

Summary Matrix
Genesee Transportation Council Circulation, Accessibility, and Parking (CAP) Studies and Corridor Studies

CAP STUDIES

STUDY	GOALS OF STUDY	MAJOR RECOMMENDATIONS	PUBLIC PARTICIPATION
<p>Brown's Square (City of Rochester) Circulation, Accessibility, and Parking Study: Redefining the Pedestrian Realm (11/10)</p>	<ul style="list-style-type: none"> - Enhance the pedestrian experience along major pedestrian routes. - Enhance parking facilities to better integrate with neighborhood. - Construct gateways to neighborhood. - Build on neighborhood's strengths. 	<ul style="list-style-type: none"> - Consider design guidelines for industrial areas, and rezone much of Oak Street industrial area for high-density residential or mixed use. - Implement streetscaping on selected streets consistent with Center City Master Plan. - Install traffic calming on selected streets (identified by residents and confirmed by traffic analysis). - Improve parking utilization through improved signage and pedestrian connectivity. - Provide bike lanes/space on selected streets and more bike parking at stadiums, parks, schools. - Realign/extend selected streets; convert one-way streets to two-way. - Develop a unique neighborhood theme that is reflected in signage, lights, banners, promotions, etc. 	<ul style="list-style-type: none"> - Advisory committee. - (1) Public design workshop. - (1) Public meeting
<p>Village of Fairport Central Business District Circulation, Accessibility, and Parking Study (2/10)</p>	<ul style="list-style-type: none"> - Improve pedestrian and bicycle circulation and connectivity along corridor. - Improve availability, proximity, and condition of parking. - Reduce cut-through traffic at Village Landing. - Examine pedestrian and vehicle "barrier" caused by canal lift bridge. - Improve pedestrian and vehicle safety at Four Corners intersection. - Construct gateways to enhance sense of arrival. 	<ul style="list-style-type: none"> - Install themed bus shelter; evaluate feasibility of trolley/shuttle bus service. - Pursue a maintenance agreement for Main St., and consider a jurisdictional transfer, with NYS. - Upgrade traffic signal equipment; coordinate traffic signals; install countdown crossing signals. - Add street trees and plantings; street furniture; high-visibility crosswalks; more pedestrian connections to village. - Re-stripe onstreet parking spaces for greater efficiency. - Designate bike lanes and provide bike storage. - Develop a wayfaring sign program. - Construct new pedestrian bridge over canal. - Modify zoning to include a Village Center District. 	<ul style="list-style-type: none"> - Steering committee. - (1) Community design workshop. - (1) Community meeting.
<p>Village of Genesee Alternatives to Improve Circulation, Parking, Safety and Aesthetics: Route 39/North Street/ Court Street Corridor (11/09)</p>	<ul style="list-style-type: none"> - Preserve small town character. - Encourage and protect pedestrian network. - Promote vehicular and pedestrian safety. - Provide for continued growth. - Manage through traffic. - Improve traffic flow. 	<ul style="list-style-type: none"> - Fill gaps in existing sidewalk network and connect to trail network. - Install bulb-outs, enhanced crosswalks and pedestrian signage at all major intersections. - Install decorative traffic signal poles, bike racks, and bus stop/shelter. - Add streetscape improvements, including decorative lighting and a "pedestrian-only" zone around fountain. - Maintain views of valley and historic courthouse and fountain. - Approve new parking spaces only after very careful consideration. - Reconfigure North/Court/Main intersection. 	<ul style="list-style-type: none"> - Steering committee. - (1) Community workshop. - (1) Community meeting. - Internet survey.

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Village of Spencerport Eastern Village Corridor Concept Study: Reshaping the Central Business Area (9/09)	<ul style="list-style-type: none"> - Enhance gateway entrances to the village. - Improve the pedestrian experience. - Redefine underutilized spaces. - Ensure the safety of pedestrian, bicycle, and motor vehicle traffic. - Provide an environment that entices residents and visitors along the canal to walk and bike to services. - Promote health and wellness. - Maintain truck access. 	<ul style="list-style-type: none"> - Revise zoning to provide more flexible land use and parking requirements; create design standards; allow mixed use development, especially along canal; designate a Planned Use District on site of (often vacant) big box retailer. - Install bicycle lanes and amenities; gateway treatments; high-visibility crosswalks and countdown pedestrian signals. - Relocate electric transmission lines. - Road reconstruction and extension to improve circulation. - Construct multi-use trail. - Construct boat docking along canal. - Explore sustainable storm water practices such as rain gardens and bio-swales. 	<ul style="list-style-type: none"> - Steering committee. - (2) Public open house meetings.
Village of Macedon/ NYS Route 31 Circulation, Accessibility, and Parking Study (12/08)	<ul style="list-style-type: none"> - Maintain Rt. 31 as both a major county arterial and village main street. - Accommodate changing and more intensive land uses along Route 31. - Leverage Erie Canal and other historic elements along corridor. - Enhance community character and improve linkages between origins and destinations. - Capture interest of increasing number of motorists who use corridor. - Create aesthetically-appealing gateways to county and village. - Encourage compatible development and redevelopment. 	<ul style="list-style-type: none"> - Decrease width of traffic lanes through village; add two-way left turn lane, bike lanes, bump-outs, and onstreet parking. - Add streetscape and pedestrian improvements (textured crosswalks, decorative signage and lighting, bollards, bike racks, landscaping). - Construct gateway treatments. - Improve linkages to sidewalk and trail networks. - Update zoning and site plan review procedures to incorporate context sensitive building and site design. 	<ul style="list-style-type: none"> - Steering committee. - (2) Public information meetings. - Personal preference survey (completed by participants at first meeting).
Village of Hilton Circulation, Accessibility, and Parking Study: Enhancing an American Village (8/08)	<ul style="list-style-type: none"> - Increase safety, especially for pedestrians and bicyclists. - Promote walking and bicycling. - Reduce speeds on roadways entering village. - Maintain current vehicle access and capacity levels. - Maintain parking supply and convenience. - Improve aesthetics and community character via transportation enhancements. 	<ul style="list-style-type: none"> - Widen sidewalks and add streetscape amenities. - Narrow selected travel lanes and add bike lanes. - Add enhanced crosswalks, raised intersections, countdown pedestrian signals. - Convert one street to one-way; add roundabout; develop town/village connector roadways. - Develop Pedestrian Safety Action Plan and Bicycle and Trails Master Plan. - Develop multi-use trail. - Add gateway treatments. 	<ul style="list-style-type: none"> - Advisory committee. - Survey mailed to all village residents. - Village walking tour. - (1) Public design workshop. - (1) Public meeting.

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<p>Village of Perry Main Street Circulation, Accessibility, and Parking Study: A Declaration of Transportation Independence (3/08)</p>	<ul style="list-style-type: none"> - Enhance the pedestrian experience along Main Street; create a "signature" place, not anyplace. - Green the Main Street District. - Construct gateways to announce the arrival to the Main Street District. - Focus on the Main Street District by building on its strengths, including community pride. 	<ul style="list-style-type: none"> - Modify existing road striping to include bike lanes, highlight crosswalks, and allow parallel parking. - Modify existing traffic signals to be more pedestrian responsive; add countdown signals. - Decorate existing cobra-head-style streetlights as part of community art project; replace with decorative fixtures in future. - Install wayfinding and public parking signs; revise sign standards. - Install minor gateway treatments and planters. - Create a "festival street" that can be closed off to motor vehicles for special events. - Institute a façade improvement program; adopt building and site design standards. - Study feasibility of creating a village square and amphitheater. 	<ul style="list-style-type: none"> - Advisory committee. - (2) Public workshops. - Community preference survey completed by Main St. Association.

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<p>Village of Arcade Main Street Corridor Study (10/10)</p>	<ul style="list-style-type: none"> - Establish a strategy to enhance pedestrian and bicycle mobility, safety, and connectivity. - Examine parking needs and opportunities along corridor. - Identify trends and opportunities in the local market to help fill/revitalize vacant or underutilized buildings in village. - Identify policy, program, and regulatory changes that will help facilitate needed improvements along corridor. 	<ul style="list-style-type: none"> - Adopt transect zoning for corridor with appropriate regulations for each key segment. - Establish building design and parking regulations appropriate for different segments of the corridor. - Adopt a "complete streets" policy/zoning for village. - Design and install distinctive wayfinding signs along Main Street. - Implement streetscape improvements including high-visibility crosswalks, continuous sidewalks, more decorative light fixtures, and curb extensions, as well as gateway treatments. - Consider a façade renovation program. - Introduce traffic calming devices on selected streets to reduce travel speeds. - Better regulate access management, especially driveway spacing. - Improve public transportation. - Create opportunities for trucks to bypass Main Street. - Over time, create new streets to facilitate economic development. - Market the assets and attractions of the corridor. 	<ul style="list-style-type: none"> - Steering committee. - (2) Public information meetings.
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Town of Macedon Route 31 Corridor Study (6/10)	<ul style="list-style-type: none"> - Develop a comprehensive land use strategy. - Improve traffic management and safety. - Preserve open space and rural character, while allowing for appropriate growth in designated areas. - Encourage bicycle and pedestrian transportation. - Enhance linkages with the Erie Canal corridor, especially the trail. - Strive for a cohesive aesthetic character and a greater sense of local identity. - Explore options to address the single-lane Wayneport Road bridge over canal. - Maximize existing infrastructure; particularly, avoid the need for more travel lanes on Rt. 31 through more strategic land use. - Identify short- and long-term projects to meet these goals. 	<ul style="list-style-type: none"> - Improve corridor streetscape, safety, and accessibility with tree plantings and other landscaping, decorative lighting, gateway features, various cross access and parallel roads, high-visibility crosswalks, marked bike lanes, sidewalks, pedestrian linkages, and reduced speeds. - Require shallow building setbacks to help define roadway edge and force parking to sides and rear of buildings for small- and medium-scale development; reduce minimum required parking spaces; require landscaped medians and other plantings in large parking lots to break up visual impact of asphalt. - Require minimum driveway clearances and cross access between adjacent properties to reduce turns onto Route 31. - Encourage greater architectural detailing on buildings and high-quality, appropriately-scaled signage. - Revise zoning codes to reflect recommendations. - Study feasibility of expanding multi-use trail network. - Bridge alternatives range from restoring existing historic bridge and adding pedestrian bridge to replacing bridge. 	<ul style="list-style-type: none"> - Steering committee. - (2) Public meetings. - All drafts and other documents posted on town website for public review and comment.
Seneca County Routes 5 & 20 / 414 Corridors Management Study (1/10)	<ul style="list-style-type: none"> - Understand current conditions of the 13-mile Route 5 & 20 corridor and 4-mile Route 414 corridor. - Identify future opportunities and restraints. - Develop customized strategies to meet both regional and local needs based on principles of sustainable development. 	<ul style="list-style-type: none"> - Utilize access management techniques to improve safety and operational performance, especially by reducing the number and severity of conflict points and, over time, the number of driveways. - Identify and improve the physical design of pedestrian crossings with decorative, high-visibility crosswalk treatments, pavement markers, clear and distinctive signage and, at high-traffic intersections, lighted crosswalks and countdown pedestrian signals. - Encourage sustainable land use and development patterns, such as concentrated, cluster development. - Improve streetscape design and appearance with street trees, decorative lighting, sidewalks, landscaping standards, and decorative elements that celebrate the area's history and culture. - Promote intermunicipal cooperation to implement the plan, including continued information sharing, and consistent zoning, site plan review, and access management. 	<ul style="list-style-type: none"> - Steering committee. - (2) Public meetings.

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<p>Ontario and Seneca Counties Routes 96 & 318 Rural Corridor Study (3/09)</p>	<ul style="list-style-type: none"> - Preserve rural character. - Support agriculture-based economic initiatives and protection of farmland resources for the long-term viability of agriculture. - Improve safety for vehicles, bicycles, pedestrians. - Enhance mixed-use, commercial, and industrial areas. - Expand opportunities for biking and hiking. - Capitalize on historic, cultural, and natural assets and corridor's status as a gateway to the Finger Lakes region. - Target growth to areas with sufficient existing infrastructure. - Educate public on quality-of-life benefits of land use controls. - Continue to foster intergovernmental cooperation. 	<ul style="list-style-type: none"> - Create a Corridor Overlay District (COD) a distance of 500' from the centerline of both sides of Rt. 96, Rt. 318, and Rt. 14 (connects 96 and 318) in the study area. The COD would have consistent provisions to help manage access, safety, efficiency, development potential, and character within the corridor, including: number of access points, minimum driveway spacing, joint and cross access, minimum corner clearance, outparcel development, new residential subdivision site development, setbacks, pedestrian access, signage, and landscaping. - Sub-regional plans were created for three specific developed areas along the corridor (encompassing several towns, villages, and hamlets, and three Thruway interchanges) with additional recommendations for access management, agricultural operations, subdivision regulation, gateway treatments, parking and site access, and non-residential architectural standards. - Conceptual plans were created for five currently undeveloped or underdeveloped areas to show how they could be developed under two scenarios: (1) according to current zoning; (2) according to land use goals developed as part of the study and utilizing appropriate "best practices" site design. 	<ul style="list-style-type: none"> - Steering Committee. - (1) Public information meeting. - (1) Public visioning workshop. - (3) focus group meetings – (1) for each sub-area. - Project documents posted on websites of Ontario and Seneca Counties.
<p>Towns of Penfield, Perinton, Webster, Victor; Villages of Fairport, Webster Route 250 Corridor Study (10/08)</p>	<ul style="list-style-type: none"> - Develop a long-range plan for the corridor that addresses transportation-related quality-of-life needs of each community, particularly current and future: <ul style="list-style-type: none"> - Congestion problems. - Growth. - Roadway improvement needs. - Access management issues. - Auto, truck, transit, bicycle, and pedestrian improvement needs. - Develop an implementation strategy for recommended improvements. 	<ul style="list-style-type: none"> - Promote use of public transportation in corridor. - Expand sidewalk network. - Create an Access Management Overlay District a distance of 1000' on either side of Rt. 250 within the study area with consistent regulations for: corner clearances, driveway spacing, clearance zones for right-of-way expansions, sign and landscaping standards, sidewalks and pedestrian accommodations, land subdivision requirements, site plan/development requirements (including access points, parking, signage, pedestrian linkages, outparcels). - Specific recommendations for each municipality, including: physical improvements to the roadway (i.e., lane expansion, roadway restriping, construction of roundabout), rezoning to change or intensify permitted uses, open space preservation. 	<ul style="list-style-type: none"> - Advisory Committee. - (2) Public information meetings.

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<p>Town of Williamson Route 21 & 104 Gateway Study (7/08)</p>	<ul style="list-style-type: none"> - Create a visually-attractive hamlet/town center gateway on Route 104. - Attract Route 104 motorists to the hamlet's commercial area. - Enhance the business climate of the hamlet center. - Reduce traffic speed and improve safety at the Route 21 & 104 intersection. - Improve pedestrian linkages at the Route 21 & 104 intersection and between Route 104 and the hamlet center. 	<ul style="list-style-type: none"> - Install monumental gateway signs at both corridor entrances. - Install distinctive landscaping at all four corners of the Route 21 & 104 intersection (involves conversion of parts of two parking lots to greenspace and possible future reconfiguration of intersection to allow safer turns for large trucks). - Plant trees along selective areas of Route 104. - Narrow and re-stripe sections of Route 21 and Ridgeway Avenue to allow for construction of a "green" buffer between road and buildings. - Construct flush, colored median in Route 104. - Institute business district signage program. - Implement site and building design guidelines for Route 104 commercial district. 	<ul style="list-style-type: none"> - Steering Committee. - (1) Public design charette. - (1) Public meeting.
<p>Yates County Route 14A Corridor Study (5/06)</p>	<ul style="list-style-type: none"> - Identify a transportation planning and decision-making process that can help promote balanced community and economic development along 23-mile-long corridor. - Increase safety for motorized and non-motorized users, notably the growing Mennonite community. - Protect and enhance historic, cultural, scenic, and natural resources. - Strengthen the ability of Yates County to implement transportation and infrastructure improvements through coordinated revenue and cost strategies. 	<p>Recommendations are specific to the four towns and two villages within the corridor; however, common corridor-wide themes emerge:</p> <ul style="list-style-type: none"> - Increase front setbacks for building and parking to prevent or eliminate encroachment into the Rt. 14A right-of-way. Such zoning changes are needed to provide adequate space for necessary improvements, including: increasing the width and decreasing the slope of shoulders (to accommodate horses and buggies); making drainage improvements; adding turn or acceleration lanes. - Decrease the number of special use permits, and coordinate recommended zoning and comprehensive plan revisions with NYSDOT. - Apply the state's Highway Access Management guidelines to new development within corridor to reduce potential for traffic congestion and accidents. - Apply the SEQR process and contact NYSDOT (both required by law) when a driveway access or other right-of-way use permit is issued. - In population centers: increase off-street parking; improve signage and sidewalks; study opportunities for hotel (Penn Yan) and improved linkages to tourism-generating activities and sites; reduce speed limits. - Outside of village centers: work with NYSDOT to revise requirements for driveway widths to better accommodate agricultural equipment; add "deer crossing" signs; improve signage and visibility at key intersections; increase enforcement of posted speed limits; use digital speed displays to show drivers how fast they are going; conduct a bicycle and "share the road" program for Mennonite Community. 	<ul style="list-style-type: none"> - Advisory Committee. - (2) Public meetings.

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<p>Lima to Canandaigua Routes 5 & 20 Corridor Study (2/04)</p>	<ul style="list-style-type: none"> - Develop a common corridor-wide vision that reflects the goals of the four towns and two villages within the study area. - Enhance community character and resources, as well as tourism potential. - Promote safety for all travelers. - Foster cooperation between public sector, private sector, and citizens. - Build on findings and recommendations of Routes 5 & 20 Access Management Plan. 	<ul style="list-style-type: none"> - Reduce speeds to improve safety and reduce amount of truck traffic. - Re-stripe Routes 5 & 20 approaching and in villages and hamlet and provide on-street parking. - Use uniform, well-designed signs to mark entrances to communities as gateways; provide clear indications of locations of destinations; promote tourism; raise cautions of upcoming speed zone changes, sight distance problems at driveways and particular intersections, and shared roadway with bicycles and slow-moving vehicles. - Provide landscaping in towns and villages: at entrances as gateway treatments, along Routes 5 & 20 and streets (hanging baskets, planters); plant street trees. - Add decorative street lighting along corridor. - Establish an intermunicipal Enhancement Fund to fund such projects as viewshed protection, corridor beautification, and historic preservation. - Pursue scenic byway designations, recreational opportunities, and agricultural protection and partner with County Tourism Office to market corridor. - Consider zoning overlay district. - Specific recommendations for municipalities for roadway and pedestrian, and gateway improvements and viewshed preservation. 	<ul style="list-style-type: none"> - Advisory Committee. - (3) Public meetings. - Community survey.
<p>Town and Village of Genesee Route 20A Land Use and Access Management Plan (5/02)</p>	<ul style="list-style-type: none"> - Ensure reasonable access to adjoining property to support existing and future residential and commercial development. - Ensure an integrated network of roads that are safe, efficient, and attractive for all modes of travel. - Provide a rural gateway to the Town and Village of Genesee. 	<ul style="list-style-type: none"> - To increase roadway safety and decrease traffic congestion, require minimum separation distances between driveways; adequate sight distance at corners; and joint and cross access; and add center median. - In the village, expand pedestrian-friendly amenities such as sidewalks, bicycle accommodations, and decorative street lights; locate off-street parking to the sides and rear of building in landscaped lots; encourage mixed-use development and re-use of older buildings consistent with village's historic design. - In the town, balance commercial, light industrial and residential uses; protect agricultural land and uses; ensure an aesthetically-pleasing transition of design to the village. - Extend the village street grid with new roads. 	<ul style="list-style-type: none"> - Steering Committee. - (2) Public Meetings.

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<p>Town and Village of Avon Routes 5 & 20 Land Use and Access Management Plan (3/02)</p>	<ul style="list-style-type: none"> - Reduce potential for accidents. - Accommodate future development by expanding existing activity centers (the Village of Avon and Hamlet of East Avon). - Increase accommodations, safety, and mobility for pedestrians and bicyclists. - Improve efficiency of travel through the study areas. - Improve accessibility to businesses. - Consider a network of internal access roads. 	<ul style="list-style-type: none"> - Reduce conflict points in corridor by reducing the number of future curb cuts, particularly by requiring joint and cross access, and adding center median. - Allow more outparcel development in existing parking lots (but no new vehicle entrances). - Require pedestrian access and connectivity to various uses. - Encourage more compact development and allow a mix of uses along corridor, - Consider extending village street grid and modifying zoning to facilitate a more gradual transition from the village to town. 	<ul style="list-style-type: none"> - Steering Committee. - (2) Public Meetings.
<p>Town of Mount Morris Route 408 Land Use and Access Management Plan (2/02)</p>	<ul style="list-style-type: none"> - Control access without limiting potential for development. - Discourage strip roadside development. - Encourage interior lot development. - Reduce the potential for accidents. - Support or modify, if necessary, current development protection zoning requirements. 	<ul style="list-style-type: none"> - Use the site plan review process to ensure better landscaping and vehicle and pedestrian access according to best management practices, as well as uphold current zoning. - Encourage shared parking. - Protect agricultural land and open space in rural gateway area to serve as buffer between community and commercial and industrial developments. - Extend Genesee Valley Greenway Trail. - Consider future access roads. 	<ul style="list-style-type: none"> - Steering Committee. - (1) Public Meeting.
<p>Hamlet of Egypt, Town of Perinton Route 31 Transportation Study (6/01)</p>	<ul style="list-style-type: none"> - Redesign Route 31 to: <ul style="list-style-type: none"> - Make it more community, pedestrian, and bicyclist oriented. - Create public places for people to come together. - Enhance economic vitality and residential areas. 	<ul style="list-style-type: none"> - In various locations, add continuous center left-turn lane; side street turn lanes; new traffic signals for safety and access management. - Add several landscaped median segments for access management, pedestrian crossing, aesthetics, and traffic calming. - Build sidewalks on both sides of corridor. - Designate bike lanes in both directions. - Provide gateway treatments at both ends of hamlet of Egypt. 	<ul style="list-style-type: none"> - Steering Committee. - (2) Public Meetings. - Focus group meetings and interviews with individuals.