Town of Conesus

Transportation & Safety Management Plan

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Conesus, New York 14453

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Town of Conesus

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Transportation & Safety Management Plan

INTRODUCTION

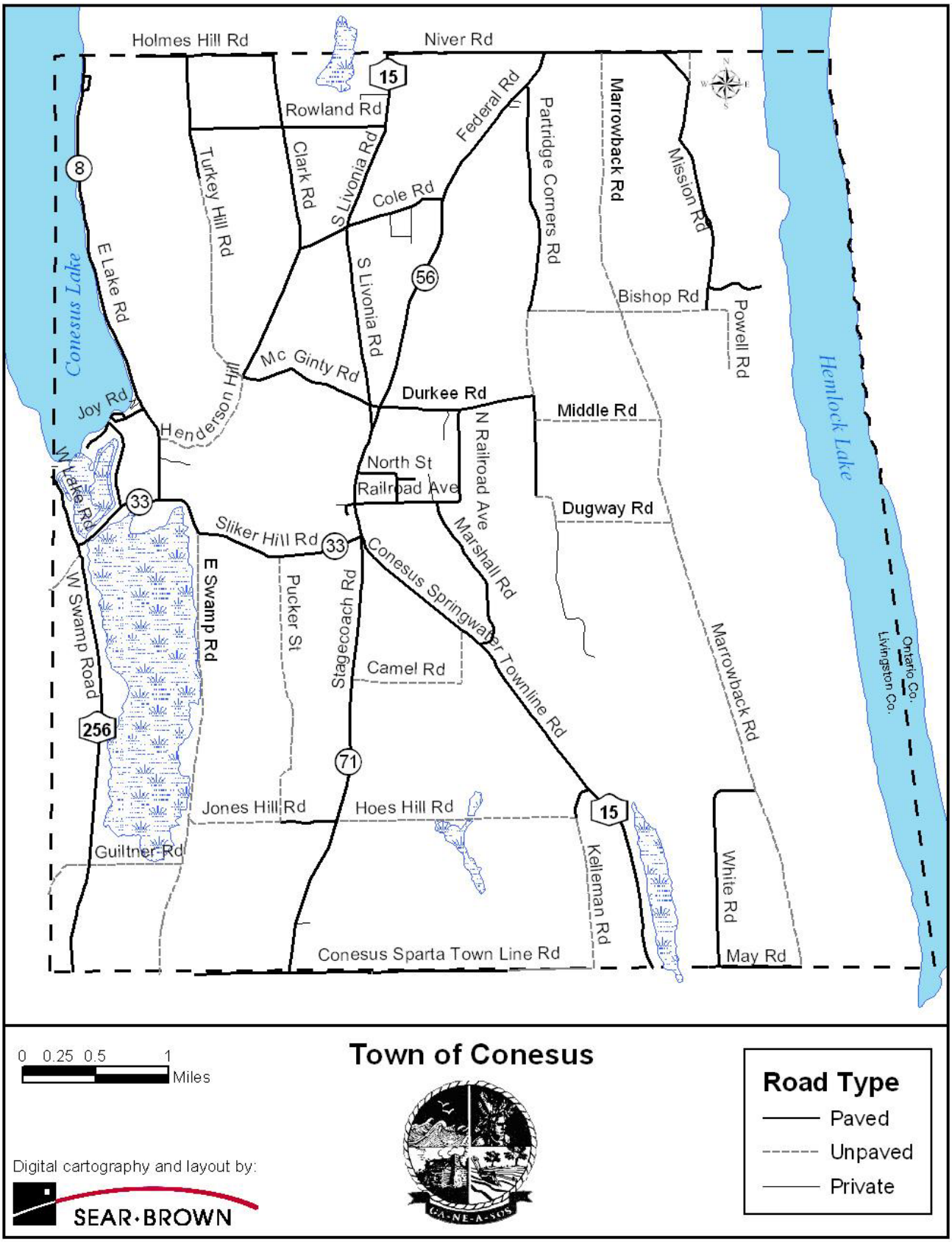
The Town of Conesus transportation system primarily serves vehicular traffic. Opportunities for alternative modes of transportation (e.g. walking, bicycling, transit) are limited. Roadways in the town fall under three jurisdictions (state, county and town).

Based on a recent Town inventory, 92% of the approximate 44 miles of roadway in the Town currently consists of unpaved roads. Only 8% of the roadway mileage in the Town of Conesus is paved, with the remaining mileage treated with flexible pavement (gravel/oil) or dirt. ***Figure 1*** shows the overall transportation system and road type. The town has very distinct rolling terrain sloping down to either Conesus Lake or Hemlock Lake. The geography provides for some challenging road characteristics with horizontal and vertical curves.

The Town's roadway system provides travelers with uninterrupted traffic flow primarily due to the relatively low volumes experienced. Low volumes, combined with the open, rural nature of the Town, may be promoting higher travel speeds than posted. An exception to this is East Lake Road where residential density, recreational traffic and roadway capacity constraints have produced a relatively congested area during peak season.

This document will record existing conditions related to volume and road capacity, road conditions, pedestrian and bicycle activity, and safety. Future conditions of the transportation system will also be projected based on current and future demographic patterns. Alternatives for each of the main study elements have been identified and investigated. The last section of the report focuses on prioritizing the suggested recommendations and initiatives; identifies roles and responsibilities; and identifies potential funding sources.

Figure 1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Guiltner Rd
Kelleman Rd
White Rd
Conesus Sparta Town Line Rd
May Rd
8
15
56
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256
71
0 0.25 0.5 1
Miles
Town of Conesus
Road Type
Paved
Unpaved
Private
Digital cartography and layout by:
SEAR·BROWN
GA-NE-A-SOS

Transportation & Safety Management Plan

Section I – EXISTING CONDITIONS

This Existing Conditions portion of the plan documents the physical characteristics and operations of the current Transportation System. This section documents the data collection process, public input, traffic volume analysis, road conditions, pedestrian/bicycles, and safety. An Existing Needs summary concludes this section of the plan.

A. Data Collection

A public information meeting was held at the Conesus Town Hall on Wednesday, August 20, 2003. The primary objective of the meeting was to provide an overview of the study process and purpose, and to solicit input on existing and future transportation issues or needs. Approximately 70 residents and business owners attended the meeting. The following list provides a general understanding of the various comments received. A complete list of all the comments is provided in the appendix.

Maintenance/Structural Conditions/Drainage

- Most roads in poor shape; what is the time frame for fixing the roads?
- East Lake Road - Pavement condition is a concern; concern with the potential impact of shoulders on drainage; current ditches in poor condition; right-of-way and utilities are limitations.
- Concern with development pressures causing more drainage issues.
- Railroad Avenue – concern with drainage issues; concern with provision of sidewalks and their impact on drainage and trees.
- Dirt roads are a concern – school buses get stuck.
- Turkey Hill Road – condition is poor, impassible, poor drainage and subsurface conditions.

Safety & Speed

- Holmes Hill Road – Horizontal and vertical curves cause speed and sight distance concerns; Kids at play; no sidewalks or shoulders.
- Turkey Hill Road – Speeding issues.
- Concern with paving dirt roads and impact on speeds.
- Railroad Avenue – Child with disabilities at risk- need a warning sign for motorists.
- Route 15 – needs a bike path for access to park in the Hamlet.
- East Lake Road – congestion around Marinas is a concern with the on-street parking and no centerline pavement markings; need pedestrian and bicycle access to minimize conflicts with vehicles and parking; no parking should be permitted on pedestrian/bike route; the volume and weight of truck traffic is a concern from a safety and maintenance perspective; speed is a problem; need more parking to minimize safety hazards.

- Stagecoach Road – speed limit is too high near Camel Road.
- Rt. 15 intersection with Railroad Avenue – Sight distance is a concern.
- Clark Road – speed limit is too high.
- Speed enforcement is necessary.
- Hamlet – needs sidewalks, crosswalks and parking.

B. Traffic Volumes & Analysis

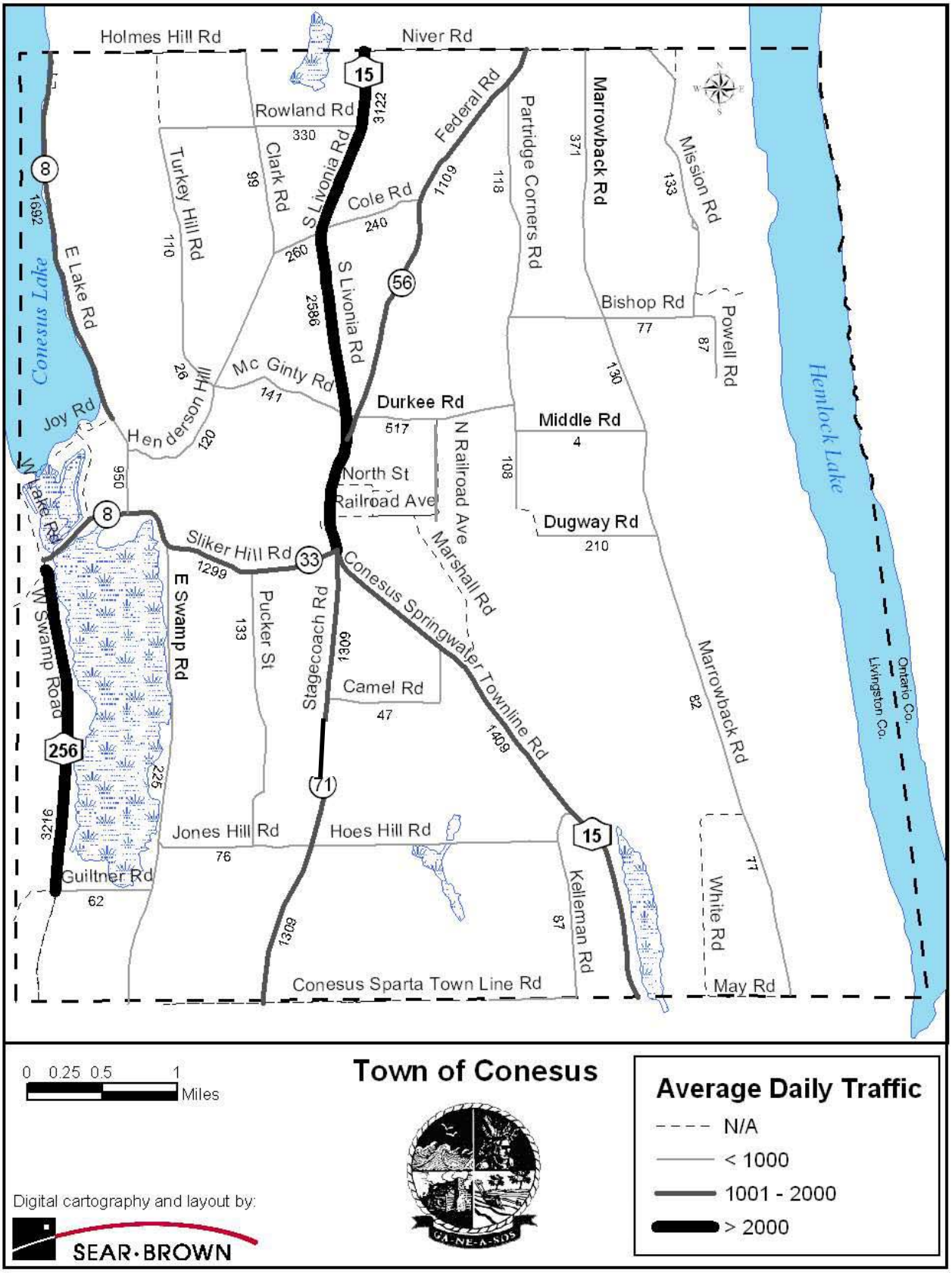
Twenty-four hour traffic counts for all of the Town's unpaved/dirt roads were performed by the Town's Highway Department in 2002 and 2003. The New York State Department of Transportation has recent 24-hour counts along State Route 15. This information was then supplemented with an additional eight count locations completed in August 2003 by Sear-Brown. Parameters typically reviewed to determine the capacity conditions of a road are:

- Average Daily Traffic (ADT) is the total traffic recorded in a 24-hour period on each segment of a given road.
- One-way Design Hour Volume (DHV) is the highest volume recorded in any given direction of travel during the peak hour.
- Two-way Design Hour Volume is the total two-way volume during the peak hour recorded.

Roadway traffic volumes are visually represented in ***Figure 2***. A detailed listing of each road segment is shown in ***Table 1***. The type of surface treatment is shown on Table 1. The "paved" designation refers to asphalt treatment; "unpaved" designation includes all others.

Turning movement traffic counts were also performed at eight key intersections throughout the Town. The traffic counts were performed during the weekday evening peak period (4:00pm – 6:00pm), which typically represents the highest travel period. Due to the community's lakeside characteristics, recreational Saturday midday peak traffic was also recorded. ***Figure 3*** shows the results of the traffic counts. These counts represent the total volume of traffic recorded during one observation and represents one hour within the peak periods.

Figure 2



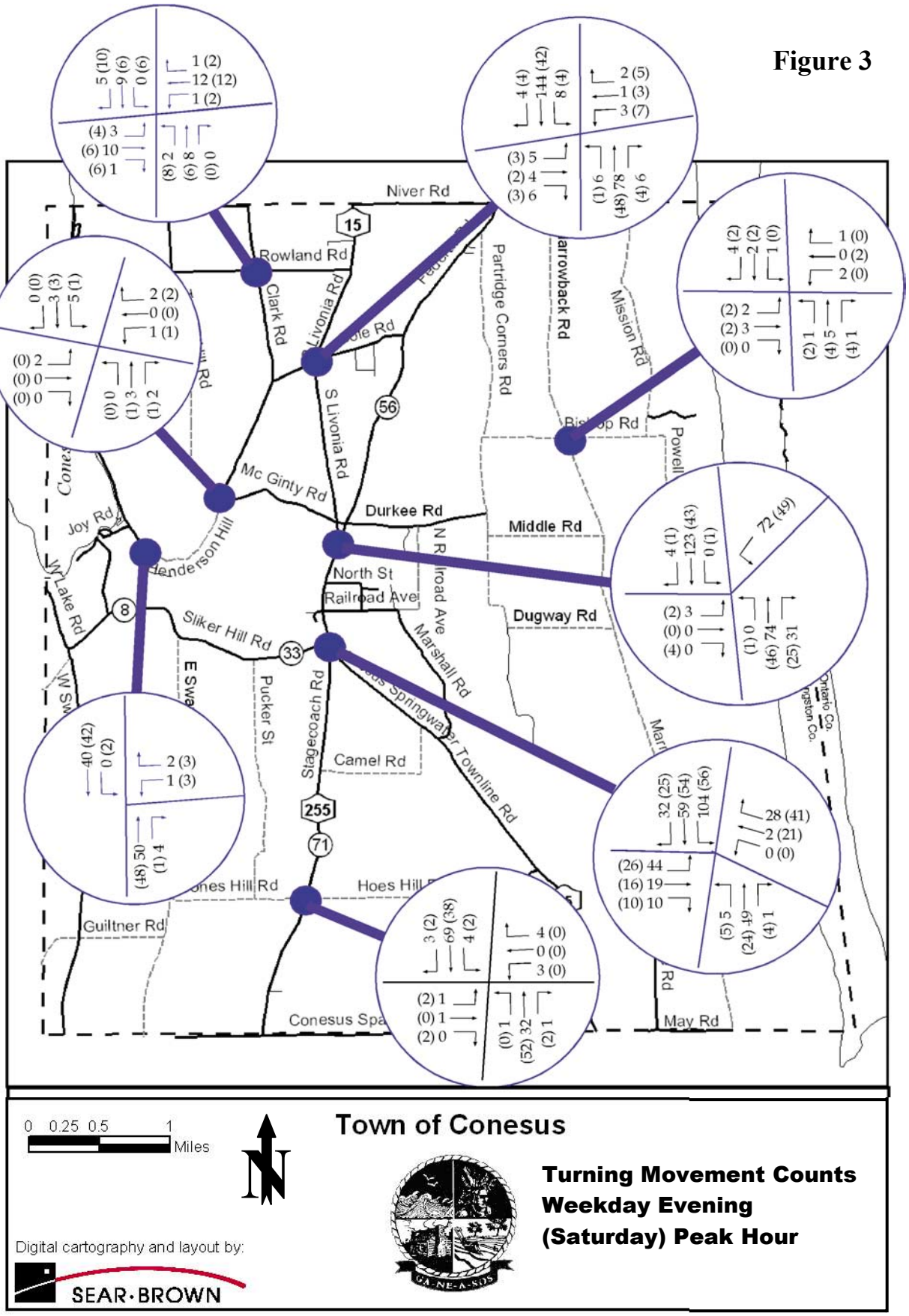
N/A – No data available

Table 1
Traffic Volume Summary

Road	Section	Road Type	Volume			
			Count Date	ADT	1-way DHV	2-way DHV
Route 256	Sliker Hill to N Town Line	Paved	2000*	3216	*207*	*321*
Route 15	Town Line to Cole Rd	Paved	2001*	3122	*200*	*312*
Route 15	Cole to Mcginity	Paved	8/2003	2586	164	254
Route 15	Mcginty to Rt. 255	Paved	8/2003	2586	164	254
Route 256	Sliker Hill to S. Town Line	Paved	2001*	1814	*117*	*181*
East Lake Road	South of Town Line	Paved	8/2003	1692	75	145
Route 15	Rt. 255 to S.Town Line	Paved	2000*	1409	*90*	*140*
Stagecoach Road		Paved	8/2003	1309	77	130
Sliker Hill Road	Rt. 15 to Pucker Street	Paved	8/2003	1299	67	121
Sliker Hill Road	Pucker St. to E.Lake Rd	Paved	8/2003	1299	67	121
Sliker Hill Road	E. Lake Rd to Rt. 256	Paved	8/2003	1299	67	121
Federal Road		Paved	8/2003	1109	70	109
East Lake Road	North of Henderson Hill	Paved	8/2003	950	54	95
Durkee Road		Paved	8/2003	517	32	64
Marrowback Road	Bishop to Niver	Unpaved	2003**	371	*23*	*37*
Rowland Road		Paved	8/2003	330	19	33
Footes Corners Road		Paved	8/2003	260	15	26
Cole Road		Paved	8/2003	240	18	24
East Swamp Road		Unpaved	2003**	225	*14*	*22*
Dugway Road		Unpaved	2003**	210	*13*	*21*
McGinty Road		Paved	8/2003	141	10	18
Pucker Street		Unpaved	2003**	133	*8*	*13*
Mission Road		Paved	2003**	133	*8*	*13*
Marrowback Road	Bishop to Dugway	Unpaved	2003**	130	7	11
Bishop Road	Marrowback to Partridge	Unpaved	2003**	130	5	10
Henderson Hill		Unpaved	2003**	120	5	9
Partridge Corners Rd	North of Durkee Rd	Unpaved	2003**	118	*7*	*11*
Turkey Hill Road	North of Gun Club	Unpaved	2003**	110	*7*	*11*
Partridge Corners Rd	South of Durkee Rd	Unpaved	2003**	108	*7*	*10*
Clark Road		Paved	8/2003	99	7	11
Kellerman Road		Unpaved	2002**	87	*5*	*8*
Powell Road		Unpaved	2003**	87	*5*	*8*
Marrowback Road	Dugway to White Road	Unpaved	2003**	82	*5*	*8*
Marrowback Road	May to White Road	Unpaved	2003**	77	*4*	*7*
Bishop Road	Marrowback to Powell	Unpaved	2003**	77	5	8
Hoes Hill Road		Unpaved	2002**	76	7	13
Jones Hill Road		Unpaved	2002**	76	4	6
Guiltner Road		Unpaved	2003**	62	*4*	*6*
Camel Road		Paved	2002**	47	*2*	*4*
Turkey Hill Road	South of Gun Club	Unpaved	2002**	26	2	2
Middle Road		Unpaved	2003**	4	*1*	*1*

Source: * New York State Department Of Transportation; ** Town of Conesus; All others by Sear-Brown

Figure 3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Marshall Rd
Joy Rd
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Henderson Hill
Sliker Hill Rd
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Pucker St
Stagecoach Rd
Camel Rd
Springwater Townline Rd
Hoes Hill Rd
Guiltner Rd
Conesus Spa
May Rd
Ontario Co.
Livingston Co.
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56
8
33
255
71
0 0.25 0.5 1
Miles
N
Town of Conesus
Turning Movement Counts
Weekday Evening
(Saturday) Peak Hour
Digital cartography and layout by:
SEAR·BROWN
GA-NE-A-SOS

A typical "paved-asphalt" road can normally handle anywhere from 750-1,200 vehicles per hour per lane. These thresholds are heavily influenced by the road characteristics (e.g., lane widths, condition, speed) as well as the characteristics of its setting (e.g., land use, driveways, etc.) that can impede and reduce the capacity of a road. Review of the ADT, one-way and two-way DHV's for all the recorded roads in the Town of Conesus shows that capacity is not an issue on the paved roads. However, the Town of Conesus is in a rural setting, and half of its roads are unpaved (e.g., dirt and flexible pavement types). The capacity of the unpaved roads needs to be considered.

Capacity analysis was performed to substantiate the statements above. Intersection analysis was conducted using the *Highway Capacity Software*[2] (release 4.1b) for unsignalized intersections. This program is based on methods presented in the 2000 Highway Capacity Manual[3] that describe stop sign controlled intersection operations.

Levels of Service at unsignalized intersections are defined in terms of delay. The delay criteria employed for unsignalized intersections have different thresholds than those used for signalized intersections. The definition of Levels of Service, as contained in the 2000 Highway Capacity Manual[3] upon which intersection capacity and delay are dependent, appear in the following table.

Level of Service Criteria

Level of Service	Stop Sign Control Delay Per Vehicle (sec)
A	≤10.0
B	>10.0 and ≤15.0
C	>15.0 and ≤25.0
D	>25.0 and ≤35.0
E	>35.0 and ≤50.0
F	>50.0

Source: Transportation Research Board, Highway Capacity Manual

Capacity analysis for the weekday evening peak hours and Saturday midday peak hours were performed at the study intersections. Level of Service results indicates the majority of the intersections are operating with Level of Service A with only a few movements operating at Level B. This indicates the roadway network and intersections are functioning at overall good levels, and that excess capacity is available.

C. Road Conditions

One of the major comments and concerns expressed at the August 2003 Public Information Meeting was the condition of the Town roads. In the summer of 2002, the Town of Conesus completed the Road Surface Maintenance System – Town of Conesus. This report inventoried the condition of all Town roads by road segments, ranked the various segments by a Pavement Condition Index, and made recommendations on potential maintenance expenditures to maintain all Town roads. The Pavement Condition Index (PCI) is a ranking of each road in accordance with the road segment condition, i.e. the higher the score, the better the road condition. The highest score given is 94 and the lowest possible score is a 0. ***Table 2*** shows a listing of all Town roads and their PCI rating by road segment in ascending order. Some roads are shown with a range in the PCI depending on the varying conditions along its length. Field observations of the major Town roads have verified these conditions as relatively accurate.

Table 2
Town of Conesus - Pavement Condition

Road	Section	Route Number/ Jurisdiction	Road Type	Pavement Condition Index
Mission Road	Niver to Bishop	Town	Paved	32-59
Middle Road	Marrowback to Partridge	Town	Dirt/Gravel	34
Henderson Hill Road	E. Lake to Clark	Town	Dirt/Gravel	35-78
Kuder Hill Road	Rt. 15 to Groveland TL	Town	Dirt/Gravel	37
Partridge Corners Rd	Seasonal Section	Town	Dirt/Gravel	38
Hoes Hill Road	Kelleman to Stagecoach	Town	Dirt/Gravel	38-58
Turkey Hill Road	Rowland to Holmes Hill	Town	Paved	41
Turkey Hill Road	Seasonal Section	Town	Dirt	41
Conesus-Sparta TLRd		Town	Surf Treated/Gravel	41-44
Railroad Ave-North	Marshall to Durkee	Town	Paved	42-58
McGinty Road	end of asphalt to Rt. 15	Town	Paved	50
Hoes Hill Road	Kelleman to Rt. 15	Town	Surf Treated	51-59
Clark Road	Mcginty to Backus	Town	Paved	52-65
Guiltner Road	Rt. 256 to E. Swamp	Town	Dirt/Gravel	53
Rowland Road	Turkey Hill to Rt. 15	Town	Paved	53-65
Dacola Shores Road	Sliker Hill to Dead End	Town	Paved	54
Footes Corners Road	Rt. 15 to Clark	Town	Paved	57
Jones Hill Road	Stagecoach to Pucker	Town	Paved	57-61
East Swamp Road		Town	Dirt/Gravel	57-73
Powell Road	Bishop to Dead End	Town	Dirt/Gravel	61
Turkey Hill Road	Seas. to Rowland	Town	Paved	61
Homes Hill Road	Clark to E. Lake	Town	Paved	61-68
Marrowback Road	Niver to May	Town	Dirt/Gravel	62-81
Pucker Street	Sliker to Jones Hill	Town	Dirt/Gravel	64-78
Joy Road	Rt. 15 to Dead end	Town	Surf Treated	66
Partridge Corners Rd	Bishop to Durkee	Town	Dirt/Gravel	66
Durkee Road	Rt. 15 to Partridge Corners	Town	Paved	66-70
Kelleman Road	Hoes Hill to CSTL Rd	Town	Dirt/Gravel	66-70
Partridge Corners Road	Federal to Seasonal Use	Town	Paved	69
Bath Road		Town	Dirt/Gravel	70
Railroad Ave	Rt. 15 to Marshall	Town	Paved	70
Niver Road	Federal to Marrowback	Town	Paved	71
Bishop Road	Marrowback to Mission	Town	Dirt/Gravel	72
Jones Hill Road	Pucker to E. Swamp	Town	Dirt/Gravel	74
Turkey Hill Road	Seas. To Clark	Town	Dirt/Gravel	75-85
Partridge Corners Road	Durkee Rd to Dugway	Town	Paved	77
Dugway Road	Partridge to end of asphalt	Town	Paved	78
Dugway Road	end of asphalt to Marrowback	Town	Dirt/Gravel	78-81
Bishop Road	Marrowback to Partridge	Town	Dirt/Gravel	79
Camel Road		Town	Paved	80-83
Blank Road	Mission to Niver	Town	Dirt/Gravel	82
McGinty Road	Clark to end of asphalt	Town	Paved	87
White Road		Town	Paved	89-94
Cole Road		Town	Paved	92
Elm Street		Town	Paved	92
Mill Street		Town	Paved	92
Niver Road	Rt. 15 to Federal	Town	Paved	92
North Street		Town	Paved	92
Vineyard Road		Town	Paved	94
Marshall Road	Rt. 15 to Railroad	Town	Surf Treated	Just Done

Source: *Road Surface Maintenance System*, Town of Conesus, 2002

A visual/drive-by assessment of the pavement conditions of County and State roads is shown in ***Table 3***.

Table 3

Town of Conesus - Pavement Condition - Non-Town Roads

Road	Section	Route Number/ Jurisdiction	Road Type	Pavement Condition (visual)
East Lake Road		LC Route 8	Paved	Poor
Federal Road		LC Route 56	Paved	Fair-Good
Route 15	N. Town Line to Cole Rd	NY State	Paved	Very Good
Route 15	Cole to Mc Ginty	NY State	Paved	Very Good
Route 15	Mc Ginty to Rt. 255	NY State	Paved	Very Good
Route 15	Stagecoach to Town Line	NY State	Paved	Very Good
Sliker Hill Road		LC Route 33	Paved	Fair-Good
Stagecoach Road		LC 255	Paved	Fair-Good

Other elements of the road system that were observed are:

- ***Shoulders & Edge of Pavement*** – lack of proper edge definition and shoulders.
- ***Signing & Pavement markings*** – they are missing, hindered or in poor condition.
- ***Sight Distance*** – sight distance obstructions such as fences, curves, vegetation.
- ***Skewed/ Irregular Intersections*** – cause confusion, right-of-way and safety concerns.

East Lake Road near Conesus Inn – poor pavement edge

East Lake Road near Leisure Marina – undefined pavement edge

Rt. 15 /Stagecoach / Sliker Hill -Skewed Intersection

East Lake Road School Bus Stop – hidden sign

East Lake Road Pedestrian Crossing - hidden sign no visible markings

East Lake Road - Sight distance obstruction

Intersection of Route 15 @ Railroad Ave. – Sight distance obstruction

Rt. 15 @ Foote's Corners - unconventional geometry

E. Lake Road - pavement condition

D. <u>Pedestrians / Bicycles</u>

Pedestrian and bicycle traffic was observed and recorded in August of 2003. One pedestrian was observed walking near the Clark Road/Mc Ginty/Henderson Hill intersection. Bicyclists were noted along East Lake Road during the field walk-through. However, pedestrian and bicycle activity may be greatest on weekends and at different time periods than those recorded. Field observations indicate few pedestrian/bicycle amenities are available throughout the Town. There are several pedestrian crossing locations along East Lake Road. These locations are marked with advance crossing signs, and some striping is noticeable on the pavement (see photos below).

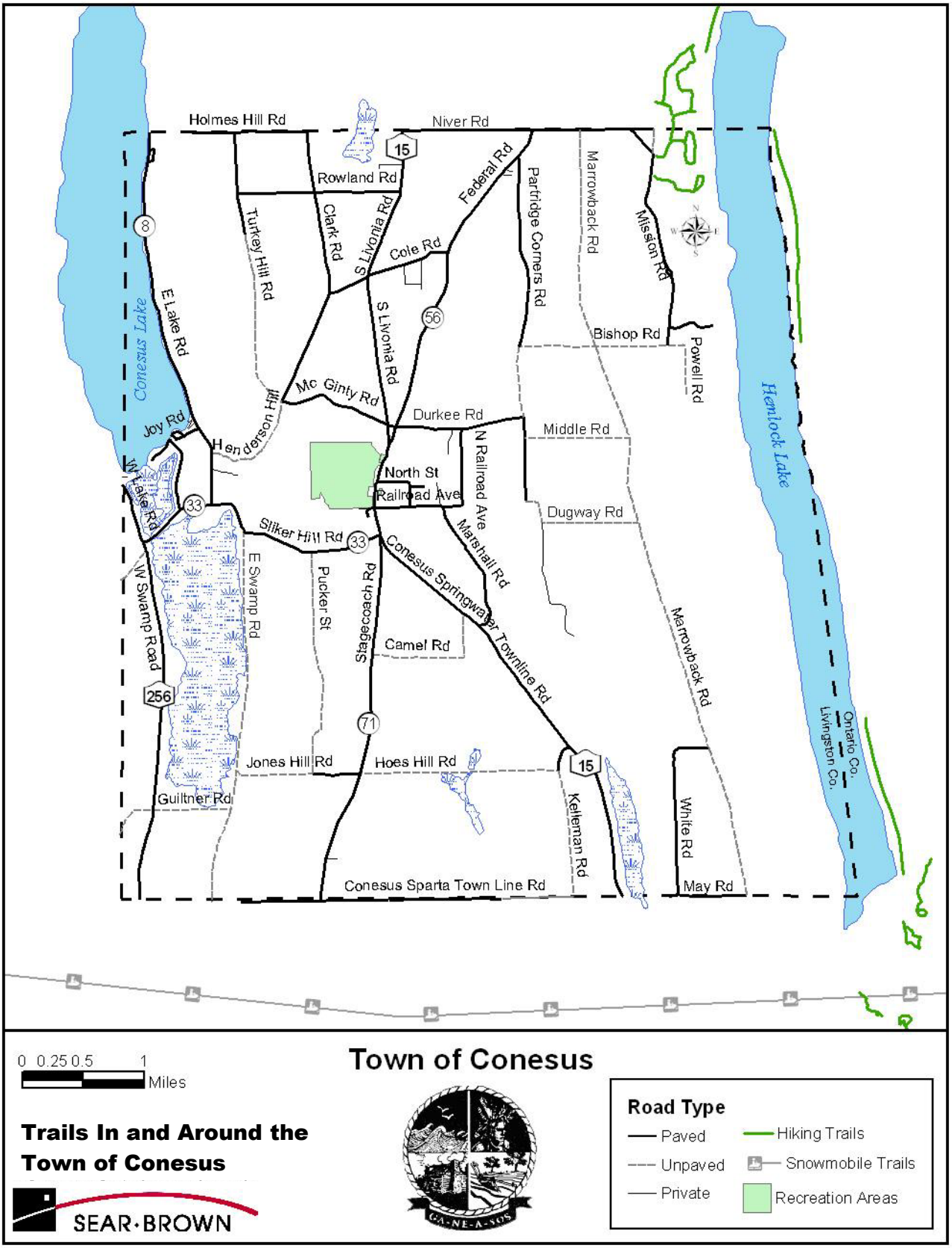
Pedestrian crossing locations along East Lake Road

The available sidewalk system is extremely limited. Sidewalks are currently available along both sides of Route 15 just north of Railroad Avenue near the Town Hall. No designated crossings are evident in this area. Sidewalks are also intermittently located along Railroad Avenue. Currently there are no sidewalks connecting the residential areas to the parks along Route 15, or other neighborhood businesses such as the convenience store and the post office located just north of Hamlet's four corners.

Rt. 15 Sidewalks in Hamlet

There are some recently developed hiking trails in the northeast quadrant of the Town near Hemlock Lake. The City of Rochester maintains these trails on its Water Bureau lands straddling the Lake. ***Figure 4*** identifies the current hiking trails in the Town of Conesus.

Figure 4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Miles
Town of Conesus
Trails In and Around the Town of Conesus
SEAR·BROWN
GA·NE·A·SOS
Road Type
Paved
Unpaved
Private
Hiking Trails
Snowmobile Trails
Recreation Areas

E. Safety

Accident records were obtained for the latest three-year period available from the New York State Department of Transportation (NYSDOT). Information was obtained for the three-year period from May 1998 through April 2001. In total, 195 accidents (reportable and non-reportable) occurred townwide. Non-reportable accidents constitute those accidents with property damage less than $1,000; detailed accident information is normally not available on these types of accidents. Of the 195 accidents, 33 were identified as intersection accidents, and 162 occurred along roadway sections. These accidents are displayed in ***Figure 5***.

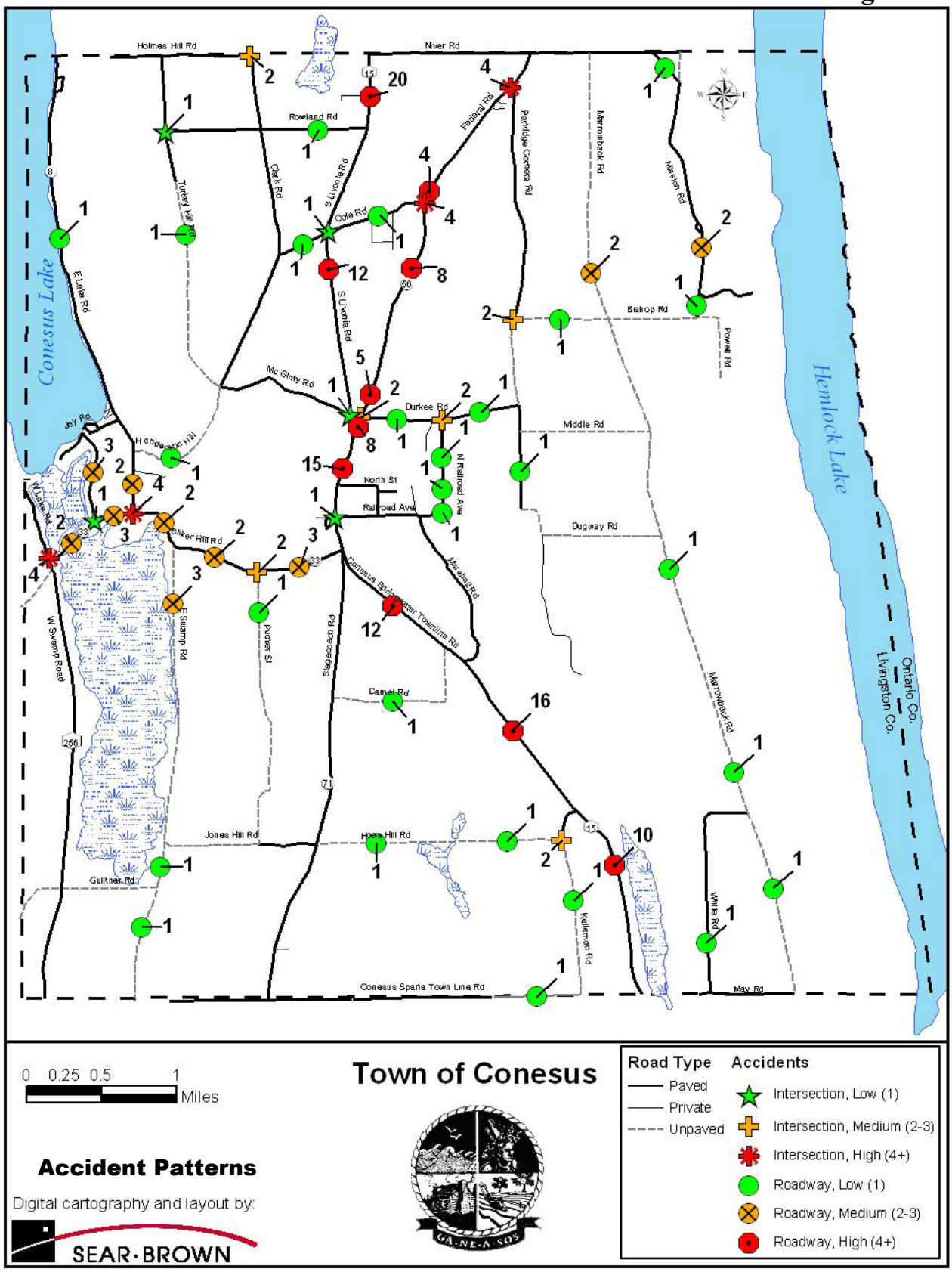
Using average daily traffic volumes displayed in Table 1 for each of the Town roads, accident rates were calculated. The methodology used in calculating these rates was based on the Institute of Transportation Engineer's Traffic Engineering Handbook, 5th Edition. Accident rates are based on a three-year average. NYSDOT defines the average accident rate for a two-lane rural roadway as 2.78 per million vehicle miles (MVM). This rate represents total (reportable & non-reportable) accidents along a corridor including intersection accidents. The corridor accident rate for each road in the Town of Conesus that exceeds the statewide average is shown on ***Table 4***.

Table 4
Accident Rate Summary
Roadways Above Statewide Average Rate
(May 1998 – April 2001)

Road	**# Accidents**	**Accident Rate** (Acc/MVM)	**Statewide Average** (Acc/MVM)
Dacola Shores Road	3	3.0	2.78
Route 15	88	5.6	2.78
East Swamp Road	5	6.6	2.78
Durkee Road	4	6.7	2.78
Sliker Hill Road	18	6.8	2.78
Federal Road	37	10.4	2.78
Mission Road	4	14.4	2.78
Hoes Hill Road	4	30.0	2.78
Kellerman Road	4	32.1	2.78
Bishop Road	3	35.1	2.78

These results indicate that an in-depth review of the accident occurrences and their contributing factors should be undertaken. Due to low traffic volumes on some roadways in Conesus, certain roads exceed the average accident rate with only one reported accident over the three-year period. The roadways noted in Table 4 with rates that exceed the statewide average have three or more accidents reported over the three-year period. These roadways, as well as traffic data and calculated rates, are shown in detail in the Appendix.

Figure 5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Pioneer St
Stagecoach Rd
Daniel Rd
Jones Hill Rd
Hoag Hill Rd
Gulkner Rd
Kellerman Rd
White Rd
May Rd
Conesus Sparta Town Line Rd
Ontario Co.
Livingston Co.
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Miles
Town of Conesus
Accident Patterns
Digital cartography and layout by:
SEAR·BROWN
Road Type
Paved
Private
Unpaved
Accidents
Intersection, Low (1)
Intersection, Medium (2-3)
Intersection, High (4+)
Roadway, Low (1)
Roadway, Medium (2-3)
Roadway, High (4+)

An intersection review was performed; however, detailed accident reports were not obtained. The NYSDOT Safety Information Management System reports were obtained. These include the CLASS reports that provide Accident Verbal Description Reports for each reportable accident. The total reported accidents at intersections were summarized for the three-year period in ***Table 5.*** Intersection accident rates were not calculated for the study area, since peak hour traffic volumes were not available for each of the intersections.

As shown in the table below, most intersections generally had one or less reported accidents per year based on the available information. The intersections with the higher number of accidents (i.e., Sliker Hill Road @ West Lake Road, Sliker Hill Road @ East Lake Road, Federal Road at Cole and Federal Road at Partridge Corners Road) should be investigated to determine if State intersection rates are exceeded. Appropriate mitigation to improve safety would follow further investigation of these locations.

An investigation into the roadways with accident rates exceeding the statewide average and having more than one accident over the three-year period was conducted. Detailed accident reports indicating the specific nature of the accidents were not available for every reported incident. As shown in the appendix, the majority of the accidents in the Town of Conesus were caused by animal acts (53%), slippery road conditions (ice/snow-11%), or driver inattention/falling asleep (13%).

The roadway corridors with high accident incidents include Federal Road and Route 15. These accidents varied in type from animal involvement, roll-overs, and vehicles failing to remain in the travel lane due to slippery roads. It is not possible to make a recommendation to improve this area based upon the limited data. However, the above average rates along these corridors are sufficient to warrant further review and potential for improvement.

Table 5
Intersection Accident Summary (by Total Accidents)
(May 1998 – April 2001)

Intersection	Total Accidents
Federal Road @ Partridge Corners Road	4
Federal Road @ Cole Road	4
Sliker Hill Road @ East Lake Road	4
Sliker Hill Road @ West Lake Road	4
Sliker Hill Road @ Pucker Street	2
Federal Road @ Durkee Road	2
Kellerman Road @ Hoes Hill Road	2
N. Railroad Avenue @ Durkee Road	2
Partridge Corners Road @ Bishop Road	2
Clark Road @ Holmes Hill Road	2
Sliker Hill Road @ Dacola Shores	1
Turkey Hill Road @ Rowland Road	1
Route 15 @ Mc Ginty/Durkee Road	1
Route 15 @ Footes Corner/Cole Road	1
Route 15 @ Railroad Avenue	1

F. Land Use & Zoning

The Town is primarily zoned for either residential development in various categories or agricultural/rural residential. There is a small area in the Hamlet along Route 15 for business uses. ***Figure 6*** shows the current Town Zoning categories. It should be noted that while the Business Zoning area is relatively limited to the Route 15 corridor in the Hamlet, there are other businesses/commercial properties in the Town.

Utilities (water and sewer) are limited in the Town. These utilities are essential for continued business/commercial growth in the community. Utilities are currently available along East Lake Road, Sliker Hill Road, and Route 15 as shown in ***Figure 7***. It is also envisioned that due to the limited utilities (water and sewer), businesses will primarily remain along Route 15, East Lake Road or Sliker Hill Road. The comprehensive plan effort should consider the allocation of neighborhood business districts along East Lake Road and Sliker Hill Road where appropriate or where current business development may already be present.

The residential development component is also restricted/limited by the lack of utilities. Any major subdivision development may be limited to the three primary corridors where the utilities reside absent of any major utility extensions. Residential development in other parts of the Town will be on a small scale, dependent upon well water and septic systems.

The Town also has significant environmentally sensitive areas such as wetlands, forested areas, and steep slopes that will greatly affect development. Undevelopable lands will be identified through future phases of the Town's Comprehensive Plan process.

Figure 6

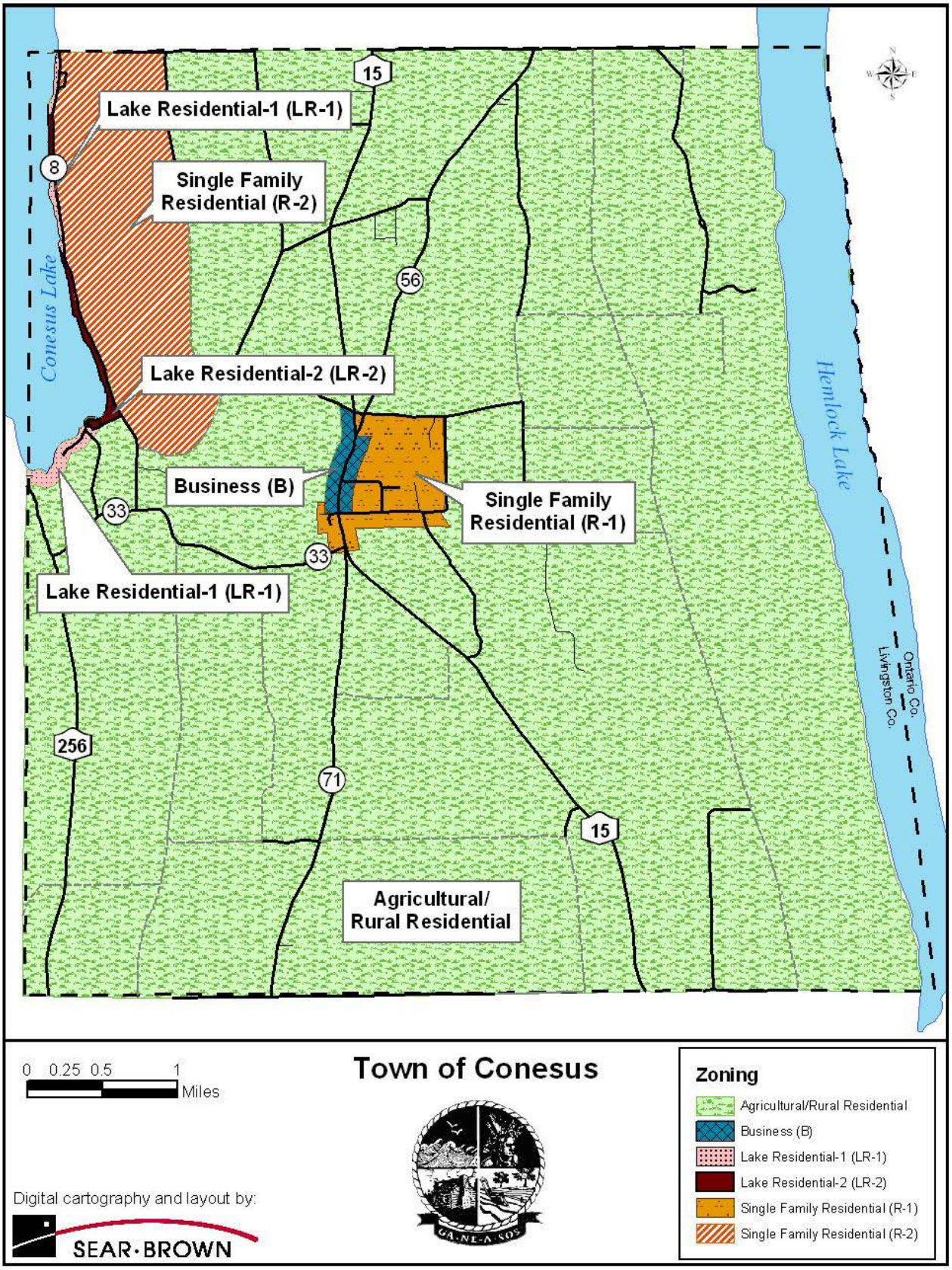
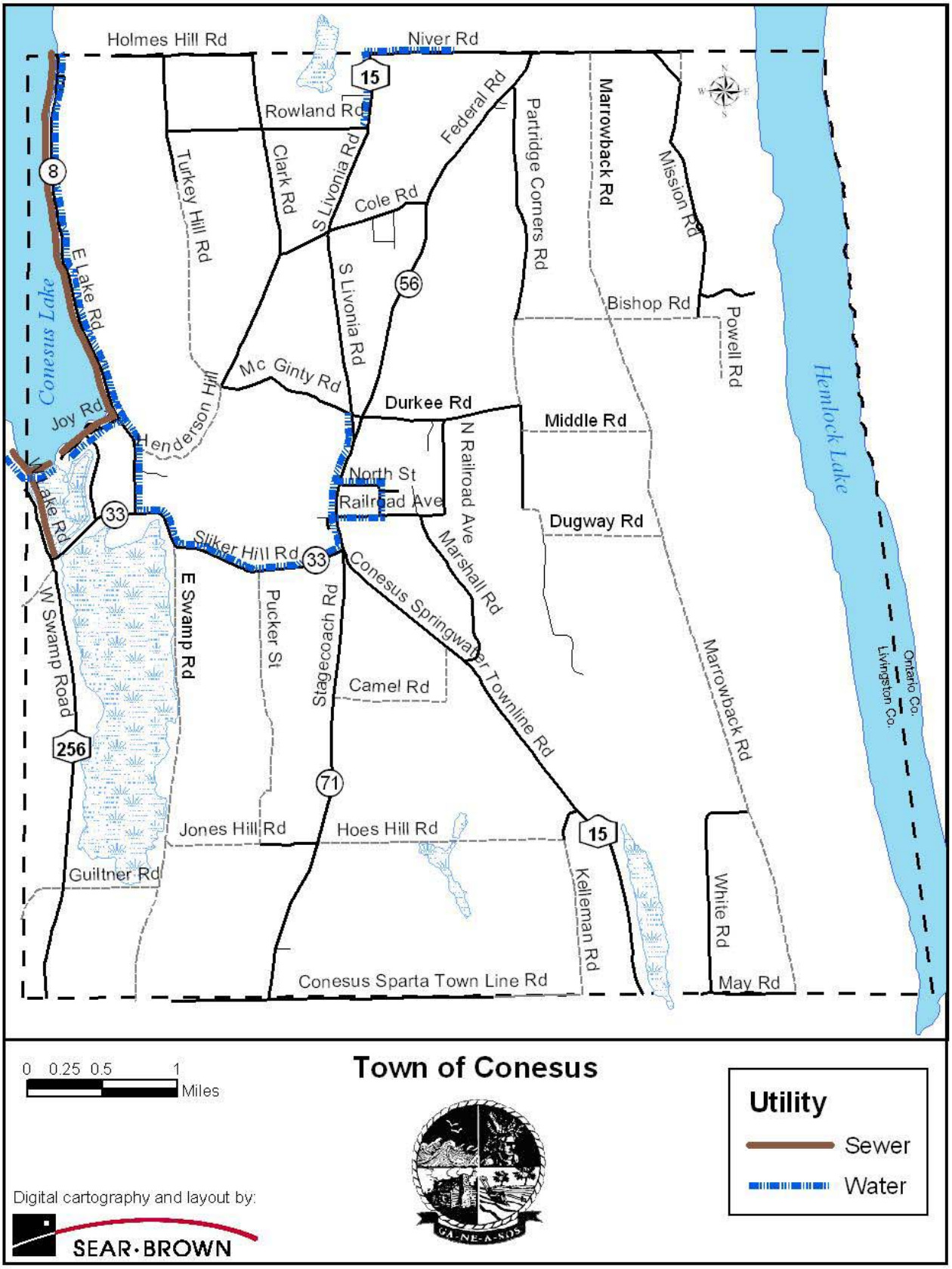

Lake Residential-1 (LR-1)
Single Family Residential (R-2)
Lake Residential-2 (LR-2)
Business (B)
Single Family Residential (R-1)
Lake Residential-1 (LR-1)
Agricultural/ Rural Residential
Conesus Lake
Hemlock Lake
Ontario Co.
Livingston Co.
15
8
56
33
33
256
71
15
0 0.25 0.5 1
Miles
Town of Conesus
Zoning
Agricultural/Rural Residential
Business (B)
Lake Residential-1 (LR-1)
Lake Residential-2 (LR-2)
Single Family Residential (R-1)
Single Family Residential (R-2)
Digital cartography and layout by:
SEAR·BROWN

Figure 7


Holmes Hill Rd
Niver Rd
Rowland Rd
Federal Rd
Partridge Corners Rd
Marrowback Rd
Mission Rd
Turkey Hill Rd
Clark Rd
S Livonia Rd
Cole Rd
E Lake Rd
Conesus Lake
Bishop Rd
Powell Rd
Hemlock Lake
Mc Ginty Rd
Durkee Rd
Middle Rd
Joy Rd
Henderson Hill
North St
Railroad Ave
N Railroad Ave
Dugway Rd
W Lake Rd
Sliker Hill Rd
Marshall Rd
Conesus Springwater Townline Rd
E Swamp Rd
Pucker St
Stagecoach Rd
Camel Rd
W Swamp Road
Marrowback Rd
Ontario Co.
Livingston Co.
Jones Hill Rd
Hoes Hill Rd
Guiltner Rd
Kelleman Rd
White Rd
Conesus Sparta Town Line Rd
May Rd
0 0.25 0.5 1
Miles
Town of Conesus
Utility
Sewer
Water
Digital cartography and layout by:
SEAR·BROWN

G. Existing Needs

Based on the data collection process, including public input, this section summarizes the existing needs of the Town transportation system. ***Figure 8*** shows a composite of the major areas with desires or needs.

Traffic Volumes

- Carrying Capacity of the Town's dirt roads needs to be identified.

Road Conditions

- East Lake Road - improve pavement condition; define shoulders and edge of pavement; provide appropriate signing and pavement markings; increase parking.
- Address drainage concerns caused by development pressures.
- Improve road ditch condition.
- Improve the accessibility, safety and maintenance of dirt roads.
- Improve the condition of the following roads based on the Town's Pavement Condition Index:
  - ✓ Marshall Road – Rt. 15 to Railroad Avenue
  - ✓ Mission Road – Niver Road to Bishop Road
  - ✓ Middle Road – Marrowback Road to Partridge Corners Road
  - ✓ Henderson Hill Road – East Lake Road to Clark Road
  - ✓ Kuder Hill Road – Rt. 15 to Groveland Town Line
  - ✓ Partridge Corners Road – Seasonal Section
  - ✓ Hoes Hill Road – Kelleman Road to Stagecoach Road
  - ✓ Turkey Hill Road – Seasonal Section to Rowland Road
  - ✓ Conesus-Sparta Town Line Road
  - ✓ Railroad Avenue North – from Marshall Road to Durkee Road Mc Ginty Road – from end of asphalt to Route 15.

Pedestrian/Bicycles

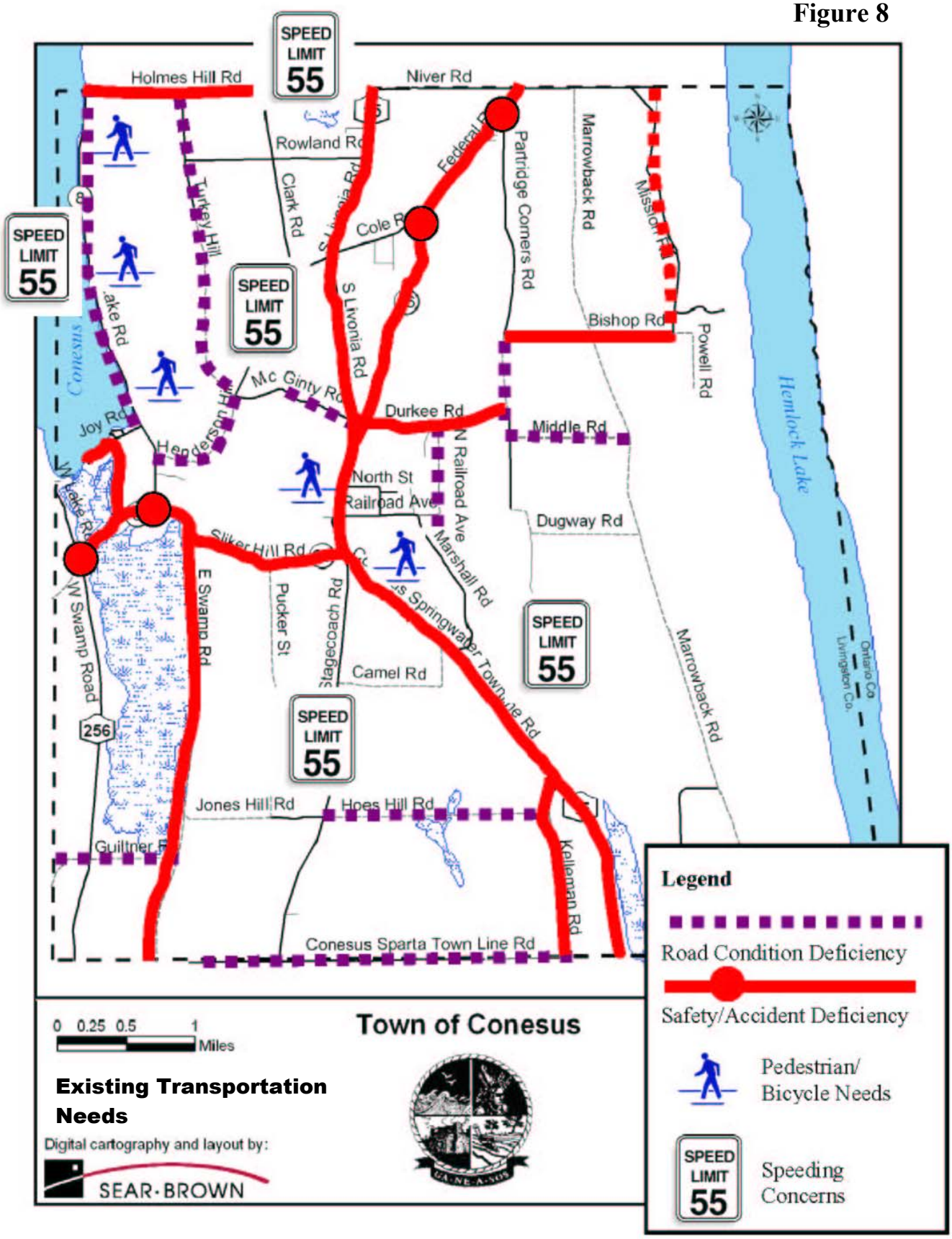
- Railroad Avenue – provide a Child with disabilities at risk- a warning sign.
- Route 15 – a bike path for access to the parks in the Hamlet is desired.
- East Lake Road – improve pedestrian and bicycle access to minimize conflicts with vehicles and parking.
- Hamlet – provide sidewalks and crosswalks.
- Routine maintenance is needed at pedestrian crossing locations including pavement markings and signing.

Safety

- Routinely investigate sight distance restrictions caused by fences, horizontal or vertical curves, or vegetation.
- Holmes Hill Road – evaluate horizontal and vertical curves to determine effects on speed and sight distance.
- Turkey Hill Road – monitor speeding.
- Evaluate the effects of paved roads on travel speed.
- East Lake Road – evaluate options to minimize congestion around Marinas; investigate concerns related to on-street parking; maintain centerline pavement markings; the volume and weight of truck traffic is a concern from a safety and maintenance perspective; provide additional parking to minimize safety hazards.
- Stagecoach Road – Evaluate the adequacy of the current speed limit near Camel Road.
- Investigate the sight distance at the Rt. 15 intersection with Railroad Avenue intersection.
- Clark Road – Evaluate the adequacy of the current speed limit.

- Increase speed enforcement.
- Investigate crash rates at the following three roads for contributing factors and potential safety improvements:
  - ✓ Route 15
  - ✓ Sliker Hill Road
  - ✓ Federal Road
- Intersection Crashes suggest the following locations be further investigated for contributing factors and potential safety improvements:
  - ✓ Sliker Hill Road @ East Lake Road
  - ✓ Sliker Hill Road @ West Lake Road
  - ✓ Federal Road @ Partridge Corners Road
  - ✓ Federal Road @ Cole Road

Figure 8


SPEED LIMIT 55
Holmes Hill Rd
Niver Rd
Rowland Rd
Clark Rd
Turkey Hill
Federal Rd
Partridge Corners Rd
Marrowback Rd
Mission Rd
Cole Rd
S Livonia Rd
Bishop Rd
Powell Rd
Hemlock Lake
Conesus
Mc Ginty Rd
Durkee Rd
Middle Rd
Joy Rd
Henderson Hill
North St
Railroad Ave
N Railroad Ave
Dugway Rd
Sliker Hill Rd
Marshall Rd
E Swamp Rd
W Swamp Road
Pucker St
Stagecoach Rd
Camel Rd
Springwater Townline Rd
Marrowback Rd
Ontario Co
Livingston Co.
256
Jones Hill Rd
Hoes Hill Rd
Guiltner Rd
Kelleman Rd
Conesus Sparta Town Line Rd
Legend
Road Condition Deficiency
Safety/Accident Deficiency
Pedestrian/ Bicycle Needs
Speeding Concerns
0 0.25 0.5 1 Miles
Town of Conesus
Existing Transportation Needs
Digital cartography and layout by:
SEAR·BROWN

Transportation & Safety Management Plan

Section II - FUTURE CONDITIONS

The Town of Conesus is the third-fastest growing Town in Livingston County. Recent extension of public water lines and the proposed extension of sewer lines are expected to accelerate this growth. The Town prizes the rural character and natural beauty of its setting. The Town of Conesus is in the process of developing a Comprehensive Master Plan. With the Transportation Plan taking the lead, some land use assumptions will be made for purposes of this study. As the Comprehensive Master Plan evolves, some of these assumptions may vary.

The Town of Conesus initiated the Comprehensive Plan process by developing their Vision & Goals. The Vision & Goals were identified through a series of Town public meetings. The Goals related to land use are:

Land Use Goals

- Coordinate land use, public and community facilities and transportation needs in a manner that will provide for the efficient overall improvement of the Town, its controlled future growth and adequate protection of its natural resources in accordance with an established Comprehensive Plan.
- Review and amend Zoning Ordinances to be in compliance with the goals set forth in the Comprehensive Plan and the Conesus Lake Watershed Management Plan to protect and preserve the rural character of the Town.
- Develop land use regulations and site development guidelines that enhance the quality of development consistent with the Town's overall rural character. Regulations and guidelines should cover: uses, lot sizes, open space requirements, off-street parking requirements, access points, and environmental protection.
- Priority should be given to enhancing the current "business district" – Hamlet of Conesus to contain and encourage neighborhood businesses to serve the rural residential character and highlight the historical values of the Town.
- Preservation of open space will emphasize the protection of unique natural resources, protect agricultural resources, and protect waterfront and watershed areas and other significant environmental assets within the Town.
- Preserve and promote residential development at densities consistent with available services, and natural, physical and historic goals of the Comprehensive Plan. Assure that predominantly residential areas are free from incompatible uses.

- Provide for planned, attractive and economically viable sites that promote small commercial and industrial land uses and opportunities without compromising the Town's rural residential character through the development of Town incentives.
- Allow for certain commercial uses which are dependent upon waterfront locations through special use permits and tight sight plan approval process to ensure that utility services, parking, landscaping and appearance treatments are in conformance with the Conesus Lake Watershed Management Plan and the Comprehensive Plan.
- Ensure strict enforcement of development regulations, building, housing and zoning codes.

A. Land Use Projections & Town Growth

Livingston County has historically had tremendous growth. Livingston County had the highest percent change in population between 1960 and 1990 and is projected to have among the highest percent change for 1990-2020 in the Finger Lakes region. County population is anticipated to continue to grow steadily through 2030. The Town of Conesus has also seen its fair share of growth. The sporadic growth throughout Town is the impetus for this plan.

Based on regional demographic assessments completed by the Genesee/Finger Lakes Regional Planning Council and documented in the 2002 Rural County Land Use Monitoring Report, the population growth rates anticipated for the County and the Town of Conesus are shown on ***Table 6***.

Table 6
GFLRPC - Population Projections

Livingston County	Population	# Increase	% Increase
1990	62,372		
2000	64,328	1,956	3.1%
2010	65,979	1,651	2.6%
2020	67,333	1,354	2.1%
2030	68,481	1,148	1.7%
2040	69,478	997	1.5%
Town of Conesus			
1990	2,196		
2000	2,353	157	7.1%
2010	2,456	103	4.4%
2020	2,546	90	3.7%
2030	2,621	75	2.9%
2040	2,686	65	2.5%

The next set of variables used in determining growth trends were the actual building permits issued by the Town. ***Table 7*** shows the total number of building permits issued historically by type for both the County and the Town of Conesus.

Table 7
2002 Rural County Land Use Monitoring Report (G/FLRPC)
Building Permits

	Livingston County			Conesus		
	1993-2002	'93-02 Avg./Year	2002	2000	2001	2002
New Residential Units	658	66	56	14	21	14
New Industrial Buildings	21	2	1	0	0	0
New Commercial Buildings	34	3	1	0	0	1
Community Service		0		0	0	0
Not-Classified		0	7			0
	713	71	65			15

These reported figures are consistent with building permits provided by the Town of Conesus. Current 2003 building permits through May show similar patterns. In total, the Town issues approximately 80-90 permits per year. Over 70% of these permits include other miscellaneous categories not reported in the G/FLRPC report such as garages, demolitions, additions, decks, barns, etc. As shown on Table 7 there hasn't been any industrial, commercial, community service building with one exception in 2002 for a 1,400 square foot flower shop. The Town of Conesus development trends have been predominantly residential.

The Town of Conesus Zoning Code is also representative of these trends. The Town is primarily zoned for either residential development in various categories or agricultural/rural residential. There is a small area in the Hamlet along Route 15 for business uses. Using the demographic growth projections and the permit trends, the following land use assumptions were developed:

- Residential Development
  - Information available through the US Census Bureau indicates the average household size to be 2.73 for single-family homes and 2.40 for rental property.
  - The G/FLRPC projected approximate 200 additional Town residents over the next 20 years. This translates into approximately **80** additional residential units townwide.
  - Using the current Town permit trends, approximately **280** residential units could be added townwide.
  - To be conservative, a range of **80-280** residential units will be assumed.

- Business Development
  - Current commercial building trend will continue in the future.
  - One new building every 3-years could amount to **six (6)** new businesses developing in the Town over the next 20 years.
  - Town's desire to keep the business type development of a small nature, it is assumed approximately **20,000** square feet of business development may occur townwide.

Other types of development may occur in the Town consistent with the agricultural nature of the Zoning regulations and rural Town characteristics. The two development types above will most likely have the greatest effect on the Town's transportation system.

The Town's Zoning, physical characteristics, and utility availability will influence where development may occur. The Town's Zoning Ordinance permits business development along the Route 15 corridor in the

Hamlet. Consideration should be given to extend these limits to incorporate current pre-existing businesses north of the current District. The addition of 20,000 square feet of additional business uses within this Business District can be accommodated through re-use/redevelopment of current structures.

B. Traffic Volumes

The land use projections and population growth envisioned in the Town of Conesus represents a modest growth. The potential for 80-280 additional residential units and 20,000 square feet of business uses are anticipated to generate an additional 350 vehicles per hour or an equivalent 3,500 daily vehicular trips.

This additional traffic can be accommodated by the current roadway system in terms of standard capacity measures. As documented under the existing conditions section of this report, the roadway system and its intersections are operating at overall Levels "A" and "B" with little delay being experienced. These levels of service are anticipated to continue with the projected potential development.

Table 8 displays the projected Average Daily Traffic (ADT) for the years 2013 (+10 years) and for 2023 (+20 years) assuming a 1.0% growth rate to the year 2013 and 2023. The growth rate was developed by comparing the potential residential growth to the current household units in the Town and determining the relative increase.

As previously mentioned, a typical "paved" road can normally handle anywhere from 750-1,200 vehicles per hour per lane in urban settings. These are the capacity thresholds normally considered. These thresholds are heavily influenced by the road characteristics (lane widths, condition, speed) as well as the characteristics of it's setting (land use, driveways, etc.) that will impede and hence reduce the capacity of a road. Review of the future ADT's for all the recorded roads in the Town of Conesus, capacity is not an issue on the paved roads. However, the Town of Conesus is in a rural setting and half of its roads are unpaved (dirt and flexible pavement types). The capacity of the unpaved roads needs to be considered even more as traffic volumes increase, placing a higher demand on the structural capacity of the unpaved roads. Hence, the existing needs will be heightened or exacerbated with increased traffic.

The existing and projected future traffic volumes can be accommodated by the current roadway system, assuming the roads are properly maintained, signed and striped. This conclusion was based on a comparison of existing and projected future traffic volumes with general capacity thresholds for similar roads. In addition, capacity analyses conducted at several locations throughout Conesus showed the Town's intersections to be operating at very good levels.

C. Road Conditions

The road pavement conditions are anticipated to continue to deteriorate at an accelerated level with the increase in traffic resulting not only from potential development within the Town of Conesus, but also continued regional growth. Maintenance of the existing system is of significant importance to maintaining the Town's economic viability. Additionally, the Town must pay close attention to the condition of its unpaved roads, as increasing traffic volumes will place a higher demand on their structural capacities.

D. Pedestrians / Bicycles

Pedestrian and bicycle traffic will continue to place an added demand on the current system. In total, two pedestrian accidents were noted in the crash statistics. This may increase with the potential residential growth and continued focus on rejuvenating the hamlet business district. Special attention should be given to higher populated streets (residential streets) and along major roads.

Table 8

Future Traffic Volumes

Road	Section	Road Type	2003 ADT	Estimated 2013 ADT	Estimated 2023 ADT
Route 256	Sliker Hill to North Town Line	Paved	3216	*3538*	*3859*
Route 15	Town Line to Cole Rd	Paved	3122	*3434*	*3746*
Route 15	Cole to Mcginity	Paved	2586	*2845*	*3103*
Route 15	McGinty to Stagecoach	Paved	2586	*2845*	*3103*
Route 256	Sliker Hill to S. Town Line	Paved	1814	*1995*	*2177*
East Lake Road	South of Town Line	Paved	1692	*1861*	*2030*
Route 15	Stagecoach to Town Line	Paved	1409	*1550*	*1691*
Stagecoach Road		Paved	1309	*1440*	*1571*
Sliker Hill Road	Rt. 15 to Pucker Steet	Paved	1299	*1429*	*1559*
Sliker Hill Road	Pucker Street to E.Lake Rd	Paved	1299	*1429*	*1559*
Sliker Hill Road	E. Lake Rd to Rt. 256	Paved	1299	*1429*	*1559*
Federal Road		Paved	1109	*1220*	*1331*
East Lake Road	North of Henderson Hill	Paved	950	*1045*	*1140*
Durkee Road		Paved	517	*569*	*620*
Marrowback Road	Bishop to Niver	Unpaved	371	*408*	*445*
Rowland Road		Paved	330	*363*	*396*
Footes Corners Road		Paved	260	*286*	*312*
Cole Road		Paved	240	*264*	*288*
East Swamp Road		Unpaved	225	*248*	*270*
Dugway Road		Unpaved	210	*231*	*252*
McGinty Road		Paved	141	*155*	*169*
Pucker Street		Unpaved	133	*146*	*160*
Mission Road		Paved	133	*146*	*160*
Marrowback Road	Bishop to Dugway	Unpaved	130	*143*	*156*
Bishop Road	Marrowback to Partridge	Unpaved	130	*143*	*156*
Henderson Hill Road		Unpaved	120	*132*	*144*
Partridge Corners Rd	North of Durkee Rd	Unpaved	118	*130*	*142*
Turkey Hill Road	North of Gun Club	Unpaved	110	*121*	*132*
Partridge Corners Rd	South of Durkee Rd	Unpaved	108	*119*	*130*
Clark Road		Paved	99	*109*	*119*
Kellerman Road		Unpaved	87	*96*	*104*
Powell Road		Unpaved	87	*96*	*104*
Marrowback Road	Dugway to White Road	Unpaved	82	*90*	*98*
Marrowback Road	May to White Road	Unpaved	77	*85*	*92*
Bishop Road	Marrowback to Powell	Unpaved	77	*85*	*92*
Hoes Hill Road		Unpaved	76	*84*	*91*
Jones Hill Road		Unpaved	76	*84*	*91*
Guiltner Road		Unpaved	62	*68*	*74*
Camel Road		Unpaved	47	*52*	*56*
Turkey Hill Road	South of Gun Club	Unpaved	26	*29*	*31*
Middle Road		Unpaved	4	*4*	*5*

ADT – Average Daily Traffic (24-Hours)

E. Safety

The safety/crash investigation documented in the Existing Conditions section of this report should be investigated. While low volume roads tend to skew the accident crash rates, notable amount of accidents are occurring townwide. Safety mitigation measures should be investigated.

Transportation & Safety Management Plan

Section III - ALTERNATIVES

This section identifies potential alternatives related to Traffic, Road Conditions, Pedestrian/Bicycles and Safety. Some general considerations are given, followed by specific corridor recommendations.

A. Traffic Volumes

The only desire related to the carrying capacity of the Town's roads relates to the unpaved/dirt roads. Considering half the Town roads fall into this category, identifying a volume threshold for unpaved/dirt roads becomes a critical factor in determining when the Town would consider converting them to paved roads.

Gravel Roads Maintenance and Design Manual, November 2000, published by the United States Department of Transportation, Federal Highway Administration, through the South Dakota Local Transportation Assistance Program outlines a 10-Part answer on when to pave a gravel road. As a result of the experiences and evaluations outlined, the manual identifies that a good "rule of thumb" for agencies to give serious consideration to paving roads would be when the Average Daily Traffic on a given road reaches or exceeds 125. Based on this threshold, ***Table 9*** shows the roads in the Town of Conesus that exceed this guide based on current and projected future volumes. Each of these roads would be evaluated per the Gravel Roads Maintenance and Design Manual.

Caution would be used with the future 2013 and 2023 traffic volumes. These volumes are projected based on the known parameters at this time and form a basis for comparison. These volumes would be updated in the future to determine the need and growth that is actually occurring in the area and in the region.

Table 9
Roads for Paving Consideration

Road	Section	Road Type	2003 ADT	Est. 2013 ADT	Est. 2023 ADT
Marrowback Road	Bishop to Niver	Dirt	371	*408*	*445*
East Swamp Road		Dirt	225	*248*	*270*
Dugway Road		Dirt	210	*231*	*252*
Pucker Street		Dirt	133	*146*	*160*
Mission Road		Dirt	133	*146*	*160*
Marrowback Road	Bishop to Dugway	Dirt	130	*143*	*156*
Bishop Road	Marrowback to Partridge	Dirt	130	*143*	*156*
Henderson Hill Road		Dirt	120	*132*	*144*
Partridge Corners Rd	North of Durkee Rd	Dirt	118	*130*	*142*
Turkey Hill Road	North of Gun Club	Dirt	110	*121*	*132*
Partridge Corners Rd	South of Durkee Rd	Dirt	108	*119*	*130*
Kellerman Road		Dirt	87	*96*	*104*
Powell Road		Dirt	87	*96*	*104*
Marrowback Road	Dugway to White Road	Dirt	82	*90*	*98*
Marrowback Road	May to White Road	Dirt	77	*85*	*92*
Bishop Road	Marrowback to Powell	Dirt	77	*85*	*92*

Note: Shaded cells indicate roads that would be considered for paving based on volume.

B. Road Conditions

The road pavement conditions are anticipated to deteriorate given continued community growth and development. Due to the rolling terrain characteristics of the Town combined with the unpaved road system, inclement weather conditions will continue to impact the condition, accessibility and safety of the Town's roadway system.

The following general considerations would be evaluated:

- Town Highway Department would institute a proactive maintenance program that is funded and updated yearly. This program would include capital improvements and routine maintenance. A separate emergency fund to address unanticipated road hazards/maintenance would be set aside. The routine maintenance program would include the following basic elements:
  - Repair - Prioritize roads identified in fair-poor condition;
  - Drainage - Identify and prioritize drainage improvements and ditch cleaning efforts;
  - Signing – Perform a townwide sign inventory (signs would include: regulatory, warning, and information signs per the Manual of Uniform Traffic Control Devices); routine yearly checks to replace damaged signs; and check visibility of signs.
  - Pavement markings – Routinely maintain current centerline, shoulder pavement markings or crosswalk pavement markings.

- Town Highway Department would undertake an evaluation of Town dirt roads that have fair-poor pavement condition, drainage deficiencies, and volumes exceeding 125 ADT. The Kentucky Transportation Center, University of Kentucky at Lexington, KY study on When to Pave a Gravel Road, would be used, as a guide in determining the best solution for the long term needs of the Town of Conesus.

- Town Development Regulations would be updated to address on-site and off-site drainage requirements related to new, expanded or upgraded development applications. Erosion control measures would also be specifically addressed. NYSDEC Phase II Stormwater Regulations would be followed.

- Town Development Regulations would specify basic design requirements for driveways, streets, or access roads. Basic design requirements would include width, right of way, traffic control, number of access points, minimum/maximum slopes, to name a few. For example, careful consideration would be given to driveways/roads with slopes intersecting with a major road to minimize road washouts and improve intersection safety.

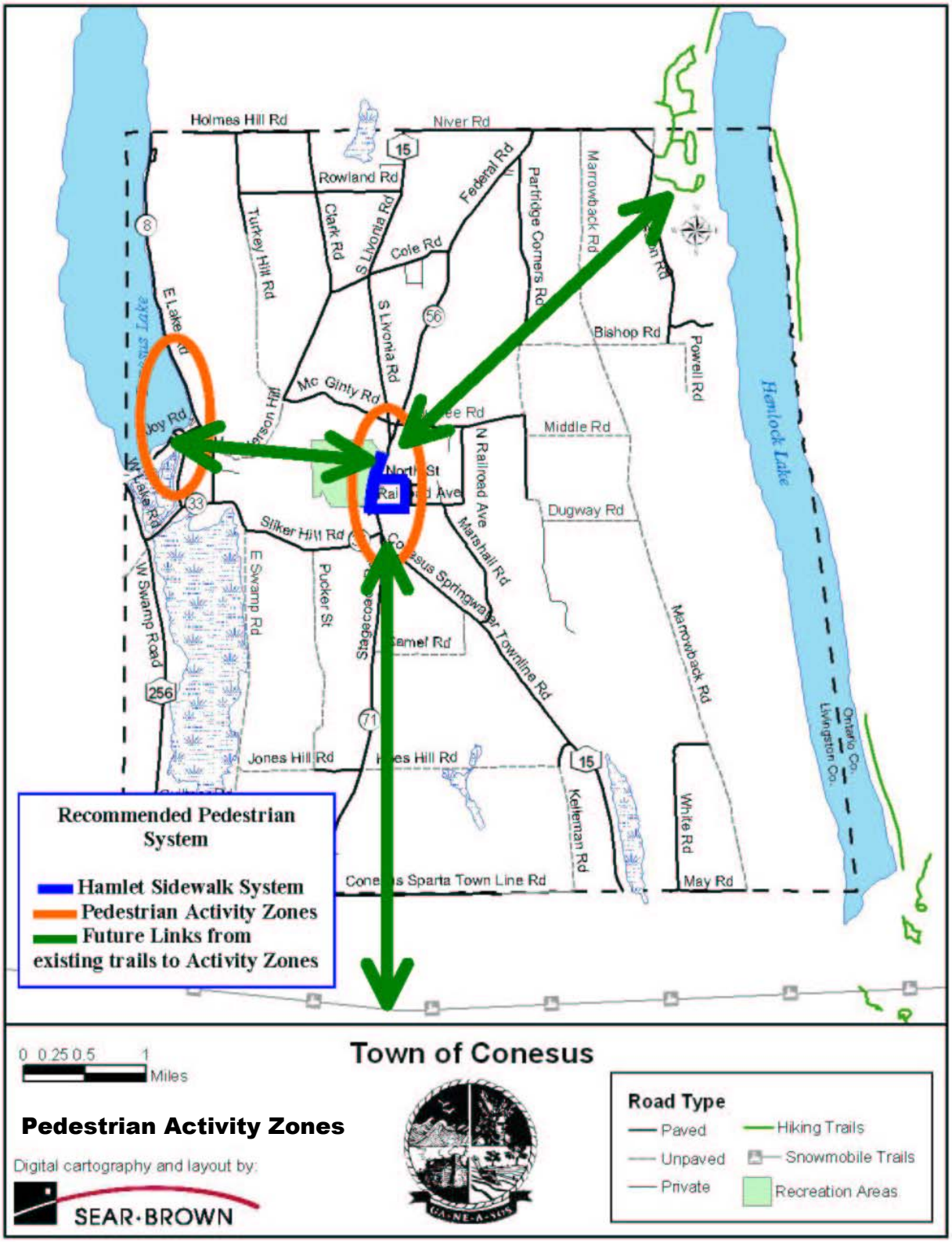
C. Pedestrians / Bicycles

Pedestrian and bicycle traffic will continue to place an added demand on the current system as the community grows. Pedestrian and bicycle amenities are scarce in the Town of Conesus, and more importantly, are not linked with the community's activity zones. ***Figure 9*** shows where the pedestrian activity zones are as related to current trail system. Figure 9 also identifies the potential links that should be formed between the current trail systems and the pedestrian activity zones.

There are two primary pedestrian activity areas or zones. It should be noted, that while pedestrian activity was not recorded during the commuter peak, weekend and seasonal high pedestrian activity does occur. Pedestrian/bicycle activity would be observed and recorded with implementation of the following alternatives. These zones are located along East Lake Road and in the Hamlet/Business District along Route 15. The following alternatives would be considered in linking each of these zones with pedestrian, bicycle and recreational opportunities:

- Continue and complete sidewalk system in the Hamlet area. Complete sidewalk system along Rt. 15, Railroad Avenue, Elm Street, and North Avenue. This area has the highest residential density in the Town, in addition to the various parks, cemeteries, churches, Town Hall, US Post Office and commercial center of Town.
- Railroad Avenue – Handicapped warning signs would be installed to address the needs of the disabled in the neighborhood.
- East Lake Road – Maintain and enhance current crosswalk locations with high visibility crossing amenities. Investigate the potential to provide a shared pedestrian/bicycle space along the west/lake side of East Lake Road. No on-street parking would be permitted in this shared lane to minimize conflicts. New pedestrian crossings would be considered at high pedestrian concentrations such at entrances to any business (B&B, stores, and marinas).
- Coordinate and develop a townwide open-space plan. Identify opportunities for creating hiking trails, or multi use trail system connecting current parks, destinations and current sidewalk system.
- Connection from the Hamlet area to the lakefront would be pursued to further promote community cohesion. This connection should consider continuity from Ricky Green Park, the Golf Course then proceeding westerly towards the DEC wetlands area at the south end of Conesus Lake.
- Connection from the Hamlet area to the existing hiking trails in the northeast quadrant near Hemlock Lake would be pursued.
- Investigate the potential to revive the abandoned railroad bed in the center of Town for pedestrian/bicycle system opportunities.
- Connection to the snowmobile trail crossing through Sparta and Springwater would be considered. Consult with other communities that have developed such trails.
- Continue to evaluate other areas of the community for additional pedestrian amenities as density of development occurs.

Figure 9


Holmes Hill Rd
Niver Rd
Rowland Rd
Federal Rd
Partridge Corners Rd
Marrowback Rd
Turkey Hill Rd
Clark Rd
S Livonia Rd
Cole Rd
E Lake Rd
Bishop Rd
Powell Rd
Mc Ginty Rd
Middle Rd
N Railroad Ave
Dugway Rd
Marshall Rd
Sliker Hill Rd
E Swamp Rd
Pucker St
Springwater Townline Rd
W Swamp Road
Jones Hill Rd
Kellerman Rd
White Rd
May Rd
Hemlock Lake
Ontario Co.
Livingston Co.
Recommended Pedestrian System
Hamlet Sidewalk System
Pedestrian Activity Zones
Future Links from existing trails to Activity Zones
0 0.25 0.5 1
Miles
Town of Conesus
Pedestrian Activity Zones
Digital cartography and layout by:
SEAR·BROWN
Road Type
Paved
Unpaved
Private
Hiking Trails
Snowmobile Trails
Recreation Areas

- Modify Development Regulations to encourage and support the construction and development of pedestrian/bicycle amenities according to this plan.

D. Safety

The safety/crash investigation documents several areas in the community that require additional review. The following would be considered:

- Town Highway Department and Livingston County would routinely check for sight distance restrictions caused by fences, horizontal or vertical curves, or vegetation. Where sight distance obstructs safe maneuverability, an effort would be made to remove the obstruction, post the area with lower speed limits, or provide enhanced warning treatments.
- Speed Enforcement – request local law enforcement agency to monitor speeding issues on specific roads including: Holmes Hill Road, Clark Road, Turkey Hill Road, and Stagecoach Road.
- Posted Speed – Consideration would be given to reducing and posting speeds as traffic volumes and development density increases along Clark Road and Route 15.
- East Lake Road – Update zoning/development regulations to require businesses to provide off-street parking for employees and refrain from storage of substances within the road right-of-way. On street parking near hazardous locations or near fire hydrants would be eliminated. An alternative truck route would be considered and coordinated with the County and Town of Livonia to remove truck traffic from East Lake Road.
- Accident Investigation – The Town would request the NY State Department of Transportation and that Livingston County undertake the next step to investigate the accident locations. Alternative treatments would be identified to minimize safety concerns on the higher traveled routes and intersections including:
  - Sliker Hill Road (CR 33) @ West Lake Road (SR 256)
  - Lake Road (CR 8) @ Sliker Hill Road (CR33)
  - Federal Road @ Cole Road
  - Federal Road @ Partridge Corners Road

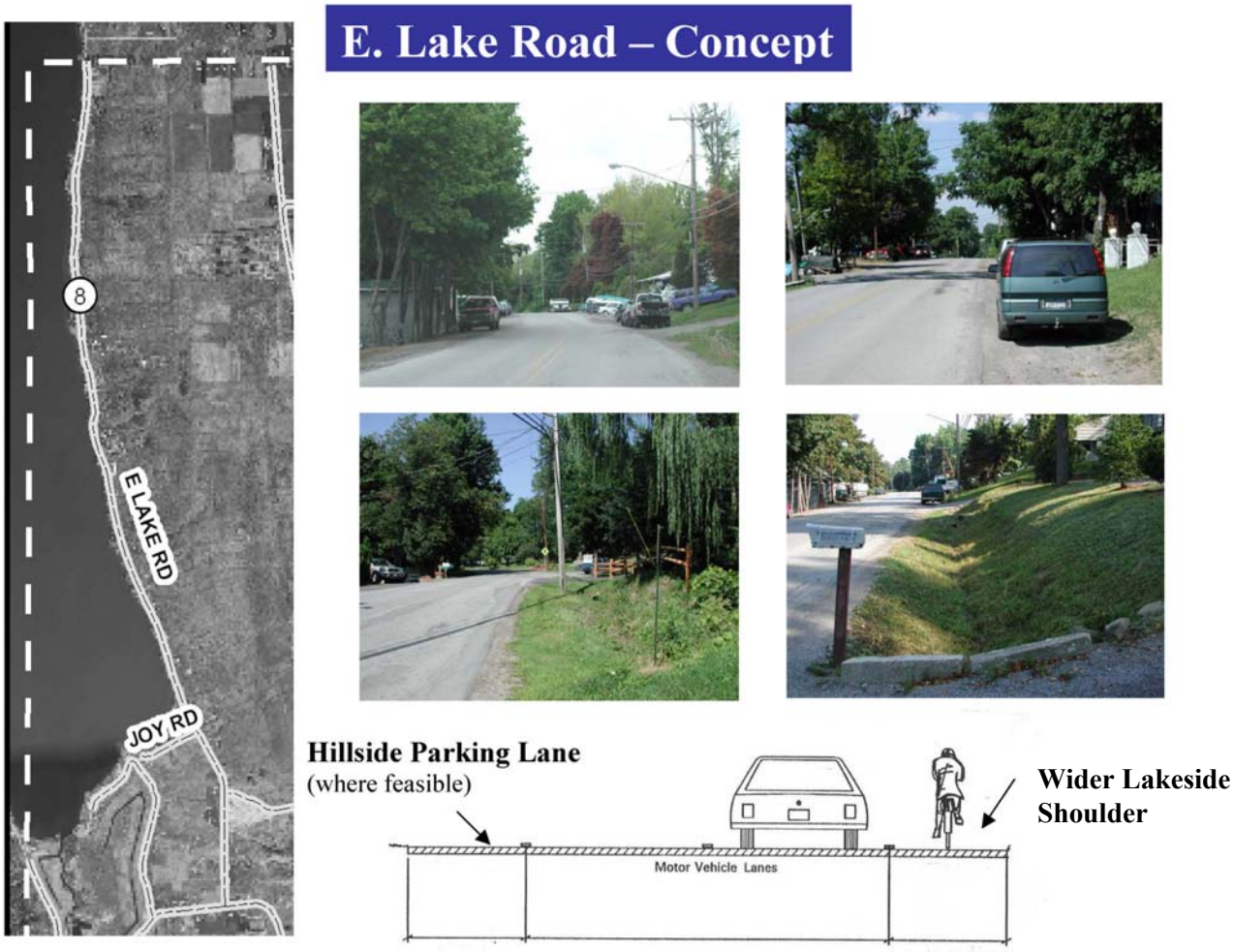
  The following intersections should be monitored due to a perceived safety concern related to their geometric characteristics:
  - Sliker Hill Road (CR 33) @ Conesus Springwater Townline Road (SR 15)
  - S. Livonia Road (SR 15) @ Railroad Avenue
- Route 15 Corridor – Emphasize/reinforce the Hamlet setting within the 35MPH zone to encourage reduced speeds. Rural traffic calming techniques and additional pedestrian amenities combined with context sensitive design elements can provide a sense of place. A combination of traffic calming measures and context sensitive design elements such as gateway treatments (signs, landscaping), crosswalks, medians (landscaped medians, pedestrian refuge), varied pavement markings and pavement treatments are a few examples (see photos on Figure 11).
- Access management principles would be encouraged along major routes such as Route 15, Federal Road, Stagecoach Road, Sliker Hill Road and Marrowback Road. Examples include minimizing direct access from individual properties, aligning access points, separating conflicting access points, etc. Detailed information on Access Management principles can be found in the Genesee Transportation Council's Transportation Information Resources at www.gtcmpo.org.

E. Specific Corridors

After review of the deficiencies, two stand out as priorities. The corridors, East Lake Road and Route 15 in the Hamlet would be reviewed for alternatives that will enhance the community, livability and address the various deficiencies noted.

East Lake Road - Reconstruction efforts would give serious consideration to:

- ✓ Improve drainage conditions to minimize impacts on downstream properties and Conesus Lake water quality, and ensure a greater pavement life of the new road.
- ✓ Maintain current pedestrian crossings. Enhance and create additional pedestrian crossings near other businesses or public access locations near parks and marinas.
- ✓ Design details would include improved pavement markings and signing.
- ✓ Create a shared pedestrian/bicycle area on the lakeside of the road. This can only be accomplished if additional parking is provided on the hillside of the road. ***Figure 10*** shows this concept.
- ✓ Opportunities would be created for on-street parking by converting drainage ditches to enclosed drainage systems.
- ✓ Other private opportunities to create public or private parking lots/areas would be pursued.
- ✓ Coordinate with Livingston County to refine this concept plan.

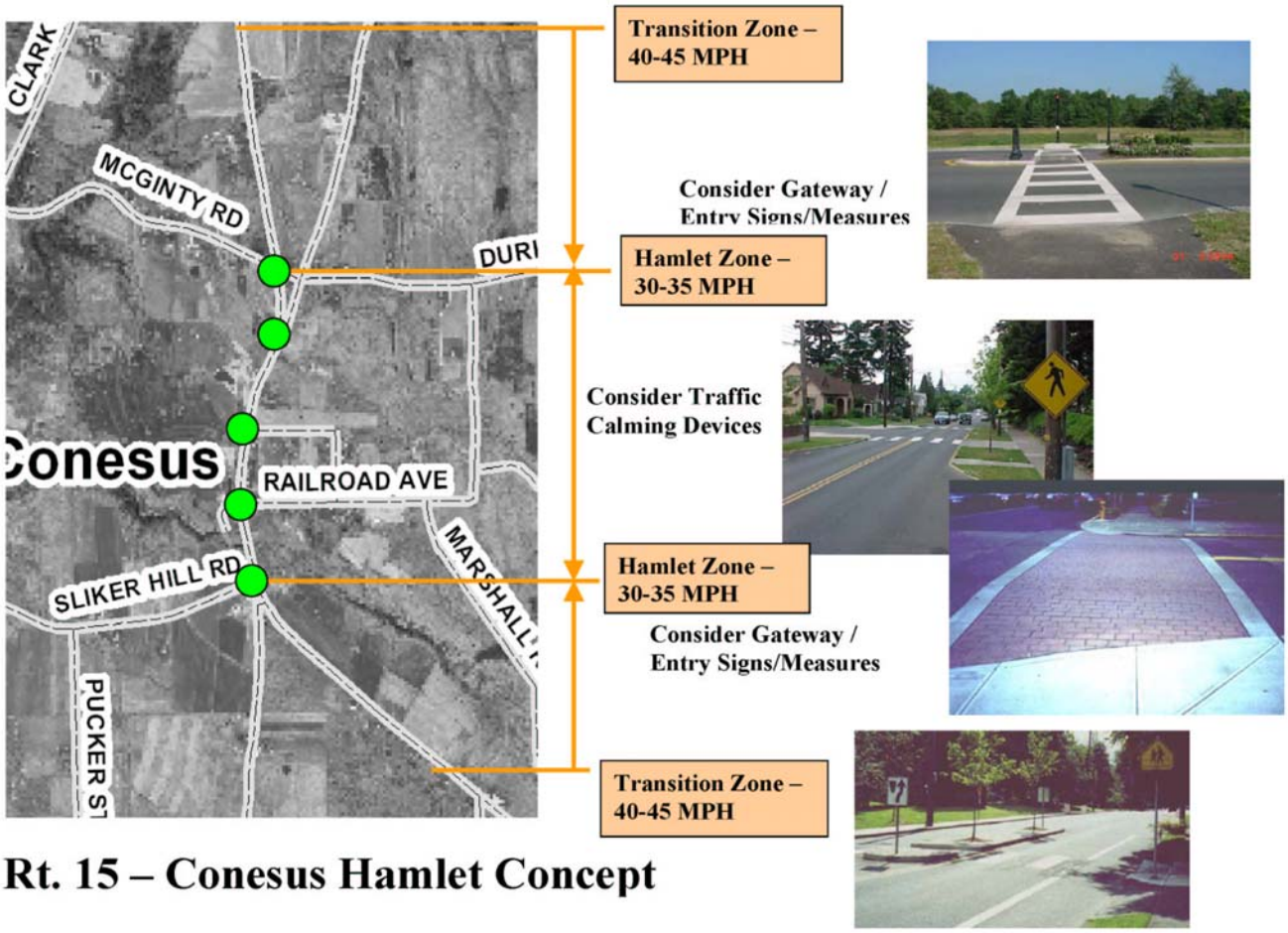


Photos above show the areas of opportunity for the creation of parking areas by converting shoulder areas and enclosing drainage ditches to provide the additional paved area shown above.

Route 15 – Primary objective of any alternative in the Hamlet is to maintain safe speeds while at the same time creating a more pedestrian friendly and safer walking environment.

- ✓ Continue current sidewalk system into the adjacent neighborhood including Railroad Avenue, Elm Street, and North Avenue to connect the neighborhood to the commercial center of the community.
- ✓ Extend the Hamlet sidewalk system with a sidewalk/trail to accommodate pedestrians and bicycles connecting the entire Business District from Ricky Green Park to the north to the southern end of the Hamlet, near Sliker Hill Road (*Figure 9* shows this concept).
- ✓ Increase crossing locations to include: Near Ricky Green Park; North Street/Post Office area; Town park/ cemetery area; Railroad Ave intersection/Town Hall.
- ✓ Create entry treatments at both ends of the corridor to foster a sense of place.
- ✓ Consider a transitional speed reduction area from the 55MPH to 35MPH.
- ✓ Coordinate with the NYSDOT to refine this concept plan.

Figure 11



Rt. 15 – Conesus Hamlet Concept

Transportation & Safety Management Plan

Section IV - IMPLEMENTATION

This section documents a tentative implementation approach based on short versus long term needs. This plan is based on the current known parameters of this study, some elements may be expedited or delayed based on funding availability or partnership opportunities. In addition, this plan may be updated at completion of the Comprehensive Plan and the Open Space Plan.

Alternative Prioritization & Implementation
Based on the needs and desires identified through this study process the following presents a list of Short and Long Term priorities. The list is in priority order based on recent efforts undertaken by the Town on some of these initiatives.

Short Term (within 5 years)

- East Lake Road Reconstruction
  - Improve drainage conditions to minimize impacts on downstream properties and Conesus Lake water quality, and ensure a greater pavement life of the new road.
  - Enhance current pedestrian crossings and create additional pedestrian crossings near other businesses or public lake access locations.
  - Include improved pavement markings and signing in design details.
  - Create a shared pedestrian/bicycle area on the lakeside of the road. This can only be accomplished if additional parking is provided on the hillside of the road.
  - Create opportunities for on-street parking by converting drainage ditches to an enclosed drainage system.

- Paving Program Plan - Perform a thorough evaluation of the following unpaved roads to determine if converting to asphalt paving will be in the Town's best interest (based on volume, road condition, and safety):
  - East Swamp Road
  - Pucker Street
  - Mission Road
  - Turkey Hill road
  - Henderson Hill Road
  - Camel Road
  - Conesus Sparta Town Line Road

- Guiltner Road

- Safe, Quality Roads Program - Follow through on individual requests; including:
  - Railroad Avenue – Install Handicap warning signs
  - Kellerman/Conesus Springwater Road – install warning sign at the juncture.
  - Speed Enforcement – request local law enforcement agency to monitor speeding issues on specific roads including: Holmes Hill Road, Clark Road, Turkey Hill Road, Stagecoach Road, Route 15, etc.
  - Posted Speed – Consideration should be given to reducing and posting speeds as traffic volumes and development density increases on Clark Road, and Route 15.
  - Truck traffic – an alternative truck route should be considered and coordinated with the County and Town of Livonia to remove truck traffic from E. Lake Road.
  - Emphasize/reinforce the Hamlet setting within the 35MPH zone to encourage safe speeds. Rural traffic calming techniques and additional pedestrian amenities combined with context sensitive design elements can provide a sense of place.

- Accident Investigation – The Town would request the NY State Department of Transportation and that Livingston County undertake the next step to investigate the accident locations. Alternative treatments would be identified to minimize safety concerns on the higher traveled routes and intersections including:
  - Sliker Hill Road (CR 33) @ West Lake Road (SR 256)
  - Lake Road (CR 8) @ Sliker Hill Road (CR33)
  - Federal Road @ Cole Road
  - Federal Road @ Partridge Corners Road

  The following intersections should be monitored due to a perceived safety concern related to their geometric characteristics:
  - Sliker Hill Road (CR 33) @ Conesus Springwater Townline Road (SR 15)
  - S. Livonia Road (SR 15) @ Railroad Avenue

- Hamlet Sidewalk System – Develop a program to eventually connect the entire Hamlet area with a sidewalk system that will include the following roads: Rt. 15, Railroad Avenue, Elm Street, and North Avenue.

- Enhance Road Maintenance Program to include:
  - Routine repair, drainage, signing and pavement marking.
  - Routine checks for sight distance restrictions caused by fences, horizontal or vertical curves, or vegetation. Where sight distance obstructs safe maneuverability, an effort should be made to remove the obstruction, post the area with lower speed limits, or provide enhanced warning treatments.
  - No-Parking zones should be posted near hazardous locations or near fire hydrants.

- Update Town Zoning Code and Development Regulations to address the following specific elements:
  - On-site and off-site drainage and erosion control requirements
  - Basic road design requirements for driveways and streets. This should include width, right of way, traffic control, number of access points and spacing, minimum and maximum slope.
  - Obtain sample Development Regulations from other similar communities.
  - Encourage and support pedestrian/bicycle friendly developments by providing sidewalks, trails or other amenities.
  - Allow for the preservation of property for hiking trails according to the Open Space Plan per the Comprehensive Plan.
  - Parking - Require businesses to provide off-street parking for employees.
  - Enforce Seasonal Storage Law to minimize storage of substances within the road right-of-way.

- Access management principles should be encouraged along major routes such as Route 15, Federal Road, Stagecoach Road, Sliker Hill Road and Marrowback Road.

- Develop an Open Space Plan as part of the Comprehensive Master Plan process. Identify opportunities for creating hiking trails, or a multi-use trail system connecting current parks, destinations and current sidewalk system.

Long Term

- Paving Program Plan - Perform a thorough evaluation of the following unpaved roads to determine if converting these roads to asphalt paving will be in the Town's best interest (based on volume, road condition, and safety). Updated traffic counts should be performed to verify the need.
  - Marrowback Road (Dugway to Niver)
  - Dugway Road
  - Bishop Road (Marrowback to Partridge)
  - Partridge Corners Road
  - Turkey Hill Road (north of Gun Club)

- Develop and Implement Hiking Trail Plan to include the following areas and components:
  - Connect the Hamlet to the Conesus lakefront.
  - Connect the Hamlet to the existing hiking trails in the northeast quadrant near Hemlock Lake.
  - Investigate the potential re-use of the abandoned Railroad bed in the center of Town.
  - Develop snowmobile trail system and a connection to system in Sparta and Springwater. Consult with other communities that have developed such trails.
  - Update Development Regulations to allow for the preservation of land for hiking trails.

- Pursue other private opportunities to create public or private parking lots/areas near the Conesus Lakefront to minimize seasonal demand.

- Conesus Hamlet Identity - create a pedestrian friendly and safe walking environment.
  - Extend the Hamlet sidewalk/trail from Ricky Green Park to Sliker Hill Road.
  - Provide additional crossings near Ricky Green Park; North Street/Post Office area; Town park/ cemetery area; Railroad Ave intersection/Town Hall.
  - Create entry treatments at both ends of the corridor to foster a sense of place.
  - Consider a transitional speed reduction area from the 55MPH to 35MPH.
  - Enhance the hardscape with context sensitive design features as development and redevelopment occurs in the Hamlet.

Tables 10 and 11 show the various Short and Long Term Initiatives arrived at in this plan along with the jurisdictional agency responsible for the initiative, other involved agencies or municipalities, funding options and contact.

	Lead Agency	Involved Agencies	Status	Funding Options	Contact
SHORT TERM INITIATIVES					
East Lake Road Improvements	Livingston County	Town of Conesus		Transportation Enhancements Program (TEP)	http://www.dot.state.ny.us/progs/tep.html
Reconstruction - Pavement & Drainage				Surface Transportation Program (STP)	www.dot.state.ny.us/pubtrans/funding.html
Maintain Pedestrian Crossings				Town of Conesus Highway Funds	
Create Shared Pedestrian/Bicycle Area (shoulder)				Transportation and Community System Preservation Pilot Program	http://www.fhwa.dot.gov/tcsp/index.html
Increase On-Street Parking				NYS Multi-Modal Funds	http://www.gtcmpo.org/index.htm
Develop Open Space Plan	Town of Conesus			NYS Governors Office - Small Cities Grants	http://nysparks.state.ny.us/grants/
				Transportation and Community System Preservation Pilot Program	http://www.fhwa.dot.gov/tcsp/index.html
				Land and Water Conservation Fund	http://www.nysparks.state.ny.us/grants/
Develop Paving Program Plan	Town of Conesus			Phase I - $1,000,000 Band Budgeted	
				GTC Transportation Improvement Program***	http://www.gtcmpo.org/index.htm
				Political Discretionary Funds	-
Enhanced Road Maintenance Program	Town of Conesus			General Town Highway Funds	
Routine Repair, Drainage, Signing & Pavement Markings	Livingston County				
Routine Sight Distance Restrictions	NY State DOT				
Evaluate No Parking Zones					
Update Town Zoning Code & Development Regulations	Town of Conesus	Livingston County; New York State DOT			
Drainage & Erosion Control Requirements					
Driveways & Street Design Requirements					
Consult Other Town Development Regulations					
Pedestrian/bicycle Amenity Requirements					
Hiking Trail Land Preservation					
Parking Requirements for Commercial Land Uses					
Seasonal Storage Law Development & Implementation					
Access Management Guidelines					
Hamlet Sidewalk System					
Rt. 15, Railroad Avenue, Elm Street & North Avenue	Town of Conesus	New York State DOT		Transportation and Community System Preservation Pilot Program	http://www.fhwa.dot.gov/tcsp/index.html
				State Dedicated Fund (SDF)	http://www.dot.state.ny.us/
Accident Investigation	Town of Conesus	Livingston County		Highway Safety Program	Http://www.nysgtsc.state.ny.us/overview.htm
		New York State DOT		Town & County Highway Funds	
Safe, Quality Roads Program	Town of Conesus	Livingston County Traffic Safety Board; NY State DOT		NYS Governors Office - Traffic Safety Funds	
Railroad Avenue - Handicap Signs	Town of Conesus	LCTSB	Complete	Town Highway Funds	
Kellerman/Conesus Springwater Road- Warning Sign	Town of Conesus	LCTSB		Town Highway Funds	
Speed Concerns	Town of Conesus	Livingston County Sheriffs Office			
-Route 15					
-Holmes Hill Road					
-Turkey Hill Road					
-Stagecoach Road					
Posted Speed Limit Evaluation					
- Clark Road	Town of Conesus	NYSDOT		Town Highway Funds	
- Route 15- Hamlet	NYSDOT	Town of Conesus			
Alternative Truck Route	Town of Conesus	LCTSB, Town of Livonia			

**** GTC TIP Funding is restricted for roads that are classified as Federal Aid Roads (Rt. 15 & 256) and Sliker Hill.*

	Jurisdictional Agency	Involved Agencies	Status	Funding Options	Contact
LONG TERM INITIATIVES					
Paving Program Plan	Town of Conesus			Phase 2 - $1,000,000 Band Anticipated GTC Transportation Improvement Program*** Political Discretionary Funds	 http://www.gtcmpo.org/index.htm -
Develop & Implement Hiking Trail Plan	Town of Conesus			Recreation Trails Program (RTP)	http://nysparks.state.ny.us/grants/
Hamlet Link to Conesus Lakefront				Transportation and Community System Preservation Pilot Program	http://www.fhwa.dot.gov/tcsp/index.html
Hamlet Link to Hemlock Lake Trails				Environmental Protection Fund	http://nysparks.state.ny.us/grants/
Re-use of Abandoned Railroad Bed				Land and Water Conservation Fund	http://www.nysparks.state.ny.us/grants/
Snowmobile Trails & Links				NYS Office of Parks & Recreation and Historic Preservation - Municipal Snowmobile Trail Grants Program	
East Lake Road Parking Opportunities	Town of Conesus	Livingston County		Private Funds Land and Water Conservation Fund Recreation Trails Program (RTP)	 http://www.nysparks.state.ny.us/grants/ http://nysparks.state.ny.us/grants/
Conesus Hamlet Identity					-
Extend Sidewalk System north to Ricky Green Park	Town of Conesus	New York State DOT		Transportation and Community System Preservation Pilot Program	http://www.fhwa.dot.gov/tcsp/index.html
Extend Sidewalk System south to Sliker Hill Road	Town of Conesus	New York State DOT		Political Discretionary Funds	
Additional Pedestrian Crossings: Park, North Street, Town Park/Cemetery, Railroad Avenue/Town Hall	New York State DOT	Town of Conesus		NYS DOT - Multi-Modal Funding, Traffic Calming, Context Sensitive Design	
Gateways / Entry Treatments	Town of Conesus	New York State DOT			
Transitional Speed Limits	New York State DOT	Town of Conesus			

Other Private Funding Options

Developer Contributions of Right-of-Way, easements, materials, labor or funds.
Bikes Belong Coalition www.bikesbelong.org
American Greenways Kodak Awards www.conservationfund.org
Powerbar's Direct Impact on Rivers and Trails (DIRT) www.powerbar.com
Genesee Regional Trails Coalition
Private Foundations

Other Public Funding Options

NYS Quality Communities Clearinghouse - Transportation Grants & Financial Assistance
US Federal Register - Program Funding & Application Assistance Opportunities
www.dos.state.ny.us/qc/transportation_neighborhoods