly flyer would be nice to refer to throughout the year.
I have not heard any communications since I moved here in Jan 2020. However, I have also not looked for them.
Part of the poor marks above is the LCN is providing lousy coverage to Geneseo now that they've closed the Geneseo office.
Rotary Club does more than village. Recreation is for little kids only. Need adult recreation center
I have had no communication of these events/announcements. I hear word of mouth from neighbors.

As a life long resident I am sad to see the state of our Summer Festival. It used to be a whole Main Street event, and now it is barely in existence. There should be more family community events.
I often find out about events after they've happened. Some sort of community email list might help.
I am not on any social media; could residents sign up for e-mails about village communication?
I don't even know how public hearings are announced.
I like to be able to use the website.
I tend to have to seek out info (re: public service announcements), and find out about village events via word of mouth.
I never hear anything from the village
How am I supposed to know?
I do not know much about the village communication
Very fun with village events
Sometimes they don't announce things
I don't remember seeing an announcement on this stuff.
A bi-weekly or monthly report (Mayor's report) summarizing village board activity and actions would greatly enhance communication with local residents. Weekly report on village police activity in local news is effective. Mayor should provide a similar report to LC news since local newspaper coverage of board activities is lacking.

Recreation and Community Life

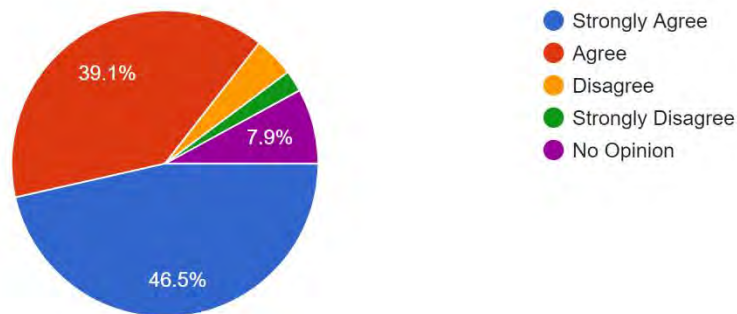
"In which of the following recreation activities do members of your household participate?"



N=346

"The Village should consider expanding the bike/pedestrian network within the Village."

353 responses



Please provide additional comment:

Enhancing the bike/pedestrian network within the village, and connectivity between the village and town business district is absolutely essential to make Geneseo a more equitable place to live. Not everyone owns a car, and you can't walk or bike safely everywhere as it currently stands.

Moreso an issue in the areas surrounding the village/within the town

Pickleball courts PLEASE!!!!

Traffic is bad enough at peak times that adding the complication of bicycle accommodations would be a nightmare.

YES with all of the college students, alumni/parents, Letchworth tourists and young families, more bikeability is a must. Right now it feels very unsafe to bike around and I want my kids to be able to get around safely.
We should have public bikes people can access for a fee
Is there a bike network? Cannot walk loops everywhere in the village for walking.
Thoughtful connectivity is key; it will open up access especially for elderly and kids to move more independent and be more active members of the community.
Would love to see a trail along the Wadsworth stone wall to help with trail connectivity and utilizing this unique feature that the community has helped rebuild.
Sidewalks need improvements and some areas within village don't have any
GV Conservancy is a good partner for land / park planning
This is a must
Sidewalks should be expanded along all developed areas of the village, and at marked crosswalks.
Need the infrastructure to do this.
Bike lanes could make it easier for people to get around, help to increase commerce with local businesses.
Safe running route to make loop: Country Club rd, Lima Rd, North st, Route 39/Avon road
Existing network is important, but already sufficient.
Crossing 20A on foot or bike is a nightmare
Should be extended in Volunteer (out of village, just putting here anyway)
Love being outside walking/running thru the village and outskirts-drivers are not friendly and would love safer options to stay active
Please no more subsidized housing
I would love to see us as a community become more bike and pedestrian friendly
Trails and better lighting main street is dangerous because lighting is too low and doesn't light the street. Pedestrians dart out
Work with the town to expand sidewalks and bike paths. Country club road loop to the HS and Reservoir Road to the lake.
stop wasting tax dollars on things that do not benefit everyone....stop trying to be everything to everyone and let the private sector make a living
Please complete sidewalks to Wegmans on 20A and Volunteer Road
This NEEDS to be a priority. We need a way for all members of the community to safely walk from the Wegmans/Walmart area, to Main Street and the surrounding/connecting neighborhoods. The lack of sidewalk connections is a huge issue.
It would be nice if sidewalks could extend to the school
Main street could be safer with lines, efforts to make clear multiple use
there are limited places to walk/hike. more connectivity would be beneficial. its not safe to bike here. I would more likely take my bike in my car to a location with bike paths
Finding safe cycling areas for families within the village is a challenge right now. Walking/running can be difficult too, especially when trying to cross 20A. None of the crossings feel very safe.
This is the something we feel is strongly lacking In our community
sidewalks from Lima to Lakeville Rd. and on Avon-Geneseo rd for runners
Would love side walk from Walmart to lima. Would love cross walks from Melody lane to lima Rd
Bike paths in town also
Resources could be better used

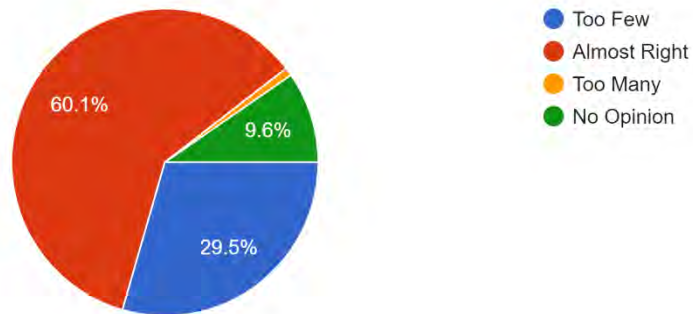
Not sure where you would be able to - but biking, walking, running paths would be nice.
I would love to see more trail connectivity and bike paths. Letchworth Gateway Villages has done some research in Geneseo and the region and found bikeability/walkability areas that could be improved. I have long thought that a pedestrian path along the Wadsworth stone wall would be a good way to help connect community members with the historic preservation project and provide more options for walking/running. Also, outside of the scope of this question, I wish that the Wadsworths could donate a strip of land along the stone wall and right of way to the village, it could go a long way in smoothing over grumbles and the suggestion of conflicts of interest (even if completely imagined) between APOG and the Wadsworths.
Need to connect with town
bike/pedestrian network is sufficient as is
No parking now. Don't narrow the streets.
the road is dangerous for bikers - especially young children
It would be great to have the sidewalk continue north on Avon Geneseo Rd. from Westview Crescent (on the East side) to the Island Preserve walking trail.
LOVE THE GREENWAY AND ISLAND PRESERVE
More sidewalks, and better maintenance of them. Crosswalk systems for visually impaired pedestrians.
As more people walk or run it is important that there are safe walk ways on the southside of 20A (Wendy's, McDonald's, movies)
There are no bike paths!
This would be a huge quality of life improvement
More plays and concerts, amateur community groups need venues for rehearsals/performances.
Dog park too small, hiking trails too small or not maintained
Highland Park walking trails need to be tended and kept up with gravel or paving
I'd love to see sidewalk all the way to Wegmans and also all the way to GCS.
Just make sure people bike in sidewalk
I like to bike
Again, I live in Groveland. I don't know.
Kids who cannot drive usually ride bikes.
It would be cool to have more paths
Need more bike paths
It would be nice to have a bigger path
Bike lane would ensure safe travels support 'green initiative'
How do you feel about the number of parks and open spaces
Please provide additional comment:
We really need to prioritize public spaces over cars in the village, especially close to Main Street. The amount of space wasted on car infrastructure is detrimental to the business district. Cars do not shop, people do, and there are multiple studies showing how streets that are designed for people > cars have a more vibrant business and livable downtown.
Benches are very nice, and it would benefit visitors to have more places to sit and people watch. Enclaves, picnic areas with a view of downtown would be even better.
The number of parks is fine. There was not an option for "appropriate amount".

We could use space more inventively downtown to encourage people to linger, dine outdoors - would love to see a splash pad like in Perry and some outdoor gathering space with tables, a fire pit and a big game like giant jenga or chess to encourage people to socialize safely all year round.
So many fields and open space and not enough to do
Like the rural feel
I would definitely not oppose more park and open spaces, but we have more than some for a small village. Mostly I'd like to see what we have better promoted and funded. Kelsey field is a missed opportunity because most wouldn't know it exists. I have lived here for years, and just found out we have a park somewhere with kayak access. Let's make what we have live up to what it can be before expanding-and put an emphasis on native plantings to New York State when we have the opportunity to plant.
There can always be more! Highland Park is a great asset, and even Temple Hill Cemetery adds the feeling of green space. Even pocket parks can be destinations.
Takes money to keep open spaces and parks - I do not want our property taxes to rise.
Current playgrounds need updating and more kid friendly activities made available
Let's be careful to ensure we have a variety of parks/open spaces, and be able to properly maintain them.
4 great village owned parks, and a private owned natural area, and public owned arboretum give plenty of options and geographic areas for open space.
need a bigger dog park where they can run
Highland Park needs updating
Village does not have a plan, just talks.
Highland park needs a facelift! The dog area is very poorly kept and the general park area is below average for what it could be given our tax rate and number of young families/student activities that could use the space
Please no more subsidized housing
They just aren't great.. need better playgrounds.
Needs updating!
Long Point Park or other parks need upgraded equipment for kids. Long Point Park could be so much more.
skate park would be greatly appreciated
I am always in favor of more green space for the public
We need to be less strict on facilities usage
Suggest Wadsworth plantation be donated to become public park.
Work with conservancy to make those lands more public use. Also, the River access could be developed more for public use with amenities. How about a walking trail along the river?
Highland Park playground needs an update. Very few offerings for activities for kids in general in Geneseo
again stop wasting money by trying to solve a longstanding problem - by throwing money at it
Highland park is land locked by neighborhoods- There's no space to expand it which I believe we need. On weekends when there is sports at Highland park it becomes inaccessible and crowded.
I would love to see additional green space near lower Court Street, including indoor swimming and gymnasium space for inclement weather.
Please update and upgrade the dog park.
More open spaces and parks, always.

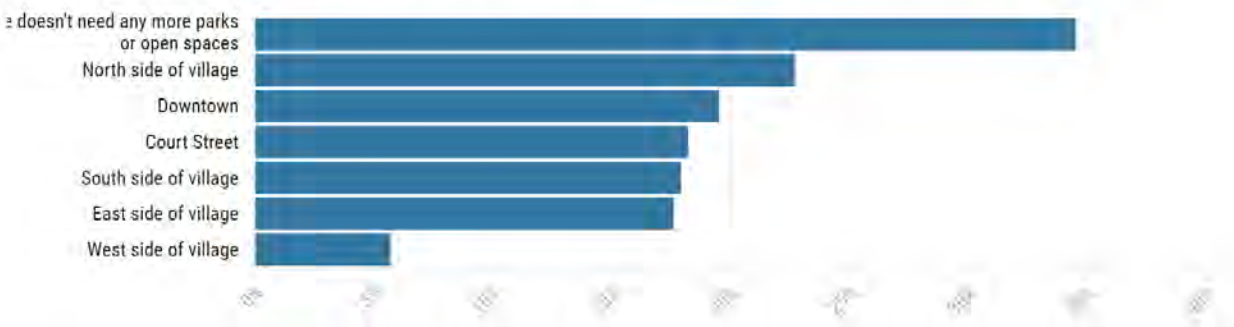
Love the Conservancy
It would be great if the playground equipment (specifically the younger age set) could be updated
Highland Park is a great space, but the actual playgrounds are severely outdated and not kept up well. Especially the toddler area.
Hard to expand but I use/enjoy public space. Thanks to GVC for Island Preserve.
they are too concentrated in the downtown area
more trails
An additional park space with more facilities for events would be welcome.
When I use Main St. Business such as the spa, hair salons or dentist offices there needs to be a specific place for parking.
Wish there were better facilities to enjoy outdoor spaces as a family. For example, bike paths, bike parks/pump tracks. Soccer fields and baseball fields.
We need more transitional spaces. For example, space to eat and play near Main Street that could also be used for festivals and gatherings
Expansion of Highland Park was/is good.
I think given the size of our village and the surrounding areas, we do have a good recreational area for our residents between Highland Park, Long Point Park & the Village Park
current parks and open spaces are nice
Open space is overrated. Density is what makes small towns feel comfortable. Open space keeps things far apart and makes people more likely to drive instead of walk. This creates demand for parking which creates more open space spreads things out further.
Can always use more! The tree-lined streets help.
Just right and there is no more green space to add to the number. Condition of might have been a better question.
No skateboard parks
I travel to other parks for my grandchildren to play. Ours is an embarrassment & the playground is not safe.
It would be nice to have a park with a water spray area like Perry has.
We need to have more kid friendly safe parks! Maybe even a splash water park
Would like to see a splash park and one additional full size baseball field
The ones we have are nice but need updating. Especially Highland Park. Our family drives to Mount Morris or Perry to use their splash pad
Highland Park is in desperate need of a makeover. My children love going to the park, but most of the equipment is well worn and not taken care of. We would love additional playground spaces as well as even a splash pad!
The spaces are adequate, the amenities within those spaces need a lot of attention.
BETTER ACCESS TO GENESEE RIVER
The one park we have is not maintained well enough and there needs to be updated facilities.
Just not attractive - they should be beautiful
Not really anything to do.
I don't really care. I can't drive.
Other than Highland and the school playground, I don't know any more areas
where are they?
Maintaining Highland Park and Village Park is important and appreciated by village residents

How do you feel about the number of parks and open spaces in the Village?

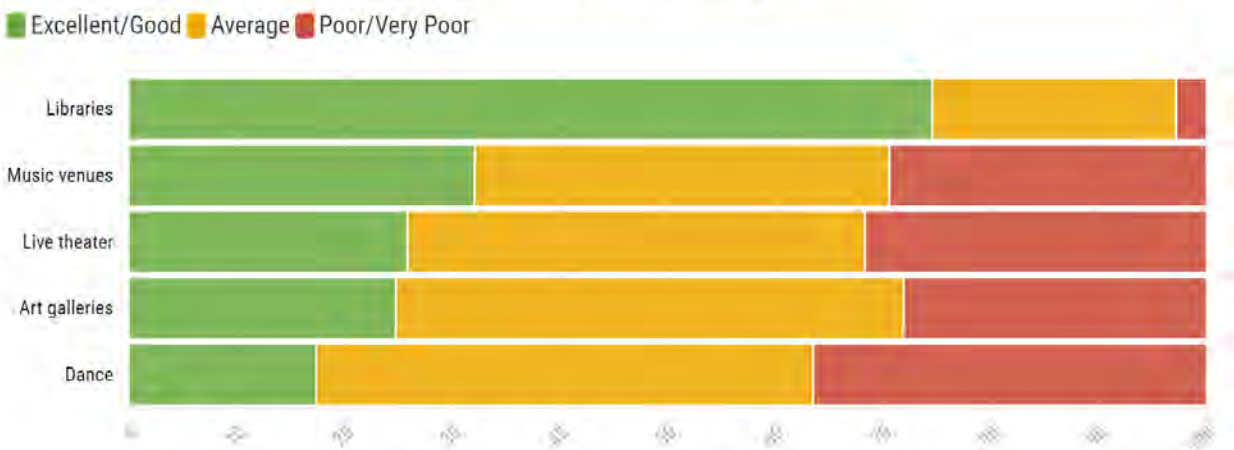
353 responses



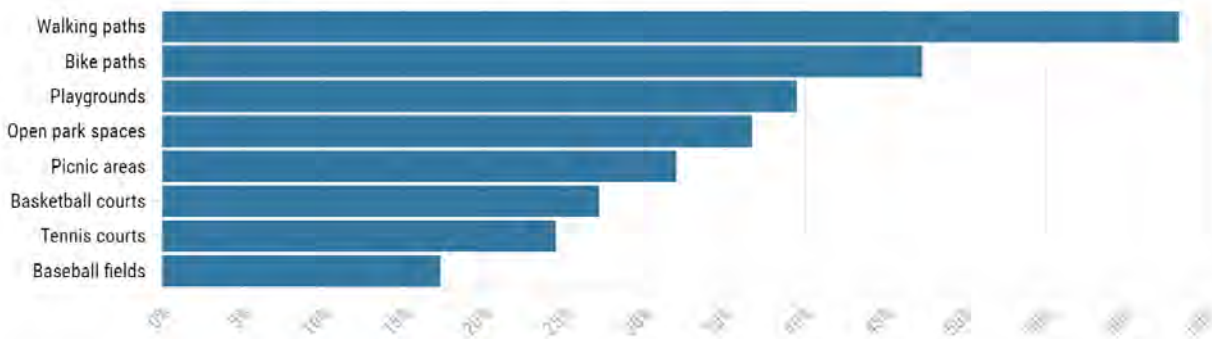
"In your opinion, what areas of the Village, if any, need more parks and open spaces?"



"How would you rate the following cultural offerings in the village?"

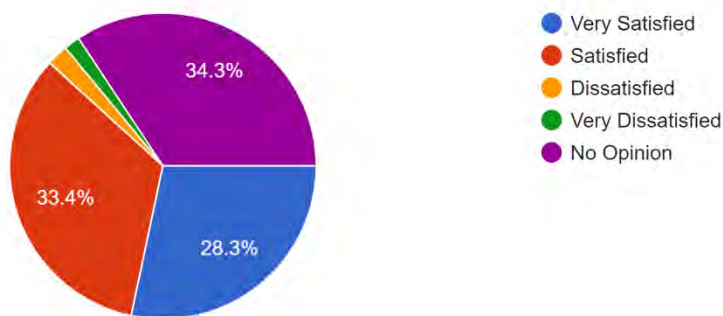


"Which of the following types of facilities need improvement?"



How satisfied are you with the opportunities in the Village to worship according to your preferred religious tradition?

353 responses



Please provide additional comment:

There are definitely more than enough churches.

I do not attend public worship, but I recognize the difficulty congregations have in maintaining large buildings. I'm open to seeing adaptive reuse to preserve old religious buildings to be used by multiple groups where possible to cost-share.

I can worship an invisible friend as much as I want, which is never

Having no religious affiliation, I am concerned at the untaxed religious properties

Cultural: I wish there had been a "not interested" choice. Worship: It would be nice if Unitarian Universalist were represented.

Please no more subsidized housing

So many that they are poorly attended, but that is a choice. We stopped attending ours due to poor COVID safety. Others are better at this.

Would love a more inclusive universal church

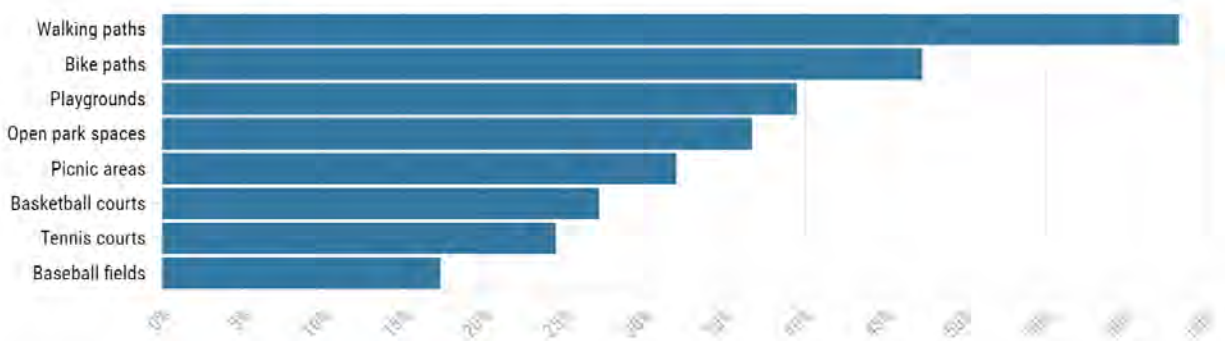
Again, I don't know about all the above. No idea how much live theater is here (not a big fan). I wish the dance studio were still here for my kids!

any cultural opportunities that are offered are not adequately promoted

As a Catholic, St. Mary's is available

We prefer nondenominational worship and the options in the village are very traditional.
We have a wide variety of cultural/ religious opportunities. Again - maybe sending a flyer with various weblinks (ie (college art displays, museums, parish websites) so people are aware.
Much of the live theater, art galleries & dance offerings come through SUNY
Marked Average for Live theater, Art Galleries & Dance - but actually have no opinion (not an available option in question # 14))
I am not religious, but there are several denominations in the village as well as the college interfaith center. There is no specific Spanish-language church or services offered, and that could be improved.
I worship in Canandaigua
Would like to see more variety of food and artisan vendors at summer festival
cultural offerings are mostly thanks to SUNY
Wish more times were available for Sunday mass
Christ Community Church has been so open and welcoming. I highly encourage others to attend a Sunday sermon. You may find it educational!
I'm agnostic.
There are cultural offerings because of the college
WE HAVE ENOUGH CHURCHES
There is no synagogue anywhere in Geneseo or the near by towns.
Big loss with VSD closing - (related to rating Dance offerings in the Village)
Only concerned that we jump in and do
The diocese has ignored the needs of the parish.

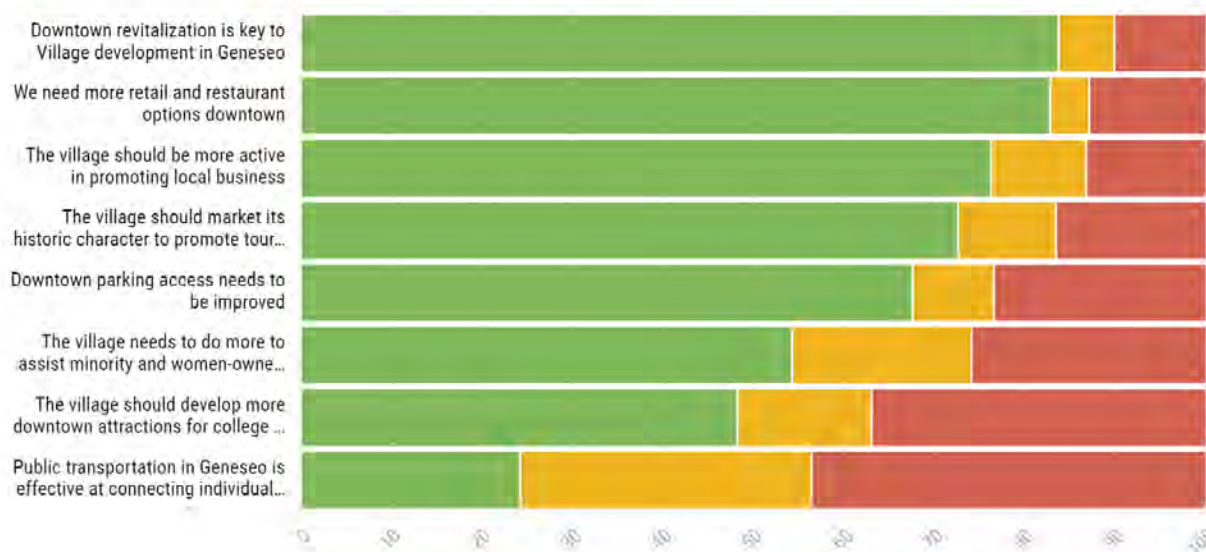
"Which of the following types of facilities need improvement?"



Economic Development

"Please indicate your level of agreement with the following statements."

Strongly agree/agree No opinion Disagree/strongly disagree



Please provide additional comment:

The lack of connectivity between the village and especially the town is concerning for both low-income households that do not have access to cars, and to the elderly population who are reliant on public transit to access the business district. College students also do not have adequate access to walking/biking/public transport that connects them with businesses in both the village and town.

More creative bars, restaurants, and retail will be key to catching and retaining interest in the village.

The village does a fine job of promoting local business. Please dear Lord, do not inject the identity political non-sense into Geneseo.

More diversity in restaurants and hair styling venues - fewer bars, cannabis dispensaries

Loving the businesses that have gotten established in the last few years on Main Street! There is always room for more, especially for more diversity.

Police harassment of alcohol licensees needs to be curtailed for a more positive restaurant, music, and entertainment environment

1- SUNY students use all the parking downtown and 2- municipal lot does not have enough permits available and not enough 1- 2 hours freespots

I would like to see the Big Tree reopen. We lost a great historic restaurant.

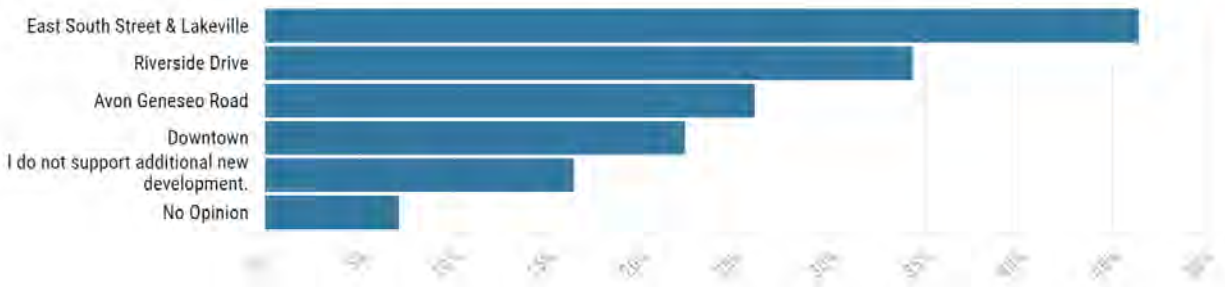
I think the historic character of the Village is a major pull in attracting residents and students to the area. Revitalizing downtown would go a long way to promote economic and physical growth to the Village.

Geneseo has a thriving downtown with limited and short-lived vacancies.

The college is a cause of most of the parking issues and should be addressing the needs of students for convenient parking on campus
The philosophy of current Village government is economic development is not its direct role. It delegates this to county and private sector. That's wrong and narrow thinking.
Need a public market open when people are not at work and with much better parking.
Downtown stores need to not just cater to college students. Example€ closing when school is not in session
Downtown revitalization should include an upscale restaurant, antiquing, food purveyors highlighting the Valley's rich agricultural resource, as well as attractions that cater to the college students. The historic designation can be used in marketing. Vacation rentals should be encouraged including multi family.
I don't know what "attractions for college students" are.
If revitalization means improving upon the derelict buildings in the village, then I agree.
Downtown businesses, especially restaurants, need to be OPEN regularly, not take breaks every time the students are gone for a few weeks.
I do not know what is meant by downtown revitalization to answer accurately
Please no more subsidized housing
Big Tree needs private ownership and development
As a village resident I understand the need for meters, but am frustrated when I'm trying to support a local business and run in for a coffee and have to pay to park for 3 minutes.
lower property taxes and people would have money to spend at these business - just get out of the way
Not enough public transport
there are already state programs that promote minority businesses, and I don't see a barrier to this in Geneseo
While Main Street does have a variety of businesses, I think this area could be strengthened with additional restaurants and shopping that would attract both college students and local residents.
Bike paths would allow residents and visitors to enjoy the beauty of the area and draw them to the local businesses.
Bring back the Big Tree Inn
Aren't most businesses on main owned by women? Additionally, who cares who owns them? Stupid to add that. We want successful and useful businesses. Who owns them is irrelevant.
It feels to me like Geneseo, county seat and state college, has so much potential. I wish we could maintain historic downtown while adding more conveniences to Lakeville Rd.
We need restaurants of quality that people will want to come for
Metered Parking needs to go
Would like to see more locally owned & run retail * restaurants in Geneseo. NOT interested in more fast food or chain restaurants
don't need more retail & restaurant options downtown
Merchants should be more active in promoting local businesses. Unsure about public transportation being effective.
Stop charging or giving parking tickets - not very welcoming (but otherwise hard to monitor- so I get it!) Where would money come from for more minority & women-owned businesses? More taxes.
They types of businesses in not something the Village can control. The Village does not tell landlords who they can rent to. As for promoting local businesses, that is what LGV and now Digital MAin Street is for. The village is a founding community in this initiative. It is up to the businesses

to participate. It is free to the busionesses. the Village contributes and annual amount to insure continuation. With the number of hits, nationally to Exploregeneseevalley.com, this is a really good free marketing tool for local businesses
need more restaurant options downtown
Don't know about public transportation in question 18
The village should develp more downtown attractions for Everyone. We need a YMCA
The closure of the big tree's tavern means that there is nowhere decent for an adult to sit and have a drink and a meal with
Historic character is not a draw. The Town/Village needs to look more in the times! Not so antiquated - Needs to be greener - more progressive - Better food!
Small businesses please! Ethnic food please!
No more pizza places or fast food.
A+ NGO: Community Services
Village board should invite representative of main street and other local businesses to discuss their concerns and ideas for cooperation

"Where should additional non-residential (industrial/commercial) development be located?"



Please provide additional comment:

Downtown needs more restaurants and retail.

Area around Goodwill and behind; not right on East South St and Lakeville Rd.

I'm not opposed to non-residential development. The Village of Avon enjoys an increased tax base from Barilla and Kraft-Heinz.

I love wegmans but we have too many fast food places.

I live here because I love the feel of a small village and town-no more industrial/commercial building please! It's starting to feel like we all live on Jefferson Road in Henrietta. I plan to live here and raise my family here, but not if the Village charm completely changes. The view sheds and natural areas being taken down to add things like the U of R Lab across from Wegmans are starting to make me feel like I don't live in Geneseo anymore. Small businesses in existing, remodeled buildings would be perfect. There is so much space going unused while industry paves over Geneseo.

Can zoning laws be changed to have mixed residential/commercial spaces? Restaurants and retail work well with residential areas as long as walking is prioritized over cars.

I despise the sprawl that is occurring up Lakeville Road, especially the new proposed Goodwill area. I support infill and adaptive reuse all the way. We don't want to be another Henrietta.

More efficient use of previously-developed and now abandoned or under-utilised sites must be prioritised over sprawl and the development of greenfield sites. Development should be efficient and undertaken with an eye to walkability/cycleability.

Industrial/commercial development should not occur downtown without a parking solution FIRST

20A is already so congested - need to add lanes - if more chain stores are built the flavor & feeling of our historic town. will be obliterated.

Keep it away from downtown and Rt 63

I only support development if it involves renewable energy

I think industrial businesses should be on Riverside Dr. because it's out of the way of residential and commercial development.

Keep it clustered in existing areas and focus on re-use first.

We have enough crappy chains and traffic is a huge problem

Current zoning provides adequate space for these enterprises for current and future (10+ years) and other adjustment can be considered later

Geneseo could use a drug store and GOOD, UPERSCALE restaurant!!

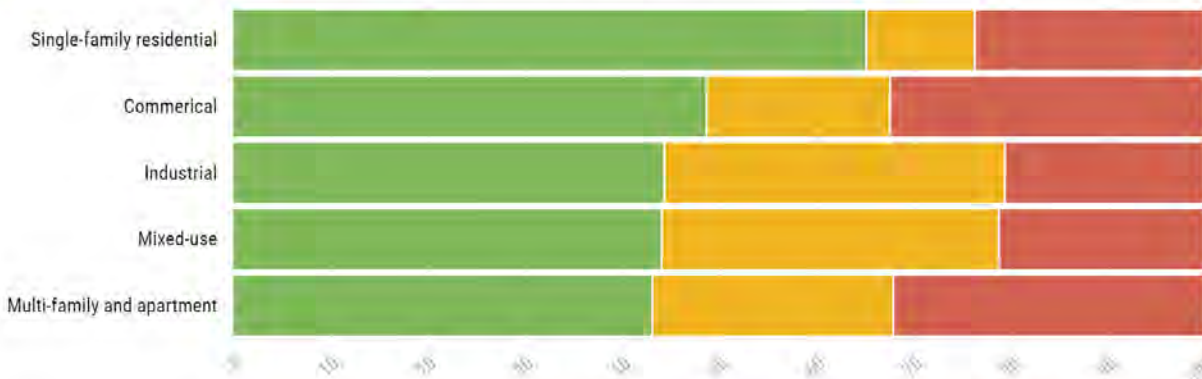
Industrial / commercial should be close to 390, NOT IN THE VILLAGE. Village needs more restaurants and A GAS STATION THAT DOESN'T GOUGE CUSTOMERS

We need to be more business friendly.
Shops and restaurants in downtown. With the loss of the Big Tree there is no fine dining option in the downtown. A fine dining anchor would enhance the downtown experience.
I believe the historic village should be protected.
There are enough commercial enterprises in town already. We don't need more.
Do not have a preference of location
Please no more subsidized housing
Village should limit development and push towards town
As a historical village, we need to enforce or promote this. Student rentals need to fit into this historic village. Large commercial growth should not occur outside the historic village area. We need more restaurants on Main Street and up on 20A.
More business requires more traffic lights South st
Riverside drive should get a restaurant with waterfront dining.
we have a huge traffic problem.....don't make it any denser
Would love to see more retail/restaurants near the new medical campus
It's already way over built
I would welcome additional commercial development in all areas of the village.
I support non residential development on lakeville rd. The area is developed anyway, why not add conveniences that would decrease the need for trips to the city.
The college needs to provide more parking for students . Student parking is NOT a village problem.
At times the traffic can get very clogged at the Volunteer Drive end of Lima Rd.
Only more development if better traffic flow is addressed at the same time.
In-fill only - if the industrial/commercial development expands farther east, it will start feeling like Henrietta (out of scope here, I know, but a concern of mine)
This is a Village plan, not Town
I'm not a big fan of development. Land needs to be preserved for ecological reasons
Home Improvement store, Lowes or Home Depot would be nice
Volunteer Road was already planned for future growth
A YMCA whenever you can find land. Promote downtown revitalization first!
Because we've adjusted to traffic that way
OFF OF 20A, maybe volunteer road
It depends on what kind of commercial development. If it's of a type that people can walk into or use "stores, restaurants, etc" then that should absolutely be anywhere in the village.
We need more clean businesses. Salt mine is dirty & noisy - can hear it on Crossett Rd!
I think that Geneseo has enough industrial dev. Lets retain the rural flavor of the village.
Hard to answer because comm and ind are lumped together
Wherever industrial/commercial development goes, the roads should be built to accomodate it (eg, widen roads and/or add traffic lights)
We need to fill the vacant buildings
YMCA near new medical center
Basically just renovate and rent out the business spaces that are already there but unused
more business will bring families, younger residents that will start families here

Housing

"How satisfied are you with the following types of growth in the village?"

Very satisfied/satisfied No Opinion Dissatisfied/very dissatisfied



Please provide additional comment:

Too many restrictions from Village for student housing. ie: limiting number of non-related people living together is a direct obstacle, and not necessary

Not clear to me how to answer this question: Am I satisfied with the amount or the lack of the type?

The current multi-family units are a cesspool *due to the clientele, not because of a lack of any infrastructure.

The low income apartments utilize a lot of police resources but they are isolated from transportation services and mental health services

The less sprawl the better. Using the mixed use spaces on Main Street for housing is far better than new complexes. Want to see expansion of small business in existing spaces, not expanding industry and commercial by tearing down the natural areas that made me want to move here.

We have too many apartment complexes in the Village and do not need anymore.

There is an unbalanced relationship between multi-family/rental units and single family owner-occupied-- distressing how few options there are for first time homebuyers. Do not see much industrial within village, but need something for employment growth in appropriately zoned areas.

too many new commercial & mixed use - town is losing the feeling of small town and turning into a "Henrietta"

Wish more single family units in village center, especially east of downtown would remain single family, non- rentals

More student housing

Not sure if the question is meaning "historical growth" or prospect of future growth...very different answers.

The types of growth in the village should be limited to some commercial but most residential. No reason for industrial to be within the village.

there is not enough housing for families

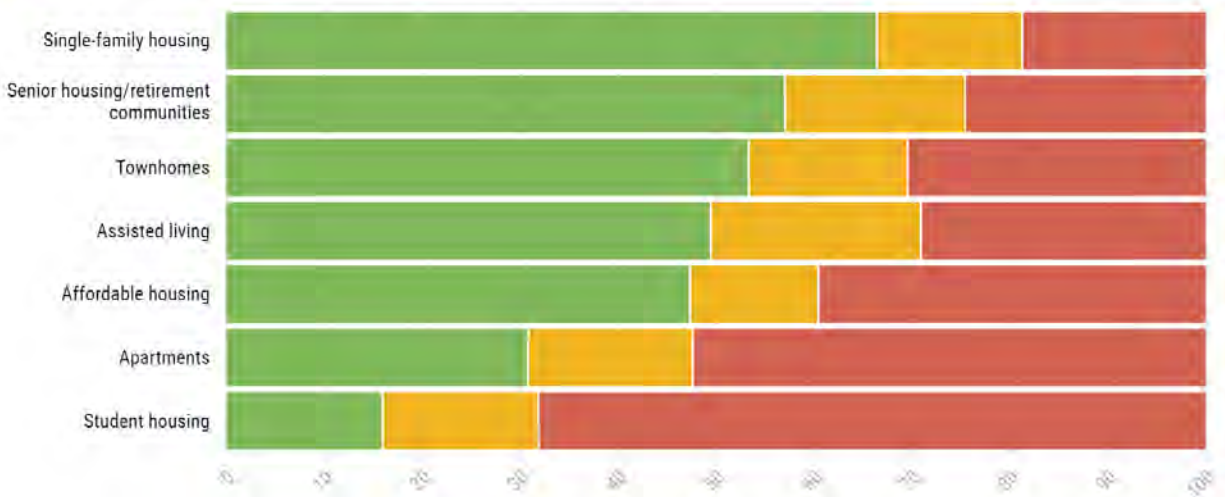
No industrial growth is needed. We need more small owned business' and shopping/ eating options.

Too much single family housing has become owned by non-resident owners, diminishing quality of life in the village
need more apartment options that are not low income
Our village does NOT need any more subsidized apartments or apartments in general!! What is NEEDED is patio-type homes or condos like those on Thorn Apple. Currently, there is a large retirement population wanting to down-size and stay in Geneseo, but wanting to continue to own their housing with little up-keep or maintenance.
Housing patterns much recognize future living needs of a growing senior demographic balanced with younger residents.
This question is confusing. Does "Very Satisfied" mean we would be happy with more growth of this area? Or does it mean we are satisfied that enough growth in that area has already occurred? I believe that the Village should make best use of the building stock that exists, including allowing use as single and multi family, and encouraging business growth in downtown - we need an upscale restaurant as an anchor. I believe single and multi family properties should co-exist in the Village historic district. I don't believe student housing is our biggest issue. I also believe vacation rentals can help draw people to our beautiful historic downtown.
We need more ranch homes and a 55+ townhouse community
When any reasonable residential property is offered for sale in the village, it is immediately snatched up by landlords hoping to cash in on students living off campus, even though the number of students attending SUNY is at best staying the same and at worst shrinking. Vacant commercial buildings or mixed use buildings are not attractive to new businesses because the ticket price is too high when factoring in renovation costs to bring buildings up to current code standards.
It would be great to find some reasonable incentives to reclaim student housing and try to return our historic village to a more family friendly, 12 month occupied community.
We don't need additional commercial or industrial development.
Please no more subsidized housing
We need no more multifamily/apartments in the village. Rather, we should aim to reduce..
Too much college housing in the village
Senior citizen housing is needed. There is very little/limited available.
More business requires more traffic lights rt 20a at groveland rd and/Resevior rd
No more subsidized housing!!!!
We need upscale condos or doubles or small single story houses for empty nesters. Why aren't college rentals penalized for perpetual trash in yards and few outside improvements such as porch repairs and fresh paint?
I worry about how many low income housing complexes there are at this point.
What is mixed use? The we don't know what the hell it is use?
More mixed use would be good
I would appreciate additional commercial opportunities for dining and shopping in the village as we raise our two young kids here.
There is a rapidly growing need for seniors living apartments.
More single family homes and less low income apartments
Need more single family homes
I am dissatisfied with the type of businesses that continue to pop up! I.e.. cheap clothing and merchandise and hardware retailers. Would love a Lowe's, Starbucks and/or Target.
Would like to see more restaurants and shops near the new Rochester regional building across wegmans.

We need to better use the spaces we already have instead of developing more
"Commercial" is spelled wrong
Additional townhouse/condo needed
question 22 (above) was not answered
question above left unanswered
Let's worry about maintaining and not "Growing"
22 is not a clear question. We have enough apartments. The village has allowed lot size for single family homes to be reduced so that more houses can fit into a development. For example, at Cedarwood Estates, the original plan was to have a circular loop road with open spaces in the center but now the plan approved has no open space & crams in 72 houses with only 1 road in and out. This seems to be more in the interest of the builders & their pocketbooks than keeping the village's character.
tooo many aparments, we need owner occupied condos and housing for wor working people, too many single family homes are rentals
Trying to add too many houses/buildings - negative impact on traffic
Too much multi-family. Not enough single family. Controlled growth is always needed for commercial, industrial & mixed-use.
The amount of space available for new single family is all gone - but it is what it is.
Promote missing middle housing and incremental development
Mixed-use is great!
There are already too many apartment complexes
apartments have overwhelmed our village straining services
New apartments are drawing people away from smaller single-family homes currently in place, perhaps.
Too much low income housing
keep more open space - deer friendly, etc.
Wish there were more single family residential
Need more townhomes as people get older and want less maintenance to do.
No more multi-family & apartment
No more rentals! or stricter rules.
Stop putting low income housing here
I believe the apartment market has more more than met. There is a market for more condos.
There's been quite a lot of new residential develeopment in the last 10 years or so, and it doesn't always seem to be well thought out.
Need more retail options and DIY store options
Prefer local, small businesses. Enough (too many) chains
I would like to not see any more old/historic houses converted into multiple family residences.
Need more senior housing/retirement
Wording of this question is tricky, we need more commercial development that brings rich cultural experiences to the residents.
It is too expensive to own/buy a house in Geneseo
too much low income housing

"More of the following types of housing are needed in the Village of Geneseo:"

Strongly agree/agree No Opinion Disagree/strongly disagree



Please provide additional comment:

Minimally-maintained student apartments are plenty available. Well-kept apartments attractive to young professionals are needed.

I would discourage more building, but encourage rehabilitation of existing homes and conversion from college rentals to single family homes as many of the college rentals seem to sit vacant if half-filled.

SUNY needs to do a better job of making campus residency more attractive-- owner-occupant housing provides more benefits to the community as a whole than renters. That's where we get the volunteer base that supports the fire and ambulance squads, library, youth sports and other programs. Landlords are driving out owner occupants at a higher rate than during the 1970s and 1980s'

too many student housing already

Student rentals seem to have a high vacancy rates, we need more non-student rentals.

We have more than our share of subsidized housing! Just read the GPD daily calls!! I strongly believe in public support of those in need, but every community should share in this effort.

Housing was a very difficult section to answer because I don't believe what I have in mind fits in any of these categorie: Our need is less on single family homes, we DON'T need any more rental type housing (Townhouses or Apartments), Senior Housing would be great if it is independent housing community with patio-type homes or Thorn Apple condos (not Fox Run type!), Assisted??? Living would be great if modeled after Morgan Estates, but NOT ANY MORE LOW INCOME ASSISTED!!; Affordable housing.?? not sure who that would attract?; Student Housing...a DEFINITE NO!

This question can be answered "emotionally" or based on data. What is the turnover in these types of housing versus the future trends?

Why is duplex conversion not in this list? Make better use of the existing housing stock including single and multi family near downtown. This is a better approach then creating new apartment complexes on the outer reaches of the Village which will have outsized police and emergency needs typically. I wouldn't think we should build necessarily more student housing from the ground up, however I do believe some of the existing housing stock is suitable for that purpose and a certain

amount of student housing is needed in the downtown area to maintain the relevance of Main St to the students. The Village should create a dialogue with landlords to maintain good conditions. The stock of student housing will self regulate. Also vacation rentals may be useful to draw people to the downtown, especially for events - hotels are always sold out for major events, limiting the amount of visitors and therefore the revenue driven to our local businesses.
See my previous comments.
We have a lot of subsidized housing already. We desperately need graduated care settings for seniors.
I am not in favor of adding any low income housing to Geneseo village or town-I also do not have the knowledge to know what the needs are & what housing gaps exist. It would be nice if we had more supportive programs to raise up people in need to work towards owning/renting affordable housing if that is something they desire
Please no more subsidized housing
Too much student housing presently available in the village. Push them back to campus.
Geneseo needs to provide more affordable housing to its growing families and residents. There are already too many homes that have been transformed into student housing which has caused it to become very unaffordable to the average family.
fixed cost living for seniors - that can't afford to keep their home because of taxes
Would love to see more new single family housing options
Stop being anti-student housing
We got too much already, time to boot some out
I would welcome additional housing of all varieties.
The one area we can continue to strive to grow in is an affordable assisted living center.
Once again, too much in a small space has a negative impact on the flow of traffic as well as the natural attractions the town has.
Too many landlords do not keep up/invest in their properties. Court St & Orchard St are a mess. Code officer should fine landlords & students for trash/litter.
More multi-unit housing like duplexes quad plexus and condos. They blend in well with single family housing while increasing density.
There is sufficient housing balanced with the level of services. There needs to be better connectivity to and inclusion of the people living in the apartments.
Don't know about affordable housing & student housing in question 24 above
I feel they have enough low income housing
We have plenty of low income housing
Housing is a major problem in Geneseo, in my opinion. There are simply way, way too few single family homes. It makes buying a house and raising a family unaffordable. I do not prefer apartments because it encourages transient residents. Single family homes encourage people to stay and integrate with & care for the community. \$300,000+ for a 1400 square foot house is outrageous for Western NY.
Questions #24 and 26 were left blank
I think much of the Village has become student housing to the overall detriment of the Village's neighborhoods
Uncontrolled student rentals are endangering the character of the historic district and having a negative effect on quality of life in the village.
We need a stronger tax base
Again - no opinion as it doesn't affect me.

No opinion

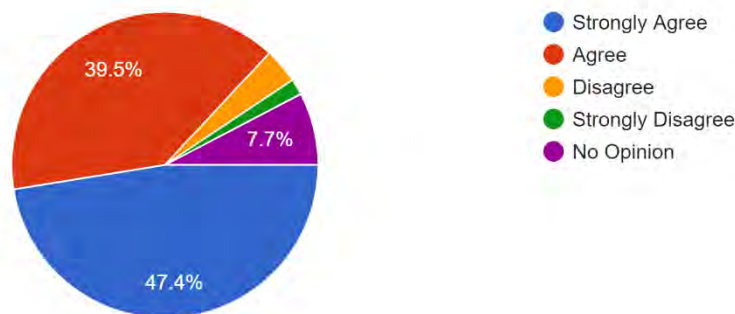
There are a lot of apartments and there are a few houses that help people, but there should be more.

need quality concerned developers

Townhomes and senior living community would be a real attraction for retirees looking to downsize and college emeriti and alumni

"The Village of Geneseo has long been designated as a Historical District and it is important that this designation is maintained."

352 responses



*The Village of Geneseo is a designated National Historic Landmark

Please provide additional comment:

I agree, but it cannot hinder progress to making the village a more productive and friendly place to shop, and get around.

The historical character is absolutely vital to the village and town, and is one of the reasons I live here. Respecting and celebrating our history, including our built environment, is a huge asset and draw. The designation is just that, a designation, but reminds us all about what we're building on today.

Historic villages are nice to market, but when people get here and the streets are empty in the summer and the houses look abandoned because the students are gone, we don't have much to offer

Should be expanded to include North St, and the main 'square' of the village core.

It would be a tragedy to loose what makes Geneseo unique and special. Our historic district and distinction is a large part of that uniqueness. We need to pay attention that that gets preserved and preserved and maintained for our future generations.

We're not doing enough with this designation. If more historic homes were available as vacation rentals it would give visitors more of an ability to interact with these historic homes.

What exactly does being designated as a Historical District get Geneseo? Funding for improvements to Historic buildings? I see that the street signs changed color and if your street doesn't have the bear on it then you are one of the "have nots."It seems more divisive than inclusive to me.

Bert Lederer, who tirelessly worked on attaining the designation for our village, used to say: "What people don't realize is how very difficult it is to attain this designation, and how easy it is for them to take it away. We have been very poor stewards of our historic village since. If you walk around the village and really take a deep look, we've allowed it to crumble. It's not too late!
Please no more subsidized housing
We should expose/highlight the brick under main street, like East Aurora. What a waste to ignore it.
The lack agreement on any additional restrictions will eventually lead to the loss of this designation. Longterm geneseo residents rarely agree on anything to advance the historic nature of the village.
I think there's the potential for a lot more tourism here. I lived in Buffalo for ten years and no one ever mentioned what a gem this town is. I think improving lake access for the public might really help.
Maintaining the historical district while adjusting with the times to promote tourism and economic draw is a fine yet important line to walk.
We need to keep the charm of Geneseo
The explosion of student housing in the village puts the village's Historical District status in serious jeopardy.
Historical district designation is both positive & negative. Positive: it prevents/protects changes to beauty & character of older houses & buildings. Negative: restricts updates & improvements.
I feel we need to continue to promote & educate WHY we are designated as an Historical District (our local history).
The designation is good. However it does limit opportunity and it brings arrogance.
The historical character of the village is what people love about Geneseo. The historic district designation is just a designation, but I feel it draws attention to the preservation and pride values of the community
The designation is being on the National Register of Historic Places, that is different from Historic District.
This Designation has been used as a tool to prevent growth. It should be used to promote our village
More attention needs to be paid to the destruction of historic homes by greedy landlords who slice them up and rent them to students at exorbitant rates.
Same reasons as above
no opinion
People should know how historic the place they live is.
Promoting Geneseo as a historic village with a good mix of store and restaurants add vitality to main street

Transportation

"How would you rate the following?"

Very satisfactory/satisfactory No opinion Unsatisfactory/very unsatisfactory



Please provide additional comment:

The traffic is abysmal because people feel forced to use cars to make their trips that are often less than 3 miles in distance. Give people the infrastructure for alternative methods of transport (walking, biking(protected bike lanes) and public transport) so there are less people feeling the need to use their cars.

North end of Second Street needs help

Traffic light needed near Byrne Dairy intersection. I see a near-accident almost every day, and am stuck at the stop sign an average of 5 minutes during congested times.

Public transportation to Letchworth State Park would be a massive benefit to the community.

Answered #2 as Satisfactory but Rt20 morning and afternoon congestion is bad

20A needs to be expanded to alleviate traffic congestion.

Streets were recently paved when answering this.

There's no note for the following question, but this assumes one mode of transportation to work. I regularly take more than one which changes the length of commute. Mileage may be a better indicator.

I have never taken a bus in Livingston County.

Traffic on 20A is an issue at times.

20A is very problematic to cross or turn left.

Traffic congestion in Geneseo (20A specifically) has increased over the last several years and is now busy just about ALL times of day. Getting out onto 20A from Groveland Road is a nightmare! The Village paid to have a survey done a few years ago regarding the traffic congestion and areas of concern in Geneseo. Groveland Rd./Crossett Rd./Temple Hill entrances were the #1 major concern reported! It was found that, in fact, there is enough space to put a round about in this area. To date, we have heard nothing from the Village regarding any possible remedy. It seems we have to wait until there are deaths before any action is taken (hence traffic circle on Route 63/Court Street).

Traffic on 20 A is an increasing issue.

Need traffic light at Center / South intersection by Noyes

The intersection of Groveland Rd, Crossett Rd, South St/20A, Temple Hill St is a mess. There needs to be a light or roudabout

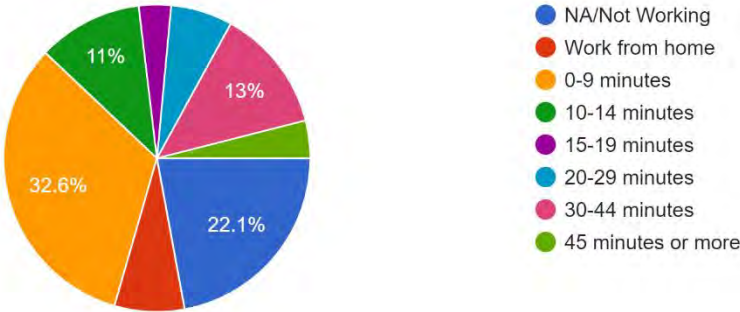
It would be great if there were better public transport to Rochester for example

Please use roundabout signage around the Bear Fountain so people understand
Traffic on 20A is ridiculous.
There are times when it's hard to drive down 20A because there's just too much traffic.
20A near the tavern/Byrne dairy is in need of a traffic light as well something different near the Walmart exit facing 20A
Please no more subsidized housing
I am not even fully aware of what public transportation options are available in the village.
We need a light in front of Noyes Med Center
Pot holes need to be fixed within an appropriate time frame. Curbs on ALL village streets need to be established. There is a major water issue at the end of Oak Street due to the drainage problems. This needs to be reconfigured as it is damaging basements in homes in that area.
Second street is not in good condition
more busses and traffic lanes is a 1950s idea. We need investment in rail.
Need lights on south st groveland rd
Traffic congestion on 20A becoming a problem as more goes in there. From Byrne Dairy up to Wegmans.
Crossett and South intersection is problem
too much traffic with poor control
The Temple Hill and 20a corner and the Center St and 20a corners are horribly dangerous.
need bus service connecting to Town and beyond
The intersections on south near the Byrne dairy and Groveland road are too congested.
Many village streets are in need of improvement! Melody Lane and Second Street for two!
Route 20 A is often quite congested.
The intersection near the tavern/ U of R medical building is dangerous. Intersection at Crossett and Lima is also terrible.
Turning left onto Lakeville rd. Is nearly impossible
20A gets very congested at peak times
Room for improvement
Sidewalks iin the village definitely need maintenance.
The area near Temple Hill needs to be evaluated. ? Consider a traffic circle?
poor drainage, and for some, drains put on the wrong side of the road.
20A is way too congested
I have never used public transportation
Getting out on Rt. 20A & needing to cross traffic to do so is terrible mid-day, on Fridays, and after school.
Overall satisfactory, but continue to study traffic patterns on upper South St.
question above: condition of streets is both satisfactory & unsatisfactory. Enforce speed limits. Traffic control South St. & Crossett & 20A, Center St. & 20A, By Town Offices on 20A. Unsure about public transportation services.
I don't use public transportation, so it's probably not fair input.
Second st in terrible shape, chip seal in Indian meadows is bad for bikes
Steeplechase is not finished! Has been this way for over 3 years - Disgusting!
I know too little about the college shuttles/schedules, but I have never used public transportation in the village as it never seemed convenient.

Traffic is seasonal - SUNY in session or not.
Don't know about public transportation services in question 28 above. There are unsafe intersections - Temple Hill & Rt. 20A, Center St. @ Rt. 20A. These areas are heavily trafficked during rush hours. Stop lights needed.
South St. up past Wegmans etc. We need more lights ie: Temple Hill & Noyes bldg.
What village transportation?
traffic and overall congestion depends on the time of year.
Traffic congestion from Wegmans to village is bad especially during rush hour. I think a traffic circle where Groveland Rd., Crossett Rd & Highland Dr. are would be very beneficial.
Pave the roads instead of oil and stone.
Congestion on 20A near Tavern and medical facilities. Very dangerous left turn onto 20A
It would be great to have a 4-way stop at South St. and Groveland Rd.
The intersection at temple hill HAS to be addressed.
Can be difficult to pull out onto 20A from Center St., Temple Hill & Groveland Rd.
Traffic when students move in is ridiculous. Could they be staggered?
turning left on 20A is horrible
The traffic lights outside of Wegmans need left arrow turning options.
It would be nice if the bus service ran during the summer and not just when students are in town.
Streets are not bike or pedestrian friendly
College-related congestion on 20A is tough
20A/South St. is often horrible. Otherwise traffic is ok
We need a round-about at 20A, Crossett & Groveland Rds.
2nd Street desperately needs repaving. People passing on the right on Lakeville Road is a common problem that a middle turn lane might solve.
20A is way too congested
It's fine I guess, no real problem
Streets could use some TLC
No public busses
20 A is very unsatisfactory
Depending on time of day and if students are here Big Tree Road/20A is miserable
Lima road needs sidewalk, bike lane, turn lanes needed on major roads
Village crew does an outstanding job

How many minutes, one-way, is it normally from your home to your primary work place?

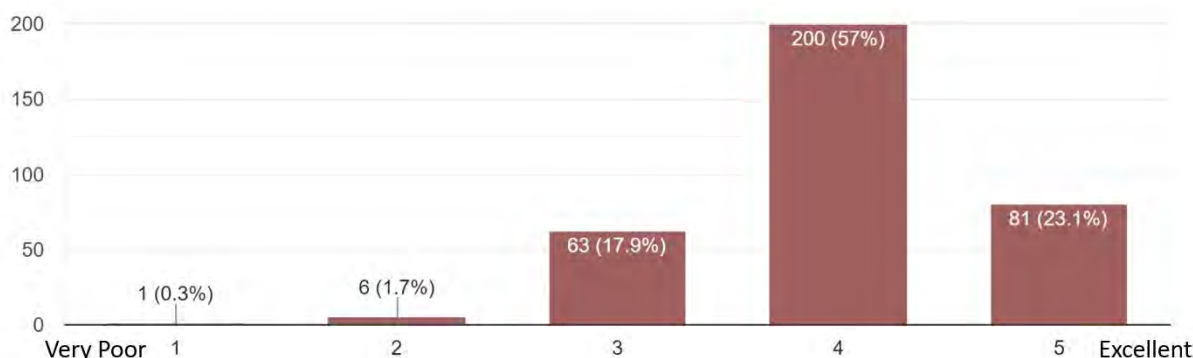
353 responses



Conclusion

How would you rate the overall quality of life in the Village of Geneseo?

351 responses



Please use this space to add additional comments on those things which you feel are working well for the residents of the Village of Geneseo:

Small town charm mixed very well with liberal arts school culture. Very unique environment resulting from this mix, and it is impressive how tolerant both sides act toward the other in such a politically charged time.

Business owners are creative, motivated, and capable. There is community interest in membership to public service organizations.

Most everything is working well.

Quality of life is so good that my wife refused to relocate for a job opportunity I received that would have nearly doubled my salary. Amenities are plentiful and the gaps can be filled by a trip to Henrietta.

Affordability/ cost of living.

I appreciate all of the hard work the water & sewage, department of public works & snow removal departments do for us.

Friendly neighbors and country charm, village traditions (Running of the hounds, Christmas Sing, Halloween parade, etc)

I love living here for its access to nature and small town and village charm. Having our own farmer's market is key to making access to the local farms for anyone wanting to walk the village instead of drive and is a wonderful way to promote mixing of the students and year-round community. Our community events are lovely, I really enjoy them and will even more once I'm familiar with when they all take place. I use the coffee shops, retail, and restaurants on Main Street frequently.

The village streets feel quiet and safe, and walking to destinations in the village/downtown is comfortable. Recent additions of new dining options and recreation/cultural storefronts expands the diversity of offerings to residents and visitors alike. The historic character is respected and generally preserved where possible, which helps the village stand out.

Geneseo is generally a safe and pleasant environment with a basically resilient economy

The cost of living is so amazingly low here with proximity to quality grocery stores and many outdoors activities.

Historic character; fabulous houses; nice parks for kids;

Walkability, while it can be improved, is critical to quality of life, accessibility, and the character of a small historical place. Maintaining beautiful places that work well with and highlight nature are important

Village staff do a great job supplying clean drinking water, managing sewer, and providing personal service to residents.

I feel we have done well overall but we have started to cut back on spending for our public school which is a terrible shame. We need to support the teachers and make sure that the children of our community receive an excellent education.

Keep the historic aspect of our village. We don't need any more chains, support small local business owners.

Keep downtown Geneseo the same and offer incentives for more small business!

Overall public safety and municipal services seem to work predictably well

Safety

Geneseo is a wonderful, safe place in which to raise a family. Our children received an excellent education and had wonderful experiences enjoying Highland Park, Wadsworth Library and sooo much more. Our Geneseo village crew is hard working and takes pride in it's appearance and care.

Neighbor to neighbor relationships are very good. SUNY Geneseo is a positive presence.

Our sense of pride in our community is still here and a strength for this village but the quality of life in this village is changing rapidly and not for the better.

Great sidewalk access

Low crime, good relationship with college

Schools, parks, services.

The surrounding area is beautiful, and the fact that we have the college here gives us opportunities we wouldn't otherwise have.

Great town. Some of the issues are likely not fixable, e.g. RGE. Should work to get Greenlight in the village

Unfortunately aside from Wegmans I find myself needing to travel to Henrietta, Pittsford, or Victor for day to day needs, recreation, and class exercise opportunities

Please no more subsidized housing

Sense of community

I love Geneseo and the Village is fantastic. I do believe it could be enhanced with outdoor events with live music and vendors. It gets people out and networking and enhances business.

Jason Frazier was working well for a very long time...until the Mayor encouraged his termination.

We need a YMCA, Lowes/ home depot, splash park and updated playgrounds

Moved to Geneseo just in time to experience some excellent holiday events pre-pandemic. Loved getting back into the small town events with my son at the summer festival! I also love how safe I feel going for walks around town.

Geneseo village is a beautiful area to live in. However, we need to keep up with the historical appearances within the village and take care of our infrastructure (roads, curbs,). Another suggestion: when redoing a street, place the electrical & phone wires underground.

We enjoy the local events and activities that occurred pre-pandemic. I like the businesses that are currently available on Main Street and make an effort to support as many as I can. We like the brush/Christmas tree/truck availability. Geneseo is a beautiful town to live in that has a lot to offer. A YMCA or business like that would be a nice addition. Access to more activities such as swimming, gymnastics, soccer, etc. for young children would be nice to have.

parks, dog park.

I love the community for my kids- teddy bear parade, halloween parade, variety of shops on main street.

Room for improvement

Very family friendly and safe

We just came here and are really happy with our choice!

It's a lovely place to live. I feel safe and that public services (fire, police, DPW) are outstanding. The relationship with the college is good but can always be improved. Wadsworth Library is so awesome but seems to be the most underappreciated resource by Village/Town residents.

low crime rate

beautiful downtown district, historic homes, proximity to college, the view of the valley

Small-town character, Highland Park, variety of shops and businesses on Main Street and on 20A. Nice, affordable housing. Fun events for families such as the summer Rotary festival, air show, and Halloween parade.

Establish entities work well such as the Wadsworth library, the Livingston County Museum, the churches, the Interfaith Center, and airplane Museum.

I love living here. With four children I appreciate the maintenance of Highland Park, the ice rink there, and the conveniences of local as well as chain restaurants and stores. I appreciate the holiday decor in the village and the care for the fountain.

Walkability near downtown, would love this extended. Good shops downtown.

Safety, sense of community

The close-knit sense of community in the village makes residents feel welcomed and supported by one another.

Relationship with college - living in a college town is of real value

Conrad's Appliance Store

We have a strong sense of community. The historic character of the village is important as is keeping the quaint charm. It is important to appreciate and promote the historic aspect and promote locally run businesses.

schools, food shopping, sunsets, too many services businesses on main street, rents too high

Able to walk to most places

Brush/leaf pick up; use of Lend a Truck for disposal of brush

We are close to a lot of essential services, medical, dental, also close to food stores, which is good because it isn't a commute to shop.

Great village - but room for and need for continued improvements. General satisfaction with life & village.

By & large a very nice community. Police, Fire, Main St. are all nice. I like having SUNY students as part of our community (the messiness & poor quality... looking housing should be a higher standard put on the landlords). I like the diversity of Main St. I love the retail available ie. Wegmans, Walmart, etc.

Walkability and density in downtown, mixed use on main st, parking is reasonable, visually attractive place.

see other comments

Recreation / nature trails, parks, culture, small town - people know each other

With recent downtown development work, sign/facade program, and new business owners on Main Street, the downtown is improving and has a variety of interesting amenities. With services in the town as well, Geneseo is a great place to live. As a town resident, I cannot adequately comment on some services in the village.

I think Geneseo is a welcoming community with limited resources. Considering 50% of the property is tax exempt, we have an excellent police force, water quality is excellent, streets department does a lot with a limited crew, court is efficient and our Volunteer Fire and Ambulance are always responsive. All areas of the Village are very walk-able. The parks provide space for most activities for kite flying to baseball, dog park, concerts, etc. Bike lanes and racks need to be improved. Public transportation is essential and missing.

Enough entertainment, health services and food options. Small town feel with opportunities available. Close to Rochester. Main Street businesses.

It's a nice mix of cultural events alongside rural living. I like having a SUNY college here. I like the college students. Community is supportive of intellectual growth. Good grocery stores, nice farmer's market.

Able to use the village brush dump

Love the residents (People make homes)

Overall, very nice village. I am happy to be a part of it.

It's safe but there is not much to do for recreation. Things working well include: Firemen, police & emergency services, public works, school.

Public works. Police

I have absolutely loved living in Geneseo! I feel that I am setting down roots and can definitely see myself living here long term.

The village is safe and generally well-kept with a strong community presence.

Need to focus on community and not just on college students.

A rec center or way to get people moving and out since it is so cold would be nice

County Seat. College

SUNY

Wonderful charm and overall village appeal. The festivals are great and main Street businesses when college is in session.

Main Street is nice and has a number of great places to eat and very upstanding businesses. Sidewalks and streets are well maintained.

Having opportunities to develop a sense of community.

Despite economic and educational growth, the Village maintains its historic charm.

great schools, nice Main St, but needs more businesses

The Village is a wonderful place to live and work.

Better park for kids and more downtown restaurants. Lowes or Home Depot and a target!

I think that the village should spend time touring and talking to residents in each section of the town. Oak Street has different needs than Indian Meadows. I think we should also give priority to safety issues. Can the village take calls and report lights not working? Do we have lead pipes? Can we better control costs to make the village more affordable?

Snow removal is always excellent. (The sidewalk plow is especially appreciated!) Main street decorations at Christmas and flowers in the summer. Farmers Market. Summer Festival. Parks are well maintained. Brush pickup and Lend-a-Truck are much appreciated!

The community is good - just needs to be more diversified. It has been too white bread. I like the students in town.

Thank you for organizing the survey. I have lived here for 11 years and have never been asked to participate in this conversation. I appreciate having the opportunity.

Being in a college town with lots of sports, music, theater- and same for Geneseo Central School.

Snow plowing. Trash/Leaf Pickup
Snow plowing, trash pick-up
Thank you for keeping the leaf/brush dumping site open 24/7.
The transportation offered is great. We have a cute town with a lot to offer.
I appreciate the park. The dog park could be better maintained and bigger
N/A
I feel like the restaurants are working pretty well
I don't know
Small businesses
I think the Police Dept, Fire Dept and Village crew do a great job. Lucky to have such hard working men and women
YWCA
Overall a great place to live walkable in most places
small knit community, positive relationship with college
Travel to Henrietta is not awful but more businesses invest would support families staying and spending in Geneseo, not elsewhere. Also, a mixed-use gym space with families events would encourage families to make residence here
Geneseo offers an exceptional quality of life as a college town and center of government. Access to health care, active service clubs and non-profit organizations, convenient shopping options, volunteer fire department, solid law enforcement and excellent village crew

Please use this space to add additional comments on those things which you feel are NOT working well for the residents of the Village of Geneseo:

The downtown district is suffering from a lack of retail and diverse restaurant experiences. The village is also lacking safe and protected bike lanes and an overall connectivity with the town. The simple fact of the matter is that if you want to walk or bike to Wegmans the sidewalks end, and you are forced to put yourself in an unsafe environment, competing for space with distracted drivers.

Need traffic lights in some places in place of stop signs, not enough support for local businesses while chains continue to dominate the economy, too many restrictions on apartment living/student housing
Promotional organizations (APOG, Promote Geneseo, Livingston County Chamber of Commerce, Livingston County Tourism) should pool their resources and talent for more organized, coordinated promotion projects. At the very least, the Village could fill a communications role by inviting these organizations to meet at the Village Building once a quarter or once a year and work on a common project.

I feel like there needs to be a better relationship fostered between residents and SUNY students. Students fund the local economy in a BIG way. They are not some nuisance.

Rental housing spread increases cost of SFH due to rental options.

The correlation between the increase of low income housing and the amount of sirens heard on a daily basis is rather disconcerting.

Need of long term plan to address growing through traffic on South St Bypass??

Need to step up the progressive quality-of-life offerings for younger generations considering moving here or staying here after college - nothing to make it stand out from any other small town (yet!) - but better parks, better bike/pedestrian access and access to nearby trails and waterways, a community garden, community composting, and way better dining/nightlife on Main Street, more emphasis on diversity, arts and music. Eau Claire, Wisconsin is a great college town example.

Inclusion, progression, recycling, downtown parking

Water/Drainage issues, need a community center, new sidewalks that aren't connected to anywhere, parking meters, communication

Having more Main Street businesses and restaurants as well as encouraging the farmer's market more would give me every reason not to drive out to Rochester and instead spend in my hometown. Please save the natural spaces around the village by not promoting further building in industry/commercial but also limiting housing sprawl while we have so many places that would be ideal if rehabilitated. Streets lined with huge buildings and parking lots is not progress. I am more aware of village elections than any other news from the village-please pick a single method to communicate and put time into it. I love our access to parks but am still not sure I am aware of all the public spaces I can use. More promotion to young families for moving into the village would be really nice.

More people out of their cars, spending more time in public spaces and engaging with each other

Bikeability is poor and we can always use more connectivity with trails/paths/park spaces. Need more diversity of businesses and can always infill with more unique places to eat and recreate. Business owners (current and prospective) don't have a strong network as there are several similar organizations/groups with overlapping goals (Liv Co Tourism office, chamber of commerce, Geneseo Community Main Street, Letchworth Gateway Villages).

There are too many student rentals expanding into owner-occupied areas of the village and, long-term, that will erode the quality of life. SUNY needs to address the negative impact it has on the village which include, but are not limited to, the parking situation and failing to provide an attractive campus residence situation to reduce off-campus rentals.

Traffic patterns and congestion need to be addressed. Our Sewer system and drainage need to be address for village residents before adding more commercial or townhouse/apartments to system

I would like to see any vacant downtown buildings be filled with tenants, including the Big Tree Inn.

Technical STEM non-medical job growth not at SUNY campus should be a focus for industry growth.

The speeding and truck traffic in the village isn't ideal for pedestrians or bicyclists. I understand the police try their best with limited officers on duty and their time spent on calls in the low-income housing areas (words from the police chief, not mine). The Main Street downtown area leaves much to be desired. It would certainly be nice to have more restaurants along Main Street - something to bring more people to town and a business that pays taxes to the town, not a college-owned business.

there needs to be more stores and restaurants right outside of main street.

Public transportation could be much better, many students don't have cars and live off campus

I feel a disconnect between SUNY students and residents/the village. As a student, I often do not hear about events or services that are offered and it took a long time to become more aware of the businesses on Main Street.

Large box store and parking lots need to be filled, and work on re-use of these areas before converting undeveloped lands. Drainage issues are in a few areas of the village and will continue to worsen with climate change. Village should work to reduce carbon footprint and annual costs through solar or other renewable energy. Fire Department needs more volunteers for EMS calls, there seems to be a noticeable uptick in county responses to calls and it would be nice to make sure our department and equipment is put to use with increased help. Merging services with the Town would help save on admin costs and redundancies on some Admin management.

Traffic on south st is a mess. Large trucks coming thru town on Main St take away from outdoor dining enjoyment.

The drunken college kids who throw house parties and are loud at 2 am. In the spring they are outside sitting on rooftops and screaming at the top of their lungs. They drink on front lawns doing beer pong. They damage the homes their in. I get that they fuel local economy but so do the actual residents who live here permanently.

The village is not conducive to a reasonable hospitality industry or cultural events for evening activities---

Playgrounds are outdated and possible safety concerns. Highland Park really needs a facelift. A splash park or pool for the summer would be amazing. The dog park is nice to have, but not very appealing. Village events are not well publicized other than sometimes on Facebook.

Not covered under questionnaire, but a definite concern:

Now with more climate issues, occasional occurrences previously, (heavy, persistent rains) very concerned about flooding issues in Indian Meadows. Two major occurrences this summer. Dredging of Jay Cox Creek is a necessity to keep water flowing. Also, it now seems that drainage from ALL the farm fields across from Haley Avenue (Town area) are now draining into Jay Cox Creek which is not meant to handle this flow increase!!

Village government is detached from most residents. Pedestrian safety is increasing problem. Village has no long term infrastructure planning; it is reactive.

There is too much student housing in the village and every time a single family house becomes available someone thinks that they should buy it to be a student rental.

There needs to be some control on the amount of rentals we have as many single family homes are not an option for people to buy because they go so quickly to be a student rental.

Something needs to be done to incentivize people buying homes in the village so that our population in the village is year round residents.

The college students are a part of this village and they should and always will be but it cannot be the majority of the housing in our village.

Traffic control, gas prices, lack of commercial development, more dining options

Being so anti business. We need to do whatever it takes to keep restaurants and shops here. Our designation as a historical town should never be the driving factor for why a decision is made. It should be something that is considered and taken into account.

Need more dining options downtown

Food options- we need more support for restaurants that have a diversity of food options.

Zoning too restrictive relative to what's best for the whole community, allow for duplexes in large historic homes for example and vacation and other rentals to groups greater than 4. Boards seem ineffective and poorly advised.

Not enough for students to do. Main Street closes up too early. Need more restaurants/places to hang out

There is too much emphasis on growth and development. Many of us live here because we like it the way it is.

Street lights need attention/maintenance, parking signs should be up " here to corner on side streets with stop signs or they should be ticketing to deter in the meantime, communicate to residents to know when brush pick up is & what services are available

Please no more subsidized housing. Seriously. You are killing our school and community.

We need better playgrounds and play areas for young children. Larger library and community resources for families with small children

Traffic light needed on 20A near Tavern, Byrne Dairy and Medical Facilities. Dangerous left turn!

Geneseo is fantastic. Just more creativity and ongoing development to continue to improve.

Transient college students should not be allowed to run for the village board. there should be a minimum time living in the village requirement prior to being eligible to join the board.

I do think we are lacking a quality playground for families. Perry has done a nice job incorporating at splash park into their town parks that brings lots of people together and is a great way to get families outside. The accessibility of our playgrounds both in town and at school are lacking.

We need to focus on revitalizing Main Street -- adding restaurants, specifically -- to attract more people/tourism/patronage to our businesses. We can't afford to lose anything else on Main Street and opening up to more restaurants versus shops, will help to bring more people to the area. We need more outside dining options -- for example, not having The Big Tree and Club 41 have made a huge impact on the life (or lack thereof) in our village.

I feel very strongly that Highland Park needs attention. The toddler playground is not safe for the children it was designed for long ago. The slides don't have a sit spot at the top, the stairs and railings aren't safe and it's not one whole piece; you have to get on and off. The newer playground for the older children should be repaired as well. When the rock climbing wall broke, it wasn't fixed, but rather just removed. That piece of the structure was a favorite for many kids. I also would like to suggest consideration for a splash pad. Many villages are beginning to add these to their parks. My family often travels to neighboring villages in the summer (Perry) to use theirs. LeRoy found funding to add one this spring, so I would like to make that a topic of consideration moving forward. Thank you.

high taxes

I live in Indian Meadows. Very difficult making left turn to get out. Need light

Would love the opportunity for more non chain restaurants to go in. Need more kid friendly activities and recreation

Need a community center! Recreation facility like a Y. Livingston county is only county with no community recreation facility.

The village and/or town needs more opportunities for kids and adults for things to do. We NEED a rec center like Henrietta has. It is long overdue!

We really need some sort of water park for the kids. Splash pad like Perry or a pool like Warsaw

We frequently have to leave Geneseo to find activities for younger kids- Wyoming Y, Goldfish swim school, Bright Raven Gymnastics, Perry splash pad. We'd like to have classes and activities like these available in our town. We have a whole college of bodies that could work at these places

The college generally excludes the Village from the decision making process in matters which greatly impact the village and its residents

Single story housing, patio homes, townhouses would help keep longtime residents in the village.

Would love to see updates to the playground, additional walking paths, and a splash pad for the kids.

Too much law enforcement presence - tickets seem to be revenue stream for village

My biggest wish would be to feel more connected with the community. I'm guessing people find out about events and similar through word of mouth, which is tough for new people and tourists. I seriously have no idea how people learn about things like that.

Storm drainage on Highland Street and along Oak Street to Second Street needs to be fixed. Also, the elevated power lines all over the village need to be buried. Oak Street has lines on both sides as well as crossing connections across the street.

Are becoming a white affluent suburb of Rochester

Need a Lowes or Home Depot so don't need to drive to Roc for household needs.

we need more access to nature, opportunities to hike/bike, walk. more access to cultural and community events-bring back more events in the downtown! and in the Park!. We seem to lack positive community spirit. Also, Geneseo is seen as unfriendly to business, which is a problem for recruiting new businesses. Businesses closing when students are not here make it seems like a part time community that is not business friendly to the residents. College-community communication is at an all time low. Would like to see the students have an opportunity to be integrated into the community more.

Not enough safe walking and bicycling space. Would very much like to see a community center of some kind with event space, swimming pool, athletic space, etc.

No affordable public transportation or income based housing

What is not working well is the parking, the congestion on 20a, and the lack of an area to display and create Arts and Music.

Storm sewers around the village

Parking on Second St & Main Street

I wish the parking situation on Main could be figured out. As a daily runner, I wish there were more sidewalks on volunteer/39. I feel I would rarely leave Geneseo if we had more businesses/restaurants to choose from.

Need more park space for kids. Expand sidewalks.

We need more recreation and draws to Geneseo. Geneseo is fine, but i'm not sure there is enough to keep us long term/ bring new young people here.

There is way too much college housing. Not only is the market over saturated, but beautiful historic homes are being turned into gross college housing.

The amount of student housing in the historic district of the Village of Geneseo is unacceptable and not conducive to residents of the village.

Ice on the sidewalks is a huge problem

Not much in the way of restaurants other than fast food , chain or low end.

This village could not be any more anti business

Communication between Village Govt and community. Who got this survey for example? Not widely circulated! I got this from a friend.

Parking meters are a ridiculous notion in 2022 and you're way to stubborn about them. Too many alcohol based businesses and not enough family stuff. Let college problems be college problems: stop pandering to them, they are not going anywhere.

We don not have enough locally owned, quality sit-down restaurants. There are a lot of pizza/sub type places that are fine - especially for college students & a quick meal, but I'd like to see more places like Euro Cafe or Strange Design- especially an Italian restaurant. Places couples, families and students can all appreciate.

Too many students living in residential areas. Noise and garbage (broken glass) is always a problem
There seems to be no plan for preserving and replanting trees in the village of Geneseo. Street that used to have a nice canopy of leaves no longer do. I see lots of tree stumps but little evidence of new trees to replace the destroyed trees. The village should have an arborist or landscape architect to develop a long range plan to plant and preserve trees within the village.

lack of restaurants, bike racks, more crosswalks needed,

No opinion

sidewalks cleared & not slippery in the winter; unsightly homes occupied by students (trash, furniture at the curb)

I feel the quality of student housing & apartments, especially on Court St. is troublesome. People commuting from Buffalo are exposed to this area when they first arrive in Geneseo, and it doesn't give off a good initial impression of the village.

Parking. Understand the need for available spaces & limiting time. Mark tires (?) or transition meters to give timed tickets/stubs to be displayed while parking.

See note above regarding student housing

Food and shops have bad hours, especially when school is out. Over-restrictive zoning and regulations. Police have killed bars and night-life. Walkability and density on 20A.

see other comments

Traffic flow on 20A near Groveland Rd.

Need more retail & restaurants on Main street...Street... offices..lower rents.. need to give customer training to office staff (clerk). Should have answers or get them, not be rude, difficult & off putting

Transportation is difficult if one does not own a car. Walking paths/sidewalks are pretty good in the village, but they end before a person can get to all the town services on Lakeville Road (ie Wegmans). If that last stretch was more pedestrian/bike friendly, it would be safer and more accessible. At the moment, walkers have to walk in swampy brush areas or the shoulder, and cross unsafely at Volunteer Road. More coordination with the town would be very beneficial to address this issue.

I believe the people in the affordable housing complexes have been largely ignored and marginalized. Consideration needs to be given to them in respect to informing and inviting to events, considering lack of transportation and potentially internet access, they are not included., I know people complain about parking but it is a quarter for an hour. the fine is \$15.00. Compare that to other places and as someone pointed out once, if that is what people are upset about, they live in a pretty good place.

Our main st is pathetic! Time to work with businesses and property owners. Soon there will be no more small business. The regulation and cost for these business is insane.

County government. They do not want any big box stores in the Town of Geneseo nor any new businesses, other than t-shirt stores, in the Village.

traffic

How you ruined the summer festival

Housing for single family units is critically low. I hope more developments are planned.

Do NOT agree with "No" overnight parking on streets after 2 AM outside of college district housing. Should be seasonal like most jurisdictions for snow removal purposes.

Need to revitalize downtown - promote local businesses & eliminate parking fees. Need to overhaul Highland Park. We need a YMCA. Residents need better communication from village leaders. Student housing/rentals poor condition.

With parking restrictions, it hinders some business. I had a \$5 breakfast and came outside to a parking ticket; I don't feel we need parking meters; most villages have got rid of their meters.

Definitely need a skate park!

There are not enough activities and businesses to serve families. We need more outdoor and indoor activities for a variety of ages and weather.

More opportunities for the kids, YMCA or other organized activities, more park improvements that are safer for our littler kids, growing the park (splash pad, areas for littles)

Playgrounds

Parking along residential side streets such as Second Street. Traffic on 20A, for side street residents. Indoor activities for children locally, have to travel to other towns or counties to do things with children, especially winter months.

Traffic in village, especially 20A.

Improved playground and activities for kids and families

There is very little focus on adding things to our village for young families. No YMCA, no great playground, no places for family fun. We need to start investing in the future of Geneseo, which means putting money towards things that will attract young families.

Traffic issues

Traffic patterns especially when college is in session need to be addressed. South Main, Crossett and temple Hill are a nightmare.

Not many offerings ie. Music, art, dance, childcare for the 0-5 age group.

Too many low-income and subsidized housing systems are changing the demographic of our school system.

Village park playground, rec and picnic areas need to be updated.

Condition of playground (especially "small" playground) lack of updates, not friendly for kids with disabilities), having to travel to nearby towns as there are no outdoor water options in the warmer months. (Ex: Perry Splash Park, Warsaw Community pool)

Do not build any more low income housing. Also, please stop turning historic homes into college housing. Use Kelsey field and highland park for school/sport use for community members. College students have their own space. We need a traffic light by the tavern and urgent care. It is unsafe for pedestrians to cross over 20A as it stands.

Geneseo Summer Festival - when I first moved here, it was a wonderful event that I would invite family from out of town to come to. It is sad to see what it has become.

The all-too-frequent destructive behavior of drunk (I assume) students destroying and vandalizing property.

vacant shops like Big Tree. Too many police stopping folks for stop signs and such, 20A traffic is too congested.

Would like to see less student housing in the upper village.

There needs to sidewalk the entire oength of Lakeville Road. Baaically from the little plaza that Rent-a-center is in. As far down as it will go. And then at least one crossing point that is equipped to signal the visually impaired that it is safe to cross the street. There also needs to be some sort of convenient public tranait bus syatem for all to use .. something ao you can at least tranaiton from the Lakeville Road area to the downtown and back again conveniently. The sidewalks that are available need to be kept vlean and salted. Aa much as possible BECAUSE people do use them as a means of getting from point A to point B.

We need more affordable housing which creates a bridge to homeownership in the Village.

There isn't a lot to do with young kids in Geneseo, which is a shame. We find ourselves often having to drive to Rochester or other places for activities to do with our toddler. As also noted before, it's really unfortunate that there is nowhere in the main village for folks to have a drink and a meal now that the tavern at the big tree is closed.

More kid friendly park amenities and downtown restaurants.lowes/ Home Depot and target!

In Indian Meadows we have water and street surface issues. In the spring there is standing water great for mosquitos.

20A Corridor, should have interconnected parking lots, so one doesn't need to keep going in and out onto 20A.

The unwillingness of the village to enforce existing housing laws that would better control student landlords. People threw a fit about the possibility of a Lowes across from Wegmans, which wouldn't actually have affected the historic core of the village at all, but *nothing* is done to rein in bad behavior by student landlords. Every time a house goes up for sale on my street, we hold our breath until it sells, hoping against hope it won't be bought by someone hoping to rent to students. It's not really student behavior that's the problem--it's the destruction of historic housing stock by greedy landlords. On a totally unrelated topic, garbage pickup is chaotic and frustrating. I use the transfer station because it's much cheaper, but it's annoying to have multiple companies trundling down the street picking up trash on multiple days of the week.

Improvement areas - Road & sidewalk maintenance; Park & public spaces; Public transportation; Communication from Village leadership

Traffic on 20A East of town. Require residents to shovel their walks with a fine for those who don't. Walking is very dangerous around Geneseo after a snowfall.

Communication from Village to residents

Communication with village residents - for example, how many residents know of this survey?

Having to drive to Henrietta for basic necessities because the "traditionalists" don't want to allow development in Geneseo is a MAJOR pain. Having a Lowes her would be amazing. The few local options don't carry anywhere near the variety or even some of the products a place like Lowes or Home Depot does.

High taxes for minimal services

Too many low income facilities being built in the Village. I live in one so I probably shouldn't complain but the quality of the housing and the populations are questionable.

It is expensive to buy/own a home in Geneseo. We need to stop prioritizing SUNY Geneseo and focus on our residents first. I'm tired of everything being categorized around college kids.

No apartments available if your aren't a student

Not a lot of stuff to do. Gets really boring. Have to leave town for good stuff.

N/A

The roads and the recreational areas need work

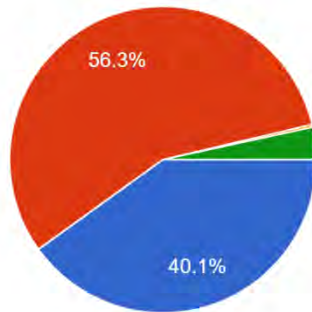
The over pricing of student householding

I don't know
The North end of Second St.
Not sure
20 A traffic, Crossic Rd, Temple Hill, Graveland Road
Virtually no public transportation
Public transportation, sidewalks, stoplights
Would be great to have a YMCA or the likes
Too much low income housing, too much student off campus housing, need restaurants and shops - not smoke, vape, tatoo on main street
sidewalks
Village Board needs to improve communications with residents about issues that impact our community and seek to encourage greater by the college to promote partnerships on programs and activities that benefit local residents

Survey Demographics

Gender

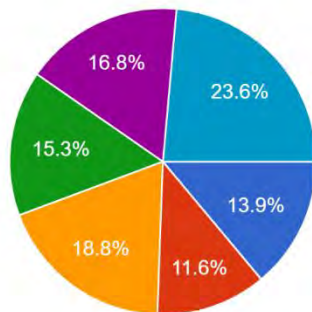
352 responses



- Male
- Female
- Other
- Prefer Not to Answer

Age

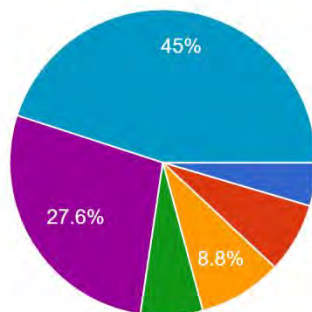
352 responses



- Under 25
- 25-34
- 35-44
- 45-54
- 55-64
- 64+

Highest level of education

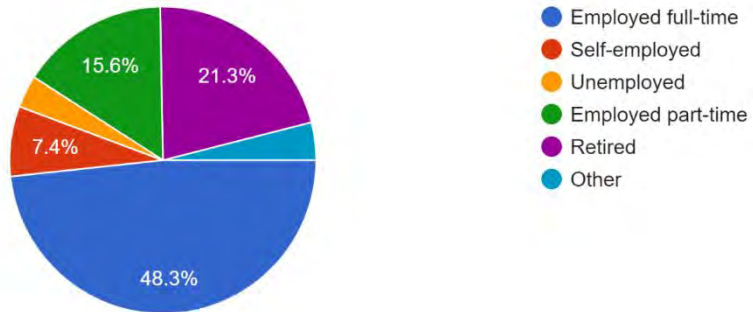
351 responses



- Less than High School degree
- High School/GED
- Some college/technical or trade school
- 2-year college/technical or trade school
- 4-year college degree (BA, BS)
- Graduate or Professional Degree

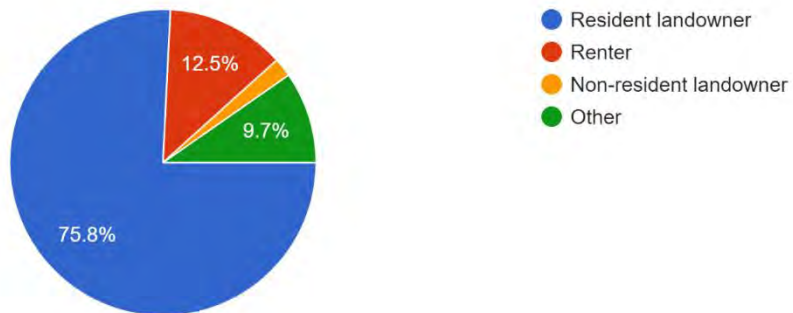
Employment status

352 responses



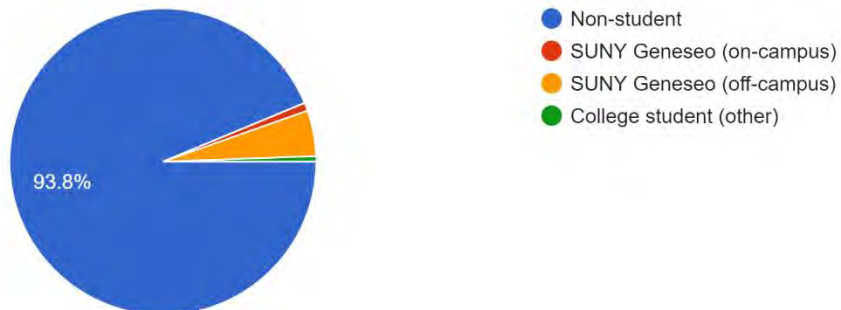
Residential status

351 responses

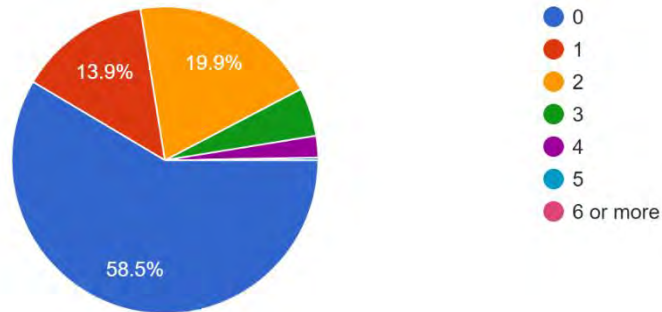


College student residential status

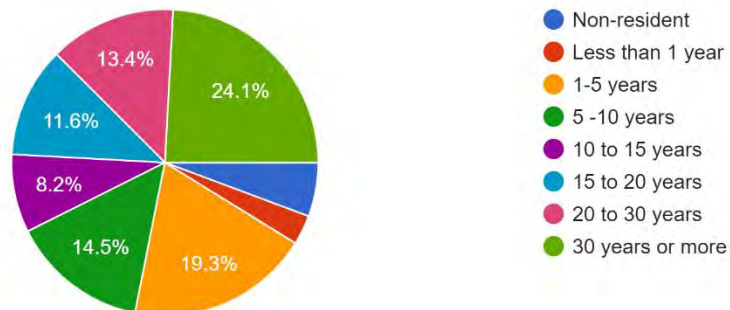
352 responses



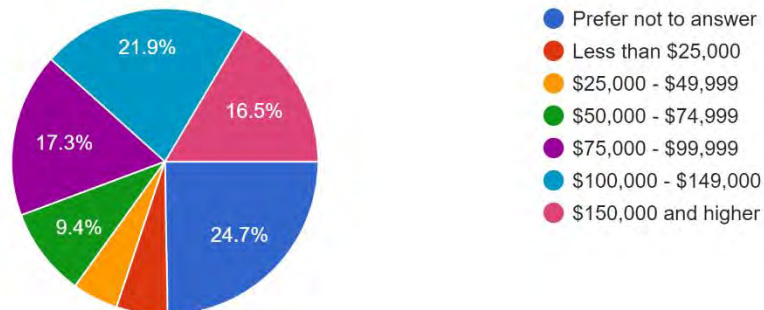
Number of Children under 18 in household
352 responses



Length of residency in Village of Geneseo
352 responses



Household Income
352 responses



Appendix D

Geneseo Active Transportation Plan

Geneseo

ACTIVE TRANSPORTATION PLAN



Prepared for Livingston County *and*
Genesee Transportation Council



Prepared by Barton & Loguidice *and*
Landis Evans + Partners



FEBRUARY 2020

LIST OF APPENDICES

- A | Public Meeting #1 Summary
- B | Public Meeting #2 Summary
- C | Stakeholder Meetings Summary
- D | Community Survey Summary
- E | Bicycle & Pedestrian Level of Service
- F | Zoning Maps
- G | School Area Signage &
Regulatory Guidelines
- H | Greenway Connection Cost Estimates



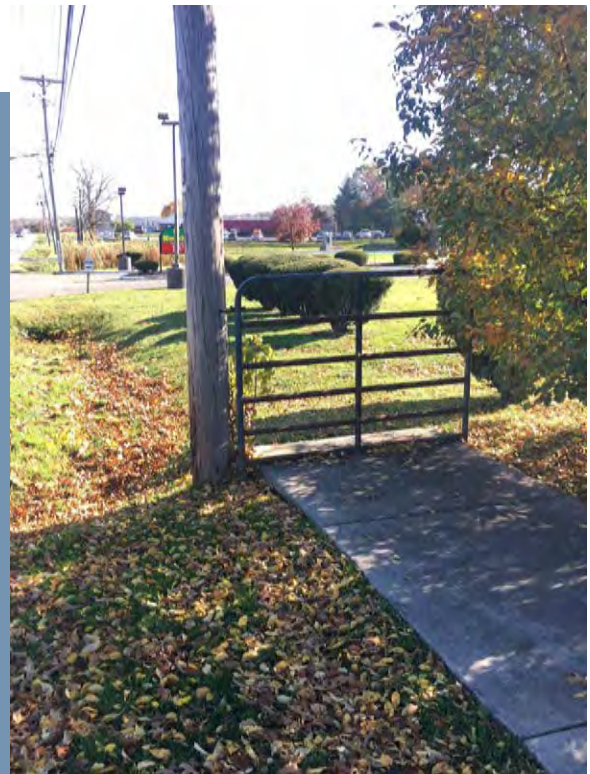
DISCLAIMERS

Financial assistance for the preparation of this report was provided by the Federal Highway 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. 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 and activities, whether those programs and activities are federally funded or not.

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1 | EXECUTIVE SUMMARY

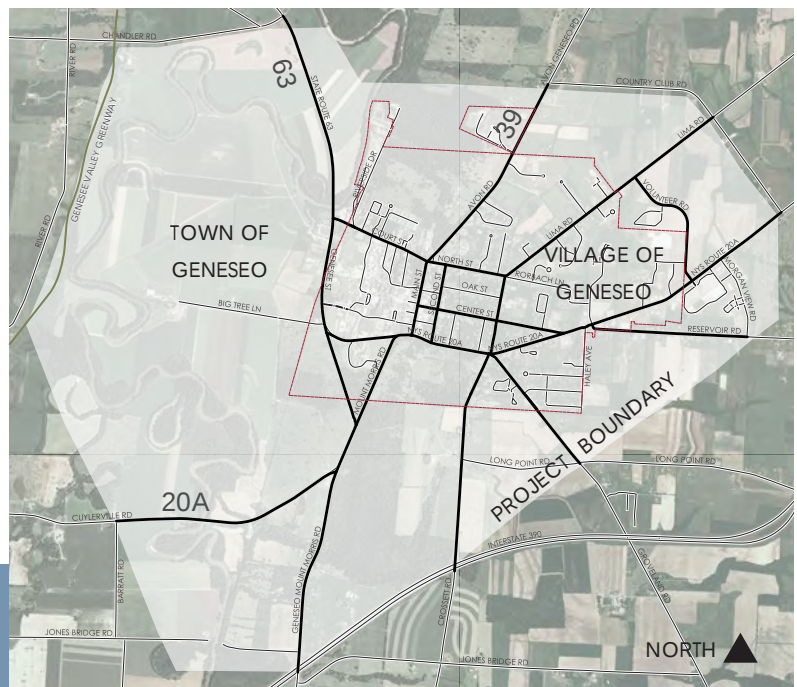


PROJECT PURPOSE

Initiated by Livingston County, the Geneseo Transportation Council, and the Town and Village of Geneseo, the Geneseo Active Transportation Plan proposes enhancements to the pedestrian, bicycling, and public transportation networks throughout the Town and Village of Geneseo. Supplementing previous active transportation planning efforts within the region, this Plan recommends specific facility, programmatic, and policy improvements, creating an implementable 'blueprint' for making Geneseo a more walkable and bikeable community.

PROJECT AREA

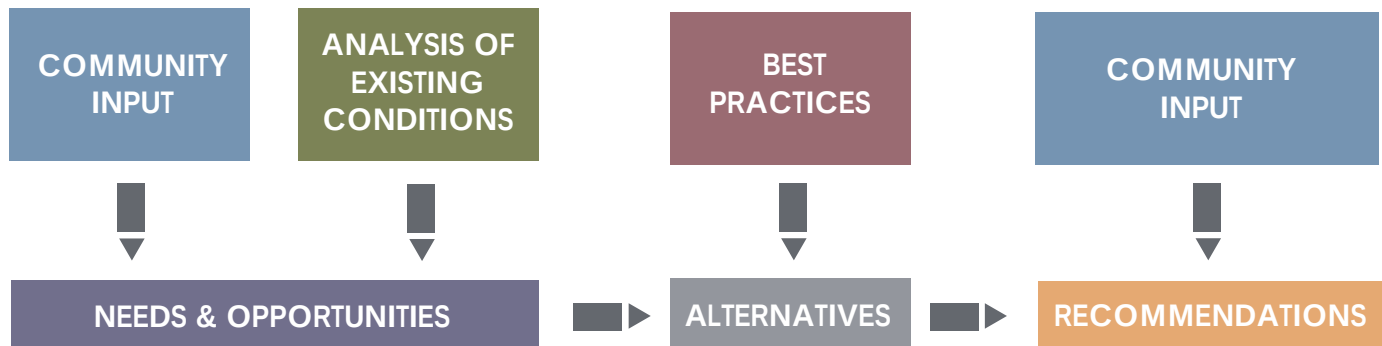
This Plan studies approximately nineteen miles of roadway within the Town and Village of Geneseo, including all State- and County-owned roads. The Plan also examines connections to several off-road trails, including the Genesee Valley Greenway, which currently runs along the Genesee River to the west of the Village of Geneseo.



The Project Area encompasses New York State Routes 39, 63, and 20A

PROJECT APPROACH

This project approaches active transportation planning through a comprehensive lens, recognizing the importance of creating physical, social, and regulatory frameworks to generate a more connected, equitable, and accessible community. The recommendations within this plan have accordingly been developed through an extensive process that has included multi-faceted community engagement, a detailed inventory of existing conditions, and an application of national and local best practices. In general, the recommendations seek to balance short-term, highly feasible projects with larger, longer-term projects that will require more extensive coordination to implement.



BENEFITS OF ACTIVE TRANSPORTATION

Active Transportation refers to all forms of non-motorized transit, which most commonly include walking, jogging, and bicycling. Promoting active transportation has wide-ranging benefits for a community and its residents.



HEALTH *Increasing physical activity through walking or biking has significant benefits for both physical and mental health.*



ENVIRONMENTAL *Promoting active transportation leads to a reduction in vehicular travel, lessening the amount of pollutants that are emitted.*



SOCIAL *Providing active transportation infrastructure promotes social equity by reducing the need to own a vehicle, and also creates opportunities for socialization.*



ECONOMIC *Walkability and Bikeability have a significant impact on a community's 'livability,' increasing property values and connectivity to businesses.*

INVENTORY & ANALYSIS: KEY TAKEAWAYS

- » Throughout the project area, vehicles typically drive 4-7 Miles Per Hour above the posted speed limits.
- » There have been twenty active transportation-related crashes within the project area over the past ten years, primarily within the central core of the Village of Geneseo.
- » There are currently no on-road bicycle facilities within the project area, and based on the nationally-recognized Bicycle Level of Service model, only half of the project roadways feel safe and comfortable for the majority of bicyclists.
- » Based on the Pedestrian Level of Service model, nearly all of the streets within the central core of the Village are comfortable for pedestrians, while nearly all of the other roadways feel uncomfortable and unsafe for pedestrian use.
- » The hill on the west side of the Village of Geneseo has 5-7% slopes throughout, which can pose challenges for pedestrians and bicyclists.
- » Based on community input and time-lapse camera deployment, the intersection of Crossett Road, NYS Route 20A, Groveland Road, and Temple Hill Street represents the greatest active transportation safety concern within the project area.

COMMUNITY INPUT

Throughout the project, community input was gathered through a variety of methods:

- » Two Public Meetings
- » Five Project Committee Meetings
- » Four Stakeholder Meetings
- » Online Community Survey



NEEDS & OPPORTUNITIES

Based on community input and the analysis of existing conditions, the following needs and opportunities categories were identified for the project area:

- » *Priority Intersections*
- » *New & Enhanced Crosswalks*
- » *On-Road Bicycle Facilities*
- » *New Sidewalks*
- » *Connections to the Genesee Valley Greenway*
- » *Additional Trails*
- » *Policies & Regulations*



RECOMMENDATIONS

INTERSECTIONS

- » Design and implement roundabout at the Crossett Road / Groveland Road / NYS Route 20A / Temple Hill Street intersection.
- » Remove free-flow right turn lane, and implement new sidewalk and crossings at Center Street / NYS Route 20A intersection.
- » Install new crosswalks, curb ramps, sidewalks, and on-road bicycle facilities at NYS Route 20A intersections with Megan Drive / Reservoir Road and Volunteer Road / Genesee Valley Plaza.
- » Tighten curb radii and reduce pedestrian crossing distance at North Street / Court Street / Avon Road / Main Street and North Street / Lima Road / Rorbach Lane / Highland Road intersections
- » Add crosswalks and sidewalks, and tighten turn radii at Main Street / NYS Route 20A intersection.

CROSSINGS

- » Implement new crossings at Avon Road near the Geneseo Central School District, and NYS Route 20A at the intersection with Country Lane.
- » Enhance existing mid-block or minor intersection crosswalks along North Street, Court Street, and Avon Road through potential curb extensions, additional signage, and reflective posts.
- » If roundabout is not installed at Crossett Road / Groveland Road / NYS Route 20A / Temple Hill Street intersection, continue evaluating feasibility of installation of Rapid Rectangular Flashing Beacon at existing crosswalk at Prospect Street and NYS Route 20A.



BEAR FOUNTAIN ALTERNATIVES

- » *Continue evaluating seven alternatives for preferred intersection treatment around Bear Fountain Statue at Center Street and Main Street. Initial community feedback indicated a strong preference for keeping the fountain in its current location, and feedback was mixed regarding implementing a raised speed table, curb extensions, gathering space, or pedestrian refuge island.*

- » Where feasible, implement new and/or enhanced crossings along Main Street through curb extensions, vertical elements, and additional signage.

BICYCLE FACILITIES

- » Explore widening of roadway shoulders for additional bicycling space on Lima Road, Reservoir Road, and sections of Mt. Morris Road and Genesee Street.
- » Mark bike lanes along sections of North Street and Main Street; continue coordination with NYSDOT regarding potential bike lane treatments along sections of Avon Road and NYS Route 20A with sidewalk.
- » Consider implementing buffered shoulder treatment on sections of Cuylerville Road.
- » Install Shared Use Markings on key low-speed roadways within the Village of Geneseo, including Center Street, Second Street, and Highland Road.
- » Consider designating Rorbach Lane as a Bicycle Boulevard, and installing a new gate that prohibits vehicles yet allows bicycles to pass through on the pavement.
- » Implement bicycle parking at key destinations throughout Town and Village of Geneseo.

SIDEWALKS

- » Construct new sidewalks along NYS Route 20A, beginning with the north side of the street.
- » Explore design alternatives for constructing new sidewalks along Lima Road and Volunteer Road.

CONNECTION TO GENESEE VALLEY GREENWAY

- » Continue coordination with all stakeholders to create multi-use connection to Greenway via Big Tree Lane.
- » Consider adding sidewalks along Mary Jemison Drive and repaving Big Tree Lane.
- » Construct multi-use pathway between Geneseo Airport and Genesee River below existing electrical lines.
- » Pursue permitting, funding, and design feasibility studies for construction of multi-use bridge over Genesee River to connect new pathway to Genesee Valley Greenway.



ADDITIONAL TRAILS

- » Construct new multi-use pathway along west side of Avon Road between Westview Crescent and the Geneseo Central School District.
- » Continue coordinating with private property owners and developing plans for off-road connecting pathways between the Walmart plaza, Lima Road, and Volunteer Road.
- » Continue examining feasibility of new pathways near Jaycox Creek, and along the railway bed to the west of the Village of Geneseo.
- » Coordinate with recommendations from Livingston County Wayfinding Study, implementing bicycle and pedestrian wayfinding signage near key destinations.

POLICIES & REGULATIONS

Land Use Policies and Design Standards can help create an environment that is more conducive to active transportation through promoting connectivity, denser development, and streetscapes that feel more inviting to pedestrians. Regulatory tools recommended in this plan include:

- » Lane use regulations that encourage sidewalk construction between buildings and roadways, and promote development that is closer to the street.
- » Commercial district regulations that promote mixed-use activity centers and pedestrian-scaled development.
- » Potential adoption of a Unified Development Ordinance between the Town and Village of Geneseo to promote consistent application of standards, simplify development review process, and provide for better communication.

GENESEO SCHOOL ZONE IMPROVEMENTS

- » *A suite of recommendations around the Geneseo Central School District on Avon Road will enhance multimodal safety and encourage children to walk and bicycle to school more often. Recommended improvements include a formalized off-road path, new crossings and signage, a potential school speed limit below 40MPH, and green infrastructure to manage stormwater runoff.*



PROGRAMS

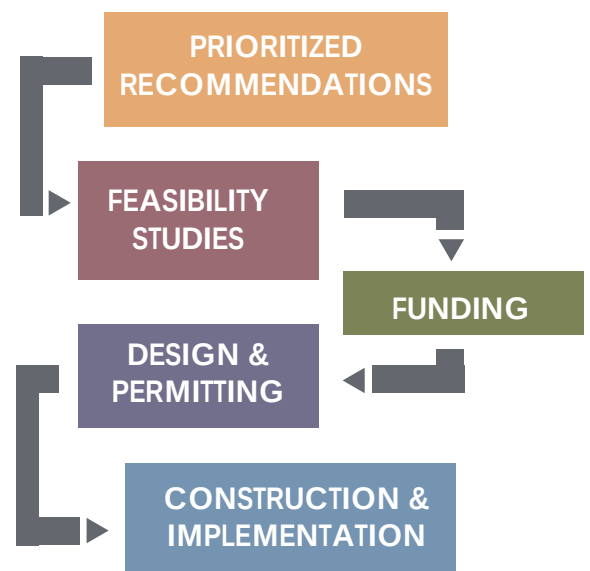
- » Continue developing maintenance procedures that ensure sidewalks and shoulders are cleared of debris, ponding, and snow.
- » Create additional educational opportunities about active transportation for all roadway users, particularly for children, through partnerships with the Geneseo Central School District, the Cornell Cooperative Extension, local driving schools, SUNY Geneseo, and RTS.
- » Adopt and partner with national and local active transportation-related programs, including National Bike Month, Bicycle- and Walk-Friendly Community Designation, and the Bike Light Campaign.
- » Continue enforcement of active transportation-related infractions, including vehicular speeding or bicycling without a light.
- » Renew efforts to pursue Bike Share program in partnership with SUNY Geneseo.

PUBLIC TRANSIT

- » Continue coordinating with RTS to implement seating or shelters at key bus stop locations throughout the project area.

IMPLEMENTATION & NEXT STEPS

As a high-level planning document, the Geneseo Active Transportation Plan provides a guide for enhancing active transportation within the Town and Village, but does not identify all of the specifics needed to implement each individual project. However, the Plan does provide a detailed 'matrix' for prioritizing the implementation of each recommendation, factoring in community preferences, expected use, cost of construction, level of improvement to safety, and other environmental considerations. While all recommendations will directly improve the experience of walking and bicycling in Geneseo, those receiving the 'Priority' ranking are expected to have the most significant impacts. The Plan also provides an overview of a wide variety of Federal, State, regional, and private funding sources geared towards active transportation projects.



SELECT PRIORITY PROJECTS:

- » Roundabout at Crossett Road / Groveland Road / NYS Route 20A / Temple Hill Street.
- » School zone improvements, including off-road pathway, crossings, and pursuit of school zone speed limit.
- » Bike lane along North Street
- » New sidewalks along NYS Route 20A and Volunteer Road
- » Connection to the Genesee Valley Greenway via Big Tree Lane

2 | INTRODUCTION



2.1 GENESEO COMMUNITY

Located in the Genesee Finger Lakes Region of New York State, Geneseo is the governmental and retail center of Livingston County. The community is comprised of the primarily rural, 45.2 square mile Town of Geneseo, and the historic 2.8 square mile Village of Geneseo, which lies within the western section of the Town. As illustrated by Figure 1: Project Area, this project's study area includes the entirety of the Village, a majority of the key roadways within the Town, and selected areas within the neighboring towns of Groveland, Leicester, and York. Overall, Geneseo's development has been significantly shaped by its location in the fertile Genesee River Valley, proximity to the City of Rochester, and rich history. The 5,000-student State University of New York at Geneseo, located one block west of the village center, also contributes greatly to the economic, social, and cultural makeup of the community.

2.2 PURPOSE OF STUDY

Defined as a 'way of traveling that requires physical activity,' active transportation provides significant personal health, environmental, and economic benefits to communities and their citizens. A growing active community within Geneseo has sparked efforts to enhance the facilities for pedestrians, joggers, cyclists, and other active transportation participants. This plan, developed by the Town and Village of Geneseo in conjunction with local stakeholders, Livingston County, and transportation officials, builds upon previous studies to make Geneseo a safer, more accessible, and connected community. Specifically, this plan examines segments of 17 roadway corridors within Geneseo, with the intention of improving connections between neighborhoods, activity centers, and other destinations, enhancing the safety and attractiveness of all active transportation facilities, and protecting the community's environmental and historical resources. The specific project area has been determined by the Project Steering Committee.

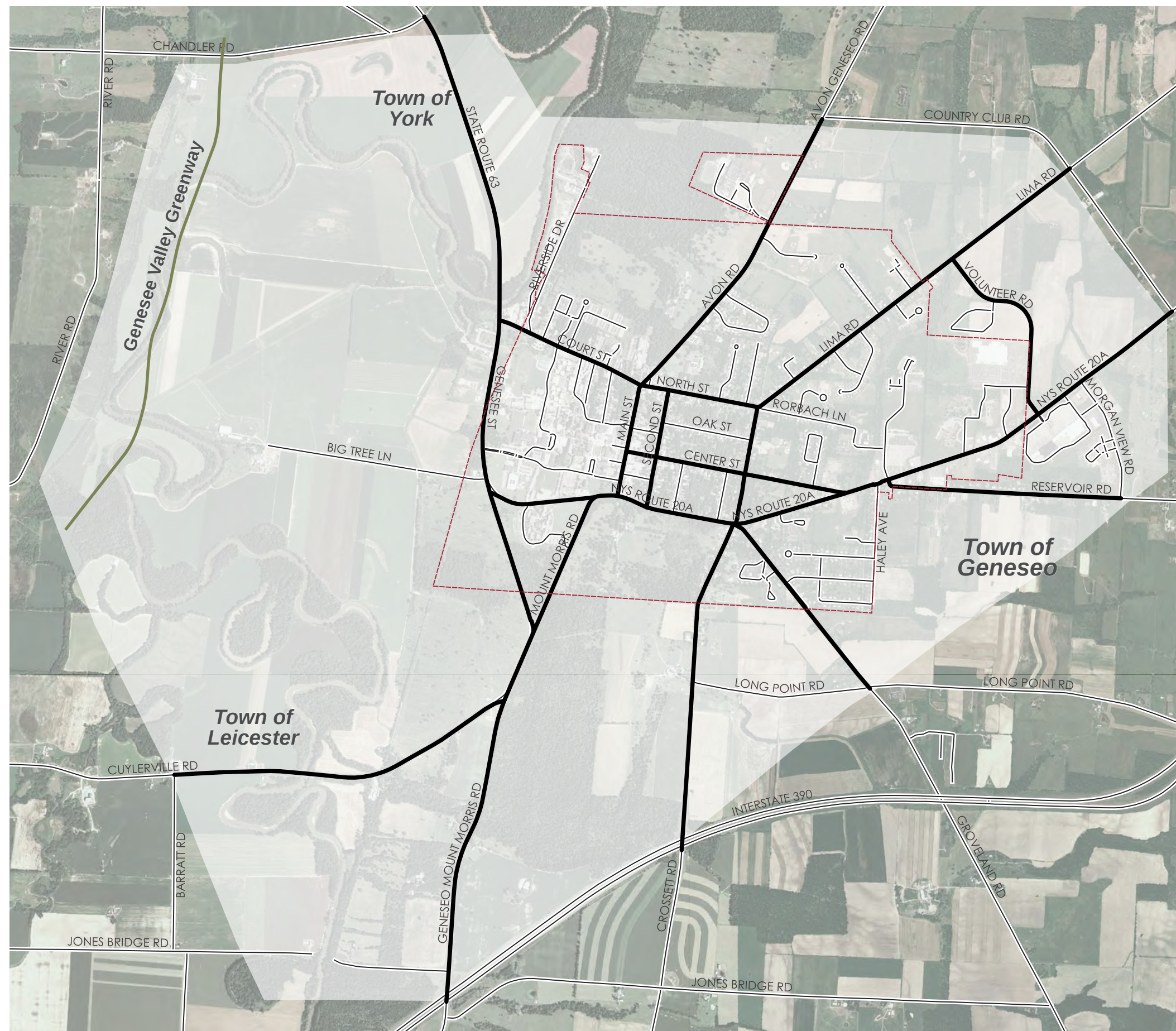


FIGURE
1 **PROJECT
AREA**

- Study Network
- Project Area
- Municipal Boundary
- Streams & Rivers

MILES

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2.3 PREVIOUS PLANS & STUDIES

The following plans and studies have been completed within the past decade, and provide key information that informs and guides the development of this project. In addition to this section, these plans and studies are referenced throughout this document.

LIVINGSTON COUNTY TRANSPORTATION CONNECTIVITY PLAN

Compiled through a comprehensive public input process in **2012 and 2013**, the data and recommendations contained in this plan identified key issues related to active transportation in Geneseo. Specifically, the appendix to this document, known as the *Geneseo Pilot Plan*, identified gaps in active transportation infrastructure, community preferences for active transportation facilities, and opportunities for reinforcing multi-modal transportation in policies and codes. Additionally, this plan analyzed potential connections from the Village to the Genesee Valley Greenway, a major multi-use trail that connects Western New York communities from Rochester to Cuba. Key findings from the *Geneseo Pilot Plan* are referenced, further developed, and prioritized throughout this document.

ROUTE 39/NORTH STREET/COURT STREET STUDY

Focused on the key intersections and corridors within the Village of Geneseo, this **2009** plan recommended a series of treatments aimed at enhancing pedestrian and bicyclist safety and accessibility. Specific recommendations included improvements to crossing treatments, additions to the sidewalk network, traffic pattern modifications, and general streetscape improvements.

TOWN OF GENESEO MASTER PLAN

Developed in **2008**, this plan outlined several goals related to active transportation, including the creation of a 'comprehensive pedestrian and bicycle network,' particularly in the more densely-developed areas of the Town. Specific projects and areas examined in this plan included NYS Route 20A, the Volunteer Road and Lakeville Road Intersection, and future developments along Volunteer Road.

VILLAGE OF GENESEO COMPREHENSIVE PLAN

Identifying Geneseo as a community that is striving to provide an active and close-knit atmosphere, this **2007** plan identified that developing sidewalks and other pedestrian infrastructure is a key ongoing priority. Specifically, this project proposed active transportation improvements along NYS Route 20A, focusing primarily on intersection crossings and closing sidewalk gaps.

NYS ROUTE 20A ACCESS MANAGEMENT PLAN

Developed in **2007**, this plan builds upon the 2002 Access Management Plan and considers how active transportation systems integrate into the continued growth and development along NYS Route 20A. In addition to general recommendations for improving pedestrian and bicycle access on the corridor, this plan discusses several specific recommendations that are expanded upon in this plan. These potential improvements include sidewalks that bridge existing gaps, public transportation expansion along the corridor, crossing improvements at the Megan Drive / Reservoir Road intersections, and roundabout implementation at the Center Street intersection and the Groveland Road / Crossett Street / Temple Hill Street intersection.

LIVINGSTON COUNTY WAYFINDING PLAN

Currently underway, this wayfinding plan will provide recommendations to improve navigation throughout all nine of the villages in Livingston County, including the Village of Geneseo. The wayfinding and signage improvements outlined in this Active Transportation Plan will integrate with and complement the system to be developed in the Wayfinding Plan.

3 | ACTIVE TRANSPORTATION BENEFITS



Near NYS Route 20A & Megan Dr.

Encouraging active transportation greatly benefits the environmental, economic, physical, and social health of a community. This section summarizes and quantifies many of these benefits, and cites several key studies related to each benefit.

3.1 PHYSICAL & MENTAL HEALTH BENEFITS

Many studies show that access to safe trails, parks, sidewalks, and bicycle networks during both daily commutes and leisure activities can improve quality of life for all types of residents.

Rails to Trails Conservancy studies have shown that access to trails and green spaces both increases the amount of physical activity of residents and the longevity of elderly community members. Currently, 10% of Geneseo residents are over the age of 65.

The Bicycling & Walking in the United States: 2018 Benchmarking Report, published by the League of American Bicyclists, emphasizes the importance of well-designed transportation systems that provide attractive, safe places to bicycle and walk to encourage physical activity.

According to the American Community Survey, the average commute to work for Village of Geneseo residents is 16 minutes, and the average commute for Town residents is 21 minutes. In comparison to the national mean travel times of 27 minutes, these times are relatively low, suggesting that

HEALTH-RELATED FACTS



94% of workers in Geneseo do not work from home (ACS).



36% of Geneseo workers walk to work (ACS).



2% of workers in Geneseo use public transit to get to work (AreaVibes).



1/10 of Geneseo residents are 65 years of age or older

strategic inter-modal transportation improvements (combining pedestrian, bicyclist, and public transit) could encourage some commuters to choose modes of active transportation over vehicular travel.

3.2 ENVIRONMENTAL BENEFITS

By walking or biking instead of driving an automobile, citizens can have a direct impact on the reduction of pollutants. The corresponding reduction in vehicle traffic results in less emissions of greenhouse gases and other pollutants that contribute to climate change, smog, and acid rain. Additionally, this reduction in the total number of vehicles on the road minimizes traffic congestion.

A Global High Shift Cycling Scenario study estimates that if 14% of trips in urban areas were made via bicycle, nearly 11% of transportation-related carbon emissions could be reduced globally by 2050.

Rails to Trails Conservancy studies have shown that almost 850 million gallons of fuel can be saved nationally per year by active transportation alternatives to vehicles.

3.3 SOCIAL BENEFITS

Bicycling, walking, and public transportation provide opportunities for enhancing social equity, increasing community engagement, and improving safety for all residents. In particular, active transportation provides individuals, especially those who can not afford a car, with mobility and freedom to access the community in a less expensive way.

Livability Initiative, a federal policy initiative, supports active transportation to “provide more transportation options to improve access to housing, jobs, businesses, services and social activities,” which will “increase public participation and enhance coordination of transportation and housing and healthy communities.”

Active Transportation, published by the US Department of Transportation, supports projects that “enhance mixed-use neighborhoods where different destinations are within walking distance of one another.” For example, improved public transportation service can “foster new development near a stop or station that already has a variety of housing, jobs, shops, and services.”

ENVIRONMENTAL



Of all trips in the U.S. 50% are under 3 miles, and 28% are 1 mile or less. With safe active transportation facilities, many of these trips can be completed by walking or biking. It is likely that an even higher majority of trips within Geneseo are less than 3 miles.



A four-mile round trip by bicycle keeps about 15 pounds of pollutants out of the air we breathe.

SOCIAL



Transportation equity provides mobility for the 1/3 of the people in the US who do not have cars, increasing access to jobs, health care, and education (APTA).



Bicycling opportunities are significantly associated with community’s livability - attracting businesses, workers, and tourism.

3.4 ECONOMIC BENEFITS

Studies have shown the number of people walking and bicycling is a key indicator of a community's livability - a factor that has a profound impact on attracting new residents, businesses, workers, and tourists, who all contribute towards the local economy. Enhancing multimodal facilities also provides a means of affordable transportation to jobs and businesses, further stimulating the economy.

University of Delaware Institute for Public Administration found that "economically, a town or city can benefit from having a more walkable environment. The presence of sidewalks and other walking facilities is shown to increase property values and promote tourism. Sidewalks and connected, well-maintained pedestrian networks allow citizens the ability to safely and conveniently patronize local shops, businesses, and restaurants."

Political Economy Research Institute states that improvement projects for greenways, sidewalks, and bikeways created 17 jobs per \$1 million spent. Almost 45% of the total population of the Town of Geneseo is in the workforce over the age of 16 years (ACS).

APTA studies have shown every dollar invested in public transportation can generate \$4 in local economic returns. By encouraging active transportation, local economies keep shoppers centrally located, developing a direct relationship with local businesses and services, resulting in increased community reinvestment.

AreaVibes uses a unique algorithm to objectively evaluate the quality of life in a community based on various factors using Census data, National statistics, and National Report information. <https://www.areavibes.com/>

The American Public Transportation Association is a nonprofit international organization advocating for funding, research, expertise, workforce development, and education for all modes of public transportation. <http://apta.com/>

CYCED is a cycling blog based in the United Kingdom for everyday runners, cyclists, and other physically active members of the community. <http://Cyced.co.uk/>

ECONOMIC



On average, switching from driving to cycling saves \$1.42/mile (APTA).



Geneseo workers spend around 16 to 21 minutes per day commuting to work, a significantly low number compared to the national average of 52.2 minutes. These shorter trips are more suitable to modes of active transportation.



If the average commute at a 30mph driving speed was about 8 miles, a person could save \$11.36 one way, or \$113.60 total for an average 5 day week by bicycling to work.

4 | COMMUNITY INPUT



Public Meeting #1 at the Village Park

This chapter summarizes the community input that has guided the development of this Active Transportation Plan. The graphic on the next page outlines the opportunities for public and stakeholder engagement, which have included five Project Steering Committee meetings, two Public Open Houses, numerous stakeholder meetings and a community survey.

4.1 PROJECT STEERING COMMITTEE

Planning for public participation has been guided by the New York State community planning principles, which envision planning as a continuous, comprehensive, engaging, and coordinated effort. For this project, Steering Committee participants have included key representatives from state, regional, and local organizations; please refer to the following page for a full list of participants, and **Appendix C** for a summary of all Project Steering Committee meetings.

OVERVIEW OF COMMUNITY INPUT

2019

JANUARY

COMMITTEE MEETING #1 KICKOFF

FEBRUARY

MARCH

LEVEL OF SERVICE DEBRIEF MEETING

APRIL

GENESEO VILLAGE POLICE DEP'T MEETING

MAY

COMMITTEE MEETING #2 WALKABILITY TOUR

JUNE

PUBLIC MEETING #1 INVENTORY & ANALYSIS

JULY

VILLAGE DEP'T of PUBLIC WORKS DISCUSSION

AUGUST

COMMITTEE MEETING #3 NEEDS & OPPORTUNITIES

SEPTEMBER

GENESEO SCHOOL PATH MEETING

OCTOBER

BIG TREE LANE - GREENWAY CONNECTION MEETING

NOVEMBER

COMMITTEE MEETING #4 ALTERNATIVES

DECEMBER

ONLINE COMMUNITY SURVEY

2020

PUBLIC MEETING #2 RECOMMENDATIONS

JANUARY

COMMITTEE MEETING #5 DRAFT REPORT

FEBRUARY

PROJECT STEERING COMMITTEE MEMBERS

Beardsley, Lisa	Livingston County Health Department
Clyke, Curt	Association for the Preservation of Geneseo (APOG)
Croteau, DeAnna	Livingston County Cornell Cooperative Extension
Crowe, Megan	Livingston County Planning
DeZarn, Dan	SUNY Geneseo
Duff, Margaret	Mayor, Village of Geneseo
Flowers, Cindy	Superintendent, Geneseo Central School District
Freeman, Bo	Cornell Cooperative Extension
Gajewski, Ben	Genesee Valley Conservancy
Grove, Mark	Livingston County Department of Health
Johnson, Jaime	Livingston County Cornell Cooperative Extension
Johnson, Pattie	Traffic Safety Board
Leon, Lora	New York State Department of Transportation (NYSDOT)
Oliver, Yvonne	Public Health Educator of the Livingston County Department of Health
Rutigliano, Mary	Village of Geneseo Deputy Mayor
Sanders, Katelyn	Cornell Cooperative Extension
Wadsworth, Louise	Livingston County Downtown Partnership
Wadsworth, Will	Town of Geneseo Supervisor
Williams, Robert	Genesee Transportation Council
Woods, David	Village of Geneseo & Town of Geneseo Planning Board

4.2 PUBLIC MEETING #1

Public Meeting #1 was held in July 2019 in a ‘pop-up’ format at the Geneseo Summer Rotary Festival. Project staff displayed interactive boards with information on existing active transportation-related facilities and use patterns in Geneseo, and asked community members for input on desired active transportation-related improvements. For more information about this meeting, please refer to **Appendix A: Public Meeting #1**.

4.3 PUBLIC MEETING #2

Public Meeting #2 was held in January 2020 at the Geneseo School District cafeteria. Approximately seventy community members attended the meeting, which was held in an informal manner with interactive preference boards set up throughout the room. Attendees provided feedback on draft recommendations through placing stickers on boards, writing on comment cards, and conversations with project staff. For more information about this meeting, please refer to **Appendix B: Public Meeting #2**.

4.4 ADDITIONAL OUTREACH

Further outreach was made to stakeholder groups in the Village and Town, including SUNY Geneseo and its cross-country team, the National Warplane Museum, the Geneseo Police Department, the Village of Geneseo Department of Public Works, Genesee Valley Greenway State Park staff, Geneseo Central Schools staff, members of the Genesee Valley Conservancy, and private property owners. For additional information on these meetings, please refer to **Appendix C: Stakeholder Meetings Summary**. A project webpage on the Livingston County website has also been routinely updated throughout the project to provide additional information to the community.

4.5 COMMUNITY SURVEY

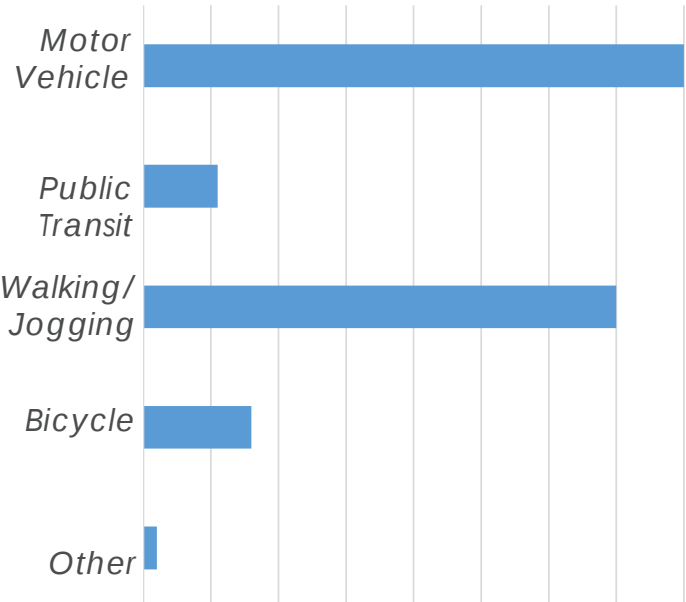
To gather additional information for this plan, a 29-question community active transportation preference survey was available from June 26th, 2019 through January 9th, 2020. Throughout this period of time, a link to the survey was posted on the Livingston County website and was also sent out to community members via digital communication. The text and visuals below provide a summary of key takeaways from the survey; for a detailed summary, please refer to *Appendix D: Community Survey Summary*.

DEMOGRAPHICS OF RESPONDENTS

Total Number: 285	Age:	Gender:	Average per Household:
Residency:	19-29: 31%	Male: 35%	Bicycles: 1.6
Village of Geneseo: 48%	30-49: 25%	Female: 63%	Vehicles: 2.1
Town of Geneseo: 17%	50-64: 19%	Prefer Not To Answer: 1%	Adults: 2.0
Livingston County: 18%	65-80: 24%		Children: .5
Elsewhere: 17%	80+: 1%		Seniors: .6

CURRENT USE TRENDS

Typical Modes of Transit (Can be Multiple)



Most Popular Community Destinations

- Wegmans
- Walmart
- Downtown
- SUNY Geneseo
- Parks

Accessed By Walking:

- SUNY Geneseo
- Downtown
- Parks

Accessed by Bicycle

- Parks
- SUNY Geneseo
- Downtown
- Genesee Valley Greenway

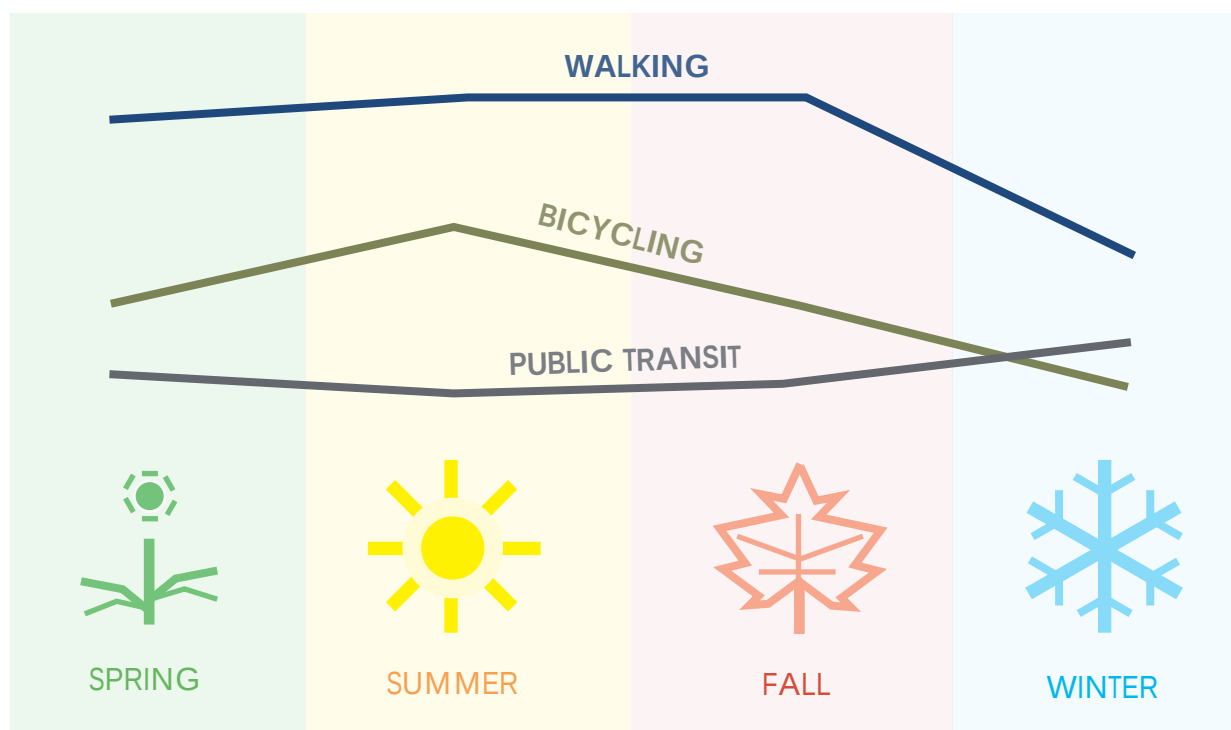
Accessed by Public Transit

- Walmart
- Wegmans

Accessed By Driving:

- Wegmans
- Walmart
- Downtown

REPORTED AMOUNTS OF ACTIVE TRANSPORTATION BY SEASON



	REASONS FOR USING PUBLIC TRANSIT	BARRIERS TO USING PUBLIC TRANSIT	FACTORS THAT WOULD INCREASE USE OF PUBLIC TRANSIT
MORE ↑ SIGNIFICANT	- Going to/from Work - Going to/from College - Going to/from Shopping	- Lack of Awareness - Lack of Frequency - Lack of Reliability - Lack of Convenience	- Knowledge of Routes - Improved Wayfinding - Availability of All-Weather Protected Stops
LESS ↓	- Accessing Parks & Trails - Going to/from Events	- Lack of All-Weather Accommodations - Lack of Bus Stop Seating - Lack of Winter Maintenance - Lack of ADA Accessibility - Lack of Lighting	- Improved Sidewalks - Fully Enclosed Transit Stops - Improved ADA Accessibility - Availability of Bike Racks

LESS ↑ ↓ SIGNIFICANT ↑ ↓ MORE	REASONS FOR BICYCLING - Exercise - Going to/from College - Leisure	BARRIERS TO BICYCLING - Winter Weather - Winter Maintenance - Safety - Lack of Shoulders	FACTORS THAT WOULD INCREASE AMOUNT OF BICYCLING - Shared Use Paths - On-Street Bike Lanes - Shared Use Roadway
	- Going to/from Work - Going Shopping	- Lack of Trail Connections - Lack of lighting - Lack of bike parking - Personal security	- Bike Boulevards - Signed Routes
	- Attending a Social Event - Going to Geneseo Central School	- Travel flexibility - Lack of travel time - Lack of access to bike - Lack of bike share	- Cycle Track - Bike Share - Bike Parking

LESS ↑ ↓ SIGNIFICANT ↑ ↓ MORE	REASONS FOR WALKING - Exercise - Going to/from College - Leisure	BARRIERS TO WALKING - Winter Weather - Winter Maintenance - Lack of sidewalk connectivity - Travel Time	FACTORS THAT WOULD INCREASE AMOUNT OF WALKING - Sidewalks - Shared Use Paths
	- Going to/from Work - Attending a Social Event	- Safety Concerns - Lack of Trail Connections - Lack of Pedestrian Lighting	- Shared Use Trails - Pedestrian Signals - Shared Use Roadways
	- Accessing Parks & Trails - Going Shopping	- Travel flexibility - Personal Security - ADA Accessibility	



Images from Public Meeting #1



5 | INVENTORY & ANALYSIS



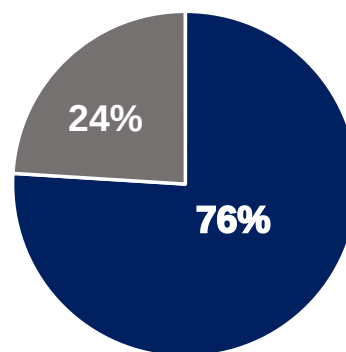
5.1 COMMUNITY CHARACTER

The project study area was determined by the Project Steering Committee, and is centered around the Village of Geneseo, extending to portions of the Town of Geneseo, the Town of Groveland to the south, and the Towns of Leicester and York to the west. All of these municipalities are located in Livingston County, New York.

Roughly 16% of Livingston County residents live in Geneseo, and the Village is recognized as the County seat. In 2017, the American Community Survey (ACS) estimated the total population of Geneseo to be 10,691 residents, a slight increase from population stated in the 2010 Census. Of those residents, 76% live in the Village, and 35% of Village residents are students at SUNY Geneseo (2017 ACS; 2010 Census). In general, the Village is comprised of higher-density, walkable neighborhoods, with a prominent downtown Main Street corridor, while the Town contains lower-density residential housing and agricultural land.

Data collected from the 2017 ACS also highlights the importance of creating safe, accessible routes for active transportation users. For instance, of the 3,161 total households in the Town and Village of Geneseo, 16% do not have access to a vehicle, and 33% only possess one vehicle. Furthermore, an estimated 24% of Geneseo

2018 Census Population Data
**RESIDENT CONCENTRATION
IN GENESEO**



■ Village of Geneseo
■ Town of Geneseo

residents currently walk to work. The 12% of families in Geneseo whose incomes are below the Federal Poverty Line are also more likely to rely on active and/or public transportation to access both work and retail.

SUNY Geneseo influences population fluctuations throughout the year, and contributes to the community's notably low median age of 21.8 years old. The college covers a total of 220 acres, about 1% of the total area coverage of the Town of Geneseo, but hosts about 53% of the total population of the Town of Geneseo. A large number of students walk or bike to classes, including those who live off-campus on nearby roads, including Center Street, Main Street, Court Street, and North Street. The college's cross-country and track and field athletes also frequently run along many of the roads and off-road paths within this project study network, including Avon Road, NYS Route 63, NYS Route 20A, and the Genesee Valley Greenway.

5.2 DESTINATIONS, PARKS, HISTORIC, & NATURAL SITES

Geneseo is a popular destination within Livingston County for its businesses, historic sites, and natural and scenic resources, many of which are detailed in **Figure 2: Destinations**. Local businesses are centered around the downtown-Main Street area, while commercial retail along NYS Route 20A includes national and regional retailers such as Walmart and Wegmans. Ongoing plans for mixed-use development on the northeast corner of the Volunteer Road / NYS Route 20A intersection are expected to further increase pedestrian, bicycle, and vehicular demand along this corridor by creating a new destination.

Geneseo's rich heritage is highlighted at several historical sites, including the Wadsworth Homestead, a wedding and events venue that has an entrance located south of the NYS Route 20A / Main Street intersection, and the National Warplane Museum, which is located just west of the village on Big Tree Lane. There are an abundance of trails, parks, and natural areas in and around Geneseo, with several near the Genesee River; in particular, the Genesee Valley Greenway, a multi-use path along the old Genesee Valley Railway line that provides access from Cuba, NY, to Rochester, NY, runs along the western edge of the River. The following destinations are located within the project area:

SERVICE & SHOPPING CENTERS

Mixed Use on NYS Route 20A
University of Rochester Medical
Walmart Plaza
Genesee Valley Shopping Center Plaza
Byrne Dairy

EDUCATIONAL DESTINATIONS

Wadsworth Library
Geneseo Central School District
SUNY Geneseo
Geneseo Christian School

HISTORIC SITES

Main Street Historic District/Downtown
National Warplane Museum
Wadsworth Homestead

PARKS & NATURAL SITES

Genesee River Park
Genesee Valley Conservancy Island Preserve
Highland Park
Kelsey Field
Temple Hill Cemetery
Village Park
Roemer Arboretum
Fall Brook Gorge
Genesee River
Indian Fort Nature Preserve

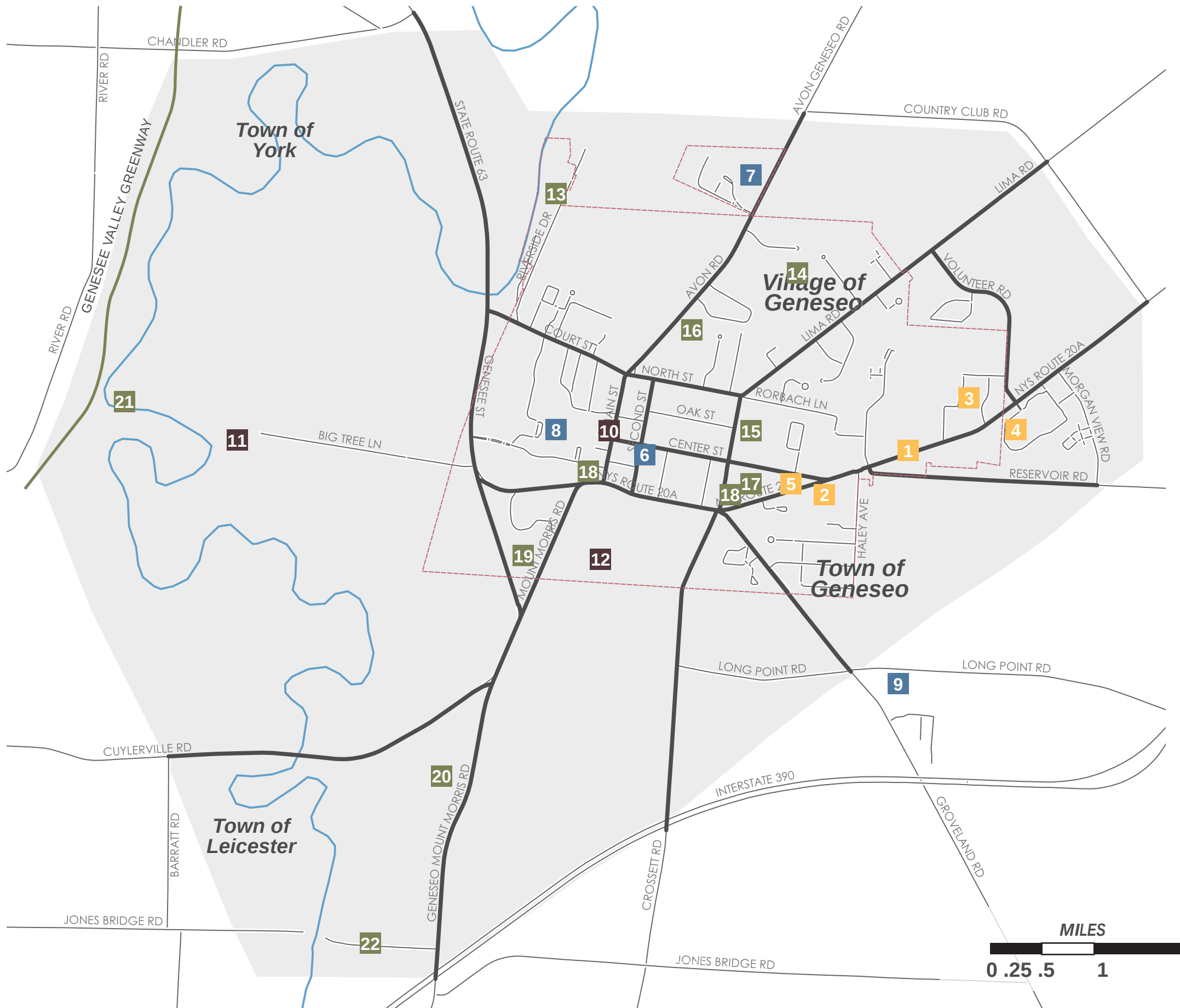


FIGURE
2 **COMMUNITY
DESTINATIONS**

SERVICE & RETAIL

- 1** Retail on US-Route 20A
- 2** Medical Center
- 3** Walmart Plaza
- 4** Genesee Valley Shopping
- 5** Byrne Dairy

EDUCATIONAL

- 6** Wadsworth Library
- 7** Geneseo CSD
- 8** SUNY Geneseo
- 9** Genesee Christian School

HISTORIC SITES

- 10** Main Street Historic District
- 11** National Warplane Museum
- 12** Wadsworth Homestead

PARKS & NATURE

- 13** Genesee River Park
- 14** GVC Island Preserve
- 15** Highland Park
- 16** Kelsey Field
- 17** Temple Hill Cemetery
- 18** Village Parks
- 19** Roemer Arboretum
- 20** Fall Brook Gorge
- 21** Genesee River
- 22** Indian Fort Preserve

5.3 TRANSPORTATION NETWORK

ROADWAY CLASSIFICATION

As illustrated by **Figure 3: Roadway Classification**, the majority of the studied roadways are Minor Arterials or Major Collectors. Route 63, which includes portions of Mount Morris Road and Genesee Street, is the only Principal Arterial; the southern portion of Crossett Road is the only Minor Collector; Volunteer Road is the only local roadway studied in this project. The types of facilities and recommended cross-sections along a roadway are typically determined by roadway classification.

ROADWAY JURISDICTION

The Village of Geneseo functions as a crossroads accessed by Village, Town, County, and New York State Department of Transportation (NYSDOT) roadways. As illustrated by **Figure 4: Roadway Jurisdictions**, State highways include Route 63, NYS Route 20A, and Mary Jemison Drive. The only County highway within the project area is Groveland Road, outside the Village. The jurisdiction of each roadway informs the types of recommendations applicable to it.

PUBLIC TRANSPORTATION

Public transportation provides access to key destinations and promotes additional pedestrian and bicycle activity, as most users must bike or walk to bus stops. Regional Transit Service (RTS) Livingston provides public transit in the project area for both residents, who must pay a regular fare, and SUNY Geneseo students, who have access to specified routes through their tuition. Please refer to **Figure 5: Public Transportation** for additional information about specific RTS Livingston routes and stops.

RELEVANT CONSTRUCTION PROJECTS

At the north-west edge of this project boundary, NYSDOT is replacing the existing State Route 63 bridge across the Genesee River and installing a roundabout at the adjacent intersection with Court Street. The project is underway in 2019, and the new roadway alignment is expected to reduce vehicular speeds and the severity of crashes at the intersection. The bridge, which will be north of the roundabout, will not provide delineated space for bicycling or walking, though it will leave room for a shared use pathway that could be built below the bridge post-construction.

ROAD STRIPING & MAINTENANCE

Crosswalk, edge, and center line striping can contribute to active transportation safety by providing delineated space for pedestrians and cyclists. According to the Village of Geneseo Department of Public Works, all center line striping and crosswalk markings in the Village are repainted on an annual basis. However, the Village does not currently paint edge striping along any roadways. Edge striping, center line striping, and crosswalk markings in the Town of Geneseo are also repainted on a regularly scheduled basis. The Town of Geneseo Highway Department and the Village of Geneseo Department of Public Works maintain local roadways.

TRAFFIC CONDITIONS

Within the project study network, NYS Route 20A has the most vehicular traffic, with an average of over 17,000 vehicles per day. Other project roadways that have over 4,000 vehicles per day include Main Street, North Street, Court Street, and NYS Route 63, which sees a significant amount of heavy truck traffic. The remainder of project roadways have lower traffic volumes, with less than 4,000 vehicles per day. Please refer to **Figure 6: Vehicular Traffic & Speeds** for more information on traffic volumes.

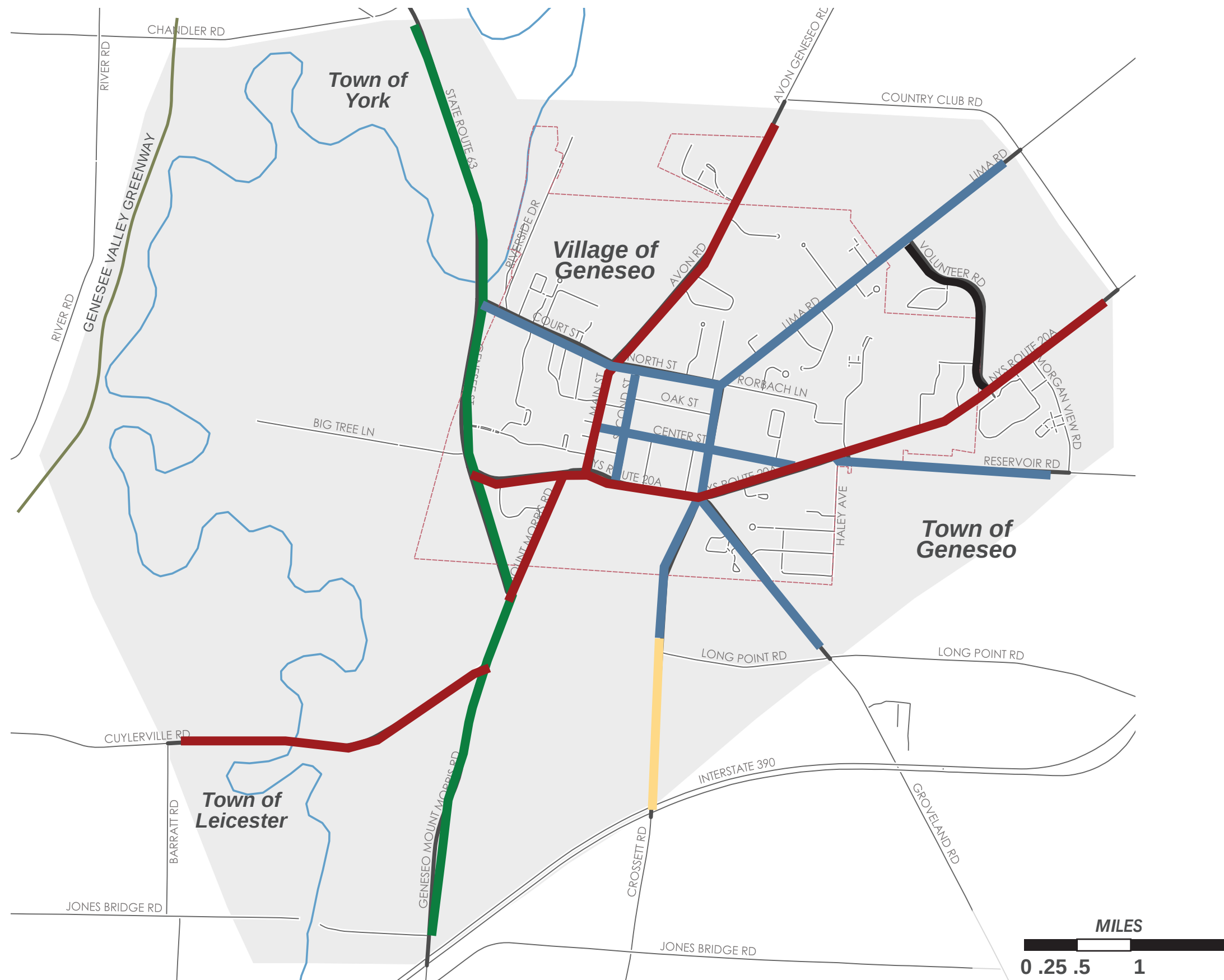


FIGURE
3 **ROADWAY
CLASSIFICATION**

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Roadway

*only roadways within the study network are classified on this map

Principal Arterial	<i>Routes designated as interstate highways</i>
Minor Arterial	<i>Routes that provide interstate and intercounty service between cities and larger towns</i>
Major Collector	<i>Routes that provide connections between key destinations within a county</i>
Minor Collector	<i>Routes that collect traffic from local roads and provide linkages to more trafficked roadways</i>
Local Roads	<i>Routes that provide access to adjacent land over short distances</i>

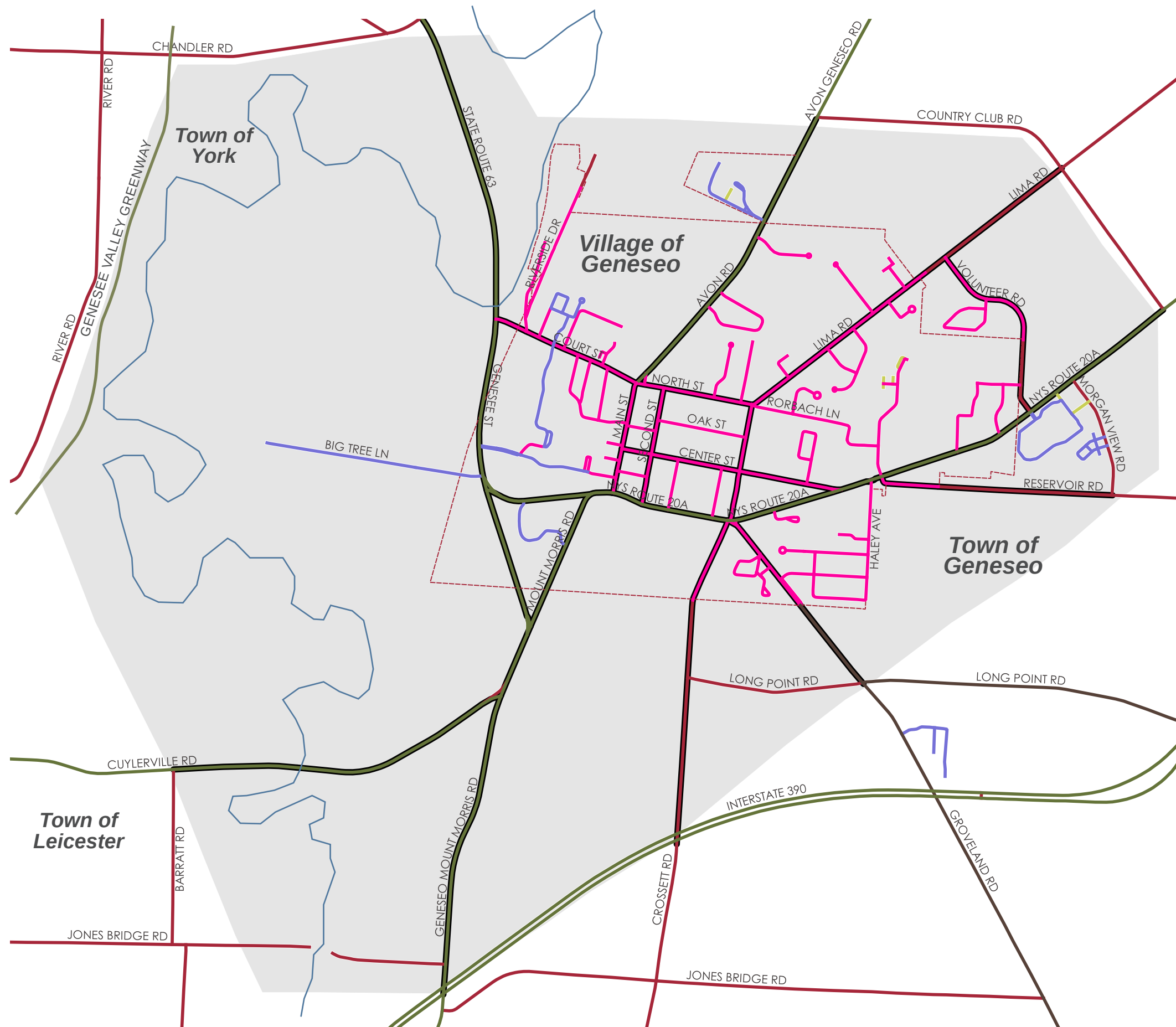


FIGURE
4 **ROADWAY
JURISDICTIONS**

- Study Network
 - Project Area
 - Municipal Boundary
- Street Jurisdictions
- State
 - County
 - Town
 - Other
 - Village
 - Private

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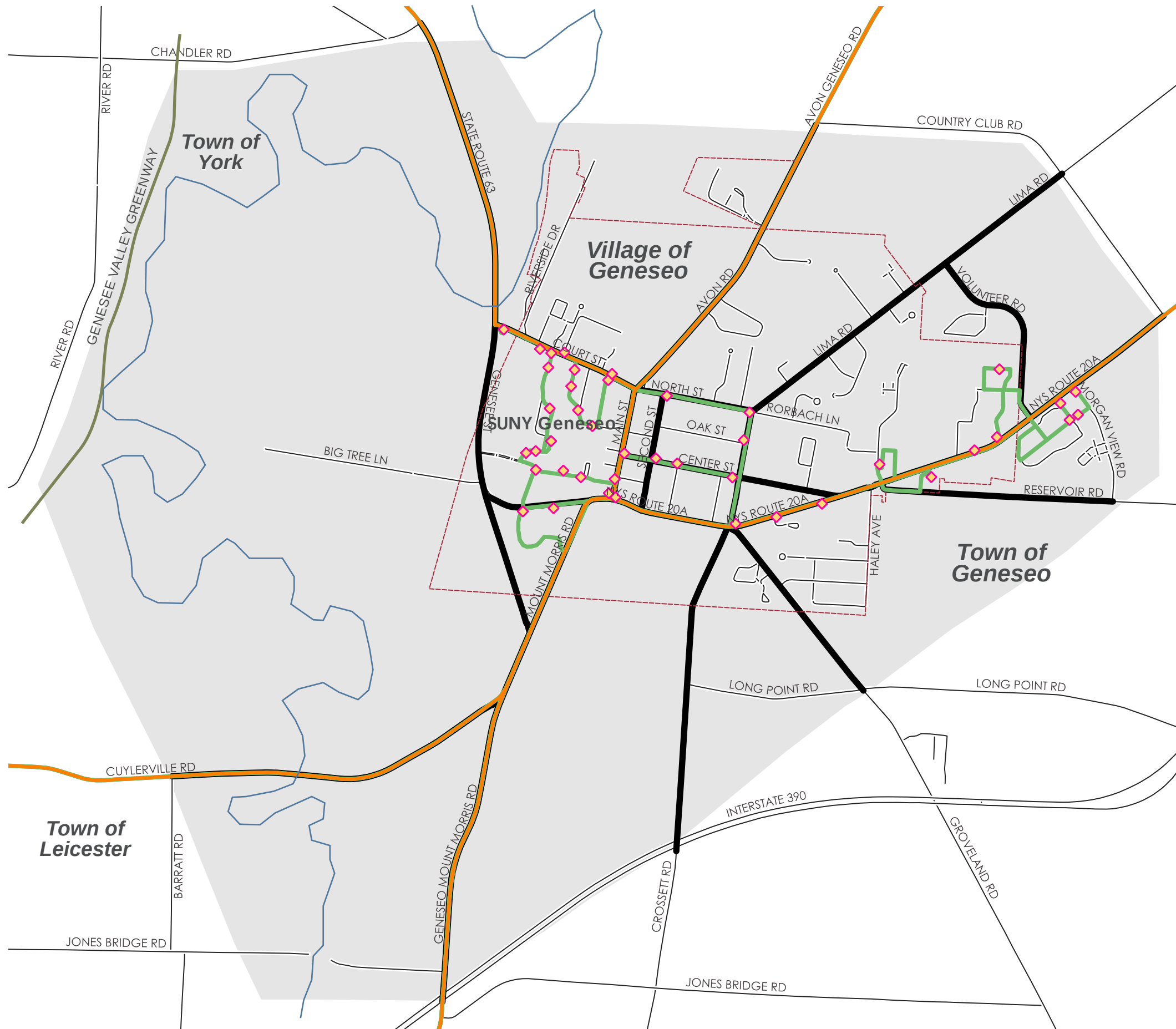
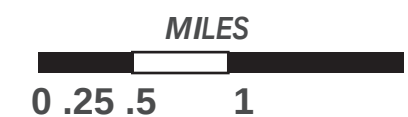


FIGURE
5 **PUBLIC
TRANSIT**

- Study Network
- RTS Bus Stops
- SUNY Geneseo RTS Route
- Regional RTS Routes



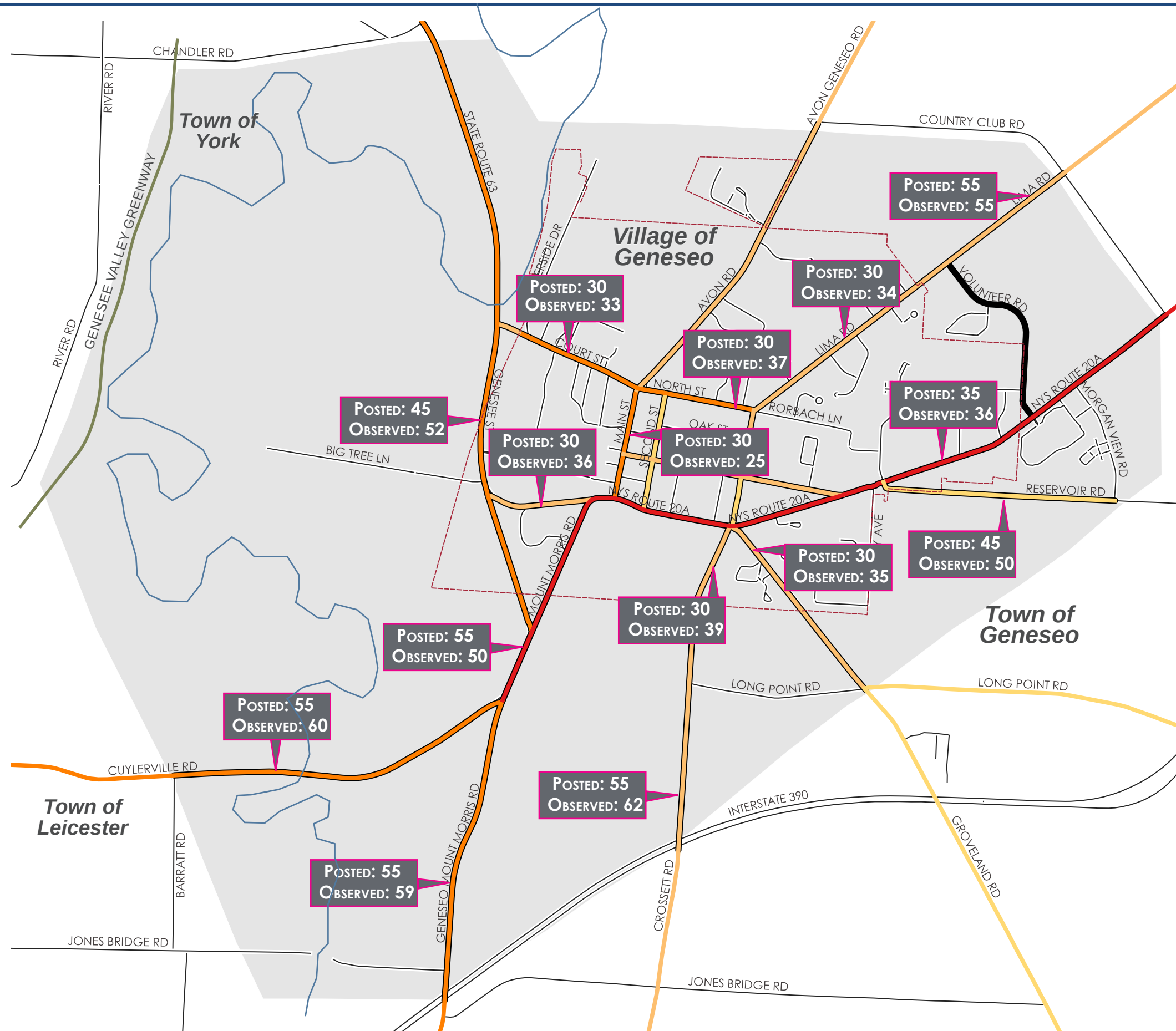


FIGURE 6 **VEHICULAR TRAFFIC & SPEEDS**

— Study Network

Daily Traffic Counts

- 1-1,500
- 1,501-4,000
- 4,001-10,000
- 10,001-25,000
- 25,001-75,000

Speed Data

POSTED SPEED
OBSERVED SPEED

*Data sourced from NYSDOT Roadway Speed Count Average Weekday reports from 2014-2016. "OBSERVED SPEEDS" listed are the 85th percentile speeds, in miles per hour, that were measured by NYSDOT at each location. 85th percentile refers to the speed at which 85% of vehicles are traveling at or below.

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5.4 SAFETY EVALUATION

POSTED AND ACTUAL SPEEDS

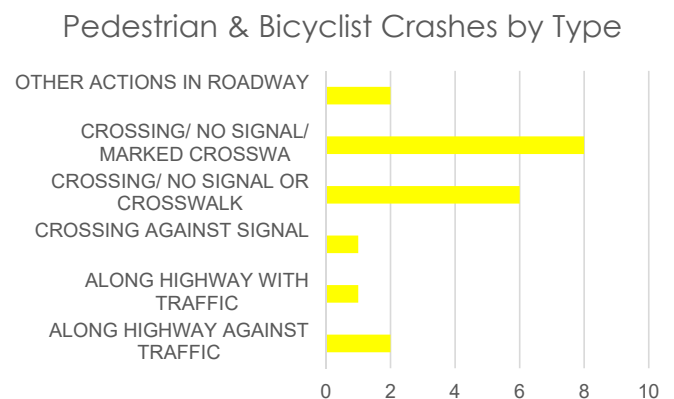
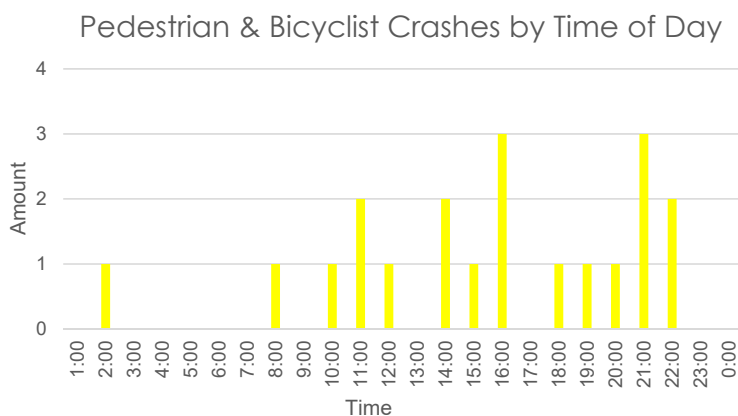
High vehicular speeds affect the perception of comfort and create safety concerns for active transportation modes, as pedestrians and bicyclists have reduced time to respond to vehicles and are more susceptible to serious accidents. The posted speed within the Village of Geneseo is 30 mph, while posted speeds in the Town range from 35 to 55 mph. The *Geneseo Pilot Plan* identified concerns with both lower selected speed limits and vehicles traveling far in excess of the posted speed limits.

This perception is largely supported by speed data from the NYS Department of Transportation (NYSDOT) gathered between 2009 and 2017. NYSDOT uses '85th Percentile' speeds - the speed at which 85% of drivers are at or below - to determine appropriateness of speed limits; these speeds are detailed on **Figure 6: Vehicular Traffic & Speeds**. Throughout the project area, many speeds are at or above 5 MPH over the speed limit, with sections of Crossett Road, Route 63, and North Street experiencing particularly high relative speeds. Within the project area, Main Street is the only corridor with a lower driven speed than posted speed, potentially due to pedestrian crossings and high amounts of parking.

CRASH ANALYSIS

A safety evaluation was conducted in the study area using ten years of collision history from the Genesee Transportation Council from the Accident Location Information System Data (ALIS). This data was supplemented by inventory and analysis from the *Geneseo Pilot Plan*. As illustrated by **Figure 7: Crash Analysis**, there have been a total of twelve reported pedestrian incidents and 8 bicyclist incidents in the project area during the past ten-year period.

Pedestrian-related crashes have been clustered along NYS Route 20A, Court Street, Main Street, and at the Groveland/Crossett/Temple Hill/NYS Route 20A intersection, while bicycle-related crashes have occurred throughout the Village. As illustrated below, a majority of active transportation-related crashes have occurred in the early afternoon and evening, and most frequently during the months of February and April.



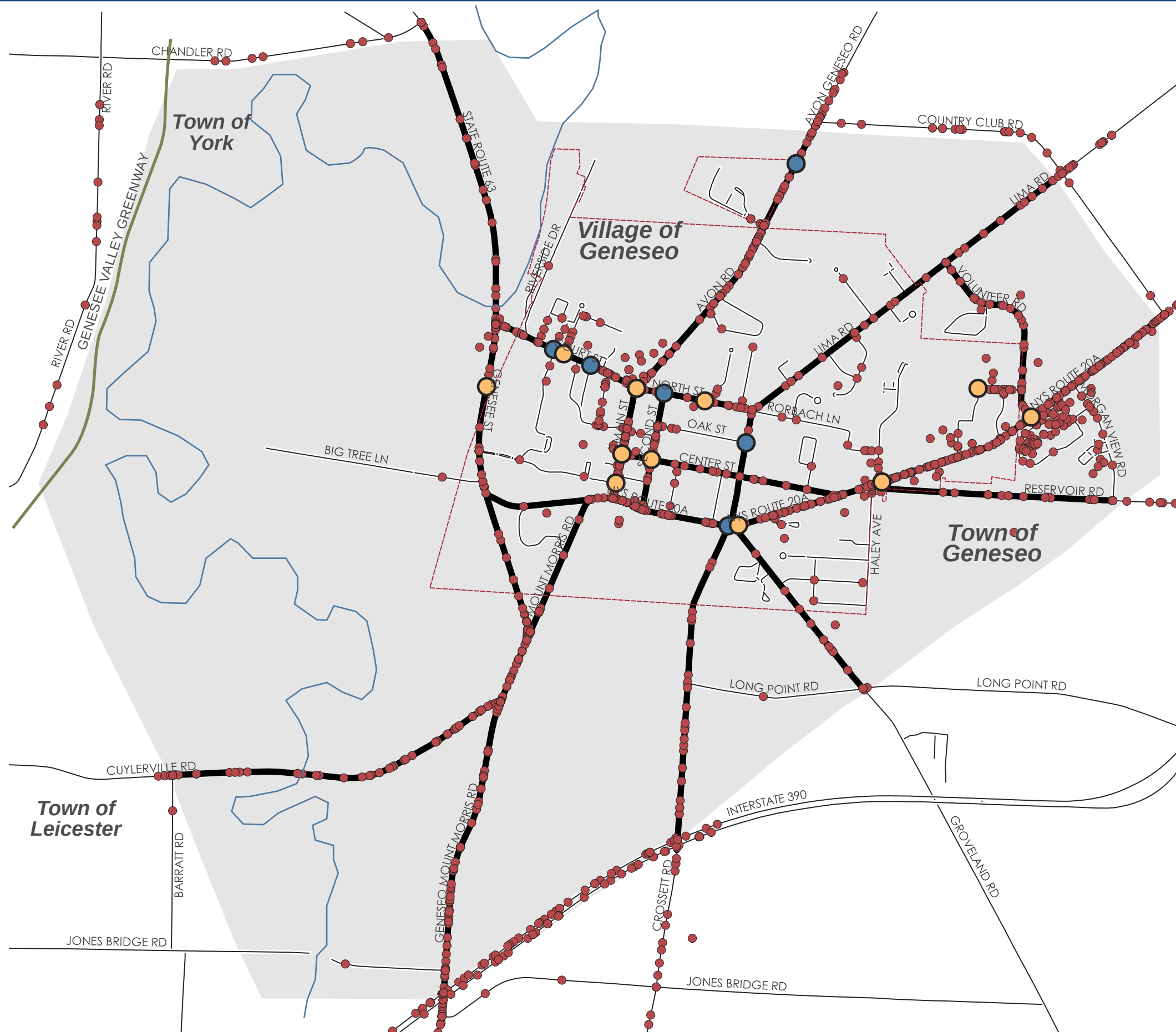
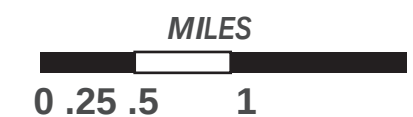


FIGURE
7 **CRASH ANALYSIS**

- Study Network
- All Crashes (2009-2018)
- Collisions with Pedestrians
- Collisions with Bicyclists



5.5 PEDESTRIAN & BICYCLE NETWORKS

The frequent presence of sidewalks throughout the Village provide protected accommodations for pedestrian travel. However, sidewalk, crosswalk, and shoulder gaps within the project area, especially on the southern side of NYS Route 20A, create unsafe areas where pedestrians are forced to walk without sufficient protection from vehicular traffic. Please refer to **Figure 8: Existing Sidewalks** for additional information about pedestrian infrastructure.

There are currently no designated on-road bicycle facilities within the project study network, though community outreach and data collection indicated that cyclists often utilize many of the project roadways, including Avon Road, Lima Road, and Main Street. Additional information about on-road bicycle and pedestrian facilities are discussed in the following section, **5.6: Data Collection & Analysis**.

OFF-ROAD TRAILS

There are 4.9 miles of established off-road trails within the project area, as discussed in the *Geneseo Pilot Plan*. Each of these trails is detailed below. This section also discusses future plans that seek to connect to the Genesee Valley Greenway. See **Figure 9: Existing Trails** for trail locations.

Spencer J. Roemer Arboretum Trail

Connecting NYS Route 39 and NYS Route 63, the Spencer J. Roemer Arboretum Trail is located on the south end of the SUNY Geneseo campus near Parking Lot J. The outer loop of the trail is 0.59 miles, and the inner loop is 0.44 miles, for a total length of 0.8 miles. The trail is cleared through a forest, weaving through two ravines, with nine benches for seating and one pavilion area for rest, and is primarily a dirt pathway.

Genesee Valley Conservancy Trails

With entrances at Avon Road and Lima Road, the John W. Chanler Island Preserve Trail (1.3 miles) is in the Village of Geneseo. Located with an entrance at 3432 Jones Bridge Road, Indian Fort Nature Preserve Research Preserve Trail (2.0 miles) is located in the Town of Geneseo. . These trails are owned and maintained by the Conservancy. Both trails are cleared for hikers, but bicyclists are prohibited.

Municipal Trail

The Highland Park Trail is a 0.8 mile loop around the park in the Village of Geneseo. The gravel pathway can be accessed at 23 Highland Road, and also includes a fitness trail and equipment.

Genesee Valley Greenway

Located on the western edge of this project area, the Genesee Valley Greenway is a multi-use pathway that extends from Cuba, NY, to Rochester, NY. However, due to the Greenway's location to the west of the Genesee River, Geneseo residents must drive, bike, or walk along high-volume state roadways to access the Greenway. To improve accessibility to the Greenway, the *Geneseo Pilot Plan* identified five potential connections, including via Big Tree Lane, Route 63 Bridge, Village of Geneseo River Access Park, and Jones Road/Indian Fort Nature Preserve. These connections are analyzed in the ***Needs & Opportunities*** chapter of this document.

Geneseo Central School District Informal Path

There is currently an informal grass path along the western side of Avon Road on private property that connects to the Geneseo Central School district. For this project, pedestrian use of this path was analyzed using Eco-Counter data; please refer **Figure 12: Eco-Counter Data** for additional detail.

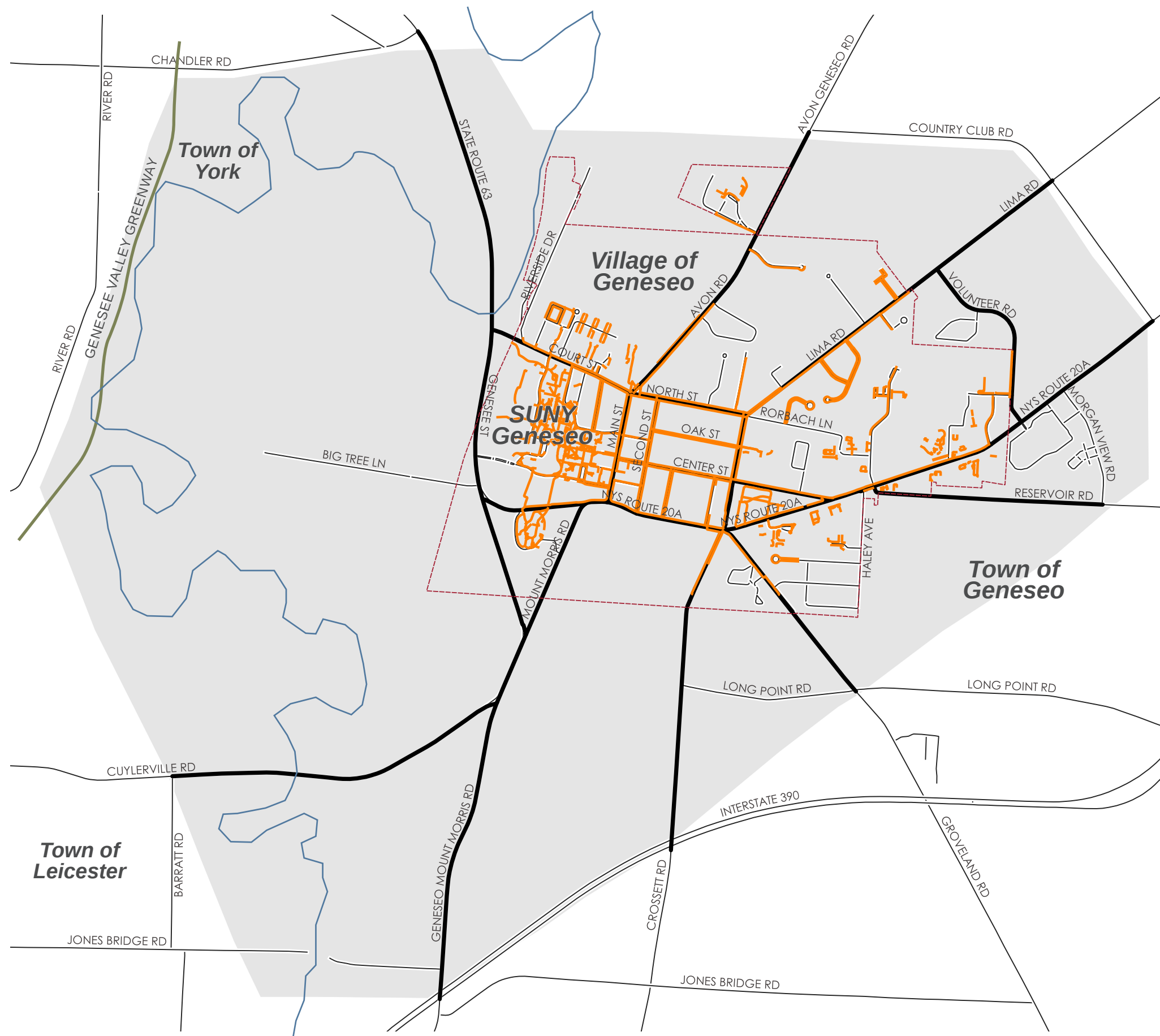


FIGURE 8 **EXISTING SIDEWALKS**

- Study Network
- - - Municipal Boundary
- Sidewalks:

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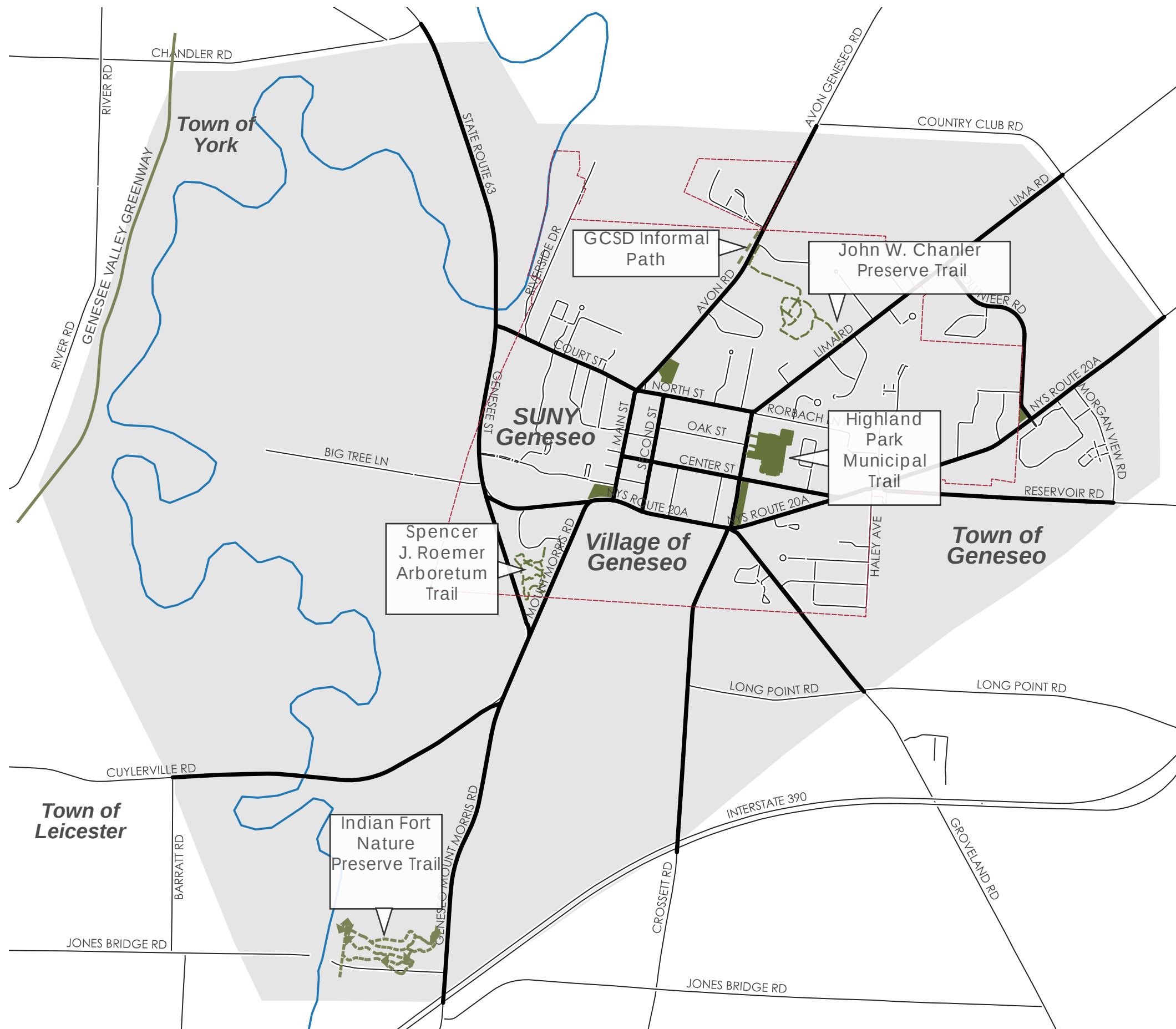
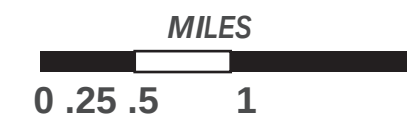


FIGURE 9 **EXISTING TRAILS**

- Study Network
- Project Area
- Parks
- Streams & Rivers
- Existing Trails

EXISTING TRAILS	
0.8mi	Spencer J. Roemer Arboretum Trail (SUNY Geneseo)
2.0mi	Indian Fort Preserve Trail (Genesee Valley Conservancy)
1.3mi	John W. Chanler Preserve Trail (Genesee Valley Conservancy)
0.8mi	Highland Park Trail (Village of Geneseo)



5.6 DATA COLLECTION & ANALYSIS

PRIORITY INTERSECTIONS

Based on community input and inventory of existing conditions, seven intersections were identified as ‘priority intersections’ for more detailed study of active transportation facility improvements. These intersections are illustrated on **Figure 10: Priority Intersections**, and are specifically addressed in the Needs Assessment and Recommendations chapters.

METHOD OF DATA COLLECTION: TIME LAPSE CAMERA

By enabling a day’s worth of data to be analyzed in a matter of hours, time-lapse cameras are an important tool for understanding current active transportation patterns on a site-specific level. They provide both quantitative and qualitative information, which can be developed into visuals that detail pedestrian, jogger, bicyclist, and public transit user movements and usage trends. This data highlights needs and illustrates opportunities to improve the active transportation infrastructure and facilities at particular locations, while visually verifying the data that has been collected regarding potential use of the street.

For this project, time-lapse cameras were set up at four out of the seven priority intersections: Highland Road, North Street, Lima Road, and Rorbach Lane; NYS Route 20A, Crossett Road, Groveland Road, and Temple Hill Street; NYS Route 20A, Volunteer Road, and the Genesee Valley Shopping Center; and NYS Route 20A, Center, and the Medical Center Entrance. They recorded images at 3-second intervals from 7AM to 8PM on Monday, April 29th, 2019, a typical spring weekday with mostly sunny weather and a high temperature of 53°F.



Over these thirteen hours, a total of 276 pedestrians, 20 regional transit riders, 6 bicyclists, and 2 roller skaters passed through the four studied intersections; please refer to **Figure 11: Time Lapse Camera Data** for detailed visuals and key takeaways related to each intersection. A review of camera data at major intersections identified that walking is a significantly more popular means of travel than bicycling in Geneseo.

During the initial camera deployment, it became clear that pedestrians were not using the existing crosswalk within the Temple Hill Street, Groveland Road, Crossett Road, and NYS Route 20A intersection, and were instead walking roughly 280’ west to cross NYS Route 20A at the mid-block crossing near Prospect Street. However, due to the initial placement of the time lapse camera, the interaction between motorists and pedestrians at the Prospect Street crosswalk was not evident. To gather more data, an additional camera was deployed at this location on October 28th and 29th, 2019. Over these two days, a total of 50 pedestrians utilized this crosswalk; as shown in the table below, the majority of vehicles did not stop for pedestrians, forcing them to cross during gaps in traffic. Please refer to the lower-left diagram in Figure 11 for additional visual information regarding this intersection.

ARRIVAL CONDITION	Gap in Traffic	Oncoming Traffic on NYS Route 20A	Oncoming Traffic on NYS Route 20A
CROSSING CONDITION	Crossed Immediately	Had to Wait for Gap in Traffic to Cross	Vehicles Stopped to Allow Crossing
NUMBER OF PEDESTRIANS	22 (44%)	13 (26%)	15 (30%)
AVERAGE WAIT TIME TO CROSS	0 seconds	15.3 seconds	10.2 seconds

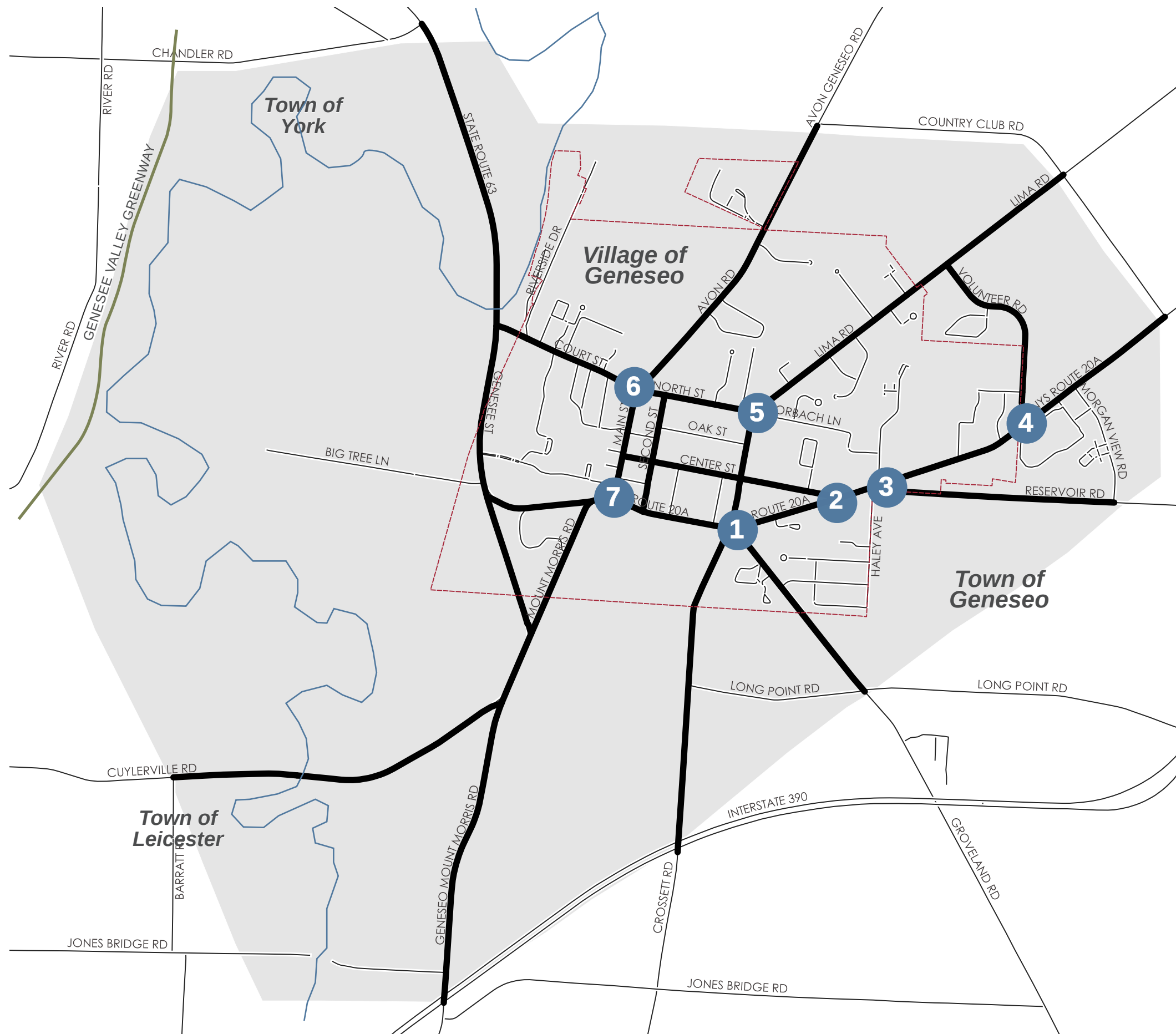
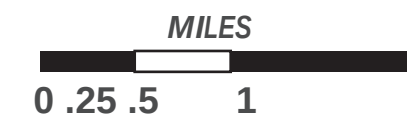


FIGURE
10 **PRIORITY INTERSECTIONS**

- 1** Groveland / Crossett / Temple Hill / NYS Route 20A
- 2** Center / NYS Route 20A
- 3** Megan / Reservoir / NYS Route 20A
- 4** Volunteer / NYS Route 20A
- 5** North / Highland / Rorbach / Lima
- 6** North / Main / Court / Avon
- 7** Main / NYS Route 20A

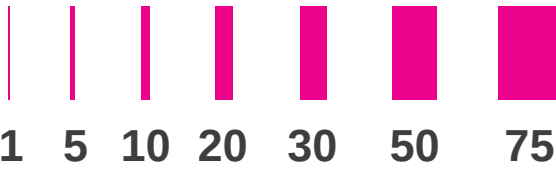


Time lapse cameras were set up at four intersections on Monday, April 29th, 2019, a mostly sunny day. A total of 276 pedestrians, 20 Regional Transit Service bus riders, 6 cyclists, and 2 roller skaters utilized these intersections during the study period.

FIGURE 11 TIME LAPSE CAMERA DATA



LEGEND: PEDESTRIANS PER DAY



The thickness of the pink line corresponds to the amount of people who walked on that particular path during the time period studied

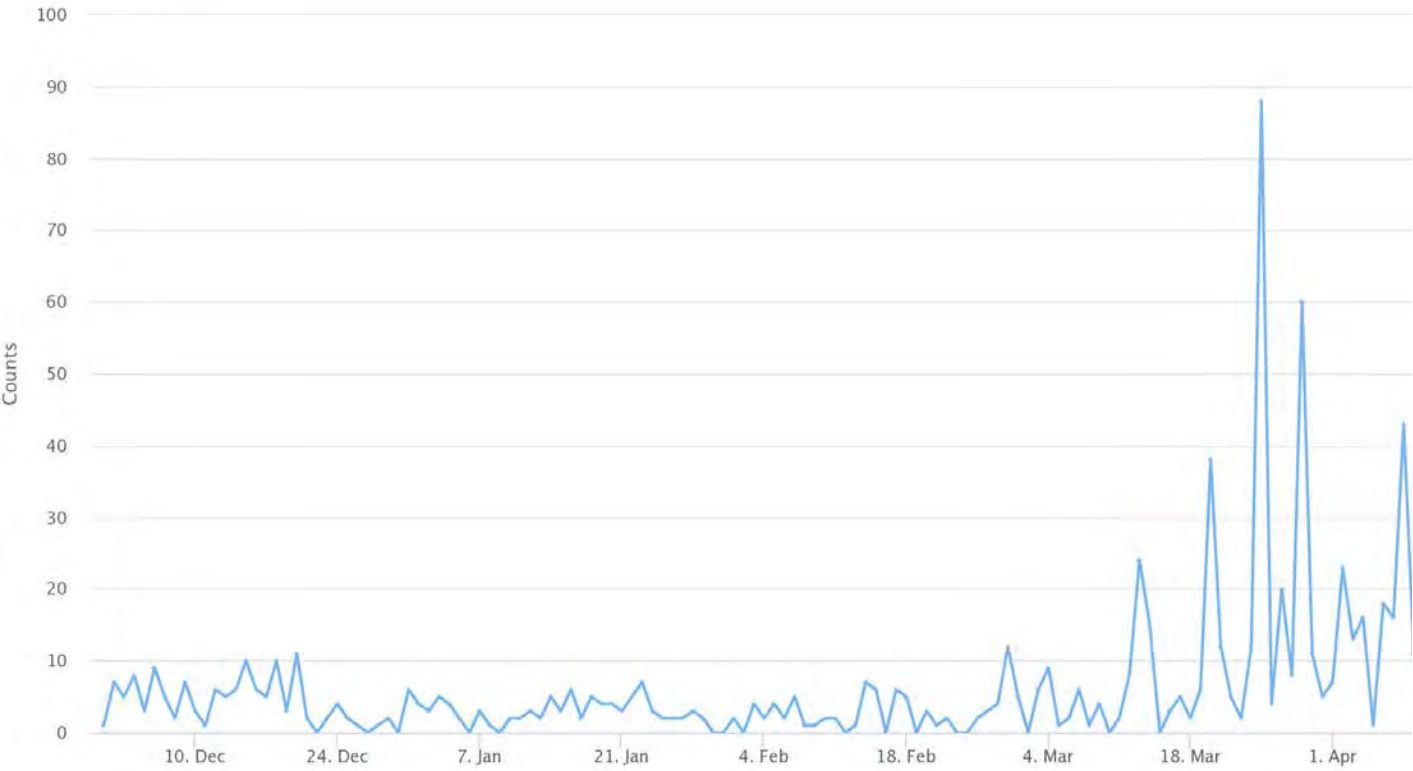
*all pedestrians walking down path "C" crossed over NYS Route 20A at the crosswalk 280' west of this intersection, at Prospect Street. A secondary camera deployment illustrated that pedestrians typically had to wait for gaps in traffic to cross at this location.

METHOD OF DATA COLLECTION: ECO-COUNTER

The 'Eco-Counter' is a pedestrian counting tool that uses heat-sensing mechanisms to detect the amounts and times of pedestrians that pass by a particular location. From December 1, 2018 through April 11, 2019, an Eco-Counter was deployed along the Geneseo Central School informal pathway, approximately 500' southwest of the Avon Road / Cavalry Road intersection. Throughout that timeframe, 824 pedestrians used the path, an average of 6.2 pedestrians per day. The following graphs detail usage trends by seasonal, weekly, and daily use.



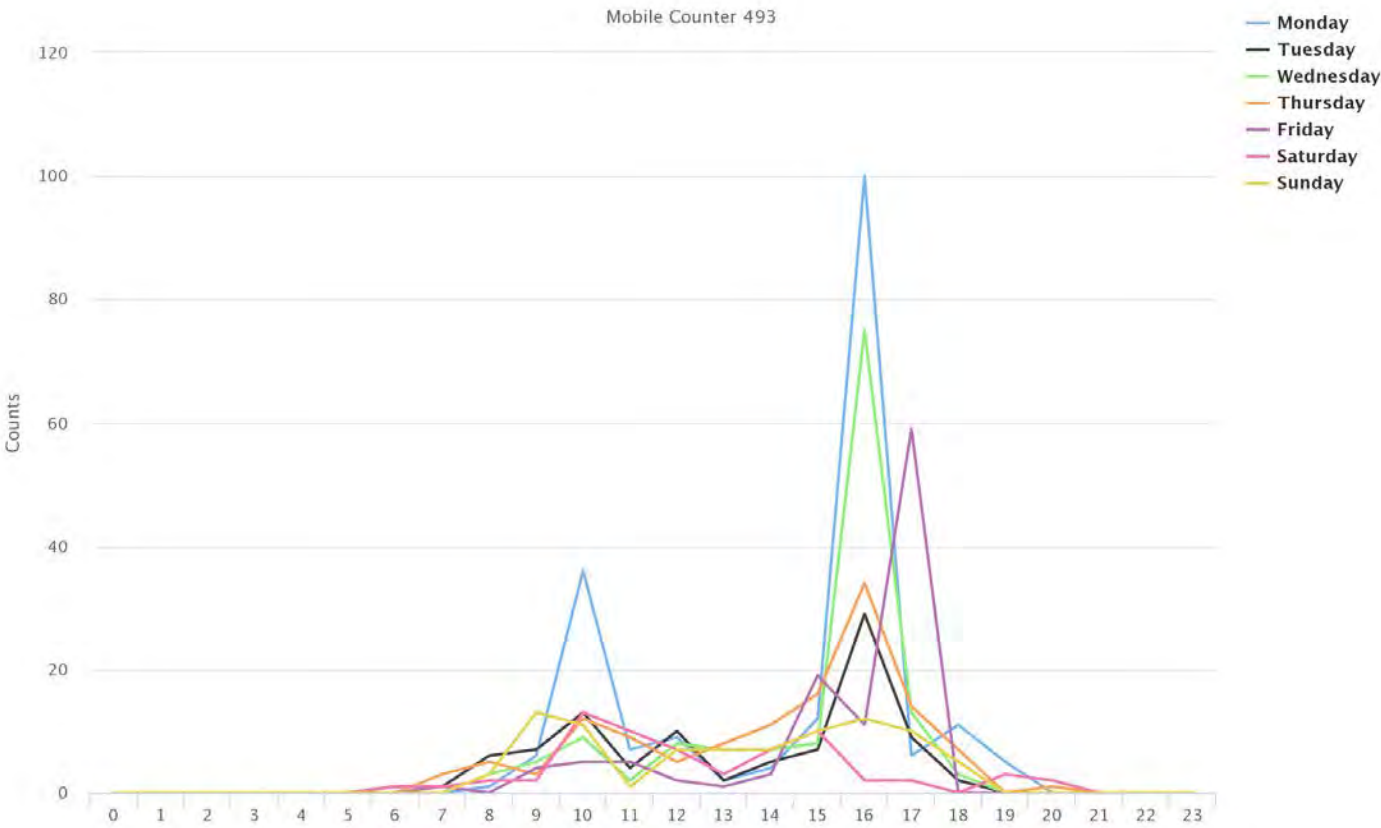
FIGURE 12 ECO-COUNTER DATA



Seasonal Use: The path was used significantly more during the early spring season. However, peak use days did not directly correlate with peak temperatures; for instance, 88 people used the path on March 25, a day with a high temperature of 43 degrees, while only 11 people used the path on March 30, a day with a high temperature of 71 degrees. This suggests that peak use of the path depends more on the occurrence of organized activities than on daily weather.



Weekly Use: The path was used primarily on weekdays, with Saturdays and Sundays seeing the least amount of activity. This data suggests that the path may be used primarily by students walking to school or participating in after-school activities during the week.



Daily Use: The path was used primarily during the afternoon, particularly between 3:00PM and 5:30PM. There was also a slight peak in mid-morning, between 9:00AM and 11:00AM. This data suggests that the path may be used for recreational exercise in the morning and for after-school activities and/or walking home from school in the afternoons.

LEVEL OF SERVICE

The Bicycle Level of Service (BLOS) Model and Pedestrian Level of Service (PLOS) Model measures actual bicycling and walking conditions of each roadway studied, providing an evaluation of the users' perceived safety and comfort with respect to motor vehicle traffic and roadway conditions in addition to the baseline facilities.

This nationally adopted and widely used methodology quantifies the quality, or level of service, for bicyclists and pedestrians that currently exists within the roadway environment on each side of each analyzed road segment in the project area. Factors used for evaluation are detailed below. The resulting score can be used to identify more than adequate, adequate, and inadequate facilities. This analysis can help call attention to active transportation network shortcomings, and prioritize areas for proposed facility improvements.

For this project, bicycle and pedestrian levels of service analyses were performed along approximately 19 miles of roadway, which were broken up into 84 segments based on the character of a roadway and its surrounding land uses. The ratings shown on **Figure 13: Bicycle Level of Service** and **Figure 14: Pedestrian Level of Service** include individual grades for each direction of roadway for each of these segments. Because of the general topography of Geneseo, this plan has also developed a method of rating the grade of a roadway and applying that grade to modify the Bicycle or Pedestrian Level of Service result to reflect the challenges presented by roadway grades to non-motorized travel.

Overall, the analysis results indicate relatively safe and comfortable bicycling and walking conditions for many of the study area segments, with distance weighted averages reflecting Bicycle and Pedestrian Level of Service grades of "B" and "C", respectively, but also with some particular local challenges. The higher grades are likely tied to the fact that the study area has generally low traffic volumes (almost 50% of the network is on roadways with fewer than 5,000 vehicles per day), lower vehicular speeds (particularly in the Village), and a large amount of paved shoulders and sidewalks. However, these assets are balanced out by heavy volumes of truck traffic along several state routes, high speed traffic along more rural roads, and several significant sidewalk gaps throughout the project area. Please refer to **Appendix C** for a breakdown of the level of service ratings and methodologies.

BLOS Model Factors			PLOS Model Factors		
					
Yes	Presence of Bike Lane	No	Yes	Presence of Sidewalk	No
Large	Width of Shoulder	Small	Large	Shoulder Width	Small
Low	Traffic Volume & Speed	High	Low	Traffic Volume & Speed	High
Less	Amount of Travel Lanes	More	Less	Amount of Travel Lanes	More
Low	Percentage of Trucks	High	Low	Percentage of Trucks	High
Small	Outside Travel Lane Width	Large	Yes	Presence of Buffer	No
None	On-Street Vehicle Parking	Yes	Yes	On-Street Parking	No
Good	Pavement Condition	Poor	Yes	Street Tree Presence	No
Flat	Topography	Hilly	Flat	Topography	Hilly

BICYCLE LEVELS OF SERVICE

A

Avon Road: Marked Shoulders, Low Speed Limit, Moderate Traffic Volumes

B

Highland Road: Low Speed Limit, Low Traffic Volumes, Unmarked Shoulders

C

Lima Road: Low Speed Limit, Moderate Traffic Volumes, Little to No Shoulder

D

NYS Route 20A: Shoulders, Moderate Speed Limit, High Traffic Volumes

F

Genesee Street: Marked Shoulders, High Speed Limit, High Traffic Volumes

PEDESTRIAN LEVELS OF SERVICE

A

Center Street: Wide Sidewalks, Low Speed Limit, Large Buffer Zone

B

Lima Road: Sidewalk, Small Buffer Zone, Low Traffic Volumes

C

Court Street: No Sidewalk, No Shoulders, Low Speed Limit, Low Traffic Volumes

D

Avon Road: No Sidewalk, Marked Shoulders, Moderate Speed Limit, Moderate Traffic Volumes

E

NYS Route 20A: No Sidewalk, Marked Shoulders, High Traffic Volumes, Moderate Speed Limit

**Please note that characteristics described on these images do not represent all factors that contribute to the Levels of Service. Please refer to the appendix for more detailed information.*

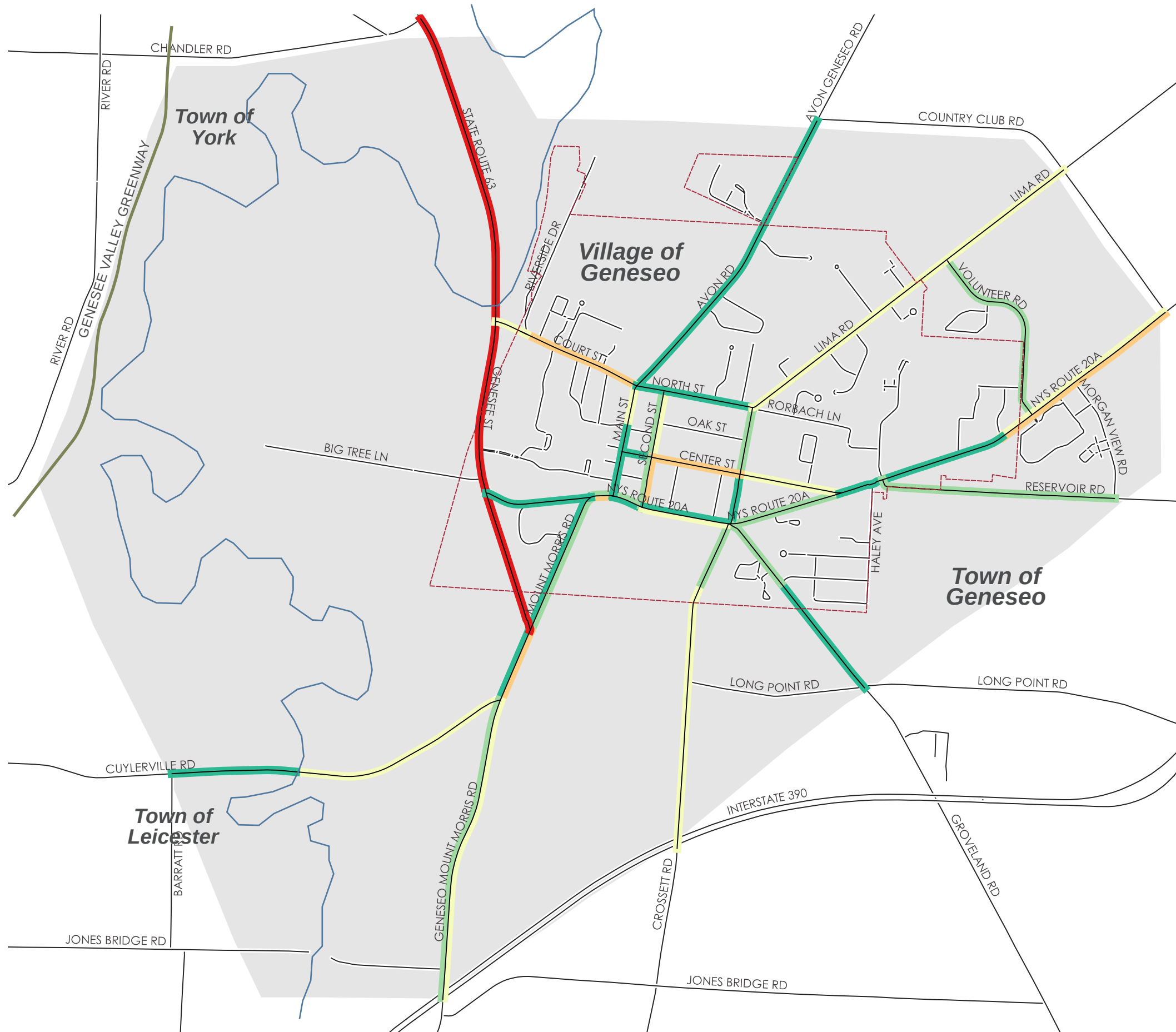
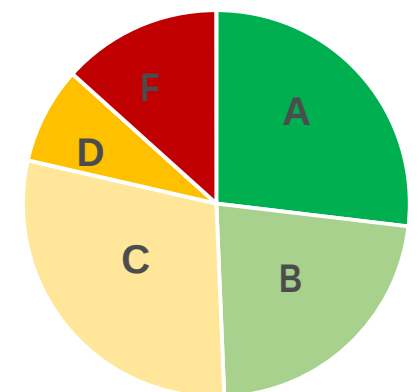


FIGURE 13 **BICYCLE LEVEL OF SERVICE**

Bicycle LOS



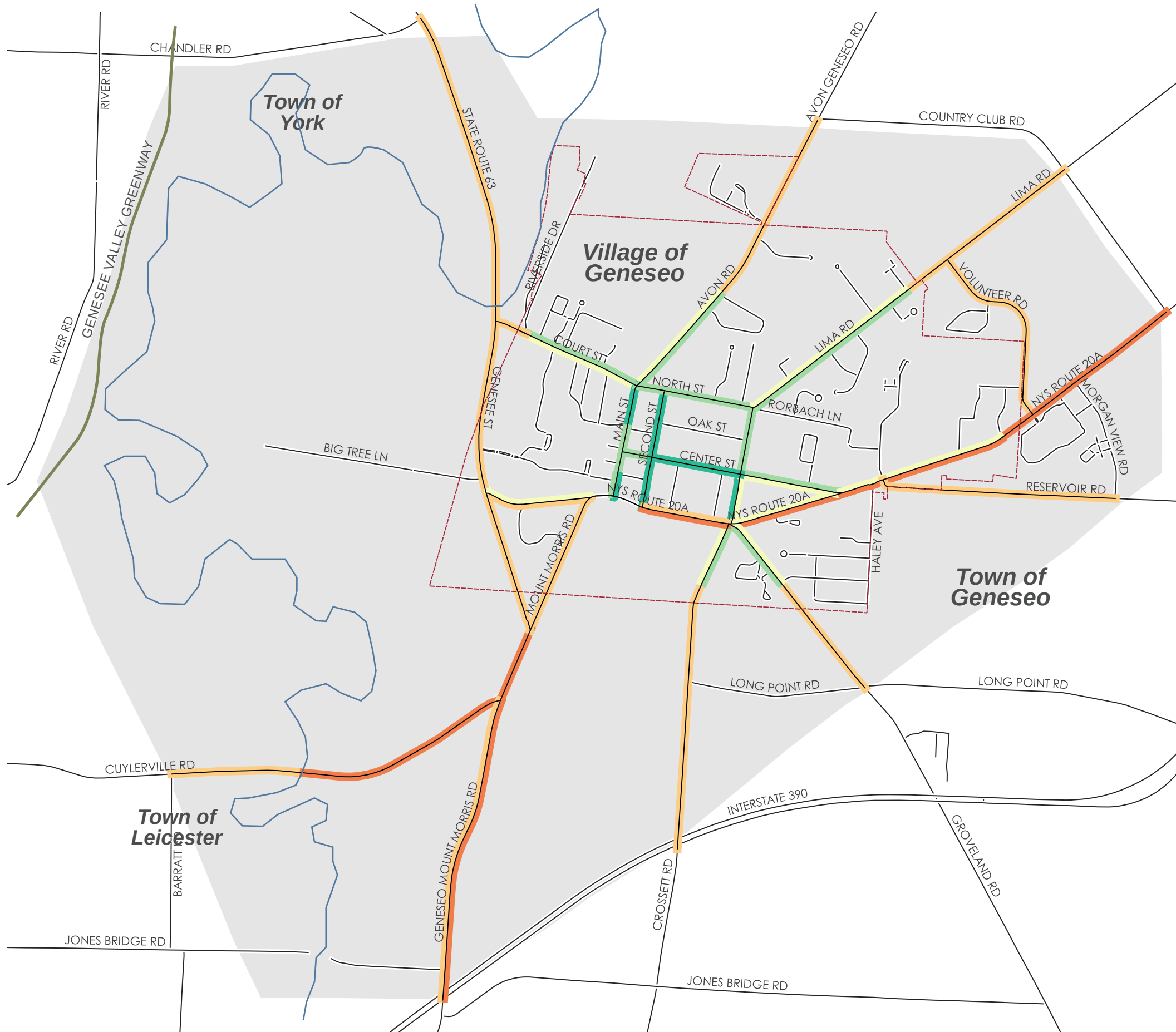
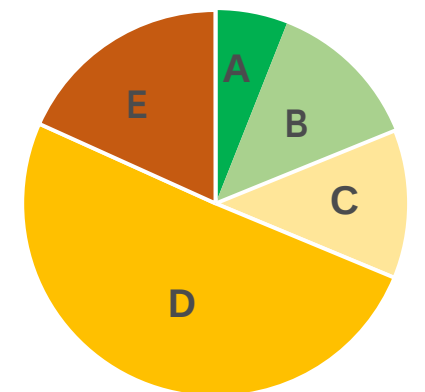


FIGURE 14 **PEDESTRIAN LEVEL OF SERVICE**

Pedestrian LOS

- A
- B
- C
- D
- E
- F



5.7 STORMWATER MANAGEMENT

As identified in precedent plans, and confirmed with additional inventory and analysis, stormwater and waterbodies within the project area do impact some of the roadways and trails within the project area.

There are currently several freshwater/forested wetland and pond wetland areas regulated by the National Wetlands Inventory in the project area, as shown in Figure 15: Environmental Features. While there are no NYS Department of Conservation (DEC) or federally regulated wetlands located near or in the project study roadway network, roadside drainage systems and crossing tributaries do pose potential constraints for pedestrian and bicyclist infrastructure in Geneseo.

Roadside swales and ditches capture stormwater runoff from roadways, and can potentially conflict with desirable sidewalk locations. In Geneseo, swales line the eastern side of NYS Route 20A, both sides of NYS Route 63, and the south side of Mary Jemison Drive. In general, local drainage patterns flow northwest to southeast throughout the project area.

Sections of the Genesee River and Jaycox Creek flow through the project study area. These streams are classified as class “C,” meaning they are not protected under New York State Conservation Law, but they may hinder walking and bicycling conditions during flood events.

According to the Federal Emergency Management Agency (FEMA) maps, there are 100-year flood zones along Jaycox Creek that cross NYS Route 20A near Megan Drive. There are also both 100-year and 500-year flood zones that run along the west side of Riverside Drive. Beyond this point and westward, the town land is in a 100-year flood zone to the Genesee River. This includes nearly the entirety of Big Tree Lane. These flood zones must be considered when evaluating connectivity alternatives to the Genesee Valley Greenway Trail, and trails should be designed accordingly.

5.8 SLOPE & TOPOGRAPHY

Slope significantly impact the ability, visibility, and willingness for active transportation participants to safely navigate Geneseo. Many of the roadways in the project area are between 1%-5%, meaning they are ADA accessible for all pedestrians, and not hard for most bicyclists. While these moderate slopes occur in the eastern and northern portion of the project area, slopes become steep west and south of Main Street. See **Figure 16: Slopes & Topography** for a map of slopes. The list below identified specific areas of concern:

- Inconsistency in grade change on Court Street with 5%-7% slopes.
- North entrance to the college campus 5%-7% slopes.
- Consistent, significant grade change on Mary Jemison Drive.
- Minimal visibility due to hillcrest on Court Street approaching Main Street.
- Minimal visibility due to hillcrest westward of Temple Hill Street to Main Street.
- Eastern portion of Big Tree Lane from Route 63 to Greenway.

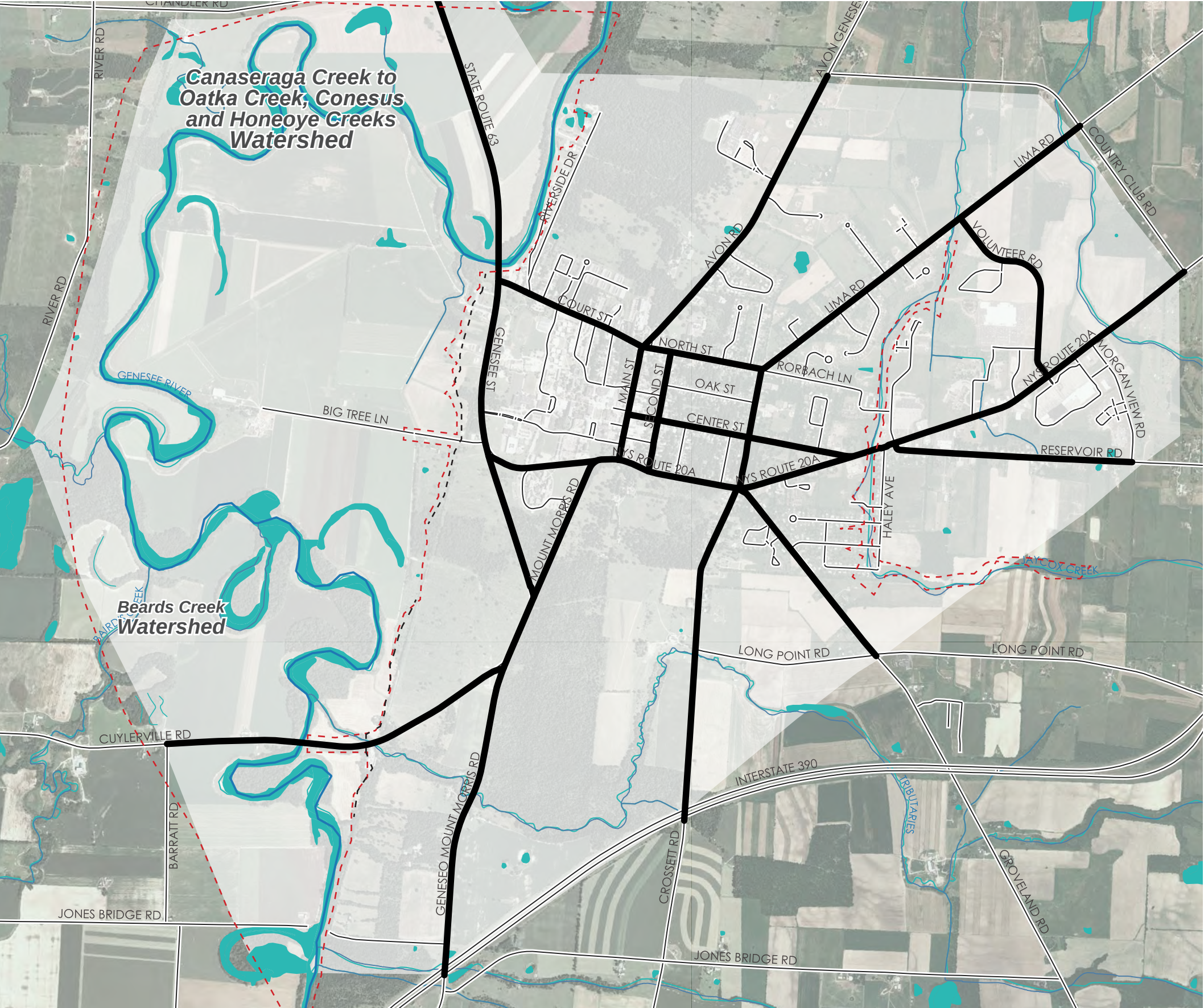


FIGURE 15 ENVIRONMENTAL FEATURES

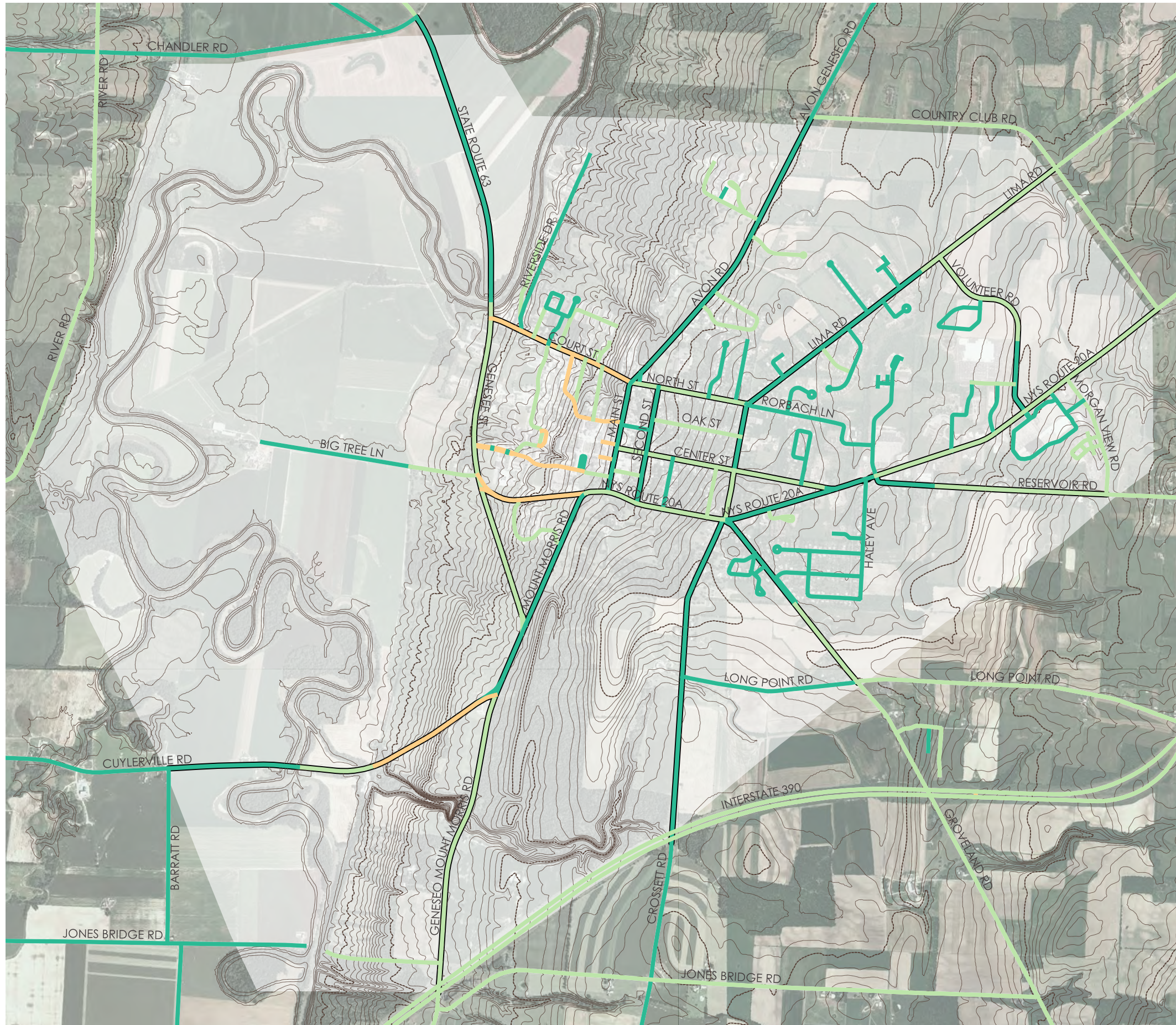


FIGURE
16 **ROAD SLOPE
& TOPOGRAPHY**

- Contours - 10ft
- Road Slope
 - 0%-2%
 - 2%-5%
 - 5%-7%
- Study Network
- Project Area



5.9 LAND USE & DEVELOPMENT REGULATIONS

The Town and Village each have established a series of local land use regulations and policies that shape the character and design of public and private investment in the community. This summary is intended to highlight the provisions that are relevant to this active transportation planning effort and is not intended to be an exhaustive description of all regulatory provisions. Within each municipality there are six code sections that impact land use development patterns, streetscape design, and provision of pedestrian accommodations. These sections are listed below.

TOWN CODE

- Zoning (Chapter 106)
- Site Plan (Chapter 106, Article 52)
- Subdivision (Chapter 93)
- Design Standards (Chapter 93, Article II)
- Streets & Sidewalks (Chapter 90)
- Vehicles & Traffic (Chapter 100)

VILLAGE CODE

- Zoning (Chapter 130)
- Site Plan (Chapter 130, Article XIV)
- Subdivision (Chapter 130, Article XIII)
- Design Standards (Chapter A135)
- Streets & Sidewalks (Chapter 105)
- Vehicles & Traffic (Chapter 123)

The following overview of each of these code sections serves as a foundation for the subsequent assessment of regulatory needs and opportunities (Section 6) and recommendations (Section 8) provided in this Plan.

ZONING CODE

Arguably the most impactful land use and development tool within the Town and Village is their respective zoning codes. Established as local law, the requirements of these chapters in municipal code dictate the physical character, use, and pattern of investment over time. The current zoning districts are shown on the Town and Village Zoning Maps. Most notable are the districts located along the transportation corridors studied as part of this Plan.

Not shown on the Village's zoning map is the Access Management Overlay District (§130-42). The requirements and procedures of this district are intended to achieve the following objectives:

- Provide and manage access to properties while preserving the operational efficiency of the roadway system.
- Improve the safety of motorists and non-motorists.
- Reduce traffic congestion and delay associated with poor access, location, and design.
- Coordinate access management with NYSDOT and Livingston County.

The Access Management Overlay District is applied to the MU-2 District, CI-1 District, R-3 District (east of NYS Route 39, north of NYS Route 20A), C-1 District (west of NYS Route 63), R-1 District (west of NYS Route 63 and south of NYS Route 20A, west of Crossett Road).

Residential Districts

Uses permitted include single- and two-family dwellings, with the addition of agricultural uses in the Town, and multi-family dwellings in the R-3 District and by special permit in the LDR District.

DISTRICT	MIN LOT AREA	MIN LOT WIDTH	MIN FRONT YARD	MAX BLDG HEIGHT
TOWN				
AZ / RR	1 Acre	125 ft	70 ft	35 ft
HR	3 Acres	500 ft	150 ft	35 ft
LDR	30,000 sf	150 ft	70 ft	35 ft
VILLAGE				
R-1	10,000 sf	75 ft	20 ft	35 ft
R-2	7,500 sf	50 ft	20 ft	40 ft
R-3	6,000 sf	60 ft	10 ft	35 ft

Commercial Districts

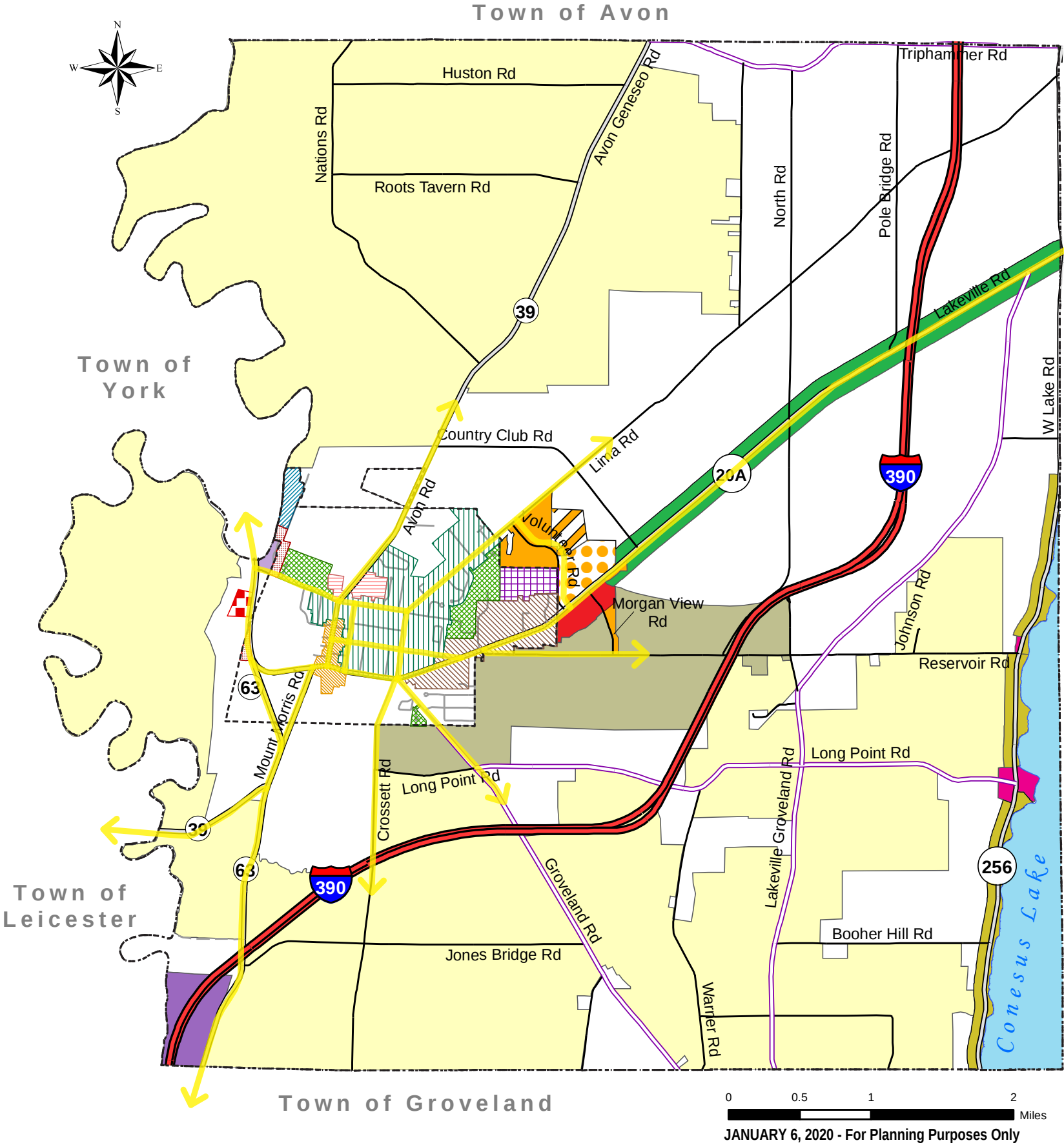
No residential uses are permitted within the Town or Village commercial districts. The C-1 District does permit a mixed-use structure, but does not define the mix of uses permitted. These districts are the most auto-oriented, allowing gas stations, auto repair, and large-scale, regional retail uses.

DISTRICT	MIN LOT AREA	MIN LOT WIDTH	MIN FRONT YARD	MAX BLDG HEIGHT
TOWN				
GC	30,000 sf	100 ft	40 ft	45 ft
LC	30,000 sf	100 ft	30 ft	40 ft
VILLAGE				
C-1	40,000 sf	100 ft	35 ft	35 ft
CI-1	20,000 sf	80 ft	20 ft	45 ft

Mixed Use Districts

Residential and commercial uses are permitted in these districts at varying densities and development styles. Overall, the intent is to foster vibrant activity centers.

DISTRICT	MIN LOT AREA	MIN LOT WIDTH	MIN FRONT YARD	MAX BLDG HEIGHT
TOWN				
MUI, II, III	0.5 Acres	100 ft	50 / 70 ft	35 ft
VILLAGE				
MU-1	3,000 - 20,000 sf	50 - 100 ft	0 - 5 ft	40 - 45 ft
MU-2	8,000 - 30,000 sf	50 - 150 ft	10 ft 35 ft (20A)	45 - 50 ft



TOWN & VILLAGE ZONING MAPS

Active Transportation Plan Study Area

TOWN ZONING DISTRICTS

- Agricultural Zoning (AZ)
- Rural Residential (RR)
- Highway Residential (HR)
- Lakeshore Residential (LR)
- Low Density Residential (LDR)
- General Commercial (GC)
- Lakeshore Neighborhood Commercial (LNC)
- Limited Commercial (LC)
- General Industrial (GI)
- Light Industrial (LI)
- Mixed-Use I (MUI)
- Mixed-Use II (MUII)
- Mixed-Use III (MUIII)

VILLAGE ZONING DISTRICTS

- Residential (R-1)
- Residential (R-2)
- Residential (R-3)
- Community Resources (CR)
- Mixed Use (MU-1)
- Mixed Use (MU-2)
- Commercial (C-1)
- Commercial/Industrial (CI-1)
- Waterfront Mixed Use (WMU)

SITE PLAN REVIEW

Another key component of the Town and Village zoning codes is the required site plan review process. The purpose of site plan review is to ensure local development applications are consistent with the vision, policies, and goals of each municipality. Within the Village of Geneseo, site plan review is required for all development projects except one- and two-family residential dwellings and related accessory uses in the R-1 and R-2 Districts. The review and approval or disapproval of applications is the purview of the Village Planning Board.

Similarly, within the Town of Geneseo, site plan review is required for all development projects except one- and two-family dwellings, permitted residential accessory structures, alterations to one- and two-family dwellings, and agricultural land uses (except for roadside farm stands). The Town Planning Board is also the final decision authority for review and approval or disapproval.

SUBDIVISION

Both the Town and Village have provided their respective Planning Boards with review and final decision authority for subdivision applications in accordance with NYS Municipal Law. Unlike site plan review, the subdivision review process typically applies to applications proposing the development of new or altered lots, streets, utility infrastructure, or other designated rights-of-way. Each municipality's subdivision regulations provide design and development standards to ensure that newly created lots, streets, sidewalks, or utility infrastructure is built to the community's expectations. Some Town and Village requirements related to pedestrian infrastructure and streetscape design are listed below.

- Sidewalks and walkways provided in all development
- Interior pedestrian walks (5+ foot width) and crosswalks (10+ foot width) for blocks over 1,000 feet
- Street intersections designed at right angles as nearly as possible
- Intersections designed with extreme care for pedestrian and vehicular safety
- Street trees planted in residential developments

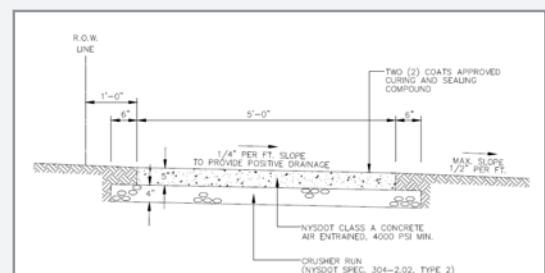
STREETS & SIDEWALKS / VEHICLES & TRAFFIC

These sections generally apply to the maintenance and function of streets and sidewalks, as well as the movement of traffic. The Streets and Sidewalks Chapter of the Town addresses the clearing of snow and infrastructure maintenance, while the Vehicles and Traffic Chapter is more for police enforcement.

DESIGN & CONSTRUCTION STANDARDS

In addition to subdivision design standards, many communities employ more technical construction standards. The Village of Geneseo does have such standards in the form of Land Development Regulations and Public Works Requirements (Chapter A135). This Chapter includes technical drawings of infrastructure specifications (example below).

For new construction, the Village requires a minimum sidewalk width of 5 feet, with sidewalks on both sides of the street, where feasible. The Planning Board is authorized to adjust some standards to fit the context or constraints of various development sites.



EXISTING VILLAGE CODE SUMMARY

CHAPTER		SECTION		DESCRIPTION
130	Zoning & Subdivision of Land			
		41	Planned Residential Development District	The intent of this district is to encourage creative approaches which allow flexibility in settings that require a somewhat unified plan for residential development. This section promotes density and discusses the need for sidewalks, but does not explicitly require any bicycle facilities.
135A	Land Development Regulations & Public Works Requirements			
III	Development Requirements	A-15	Street Layout	Subsections B and F mandate that streets in new developments and minor streets be laid out to discourage through traffic. Connections are required, but may be severed for specific planning reasons.
		A-18	Blocks	A.4: “Requirements for safe and convenient vehicular and pedestrian circulation” are specified among the conditions to be regarded in the drafting of blocks within a development.
IV	Site Improvements	A-28	Site Improvements	“Sidewalks shall be installed on both sides of the street and installed 1-foot inside the road right-of-way.”
		A-34	Street Lighting	While street lighting is required along new streets, sidewalk lighting is specified as a requirement the Planning Board may specify in certain developments.
VII	Design Criteria	A-56	General Road Design Criteria	B. Horizontal Alignment: Clear sight at intersections is specified as a requirement of a roadway design, without explicit specification of visibility of bicycles
				F. Road Widths: The standard road widths provided collector streets of 26 and 24 feet are not wide enough to include bike lanes in association with 10-foot or wider lanes.
		A-59	Sidewalks	The specification for sidewalks establishes a minimum width of 5 feet
IX	Installation of Improvements	A-85	Concrete Gutters and Sidewalks	The specification for cross slope establishes a standard cross slope of ¼ inch per foot, or 1:48. This is steeper than the 1:50/2% maximum cross slope that is established in adopted ADA guidance.
	Appendices	S, T, U	Typical Road Cross Sections	Cross section illustrations for Collector Local and Private Roads show sidewalks but do not include any dimensions or other sidewalk-specific criteria.
		X	Sidewalk Detail	In addition to thickness and material specifications, detail specifies 5-foot sidewalk width and 1:48 cross slope.
105	Streets & Sidewalks			
		5	Riding on Sidewalks	“No person shall ride any bicycle, motorcycle, skateboard, or motor vehicle upon any sidewalk in the village.”
		6	Accumulations & Encumbrances	“All accumulations of snow, ice, or other substance, encumbrance, or obstruction shall be removed from sidewalks by the owner, occupant, tenant, or other person having the charge or control of the premises, before 12:00 noon following the deposit thereof”
		11.1	Sidewalk Permits	“Sidewalk permits shall be required in the MU-1 Zoning District for items including, but not limited to, merchandise for sale and/or use of tables, chairs, or grills. Applicants shall maintain a minimum of a thirty-six-inch-wide handicap accessible path between the street and merchandise, tables and chairs and grill(s) at all times. Access to the business must also be kept free and clear of any merchandise, tables and chairs or grill(s) at all times.”
123	Vehicles & Traffic			
		51	Speed Limits	All speed limits on Village roads within this project network are 30 mph, with the exceptions of: Avon Road: “From the Village line 0.5 mile south in both directions to the 30 mph zone,” the speed limit is 40 mph NYS Route 20A: “From the Village line .4 mile west in both directions to the 30mph zone at Reservoir Rd,” the speed limit is 35 mph Route 63: “From the Village line to the Village line in both directions,” the speed limit is 45 mph.
		52	School Speed Limits	While the code states that “No person shall drive a vehicle in excess of the speeds indicated below, in the areas below, during school days between 7:00am and 6:00pm,” no areas are currently designated.

EXISTING TOWN CODE SUMMARY

CHAPTER	SECTION	DESCRIPTION
93	Subdivision of Land	
	6	Definitions
		“Street: A strip of land, including the entire right-of-way, intended for use as a means of vehicular and pedestrian circulation.”
	8	General Standards Applicable to All Types of Development
		“Pedestrian interior walks may be required... in blocks over 1,000 feet or to provide pedestrian walkway continuity within a given subdivision. Such crosswalks shall have a width of not less than 10 feet and a paved walk of not less than five feet.”
	13	Street Pavement, Curbs, and Sidewalks
		The Town of Geneseo provides minimum requirements for sidewalks in Arterial, Collector, Minor, and Marginal Access Streets above 4 feet wide in a table for comprehensive use.
106	Zoning	
	23.3	Mixed Use Districts: Objectives
		Development of an internal roadway system that provides for the safe and efficient travel of pedestrians and cyclists as well as motorists. Said roadway system should include sidewalk connections, crosswalks, transit stops, and bicycle accommodations where appropriate.
	41.3	Off-Street Parking & Loading Regulations: General Requirements
		Pedestrian Walkways. All parking lots that contain more than 20 spaces, including access lanes and driveways, must include clearly identified pedestrian route from the parking area to the main building entrance and to the public sidewalk along the street if present.
	41.7	Off Street Parking & Loading Regulations: Minimum Parking Space Requirements
		This section specifies parking requirements in each zoning district. Bicycle parking is required in all mixed-use districts at 10% of the motorized vehicle parking requirements but not less than two bicycle spaces and not more than 10 bicycle spaces for any use.
	44.3	Design Standards & Guidelines: Objectives
		Create lively, pedestrian -friendly, and attractive buildings, sites, open spaces, and streetscapes where residents and visitors will enjoy walking, biking, and driving.
	44.4	Design Standards & Guidelines: Site Planning Standards
		This section describes walkway and bicycle access concepts. Walkways must be constructed along the entire frontage length, meet minimum width of 5 feet with curbing, and connect to the building front. Bicycle circulation must include separate facilities, parking facilities, and access.

6 | NEEDS & OPPORTUNITIES



Existing conditions, community input, and the Project Steering Committee identified needs and opportunities for active transportation infrastructure throughout the project area. This list of needs is compiled under the following categories: on-road facilities, off-road facilities, and programs & policies.

6.1 INTERSECTIONS

The identified needs for each of the seven priority intersections are summarized below. **Figure 17: Crosswalks & Intersection Opportunities** locates each of these intersections.

1 | NYS ROUTE 20A, CROSSETT STREET, GROVELAND ROAD & TEMPLE HILL ROAD

This has been identified as the most concerning intersection in previous studies and for this project due to its configuration. Based on recommendations from previous studies, one crosswalk was recently installed at this intersection, and one mid-block crosswalk was installed just west of the intersection.

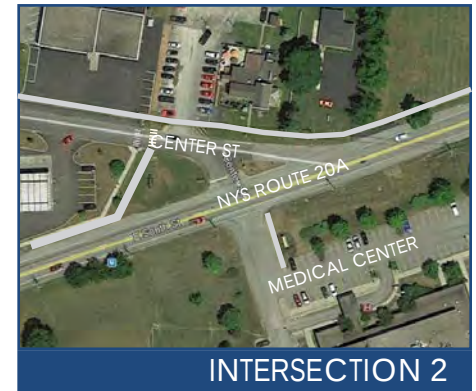
- Community input and data analysis, however, have illustrated a need for further enhanced pedestrian facilities and a potential intersection reconfiguration. For instance, camera data analysis showed that instead of crossing at this intersection, 75% of pedestrians walked down to the mid-block crossing to move across NYS Route 20A. This pattern is likely due to the significant crossing distance and the amount of potential vehicular conflict points at this intersection. The presence of municipally-owned property to the northwest of this intersection also presents an opportunity for installation of a roundabout or other traffic calming measure.



2 | NYS ROUTE 20A & CENTER STREET

Center Street and NYS Route 20A provide access between the downtown and retail on NYS Route 20A. The radius at which Center Street spurs from NYS Route 20A and the slip lane causes vehicles to speed into the turn. Pedestrians crossings have to be set-back from the intersection for safety and on-road users experience difficulty to turning out of the Medical Center and Center Street.

- There is a need to improve ADA accessible infrastructure to the existing crosswalk across Center Street.
- There is a need to improve pedestrian connections to the Medical Center. Without a crosswalk or sidewalk along the south side of NYS Route 20A, visitors accessing the Medical Center must walk along the grass or move across traffic without any protection.
- Previous studies, community input, and the analysis of existing conditions have identified the need to explore traffic calming measures related to the 'slip lane' onto Center Street.



3 | RESERVOIR ROAD, MEGAN DRIVE, & NYS ROUTE 20A

This intersection is a safety concern due to the lack of crosswalks and shoulder space along NYS Route 20A. Additionally, there have been over fifteen vehicular crashes at or near this intersection since 2009, in addition to one collision involving a pedestrian.

- Though there is currently one crosswalk at this intersection, there is a need for crosswalks at all approaches.
- There is a need for continued bicycle facilities and shoulders at this intersection.



4 | NYS ROUTE 20A & VOLUNTEER ROAD

This intersection is the major gateway that transitions from the Town to the Village, providing access to Genesee Valley Shopping Center Plaza, retail along NYS Route 20A, and future development along Volunteer Road.

- Based on community input and camera data analysis, there is a need for improved pedestrian infrastructure at this intersection. For instance, camera data showed that 30 pedestrians used this intersection in one day, and they were forced to either walk in the grass or in the shoulder. The 13 pedestrians that crossed the intersection were also forced to do so without the assistance of any crosswalk or signage. Furthermore, the proposed development to the northeast of this intersection is expected to increase pedestrian traffic.



5 | NORTH ROAD, HIGHLAND ROAD, RORBACH LANE & LIMA ROAD

Camera data analysis identified that this intersection is passed through by a variety of user groups, including families, recreational walkers and joggers, and people waiting at the RTS Bus Stop. The *Geneseo Pilot Plan* identified safety is a concern at this location.

- A crossing is needed at the northeast corner of this intersection to facilitate access to sidewalks along the north and east sides of Lima Road. This would help create a seamless network between the Highland Park trail and the Conservancy Trails.
- Camera data analysis identified that facilities are needed to accommodate people waiting for the RTS buses. For instance, 50% of the 19 people who were waiting for the bus on the date of camera analysis waited over 5 minutes, and had nowhere to sit or find protection from the weather.
- There is an opportunity to configure this intersection to better accommodate bicyclists entering from Rorbach Lane, which community members identified as a key bicycle corridor.



6 | NORTH STREET, MAIN STREET, & AVON ROAD

This intersection serves as a major pedestrian crossroads, as SUNY Geneseo is located to the southwest, the County governmental complex is located to the north, and residences are located to the south and west of this intersection. Additionally, the Geneseo Central School District is located 0.8 miles north of this intersection along Avon Road. A recent NYSDOT project installed a 4-way stop at this location.

- There is a need to reconstruct ramps and replace detectable warning mats for ADA compliance.
- There is an opportunity to better define usage of road edges, including striping for parking, since vehicles often form two lanes.



7 | MAIN STREET & NYS ROUTE 20A

This intersection serves as one of the gateways into the downtown area for those entering Geneseo from the south. The entrance to the Wadsworth Homestead is also located south of this intersection.

- This intersection's proximity to downtown, the convenience store, the Village Park, and the Wadsworth Homestead leads to a notable amount of pedestrian usage, and there has been one vehicular crash at this intersection in the past ten years. There is a need for pedestrian facilities to enhance accessibility and safety while crossing this intersection in all directions.
- There is an opportunity to prohibit parking directly adjacent to the intersection to improve sight distances.



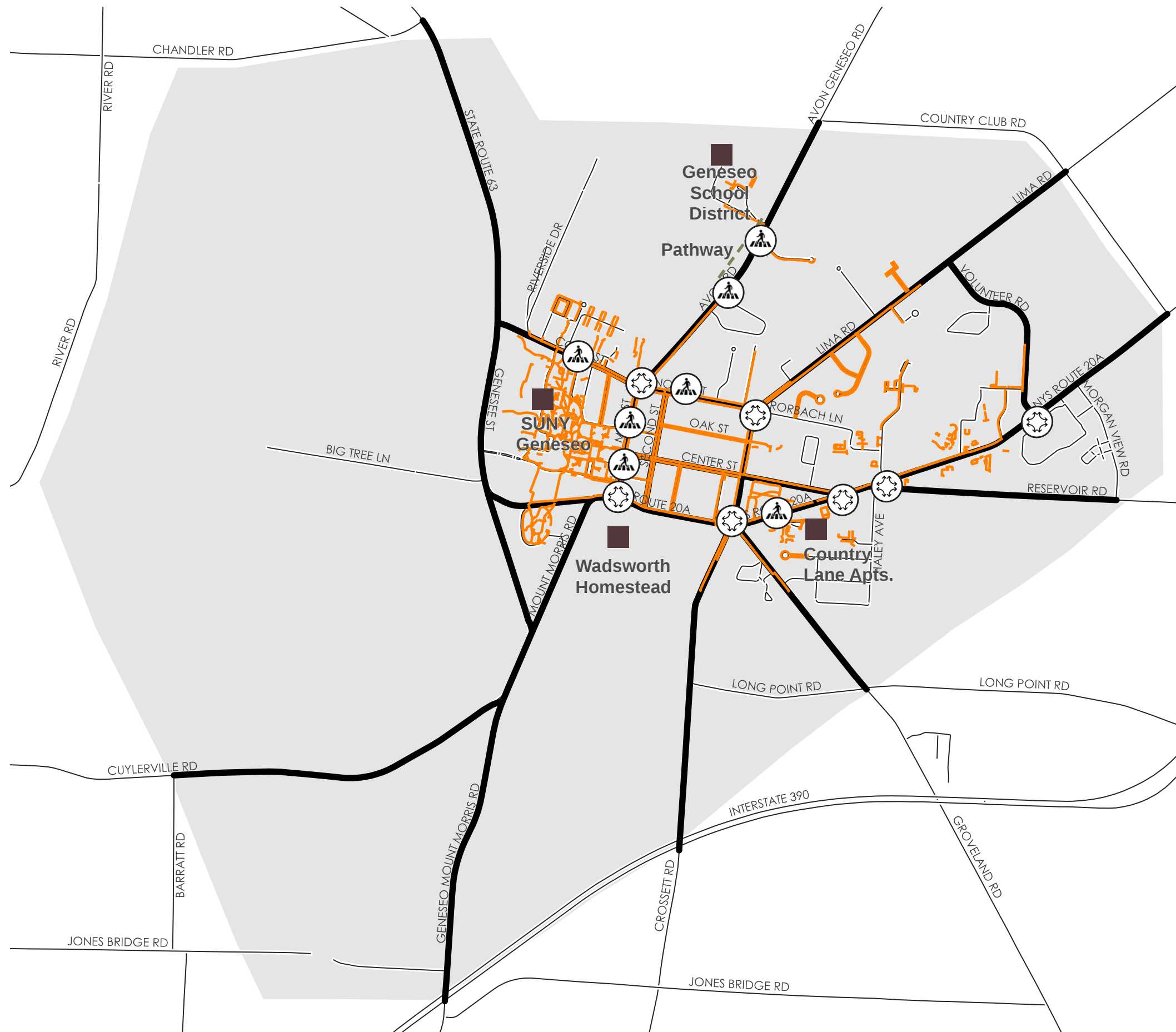


FIGURE 17 **INTERSECTION & CROSSING OPPORTUNITIES**

— Study Network
— Sidewalks

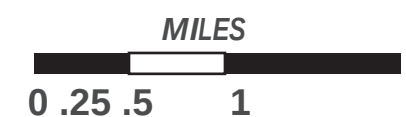


INTERSECTION OPPORTUNITIES

- Groveland Road/Crossett Road/ NYS Route 20A/ Temple Hill Street
- Center Street / NYS Route 20A
- Reservoir Road/NYS Route 20A
- Volunteer Road/Genesee Valley Plaza/NYS Route 20A
- Avon Road / Highland Road / North St / Lima Road
- North St / Main St / Avon Road / Court St
- NYS Route 20A / Main St



MID-BLOCK CROSSING OPPORTUNITIES



6.2 CROSSWALKS

The following crossings are located either at additional intersections or in the middle of blocks. ‘Mid-block’ crossings provide opportunities for pedestrians to safely move across corridors without having to walk to an intersection. Because of their location in areas where motorists do not expect to stop, it is imperative that all mid-block crossings are clearly signed. Inventory and analysis of existing conditions identified the following needs and opportunities for implementing new mid-block crossings and enhancing existing mid-block crossings in Geneseo.

ENHANCED CROSSING OPPORTUNITIES	
Main Street (Throughout)	<i>There are opportunities to implement curb extensions and enhanced signage at crosswalks throughout Main Street. As detailed in the following chapter, curb extensions, or ‘bumpouts’ shorten pedestrian crossing distances and enable pedestrians and motorists to more easily see each other.</i>
North Street (Throughout)	<i>There are opportunities to improve the existing crossings at Second Street & Northview Drive through additional signage and curb extensions.</i>
NYS Route 20A (Prospect St)	<i>As illustrated by the time lapse data collection, this crosswalk is frequently used by pedestrians to cross over NYS Route 20A. There is an opportunity to enhance this existing crosswalk through additional signage and the potential installation of a Rapid Rectangular Flashing Beacon.</i>
Court Street (Throughout)	<i>There are opportunities to enhance the existing crossings at Wadsworth Street and University Drive through signage and lighting, and repaint the previously marked crossing at Meadow Drive</i>
Avon Road (Westview Crescent)	<i>This crosswalk is primarily used by students and residents accessing the informal path to the Geneseo Central Schools. There are opportunities to improve this crosswalk through back-to-back signage, reflective posts, and a potential RRFB.</i>



NEW CROSSWALK OPPORTUNITIES

NYS Route 20A
(at Country Lane
Apartments)

There is an opportunity to provide facilities for pedestrians who often cross between the apartments on the south side of NYS Route 20A and the existing sidewalk on the north side of the corridor.

Avon Road (Cavalry
Road and/or School
District Driveway)

There is an opportunity to encourage more students to walk to school by providing a safe crossing over Avon Road. This would provide facilities not only for students living on Cavalry Road, but also students who live along Lima Road and can walk to school via the Island Preserve trail.

Main Street
(Throughout)

There is an opportunity to increase the frequency of mid-block crossings along Main Street, due to high levels of pedestrian activity. As detailed in the following chapter, recommended distances between crosswalks in areas with heavy pedestrian activity may be as close as 200'. However, as shown in the image on the previous page, there are two locations along the commercial stretch of Main Street (adjacent to Chesnut Street, and across from the Big Tree Inn), where crosswalks are currently over 350' apart. Additionally, Chesnut Street is the only intersecting roadway along this stretch of Main Street that does not have a crosswalk directly adjacent to it.

ADDITIONAL CONSIDERATION: 'BEAR' FOUNTAIN STATUE

Located at the intersection of Center Street and Main Street, the Bear statue is an historic, aesthetic, and cultural landmark in Geneseo. The fountain also serves as a traffic calming feature; however, it has been occasionally hit by vehicular traffic since its installation. There are several opportunities to reconfigure the intersection, to protect the statue while maintaining traffic flow and enhancing pedestrian visibility and mobility.



'BEAR' FOUNTAIN & STATUE

6.3 SIDEWALK GAP ANALYSIS

Sidewalk gaps are key areas where sidewalks do not exist, and cause safety and accessibility concerns, as pedestrians are often forced to walk in the roadway or on grass. The Village Code sets the standard for sidewalks along both sides of the road with the intent of establishing a continuous sidewalk network.

Nearly all streets in the Village of Geneseo have sidewalks. However, there are a few key locations where gaps exist in the system that inhibit the community from being entirely walkable. Previous studies, including the *Route 20A Access Management Plan*, indicate that sidewalk gaps are an issue in transition from the Village to the Town. Other areas which lack consistent sidewalks include

across driveways to plazas and retail along NYS Route 20A. While some of these gaps are due to constraints along the roadway, there is value to a solution that closes the gaps between local destinations, businesses, and recreational opportunities.

Figure 18: Sidewalk Opportunities and the following table illustrate the gaps noted in the inventory and analysis stage, including those created by driveways that break the continuous sidewalk network. The proposed sidewalk that is highlighted in blue in this figure refers to the sidewalk that will be installed as part of the new development on the northeast corner of the NYS Route 20A / Volunteer Road intersection.

Because these sidewalk gaps exist along State Routes, Town Roads, and Village Roads, coordination is necessary between the Town and the Village to establish these routes as interdependent systems providing mutual benefits to residents in each municipality.

SIDEWALK GAP LOCATIONS

ROADWAY	Segment	Side of Gap	Jurisdiction
TEMPLE HILL ST.	NYS Route 20A to Center St.	East	Village of Geneseo
CENTER ST.	NYS Route 20A to Temple Hill St.	South	Village of Geneseo
NYS ROUTE 20A	Groveland Rd. to Center St.	South	NYSDOT, Village of Geneseo
NYS ROUTE 20A	Center St. to Reservoir Rd.	South	NYSDOT, Village of Geneseo
NYS ROUTE 20A	Reservoir Rd. to Ryan Dr.	South	NYSDOT, Village of Geneseo, Town of Geneseo
NYS ROUTE 20A	Ryan Dr. to Volunteer Rd.	South	NYSDOT, Village of Geneseo, Town of Geneseo
NYS ROUTE 20A	Ryan Dr. to Volunteer Rd.	North	NYSDOT, Village of Geneseo, Town of Geneseo
VOLUNTEER RD.	NYS Route 20A to Veteran Dr.	West	Town of Geneseo
VOLUNTEER RD.	Veteran Dr. (N) to Lima Rd.	West	Town of Geneseo
LIMA RD.	Westhampton Dr. to Volunteer Rd.	South	Town of Geneseo
LIMA RD.	Island Preserve to Kimberly Dr.	North	Village of Geneseo
NYS ROUTE 20A	Main St. to Crossett Rd.	South	NYSDOT, Village of Geneseo
AVON RD.	Westview Cr. to School Drive	West	NYSDOT, Village of Geneseo, Private Property
MARY JEMISON DR.	SUNY Driveway to Genesee St.	North	Village of Geneseo
RESERVOIR RD.	Morgan View to NYS Route 20A	Both	Town & Village of Geneseo

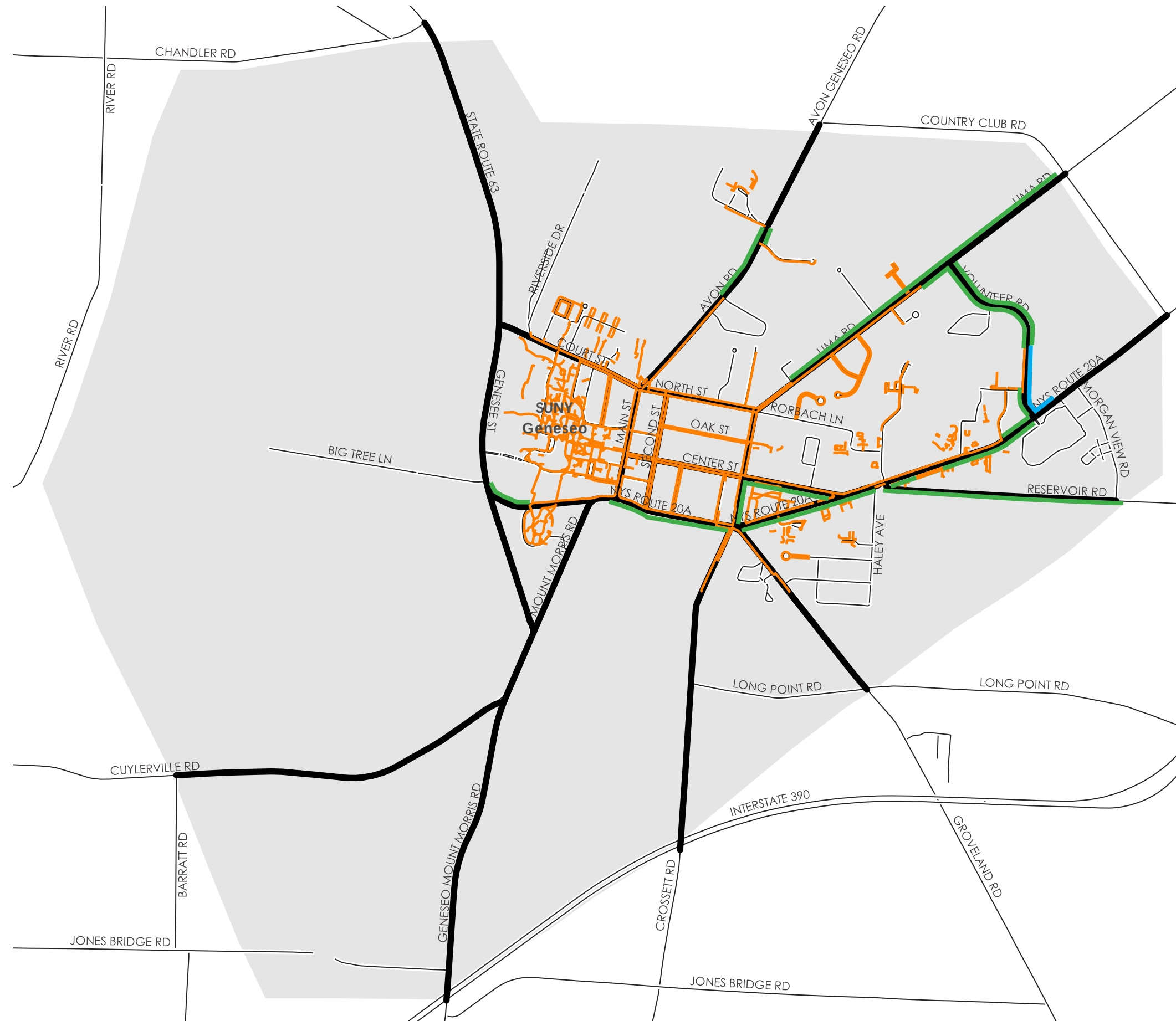
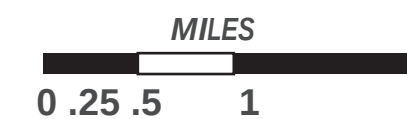


FIGURE
18 **SIDEWALK
OPPORTUNITIES**

- Study Network
- Existing Sidewalk
- Sidewalk Gap
- Proposed Sidewalk



6.4 BICYCLE FACILITIES OPPORTUNITIES

Observation of existing conditions and input from community members has indicated a diversity of types of bicyclists in Geneseo. Some cyclists ride recreational ‘loops’ along rural roadways, some access SUNY Geneseo and downtown shops along Main Street, and others ride to retail along NYS Route 20A. However, there are currently no designated bicycle accommodations along roadways within the project boundary, forcing cyclists to utilize shoulders (when available) and/or vehicular travel lanes to move throughout the community.

The following table details selected features of each roadway segment within the project boundary that are relevant to bicycle travel, including whether or not edge striping, on-street parking, curbing, or sidewalks are present along each segment. The column on the right in the table, entitled “width of pavement outside of travel lane,” details the amount of feet of paved surface that is available outside of the vehicular travel lane for bicyclists to utilize. On roadways with edge striping, this area is referred to as the ‘shoulder,’ however, on Village roadways without edge striping, this area has been determined by subtracting the typical travel lane width from the total width of pavement. **Figure 19: On-Road Bicycle Facility Opportunities** further illustrates this data.

BICYCLE FACILITY OPPORTUNITIES

In most cases, both directions of travel are evaluated in the same row; however, when bicycle facility conditions differ significantly between travel directions, each travel direction has been analyzed separately.

ROADWAY	Segment	Travel Direction(s)	Edge Striping	On-Street Parking	Curbing	Sidewalk (along at least one side of roadway)	Width of Pavement outside of Travel Lane (ft)
Avon Rd.	North St. to Westview Cr.	Both	✓			✓	4
Avon Rd.	Westview Cr. to GCSD Driveway	Both	✓				5
Avon Rd.	GCSD Driveway to Country Club Rd.	Both	✓				5
Center St.	Main St. to Second St.	Both		✓	✓	✓	6
Center St.	Second St. to Highland Rd.	Both			✓	✓	0
Center St.	Highland Rd. to NYS Route 20A	Both			✓	✓	0
Court St.	Genesee St. to Riverside Dr.	Both					0
Court St.	Riverside Dr. to Main St.	Both			✓	✓	0
Crossett Rd.	Project Boundary to Cemetery	Both	✓			✓	0
Crossett Rd.	Cemetery to NYS Route 20A	Both					0
Cuylerville Rd.	Project Boundary to Bridge	Both	✓				8
Cuylerville Rd.	Bridge to Mt. Morris Rd.	Both	✓				6
Genesee St.	Mt Morris Rd. to Mary Jemison Dr.	Both	✓				6
Genesee St.	Mary Jemison Dr. to Court St.	Both	✓				6
Genesee St.	Court St. to Chandler Rd.	Both	✓				6
Groveland Rd.	Long Point Rd. to Tuscarora Rd.	Both	✓				5
Groveland Rd.	Tuscarora Rd. to NYS Route 20A	Both				✓	0

ROADWAY	Segment	Travel Direction(s)	Edge Striping	On-Street Parking	Curbing	Sidewalk	Width of Pavement Outside of Travel Lane (ft)
Highland Rd.	Center St. to North St.	Both			✓	✓	0
NYS Rt 20A	Reservoir Rd. to Ryan Dr.	Both	✓			✓	8
NYS Rt 20A	Ryan Dr. to Country Club Rd.	EB	✓				2
NYS Rt 20A	Country Club Rd. to Ryan Dr.	WB	✓				3
Lima Rd.	North St. to Westhampton Dr.	Both				✓	0
Lima Rd.	Westhampton Dr. to Country Club Rd.	Both	✓				2
Main St.	NYS Route 20A to Chesnut St.	Both		✓	✓	✓	8
Main St.	Chesnut St. to Center St.	Both		✓	✓	✓	8
Main St.	Center St. to Ward St.	Both		✓	✓	✓	8
Main St.	Ward St. to Court St.	Both		✓	✓	✓	0
Mary Jemison	Genesee St. to Mt Morris Rd.	Both	✓			✓	5
Mt Morris Rd.	Project Boundary to Cuylerville Rd.	NB	✓				5
Mt Morris Rd.	Cuylerville Rd. to Project Boundary	SB	✓				5
Mt Morris Rd.	Cuylerville Rd. to Genesee St.	NB	✓				5
Mt Morris Rd.	Genesee St. to Cuylerville Rd.	SB	✓				5
Mt Morris Rd.	Genesee St. to NYS Route 20A	NB	✓				4
Mt Morris Rd.	NYS Route 20A to Genesee St.	SB	✓				6
North St.	NYS Route 20A to Second St.	Both		✓		✓	8
North St.	Second St. to Lima Rd.	Both		✓		✓	8
Reservoir Rd.	NYS Route 20A to Morgan View Rd.	Both	✓				2
Second St.	NYS Route 20A to Center St.	NB			✓	✓	0
Second St.	Center St. to NYS Route 20A	SB		✓	✓	✓	0
Second St.	Center St. to North St.	NB			✓	✓	0
Second St.	North St. to Center St.	SB		✓	✓	✓	0
NYS Rt 20A	Mt. Morris Rd. to Main St.	EB	✓				0
NYS Rt 20A	Main St. to Mt. Morris Rd.	WB	✓			✓	6
NYS Rt 20A	Main St. to Second St.	EB	✓				8
NYS Rt 20A	Second St. to Main St.	WB	✓			✓	6
NYS Rt 20A	Second St. to Crossett Rd.	EB	✓				8
NYS Rt 20A	Crossett Rd. to Second St.	WB	✓			✓	6
NYS Rt 20A	Crossett Rd. to Center St.	Both	✓			✓	6
NYS Rt 20A	Center St. to Reservoir Rd.	Both	✓			✓	8
Temple Hill	NYS Route 20A to Center St.	Both				✓	0
Volunteer Rd.	NYS Route 20A to Lima Rd.	Both	✓				5

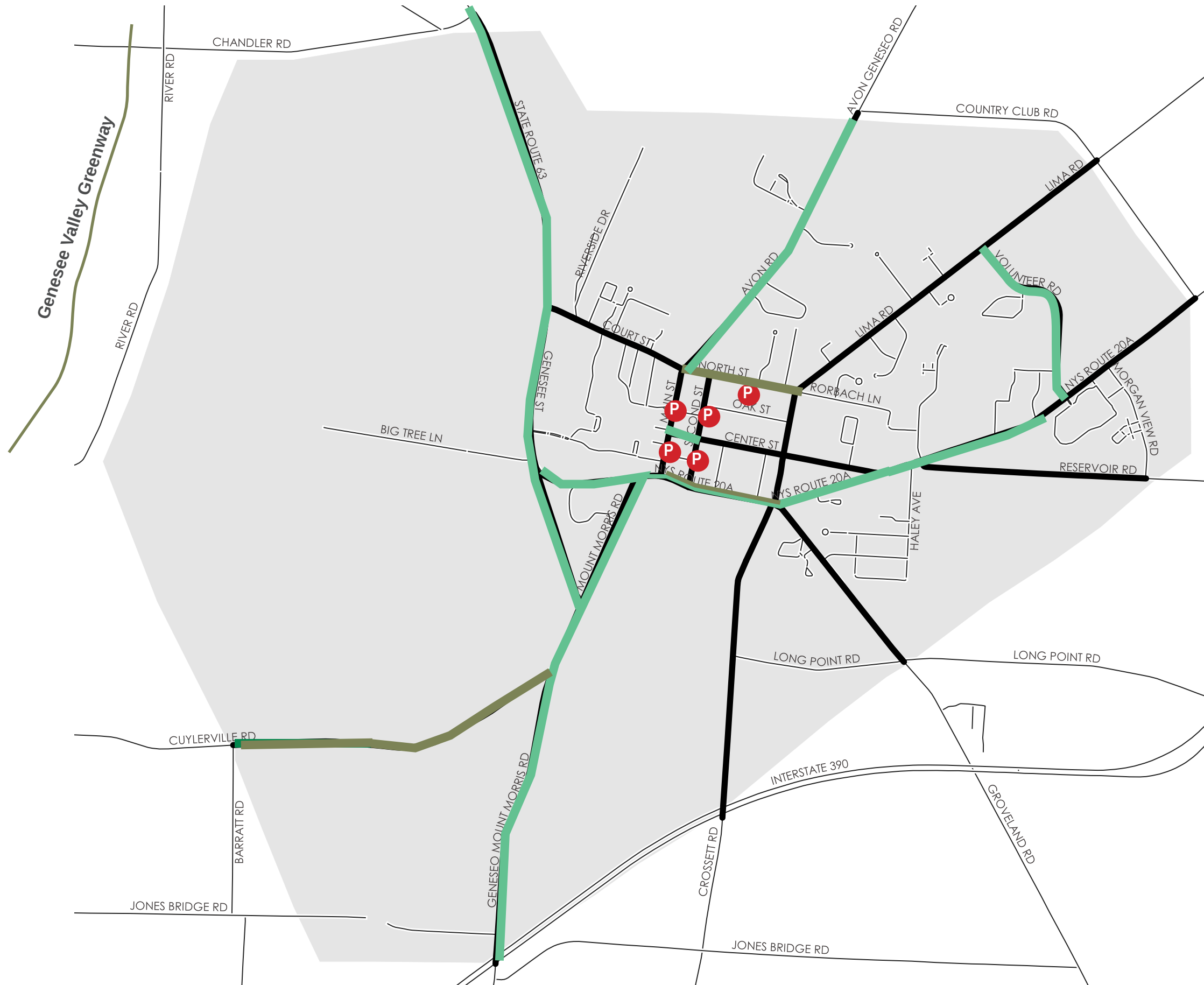
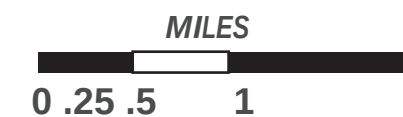


FIGURE 19 **ON-ROAD BICYCLE FACILITY OPPORTUNITIES**

SPACE FOR BICYCLING OUTSIDE TRAVEL LANE*

- Less than 4' Wide
- 4' - 8' Wide
- Over 8' Wide
- P Typical On-Street Parking Areas

**Calculated by measuring entire width of roadway and subtracting typical width of travel lanes for each roadway type. For instance, a 34' road with one 12' travel lane in each direction would have a 5' space outside of the travel lanes on each side ($12 \times 2 = 24$; $5 \times 2 = 10$; $24 + 10 = 34$).*



6.5 CONNECTION TO GENESEE VALLEY GREENWAY

There is a need for a safe connection between the Village and Town of Geneseo and the Genesee Valley Greenway. Prior to this project, the *Geneseo Pilot Plan* presented the following five opportunities for Geneseo-Greenway connections, each of which have been evaluated as part of this study. **Figure 20:Greenway Connections** illustrates the specific routes for each potential connection.

GREENWAY CONNECTION OPPORTUNITIES

Village of Geneseo River Access Park 1	<i>Connecting from this Park to the Greenway would make use of a low-volume street, open space, and the existing Right-of-Way. However, the park is located along Riverside Drive, which is narrow and along a hillside. Potential trail access would require significant grading off-road. A connection across the river would require not only a bridge over the river, but approval of private farm fields to cross over to the Trail. This connection would also be relatively far from the Village and require an additional 1.86 miles to the Greenway once across the Genesee River.</i>
NYS Rt. 63/Genesee St Highway Bridge 2	<i>This connection involves funding for the addition of an underpass, already designed by NYSDOT, to the recently constructed Route 63 Bridge. However, barriers include project funding and speeds north of the bridge. Coordination would be needed with adjacent property owners for off-road alternate routes.</i>
Big Tree Lane 3	<i>This option is the shortest distance between the Village and the Greenway. It would involve construction of a bridge over the Genesee River, and off-road trails on utility property. This connection is the only option that utilizes a low volume, somewhat off-road experience to access the Greenway. However, it should be noted that the logistics of executing agreements with private owners, permitting processes, and designing a safe crossing of Route 63 present significant challenges. There is also an opportunity to implement a park-and-ride lot at this option, allowing residents to drive near the Greenway before their bike rides.</i>
Cuylerville Road Highway Bridge 4	<i>This connection is also farther from the Village, at 1.75 miles to the Genesee River, and another 1.5 miles to access the Greenway. Most of the route would be adjacent to high volume, high speed roadways, with challenging slopes. However, there are wide shoulders that may allow for a separated facility within the Right-of-Way.</i>
Indian Fort Nature Preserve 5	<i>This option requires significant travel from the Village, including 2.5 miles to the Genesee River, and another 1.7 miles to access the Greenway. Challenging climbs, high speeds, and truck traffic pose another concern for utilizing this connection, which would also require construction of a new pedestrian bridge. However, this connection would promote access to open space, utilize the existing Right-of-Way, and portions could be located on low-volume roadways.</i>

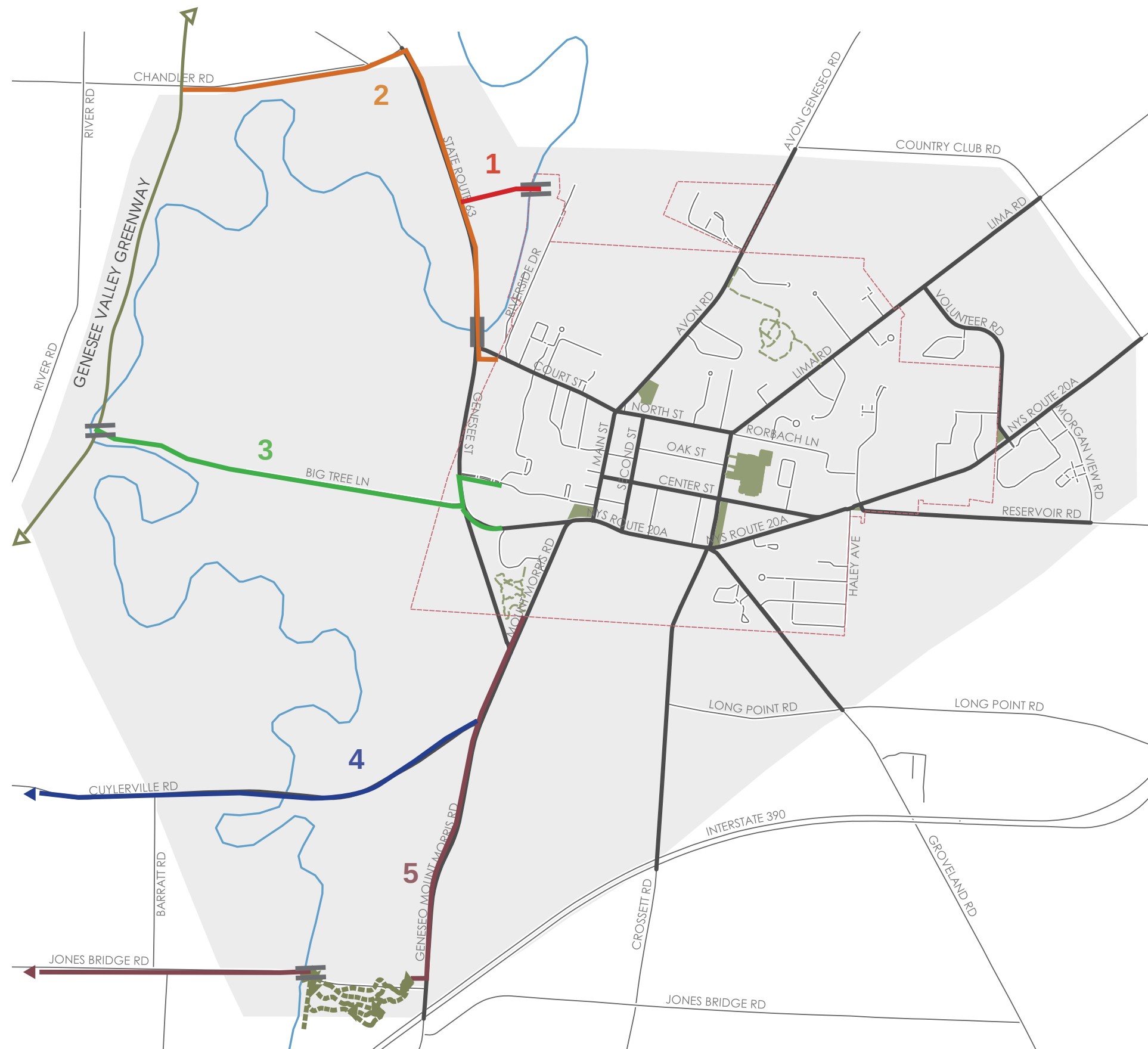
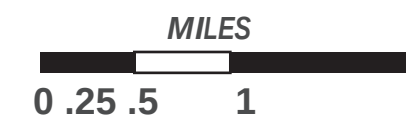


FIGURE
20 **GREENWAY
CONNECTIONS**

- Study Network
- Parks
- Existing Trails

- 1** Village of Genesee River Access Park
- 2** Route 63/ Genesee St Highway Bridge
- 3** Big Tree Lane
- 4** Cuylerville Road Highway Bridge
- 5** Indian Fort Nature Preserve



6.6 ADDITIONAL TRAILS & CONNECTIONS

There are opportunities to build upon the existing network of off-road facilities by providing additional connections to recreational, retail, and community amenities. The analysis performed for Geneseo trails involved an inventory of existing infrastructure and site visits. Reference **Figure 21: Trail Opportunities**, and the following table for the following specific off-road trail areas and needs. Please note that some of the following opportunities are located partially on private property, and any implementation would require additional coordination with property owners.

ADDITIONAL TRAIL & CONNECTION OPPORTUNITIES	
Walmart - Lima Road - Volunteer Road Connections	<i>There are opportunities to formalize existing paths through private properties that could provide convenient off-road access for bicyclists and pedestrians to Walmart and nearby stores on Megan Drive. If completed, this trail system could connect the neighborhoods south of Lima Road, Volunteer Road, and NYS Route 20A. Coordination with property owners would be essential to the completion of this network.</i>
Rorbach Lane - Jacqueline Way Bicycle Boulevard	<i>Rorbach Lane and Jacqueline Way are low-traffic, low-speed connecting roadways that are separated by a gate. This gate currently blocks vehicular traffic, and forces pedestrians and bicycles to walk onto the grass in order to pass by. There is an opportunity to make this roadway into a primary active transportation corridor and connection between the Village of Geneseo and NYS Route 20A through enhanced facilities, markings, and an improved gate.</i>
Geneseo School District Path	<i>As shown by the EcoCounter data, the existing informal pathway by the Geneseo School District is utilized daily. There is an opportunity to develop this path into an accessible, multi-use trail that further incentivizes children to walk to school. Please refer to the following pages for a summary of all active transportation needs and opportunities within the school zone.</i>
Rails to Trails	<i>There is an opportunity to convert abandoned railbeds into multi-use trails. However, many of these sections are quite overgrown, and extensive coordination with private landowners would be necessary to develop this project.</i>
Genesee Valley Conservancy Loop Path	<i>In 2017, The Genesee Valley Conservancy outlined a plan to create a 'closed loop' trail throughout the Village of Geneseo, utilizing the existing Island Preserve, School Path, and Roemer Arboretum trails in addition to several sidewalks and low-traffic roadways. However, implementation of the remaining sections of this trail loop would require additional property owner coordination.</i>
Jaycox Creek Paths	<i>There are two branches of Jaycox Creek on the eastern side of the project area. There is an opportunity to create an informal walking path along the creekbeds through coordination between the Town, Village, and Property Owners.</i>

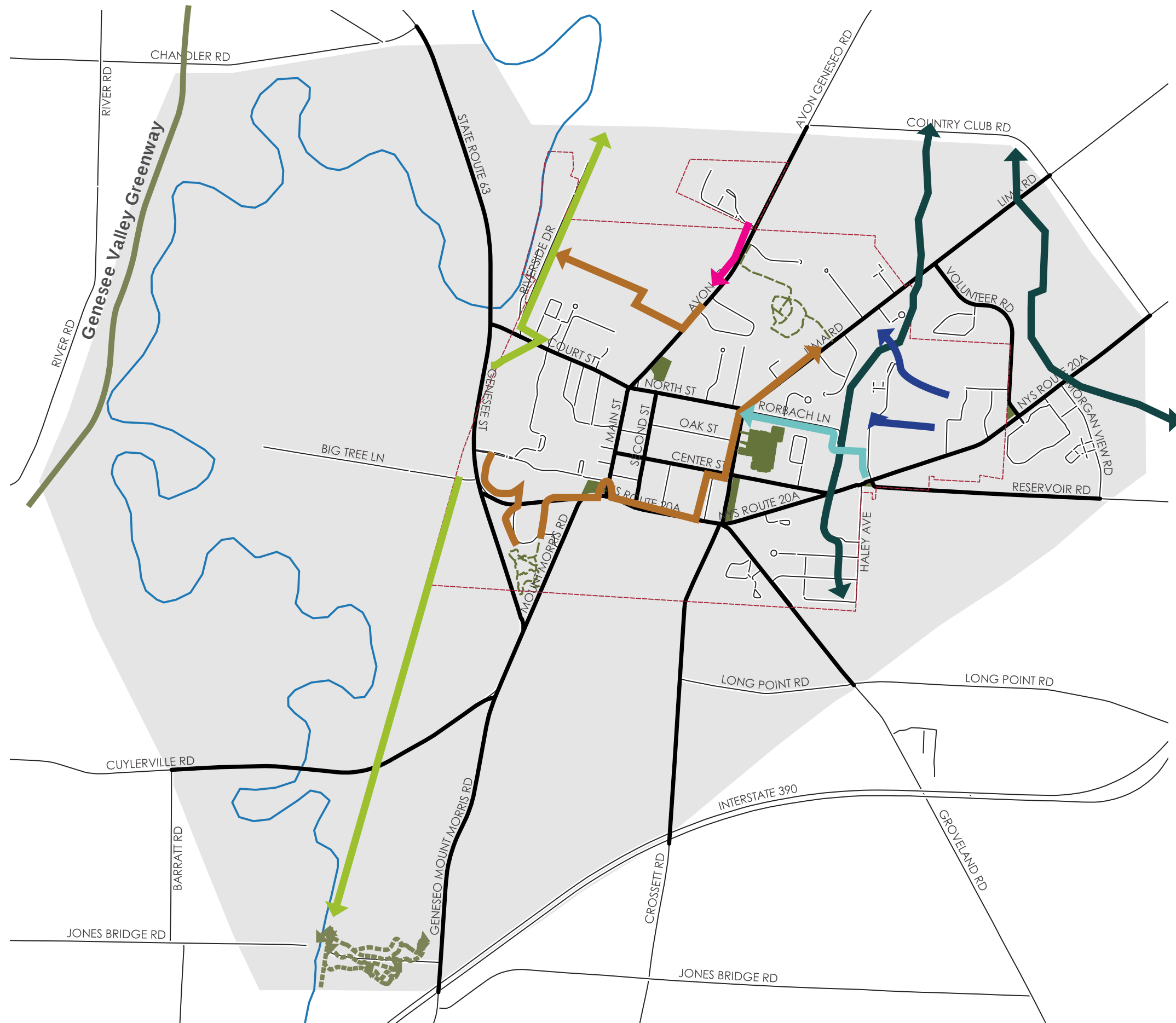
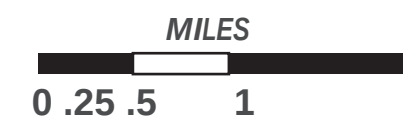


FIGURE 21 **TRAIL OPPORTUNITIES**

- Study Network
- Parks
- - - Existing Trails

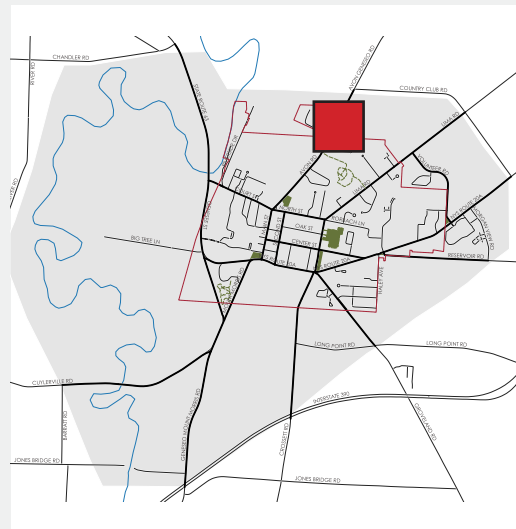
POTENTIAL TRAILS + CONNECTIONS

- ← Walmart Connections
- ← Rorbach Lane Bicycle Boulevard
- ← Geneseo School District Path
- ← Rails-to-Trails
- ← Genesee Valley Conservancy 'Loop Path'
- ← Jaycox Creek Paths



SPOTLIGHT: GENESEO CENTRAL SCHOOL AREA

The area around the Geneseo Central School presents an opportunity to bring together multiple types of active transportation-related enhancements. The table below references the various specific needs and opportunities mentioned throughout this chapter that are relevant to the school area. Please refer to **Figure 22: School Zone** for an overview of existing signage, trails, sidewalks, and crossings in this area.



NEED/ OPPORTUNITY TYPE	SPECIFIC NEED/ OPPORTUNITY	DETAILS AND/OR CONDITIONS
Crossing	Opportunity for enhanced crossing over Avon Rd at Westview Crescent	Would better serve students and residents who utilize the school pathway along the west side of Avon Road
Crossing	Opportunity for new crosswalk across Avon Rd adjacent to School Driveway	Would serve Cavalry Rd residents and those who use Island Preserve trail; would require sidewalk installation along west side of Avon Rd
Bicycle Facility	Opportunity for Bike Lane along Avon Rd	Would require formalized off-road path for pedestrian and jogger use; otherwise would be mixed-use shoulder
Sidewalk	Opportunity for sidewalk along east side of Avon Rd from Cavalry Rd to School Driveway	Would connect Cavalry Rd sidewalk and Island Preserve trail to new crosswalk at School Driveway
Off-Road Trail	Opportunity to formalize existing informal path along west side of Avon Rd between Westview Crescent and School Driveway	Would provide accessible path for multiple user groups; property owner coordination must continue
Policy	Need to enhance perceptions of safety through potential school speed limit reduction	Potential school speed limit reduction could be implemented with new crosswalk and presence of a crossing guard

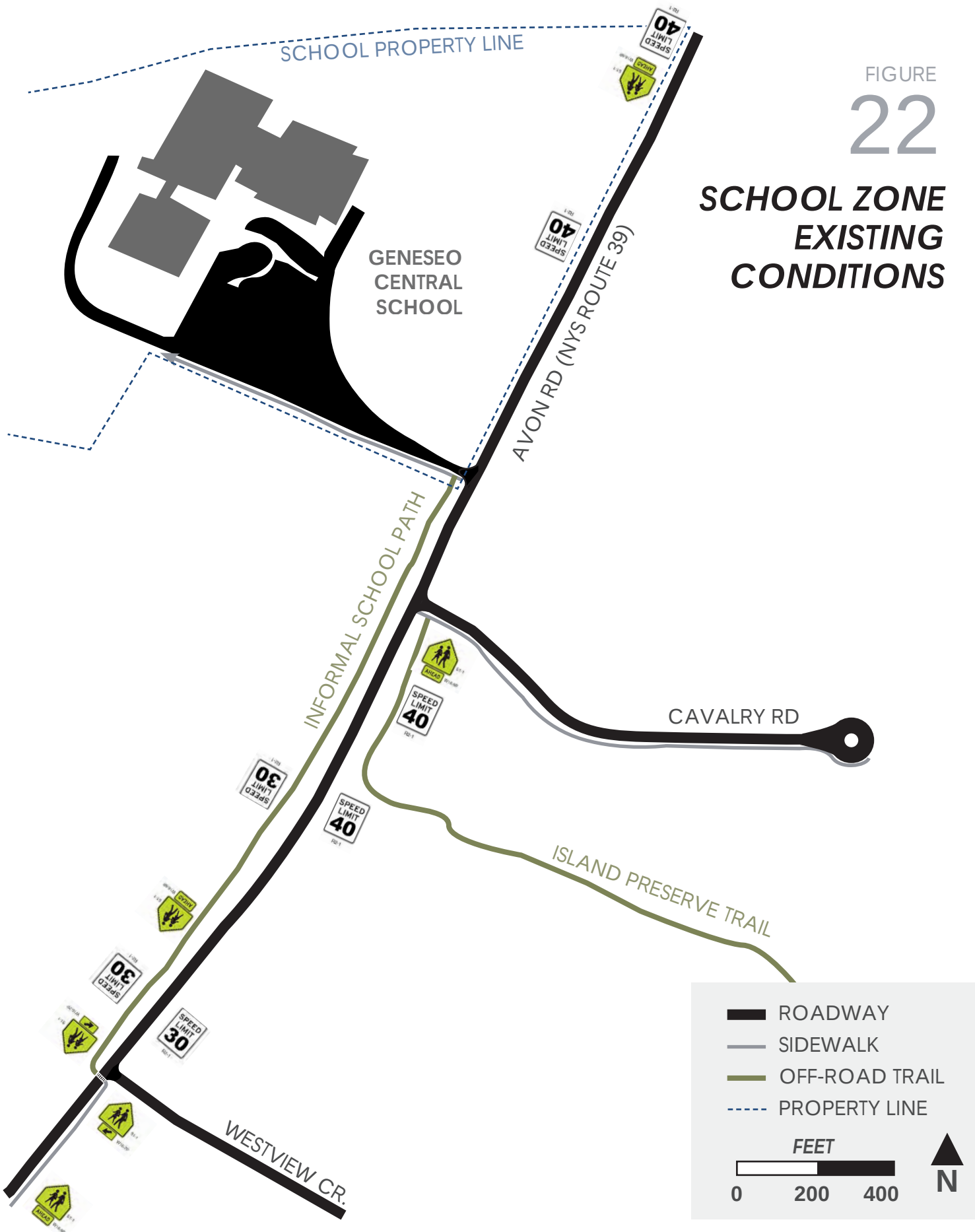


FIGURE
22

**SCHOOL ZONE
EXISTING
CONDITIONS**

6.7 REGULATORY NEEDS & OPPORTUNITIES

OVERVIEW

With regard to active transportation, there are opportunities to further strengthen the regulatory tools of the Town and Village (summarized in Section 5.9). Ensuring that these regulatory tools are consistent with the overall vision of the community is essential to realizing the goals of this Plan. While the general framework of Town and Village land use regulations are well considered, there are several opportunities for improvement. In general, the needs and opportunities for Geneseo include:

- Providing consistent reference to and codification of multi-modal transportation goals;
- Enhancing building and site design standards to ensure future investment reflects a desirable character and development pattern for all modes of travel and connects non-motorists between neighborhoods and activity centers;
- Creating a cohesive set of active transportation facility design requirements community-wide;
- Establishing more clear and prescriptive standards for the construction and maintenance of pedestrian infrastructure;
- Incorporating more requirements for bicycle connectivity and accommodations, and providing guidance for the creation of bicycle-friendly routes between the Village and Town;
- Providing for the construction of safe, secure, all-weather bus stop infrastructure; and
- Ensuring local regulations accommodate residents and travelers of all ages and abilities, including ADA compliance.

VILLAGE REGULATIONS

A more detailed summary of regulatory needs and opportunities within the Village Code and Land Development Regulations is provided in the tables on the following page. Overall, improvements that should be considered for the Village's regulatory framework include the:

- Enhancement of site plan review criteria with respect to considerations for bicycle, pedestrian, and transit access.
- Expansion of active transportation facility design requirements, such as managing curb cuts, to areas outside the Access Management Overlay District.
- Clarification of the language used to describe crosswalks.
- Enhancement of language related to lighting and pedestrian safety within new developments.
- Addition of language to encourage adherence to ADA guidelines for accessibility.
- Addition of language to promote the design of separated bicycle facilities.

VILLAGE CODE NEEDS & OPPORTUNITIES

CHAPTER		SECTION		DESCRIPTION
130	Zoning & Subdivision of Land			
		41	Planned Residential Development District	Consider additional construction of bicyclist infrastructure, whether that be racks, shared-use roadways, or lanes, especially to access open space areas. Encourage architectural design of these facilities to build upon the character of the development and the community.
		42	Access Management Overlay District	These standards should be applied Village-wide and also implemented by the Town in areas where consistency in streetscape design is desired, such as Route 20A.
		97	Blocks	The Village could go further to enhance walkability in the community. While sidewalks must be present for blocks over 1,000 feet in length according to code, a walkable block measures much smaller scale, about 250 to 300 feet in length. Blocks over 1,000 feet should be prohibited and regulations adapted to suit walkability.
135A	Land Development Regulations & Public Works Requirements			
III	Development Requirements	A-15	Street Layout	Non-motorized connections are not differentiated within this section and lack considerations for connectivity. This can make non-motorized trips longer and ultimately suppress the utility of these modes.
		A-18	Blocks	Need more specific parameters on what constitutes “safe and convenient vehicular and pedestrian circulation.” E.g. requiring the designation of pedestrian walkways and cross walks. Amend requirements to include maximum block lengths for walkability.
IV	Site Improvements	A-28	Site Improvements	It is good that this section requires sidewalks on both sides of the street; however, the one-foot inside the road right-of-way requirement may be limiting in certain developments. Additionally, this section makes no mention of accessibility requirements. In general, all the sidewalk requirements should be grouped together in one section, rather than scattered throughout (see section A-59).
		A-34	Street Lighting	These requirements should be reviewed to ensure they meet the illumination requirements of AASHTO Roadway Lighting Design Guide. Also, AASHTO states that when sidewalks are present along a roadway, the sidewalks need to be lit to at least the same level as the roadway. No specific matrix or formula is provided; the zoning code (Article VI, Chapter 130) does specify use of pedestrian scale lighting but only within the Mixed-Use Districts.
		A-37	Parking Areas	No mention of bicycle parking is made, although it is specified within parking requirements of certain districts defined within the zoning code. No mention is made of accessibility concerns where driveways cross sidewalks or other designated pedestrian routes. It should be required that pedestrian facilities exist across driveways for continuity in marked pedestrian circulation.
VII	Design Criteria	A-56	General Road Design Criteria	Clear sight at intersections is specified as a requirement of a roadway design, without explicit specification of visibility of bicycles
				The standard road widths provided collector streets of 26 and 24 feet are not wide enough to include bike lanes in association with 10-foot or wider lanes. Mixing with traffic is likely not comfortable for most bicyclists on collector class streets.
		A-59	Sidewalks	The specification for sidewalks establishes a minimum width of 5 feet, but makes no mention of other accessibility criteria, such as cross slope or surface condition.
IX	Installation of Improvements	A-85	Concrete Gutters and Sidewalks	The specification for cross slope establishes a standard cross slope of ¼ inch per foot, or 1:48. This is steeper than the 1:50/2% maximum cross slope that is established in adopted ADA guidance.
	Appendices	S, T, U	Typical Road Cross Sections	Adding dimensions and other details could help establish and clarify criteria.
		X	Sidewalk Detail	Adding dimensions and other details could help establish and clarify criteria.
105	Streets & Sidewalks			
		11.1	Sidewalk Permits	Regulations do not clarify ADA compliance for sidewalks, but does set a minimum width. Results of this action are shown along Main Street and the Village Park where there are stairs leading from the crosswalk along Park Street into the Park, making it inaccessible from this access point.
		5	Riding on Sidewalks	While it is important to discourage riding on the sidewalk due to difficulty associated with coordination between pedestrians and bicyclists, it is also an important stepping stone for young children learning how to ride to have a safe, off-road facility.
123	Vehicles & Traffic			
		51	Speed Limits	In §123-52 there is language stating school day operating hours take place from 7am to 6pm, but there are no areas on which this code is applied. This code creates an distinguish the school zone being a standard 25 mph during operating hours 7am-6pm, but remain 40 mph during other times of the day in this area.

TOWN REGULATIONS

There is a significant amount of language and visuals in the zoning code demonstrating the importance of multi-modal transportation, especially in mixed use districts. This is established in the intent statements of the districts, as well as reiterated throughout the document. Opportunities for improving the Town's regulatory framework include the:

- Addition of language about bicycles to the Access Management portion of the code that currently defines streets only as “means of use” for pedestrians and vehicles.
- Enhancement of minimum requirements for pedestrian walkways in parking areas.
- Enhancing design standards within the zoning code for pedestrian, bicycle, and vehicular circulation.
- Adding ADA-compliant requirements to pedestrian walkways

The table on the following page provides a summary of specific needs and opportunities by chapter and section of the Town Code.

TOWN CODE NEEDS & OPPORTUNITIES

CHAPTER	SECTION		DESCRIPTION
93	Subdivision of Land		
	6	Definitions	“Street: A strip of land, including the entire right-of-way, intended for use as a means of vehicular and pedestrian circulation.”
	8	General Standards Applicable to All Types of Development	“Pedestrian interior walks may be required... in blocks over 1,000 feet or to provide pedestrian walkway continuity within a given subdivision. Such crosswalks shall have a width of not less than 10 feet and a paved walk of not less than five feet.”
	13	Street Pavement, Curbs, and Sidewalks	The Town of Geneseo provides minimum requirements for sidewalks in Arterial, Collector, Minor, and Marginal Access Streets above 4’ wide in a table for comprehensive use.
106	Zoning		
	23.3	Mixed Use Districts: Objectives	Development of an internal roadway system that provides for the safe and efficient travel of pedestrians and cyclists as well as motorists. Said roadway system should include sidewalk connections, crosswalks, transit stops, and bicycle accommodations where appropriate.
	41.3	Off-Street Parking & Loading Regulations: General Requirements	Pedestrian Walkways. All parking lots that contain more than twenty (20) spaces, including access lanes and driveways, must include clearly identified pedestrian route from the parking area to the main building entrance and to the public sidewalk along the street if present.
	41.7	Off Street Parking & Loading Regulations: Minimum Parking Space Requirements	This section specifies parking requirements in each zoning district through relative metrics. Bicycle parking is required in all mixed-use districts at 10% of the motorized vehicle parking requirements but not less than two (2) bicycle spaces and not more than ten (10) bicycle spaces for any use.
	44.3	Design Standards & Guidelines: Objectives	Create lively, pedestrian-friendly, and attractive buildings, sites, open spaces, and streetscapes where residents and visitors will enjoy walking, biking, and driving.
	44.4	Design Standards & Guidelines: Site Planning Standards	This section describes walkway and bicycle access concepts. Walkways must be constructed along the entire frontage length, meet minimum width of 5' with curbing, and connect to the building front. Bicycle circulation must include separate facilities, parking facilities, and access.
	44.7	Design Standards & Guidelines: Listing of Figures	The Architectural Standards define pedestrian circulation in as a form based code.

7 | BEST PRACTICES & GUIDELINES



This chapter is intended to provide context for the designs and concepts detailed in Chapter 8: Alternatives & Recommendations. The Facility Design Guidance consists primarily of technical directions gathered from national and state manuals. The Peer Community Review references active transportation-related programs, features, and design guidance that cities across the United States have implemented; all of the peer communities share either demographic, geographic, or climatic similarities to the Village and Town of Geneseo.

7.1 FACILITY DESIGN GUIDANCE

BIKE LANES
MULTI-USE SHOULDERS
SHARED LANE MARKINGS
BICYCLE BOULEVARDS
BIKE ROUTE SIGNAGE
BIKE PARKING FACILITIES
SHARED USE PATHS
SIDEWALKS
CURB RAMPS & BLENDED TRANSITIONS
MID-BLOCK CROSSINGS
PUBLIC TRANSIT STOPS
COMPLETE STREETS

7.2 PEER COMMUNITY REVIEW

BICYCLE BOULEVARDS
SIDEWALK DINING GUIDELINES
BIKE SHARE
TRAIL CONNECTIONS
RURAL ROADWAY FACILITIES
WINTER SNOW REMOVAL
ZONING CODES & BICYCLE PARKING

7.1 FACILITY DESIGN GUIDANCE

The design guidelines contained in this section are intended to support the recommendations presented in this Plan. They are not intended as comprehensive design standards. Rather, they reference existing design standards and provide clarification or supplemental information as necessary. There are nine primary sources of bicycle and pedestrian facility design information that were used to develop the guidelines provided in this section.

American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities – This document is intended to present information on how to accommodate bicycle travel and operations in most riding environments. It is the design guidance upon which most state and local design guidelines are based. In many jurisdictions this document is considered to set the minimum values for bicycle design.

AASHTO Guide for the Planning, Design, and Operations of Pedestrian Facilities – This document is intended to present information on how to accommodate pedestrian travel and operations in (primarily) roadway environments. It is the design guidance upon which most state and local design guidelines are based. In many jurisdictions this document is considered to set the minimum values for pedestrian design.

NY Department of Transportation Highway Design Manual Chapter 17 Bicycle Facilities Design – This document provides guidance for bicycle facilities that are included in Department of Transportation designs. Because of the scope of this document, its design criteria, while they are relevant to local projects, are not required to be met for local projects unless Federal Transportation Funds are used.

NY Department of Transportation Highway Design Manual Chapter 18 Pedestrian Facilities Design – This document provides guidance for pedestrian facilities that are included in Department of Transportation designs. Because of the scope of this document, its design criteria, while they are relevant to local projects, are not required to be met for local projects unless Federal Transportation Funds are used.

Institute of Transportation Engineers Designing Walkable Urban Thoroughfares: A Context Sensitive Approach – This document's development was supported by the Federal Highway Administration (FHWA). Designing Walkable Thoroughfares helps designers understand the flexibility for roadway design that is inherent in the AASHTO guide A Policy on the Geometric Design of Highways and Streets with a focus on balancing the needs of all users.

Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD) – The MUTCD is the national standard for signing, markings, signals, and other traffic control devices. New York State has also adopted a supplement to the MUTCD that provides New York specific standards.

Federal Highway Administration Separated Bike Lane Planning and Design Guidance – Outlines planning considerations for separated bike lanes (also sometimes called “cycle tracks” or “protected bike lanes”) and provides a menu of design options covering typical one-way and two-way scenarios. To encourage continued development and refinement of techniques, the guide identifies specific data elements to collect before and after implementation to enable

future analysis across facilities in different communities. It identifies potential future research, highlights the importance of ongoing peer exchange and capacity building, and emphasizes the need to create holistic ways to evaluate the performance of a separated bike lane.

National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide

– FHWA has issued a memo supporting the use of this document to further develop non-motorized transportation networks, particularly in urban areas. Many of the designs in this document have been used successfully in urban areas. However, care should be exercised when applying the treatments described in this document to suburban or rural areas.

National Association of City Transportation Officials (NACTO) Urban Street Design Guide – This document provides information relevant to pedestrian, bicycle, and public transit facility design in areas with high levels of pedestrian and bicycle traffic. The recommendations within this guide may only be applicable in certain busier districts within this project.

BIKE LANES

Definition: A bike lane is a portion of the roadway that has been designated for preferential or exclusive use by bicyclists by striping, signing and pavement markings. Bike lanes are intended for one-way travel, usually in the same direction as the adjacent travel lane. Bike lanes should be designed for the operation of bicycles as vehicles, encouraging bicyclists and motorists to interact in a safe, legal manner. Bike lanes should be designated with bike lane markings, arrows, and bike lane signs.

Types:

- ***Typical Striped & Signed Bike Lane:*** Typical Bike Lanes are separated from the roadway via a striped line, and indicated for bicycle-use only by signage and pavement markings.
- ***Buffered Bike Lane:*** A buffered bike lane is a bike lane that is separated from adjacent through lanes by a striped out buffer area. In areas with space over 6 feet, on roadways with faster vehicular traffic, or where a wide bike lane might be perceived as on-street parking or as another travel lane, a buffered bike lane may be considered. Between intersections, the buffered bike lane is separated from the travel lanes by a chevroned buffer. The width of the buffer will vary depending upon such conditions as motor vehicle speed, percent heavy vehicles, roadway cross slopes, and desired level of accommodation of bicycles. At intersections, buffered bike lanes must be striped to allow for right turning motorists. Typically this is done by eliminating the buffer on the approach to intersections and striping the area as one would a regular bike lane.



Design Guidance: Usable width of pavement.

Widths	Conditions	Bike Lane Facility
<4 Feet	All Roadways	None
4 - 5 Feet	Roadways with no curb & gutter and no on-street parking	Striped & Signed Bike Lane
5 Feet +	Roadways with curb and guttered edges, and/or on-street parking	Striped & Signed Bike Lane
6 Feet +	All Roadways, particularly those with higher speeds	Buffered Bike Lane

**Along sections of roadway with curb and gutter, a usable width of 4 feet measured from the longitudinal joint (the seam where one paved lane meets another) to the center of the bike lane line is recommended.*

***AASHTO Guide for the Development of Bicycle Facilities*

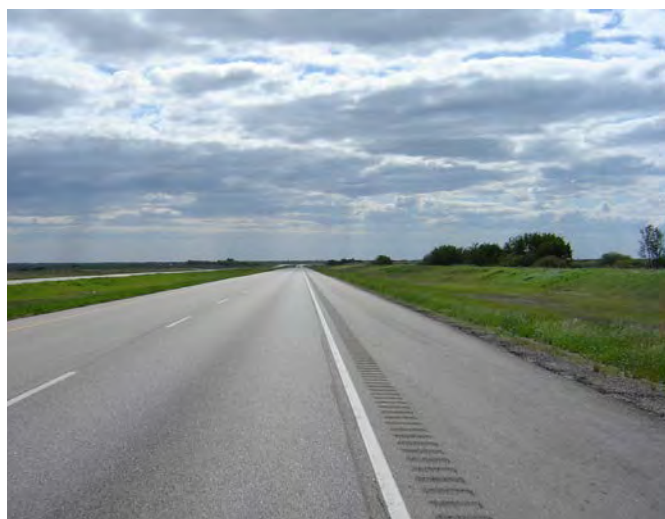
Intersection Design: At intersections, bike lanes must be designed to encourage legal movements at the intersection; this includes proper positioning of bicyclists and motorists. Bike lane stripes should be dashed on the approaches to intersections without right turn lanes. Where there are right-turn lanes, through bike lanes must be placed to the left of the right turn lane. Right-turn only lanes should be as short as possible in order to limit the speed of cars in the right turn lane. Fast moving traffic on both sides can be uncomfortable for bicyclists (NACTO). Per Section 4.8 of AASHTO Guide for the Development of Bicycle Facilities, bike lanes should be continuous through intersections. For example, if a bike lane is provided to the intersection, a receiving bike lane should be provided on the departure side of the intersection.

Signage: The NYS Supplement to the MUTCD requires bike lane signage to be present for marked bike lanes.

MULTI USE SHOULDERS

Definition: Multi-Use Paved Shoulders are on-road facilities separated from vehicular traffic by edge lines. These areas are shared by multiple user groups, including cyclists, pedestrians, joggers, in-line skaters, and emergency vehicles. Though not as comfortable or safe for cyclists or pedestrians as bike lanes or sidewalks, multi-use shoulders can provide opportunities for active transportation on roadways that may not be conducive to other facilities.

Design Guidance: *Usable Width:* On new or retrofitted roadways, paved shoulders should meet or exceed AASHTO standards.



Width	Conditions
4 Feet +	All roadways without curbs or vertical obstructions immediately adjacent to the roadway
5 Feet +	All roadways with curbs or vertical obstructions immediately adjacent to the roadway

**roadways with expected higher bicycle usage rates, roadways with motor vehicle speeds exceeding 50 mph, or roadways heavily used by trucks and buses should have increased shoulder widths as necessary.*

Signage: Signage guides cyclists and alerts motorists to the presence of cyclists and/or pedestrians. If a roadway is along a designated bicycle route, signs can be used to alert cyclists to the presence of an interregional or state route. If desired by a municipality and, if necessary, approved by NYSDOT, the MUTCD's Bicycle Warning Sign (W11-1) could be used to alert road users to locations where unexpected entries into the roadway by cyclists could be expected. Section 1A.03: Design of Traffic Control Devices, in the NYSDOT MUTCD states that "highway agencies may develop word message signs to notify road users of special regulations or to warn road users of a situation that might not be readily apparent. Unlike symbol signs and colors, new word message signs may be used without the need for experimentation."

SHARED LANE MARKINGS

- Definition:** When traffic lanes are too narrow to be shared side by side by cyclists and passing motorists, Shared Lane Markings (SLMs) provide an alternative. While generally less impactful than other more substantial facility improvements, SLMs encourage vehicular drivers to recognize that cyclists have the right to ride closer to the center of the road when needed for safety, and cues motorists to pass with sufficient clearance. By riding further to the left, cyclists can avoid riding too close to parked cars, where they can be struck by a suddenly opened car door, and can avoid riding on the roadway edge, which often is filled with drainage structures, poor pavement, debris, and other hazards.

Shared Lane Markings are designed to:

- Alert motorists to the lateral location bicyclists are likely to occupy within the traveled way
- Encourage safe passing of bicyclists by motorists,
- Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane,



- Reduce the incidence of wrong-way bicycling, and
- Where on-street parking exists, to assist bicyclists with lateral positioning in a shared lane with on-street parallel parking to reduce the chances of a bicyclist impacting the open door of a parked vehicle.

While widely used, it is important to remember that Shared Lane Markings are best conceptualized as secondary measures when other facility improvements are not practical or possible.

Design Guidance:

Speed Limits: MUTCD guidance suggests that SLMs be used on roadways with speed limits at or under 35MPH. NYSDOT TSMI 13-07 - Shared Lane Markings (SLMs) Policy should be referenced for NYSDOT roadways.

Placement:

- SLMs may only be used on roadways with lanes 14' or less in width
- On roadways without on-street parking, the centers of the SLMs must be placed at least 4 feet from the edge of the roadway
- On roadways with on-street parking, the centers of the SLMs must be placed at least 11 feet from the edge of the roadway

Usage: SLMs are not permitted to be included on shoulders or in conjunction with other bicycle facilities, such as bike lanes

BICYCLE BOULEVARDS

Definition: A bike boulevard is a local street or series of contiguous street segments that have been modified to provide enhanced accommodation as a through street for bicyclists while discouraging through automobile travel. Bike boulevards usually make use of low volume, very low speed local streets. Often bike boulevards include bicycle friendly traffic calming treatments (speed pillows, mini traffic circles, chicanes with bike bypass lanes, etc.) to reduce speeds of motor vehicles along the roadway.

Design Guidance:

Location: When primary arterial roadways cannot be improved to the point where most cyclists feel safe and comfortable, a parallel roadway may be designated as a 'Bike Boulevard.' These roadways can be improved in stages, initially with signage and Shared Lane Markings and ultimately with more substantial improvements such as traffic calming measures and diverters.



Signage: Because of low motor vehicle speeds and volumes, bike lane markings are often not necessary along Bike Boulevards. However, Shared Lane Markings are permitted on Bike Boulevards, and on-road signage that states “BIKE BLVD” has also been used.

BIKE ROUTES

Definition: Bike routes are a wayfinding system of route signs that designate a collection of facilities that are preferable for bicycle travel. At a minimum, bike routes include a system of route signs that provide information about the destinations, distances, and directions.



Types:

- *General Bike Routes* link specific origins to specific destinations, including attractions, neighborhoods, and trail networks.
- *Numbered Bike Routes* form a network of bike routes that serve as general travel routes throughout a community or region.

Design Guidance:

Location: Bike routes are generally designed to link high-demand areas, including residential, retail, and educational districts.

Signage: Per the D11 Series in the MUTCD, signs may be provided along designated bicycle routes to inform cyclists of route direction changes, distances, and destinations. The development and placement of specific signs can be developed based on local needs and wayfinding opportunities.

BICYCLE PARKING FACILITIES

Definition: Bike parking facilities encourage community members to cycle, by providing safe, accessible, and protected spaces for people to store bicycles at key destinations. Bicycle parking provides numerous benefits to the community, as businesses profit from catering to the cycling community and illustrating their commitment to sustainability and cyclists benefit from safe, secure places to lock their bicycles. Additionally, providing bicycle parking reduces the amount of bicycles that are haphazardly locked onto street furniture and railings; this improvement helps prevent damage to street furniture, ensure that railings are free to be used by those with mobility challenges, and improve the aesthetics of an area.



Design Guidance: Bicycle parking facilities should be available at all key destinations within a community, and should be built on a firm, stable surface. If possible, larger sheltered bicycle parking facilities should be provided in centralized areas with high demand. In particular, covered bicycle shelters provide protection from all weather, promoting year-round use of bicycles. All specific parking requirements should follow Leadership in Energy and Environmental Design (LEED) Design Standards for sustainable sites.

SHARED USE PATHS

Definition: Shared Use Paths are facilities separated from motor vehicle traffic by open space or a barrier, and are located either in the highway right-of-way or on an independent right-of-way. They are open to many different user types including cyclists, pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. Most shared use facilities are two-way, and may not be used by emergency vehicles except in emergency situations.

Design Guidance:

Widths, Speeds, & Other Design Criteria: Shared use paths have design criteria for many of the same parameters as roadways. These include widths, horizontal clearances, design speed, horizontal alignment, stopping sight distance, cross slopes, grades, vertical clearance, drainage, and lighting. The AASHTO Guide for the Development of Bicycle Facilities should be consulted for design values.

Pavement: Most shared use path projects will be paved. Asphalt and Portland cement concrete are the two most common surfaces for shared use paths. In areas where path use is expected to be primarily recreational, unpaved surfaces may be acceptable for shared use paths. Materials should be chosen to ensure the ADA requirements for a firm, stable, slip resistant surface are met. Even when meeting ADA criteria, some users such as in-line skaters, kick scooters, and skateboarders may be unable to use unpaved shared use paths.

Geometric Design: The geometric and operational design of shared use paths is quite similar to that of roadways. However, additional considerations such as aesthetics, rest areas, amenities, and personal security are also important to ensure the maximum number of potential users are encouraged to use the path for both utilitarian and recreational purposes.

Safety: Sometimes local resistance to implementing shared use paths and other trail facilities exists because of perceived potential negative impacts to neighboring communities, usually in terms of property values and crime or vandalism. A valuable resource in discussions of these matters is a summary of national research conducted for a state department of transportation. The studies cited collectively suggest that property values frequently increase following the construction of shared use paths while crime rates are sometimes found to decrease.



Signage: The MUTCD provides the standards for signing, striping, and markings shared use paths. In most cases, the signs and markings use on shared use paths are smaller versions of those used on roadways. Many shared use paths are separated from the roadway network. Consequently, street name signs should be provided at intersecting roadways to help users orient themselves to the roadway network. Wayfinding signs should be used on paths and to potential destinations along the path such as locations where users can access water fountains and restrooms. At trailheads and rest areas, the distance and direction to the next trail head should be posted

SIDEWALKS

Definition: For the purposes of design, the term sidewalk means a smooth, paved, stable and slip-resistant, exterior pathway intended for pedestrian use along a vehicular way.

Design Guidance:

Location: Wherever possible, sidewalks should be provided on both sides of all public roadways. Sidewalk alignments, which are set back from the roadway, should taper for alignment closer to the roadway at intersections. This will allow for coordinated placement of crosswalks and stop bars. On roadways with curb and gutter, sidewalks should be located six feet from the back of curb when feasible. This minimizes the encroachment of curb ramps and driveway cuts into the sidewalk width. On roadways without curb and gutter, sidewalks should be separated from the roadway as shown by the following criteria, which are given in a sequence of desirability:

- At or near the right-of-way line (ideally, 3 feet of width should be provided behind the sidewalk for access, construction, and maintenance)
- Outside of the minimum required roadway clear zone, or
- As far from the edge of the driving lane as practical.

Width: The preferred minimum sidewalk width is 5 feet. AASHTO's A Policy on the Geometric Design of Highways and Streets and Guide for the Planning, Design, and Operations of Pedestrian Facilities recommend sidewalks at the back of curb be at least 6 feet wide.

Accessibility: All sidewalks constructed within the Village and Town of Geneseo must be compliant with the Americans with Disabilities Act Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (July 26, 2001) or most recent ADA standards for public rights of way.

Slopes: The maximum cross slope on a sidewalk is 2%. This maximum cross slope must be maintained across driveways and crosswalks. Sidewalks may follow the grade of the adjacent roadway. However, on new structures the grade of the sidewalk cannot exceed 5%. If a grade of more than 5% is required on a new structure, an ADA compliant ramp must be provided.



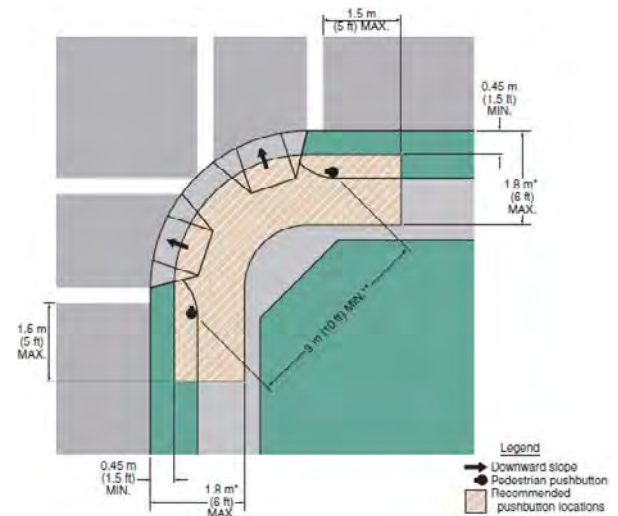
CURB RAMPS & BLENDED TRANSITIONS

Definition: A curb ramp is a ramp that cuts through or is built up to the curb. A blended transition is a relatively flat area where a sidewalk meets a roadway. Curb ramps and blended transitions are primarily used where a sidewalk meets a roadway or driveway at a pedestrian crossing location. Blended transitions include raised pedestrian street crossings, depressed corners, or similar connections between pedestrian access routes at the level of the sidewalk and the level of the pedestrian street crossing that have a grade of 5% or less.

Design Guidance:

Accessibility: Accessibility requirements for curb ramps and blended transitions serve two primary functions. First, they must alert pedestrians that have vision impairments to the fact that they are entering, or exiting, the vehicular area. Second, they must provide an accessible route for those using wheelchairs or other assistive devices. Ideally, a separate ramp should be provided for each crossing of the roadway.

Slopes: Curb ramps should adhere to the 2010 ADA Standards for Accessible Design, which sets allowable cross slopes of 1:48; the 2011 Notice of Proposed Rule-making is more stringent requiring 1:50 (although it is our understanding that the as yet unpublished rule will allow 1:48). FHWA has suggested that either the 2010 ADA Standards for Accessible Design or the 2011 Notice of Proposed rule-making can be used by agencies. Whichever is chosen, the chosen standards must be applied in its entirety.



MID BLOCK CROSSINGS

Definition: Midblock crosswalks facilitate crossings to places that people want to go but that are not well served by the existing traffic network, which typically only includes pedestrian crossings at intersections. Mid-block pedestrian crossings commonly occur at schools, parks, museums, waterfronts, and other destinations. While drivers may not expect to encounter pedestrians at midblock locations as much as they do at intersections, midblock crossings have fewer conflict points between vehicles and pedestrians, which is an important safety advantage over crossings at intersections.



Design Guidance:

Location(s): Midblock crossings are provided in locations where crossings at intersections are not available or are inconvenient for pedestrians to use. Midblock crossings must be placed in convenient locations to encourage pedestrians to use them rather than other, more convenient, unmarked midblock locations.

Accessibility: Aids for pedestrians with visual impairments should be provided to help recognize the presence of a midblock crossing and the best opportunities for crossing. Auditory and tactile information should be provided for pedestrians with visual impairments since clues present at an intersection crossing are not always available at a midblock crossing (such as the sound of traffic stopping and starting).

Pedestrian Approach: The pedestrian approach is the area near the crossing where pedestrians wait on the side of the roadway and away from traffic until they are able to cross. It is often part of the sidewalk, if the sidewalk is adjacent to the curb line, or an extension or spur of the sidewalk that provides a path from the sidewalk to the crossing, if the sidewalk is not immediately adjacent to the curb. The pedestrian approach design should accomplish the following:



National Association of City Transportation Officials (NACTO)

- Encourage pedestrians to cross at the marked crossing. The approach design should discourage pedestrians from crossing away from the marked crossing. The path to the crossing should be as direct and easy to navigate as possible.
- Keep pedestrians visible to approaching drivers and oncoming vehicles visible to pedestrians. Pedestrian furniture, traffic control devices, planters, and other objects should be located so they do not block pedestrians from the sight of approaching drivers. Also, on-street parking should be restricted near the crossing so that parked vehicles do not limit sight lines.
- In areas with high volumes of pedestrians, there should be sufficient space for pedestrians to queue as they wait for an appropriate time to cross. Pedestrian storage should be designed to prevent crowds of pedestrians from spilling onto the roadway. Pedestrian storage area design can be especially important at bus stops, and care should be taken so that children can wait a safe distance from the roadway while waiting for a school bus. Midblock curb extensions are a common and effective treatment at midblock locations and have many benefits.
- Direct pedestrians to the proper location to activate a pedestrian signal (if present) and wait for an appropriate time to cross. Pedestrian-activated traffic control devices should be accessible to pedestrians with visual impairments and those using wheelchairs, scooters, and walkers. The approach design should make clear where pedestrians should stand while waiting to cross.

Motorist Approach: Care should be taken to avoid locations where horizontal or vertical alignment of the roadway limit drivers' sight distance, view of the pedestrian approach to the crossing, or view of the crossing itself. Consideration should be given to how trees, shrubs, poles, signs, and other objects along the roadside might limit a driver's view of the crossing. On-street parking should be prohibited near the crossing using either signs and markings or physical barriers such as a curb extension, since a pedestrian who steps out into the road between parked cars can be blocked from the view of oncoming drivers. Traffic calming devices and

other measures to prevent high vehicle speeds should be considered along routes with midblock pedestrian crossings. More than 80% of pedestrians die when struck by vehicles traveling at greater than 40 mph versus less than 10% when cars are traveling at 20 mph or slower. In addition, vehicles traveling at lower speeds require less distance to come to a complete stop when braking.

Spacing: While there is no absolute rule for crosswalk spacing, crosswalks in busier areas that are 200' apart have generally been shown to be sufficient.

Striping: Regardless of the paving material, the crosswalk should be striped to increase visibility of the crosswalk, particularly at night. NYSDOT recommends the use of LS crosswalk striping at mid-block crossings, which includes both painted lines that are both parallel and perpendicular to oncoming traffic.

Signage: Signing and markings on and along the motor vehicle approach to a midblock crossing should be designed in such a way as to make drivers aware of the crossing in time to notice and react to the presence of a pedestrian, and to enhance the visibility of the crossing. Advanced warning signs should indicate any special traffic control used at the pedestrian crossing. In complex pedestrian environments, wayfinding signs may be appropriate to guide people to their desired destination. Actuated pedestrian signals (half signals), hybrid beacons, or rapid flash beacons may be considered at greenway crossings, midblock locations, or unsignalized crossings where infrequent crossings make a traffic signal or stop sign unnecessary. Refer to the AASHTO Guide for the Development of Bicycle Facilities for examples of midblock control treatments for shared use paths.

Activated Crossing Technology: Rapid Rectangular Flashing Beacons are pedestrian-activated flashing lights that supplement existing crosswalk signage. RRFBs have been generally shown to enhance the safety of pedestrian crossings, and have interim approval from NYSDOT on state roadways. Though there are no national warrants for RRFB installation, the MUTCD's interim approval document contains general guidelines for installation that can be utilized throughout all roadways.

TRANSIT STOPS

Definition: Improving transit stops can increase convenience, comfort, and attractiveness, thus potentially increasing ridership and encouraging more use of active transportation modes. Transit stops provide opportunities to utilize sustainable design and construction strategies, improve storm water quality with green infrastructure, and improve the streetscape aesthetics.

Research: A study conducted by the Robert Wood Johnson Foundation in 2009 found that Public Transit and Active Transportation are closely related and mutually supportive. Every ride on a bus starts and



ends with walking. Nationwide, 29 percent of those who use transit were physically active for 30 minutes or more each day, solely by walking to and from public transit stops. Similarly, transit users took 30 percent more steps per day and spent 8.3 more minutes walking per day than did people who relied on cars.

Design Guidance:

Accessibility: Both new and existing bus stops need to be ADA accessible. To be accessible, the following details need to be considered during design and construction:

- A firm, stable surface when new bus stop pads are constructed at bus stops where a lift or ramp is to be deployed
- A minimum clear length of 96" (measured from the curb or vehicle roadway edge) and a minimum clear width of 60" (measured parallel to the vehicle roadway) to the maximum extent allowed by legal or site constraints
- Connections to streets, sidewalks or pedestrian paths by an accessible route
- The slope of the pad parallel to the roadway should be the same as the roadway, and for water drainage, a maximum slope of 1:50 (2%) perpendicular to the roadway
- New or replaced bus shelters should be installed or positioned so as to permit a wheelchair or mobility aid user to enter from the public way and to reach a location, having a minimum clear floor area of 30" x 48", entirely within the perimeter
- Shelters should be connected by an accessible route to the boarding area.

Signage: All new bus route identification signs should be appropriate in finish and contrast, character height and proportion. When applicable, wayfinding signage can help community members locate the nearest public transit stop to their residence or destination, potentially increasing ridership.

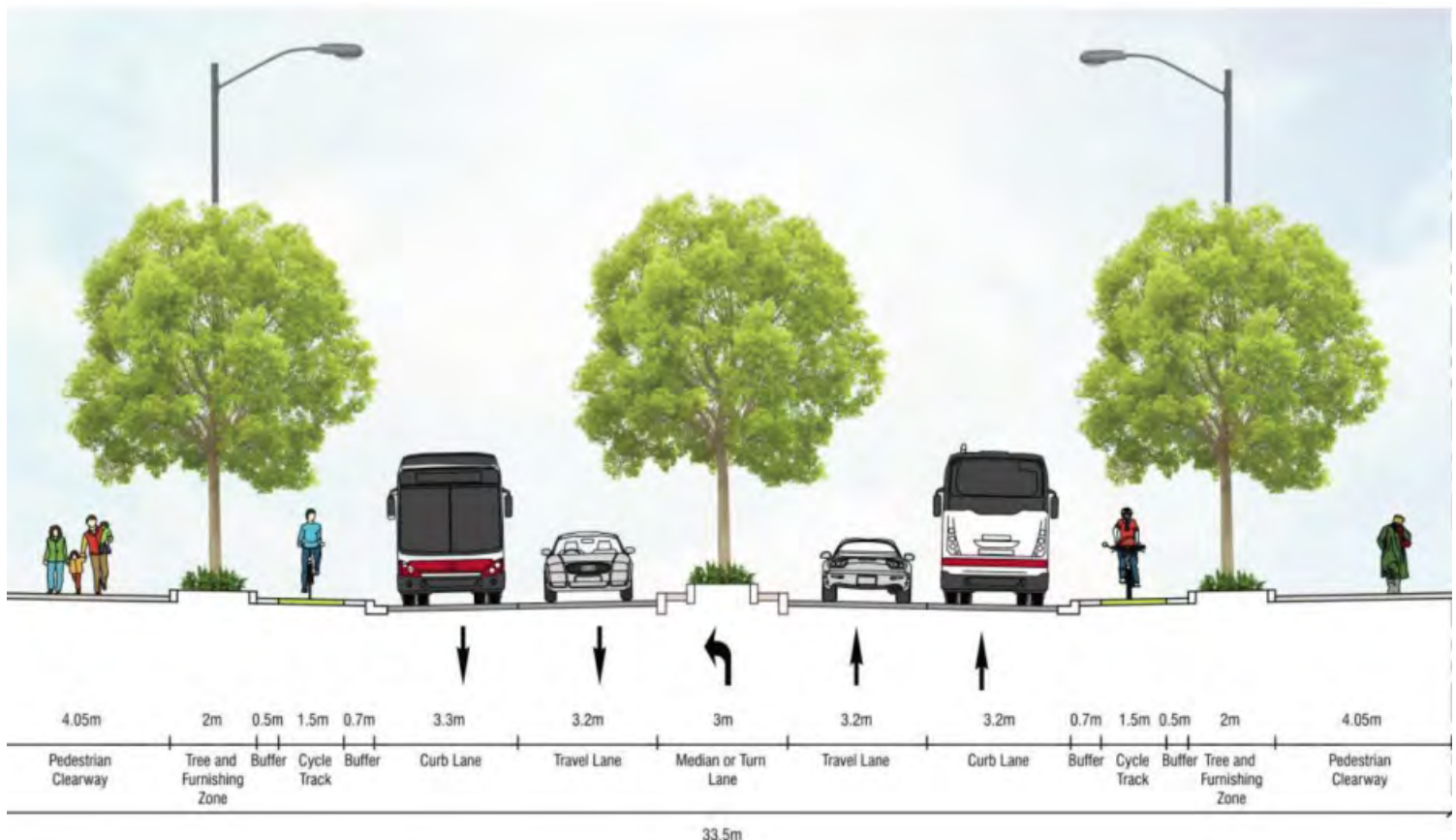


COMPLETE STREETS

Definition: According to the National Complete Streets Coalition (NCSC), complete streets are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public transport users of all ages and abilities are able to safely and comfortably move along and across a complete street. Complete streets also create a sense of place, improve social interaction, and generally increase land values of adjacent properties.

Research: A Federal Highway Administration safety review found that designing a street for pedestrian travel by installing raised medians and redesigning intersections and sidewalks reduced pedestrian risk by 28%.

Design Guidance: Complete streets look different in different places. They must fit with their context and to the transportation modes expected. Although no singular formula exists for a complete street, an effective one includes at many of the following features: sidewalks, bus pullouts, bike lanes, special bus lanes, wide shoulders, pedestrian scale lighting, raised crosswalks, plenty of crosswalks, audible pedestrian signals, refuge medians, and sidewalk bump-outs (bulb-outs).



7.2 PEER COMMUNITY REVIEW

This section examines several communities that have faced active transportation opportunities and challenges that are similar to those found in Geneseo. Whenever possible, communities with similar demographic, geographic, and climatic characteristics to Geneseo have been chosen; when necessary, best practices from municipalities across the United States have been cited. Based on information gathered during this project's inventory and analysis phase, the following categories have been researched; at least one precedent of each has been described below:

- Bicycle Boulevards
- Sidewalk Dining Standards
- Bike Share Programs
- Connections to Trailways
- Rural Road Facilities
- Winter Snow Removal
- Bike Parking Codes

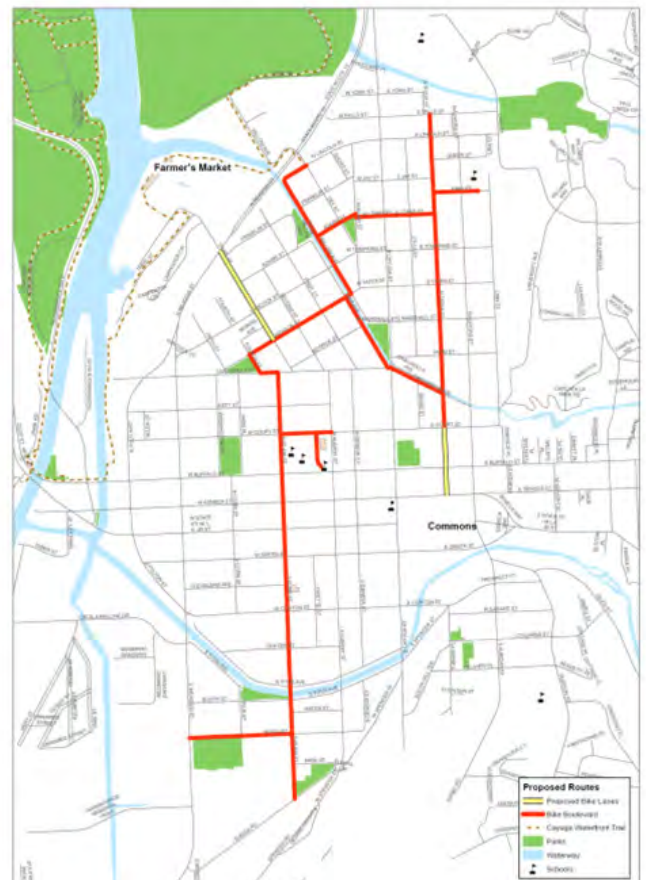
BICYCLE BOULEVARDS

City of Ithaca, New York

The City of Ithaca, NY bears many resemblances to the Village of Geneseo. Both are relatively small communities with similar Upstate New York climates and hilly terrain whose economies are centered largely on post-secondary education. Both are principal population centers in a largely rural county, and offer services both to local and regional residents.

The City of Ithaca Engineering Office produced the City of Ithaca Bicycle Boulevard Plan in 2012. It identified priority routes consisting of low-traffic residential streets that could be connected to form low-stress, bicycle-prioritizing routes through the city. These include traffic calming measures such as speed tables and chicanes, and provide wayfinding signage to allow bicyclists to easily navigate the street network and reach their destinations quickly. The network of bicycle boulevards laid out in the city was estimated to cost under \$100,000 and provided a significant benefit to casual transportation bicyclists, as well as children and older adults who are especially likely to feel uncomfortable riding on busy main streets.

Bicycle Boulevard Map



SIDEWALK DINING GUIDELINES

Cities of Ithaca, NY; Geneva, NY; Richmond, VA

Particularly along ‘downtown’ corridors, sidewalk dining guidelines can help ensure that outdoor eating spaces do not inhibit the pedestrian right of way and or infringe upon minimum standards for accessibility. By balancing various functions, sidewalk dining guidelines can help streets can become safe and enjoyable places to both walk through and spend time on. The following cities have successful sidewalk dining guidelines and corridors that are similar in character to the Main St./ Downtown district in Geneseo.

Ithaca	The dining area shall not block fire lanes or impede pedestrian traffic flow. The dining area shall not extend beyond the Applicant’s storefront. Any signage must be contained within the marked outdoor dining area.
Ithaca	Furniture and fixtures, as well as any means used to define the dining area, will be allowed only during approved outdoor dining hours and must be located within the defined outdoor dining space.
Ithaca	The merchant shall be completely responsible for all aspects of the area including cleanliness, ensuring all furniture and fixtures are within the defined dining space, and stain removal, using the maintenance guidelines established by the Department of Public Works.
Ithaca	The City cleans/sweeps all sidewalks downtown beginning at 7:00 a.m. daily. If tables and chairs are placed outside prior to that work being completed, it will be the responsibility of the business to clean and sweep their sidewalk and outdoor dining area.
Ithaca	The Annual Outdoor Dining Permit shall run from April 1 through March 31; A Seasonal Permit may be requested for April 1 through October 31.
Geneva	All sidewalk dining areas must allow for 6 feet of unencumbered pedestrian flow along the sidewalks. These areas must be ADA accessible.
Richmond	If sidewalk dining areas extend more than 36” away from the building, barriers must be included at the edge of the applicant’s storefront to warn pedestrians of upcoming obstacles
Richmond	All barriers must be no more than 6” off of the ground, so that sight-impaired individuals may be able to detect obstacles

BIKE SHARE

City of Rochester, New York

The City of Rochester Bicycle Master Plan includes many recommendations for improving bicycling, and the City shares Geneseo's climate as well as a substantial student population.

The City introduced a bicycle sharing system in 2017, with approximately 40 stations spanning the City and concentrated near popular locations, such as the University of Rochester and the dense urban neighborhoods in and adjacent to downtown. The system is owned and operated by a private company. It allows people who do not own bicycles or do not wish to lock them outdoors to participate in bicycle transportation, and increases options and flexibility for multimodal transportation. This bicycle share system sees several hundred thousand rides per year and is considered to be very successful.



Village of Brockport, New York

The Village of Brockport has similar size and configuration as Geneseo, with a small downtown core and a SUNY campus located just outside it. It also shares Geneseo's climate. The Bike Share program at SUNY Brockport helped the school gain recognition as a Bicycle Friendly University in 2016.

SUNY Brockport operates the Fast Trax bicycle sharing service through Parking and Transportation Services. This allows students, faculty, and staff to check out bikes at no cost for 24 hour blocks. Each bike is issued with a lock, and helmets are available. Bikes are available at several locations around campus, in order to facilitate the use of the bikes for short-term rides. The school also offers the Eagle Bike Share program, which allows registered members to check out a bicycle for up to 48 hours.



TRAIL CONNECTIONS

City and Town of Geneva, New York

Geneva's size, geographic location, and identity as a college town are similar characteristics to Geneseo. Its proximity to the Cayuga-Seneca trail also offers a worthwhile comparison, as the City center is located within biking and walking distance to the trail, similar to the Village of Geneseo's proximity to the Genesee Valley Greenway.

The Cayuga-Seneca Trail in Seneca and Ontario counties is being constructed in phases, and it currently begins near the border of the City of Geneva and ends in the Village of Waterloo. Eventually, this trail is planned to connect to Montezuma Wildlife Refuge and the Erie Canal Trail. It has the potential to be useful for commuting and recreational cycling and walking, as well as cyclo-tourism, but the trail initially ended abruptly with the only connection to the City of Geneva being along a high-volume roadway. In the Geneva Active Transportation

Plan, a strategy was identified to construct a short segment of trail to link in with the existing network within Seneca Lake State Park. This connection, which included the construction of a boardwalk, a pedestrian bridge under NYS Route 96A, and a safe railroad crossing, was completed in late 2018, allowing safe passage of bicyclists and pedestrians from the urban center to the trail.



RURAL ROADWAY FACILITIES

Town of Geneva, New York

The rural roads within the Town of Geneva are similar in speed, width, and surrounding character to the roads in the Town of Geneseo.

The Geneva Active Transportation plan advises that providing multi-use shoulders on roads (often rural) that are incompatible with or cost-prohibitive to add bike lanes, construction of a properly designed multi-use shoulder can be nearly as good for bicycle and pedestrian level of service as a true, officially signed bicycle lane. Design of new or retrofit of existing paved shoulders should comply with AASHTO standards; “on uncurbed cross sections with no vertical obstructions immediately adjacent to the roadway, paved shoulders should be at least 4 ft wide to accommodate bicycle traffic. Shoulder width of 5 ft is recommended from the face of a guardrail, curb, or other roadside barrier to provide additional operating width...” Areas with expected higher bicycle use should have increased shoulder widths as necessary in addition to areas where motor vehicle speeds exceed 50 mph or are used by trucks and buses.

WINTER SNOW REMOVAL

City of Boulder, Colorado

Though far larger than Geneseo, and located in a different geographical area, the City of Boulder faces similar issues with winter weather and still maintains an active bicycling and pedestrian community.

Formal snow maintenance policies have been in place since 1996. A crew dedicated to clear the off-street trail system (for trails adjacent to city property) is deployed at the same time the road clearing crew is dispatched. Trails that are on University or County property are the responsibility of that agency. Because the primary route is towards the center of the road, bike lanes may get secondary treatment but are still typically cleared within a day or two of a snow event. Wide sidewalks (Boulder designates some of them as multi-use paths) tend to be maintained by the City, though the city's code makes clearing a minimum five foot path the responsibility of the property owner.

ZONING CODES & BICYCLE PARKING

City of Minneapolis, Minnesota

The City of Minneapolis has fostered a thriving active transportation community through codes that require an abundance of pedestrian and bicycle infrastructure. Though the city is far larger than Geneseo, it can provide a model for progressive policies and programs.

Minneapolis has an extensive bicycle parking program and has published a Bike Racks and Lockers Map to help bicyclists find available parking. There are approximately 3600 racks, 16,000 spaces, 29 locker locations and 249 locker spaces. Showers are available with rental of bike lockers at two locations. Costs are as follows:

- \$10: Key Deposit
- \$30: Seasonal Locker (Apr 1-Nov 30)
- \$50: Annual Locker
- \$80: Seasonal Locker and Shower (Apr 1-Nov 30)
- \$100: Annual Locker and Shower

Most new buildings in Minneapolis are required by zoning law to provide bicycle parking. The table below outlines these requirements.

New Buildings (as of 1/09)	Minimum Bicycle Parking Requirement
Non-residential uses < 1,000 sq. ft.	Exempt
Residential – Single Family to 4 units	Exempt
Multi-family dwellings (5 or more units)	1 space per two dwelling units
Schools (K-12)	3 spaces per classroom
Community centers	6 spaces
Theaters	3 spaces
General retail sales & services	3 spaces or 1 space per 5,000 sq. ft. of general floor area
Offices	3 spaces or 1 space per 15,000 sq. ft. of general floor area
Restaurant or coffee shop	3 spaces
Indoor or outdoor recreation facility	3 spaces
Sports & health facility	3 spaces or 1 space per 10,000 sq. ft. of general floor area
Medical clinic	3 spaces
Industrial uses	2 spaces or 1 space per 20,000/30,000/40,000 sq. ft.
Post office	3 spaces

The ongoing Bicycle Parking project will install bike racks in partnership with private business owners (such as restaurants and retail stores) and public agencies (such as schools and libraries). The project will pay 50% of the cost of rack purchase and installation at private locations, and 100% at public agency locations.

8 | ALTERNATIVES & RECOMMENDATIONS



This chapter presents potential active transportation-related improvements in Geneseo. The sections of this chapter correspond to the section in Chapter 6: Needs Assessment. The improvements detailed in this chapter are then prioritized in Chapter 9: Implementation Matrix.

8.1 INTERSECTION IMPROVEMENTS

The following pages detail specific improvements to the seven priority intersections identified in this project in Figure 10. The recommendations for improvements presented in this plan are conceptual in nature, and would be subject to further study to determine feasibility before advancing to design development and implementation.

For all intersections, the consideration of the following is recommended for all approaches:

- Sidewalks.
- Curb ramps – must be ADA compliant.
- Pedestrian Signals where there are traffic signals and crosswalks.
- Upgrading existing pedestrian push buttons and indications to current New York State standards.
- No Turn on Red / Yield to Pedestrians on-demand blank-out signs.
- Leading pedestrian intervals (LPI) where there are right turn lanes.
- At all signalized intersections, the vehicular detection should be checked to ensure it detects bicyclists and the detection zone marked with bicycle detection symbols supplemented with the Bicycle Signal Actuation (R10-22) sign.
- During final design, separated curb ramps should be considered where feasible.
- Where width allows, bike lanes should be included along approach roadways. However, NYSDOT does not currently approve of the installation of these facilities along NYSDOT roadways.

INTERSECTION

1

ALTERNATIVE

A

Temple Hill Road,
NYS Route 20A,
Crossett Road,
Groveland Road



This alternative squares off the approaches of Crossett Road, Temple Hill Street, and Groveland Road to create perpendicular intersections with NYS Route 20A. This alternative specifically includes curb radii at 30' to control vehicular movements on the intersection approaches, the removal of the high-speed right from NYS Route 20A to Groveland Road, and two crossings of NYS Route 20A to the west of Crossett Road and Groveland Road with Rapid Rectangular Flashing Beacon installation at these locations.

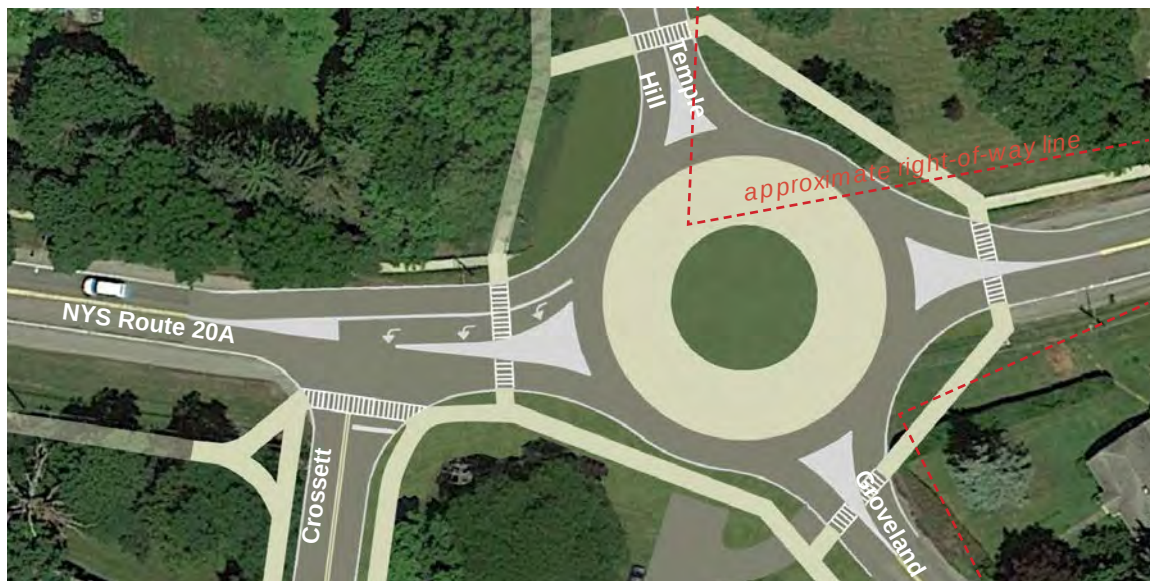
INTERSECTION

1

ALTERNATIVE

B

Temple Hill Road,
NYS Route 20A,
Crossett Road,
Groveland Road



This alternative responds to high vehicular and pedestrian traffic and limited visibility at this intersection. Though a roundabout would require right-of-way acquisition, it is operationally feasible at a concept level, with the drawing above showing an inscribed diameter of 140'. The roundabout would significantly reduce traffic speeds, reduce unprotected pedestrian crossing distances, and simplify potential conflict points between all modes of travel. **Initial idea for this concept previously proposed in NYS Route 20A Access Management Study and Geneseo Pilot Plan.*

INTERSECTION

2

Center Street,
NYS Route 20A,
Medical
Center



- Removed free flow right turn lane onto Center St
- Reoriented sidewalk along north side of NYS Route 20A
- New sidewalk along south side of NYS Route 20A
- Potential activate crossing over NYS Route 20A
- Bike Lanes along NYS Route 20A
- **based on a preliminary review of 2016 data, there does not appear to be enough vehicular volume to warrant a traffic signal at this intersection. Please refer to Chapter 11: Follow-On Activities for additional information.*

INTERSECTION

3

Reservoir Road,
Megan Drive,
NYS Route 20A



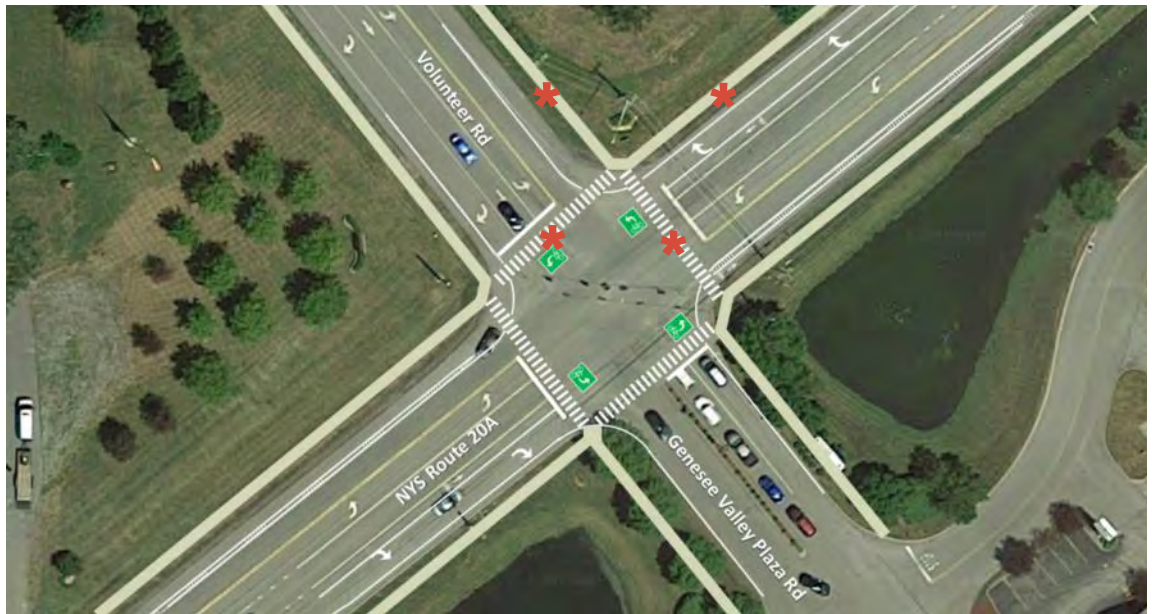
- Installation of crosswalks and curb ramps
- Pedestrian signal infrastructure
- New sidewalk along south side of NYS Route 20A (east of Reservoir Rd)
- Potential bike lane along NYS Route 20A
- **the curb along the south side of NYS Route 20A precludes the implementation of a continuous bike lane. Should the intersection be redesigned, an additional 5' of pavement would enable the bike lane or multi-use shoulder to be incorporated.*

INTERSECTION

4

NYS Route 20A, Volunteer Road, Genesee Valley Shopping Center

Two stage left turn boxes are under experimental approval, and are not preferred by NYSDOT until approval for general MUTCD use.



- Sidewalks along all approaches to intersection
- Crosswalks and curb ramps throughout
- Pedestrian signals at all crossings
- Bike lanes and two-stage left turn boxes
- *sidewalks, crosswalks, and pedestrian signals marked with * will be constructed and installed as part of an approved mixed-use development on the north-east corner of this intersection.

INTERSECTION

5

North Street, Lima Road, Rorbach Lane, Highland Road

 Bus Stop Location



- New crosswalk across Lima Road
- Curb extensions on north side of intersection
- Extended sidewalks to new crossings
- Enhanced bus stop facilities at southwest corner of intersection
- Two-way striped bike lanes along south side of North Street

INTERSECTION

6

Court Street,
Avon Road,
Main Street,
North Street



- Curb extensions to better define turn radii, shorten crosswalk distances, and move STOP signs closer to intersection for improved visibility.
- Centerline guide dotted line to simplify Main - Avon movement
- Additional ADA-compliant pedestrian ramps on northwest and southeast corners
- **Use diagonal ramps on the northeast and southwest corners, since providing two ramps would require a greater skew on the crosswalks and place the crosswalk farther into the right turn departure area.*

INTERSECTION

7

Main Street, NYS
Route 20A



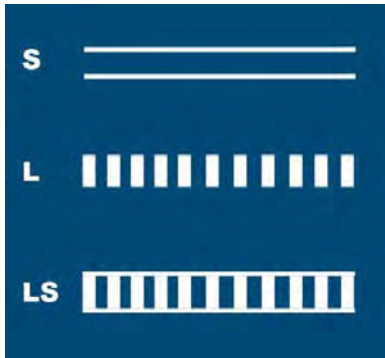
- Reduced curb radii on northwest and northeast corners
- Marked crosswalks and appropriate pedestrian signalization at all crossings
- Potential sidewalk along south side of NYS Route 20A
- **Continued pruning of landscaping in median is necessary to improve visibility of pedestrians on 'refuge island'*

INTERSECTIONS MATRIX	SAFETY NEEDS			EXPECTED DEMAND						ALTERNATIVES & RELATIVE COSTS
	GREATER NEED		LESSER NEED	GREATER DEMAND				LESS DEMAND		
<i>This table provides a quick reference to compare safety issues and relative amounts and expected amounts of pedestrian & bicycle use at each intersection. The final column represents a high-level cost estimate for the improvements described on previous pages. The information here informs the table in Chapter 9: Implementation Matrix.</i>	ACTIVE TRANSPORTATION-RELATED CRASHES (at/near intersection)	LEVEL OF COMMUNITY SAFETY CONCERN (based on input from survey, stakeholder and public meetings)	OVERALL NEED FOR IMPROVED COMFORT & SAFETY (1=Low; 5=High)	RECREATIONAL (parks, trails, exercise routes)	EDUCATIONAL (School District, SUNY Geneseo)	SHOPPING (retail, grocery stores, community stores)	RESIDENTIAL (proximity to dense residential areas)	PUBLIC TRANSIT (proximity to RTS bus stops)	OVERALL EXPECTED LEVELS OF DEMAND (1=Low; 5=High)	ESTIMATED BASED ON TYPES OF IMPROVEMENTS Crosswalks: \$ Pedestrian Signals: \$ Curb Realignment: \$\$ Roadway Realignment: \$\$\$ Roundabout: \$\$\$\$
Temple Hill Rd., NYS Route 20A, Crossett Rd., Groveland Rd. (Alternative A)			5						3	\$
Temple Hill Rd., NYS Route 20A, Crossett Rd., Groveland Rd. (Alternative B)			5						3	\$\$\$\$
Center St., NYS Route 20A, Medical Center			4						2	\$
Reservoir Rd., Megan Dr., NYS Route 20A			3						2	\$
NYS Route 20A, Volunteer Rd., Genesee Valley Shopping Center			3						2	\$
North St., Lima Rd., Rorbach Ln., Highland Rd.			1						3	\$
Court St., Avon Rd., Main St., North St.			2						4	\$
Main St., NYS Route 20A			2						2	\$

8.2 ADDITIONAL CROSSINGS

As identified in the Needs Assessment, there are several locations in Geneseo that would benefit from enhanced or new mid-block crossings. This section provides a 'toolbox' of potential crossing enhancements and identifies which of these treatments are appropriate to the specific locations.

CROSSINGS 'TOOLBOX'



PAVEMENT MARKING

S: appropriate on side roads with stop signs

L: appropriate on higher volume roads with signals or stop signs

LS: appropriate on high volume roads without signals or stop signs



CURB EXTENSIONS

can enhance pedestrian safety by reducing crossing distance and increasing the visibility of pedestrians to oncoming motorists. These are most appropriate in urban settings with on-street parking.



IN-STREET SIGNS

can enhance pedestrian safety by increasing motorist awareness. These are most appropriate on low-speed, urban roadways.



RAPID RECTANGULAR FLASHING BEACONS

can be activated by pedestrians to warn motorists of a crosswalk. These are most appropriate at uncontrolled crossings in high-volume pedestrian areas and two-lane vehicular traffic.



'BACK TO BACK' CROSSING SIGNS

can increase the visibility of crosswalks by having signage on both sides of the road. The signs can be mounted on the same posts, facing opposite directions.



REFLECTIVE POSTS

can enhance pedestrian safety at night. These can be mounted onto any crossing sign in nearly all locations.

ENHANCED EXISTING CROSSWALKS

Main St (Throughout): None of the six existing crosswalks along Main St provide opportunities for pedestrians to establish eye contact with oncoming drivers before entering the roadway, as many pedestrians must look around parked cars in order to see traffic. The installation of curb extensions at several of these crosswalks would allow for shorter crossing distances, and enable increased awareness between drivers and pedestrians. Though this recommendation would result in the approximate loss of 5-7 parking spaces along Main St, the redesign could enhance the area's walkability, which could encourage more people to park farther away and walk to downtown businesses. These crosswalks could be further enhanced with LS Markings, reflective posts, in-street signs, and back-to-back signage.

North St (Throughout): Currently, there is minimal signage notifying motorists of upcoming crosswalks at minor intersections along North Street. The installation of back-to-back signage, reflective posts, and repainted L markings would enhance awareness of the existing crosswalks; depending on the implementation of other bicycle facilities, curb extensions may also be possible at these crosswalks.

NYS Route 20A (at Prospect St): As illustrated by the time lapse camera data, this crossing is frequently used by pedestrians throughout multiple seasons. Currently, however, the data showed that only 30% of pedestrians cross NYS Route 20A when vehicles stop to let them go, signifying the need for enhancements to increase driver awareness of the crosswalk. These enhancements can include back-to-back signage, reflective posts, LS Markings, and the installation of a Rapid Rectangular Flashing Beacon. *Note: If a roundabout is built at the nearby Temple Hill, NYS Route 20A, Crossett, and Groveland intersection, the need for this enhanced crossing will need to be revisited, as pedestrians will be able to safely cross at the intersection.*

Court St (Throughout): Enhancing the existing crosswalks on Court Street will improve the safety of pedestrians in the area near SUNY Geneseo. These enhancements can include back-to-back signage, reflective posts, lighting, L Markings, and potential in-street signs.

Avon Rd (at Westview Crescent): Enhancements to this crossing will improve the safety of students and other residents who access the pathway along the west side of Avon Road between Westview Crescent and the School complex. Recommended enhancements include back-to-back signage, reflective posts, and LS Markings. A Rapid Rectangular Flashing Beacon may be implemented, but consideration should be given to the fact that RRFBs do not require vehicles to stop for pedestrians in the crosswalks. If an RRFB is implemented at this location, it should be accompanied by extensive educational outreach to children about the proper behaviors for utilizing crosswalks. Additional information about this crossing is included in section 8.6.

NEW CROSSWALKS

Avon Rd (at Geneseo School District driveway) The installation of this crosswalk would be coupled with sidewalk installation along the east side of Avon Road between Cavalry Rd and the School driveway. This crosswalk would both enhance pedestrian safety and satisfy a requirement for the potential establishment of a School Speed Limit; this discussion is expanded upon in Section 8.6. Appropriate treatments at this crosswalk would include back-to-back signage, reflective posts, crosswalk warning signs, and LS pavement markings.

Country Lane / NYS Route 20A: The installation of a crosswalk here would serve the residents of Country Lane who must cross NYS Route 20A to access the sidewalk and bus stop. While appropriate treatments may include back-to-back signage, LS Markings, and reflective posts, NYSDOT suggested that an entire intersection reconfiguration with typical pedestrian treatments may be a safer long-term solution. Additional information about this location is included in Chapter 11: Follow-On Activities.

Main St: As detailed in Section 7.1: Facility Design Guidance, crosswalks in busier areas can be located as close as 200' apart from each other to allow pedestrians to cross at convenient locations. Using this criteria, the installation of new crosswalks on Main St, specifically at the Chesnut St intersection and across from the Big Tree Inn, would be practical and enhance the walkability of downtown. Appropriate treatments would include curb extensions, reflective posts, in-street signs, back-to-back signage, and LS markings.



MAIN STREET NEAR CENTER STREET INTERSECTION

CROSSWALKS MATRIX	SAFETY NEEDS			EXPECTED DEMAND						ALTERNATIVES & RELATIVE COSTS	
	GREATER NEED		LESSER NEED	GREATER DEMAND					LESS DEMAND		
This table provides a quick reference to compare safety issues and relative amounts and expected amount of pedestrian use at each crosswalk. The final column presents recommended improvements and provides a high-level cost estimate for each. The information listed here informs the table in Chapter 9: Implementation Matrix. <i>E=Enhanced Existing Crossing</i> <i>N=New Crossing</i>	PEDESTRIAN -RELATED CRASHES <i>(at/near crosswalk)</i>	LEVEL OF COMMUNITY SAFETY CONCERN <i>(based on input from survey, stakeholder and public meetings)</i>	OVERALL NEED FOR IMPROVED COMFORT & SAFETY <i>(1=Low; 5=High)</i>	RECREATIONAL <i>(parks, trails, exercise routes)</i>	EDUCATIONAL <i>(School District, SUNY Geneseo)</i>	SHOPPING <i>(retail, grocery stores, community stores)</i>	RESIDENTIAL <i>(proximity to dense residential areas)</i>	PUBLIC TRANSIT <i>(proximity to RTS bus stops)</i>	OVERALL EXPECTED LEVELS OF DEMAND <i>(1=Low; 5=High)</i>	ESTIMATED BASED ON TYPES OF IMPROVEMENTS <i>pavement markings: \$</i> <i>back-to-back signs: \$</i> <i>reflective posts: \$</i> <i>in-street signs: \$</i> <i>RRFBs: \$\$</i> <i>curb extensions: \$\$\$</i>	
E Main St (Throughout)			3						4	Curb Extensions, Back-to-Back Signage, Reflective Posts, LS Crossings, In Street Signs \$\$\$	
E North St (Throughout)			3						3	Curb Extensions, Back-to-Back Signage, Reflective Posts, L Crossings, In Street Signs \$\$\$	
E NYS Route 20A (at Prospect St)			3						4	Back-to-Back Signage, Reflective Posts, LS Crossings, Rapid Rectangular Flashing Beacon \$\$	
E Court St (Throughout)			3						4	Back-to-Back Signage, Reflective Posts, L Crossings, In Street Signs \$	
E Avon Rd (at Westview Crescent)			3						3	Back-to-Back Signage, Reflective Posts, LS Crossings \$	
N NYS Route 20A (at Country Lane)			2						2	Back-to-Back Signage, Reflective Posts, LS Crossings \$	
N Avon Rd (at School District Driveway)			3						3	Back-to-Back Signage, Reflective Posts, LS Crossings \$	
N Main St (at Chestnut St)			2						4	Curb Extensions, Back-to-Back Signage, Reflective Posts, LS Crossings, In Street Signs \$\$\$	

ADDITIONAL CONSIDERATION: 'BEAR' FOUNTAIN STATUE ALTERNATIVES

As mentioned in the Needs Assessment, the Bear Fountain at the intersection of Center St and Main St has been struck by vehicles multiple times. The concept designs on the following page present seven potential alternatives centered around protecting the Fountain from further damage by vehicular collisions. The table below highlights the potential positive or negative effects these various schemes may have on vehicular flow and speeds, active transportation experiences, environmental and historical considerations, public space, business access, and other variables. *Concept designs provided by Genesee Transportation Council*

Factors to Evaluate	Vehicular Movement	Truck Traffic	Traffic Calming	Pedestrian Crossings	Parking Spaces	Gathering Spaces	Protection of 'Bear'	Emergency Vehicle Access	Historical Impacts	Bicycle Movement	Drainage	Business Access	Pedestrian visibility
1: Bumpouts	/	-	++	++	/	/	+	/	/	/	/	/	+
2: Bumpouts & Median	--	-	++	++	/	/	++	-	/	/	/	/	+
3: Raised Speed Table	/	--	++	++	/	/	+	-	/	+	-	/	+
4: Extended Median	--	/	+	+	/	/	++	-	/	/	/	/	+
5A: Center St. Plaza	--	+	--	+	++	++	++	--	?	+	?	-	++
5B: Center St. Plaza	--	/	/	/	/	++	/	--	/	+	?	-	+
6: One-Way Center St.	-	+	--	/	+	+	+	-	?	+	?	-	++

++
Potential
Significant
Improvement

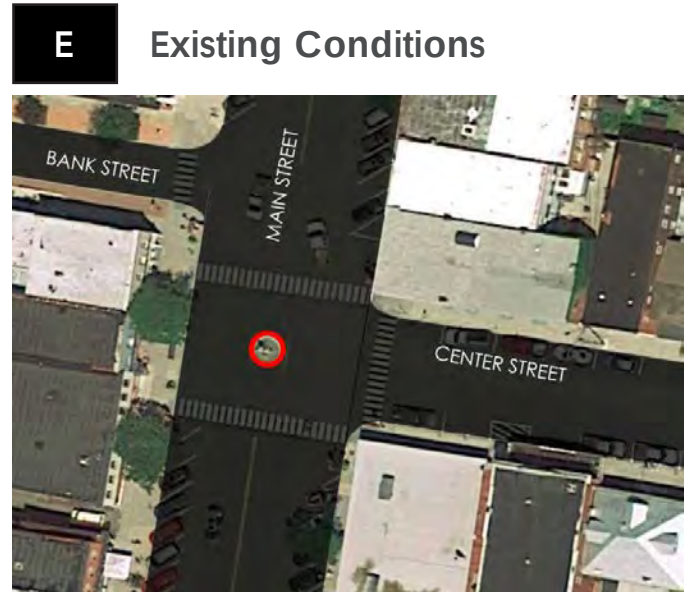
+
Potential
Minor
Improvement

/
Little Change to
Existing
Conditions

-
Potential
Minor Negative
Impact

--
Potential
Significant
Negative Impact

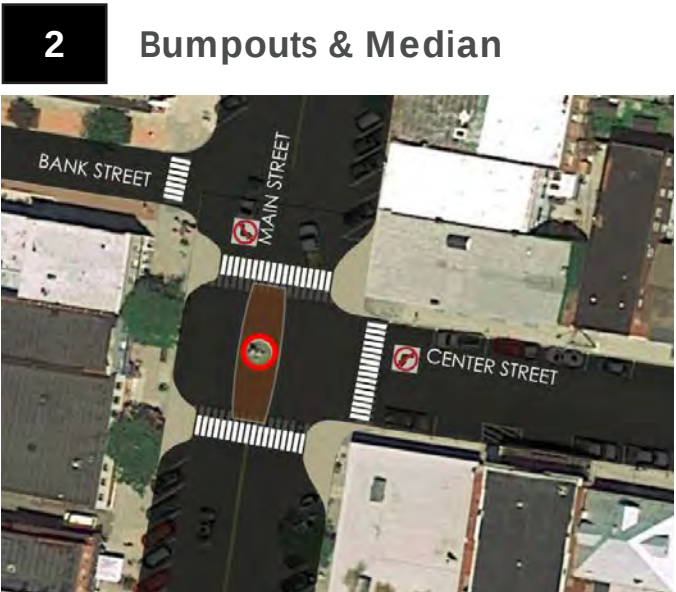
?
Unknown
Potential
Impact



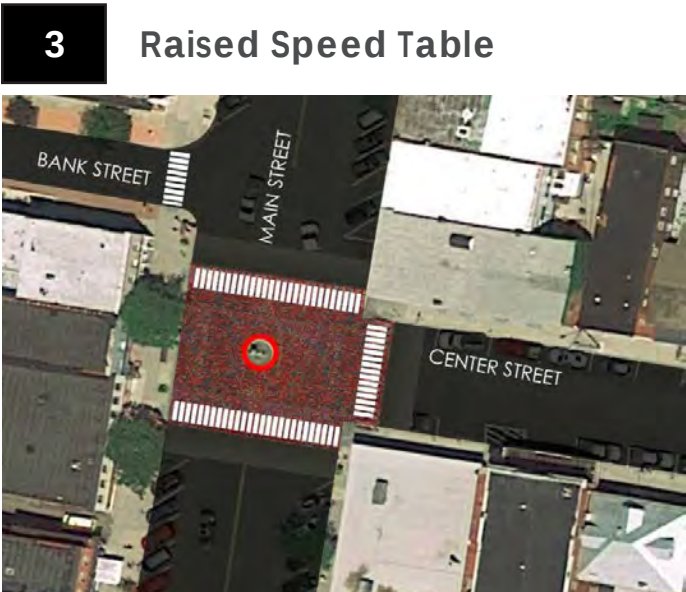
Existing Conditions: 'Bear' often hit by left-turning motorists onto/from Center



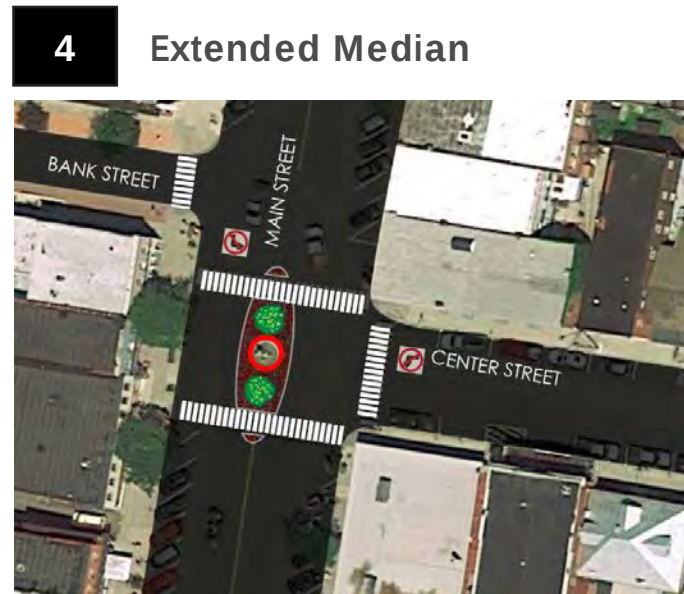
1: Bumpouts enable shorter pedestrian crossings and protect 'bear' with curb



2: Bumpouts & Median enable shorter pedestrian crossings and protect 'bear' by eliminating left-turn movements



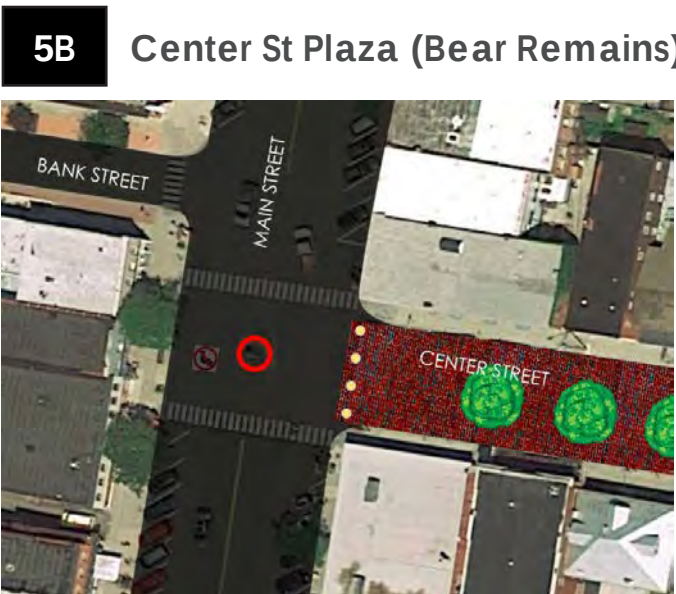
3: Raised Speed Table creates a 'plaza' feel and improves motorist awareness of pedestrians and 'bear' statue



4: Extended Median protects 'bear' through elimination of left turn movements; also enhances pedestrian crossings



5A: Center St. Plaza moves 'bear' to newly-created pedestrian gathering space on Center Street



5B: Center St. Plaza creates pedestrian gathering space, but keeps 'bear' in existing location on Main Street



6: One-Way Center St. maintains some traffic flow and moves 'bear' to smaller pedestrian gathering space

8.3 NEW SIDEWALKS

The table on the following page discusses the implementation of sidewalks along segments that currently lack sufficient pedestrian facilities. The following process was used to develop the categories displayed on the table:

Evaluation of Safety & Comfort Needs for Each Segment:

- Pedestrian Level of Service Grade.
- Number of Pedestrian-Related Crashes On Segment since 2009 (please note that crashes at an intersection are applied to all segments that touch that intersection).
- Level of Community Concern, based on number of comments related to each segment at public meetings and in Community Survey responses.
- Presence of Sidewalk on other side of roadway (roadways without any sidewalks are prioritized over roadways with a sidewalk already present on one side of the roadway).

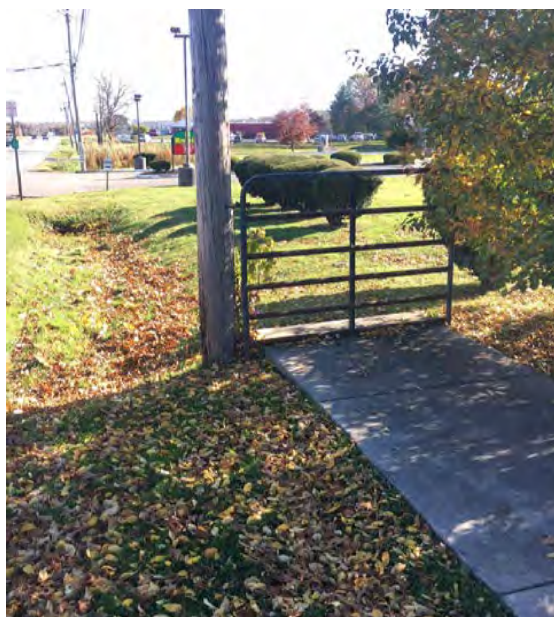
Evaluation of Expected Demand for Use of Each Segment:

- Recreational Demand, with segments near parks, trail connections, or known recreational loops receiving higher 'grades'.
- Educational Demand, with segments near SUNY Geneseo and Geneseo Schools receiving higher 'grades'.
- Shopping Demand, with segments near retail along NYS Route 20A and downtown shops receiving higher 'grades'.
- Residential Demand, with segments in more densely populated areas receiving higher 'grades'.
- Public Transit Demand, with segments with more RTS bus stops receiving higher 'grades'.

Evaluation of Expected Cost for Improvement

- Based on length of segment.

Please also note that *Segment M: Avon Road from Westview Crescent to School Drive* is discussed further in the following Section 8.6: Trails.



Segment D: NYS Route 20A, from Center St to Reservoir Road on the south side of the street

SIDEWALK ADDITIONS MATRIX			SAFETY NEEDS					EXPECTED DEMAND							COST	
			GREATER NEED		LESSER NEED			GREATER DEMAND		LESS DEMAND					\$	
This table includes all roadway segments without existing sidewalks in areas with known or expected use by pedestrians			PEDESTRIAN LEVEL OF SERVICE	PEDESTRIAN-RELATED CRASHES (on/near segment)	LEVEL OF COMMUNITY SAFETY CONCERN	SIDEWALK ON OTHER SIDE OF STREET?	OVERALL NEED FOR IMPROVED COMFORT & SAFETY (1=Low; 5=High)	RECREATIONAL (parks, trails, exercise routes)	EDUCATIONAL (School District, SUNY Geneseo)	SHOPPING (retail, grocery stores, community stores)	RESIDENTIAL (proximity to dense residential areas)	PUBLIC TRANSIT (proximity to RTS bus stops)	OVERALL EXPECTED LEVELS OF DEMAND (1=Low; 5=High)	LENGTH (MILES)	ESTIMATED BASED ON LENGTH OF SIDEWALK	
ROADWAY	Section	Side														
TEMPLE HILL ST.	NYS Route 20A to Center St.	East (SB)	C*			NO	2						3	.19	\$	
CENTER ST.	NYS Route 20A to Temple Hill St.	South (EB)	C				1						4	.4	\$\$	
NYS ROUTE 20A	Groveland Rd. to Center St.	South (EB)	E	1			3						4	.45	\$\$	
NYS ROUTE 20A	Center St. to Reservoir Rd.	South (EB)	E	1			3						3	.18	\$\$	
NYS ROUTE 20A	Reservoir Rd. to Ryan Dr.	South (EB)	E	1			4						4	.5	\$\$\$	
NYS ROUTE 20A	Ryan Dr. to Volunteer Rd.	South (EB)	E	1		NO	5						3	.15	\$	
NYS ROUTE 20A	Ryan Dr. to Volunteer Rd.	North (WB)	E	1		NO	5						3	.15	\$	
VOLUNTEER RD.	NYS Route 20A to Veteran Dr.	W/S (SB)	D	1		NO	3						2	.12	\$	
VOLUNTEER RD.	Veteran Dr. (N) to Lima Rd.	W/S (SB)	D			NO	3						2	.6	\$\$\$	
LIMA RD.	Westhampton Dr. to Volunteer Rd.	South (EB)	D			NO	4						3	.2	\$	
LIMA RD.	Island Preserve to Kimberly Dr.	North (WB)	C				2						3	.27	\$	
NYS ROUTE 20A	Main St. to Crossett Rd.	South (EB)	E				1						3	.5	\$\$\$	
AVON RD.	Westview Cr. to School Drive	Either (NB/SB)	D			NO	3						3	.35	\$\$	
MARY JEMISON	SUNY Driveway to Genesee St.	North (WB)	E*			NO	1						3	.2	\$	
RESERVOIR RD.	Morgan View to NYS Route 20A	Either (WB/EB)	C			NO	2						2	1.0	\$\$\$	

*PLOS indicates grade for sections of roadway without sidewalks

8.4 BICYCLE FACILITIES

The tables on the following three pages display recommendations for improved bicycle facilities on all roadways within the project area. These recommendations are based on an inventory of existing roadway conditions, an evaluation of comfort and safety, an inventory of expected demand and use of facilities, and an analysis of the most suitable facility improvements for each segment. Figure 23: Bicycle Facility Improvements follows these tables, and displays the recommendations on the project map. All of the facility improvement types mentioned in these tables are described in detail in 7.1: Facility Design Guidance. Specifically, the following process was used to create these tables:

Inventory of Existing Roadway Conditions (illustrated in Inventory & Analysis), including:

- Amount of space on pavement for bicyclists, presence of sidewalks, curbs, and on-street parking, vehicular speed limit, presence of edge striping, and other metrics.

Evaluation of Safety & Comfort Needs for Each Segment:

- Bicycle Level of Service Grade.
- Number of Bicycle-Related Crashes On Segment since 2009 (please note that crashes at an intersection are applied to all segments that touch that intersection).
- Level of Community Concern, based on number of comments related to each segment at public meetings and in community survey responses.

Evaluation of Expected Demand for Use of Each Segment:

- Recreational Demand, with segments near parks, trail connections, or known recreational loops receiving higher 'grades'.
- Educational Demand, with segments near SUNY Geneseo and Geneseo Schools receiving higher 'grades'.
- Shopping Demand, with segments near retail along NYS Route 20A and downtown shops receiving higher 'grades'.
- Residential Demand, with segments in more densely populated areas receiving higher 'grades'.
- Public Transit Demand, with segments with more RTS bus stops receiving higher 'grades'.
- Topography 'Penalty,' with flatter segments receiving higher 'grades' than steeper segments since cyclists typically choose flatter segments when possible.

Evaluation of Preferred Improvements (when possible, facilities are recommended that do not require additional pavement width; in areas with safety concerns and/or high demand and insufficient pavement space for adequate improvements, facilities are recommended that would require widened roadways):

- Bike Lanes are recommended in areas with shoulder width of 5' or greater, sidewalks present, and limited conflicts with on-street parking.
- Buffered Bike Lanes are recommended in areas with shoulder width of 6' or greater, sidewalks present, and limited conflicts with on-street parking.
- Multi-Use Shoulders are recommended in areas with shoulder width of 4' or greater, and no sidewalks present.
- Buffered Multi-Use Shoulders are recommended in areas with shoulder width of 6' or greater, and no sidewalks present.
- Shared Lane Markings are recommended on low-speed roadways without sufficient space for Bike Lanes or edge striping for Multi-Use Shoulders. Shared Lane Markings typically cost \$250 per marking.
- Bike Boulevard Candidates are recommended for roadways with low traffic volumes and speeds, with preference for roadways that link key destinations within the Village.

Evaluation of Expected Cost for Improvements

- Because the cost of implementing bicycle facilities can depend more on the facility type than the length of implementation, the costs are developed based on facility type. Widening roadways is the most expensive practice, while implementing on-pavement markings or lanes requires far less funding.

BICYCLE FACILITIES (PAGE 1 OF 3)			SAFETY NEEDS			EXPECTED DEMAND							PREFERRED IMPROVEMENT	COST	
			GREATER NEED LESSER NEED			GREATER DEMAND LESS DEMAND								\$	
<i>This table includes all roadway segments that were analyzed for this project. In most cases, both directions of travel are evaluated in the same row; however, when bicycle facility conditions differ significantly between travel directions, each travel direction has been analyzed separately.</i>			BICYCLE LEVEL OF SERVICE	BICYCLE-RELATED CRASHES(on/near segment)	LEVEL OF COMMUNITY SAFETY CONCERN	OVERALL NEED FOR IMPROVED COMFORT & SAFETY (1=Low; 5=High)	RECREATIONAL (parks, trails, exercise routes)	EDUCATIONAL (School District, SUNY Geneseo)	SHOPPING (retail, grocery stores, community stores)	RESIDENTIAL (proximity to dense residential areas)	PUBLIC TRANSIT (proximity to RTS bus stops)	TOPOGRAPHY (cyclists often prefer to ride flat roads)	OVERALL EXPECTED LEVELS OF DEMAND (1=Low; 5=High)	<i>Based on inventory of existing conditions and demand levels, these improvements have been determined as the most suitable and achievable recommendations for each roadway segment. Recommendations that require significant construction are only included when more minor improvements have not been deemed possible or sufficient in relation to safety and expected demand.</i>	HIGH-LEVEL ESTIMATE OF IMPROVEMENT (Based on typical costs of each type of facility improvement)
ROADWAY	Section	Side													
Avon Rd.	North St. to Westview Cr.	Both	A			2							4	Maintain Existing Multi-Use Shoulder	\$\$
Avon Rd.	Westview Cr. to GCSD Driveway	Both	A			2							4	Maintain Existing Multi-Use Shoulder	\$\$
Avon Rd.	GCSD Driveway to Country Club Rd.	Both	A	1		2							4	Bike Lane (in conjunction with formalized School Trail)	\$\$
Center St.	Main St. to Second St.	Both	A			1							5	Shared Lane Markings; painted striping to delineate parking	\$
Center St.	Second St. to Highland Rd.	Both	D			3							4	Shared Lane Markings	\$
Center St.	Highland Rd. to NYS Route 20A	Both	C			2							4	Shared Lane Markings;	\$
Court St.	Genesee St. to Riverside Dr.	Both	C			3							4	Shared Lane Markings	\$
Court St.	Riverside Dr. to Main St.	Both	D	2		4							3	Shared Lane Markings	\$
Crossett Rd.	Project Boundary to Cemetery Driveway	Both	C			3							1	Maintain Existing Multi-Use Shoulder	\$\$\$
Crossett Rd.	Cemetery Driveway to NYS Route 20A	Both	B			2							3	Shared Lane Markings	\$
Cuylerville Rd.	Project Boundary to Bridge	Both	A	1		1							3	Buffered Multi-Use Shoulders	\$\$
Cuylerville Rd.	Bridge to Mt. Morris Rd.	Both	C			3							2	Buffered Multi-Use Shoulders	\$\$
Genesee St.	Mt Morris Rd. to Mary Jemison Dr.	Both	F			5							2	Widened Roadway for Buffered Multi-Use Shoulders	\$\$\$
Genesee St.	Mary Jemison Dr. to Court St.	Both	F			5							3	Widened Roadway for Buffered Multi-Use Shoulders	\$\$\$
Genesee St.	Court St. to Chandler Rd.	Both	F			5							3	Widened Roadway for Buffered Multi-Use Shoulders	\$\$\$
Groveland Rd.	Long Point Rd. to Tuscarora Rd.	Both	A			2							3	Keep Existing Conditions as Multi Use Shoulders	N
Groveland Rd.	Tuscarora Rd. to NYS Route 20A	Both	B	1		3							4	Shared Lane Markings	\$\$\$

BICYCLE FACILITIES (PAGE 3 OF 3)			SAFETY NEEDS				EXPECTED DEMAND						PREFERRED IMPROVEMENT		COST
			GREATER NEED LESSER NEED				GREATER DEMAND LESS DEMAND								\$
<i>This table includes all roadway segments that were analyzed for this project. In most cases, both directions of travel are evaluated in the same row; however, when bicycle facility conditions differ significantly between travel directions, each travel direction has been analyzed separately.</i>			BICYCLE LEVEL OF SERVICE	BICYCLE-RELATED CRASHES(on/near segment)	LEVEL OF COMMUNITY SAFETY CONCERN	OVERALL NEED FOR IMPROVED COMFORT & SAFETY (1=Low; 5=High)	RECREATIONAL (parks, trails, exercise routes)	EDUCATIONAL (School District, SUNY Geneseo)	SHOPPING (retail, grocery stores, community stores)	RESIDENTIAL (proximity to dense residential areas)	PUBLIC TRANSIT (proximity to RTS bus stops)	TOPOGRAPHY (cyclists often prefer to ride flat roads)	OVERALL EXPECTED LEVELS OF DEMAND (1=Low; 5=High)	<i>Based on inventory of existing conditions and demand levels, these improvements have been determined as the most suitable and achievable recommendations for each roadway segment. Recommendations that require significant construction are only included when more minor improvements have not been deemed possible or sufficient in relation to safety and expected demand.</i>	HIGH-LEVEL ESTIMATE OF IMPROVEMENT (Based on typical costs of each type of facility improvement)
ROADWAY	Section	Side													
North St.	NYS Route 20A to Second St.	Both	A	1		1							4	Bike Lanes with Curbs & Marked Parking on One Side of Street	\$\$\$
North St.	Second St. to Lima Rd.	Both	A	1		1							4	Bike Lanes with Curbs & Marked Parking on One Side of Street	\$\$\$
Reservoir Rd.	NYS Route 20A to Morgan View Rd.	Both	B			2							2	Widened Roadway for Multi-Use Shoulders	\$\$\$\$
Second St.	NYS Route 20A to Center St.	NB	D			3							3	Shared Lane Markings	\$
Second St.	Center St. to NYS Route 20A	SB	B			2							3	Shared Lane Markings;	\$
Second St.	Center St. to North St.	NB	C	1		3							4	Shared Lane Markings;	\$
Second St.	North St. to Center St.	SB	B	1		2							4	Shared Lane Markings;	\$
NYS Rt 20A	Mt. Morris Rd. to Main St.	EB	D			3							3	Widened Roadway for Multi-Use Shoulder	\$
NYS Rt 20A	Main St. to Mt Morris Rd.	WB	B			3							3	Bike Lane; Buffered Treatment Where Possible	\$\$\$\$
NYS Rt 20A	Main St. to Second St.	EB	A			1							3	Bike Lane; Buffered Treatment Where Possible	\$\$
NYS Rt 20A	Second St. to Main St.	WB	B			3							3	Bike Lane; Buffered Treatment Where Possible	\$\$
NYS Rt 20A	Second St. to Crossett Rd.	EB	A	1		2							3	Bike Lane; Buffered Treatment Where Possible	\$\$
NYS Rt 20A	Crossett Rd. to Second St.	WB	C	1		3							3	Bike Lane; Buffered Treatment Where Possible	\$\$
NYS Rt 20A	Crossett Rd. to Center St.	Both	B	1		3							3	Bike Lane; Buffered Treatment Where Possible	\$\$\$\$
NYS Rt 20A	Center St. to Reservoir Rd.	Both	A			2							3	Bike Lane; Buffered Treatment Where Possible	\$\$\$\$
Temple Hill	NYS Route 20A to Center St.	Both	A	1		1							3	Shared Lane Markings;	\$
Volunteer Rd.	NYS Route 20A to Lima Rd.	Both	B			2							3	Mixed Use Shoulder	\$\$

ADDITIONAL BICYCLE-RELATED IMPROVEMENTS



BICYCLE BOULEVARD

Recommendation: Designate Rorbach Lane as a Bicycle Boulevard, from the intersection with Lima Rd, North St, and Highland Rd until the gate connection to Jacqueline Way. This improvement provides a safer active transportation route to access NYS Route 20A from the Village. This recommendation is also discussed in Section 8.6: Additional Trails.



RUMBLE STRIPS (SHARDS)

Recommendation: Implement rumble strips in shoulders along select roadways with posted speeds of 50 MPH or greater and shoulders at least six feet in width to encourage motorists to stay out of the shoulder. Additionally, by providing breaks in the SHARDS every 50-100 feet, cyclists are able to move between the roadway and the shoulder when needed to avoid debris or vehicles.



BIKE SHARE PROGRAM

Recommendation: Renew efforts to implement a pilot program to fully gauge community interest in Bike Share program. Public support through the survey and Project Open Houses indicated a baseline level of interest in this program, particularly if implemented as a partnership with SUNY Geneseo. This program is also discussed in Section 8.8: Program Recommendations.



BIKE PARKING

Recommendation: Continue incentivizing Bike Parking for businesses and seek to provide bicycle racks at all major destinations. Additionally, this can be an opportunity to engage with local artists and/or students to create distinctive bike parking racks. This program is also discussed in Section 8.8: Program Recommendations.

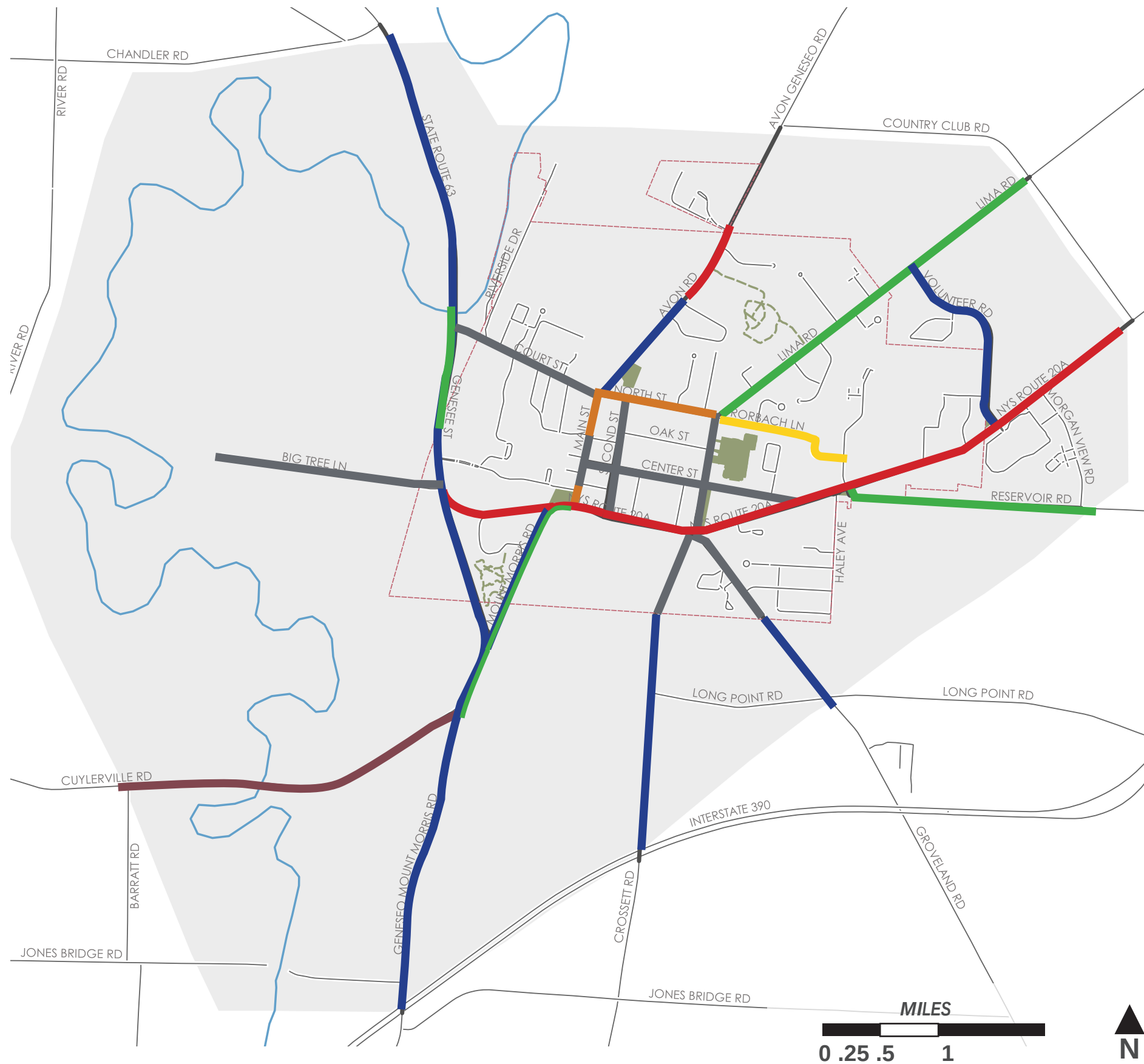


FIGURE
23 **BICYCLE FACILITY IMPROVEMENTS**

- **Modify Striping to Accommodate Bike Lane On Existing Roadway**
- **Reallocate Existing Space on Pavement for Bike Lane**
- **Implement Buffered Treatment along Multi-Use Shoulder**
- **Explore Widened Roadway Pavement for Multi-Use Shoulder**
- **Maintain Existing Multi-Use Shoulders**
- **Install Shared Lane Markings**
- **Designate as 'Bike Boulevard' and Add Appropriate Signage**

Please note that the NYSDOT does not currently support the installation of bike lanes along NYS Route 20A. Wide shoulders 6' or greater are the recommended bicycle accommodations along NYSDOT roadways.

8.5 GENESEE VALLEY GREENWAY CONNECTION

As indicated in Chapter 6: Needs Assessment, five routes connecting the Village of Geneseo with the Genesee Valley Greenway have been evaluated as part of this plan. The table below displays potential benefits and drawbacks of each connection.



(C) FRIENDS OF THE GENESEE VALLEY GREENWAY

Village of Geneseo River Access Park



PROS



CONS

Connection located close to Village	Riverside Drive is narrow and may be uncomfortable for some cyclists
Could leverage attraction with Public River Access Park	Topography of Riverside Drive and Court Street may be deterrent to cyclists
Within existing Right of Way on East Side of River	Significant distance to Greenway on West Side of River (1.8 Miles)
On existing low-volume street	Connection on West Side of River would need to cross private farm fields or run adjacent to high-speed roadway
	New bridge would need to be constructed

Route 63/ Genesee St Highway Bridge

Connection located close to Village	Would need to construct bicycle/ pedestrian facilities underneath new bridge; significant cost
Vehicular traffic will be slowed with new roundabout	Significant distance to Greenway on West Side of River
Entire Route within Existing Right of Way	Topography on Court St may be deterrent to cyclists



Big Tree Lane

Connection located close to Village	New bridge would need to be constructed behind Warplane Museum
Could leverage attraction with the Warplane Museum	Pavement condition of Big Tree Lane may be deterrent to cyclists
Shortest distance to Greenway on West Side of River	Requires coordination with numerous stakeholders
Could tie-in to sidewalk extension on Mary Jemison Drive	Would need to provide infrastructure to help pedestrians cross Rt. 63 to access Big Tree Lane
Route located on low-volume roadway	Topographical challenges at east end of Big Tree Lane & Mary Jemison
Potential Parking lot at Warplane Museum to access Greenway	
Emergency Access to Greenway	
Potential kayak launch	
Potential trailhead/visitor center	

Cuylerville Road Highway Bridge

Could make use of existing bridge	Significant distance from Village on East Side (1.7 miles)
Wide shoulders on Cuylerville Road and Mt. Morris Road are conducive to cycling	Significant distance to Greenway on West Side of River (1.5 Miles)
Entire Route located in Right of Way	Topographical challenges in area remote from village
	Majority of route along high-speed roadway

Indian Fort Nature Preserve

West Side Connection & Part of East Side Connection along low-volume roadway	Significant Distance from Village on East Side (2.5 Miles)
Could leverage attraction with Nature Preserve	Significant Distance to Greenway on West Side of River (1.7 Miles)
Entire Route may be within Right-of-Way	Topographical challenges in area remote from village
	Significant portion of East Side connection along high speed, high volume, high truck usage corridor
	Requires construction of a bridge

GREENWAY CONNECTIONS MATRIX

		DISTANCE FROM VILLAGE TO RIVER CROSSING	DISTANCE FROM GREENWAY TO RIVER CROSSING	LEVEL OF TOPOGRAPHICAL CHALLENGE	LEVEL OF DANGER ALONG CONNECTING ROADWAYS	NEED FOR CONSTRUCTING NEW/ADDING TO EXISTING BRIDGE	OPPORTUNITY TO PROMOTE CULTURAL/NATURE SITE IN CONJUNCTION WITH TRAIL	AMOUNT OF CONNECTION WITHIN PUBLIC R.O.W.	HIGH-LEVEL COST ESTIMATE (in 1000s)*
+ POSITIVE ASSET / LITTLE / NO ASSET - NEGATIVE ASSET									
River Access Park	+	-	-	+	-	+	/		\$1,300
Rt 63 Bridge	+	-	-	-	-	/	+		\$260
Big Tree Lane	/	+	/	/	-	+	-		\$1,650
Cuylerville Rd	-	-	-	-	+	/	+		\$10
Indian Fort	-	-	-	/	-	+	/		\$550

**please refer to Appendix H for a more detailed summary of high-level cost estimates for each alternative*

Based on this preliminary comparison as well as overwhelming community and stakeholder input, Alternative 3: Big Tree Lane was identified as a priority connection between Geneseo and the Genesee Valley Greenway. This connection is the shortest distance, requires the least amount of travel along high-speed roads, offers an opportunity to co-promote the Warplane Museum, and provides the potential for a parking lot, enabling visitors to drive before accessing the Greenway. After this preliminary prioritization, a meeting was held with stakeholders related to this potential connection, including property owners, government officials, the Genesee Valley Greenway State Park manager, and the owners of the Warplane Museum. During this meeting, all stakeholders provided preliminary support for this potential connection, citing a long term interest in connecting to the Greenway; please refer to Appendix C: Stakeholder Meetings for a more detailed summary of the discussion at this meeting.

After this meeting, a more detailed evaluation of the Big Tree Lane connection was performed, including preliminary alignment alternatives, partnerships, and cost estimates. The following pages detail this potential connection, which has been broken down into five 'zones' with individual action plans, cost estimates, relevant stakeholders, and potential connection routes.

BIG TREE LANE GREENWAY CONNECTION

- ZONE

A

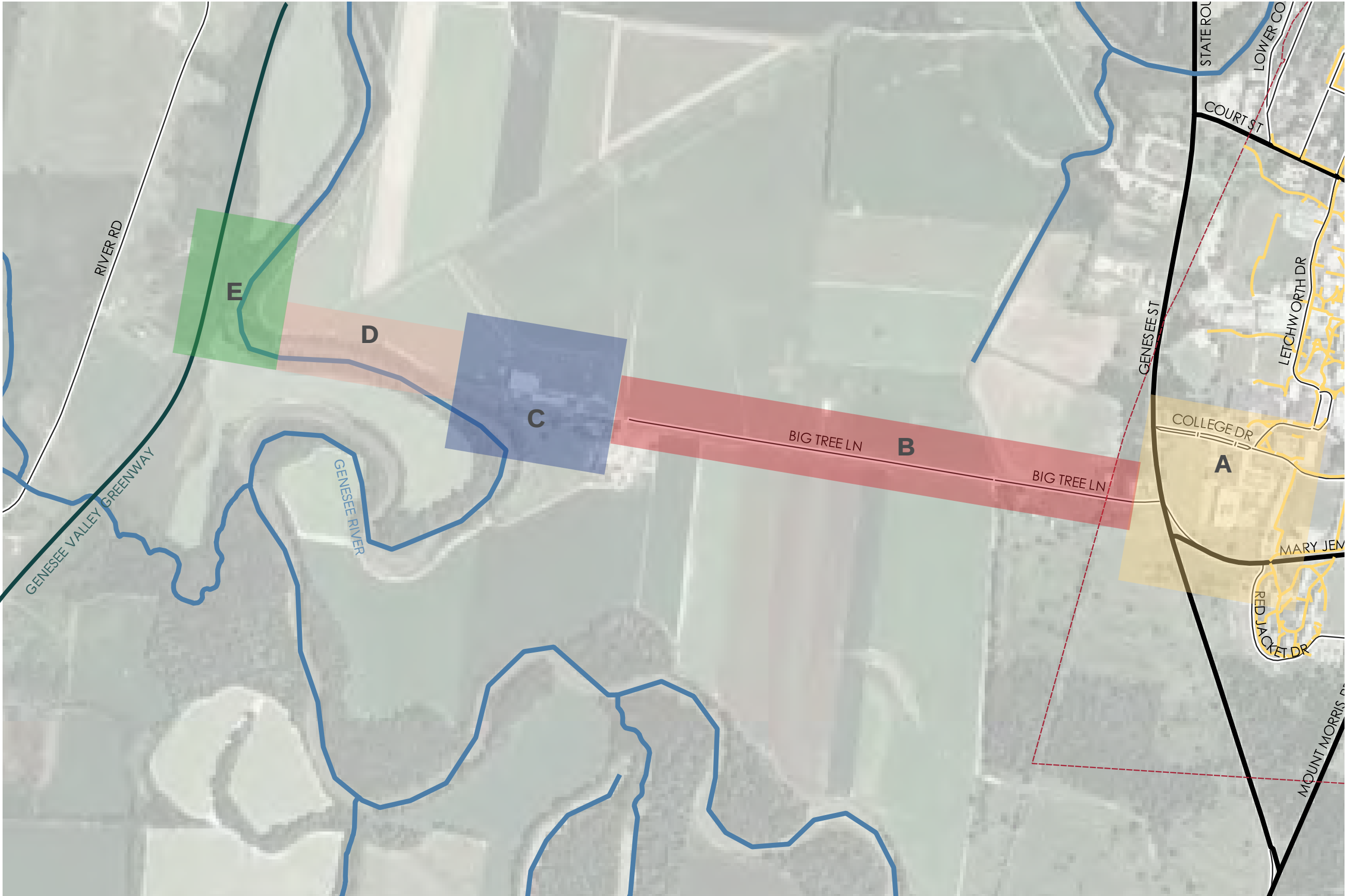
Multimodal Connections to Geneseo
- ZONE

B
- Big Tree Lane Pavement Improvements
- ZONE

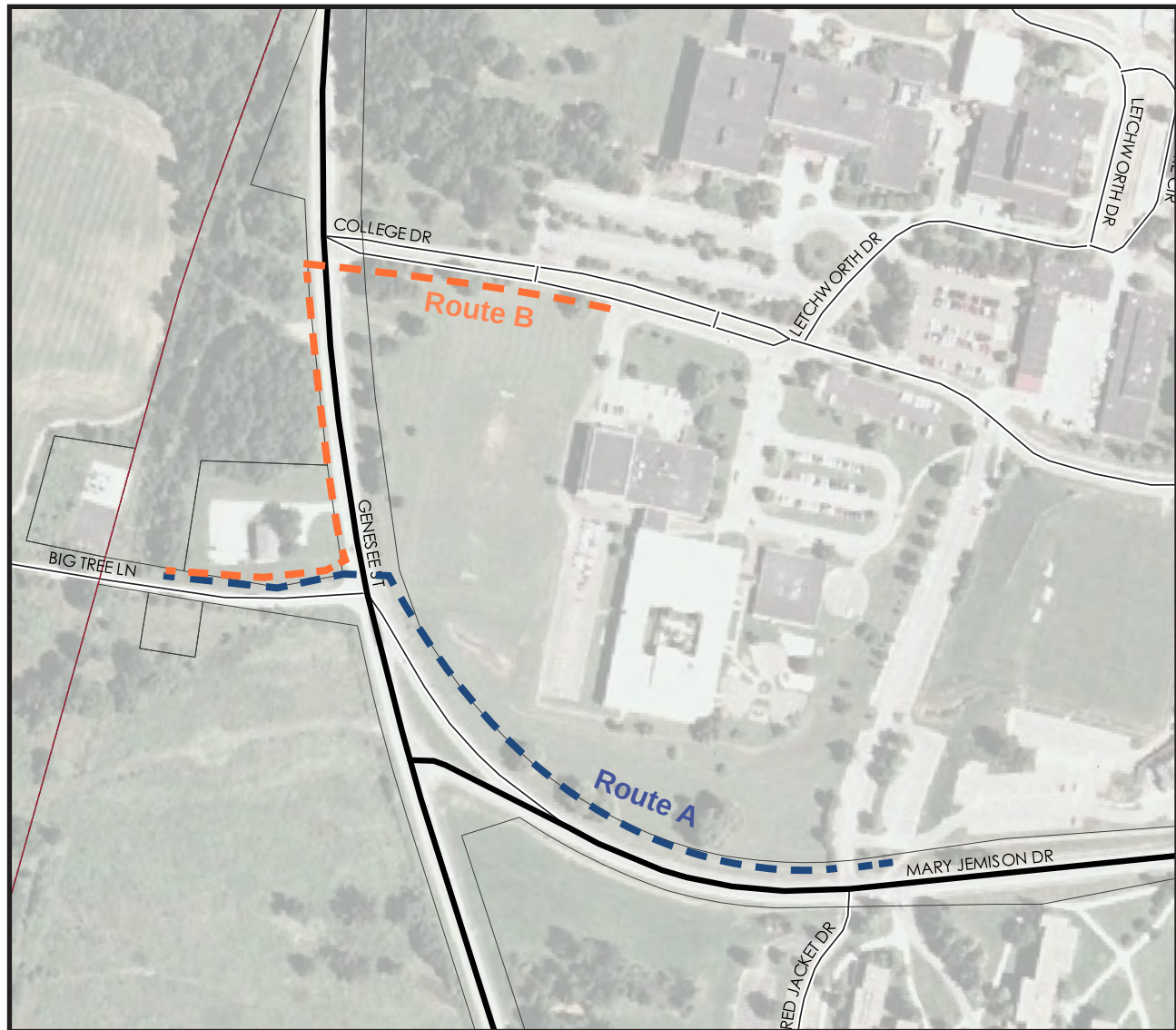
C
- Warplane Museum
- ZONE

D
- Connector Trail(s) to Bridge
- ZONE

E
- Genesee River Bridge & Connection to Greenway



ZONE
A *Multimodal
Connections to
Geneseo*



Stakeholders:

- NYSDOT
- Village of Geneseo
- SUNY Geneseo

Action Item:

Determine preferred route for connection to Big Tree Lane

- Route 'A' is more direct, but crossing of Route 63 is more complex
- Route 'B' goes through SUNY Geneseo, but has simpler crossing

Preliminary Cost Estimates

Crossing Total	\$25,000
<i>Rectangular Rapid Flashing Beacon</i>	\$22,500
<i>Crossing Treatment</i>	\$1,000
<i>Advance Signage</i>	\$1,500

Sidewalk A	Linear Ft.	Estimate	Total
	1100	\$35/LF	\$38,500

Sidewalk B	Linear Ft.	Estimate	Total
	900	\$35/LF	\$31,500

**ZONE
B** *Big Tree Lane*



Stakeholders:

- Town of Geneseo
- Property Owners
- Warplane Museum

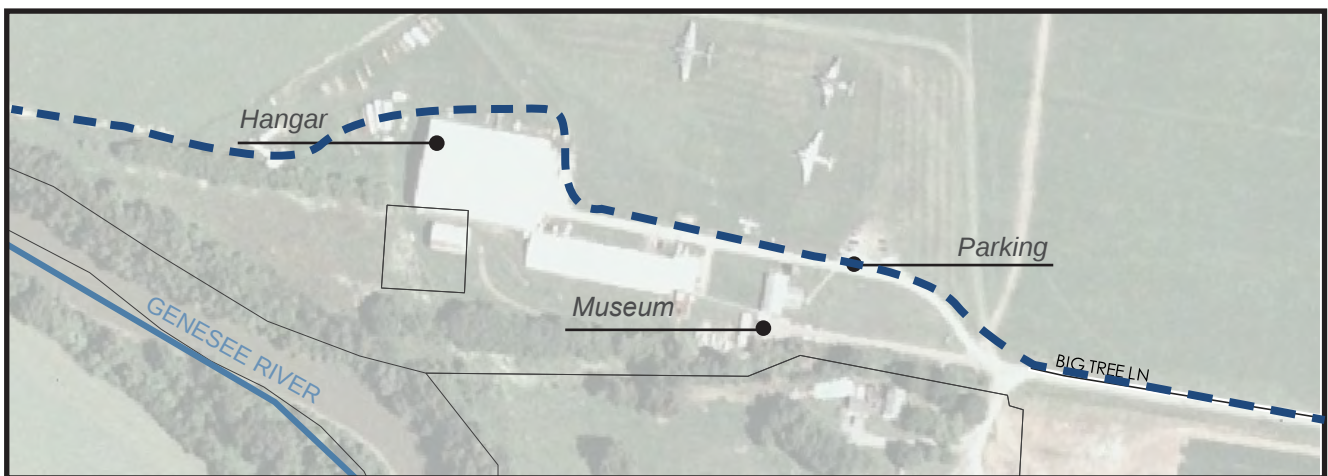
Action Items:

- Explore and secure funding sources for paving Big Tree Lane

Preliminary Cost Estimates

Paved Big Tree Lane	Linear Ft.	Width (Ft.)	Square Ft.	Estimate	Total
	4,600	30	138,000	\$7/SF	\$966,000

**ZONE
C** *Warplane Museum*



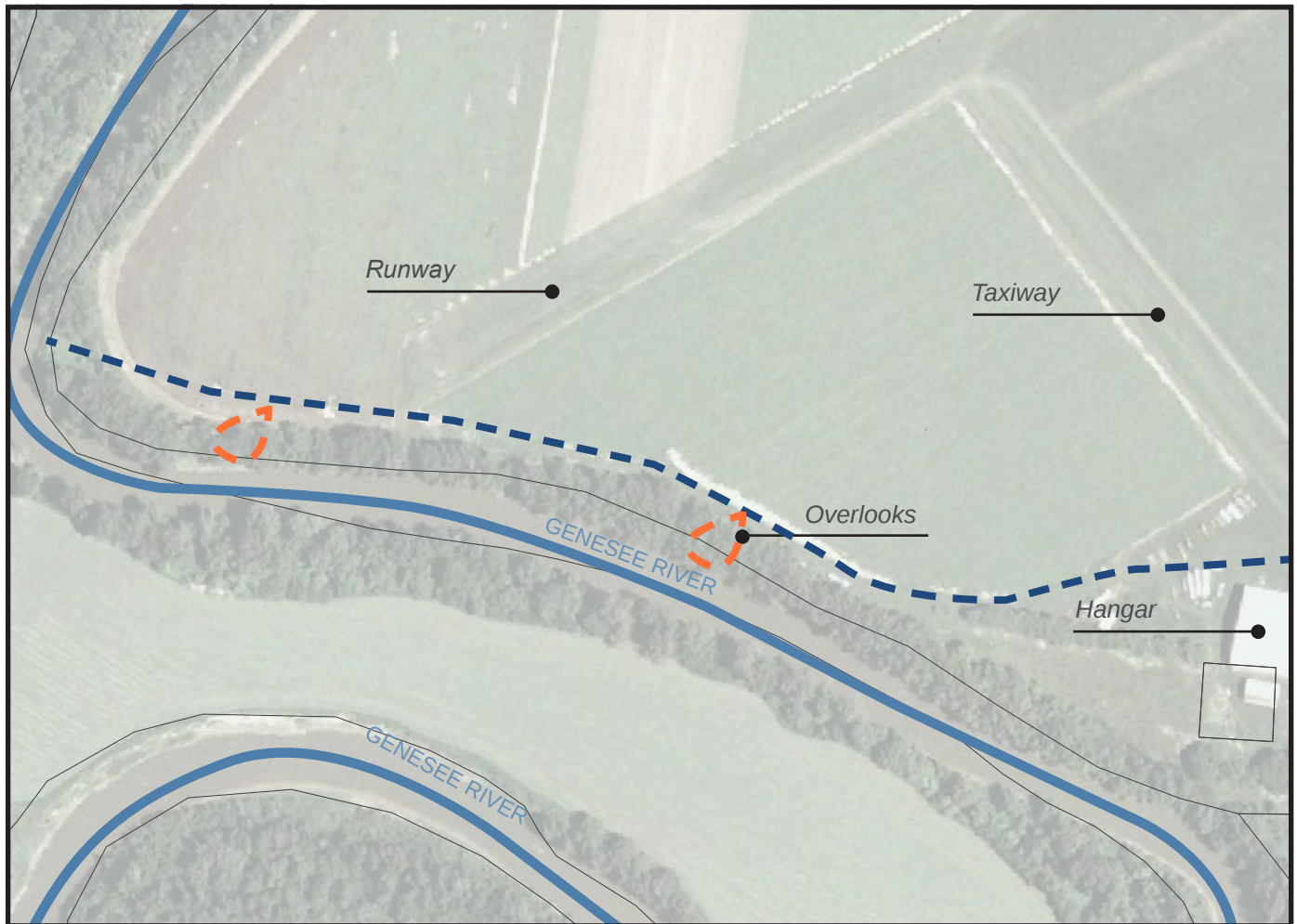
Stakeholders:

- Town of Geneseo
- Property Owners
- Warplane Museum

Action Items:

- Collaborate with Warplane Museum during development of Master Plan in 2020
- Explore future interest in shared parking and/or restrooms

ZONE D *Connector Trail(s) to Bridge*



Stakeholders:

- Town of Geneseo
- Property Owners
- Warplane Museum
- NYSEG
- NYSDEC

Action Items:

- Design and construct 10' wide ADA multi-use accessible stone dust trail between Warplane Museum and future bridge site
- Develop system to close trail during airplane takeoffs & landings based on Greenway System
- Study potential locations for 2-3 Genesee River overlooks
- Develop informative and interactive wayfinding network with historical signage discussing 'Big Tree'

Preliminary Cost Estimates

Stone Dust Pathway	Linear Ft.	Estimate	Total
	2,400	\$20/LF	\$48,000

Paths to Overlooks	Linear Ft.	Estimate	Total
2 Overlooks Total	500	\$30/LF	\$1,500

**ZONE
E**

**Genesee River
Bridge & Greenway
Connection**



Stakeholders:

- Genesee Valley Greenway
- Warplane Museum
- Town of Geneseo
- Town of Leicester
- Property Owners
- NYSDEC
- USACE
- Emergency Responders

Action Items:

- Establish connection with property owner on west side of River and coordinate right-of-way easements and/or acquisitions
- Conduct site survey with topography and mapping
- Perform hydraulic analysis to determine flood elevations and velocities
- Conduct subsurface investigations with soil borings
- Perform environmental review and permitting with Department of Environmental Conservation (NYSDEC) and United States Army Corps of Engineers (USACE)
- Determine precise location and construction method for bridge
- Coordinate with emergency response personnel to determine best path for accessing Greenway
- Coordinate with Genesee Valley Greenway to continue discussion of potential visitor center
- Discuss potential for kayak launch on Genesee River

Preliminary Cost Estimates

Pedestrian Bridge	Est. Span	Delivery	Piles	Add. Work	Total
<i>Prefabricated Truss</i>	<i>~100'</i>	<i>~\$250,000</i>	<i>~\$50,000</i>	<i>~\$200,000</i>	\$500,000

A prefabricated truss bridge is used here for cost estimating, as it is one of the most commonly-used type of multi-use bridges that can accommodate pedestrian, bicycle, and equestrian use. The above cost estimate includes the prefabricated truss superstructure, a driven steel pile foundation, concrete substructures, and stone fill scour protection. The images below represent similar pedestrian-style prefabricated truss bridges in the northeastern United States. With proper engineering studies, these bridges support emergency vehicle access.



SUMMARY: BIG TREE LANE POTENTIAL GREENWAY CONNECTION

This connection has overwhelmingly been identified as the preferred alternative by community members and project stakeholders. While it is, in all probability, the most expensive of the five connections, it is also the most direct and safest for active transportation modes, and enables increased emergency vehicle access. Implementing this recommendation will require ongoing collaboration and coordination with all of the stakeholders listed on previous pages, and funding from multiple sources. Additional information about funding can be found in Chapter 10.



View from Greenway in area of potential bridge. Courtesy: Kristine Uribe

8.6 ADDITIONAL TRAILS & NETWORKS

WALMART - LIMA ROAD - VOLUNTEER ROAD CONNECTIONS

Currently, according to data gathered from the community survey, Walmart and Wegmans are the two key destinations within Geneseo that the fewest citizens regularly walk or bike to, due to the high volume of traffic and lack of pedestrian and bicycle facilities along NYS Route 20A .

Recommendation: Continue engaging property owners regarding feasibility of creating multi-use cut-through paths between Lima Road, Volunteer Road, and NYS Route 20A.

RORBACH LANE - JACQUELINE WAY - MEGAN DRIVE CONNECTION

This route along low-volume, low-speed roadways enables bicyclists and pedestrians to safely move between the Village and NYS Route 20A.

Recommendation: The implementation of bicycle facilities such as Shared Lane Markings and a Bike Boulevard designation along these routes would further encourage active transportation use.

Recommendation The construction of a new gate on Rorbach Lane that would still prohibit vehicular traffic but would allow pedestrians and cyclists to pass through without leaving the paved roadway would make this route more attractive to active transportation users.

FORMALIZED GENESEO SCHOOL ZONE PATHWAY

As noted in Chapter 6: Needs & Opportunities Assessment, there are a suite of potential improvements surrounding the Geneseo Central Schools on Avon Road.

Recommendation: Formalizing the informal path along the west side of Avon Road between Westview Crescent and the School would complement all of these other improvements, and - as detailed in the Sidewalk Gap section - provide pedestrian facilities in one of the priority Sidewalk Gap roadway segments. This path should be constructed using stone dust or another similar material to provide facilities for pedestrians, joggers, and equestrian users, and should also be ADA-accessible. The property owners whose land abuts the path have expressed preliminary support for a formalized pathway as long as key legal and surface treatment conditions are met. Please see the following pages for additional information about school area improvements.

RAILS TO TRAILS PATHWAYS

These trails along the west side of the project area were not examined in-depth as part of this study, and were not mentioned by community members in the survey or at Public Meetings. The potential areas for these trails appear to be generally overgrown, and would need significant effort to establish a trail.

GENESEO VALLEY CONSERVANCY LOOP PATH

Though this 'loop' was not comprehensively analyzed as part of this study, there are ongoing efforts to link trails through the John Chandler Preserve, Highland Road, NYS Route 20A, the Arboretum, River Road, SUNY Geneseo Campus, and Avon Road. The County and Town are currently coordinating potential trail access on County properties.

JAYCOX CREEK PATHWAYS

These potential trails were not examined in-depth as part of this study, though one survey respondent indicated a significant interest in creating public access trails along the creek.

WAYFINDING

Wayfinding consists of a combination of signage, mapping, and environmental cues that help people navigate. When applied to active transportation, wayfinding can guide cyclists or pedestrians onto safer, lower traffic routes that access key destinations. The recommendations from the ongoing Livingston County Wayfinding Plan should be tailored to specific active transportation routes within Geneseo, particularly on more bike- and pedestrian-friendly roadways.

SPOTLIGHT: GENESEO CENTRAL SCHOOL AREA

As discussed in the Needs Assessment, the area around the Geneseo Central School presents an opportunity to incorporate several types of active transportation-related improvements. The enhancements discussed on the following pages are intended to improve the safety of pedestrians and cyclists, and potentially increase the amount of students who walk or bicycle to school. Figure 24 illustrates potential infrastructural and physical improvements for the school area, while Figures 25 and 26 detail two alternative signage and policy schemes. The images below represent a potential 'before and after' view from the school path if many of these improvements were implemented.



----- **LEFT: EXISTING CONDITIONS**

----- **BELOW: PROPOSED CONDITIONS**

Accessible multi-use stone dust path suitable for pedestrian, jogger, and equestrian use, along with green infrastructure rain gardens, additional street trees, and bike lane installation on Avon Rd. Rendering not to scale.





FIGURE
24 **SCHOOL ZONE IMPROVEMENTS**

#	TYPE	SPECIFIC IMPROVEMENT	DETAILS
1	Crossing	Enhanced Crossing across Avon Rd at Westview Crescent	Add side stripes to create 'LS' crosswalk Add reflective strips on existing sign posts Create 'back-to-back' crossing signage
2	Crossing	New Crossing across Avon Rd at School Driveway	Place crossing here to shift potential School speed limit north (see row 9) Stripe as 'LS' Crosswalk Add reflective strips on existing sign posts Create 'back-to-back' crossing signage
3	Crossing	New Crosswalk across Cavalry Rd	Stripe as 'S' Crosswalk Connect existing sidewalk to proposed sidewalk
4	Sidewalk	New Sidewalk along East side of Avon Rd between Cavalry Rd and School District	Connect Cavalry Rd to new school crossing; requires fill with current roadside drainage ditch
5	Bicycle Facility	Marked bike lanes between School District driveway and Westview Crescent	Mark as bike lanes only if multi-use path is constructed for pedestrians and joggers
6	Off-Road Trail	Multi-Use, formalized School Path along West side of Avon Rd between Westview Crescent and School District driveway	Design as 10' stone dust pathway suitable for pedestrian, jogger, and equestrian use Create slopes to be ADA accessible
7	Environmental	Street trees along West side of Avon Rd near School Path	Serve as traffic calming elements Provide habitat value, carbon reduction, and air quality enhancements
8	Environmental	Rain Gardens along West side of Avon Rd near School Path	Resolve drainage issues and ponding through green infrastructure measures with 'community elements' and signage
9	Policy & Signage	Potential School Speed Limit establishment and corresponding signage enhancements <i>(Please refer to following pages for two potential alternatives for improvement; one with a School Speed Zone established, and one without)</i>	According to the 2011 New York State supplement to the Manual on Uniform Traffic Control Devices, six conditions must be met to establish a School Speed Limit. If all above recommendations are implemented, this area will satisfy five of those requirements; if the School hires a crossing guard, all six conditions would be met. If established, a School Speed Limit area may be no longer than 1320', and must begin 200' before the initial crosswalk. As shown on the following pages, placing the crosswalk at the School Driveway enables the majority of the school property to be included within the School Speed Limit.

ALTERNATIVE 1: ESTABLISHED SCHOOL SPEED LIMIT

The 2011 New York State Supplement to the Federal Manual on Uniform Traffic Control Devices (MUTCD) generally requires six conditions for the implementation of a school speed limit: 1) the facility is a school; 2) some of the children walk or bicycle to school; 3) the facility and its jurisdiction provide written support for a school speed limit; 4) the school speed limit area contains a marked crosswalk; 5) the crosswalk is supervised by an adult crossing guard; and 6) there are no nearby signals, overpasses, or underpasses for pedestrians. Currently, the Geneseo School area satisfies conditions 1, 2, and 6, and the district has indicated a willingness to satisfy condition 3; additionally, the proposed crosswalk adjacent to the School Driveway will meet condition 4. If the School District decides to hire a crossing guard, thereby satisfying condition 5, NYSDOT has indicated that a school speed limit may be established. The diagram on this page illustrates the potential signage that, along with regulatory updates, would enable this change to occur.

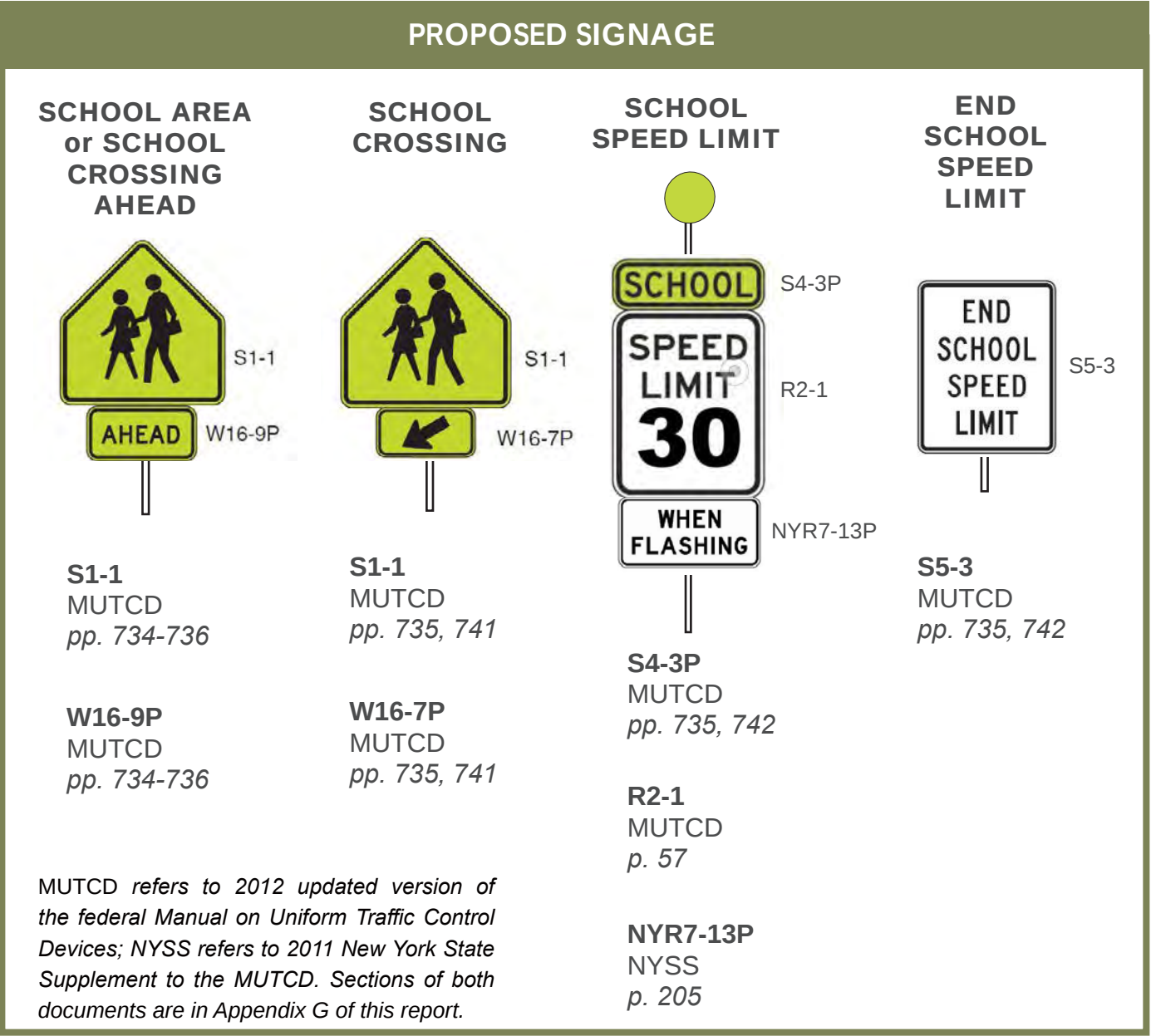
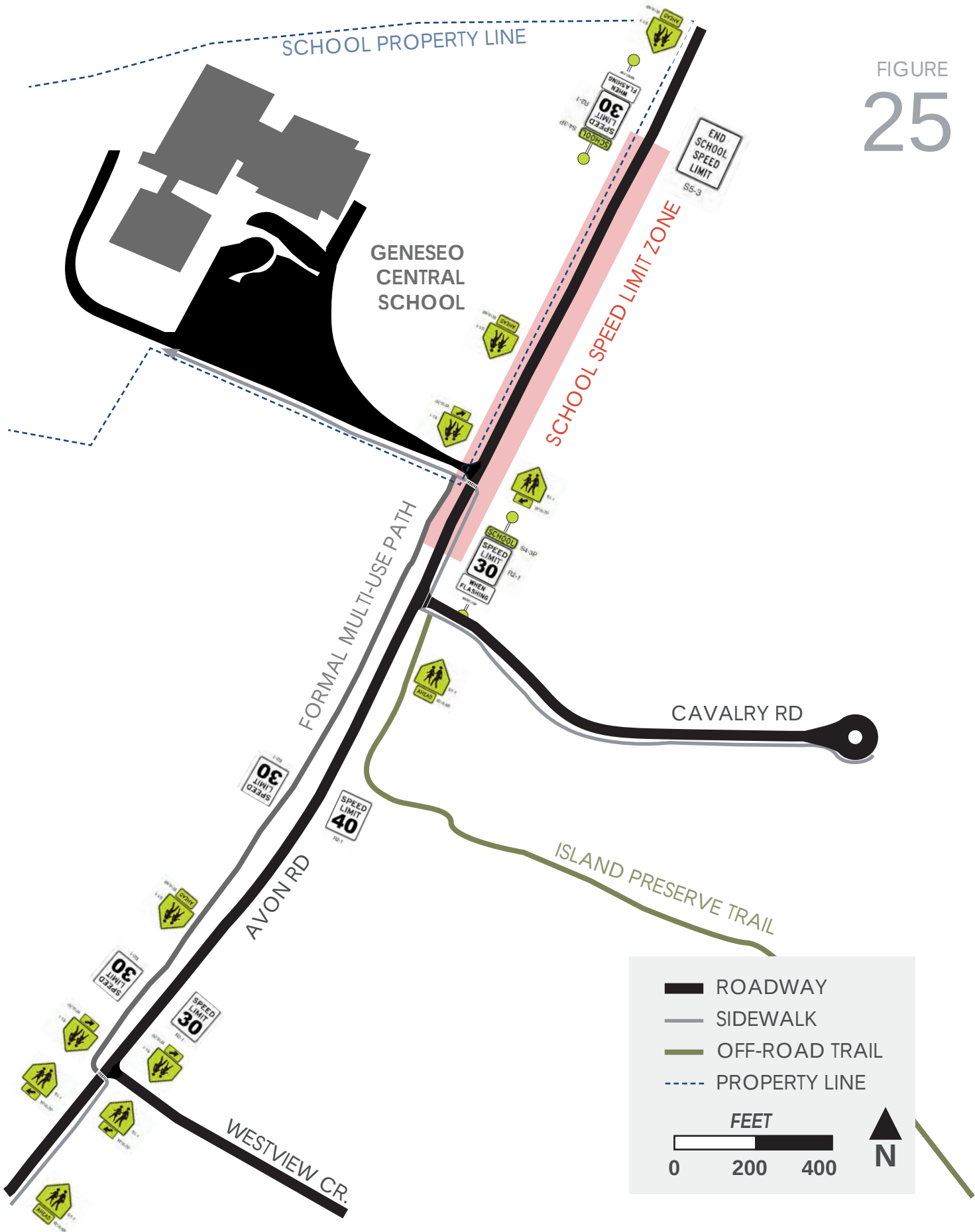
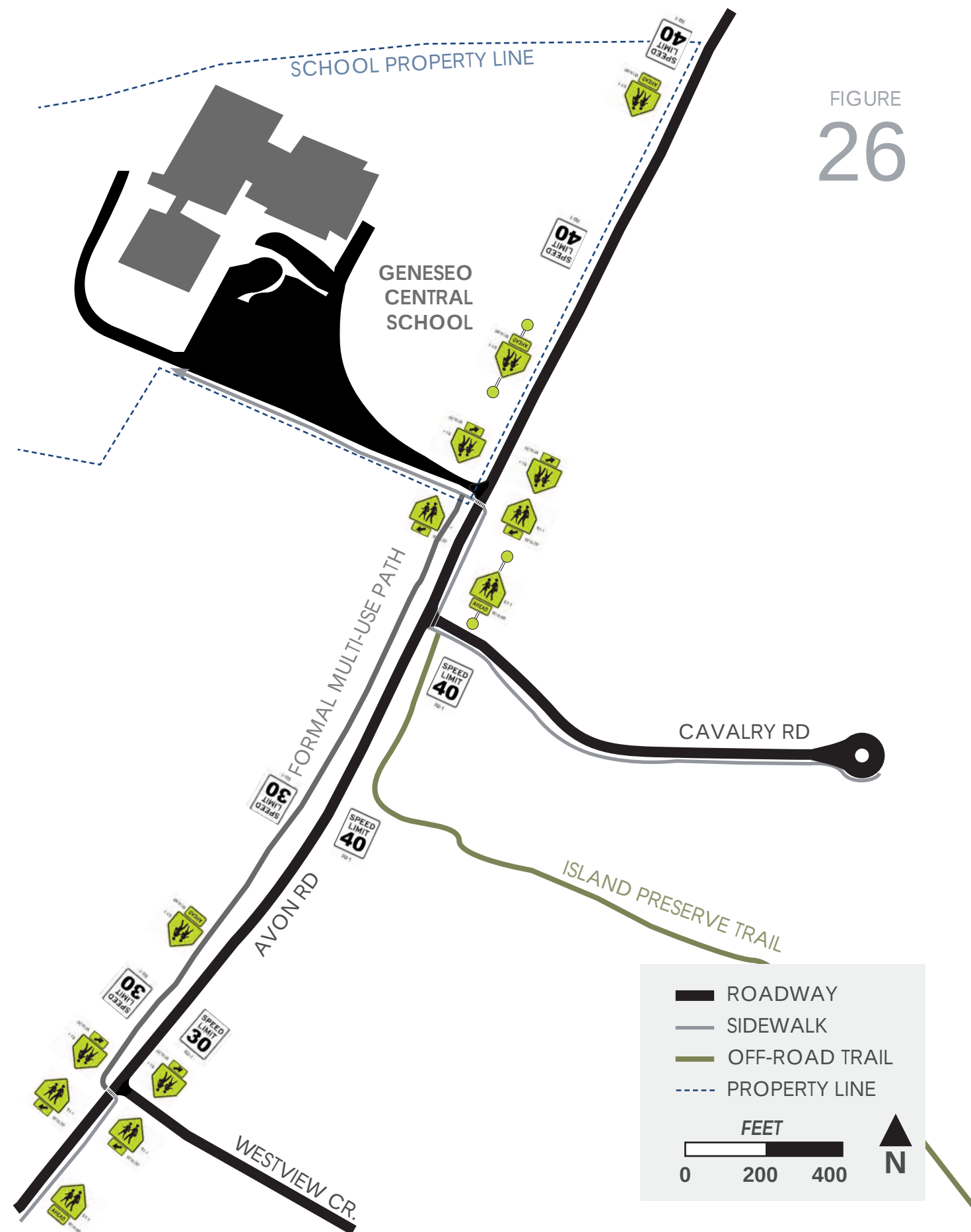


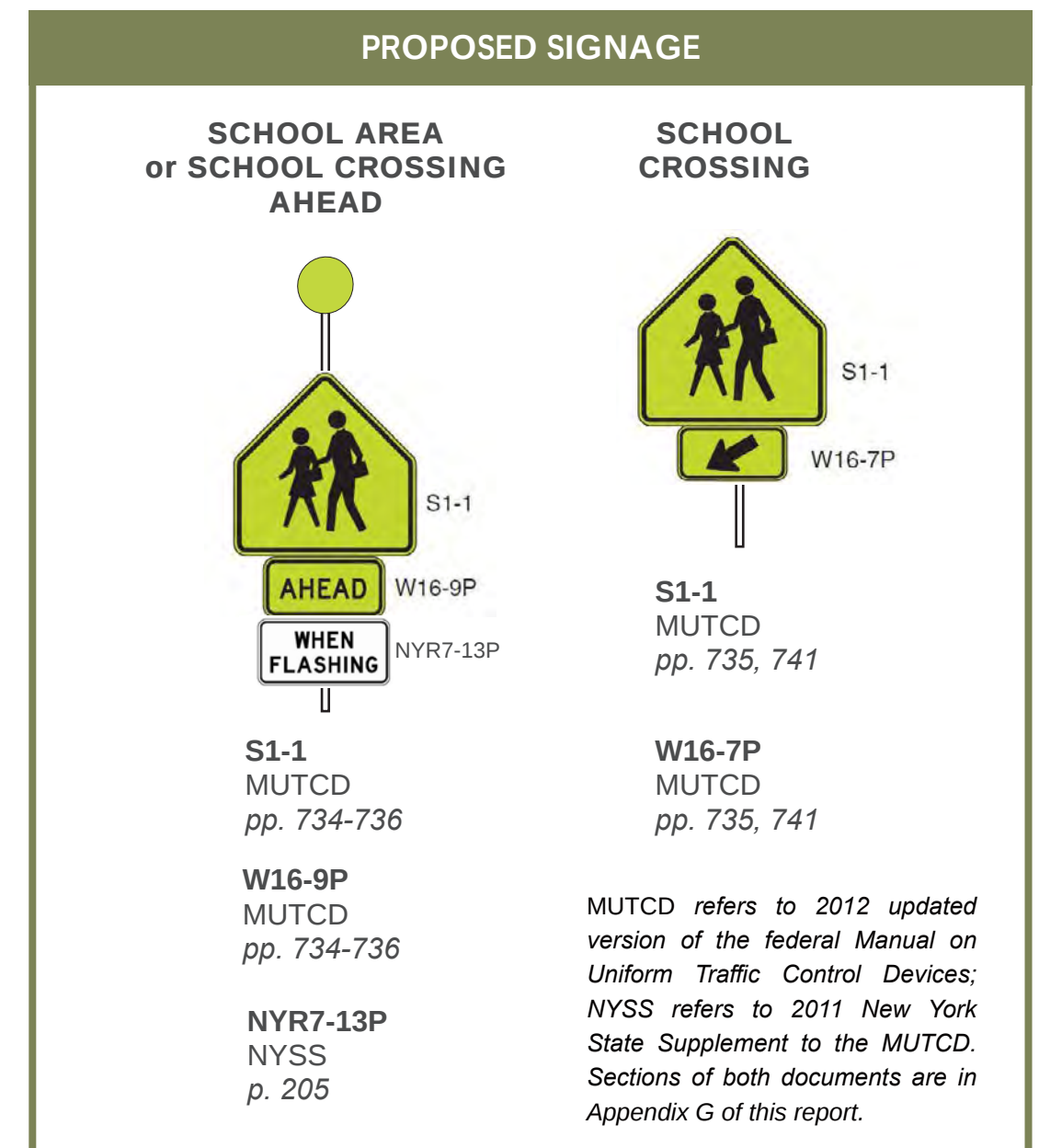
FIGURE 25





ALTERNATIVE 2: NO SCHOOL SPEED LIMIT

If the Geneseo School District does not determine that hiring a crossing guard is feasible, NYSDOT has indicated that a school speed limit may not be established in this area. This diagram details proposed signage that would still enhance awareness of the school and potential pedestrians to oncoming drivers.



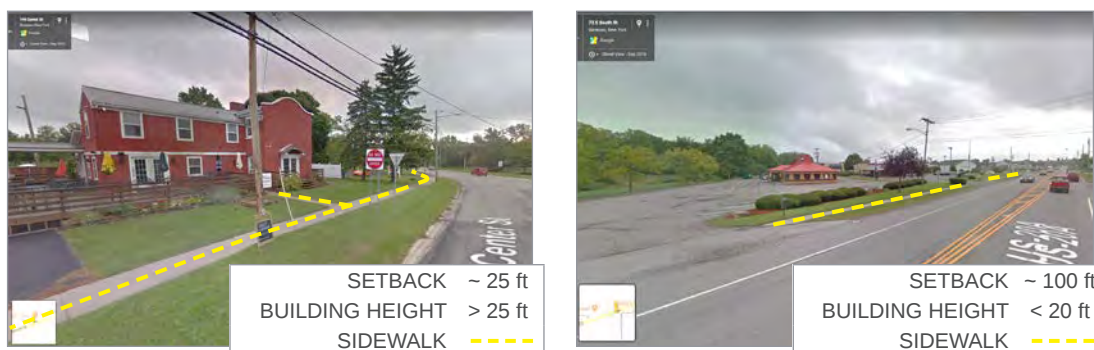
8.7 REGULATORY RECOMMENDATIONS

The regulatory recommendations contained herein are intended to achieve the following objectives:

- Identify areas where enhancement or transformation of character is desired to improve the pedestrian and bicyclist experience;
- Ensure zoning districts reflect desired development character and permit the appropriate density and mix of uses;
- Reduce impacts of auto-oriented uses and site design practices;
- Adjust development and design standards to suit differing character areas of the Town and Village;
- Ensure all development applications, including redevelopment and minor site improvement efforts, trigger site plan review to foster incremental change over time;
- Provide stronger and more prescriptive multi-modal building and site design considerations; and
- Provide flexibility, alternatives, and increased opportunities for economic development.

LAND USE REGULATIONS & COMMUNITY CHARACTER

A community's development regulations and zoning code directly shape the environment in which residents live, work, travel, and recreate. Over the last six decades, towns and villages have adapted their codes to accommodate cars and vehicular travel, often to the detriment of community character and at the expense of pedestrians and bicyclists.

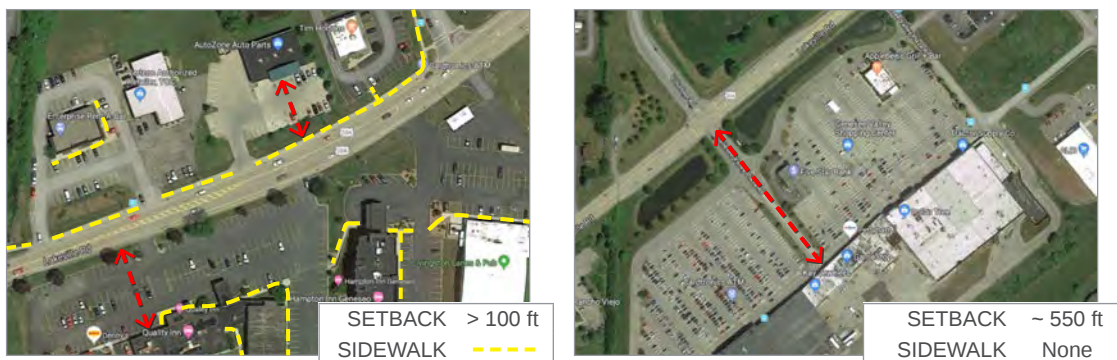


***How would you rate the pedestrian experience in these two images?
In which environment would you feel more comfortable walking?***

Although both sites shown above are in conformance with the Village's MU-2 District, it is clear that certain development patterns are more accommodating and welcoming to pedestrians and bicyclists. Below is a list of basic building and site design guidelines appropriate for encouraging active transportation within the Town and Village of Geneseo.

- Sidewalks extending not only from site to site, but also from the street to building entrance(s);
- Parking lots located to the side or rear of a structure;
- Buildings with a height of at least 35 feet (or 1.5 to 2 stories); and
- Buildings with reduced setbacks (under 40 or 50 feet) that help frame the street.

The Town and Village regulations applicable to the Route 20A corridor, while generally permissive of the preferred development character, is one of the areas where additional regulatory tools are needed to ensure future investment is consistent with the goals of this Plan.

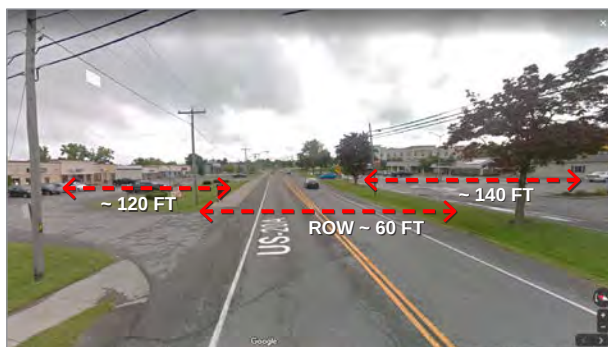


The Town's sidewalks tend to end at the street, forcing pedestrians to walk in vehicle dominated spaces to reach their destination.

For example, the minimum setback requirement for the Town's General Commercial District is 40 feet. However, actual development may result in a much larger setback (see images above). Additionally, there are minimal requirements for the connection of sidewalks from the street to development entrances, leaving pedestrians to navigate vehicular access drives and parking lots.

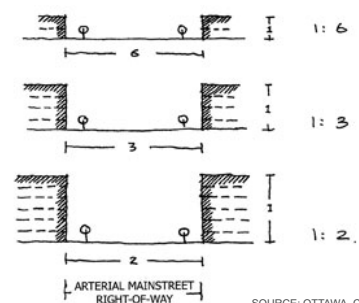
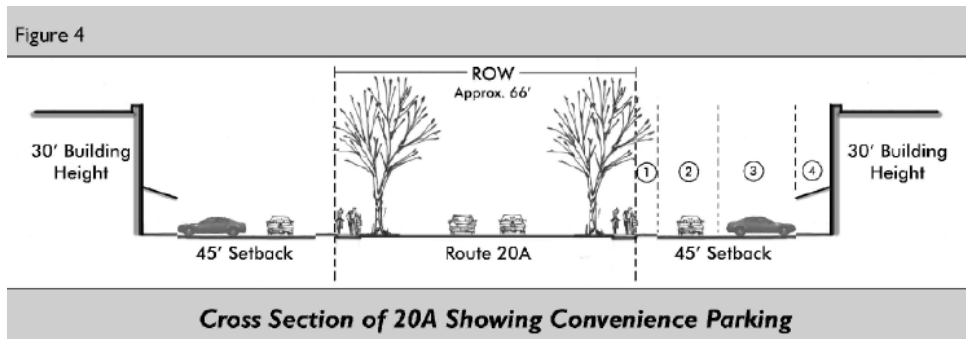
STREETSCAPE DESIGN & THE "STREET WALL"

One symptom of auto-oriented zoning codes and development regulations is the creation of streetscapes that lack a "sense of place." This often results in roadways that encourage high speeds of vehicular travel through a community, rather than visiting or spending time within it. By reducing building setbacks and increasing building heights all modes of travel begin to perceive a "street wall," narrowing the focus of drivers, contributing to reduced speeds and traffic calming, and providing a more comfortable environment for pedestrians.



Pedestrians begin to perceive enclosure & definition of place at a 1:4 ratio.

The optimal building height to road width ratio is 1:3. Currently the Town and Village's zoning codes require a minimum 1:5 ratio (see Village Zoning Code excerpt below).



SOURCE: OTTAWA, CA

TOWN/VILLAGE GENERAL COMMERCIAL DISTRICT RECOMMENDATIONS

Consider feasibility to:

- Implement a max front setback of 30 - 50 ft along major commercial corridors, such as Route 20A
- Increase max building height to 45 ft (3-4 stories)
- Implement min building height of 35 ft
- Maintain MU-1 District standards in Village to preserve the character of Main Street
- Apply Village's Access Management Overlay District (§130-42) along Town corridors
- Ensure districts permit the mixing of uses to create vibrant activity centers

TOWN/VILLAGE GENERAL DEVELOPMENT STANDARD RECOMMENDATIONS

Consider feasibility to:

- Prohibit front yard parking (even convenience parking)
- Reduce parking requirements in size and number (Size: 8' x 18' min; Number: 3 per 1,000 sf min)
- Require designated pedestrian walkways from street and parking areas to building entrances
- Utilize Town's recently implemented site design, streetscape, and architectural standards in future development applications

UNIFIED DEVELOPMENT ORDINANCE

Between the Town and Village, there are 8 separate chapters of local code that regulate development within Geneseo. This includes the zoning codes, subdivision regulations, design and construction standards, streets and sidewalks provisions, and vehicle and traffic laws. While the regulations of each are only applicable within their municipal borders, the decisions impact the collective character and quality of life. Additionally, the duplication of regulation may cause points of conflict and inefficiency in development review.

One potential solution is for the Town and Village to consider a joint UDO. A UDO essentially incorporates subdivision, zoning, and construction standards all into one local law or policy. This helps to simplify and streamline the code for all users, including property owners, decision-makers, developers, and enforcement officers. The benefits and components of a UDO are listed below.

UDO BENEFITS

- Ensures consistent application of standards
- Provides for better collaboration along shared boundaries
- Simplifies development review process (investment friendly)
- Reinforces concepts of smart growth (preserving agricultural/open space while identifying growth areas)

UDO COMPONENTS

- "Spectrum" of Zoning Districts (Denser Village Core to Rural Town Environment)
- Streamlined subdivision and site plan review procedures
- Joint streetscape and design requirements for continuity (where applicable)
- Town and Village specific goals and regulations
- Potential for joint or coordinated Planning Boards

VILLAGE CODE RECOMMENDATIONS

CHAPTER		SECTION		DESCRIPTION
130	Zoning & Subdivision of Land			
		34-36	Mixed Use Districts	These districts would most benefit from multi-modal transportation considerations for access to historical, neighborhood, and natural resources.
		39	Community Resources District	Consider requiring sidewalk and bicycle connections to neighborhoods, nearby trails, and internal ADA accessible paths.
		40	Open Space Overlay District	Consider reference to American Disabilities Act standards to encourage walkable trails for all ages and abilities to enjoy. Include pathways with multiple uses for foot traffic as well as bicyclist traffic.
		41	Planned Residential Development District	Consider additional construction of bicyclist infrastructure, whether that be racks, shared-use roadways, or lanes, especially to access open space areas. Encourage architectural design of these facilities to build upon the character of the development and the community.
		42	Access Management Overlay District	- Consider implementing minimum sidewalk width of 10’ for certain development, which pushes the standard of 5’ minimum sidewalks. - Consider additional language that would improve sidewalk and bicycle gaps include, “Provide bicycle and pedestrian connectivity through bicycle and pedestrian facilities that are both integrated into roadway design and provided as standalone facilities,” to increase sidewalk connections along driveways and curb cuts. Facilities are also mandatory as appropriate. - Apply concept of cluster development, which encourages access to open space and compact land use patterns that support increased walking and bicycling. - Consider amending the radius minimum standards for traffic calming purposes and to accommodate multi-modal transportation.
		97	Blocks	Encouraging 6’ to 8’ wide sidewalks for new development would also better accommodate two way pedestrian traffic in consideration of wheelchairs and other mobility devices, as seen on Main Street.
135A	Land Development Regulations & Public Works Requirements			
III	Development Requirements	A-15	Street Layout	Consider language to strongly encourage the provision and/or maintenance of connectivity for bicycling and walking, even where motorist through traffic is discouraged or severed.
		A-18	Blocks	Consider strengthening language to encourage application of standard.
IV	Site Improvements	A-28	Site Improvements	- Consider referencing the full sidewalk design requirement contained in Article VII from this location or Article XIII Subdivision of Land Design Standards. - Consider stipulating that all sidewalks shall be provide maximum accessibility for all users, and at a minimum, comply with current US Access Board design guidelines in compliance with the Americans with Disabilities Act. Emphasize that accessible sidewalks include providing compliant curb ramps at intersections and maintaining pedestrian routes where sidewalks intersect driveways. - Consider adopting the Access Board’s Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way as preferred practice for projects in Geneseo. - Consider language to encourage maximizing separation of the sidewalk from the roadway while complying with all mandatory accessibility criteria.
		A-34	Street Lighting	Consider strengthening the expectation for sidewalk lighting to promote required lighting levels, individual security, and thus comfort, and safety near conflict points, in any area with sidewalks. Guidelines should promote visibility of the sidewalk area in proximity to intersections and crosswalks.
		A-37	Parking Areas	Consider adding language to specify the expectation that driveway crossings of sidewalks will not diminish the accessibility of the sidewalk, as defined in current ADA-derived guidelines. Update language to require concrete sidewalk along driveways preferred; marked crossing with maintenance plan for re-painting as needed at minimum.
VII	Design Criteria	A-56	General Road Design Criteria	Consider adding language to specify that visibility of separated bicycle facilities and sidewalks is explicitly to be considered in roadway design. Consider a collector cross section that includes AASHTO-compliant bike lanes next to travel lanes of no less than 10 feet.
		A-59	Sidewalks	Consider specifying additional accessibility criteria or refer to adopted external ADA guidelines as operative in Geneseo.
IX	Installation of Improvements	A-85	Concrete Gutters and Sidewalks	Consider changing the sidewalk cross slope standard to a clearly stated maximum 2% and recommend a lesser value such as 1.5% to allow for a construction tolerance
	Appendices	S, T, U	Typical Road Cross Sections	Update these cross sections to indicate at least minimum sidewalk width and a desirable separation from the roadway; also consider a wider minimum for sidewalks immediately adjacent to roadway. AASHTO recommends a 6-ft sidewalk if the sidewalk is at back of curb.
		X	Sidewalk Detail	Update cross slope specification to be clearly stated 2% maximum to comply with current ADA-derived guidelines; consider wider sidewalks if placed at back of curb. Consider note referencing assumed compliance with current ADA guidelines or more stringent policy, such as draft Guidelines for Facilities in Public Rights of Way.
105	Streets & Sidewalks			
		11.1	Sidewalk Permits	Consider referencing the American Disabilities Act and Peer Communities for guidance on accessible sidewalk regulations.
		5	Riding on Sidewalks	This code should be amended to allow children of a certain age (10 and under) accompanied by a parent to be permitted to ride on the sidewalk. This will benefit the Village and roadway traffic so that youth can learn the rules of the road and become experienced before participating in on-road traffic. Supplementing this gap, the Access Management Overlay District provides more guidelines on accommodating bicycle traffic and facilities.
123	Vehicles & Traffic			
		51	Speed Limits	Continue to partner with NYSDOT to determine the feasibility of applying the school speed limit designation to a .25 mile stretch of Avon Rd adjacent to the Geneseo Central School district. This improvement will supplement other facility improvements near the school and help promote walking and bicycling to school.

TOWN CODE RECOMMENDATIONS

CHAPTER	SECTION		DESCRIPTION
93	Subdivision of Land		
	6	Definitions	Add bicyclist circulation to street definition and introduce that the street is meant to facilitate and accommodate multiple modes of transportation.
	8	General Standards Applicable to All Types of Development	While sidewalks must be present for blocks over 1,000' in length according to code, a walkable block measures much smaller scale, at about 250' to 300' in length. Encouraging 6' to 8' wide sidewalks for new development would also better accommodate two way pedestrian traffic in consideration of wheelchairs and other mobility devices, as seen on Main Street. Consider requirement for adding street trees, spaced at 30 to 40 foot intervals along street frontages. Consider street lighting requirements where desirable with future investment.
	13	Street Pavement, Curbs, and Sidewalks	To improve these minimum requirements, the Town could recommend a setback for sidewalks off the street based on classification, maximum cross slope, as well as set the minimum standard width at 5'. Require sidewalks to be provided on both sides of the street.
106	Zoning		
	23.3	Mixed Use Districts: Objectives	Reference minimum width table from Town Subdivision of Land or require paved, ADA compliant routes at least 5' wide and AASHTO for bicycling minimum requirements.
	41.3	Off-Street Parking & Loading Regulations: General Requirements	Reference minimum width table from Town Subdivision of Land or require paved, ADA compliant routes at least 5' wide.
	41.7	Off Street Parking & Loading Regulations: Minimum Parking Space Requirements	Reference Village zoning district required bicycling parking to expand storage facilities in commercial districts, and potentially industrial districts, to accommodate multiple modes of travel. Consider overlay near Village where bicycling may be more prevalent.
	44.3	Design Standards & Guidelines: Objectives	Add bicycle-friendly language to objectives.
	44.4	Design Standards & Guidelines: Site Planning Standards	Add ADA compliance to list of required features for pedestrian walkways. Ensure that regulations require sidewalks to connect directly from parking areas and existing sidewalks (where applicable) to building entrances.
	44.7	Design Standards & Guidelines: Listing of Figures	Reference parking requirements for baseline facilities for bicyclists in each zoning district as in Article 41. Illustrate appropriate measures for bicycle access within circulation diagrams.

8.8 PROGRAMS

This section includes recommendations for Education & Outreach Strategies, Partnerships, and Maintenance Procedures to complement the facility improvements discussed in previous sections.

MAINTENANCE RECOMMENDATIONS

The importance of maintaining clean shoulders, sidewalks, and trails is paramount for active transportation safety. Currently, the Village of Geneseo annually paints all shoulder and crosswalk markings, and cleans shoulders during spring, summer, and fall seasons. There may also be opportunities for partnering with local businesses or community groups to sponsor clean-up days.

Maintenance of active transportation facilities is particularly important during the winter season, when snow can pile up on sidewalks and shoulders. In addition, ice can accumulate on certain areas of sidewalks, creating dangerous situations for pedestrians. According to Village of Geneseo Code, the responsibility for keeping sidewalks clean falls on residents, as Section 105-6 states that "no owner, occupant, tenant or other person owning or occupying any lot or premises in the Village, shall permit any snow, ice or other substance to collect or remain on any sidewalk." Further enforcement of these existing laws that call for owners, residents, or tenants to keep sidewalks adjacent to their buildings clean is key for ensuring that active transportation is safe and convenient during all seasons in both the Town and Village of Geneseo.

EDUCATION, OUTREACH, AND PARTNERSHIP RECOMMENDATIONS

Educating all roadway users about proper behavior for motorists, pedestrians, and bicyclists is a key component of creating a safer active transportation network. The recommendations in this section aim to supplement the facility recommendations described in previous sections. While these recommendations are relevant to all user groups, they particularly address young bicyclists and pedestrians, senior pedestrians and bicyclists, and young motorists. It is also important to communicate these recommendations with age-appropriate language and various languages, as appropriate. Overall, these recommendations include a combination of state-wide and national programs, campaigns, and resources as well as suggestions tailored particularly to Geneseo.

It is particularly important to focus on education and outreach in light of the growing number of distracted pedestrians, drivers, and bicyclists. While the issues of distracted driving are widely-recognized, the dangers of distracted walking are also becoming well-publicized; for instance, a recent survey by Liberty Mutual insurance suggests that 60% of pedestrians routinely utilize their cell phones while walking. This trend may be related to the findings from a recent National Highway Traffic Safety Administration report, which noted that crash-related pedestrian injuries rose by 19% from 2009 to 2010, while pedestrian fatalities rose by 4.2%. Similarly, a 2010 US Consumer Product Safety Commission report stated that twice as many pedestrians were treated in emergency rooms after being injured while using a cellphone or electronic device as compared to 2009. In addition, researchers believe that the number of injured pedestrians is actually higher than these results suggest, since many pedestrian-related crashes and injuries are not reported to police or officially logged.

Local Programs & Partnerships

- Partner with the Geneseo Central School District to provide education on the benefits of active transportation to students. The Student Council, as well as the cross-country and track teams, have been identified as potential collaborators within the district. In general, these educational programs should focus on both communicating the environmental, physical, and mental benefits of active transportation, as well as the proper behaviors on the road to promote safety for bicyclists and pedestrians. Additionally, the School District could adopt creative incentives to encourage students to walk or bike to school, such as 'punch-cards' that give students a reward after walking or biking a certain amount of times.
- Collaborate with local driving schools and driver education programs to emphasize the importance of respecting pedestrian and bicycle rights on the roadway.
- Partner with SUNY Geneseo to further develop a Bike Share program. As part of this project, the College indicated an interest in working with the Village of Geneseo to establish a partner program that would allow both students and community members to better access community amenities. While public input has not identified this as a key priority, several community members have indicated that a bike share would make them more likely to bicycle, signifying that a small-scale bike share would help improve accessibility within Geneseo.
- Partner with RTS Livingston to identify potential locations for enhanced Public Transit waiting area infrastructure. Particularly in colder climates like Geneseo, having protected areas to wait for the bus significantly enhances the experience of using public transit, a sentiment that was reinforced by a significant amount of survey respondents.
- Partner with local artists or SUNY Geneseo to create artistic bicycle parking along Main St and throughout the Village and Town. The establishment of artistic bike racks and parking areas not only encourages bicycle riding but also creates public art elements that can improve the aesthetics of the community.
- Partner with the Livingston County Traffic Safety Board and the Safety Program at Livingston County Cornell Cooperative Extension (CCE) to continue encouraging safe pedestrian and bicycle behaviors. The CCE offers programs for a wide variety of age groups and organizations, including parents, students, schools, and community groups.
- Continue collaborating with the Livingston County Sheriff's Office and the Geneseo Police Department to emphasize the importance of safe behavior from motorists, bicyclists, and pedestrians.

National Programs, Partnerships, & Events

- *Bike Light Campaign:* As daylight decreases, Fall is a good time of year to remind cyclists that proper equipment is required when riding at night. A bike light campaign also offers the opportunity to introduce cyclists to Cyclepath bicycle shop on Main St. The program could also offer discounts on bicycle headlights and red reflectors and lights.
- *Bicycle Ambassadors:* A team of two ambassadors encourages an increase in bicycling by engaging the general public to answer questions about bicycle, and teach bicycle skills and rules of the road. Ambassadors attend community-based events throughout the peak cycling season to offer helmet fits, route planning, and commuting workshops. Community members also may request an appearance by a team of ambassadors at businesses, schools, and selected locations along the bikeway system.
- *National Bike Month:* May is National Bike Month, and can be used to recognize those who

commute by bike, and encourage people to increase the amount of commutes they make on a bicycle. This program features a month-long calendar of events with organized rides for different ages and abilities, bike handling skills, maintenance workshops, and a Bike to Work Day Commuter Challenge. This program tends to be most successful when led by a community-based organization with financial support from local municipalities and businesses.

- *Bicycle-Friendly Community Designation:* The League of American Bicyclists created this program to recognize communities with significant achievements towards supporting bicycling for both transportation and recreation. Their standards also offer benchmarks to identify additional potential improvements to the bicycle network.
- *League of American Bicyclists Certified Instructors (LCIs):* The League of American Bicyclists offers certification courses to train those interested in teaching others to ride their bike safely and legally as a form of transportation. LCI training courses require a two and a half day commitment, after which instructors can offer their own course offerings in the community.
- *Walk-Friendly Communities:* This nationally-recognized program encourages municipalities to establish or re-commit to a high priority for supporting safer walking environments. This program specifically recognizes communities that are working to improve a wide range of conditions related to walking, including safety, mobility, access, and comfort.
- *NYSDEC School Seedling Program* The School Seedling Program provides free trees and shrubs for schools to educate children about ecosystems and the valuable roles that trees play. With links between active transportation and environmental health becoming increasingly clear, this program can help educate youth about the connections between transit and resiliency. Within this plan, these trees could be utilized near the proposed off-road path near the Geneseo Central Schools.

Enforcement & Awareness of Laws

Law enforcement departments can take a leading role in improving public awareness of existing traffic laws and ordinances for motorists and pedestrians.

Motorist-Related: For motorists, these laws include obeying speed limits, yielding to pedestrians while turning, complying with traffic signals, and obeying drunk-driving and distracted-driving laws.

Pedestrian-Related: For pedestrians, relevant laws include crossing the street at legal crossings and obeying pedestrian signals. This increased level of enforcement will complement the implementation of recommendations in this plan by encouraging pedestrians to utilize new pedestrian facilities.

Bicyclist-Related: A campaign should be designed to increase connections between the local bicycling community and law enforcement, a concept that the Village of Geneseo police indicated support for throughout this project. In general, increased enforcement of illegal bicycle behaviors by police officers can help promote bicycle safety throughout the community. In particular, the following illegal behaviors should be targeted consistently, as they are particularly commonplace and hazardous:

- Riding at night without lights
- Violating traffic signals
- Riding on sidewalks
- Riding against traffic on the roadway

In addition, training for law enforcement may also help officers understand issues particularly relevant to bicycle safety and shared use of roadways for bicycles and motorists, including:

- When it is appropriate for bicyclists to 'claim the lane'
- Why riding against traffic is so dangerous
- Appropriate roadway widths for shared use

8.9 PUBLIC TRANSIT

Public transit plays a key role in facilitating active transportation, as people typically either bicycle or walk to stations or bus stops. As discussed in Chapter 5: Inventory & Analysis, Geneseo currently has a robust public transit system that serves both residents and SUNY Geneseo students. However, data from the community survey indicated that relatively few Geneseo residents use public transit, suggesting opportunities for further improving the accessibility, comfort, and awareness of the system in coordination with RTS Livingston. Potential recommendations include:

- Additional awareness campaigns centered around residents, with maps and schedules attached
- Enhanced all-weather accommodations at bus stops to further incentivize ridership in the winter
- ADA Accessible bus stops to ensure all community members can utilize services
- Seating at all sheltered and non-sheltered bus stops
- Bike parking at select bus stops to further incentivize mode shift to active transportation
- Green infrastructure and planting areas for environmental health and aesthetic enhancements



Example covered bus stop with green infrastructure in Brighton, NY

9 | IMPLEMENTATION MATRIX



This chapter primarily consists of a reference table that applies various metrics to all of the proposed facility recommendations discussed in Chapter 8 in an effort to recognize the highest priority projects. Each recommendation is ‘ranked’ from Priority (most significant benefit) to Recommended (significant benefit) to Possible (minor or potential benefit). These metrics have been determined through engagement with the project steering committee, and the community reception category is based on feedback from the Community Survey and Public Meetings #1 and #2; for additional information and key takeaways on each of these, please refer to Appendices A, B, and D.

- **Anticipated Impact on Connectivity**
- **Anticipated impact on Sustainability**
- **Anticipated Improvement to Active Transportation Safety** (based on information from Matrices in Chapter 8)
- **Community Reception** (based on community survey, public meetings, and stakeholder feedback)
- **Expected Amount of Use** (based on Demand information from Matrices in Chapter 8)
- **High-Level Cost** (based on Cost information from Matrices in Chapter 8)

KEY	++	+	/	-	--	N
	significantly positive	slightly positive	mixed or none	slightly negative	significantly negative	not applicable

Improvement Type	Location(s)	Details	Expected Benefits			Public Input	Expected Use	Cost	Implementation	Jurisdiction(s)	Notes & Next Steps
			Connectivity	Environmental	Safety						
Intersections	Temple Hill St., NYS Route 20A, Crossett Rd., Groveland Rd.	Alternative 1A: T-Intersections of Crossett & Temple Hill	+	/	/	/	+	\$\$	Possible	NYSDOT, Village	Only implement if Roundabout alternative is not feasible
		Alternative 1B: Roundabout with ~140' Diameter	++	-	++	+++	+	\$\$\$\$	Priority	NYSDOT, Village, Library	Most supported improvement of plan; coordination for property Right of Way acquisition at Village Park
	NYS Route 20A, Center St., Medical Center	Sidewalks, Removed Slip Lane, Crossing	+	/	+	++	/	\$\$	Recommended	NYSDOT, Village	Determine feasibility of removing slip lane
	NYS Route 20A, Megan Dr., Reservoir Rd.	Crossings, Sidewalks, Bike Lane where Possible	+	/	/	+	/	\$	Possible	NYSDOT, Village	Consider potential pavement widening for bicycle accommodation in future
	NYS Route 20A, Volunteer Rd., Genesee Valley Shopping Center	Crossings, Sidewalks, Bike Lane where Possible	+	/	+	++	/	\$	Priority	NYSDOT, Town	Coordinate with developer of Mixed Use project on north side of intersection
	Rorbach Ln., Lima Rd., North St., Highland Rd.	Crossings, Curb Extensions, Bike Lane	+	/	+	/	+	\$	Recommended	Village	
	North St., Avon Rd., Court St., Main St.	Curb Extensions, Through-Movement Striping	+	/	+	/	++	\$\$	Recommended	NYSDOT, Village	
	Main St., NYS Route 20A	Crossings, Sidewalks, Pedestrian Refuge Island	+	/	+	/	/	\$\$	Recommended	NYSDOT, Village	Maintain plantings to ensure visibility of pedestrians on refuge island
Crossings (Mid-Block and Minor Intersections)	Main St. (Throughout)	Enhanced Crossing	++	/	+	/	++	\$\$\$	Recommended	NYSDOT, Village	NYSDOT currently looking into uncontrolled Touring Route crosswalks as part of PSAP program; Discuss potential loss of parking with implementation of curb extensions
	North St. (Throughout)	Enhanced Crossing(s)	+	/	+	/	+	\$\$\$	Possible	Village	Consider lighting
	NYS Route 20A (at Prospect St.)	Enhanced Crossing	+	+	+	+	++	\$\$	Priority	NYSDOT, Village	Determine exact feasibility of RRFB; reconsider implementing crosswalk if Roundabout is installed at nearby intersection with Groveland, Temple Hill, & Crossett
	Court St. (Throughout)	Enhanced Crossing(s)	+	/	+	/	++	\$	Recommended	Village	Outreach to SUNY Geneseo for specific insights into crossing patterns; consider lighting
	Avon Rd. (Westview Cr)	Enhanced Crossing(s)	+	/	+	/	+	\$	Recommended	NYSDOT, Village, Geneseo Schools	
	Main St. (Throughout)	New Crosswalk(s)	+	/	/	/	/	\$	Possible	NYSDOT, Village	NYSDOT currently looking into uncontrolled Touring Route crosswalks as part of PSAP program; consider lighting
	NYS Route 20A (at Country Lane)	New Crosswalk	+	+	+	/	+	\$	Recommended	NYSDOT, Village	Consider traditional intersection treatments such as curb ramps and crosswalks
	Avon Rd. (at School Driveway)	New Crosswalk	+	+	++	+	++	\$\$\$	Priority	NYSDOT, Village, Geneseo Schools	

Improvement Type	Location(s)	Details	Expected Benefits			Public Input	Expected Use	Cost	Implementation	Jurisdiction(s)	Notes & Next Steps
			Connectivity	Environmental	Safety						
Bicycle Facilities	Avon Rd.	Bike Lane	++	+	+	+	++	\$\$	Priority	NYSDOT	
	NYS Route 20A	Bike Lane	+	+	+	+	++	\$\$	Recommended	NYSDOT	Continue discussions with NYSDOT; Bike lane not currently a preferred treatment
	North St.	Bike Lane	++	+	+	+	++	\$\$	Priority	Village	
	Main St. (north of Ward; south of Chestnut)	Bike Lane with Striping Reconfiguration	+	+	+	/	++	\$\$	Recommended	NYSDOT, Village	
	Lima Rd.	Widened Shoulder	++	+	+	++	++	\$\$\$	Priority	Village, Town	Determine feasibility of expanding pavement
	Mt. Morris Rd. & NYS Rt 20A (east side from Cuylerville Rd. to Main St.)	Widened Shoulder	+	+	+	/	+	\$\$\$	Possible	NYSDOT	
	Reservoir Rd.	Widened Shoulder	+	+	+	+	/	\$\$\$	Possible	Village, Town	Determine feasibility of expanding pavement
	Center St.	Shared Lane Marking	/	+	/	/	+	\$	Possible	Village	Stripe around existing parking spaces
	Crossett Rd.	Shared Lane Marking	/	+	/	/	/	\$	Possible	Village	
	Groveland Rd.	Shared Lane Marking	/	+	/	/	+	\$	Possible	Village	
	Second St.	Shared Lane Marking	/	+	/	/	+	\$	Possible	Village	
	Highland Rd.	Shared Lane Marking	/	+	/	/	+	\$	Possible	Village	
	Main St. (between Ward & Chestnut)	Shared Lane Marking	/	+	/	/	++	\$	Possible	NYSDOT, Village	
	Court St.	Shared Lane Marking	+	+	/	/	+	\$	Possible	Village	
	Big Tree Lane (Future)	Shared Lane Marking	++	+	/	++	++	\$	Recommended	Town, Property Owners	Coordinate with Warplane Museum
	Rorbach Lane	Bicycle Boulevard	++	+	++	+	+	\$	Priority	Village	Establish in conjunction with gate (see 'Other' Improvement category for additional detail)
	High Speed Roadways	Rumble Strips (SHARDS)	+	/	+	+	+	\$	Possible	NYSDOT, Town	Only implement in high-volume, high-speed, high-crash areas
	Key Destinations	Bicycle Parking	+	+	/	+	+	\$	Priority	Village, Town, Private Entities	Coordinate with business owners, agencies, and restaurants

Improvement Type	Location(s)	Details	Expected Benefits			Public Input	Expected Use	Cost	Implementation	Jurisdiction(s)	Notes & Next Steps
			Connectivity	Environmental	Safety						
Sidewalks	Temple Hill (East Side)	Center St. to NYS 20A	/	+	/	/	+	\$	Possible	Village	
	Center St. (South Side)	Temple Hill Rd. to NYS20A	/	+	/	/	+	\$\$	Possible	Village	
	NYS Route 20A (South Side)	Groveland Rd. to Center St.	+	+	+	/	+	\$\$	Recommended	Village, NYSDOT	
	NYS Route 20A (South Side)	Center St. to Reservoir Rd.	+	+	+	/	+	\$\$	Recommended	Village, NYSDOT	
	NYS Route 20A (South Side)	Reservoir Rd. to Ryan Dr.	+	+	+	+	+	\$\$\$	Priority	Village, NYSDOT	
	NYS Route 20A (South Side)	Ryan Dr. to Volunteer Rd.	+++	+	+++	+	+	\$	Priority	Village, NYSDOT	
	NYS Route 20A (North Side)	Ryan Dr. to Volunteer Rd.	+++	+	+++	+	+	\$	Priority	Village, NYSDOT	
	Volunteer Rd. (West Side)	NYS Route 20A to Veteran Dr.	+	+	+	++	+	\$	Priority	Village, Town	
	Volunteer Rd. (West Side)	Veteran Dr. to Lima Rd.	+	+	+	++	+	\$\$\$	Recommended	Village, Town	
	Lima Rd. (South Side)	Volunteer Rd. to Village Line	+	+	++	+	+	\$	Recommended	Village, Town	Establish feasibility of sidewalk
	Lima Rd. (North Side)	Volunteer Rd. to Kimberly Dr.	+	+	++	/	+	\$	Recommended	Village	Establish feasibility of sidewalk
	NYS Route 20A (South Side)	Main St. to Crossett Rd.	/	+	/	+	+	\$	Possible	Village	Coordinate with Wadsworth Homestead
	Mary Jemison Dr. (North Side)	SUNY Crossing to Rt 63	++	+	+	/	+	\$	Recommended	NYSDOT	Coordinate with Big Tree Lane Greenway Connection stakeholders
School Area* *refer to crossing and sidewalk categories for respective school area improvements	Formalized Multi Use Pathway	10' wide Stone Dust trail for equestrian, pedestrian, joggers	++	+	+	++	++	\$\$	Priority	Property Owners	Continue coordination with property owners
	Street Trees	Traffic Calming & environmental assets	/	++	+	/	/	\$	Recommended	NYSDOT, Village, Property Owners	
	Rain Gardens	Stormwater treatment & green infrastructure	/	++	/	/	/	\$	Recommended	NYSDOT, Village, Property Owners	
	School Speed Limit Reduction	Possible with new crossing and a hired crossing guard	+	/	++	++	+	\$	Priority	NYSDOT, Geneseo Schools	Dependent on school decision on whether or not to hire a school crossing guard;
	Appropriate Signage	As drawn in Alternatives Chapter	+	/	++	+	+	\$	Priority	NYSDOT, Geneseo Schools	Signage dependent on whether or not school speed limit is implemented

Improvement Type	Location(s)	Details	Expected Benefits			Public Input	Expected Use	Cost	Implementation	Jurisdiction(s)	Notes & Next Steps
			Connectivity	Environmental	Safety						
Additional Improvements	Throughout Town & Village	Wayfinding signage along active transportation-friendly corridors	+	/	+	+	+	\$	Recommended	Village, Town, County	Coordinate with county-wide wayfinding plan
	Rorbach Lane	Install new gate that enables pedestrians and bicyclists to pass through without leaving the pavement	++	+	+	+	++	\$	Priority	Village	Coordinate with Department of Public Works; Collaborate with nearby property owners
	At Public Transit Stops	Install seating and, when possible, covered waiting areas	+	+	+	+	+	\$\$	Recommended	Village, Town, RTS Livingston	Coordinate with RTS Livingston, the Town & Village of Geneseo, and Livingston County
	Megan Drive - Lima Rd - Volunteer Rd - Walmart Area	Further pursue establishment of off-road trail network	++	/	+	+	+	\$\$	Recommended	Private	Coordination with Property Owners, Village, Town, WalMart, & Other Developers
	Additional Trails	Determine feasibility of off-road Rails to Trails, Jaycox Creek Pathway(s), and Conservancy Loop Path	+	/	/	/	/	\$\$	Possible	Various	Coordination with Property Owners, Village, Town, and Livingston County
Greenway Connections	Cuylerville Rd	Installation of signage for short-term greenway connection	+	+	/	/	/	\$	Possible (Short-Term)	NYSDOT	Potential interim connection before Big Tree Lane connection completed
	Big Tree Lane	Improvements to all five 'zones'	++	++	++	++	++	\$\$\$\$	Priority	Village, Town, NYSDOT	Coordination with all relevant stakeholders
'Bear Strategies'	Center St. & Main St.	Alternative 1: 'Bumpouts	++	/	++	/	N	\$\$	Possible	NYSDOT, Village	Seek additional public input and coordinate with all of the following stakeholders before determining preferred designs: • NYSDOT • Village of Geneseo • RTS Livingston • Police Department • Fire Department • Local Businesses
		Alternative 2: Bumpouts & Median	++	/	++	/	N	\$\$	Possible		
		Alternative 3: Raised Speed Table	++	/	+	+	N	\$\$	Possible		
		Alternative 4: Extended Median	+	/	++	+	N	\$	Possible		
		Alternative 5A: Center St. Plaza; Fountain Moved to New Plaza	+	/	+	-	N	\$\$\$	Not Preferred		
		Alternative 5B: Center St. Plaza; Fountain Remains in Current Location	/	/	+	+	N	\$\$	Possible		
		Alternative 6: One-Way Conversion of Center St.; Fountain Moved to New Plaza	/	/	+	-	N	\$\$\$	Not Preferred		
Maintenance	Throughout	Regularly Restripe Crossings & Maintain Shoulders	+	/	++	+	+	\$	Recommended	Village, Town, NYSDOT	
Enforcement	Throughout	Regularly Enforce Motorist Speeding, Pedestrian Crossing Infractions, Bicyclist Infractions	/	/	++	+	/	\$	Recommended	Police Departments & Sheriff	

10 | FUNDING OPPORTUNITIES



As detailed in Chapter 9: Implementation Matrix, many of the projects recommended in this plan require significant funding for further study, design, construction, and implementation. This chapter provides an overview of potential federal, state, regional, and private funding sources for these projects that can be used to supplement existing Town, Village, and County resources. The following table includes all of the funding sources that are described subsequently in greater detail.

10.1 FEDERAL FUNDING SOURCES - FAST FUNDED PROGRAMS

Funding activities governed by the Fixing America's Surface Transportation (FAST) Act are briefly described in the following funding sources. The FAST Act is the modified edition of the pre-existing Moving Ahead for Progress for the 21st Century program (MAP-21), and intends to make the surface transportation system more streamlined and multimodal through improvements in safety, infrastructure conditions, and efficiency. While currently technically authorized only through the end of 2020, it is expected that it will either be extended or re-authorized in a similar manner in the future. Several of the following resources provide additional information on relevant aspects of the FAST Act:

http://www.fhwa.dot.gov/environment/bicycle_pedestrian/legislation/sec217.cfm

<http://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.pdf>

<http://www.bikeleague.org/content/what-know-about-fast-act>

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The HSIP is primarily focused on pursuing data-driven solutions to enhance safety along public roadways. Funds may be used for bicycle- and pedestrian-related highway safety improvement projects on a public road that are consistent with a State strategic highway safety plan. Example projects include: intersection safety improvements, pavement and shoulder widening; bicycle/pedestrian/disabled person safety improvements; traffic calming; installation of yellow-green signs at pedestrian and bicycle crossings and in school zones; transportation safety planning; road safety audits; improvements consistent with FHWA publication “Highway Design Handbook for Older Drivers and Pedestrians”; and safety improvements for publicly owned bicycle and pedestrian pathway or trails. An average of \$2.6 billion is funded nationally through this program.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)

The FAST Act converted the long-standing Surface Transportation Program into to the STBG, which provides funding for the improvement of conditions on any federal-aid highway, public road bridge projects, active transportation facilities, and transit capital projects. An average of \$11.7 billion is funded nationally through this program.

» *Transportation Alternatives (TA)*

Funding for Transportation Alternatives is set aside from the STBG funding amount that is allocated to each state. These set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under MAP-21, encompassing a variety of smaller-scale transportation projects such as: pedestrian facilities; recreational trails; access to transit; safe routes to school projects; on- and off-road bicycle and pedestrian facilities; overlooks and viewing areas; rails to trails projects, and boulevard construction in previously divided highway right-of-ways. TA is funded through the Federal Highway Administration, and is administered through NYSDOT.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

The CMAQ program provides funding sources to state and local governments for transportation projects that meet the requirements of the Clean Air Act. These projects typically include public transit facilities, bicycle and pedestrian infrastructure, and other vehicular transportation alternatives. An average of \$2.4 billion is funded nationally through this program.

10.2 OTHER FEDERAL & STATE FUNDED PROGRAMS

The following are federally- and state-funded programs that offer opportunities for enhancing active transportation directly or indirectly. Many of these programs are federally-funded and administered by state agencies.

BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD)

Informally referred to as INFRA, the highly competitive BUILD grant program is 2018 the revised version of the Transportation Investment Generating Economic Recovery (TIGER) program that was created in 2009. In both of its iterations, the program has funded numerous multi-modal and multi-jurisdictional projects. This is an annually administered federal discretionary grant program distinct from the FAST Act and typically provides grants to projects difficult to fund through traditional federal programs. Awards focus on capital projects that generate economic development and improve access to reliable, safe and affordable transportation for communities, including rural communities.

NATIONAL PARK SERVICE LAND AND WATER CONSERVATION FUND (LWCF)

This federal funding source was established in 1965 to provide “close-to-home” parks and recreation opportunities to residents throughout the United States. LWCF grants can be used by communities to build a variety of parks and recreation facilities, including trails and greenway alternatives proposed in this Plan. LWCF funds are distributed by the National Park Service to the states annually. Communities must match LWCF grants with 50 percent of the local project costs through in-kind services or cash. All projects funded by LWCF grants must be used exclusively for recreation purposes, in perpetuity. Projects must be in accordance with each State’s Comprehensive Outdoor Recreation Plan.

STATE & MUNICIPAL FACILITIES GRANT PROGRAM (SAM)

SAM grants are available for a wide variety of infrastructural and amenity improvements. The program, created in 2013, can be utilized by municipal corporations (for instance, Towns and Villages), school districts, emergency services, public park conservancies, and several other agencies to fund many components of projects, including engineering services, construction, project management, and right-of-way acquisition. These grants may be applicable for many of the improvements recommended in this plan, including the Genesee Valley Greenway connection.

CONSOLIDATED LOCAL, STATE, AND HIGHWAY IMPROVEMENT PROGRAM (CHIPS)

Through the CHIPS program, Funds are administered by NYSDOT for local infrastructure projects. Relative and eligible project activities include bike lanes and wide curb lanes (highway resurfacing category); sidewalks, shared use paths, and bike paths within highway right-of-way (highway reconstruction category), and traffic calming installations (traffic control devices category). CHIPS funds can be used for TA grant program local match requirements.

TITLE 49 USC PROGRAMS

» *Enhanced Mobility of Seniors and Individuals with Disabilities Public Transportation Grant Program (5310)*

This program is designed to support access to public transit for particularly vulnerable user groups. While the majority of funding is designated towards vehicular acquisition and maintenance, as well as operations, some funding can be allocated to ADA accessibility enhancements and capital improvement projects. These improvements can include sidewalks and other efforts to exceed ADA requirements.

» **Public Transportation in Non-Urbanized Areas (5311)**

This program allows the Formula Program for Other than Urbanized Area (Section 5311) transit funds to be used for improving bicycle and pedestrian access to transit facilities and vehicles. Eligible activities include investments in “pedestrian and bicycle access to a mass transportation facility” that establishes or enhances coordination between mass transportation and other transportation, such as those in this Plan.

NEW YORK STATE CONSOLIDATED FUNDING APPLICATION (CFA)

The CFA is a streamlined resource through which applicants can access multiple financial assistance programs made available through various state agencies. The CFA offers the opportunity for local governments (and other eligible applicants) to submit a single grant application to state agencies that may have resources available to help finance a given proposal; grants are typically due in late July. All submitted CFAs are reviewed by the applicant's Regional Economic Development Council, which may elect to endorse the proposal as a regional priority project. The following grant resources have been made available through the CFA that may be appropriate funding opportunities for either direct or indirect implementation of active transportation efforts:

RECREATIONAL TRAILS PROGRAM

The Regional Trails Program (RTP), funded nationally through the TA program, is administered by the NYS Office of Parks, Recreation and Historic Preservation. Funds may be used for all types of recreational trail projects. Of the funds apportioned to a state, 30 percent must be used for motorized trail uses, 30 percent for non-motorized trail uses, and 40 percent for diverse trail uses (any combination). Example projects include: trails for both motorized and non-motorized uses, including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or other off-road motorized vehicles; development of trailhead facilities; purchase/lease of maintenance equipment; and acquisition of easements/property. Between \$25,000 - \$250,000 is available per project, and requires a 20% local match.

CLIMATE SMART COMMUNITIES

Climate Smart Communities grants offer funding to projects that promote green initiatives and lessen a community's impact on the larger environment. Example projects include: installation of green infrastructure, comprehensive planning, active transportation enhancement projects, and flood risk reduction efforts. Planning projects are eligible for up to \$100,000, while design and construction projects can receive up to \$2,000,000; however, the grants require a 50% local match.

GREEN INNOVATION GRANT PROGRAM

The Green Innovation Grant Program provides funding towards projects that install green infrastructure within communities. Green Infrastructure refers to practices that enable stormwater to infiltrate into the ground, where it can be naturally treated before flowing into waterbodies. While not directly applicable to active transportation funding, this program can be used to supplement sidewalk, trails, and public transit facility construction through implementing green infrastructure.

COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG)

Funded through the U.S. Department of Housing and Urban Development (HUD), and administered through the New York State Homes and Community Renewal Office, the CDBG program provides eligible metropolitan cities and urban counties (called “entitlement communities”) with annual direct grants that they can use to revitalize neighborhoods, expand affordable housing and economic opportunities, and/or improve community facilities and services, principally to benefit low- and moderate-income persons. Eligible activities include building public facilities and improvements, such as streets, sidewalks, sewers, water systems, community and senior citizen centers, and recreational facilities. While the focus of CDBG projects must be public infrastructure, funding can also be used to cover streets, sidewalks, recreational facilities, and greenways if they relate to the project purpose. Funding for implementation of improvements can reach up to \$750,000 (and \$1,000,000 with co-funding).

MAIN STREET PROGRAM

The Main Street Program provides funding for building and facade enhancements along key ‘downtown’ corridors. Similarly to the CDBG, this program cannot be used to directly enhance active transportation, but can be used to improve sidewalks or streetscapes that are adjacent to revitalized buildings.

10.3 PRIVATE FUNDING SOURCES

There are a number of for and non-profit businesses that offer programs that can be used to fund bicycle and pedestrian related programs and projects. Nationally, groups like Bikes Belong fund projects ranging from facilities to safety programs. Locally, Wegmans and Excellus have a strong track record of supporting health-based initiatives and may be resources for partnership or sponsorship.

PEOPLEFORBIKES

The PeopleForBikes Community Grant Program strives to put more people on bicycles more often by funding important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. Most of the grants awarded to government agencies are for trail projects. The program encourages government agencies to team with a local bicycle advocacy group for the application. Applications for accepted bi-annually for grants of up to \$10,000 each (with potential local matches). Bicycle facilities; end-of-trip facilities; trails; advocacy projects

AMERICAN HIKING SOCIETY NATIONAL TRAILS FUND

The American Hiking Society’s National Trails Fund is the only privately funded national grants program dedicated solely to hiking trails. National Trails Fund grants have been used for land acquisition, constituency building campaigns, and traditional trail work projects. Since the late 1990s, the American Hiking Society has granted nearly \$200,000 to 42 different organizations across the US. Applications are accepted annually with a summer deadline. This funding is potentially applicable to Greenway Trail connections.

THE ROBERT WOOD JOHNSON FOUNDATION

The Robert Wood Johnson Foundation seeks to improve the health and health care of all Americans. One of the primary goals of the Foundation is to “promote healthy communities and lifestyles.” Specifically, the Foundation has an ongoing “Active Living by Design” grant program that promotes the principles of active living, including non-motorized transportation. Other related calls for grant proposals are issued as developed, and multiple communities nationwide have received grants related to promotion of trails and other non-motorized facilities.

CONSERVATION ALLIANCE

The Conservation Alliance is a group of outdoor businesses that supports efforts to protect specific wild places for their habitat and recreation values. An example relevant activity in this Plan is funding the protection of lands and surrounding habitat for off-road trail systems in Geneseo. Before applying for funding, an organization must first be nominated by a member company. Members nominate organizations by completing and submitting a nomination form. Each nominated organization is then sent a request for proposal (RFP) instructing them how to submit a full request. Proposals from organizations that are not first nominated will not be accepted. The Conservation Alliance conducts two funding cycles annually. Grant requests should not exceed \$35,000 annually.

GREATER ROCHESTER HEALTH FOUNDATION

The Greater Rochester Health Foundation administers a competitive grant program to implement community health and prevention projects in counties within the greater Rochester region, including Livingston County. While grant focus topics and cycles may vary from year to year, bicycle- and pedestrian-related projects and programs may frequently be well suited for these opportunity grants. Community health and prevention projects and programs

GENESEO ROTARY CLUB

The Geneseo Rotary Club offers a grant focused on promoting healthy communities, good citizenship, and environmental stewardship. This grant may be applicable to many recommendations in this project, including wayfinding signage, street trees, educational plaques, trail connections, and environmental enhancements along the Geneseo School Pathway.

11 | FOLLOW-ON ACTIVITIES



This chapter provides ‘next steps’ guidance both for projects recommended within this plan, and for potential additional projects that could complement the goals of this effort.

11.1 PROJECTS WITHIN THIS PLAN

As a master plan, this report provides a blueprint for enhancing active transportation in Geneseo, but does not identify all of the specifics needed to implement every individual project. For all projects that require infrastructural modifications, at least some of the following steps will need to occur before implementation.

- Additional operational analysis and traffic studies
- Consultation with, and approval from, property and/or facility owners
- Access agreements with appropriate landowners
- Corridor studies (particularly for on-road bicycle facilities)
- Design development & construction documentation
- Regulatory approvals and permitting
- Environmental permitting (particularly for trail projects)

11.2 ADDITIONAL PROJECTS

Throughout the development of this plan, several additional concerns and potential active transportation-related projects emerged that could be beneficial follow-on activities:

Sidewalk Implementation along Haley Avenue

Several survey respondents indicated a need for sidewalks in the Haley Ave neighborhood. These respondents reported that vehicles travel at a high rate of speed, and that the shoulders are far too narrow to walk safely on. These improvements would complement the sidewalk additions proposed on the south side of NYS Route 20A in this document.

Continued Evaluation of Bear Fountain Alternatives

The idea to potentially move the Bear Fountain came up late in the project, and the designs in this report represent first drafts of solutions. Extensive coordination with emergency services, NYSDOT, and downtown business owners will be necessary before moving forward with any potential design.

Jaycox Creek Trail(s)

As discussed in the plan, there is an opportunity to create a walking path along both branches of Jaycox Creek. This pathway did not receive much support through public input as part of this project, but it could serve as a potential nature trail and connection between Lima Rd and NYS Route 20A. Extensive coordination with property owners and an environmental evaluation are recommended before progressing further with plans.

Rails to Trails

Similarly to the Jaycox Creek Trail, the Rails to Trails opportunity along the west side of Geneseo did not receive much support throughout this project; however, it represents an opportunity to further enhance the off-road trail network in Geneseo. Coordination with property owners and a detailed feasibility analysis are recommended before progressing with plans.

Sidewalk Cafe Guidelines

As referenced in the Peer Community Review of this plan, Sidewalk Cafe Guidelines can enhance pedestrian mobility and inclusivity in downtown areas by requiring minimum pedestrian through space and requiring ADA accessible seating areas. While sidewalk cafe guidelines are not a recommendation in this plan due to a general lack of pedestrian/seating conflicts, they may be worth considering for future implementation to ensure a standardized and accessible Main Street. As of the writing of this Plan, Livingston County Economic Development is developing streetscape design guidelines, which will incorporate many best practice sidewalk cafe guidelines.

Country Lane & NYS Route 20A Intersection

This plan calls for the installation of an enhanced crossing over NYS Route 20A to improve the safety of pedestrians moving from Country Lane apartments to the existing sidewalk on the north side of the corridor. However, NYSDOT comments indicated that traditional intersection enhancements, including radius ramps, detectable warnings, and sidewalks, would significantly enhance the pedestrian experience at this intersection. A future conceptual design, coupled with ongoing coordination with NYSDOT, could lead to an eventual redesign of this intersection that would enhance pedestrian facilities significantly.

Bike Share Partnership

As mentioned in this plan, there is an opportunity to pursue a bike share partnership between the Village of Geneseo and SUNY Geneseo. Though public support for this was mixed, those who did support it stated that it would make them more likely to bicycle frequently. Continued coordination with SUNY Geneseo faculty could lead to the development of a pilot program that establishes a bike share for a short period of time to understand the actual demand for it.

NYS Route 20A & Center Street Signal Warrant Study

Though this plan proposes a design for this intersection that maintains the current traffic control patterns, there has been some discussion over the possibility of installing a traffic signal for all four approaches here. This conversation has particularly been driven by resident comments indicating that Center Street is rarely used by eastbound traffic, as the left-turning movement onto NYS Route 20A is too time-consuming. Based on a preliminary review of 2016 data, the Vehicles per Hour (VPH) counts for NYS Route 20A are more than sufficient to warrant a signal; however, it appears that the VPH of the Center Street approach is 10-15 shy of the requirement. Review of 2019 data, however, indicated slightly less traffic on the Center Street approach. If the community at any point decides that pursuing a signalized intersection is the preferred alternative, a follow-up traffic engineering study would be recommended to determine specific traffic movement counts and examine the feasibility of this alternative. Coordination with the nearby Fire Department is also essential before further developing concepts.

Geneseo

ACTIVE TRANSPORTATION PLAN



Prepared for Livingston County *and*
Genesee Transportation Council



Prepared by Barton & Loguidice *and*
Landis Evans + Partners



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