Route 14 Truck Study:
Final Report

Prepared For:
The City and Town of Geneva, New York
April, 2003

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Route 14 Truck Study

City and Town of Geneva, New York

Executive Summary

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Purpose of the Study

The Route 14 Truck Study was completed to identify and evaluate specific recommendations to address issues related to increasing volumes of truck traffic along Route 14 in and around the City and Town of Geneva. Truck traffic along the corridor has been increasing in recent years in support of both local industry and industrial and commercial uses to the south in locations like Penn Yan and Watkins Glen. Route 14 is desirable as a truck route as it provides the most direct connection between communities located on the west side of Seneca Lake, the north end of Keuka Lake and the New York State Thruway (I-90), which intersects with Route 14 at Exit 42.

Study Goals

To give the study direction, the following goals were identified:

- Collect and analyze data on freight movements along Route 14 through the Town and City of Geneva;
- Determine significant areas of concern;
- Identify short and long term alternative solutions;
- Assess impacts of implementing these alternative solutions; and
- Develop preferred short and long term recommendations

These goals have been realized through the continuous efforts, input and review of the Study Advisory Committee (SAC), consisting of representatives from the following public agencies and local stakeholders:

- City of Geneva
- Town of Geneva
- Coalition on Geneva Safety (COGS)
- Hobart and William Smith Colleges
- Ontario County Department of Planning
- Local Businessmen
- Local Residents
- The Genesee Transportation Council
- NYSDOT – Region 4

Project Background

Issues relating to truck traffic and congestion in Geneva are not new. From the late 1940's through the mid 1970's, state and local agencies including the New York State Department of Transportation (NYSDOT) and the City of Geneva systematically addressed problems associated with congestion, the incompatibility of increasing volumes of truck traffic in and around downtown Geneva, and poor accessibility to commercial and industrial areas. Subsequent state and local studies resulted in projects including the widening and relocation of Routes 5&20 from the center of the City and the extension of Forge Avenue to the west to intersect Route 14.

Project Background (continued)

The projects completed to-date have solved many of the problems relating to congestion and truck traffic in downtown Geneva as well as improving truck accessibility to commercial and industrial areas within the City and Town. Still, other significant issues remain that are detrimental to the safety and quality of life of residents in the City and Town of Geneva. This study provides recommendations that will further improve safety and address quality of life issues, while insuring that the needs of local businesses that rely on deliveries and shipments by truck are met.

Freight Traffic Volumes and Patterns

The first stages of the study were designed to provide new data on freight movements through the Town and City. The following data collection techniques were employed as part of the study:

Vehicle Classification Counts

Vehicle classification counts were conducted at six locations along Route 14 in the City and Town of Geneva to determine the volume and percentage of truck traffic along different sections of the corridor and to gauge the utilization of existing commercial areas and truck routes. In addition to the counts collected in the field, the New York State Department of Transportation (NYSDOT) provided classification count data that had been collected in 1997 and 1998.

Truck License Plate Survey

A license plate survey of trucks was conducted at 12 entry/exit locations around the perimeter of the City to count the volume of truck traffic, determine the routes taken by trucks whose trips originated from or included a stop within the study area, and count the volume of trucks passing straight through the City. The results of the license plate survey verified a concern voiced by members of the SAC: a substantial percentage of the trucks traveling through Geneva are passing through rather than stopping.

Major Shipper and Carrier Interviews

Interviews with six shipping/trucking firms were conducted to determine the type of products that are traveling through Geneva, the number of daily/weekly truckloads these firms typically generate, their use of 53-foot trailers and why they use Route 14. Review of the responses showed that all of the firms utilize Route 14 to some degree because it is a direct route to local destinations and to I-90 and points south and also noted their use of 48-ft and 53-ft trailers. The average shipments per week were between 10 and 400 with delivery destinations ranging from local to continental.

Hazardous Materials

A US Environmental Protection Agency database revealed that there are no hazardous waste treatment, storage, or disposal facilities in the study area. However, there are eight Large Quantity Generators and one Small Quantity Generator within the vicinity of Route 14.

Accident History and Analysis

A review of the data revealed that during the above time period, a total of 93 accidents occurred along this section of the Route 14 corridor. However, only five of these accidents involved trucks. Based on the review of accident data ranging from mid-1998 to mid-2001, it does not appear that trucks are causing significant safety problems through the study area.

Identified Problems and Issues

At the initial SAC meeting held in March 2002, all attendees were asked to identify the key problems and issues in the study area as they perceived them. A field review was conducted in mid-April to verify the issues raised and identify additional problems. An initial public meeting was held at the Smith Opera House in June 2002 to receive input and guidance from the community on additional needs and issues.

Identified problems and issues based on SAC input, field review and the public meeting were those relating to truck traffic in general, impacts on Hobart and Smith Colleges, impacts on the downtown area, effects of a bypass/dedicated truck route, and safety/other problems. The identified problems and issues in these five areas were then evaluated based on their impacts to safety, existing roadway features, structural elements, truck volumes, vehicle speed, and social and environmental considerations.

Potential Solutions to Identified Problems and Issues

Having clarified the problems and issues through the corridor, the next step was to develop a set of alternative solutions that would correct these problems and improve overall safety throughout the study area. Working with the SAC, a preliminary set of potential short and long term solutions were developed.

An evaluation process focused on estimating the impact of implementing the alternative solutions within the community was developed to assess each alternative at a planning level to determine its effect on eleven key areas of concern within the community as developed by the SAC. These eleven key areas, or evaluation criteria, are as follows:

1. Safety
2. Community Acceptance
3. Environmental Effects
4. Agricultural/Open Space Effects
5. Historical/Architectural/Cultural Effects
6. Tourism Effects
7. Construction Costs
8. Maintenance Costs
9. Trucking Industry Effects
10. Other Industry Effects
11. Central Business District Effects

Having evaluated the alternatives, the Advisory Committee then developed a preliminary set of recommendations for presentation to the public in order to receive community input and ensure that the recommendations of this study met public approval. A second public meeting was held in December 2002 at the North Street Elementary School Auditorium. At this meeting, the public was provided an update of the study process, presented with the preliminary recommendations, and had an opportunity to provide input on the proposed alternatives.

Evaluation of the Proposed Truck Route Utilizing County Road #6

It is important to note that a proposed alternate truck route utilizing County Road #6 was also evaluated based on potential impacts on specific locations within the study area. Overall, the evaluation shows that routing trucks to County Road #6 south of Route 5&20 will result in areas of substantial benefit and areas of substantial impact. Based on this, the SAC could not reach a consensus in recommending approval of this alternative truck route at this time.

Recommendations

Based on input from the second public meeting, the SAC developed a final set of recommended improvements that it feels will address the problems and issues identified. Planning level costs were developed for each improvement. Cost ranges were used in cases where specific layouts or design options have not been determined at this time.

Lists of the recommended short and long term improvements along with figures showing their location are presented on the next page.

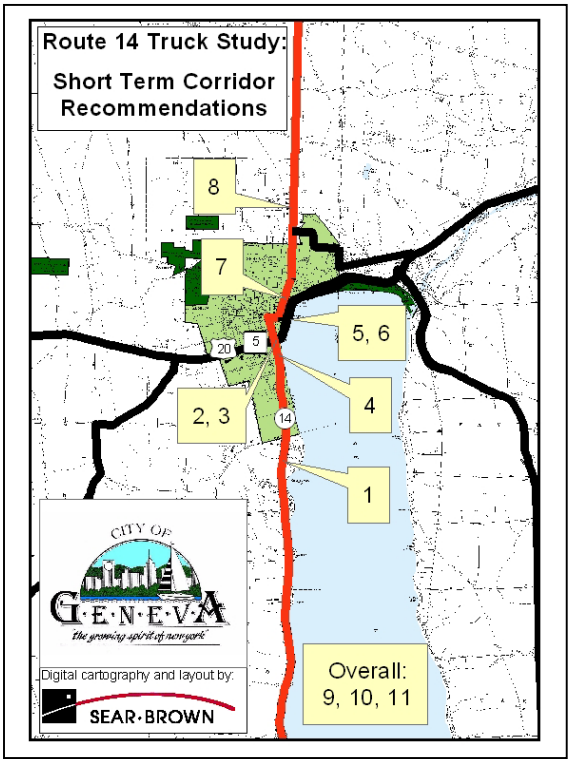
Recommendations (continued)

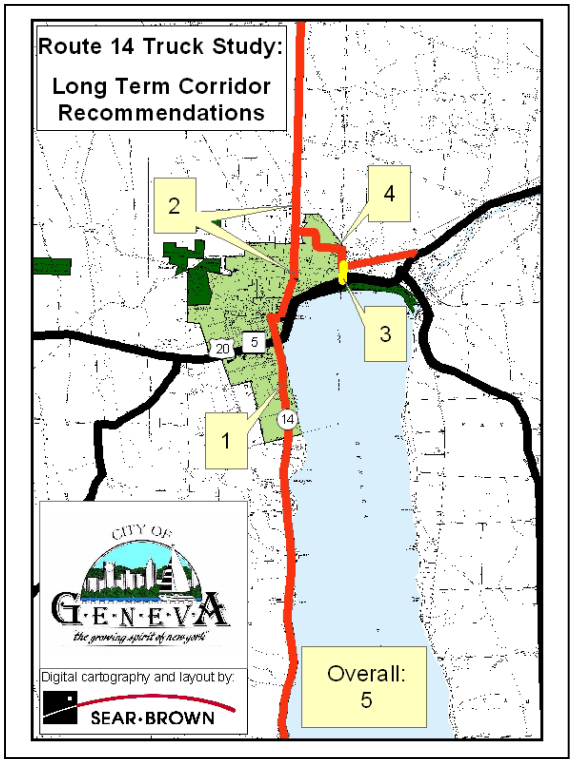
Short Term Recommendations

1. Adjust Speed Zone on South Route 14.
2. Enforce Existing Traffic Control Supporting the Right Turns onto Route 14 from the Route 5&20 Ramps. This may require the installation of pull-over zones along South Main Street.
3. Enforce Existing Parking Regulations on Southbound Route 14 in the Vicinity of the Route 5&20 Ramps.
4. Install Specific Pedestrian Crossings on South Main Street – in the Vicinity of the Colleges.
5. Signalize the 5&20/Elizabeth Blackwell Intersection
6. Reduce the Speed Limit on Routes 5&20 from the Route 14 Overpass East to Lake Street.
7. Lengthen Turning Radius on Northeast Corner of the Route 14/Lake Street Intersection, Improving the Westbound Right Turns onto Route 14 from Lake Street.
8. Improve the Route 14/Gambee Road intersection.
9. Restrict the Use of Jake Brakes within the City Limits
10. Improve Truck Routing Signs on both South Route 14 and Route 5&20
11. Increase Enforcement of Truck Travel Speed, Illegal Truck Turning Movements and Unsafe Nighttime Operations

Long Term Recommendations

1. Restrict Parking on the East Side of Route 14 and provide alternate traffic calming measures – 5&20 Cloverleaves South to the Cemetery.
2. Consolidate Site Access on Route 14 from North Street North to Gambee Road.
3. Extend Pre-Emption Street (Co. Road #5) South from North Street Across the Railroad Tracks to Route 5&20.
4. Designate the Forge/Pre-Emption/Border City Road Corridor as a Two-Way Truck Route.
5. Continue to Study the Impacts of Implementing an Alternate Truck Route South of Routes 5&20 Utilizing Existing Roadway Corridors Where Possible





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INTRODUCTION

1.1 Purpose of the Study

The Route 14 Truck Study was completed to identify and evaluate specific recommendations to address issues related to increasing volumes of truck traffic along Route 14 in and around the City and Town of Geneva. Truck traffic along the corridor has been increasing in recent years in support of both local industry and industrial and commercial uses to the south in locations like Penn Yan and Watkins Glen. Route 14 is desirable as a truck route as it provides the most direct connection between communities located on the west side of Seneca Lake, the north end of Keuka Lake and the New York State Thruway (I-90), which intersects with Route 14 at Exit 42.

1.2 Study Goals

To give the study direction, the following goals were identified:

- Collect and analyze data on freight movements along Route 14 through the Town and City of Geneva;
- Determine areas along the corridor that do not meet current standards for 53-foot tractor-trailers;
- Determine significant areas of concern;
- Identify short and long term alternative solutions;
- Assess impacts of implementing these alternative solutions; and
- Develop preferred short and long term recommendations.

These goals have been realized through the continuous efforts, input and review of the Study Advisory Committee (SAC) consisting of representatives from the following public agencies and local stakeholders:

- City of Geneva
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- Ontario County Department of Planning
- Local Businessmen
- Local Residents
- The Genesee Transportation Council
- NYSDOT – Region 4

1.3 Study Area

The study area for this project includes the section of Route 14 within the Town and City of Geneva. As shown on *Figure 1*, this section extends from just south of Skuse Road/Packwood Road, through the City to the Ontario/Yates County line, just south of Kashong Road.

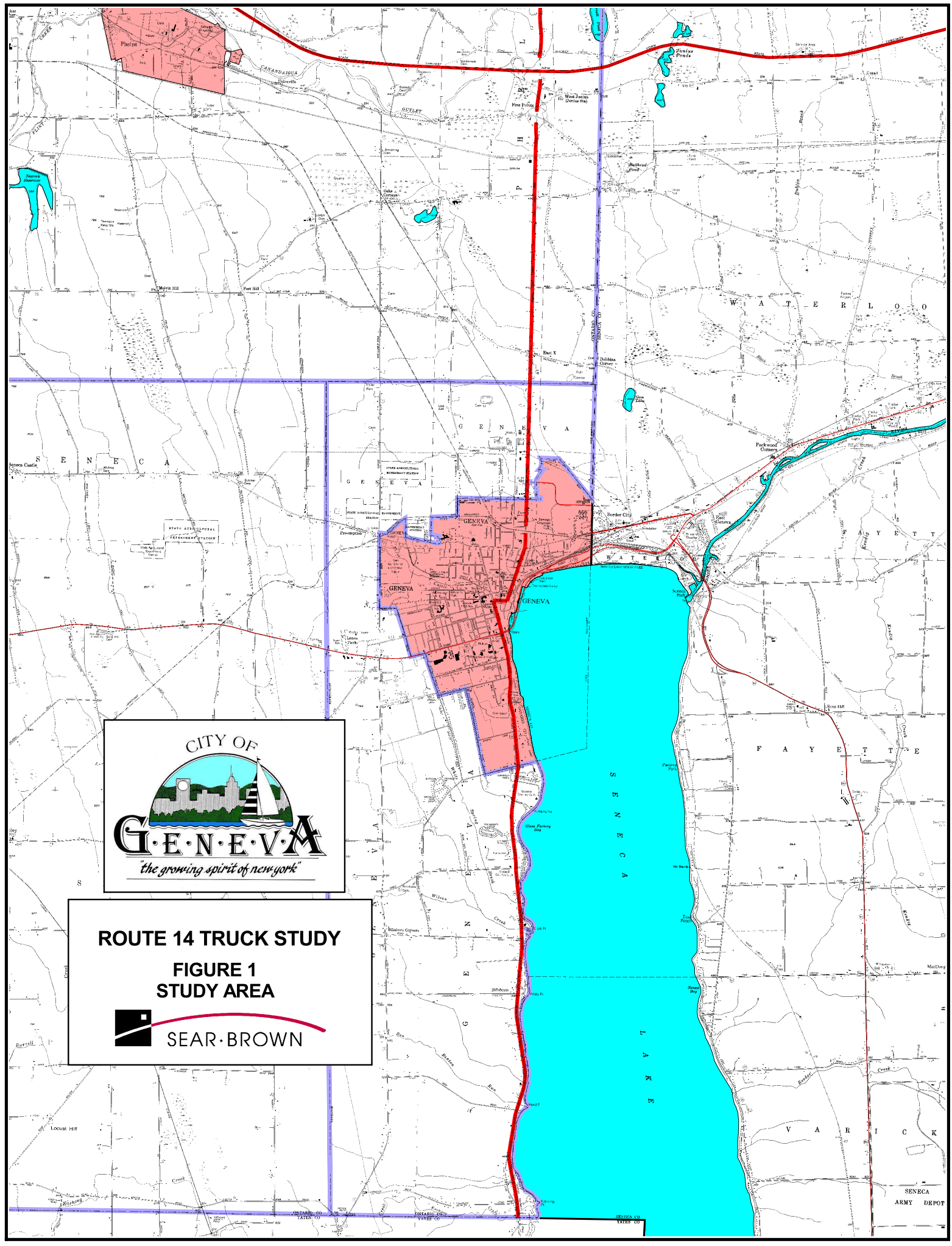
To better accommodate truck traffic, industrial districts in the City and Town are located in close proximity to one another on the north side of, and just north of the City. Both districts have direct access to Route 14 via Gambee Road and Forge Avenue, providing easy access to I-90, located approximately six miles to the north.

1.4 Project Background

Issues relating to truck traffic and congestion in Geneva are not new. From the late 1940's through the mid 1970's, state and local agencies including the New York State Department of Transportation (NYSDOT) and the City of Geneva systematically addressed problems associated with congestion, the incompatibility of increasing volumes of truck traffic in and around downtown Geneva and poor accessibility to commercial and industrial areas. Subsequent state and local studies resulted in projects including the widening and relocation of Routes 5&20 from the center of the City and the extension of Forge Avenue to the west to intersect Route 14.

While the projects completed to-date have solved many of the problems relating to congestion and truck traffic in downtown Geneva, and have improved truck accessibility to commercial and industrial areas within the City and Town, there are several problems identified in the early studies that remain. The 1978 NYSDOT *Supplemental Project Report I and II for the Route 14 Improvement – Yates/Ontario County Line to Routes 5&20* identified the following problems, primarily along South Main Street, that have yet to be addressed:

- Excessive truck noise exists along South Main Street.
- Congestion exists related to truck traffic and the existing parking configuration in the vicinity of Hobart and William Smith Colleges.
- Safety problems exist in the vicinity of Glenwood Cemetery due to inadequate geometrics.
- Structural deterioration of the roadway is occurring to the south of the City due to the volume of heavy truck traffic.
- Deterioration of existing arterial streets is occurring within the City.
- Potential for development of the lakefront is inhibited by insufficient points of access.


CITY OF
GENEVA
"the growing spirit of new york"
ROUTE 14 TRUCK STUDY
FIGURE 1
STUDY AREA
SEAR·BROWN
GENEVA
SENECA LAKE
SENECA ARMY DEPOT

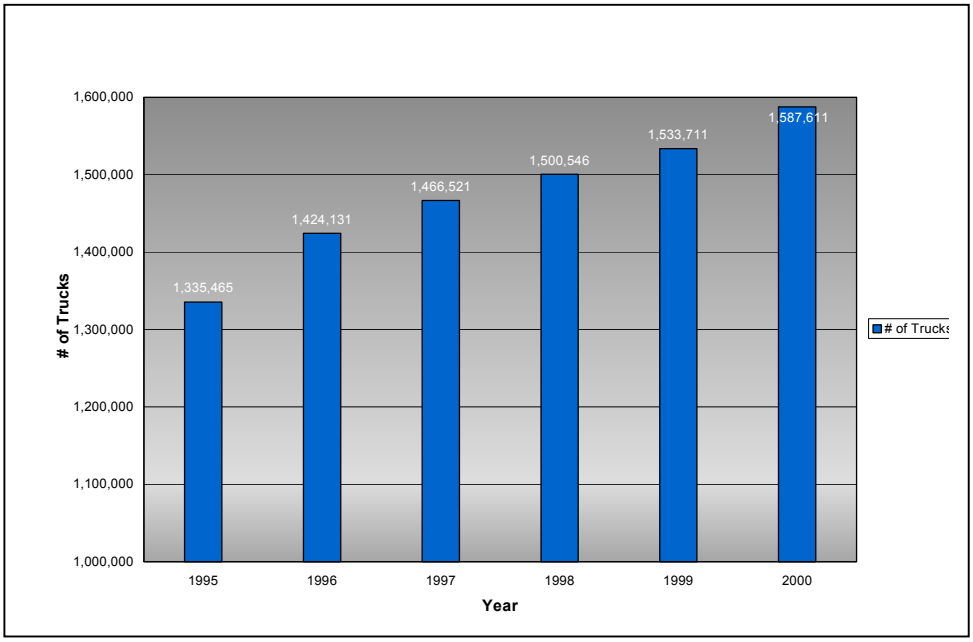
Since the 1970's, a relocation of Route 14 to the west of the City has been discussed. The 1978 NYSDOT study mentioned previously evaluated a bypass route proposed along a new section of roadway that would link the existing Route 14 with Pre-Emption Road (County Route #6). This route would shift Route 14 (south of the City) approximately two miles to the west as far north as Routes 5&20. From this point, Route 14 would overlap with Routes 5&20 east to Lake Street to connect with the north section of the corridor. Although this alignment solved several of the identified problems along the south portion of the corridor, this proposal was not approved by the City Council.

To the north of the City, a one-mile extension of Gambee Road westward to intersect Pre-Emption Road (County Route #6) has also been discussed, although no preliminary engineering studies have been completed. This route would shift through-truck traffic away from the Central Business District (CBD) and the lakefront.

Problems and issues generated by truck traffic similar to those in Geneva are being experienced in many communities throughout the U.S. and Canada. These problems continue to escalate as the number of trucks on the road and truck vehicle miles traveled have been, and are continuing to, increase annually. While there are several reasons for this increasing trend, the structural economic change to Just-In-Time distribution in the 1980's and the passing of the North American Free Trade Agreement (NAFTA) in 1994 are probably the two most important. These two actions have resulted in steady increases in truck numbers and utilization throughout the United States, Canada and Mexico.

As an example of this increase, *Figure 2* shows the number of semi-tractors registered nationally from 1995 to 2000. The tractor portion of a semi is the motorized unit that hauls the trailer, or trailers. In 1995, approximately 1.3 million tractors were registered in the U.S. By 2000, this number had increased to nearly 1.6 million, an increase of approximately 20% in just 5 years. Perhaps most importantly, the increase remained very steady over the six-year time period.

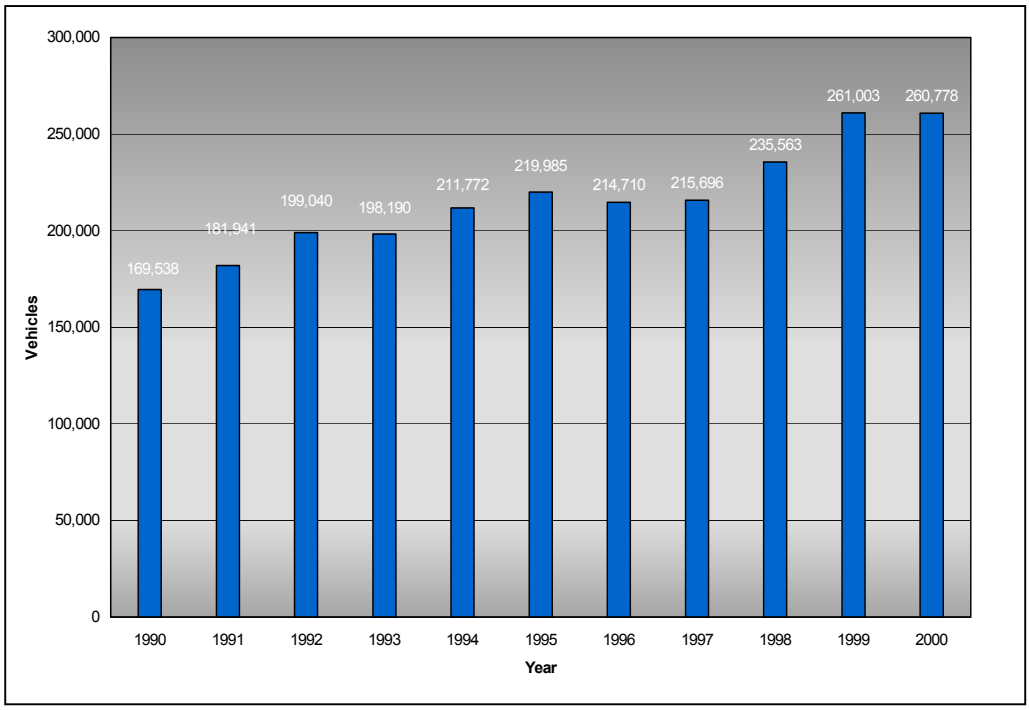
Figure 2: **Registered Semi-Tractors Nationwide – 1995 - 2000**



Focusing on Geneva, *Figure 3* shows the number of commercial vehicles exiting I-90 at Exit 42 during the same time period (1995 to 2000) and earlier (1990 to 1995). The New York State Thruway Authority (NYSTA) publishes annual volume data for all toll collection points. While entering vehicles are not broken into vehicle types, exiting vehicles are separated into passenger and commercial categories. Review of Figure 3 shows that the trends in and around Geneva have varied.

The 1990 to 1992 period shows increasing commercial vehicle volumes of approximately 8%. From 1992 to 1993, a slight reduction occurred, but from 1993 to 1995 the volumes continued to grow at an average 5% increase. The 1995 to 1997 period shows a decreasing or relatively flat period in commercial vehicle exits. By 1998, however, the trend changes as commercial vehicle exits increase by approximately 10% annually in both 1998 and 1999. Although the 2000 volume was slightly lower than 1999, Exit 42 at this time was supporting approximately 53% more exiting commercial vehicles than in 1990.

Figure 3: Commercial Vehicles Exiting the Thruway at Exit 42 – 1990 - 2000



The reasons for this upswing in 1998 and 1999 may be both local and regional in nature. The Guardian Glass facility in Geneva opened in late 1997, generating an increased volume of truck traffic both locally and on I-90. Other industries and commercial uses to the south in Dresden, Penn Yan and Watkins Glen may also have generated a portion of the increase. U.S. Salt purchased the Watkins Glen salt refinery in 1997. This facility is the second largest producer of consumer round salt cans in the U.S. Increased or

changing distribution patterns as a result of the change in ownership may have resulted in more trucks using Route 14 to and from I-90.

With the trends both nationally and locally showing a steady increase in annual truck usage, and all indications pointing to a continuation of this trend, it becomes apparent that the impacts of truck traffic on businesses and residents in communities located along major truck travel routes will continue to generate concern. In Geneva, the increasing volume of truck traffic along Route 14 impacts safety and quality of life along the entire corridor.

The focus of the first phase of this study was to identify these impacts. The following sections provide a summary of the data collection and analyses completed and the problems and issues raised. This base information helped lead the study team to develop a clear understanding of the problems and needs throughout the corridor.

FREIGHT TRAFFIC VOLUMES AND TRAVEL PATTERNS

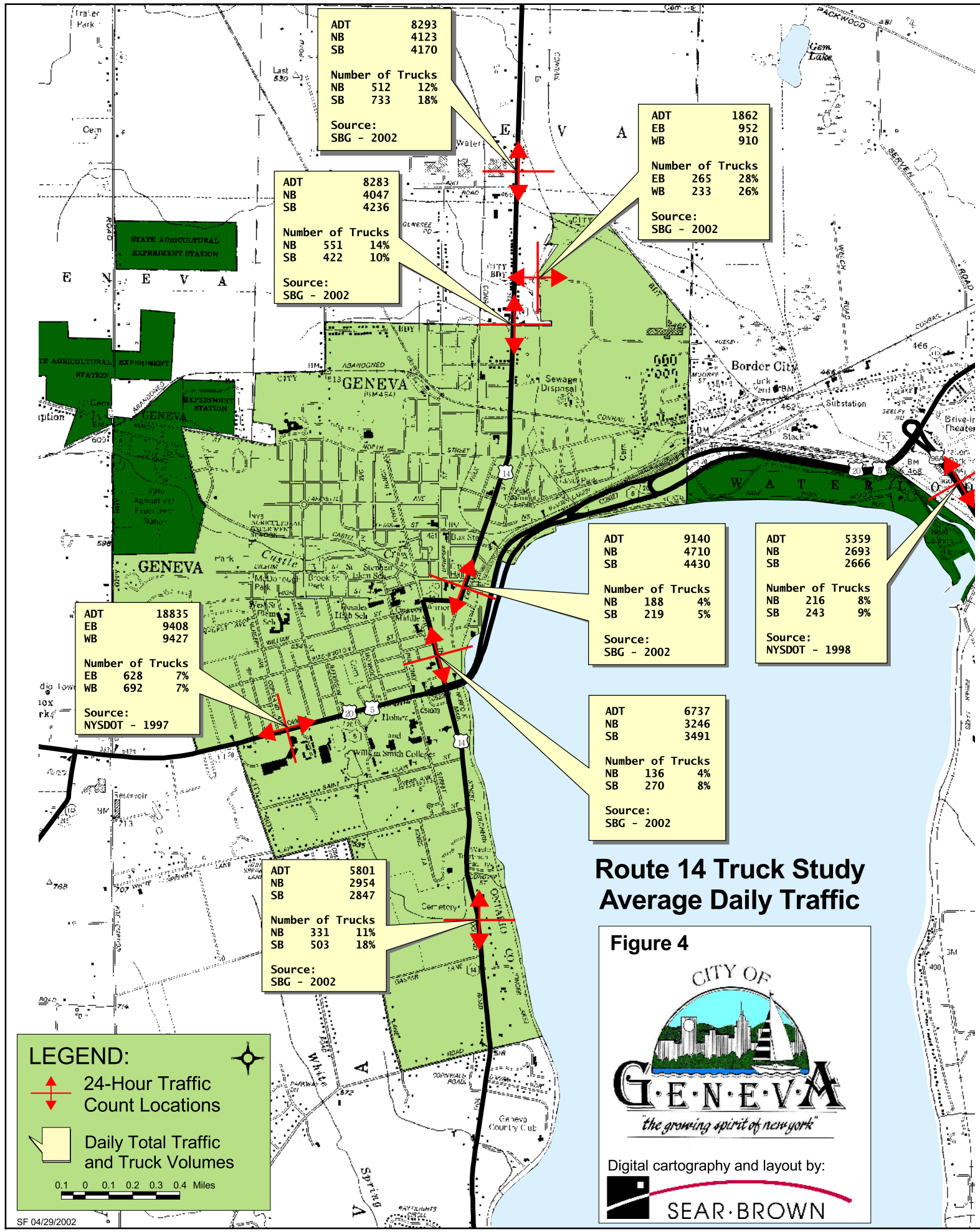
In light of the growing volumes and associated concerns, the first stages of the study were designed to provide new data on freight movements through the Town and City. This current data provided a basis for assessing the suitability of the existing travel route, analyzing alternative travel routes, and determining a logical set of alternative solutions designed to minimize the overall impacts of current and future truck volumes on local businesses, shippers, and residents.

2.1 Vehicle Classification Counts

Vehicle classification counts were conducted at six locations along Route 14 in the City and Town of Geneva. The locations were chosen both to determine the volume and percentage of truck traffic along different sections of the corridor and to gauge the utilization of existing commercial areas and truck routes. For example, the northernmost counts were conducted north of Gambee Road in the Town of Geneva with the next location south of Forge Avenue in the City. These two roadways feed into Geneva's largest industrial areas, so it was anticipated that the volume of trucks to the north and south of these roadways would vary as a good volume of trucks left Route 14 at these locations.

Along the Lochland Road/South Main Street section, counts were conducted both to the north and south of the Route 5 & 20 connection, in an effort to determine both the volume of trucks continuing to the south on Route 14 and the percentage of that volume that were traveling north and south to and from the downtown area north of Routes 5&20.

In addition to the counts collected in the field, the New York State Department of Transportation (NYSDOT) provided classification count data along Routes 5&20 and 96A that had been collected in 1997 and 1998. The field-collected and NYSDOT counts are summarized graphically on *Figure 4*.


ADT 8293
NB 4123
SB 4170
Number of Trucks
NB 512 12%
SB 733 18%
Source:
SBG - 2002
ADT 1862
EB 952
WB 910
Number of Trucks
EB 265 28%
WB 233 26%
Source:
SBG - 2002
ADT 8283
NB 4047
SB 4236
Number of Trucks
NB 551 14%
SB 422 10%
Source:
SBG - 2002
ADT 9140
NB 4710
SB 4430
Number of Trucks
NB 188 4%
SB 219 5%
Source:
SBG - 2002
ADT 5359
NB 2693
SB 2666
Number of Trucks
NB 216 8%
SB 243 9%
Source:
NYSDOT - 1998
ADT 18835
EB 9408
WB 9427
Number of Trucks
EB 628 7%
WB 692 7%
Source:
NYSDOT - 1997
ADT 6737
NB 3246
SB 3491
Number of Trucks
NB 136 4%
SB 270 8%
Source:
SBG - 2002
ADT 5801
NB 2954
SB 2847
Number of Trucks
NB 331 11%
SB 503 18%
Source:
SBG - 2002
LEGEND:
24-Hour Traffic Count Locations
Daily Total Traffic and Truck Volumes
0.1 0 0.1 0.2 0.3 0.4 Miles
SF 04/29/2002
Route 14 Truck Study
Average Daily Traffic
Figure 4
CITY OF
G·E·N·E·V·A
"the growing spirit of new york"
Digital cartography and layout by:
SEAR·BROWN

Review of *Figure 4* shows that the 24-hour volumes and percentages of truck traffic are quite high to the north and south of the City. At the northernmost count location, near Gambee Road, the southbound volume of 733 trucks represents 18% of the total daily southbound traffic volume. At the next location south on Route 14, approximately on the City boundary, the southbound volume drops substantially to 422 units, or approximately 10% of the total southbound volume. As expected, this difference reflects the influence of local industry located along both Gambee Road and Forge Avenue.

On the south side of Geneva, the count location furthest south on Lochland Road shows volumes and percentages of trucks at 331 (11%) northbound and 503 (18%) southbound. At the next location north, in the vicinity of Washington Street (north of Routes 5&20), the truck volumes and percentages drop-off substantially. This reduction in truck volume shows that the majority of trucks are entering the southern portion of the corridor from Routes 5&20 rather than passing through downtown Geneva on Route 14.

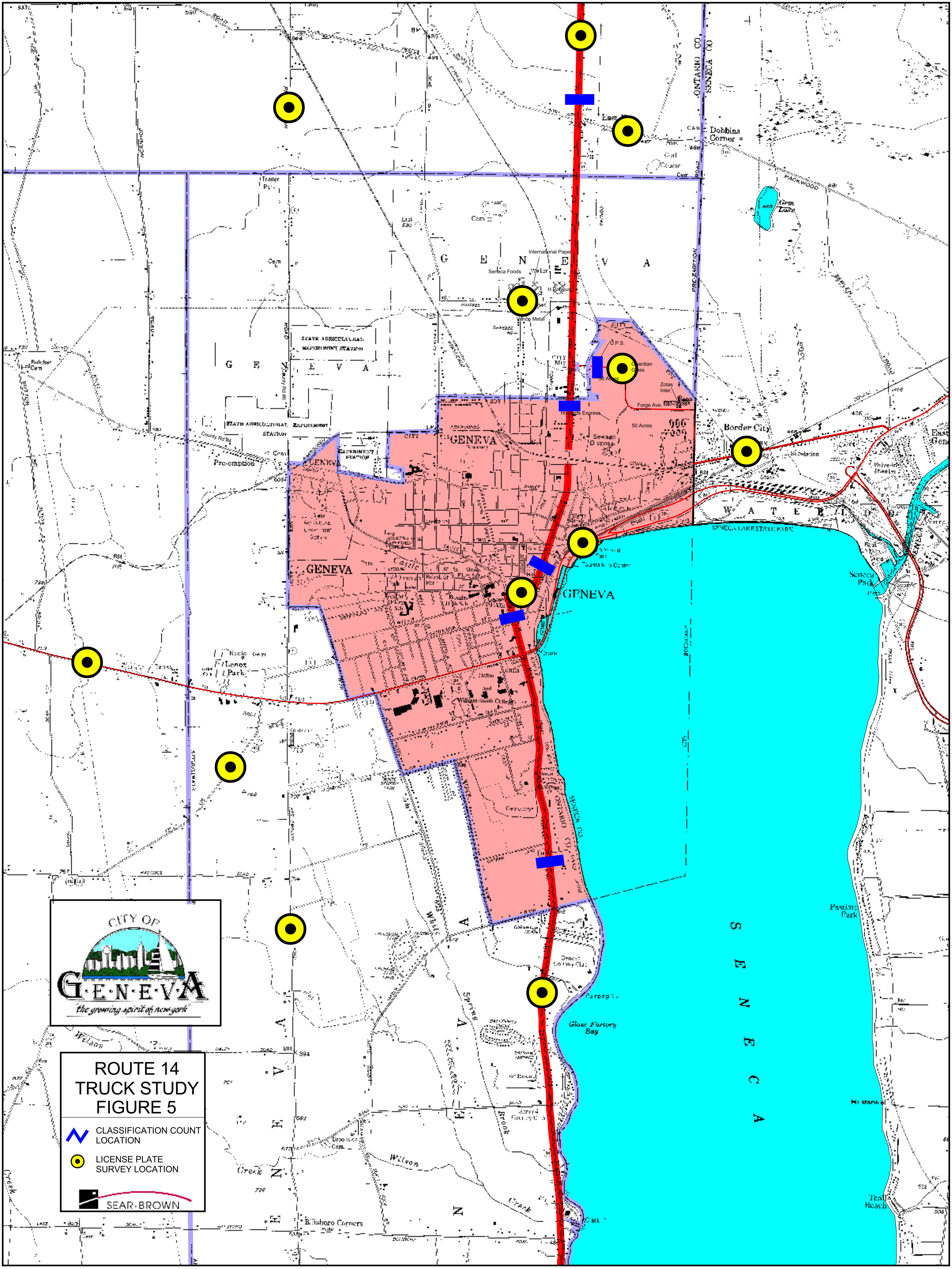
2.2 Truck License Plate Survey

In order to provide a clearer picture of the travel patterns trucks are using through the area, a truck license plate survey was conducted on Thursday, April 11th , 2002 from 3:00 PM to 5:00 PM. This survey was conducted at 12 entry/exit locations around the perimeter of the City, as shown on *Figure 5*.

The purpose of the license plate survey was to count the volume of truck traffic passing each of the primary entry/exit points and then determine the routes taken to continue through the study area. In addition, the volume of trucks passing straight through the City, and what routes the majority of these trucks take was also determined. The survey consisted of stationing either one or two people at each of the 12 locations from 3:00 PM until 5:00 PM. Each person noted the time, description, and license plate number of every truck that passed that location in either direction during the 2 - hour time period. Any vehicle larger than a pickup truck or sport utility vehicle (SUV) was considered a truck and was recorded. At the two busiest locations, Route 14 in the vicinity of Thruway Exit 42 and Routes 5&20 at the Wal-Mart site drive, two people were stationed, one for each direction. The data from each location was then compared to data from the other locations to find matches.

A summary of the survey is shown in Table 1. Four-hundred and thirty-nine (439) trucks were surveyed during the two-hour time period. The majority of these trucks (56%) were tractor-trailers with 26 of these hauling 53-foot trailers.

Ninety-five of these trucks were matched, or spotted at more than one location. Of these matched trucks, 67 (70%) were tractor-trailers and the majority (85%) appeared to be passing through Geneva. This determination was made based on the time between recorded sightings. Any truck spotted at two locations within a 30 minute time period was considered pass-through. In nearly all cases, these trucks were sighted at the second location within 15 minutes of the first sighting.


ROUTE 14
TRUCK STUDY
FIGURE 5
CLASSIFICATION COUNT LOCATION
LICENSE PLATE SURVEY LOCATION
SEAR-BROWN
CITY OF
GENEVA
the growing spirit of new york
International Paper
Seneca Foods
Vance Metal
U.P.S.
Guardian Glass
50 Acres
Zotas Inter.
Forge Ave.
Howards Express
50 Acres
GENEVA
Border City
WATERLOO
SENECA LAKE STATE PARK
William Smith College
Seneca Park
Pastime Park
Glass Factory Bay
Hi Bankel
Teall Beach
SENECA
Dobbins Corner
ONTARIO CO.
SENECA CO.
STATE AGRICULTURAL EXPERIMENT STATION
Lenox Park
Pre-emption
Billsboro Corners
County Rd 6
Wilson
Creek
Brook

The next step in the analysis was to determine the primary truck entry/exit routes and the volume of trucks using these access points. Review of the raw data showed that three entry/exit points (Route 14 north, Route 14 south and Routes 5&20 west) supported the majority of entering/exiting truck traffic. Given that the majority of trucks matched appeared to be passing through the Geneva area, tracking entering trucks through the study area provided the best method for determining the travel patterns used.

Table 1: License Plate Survey Summary

General Summary

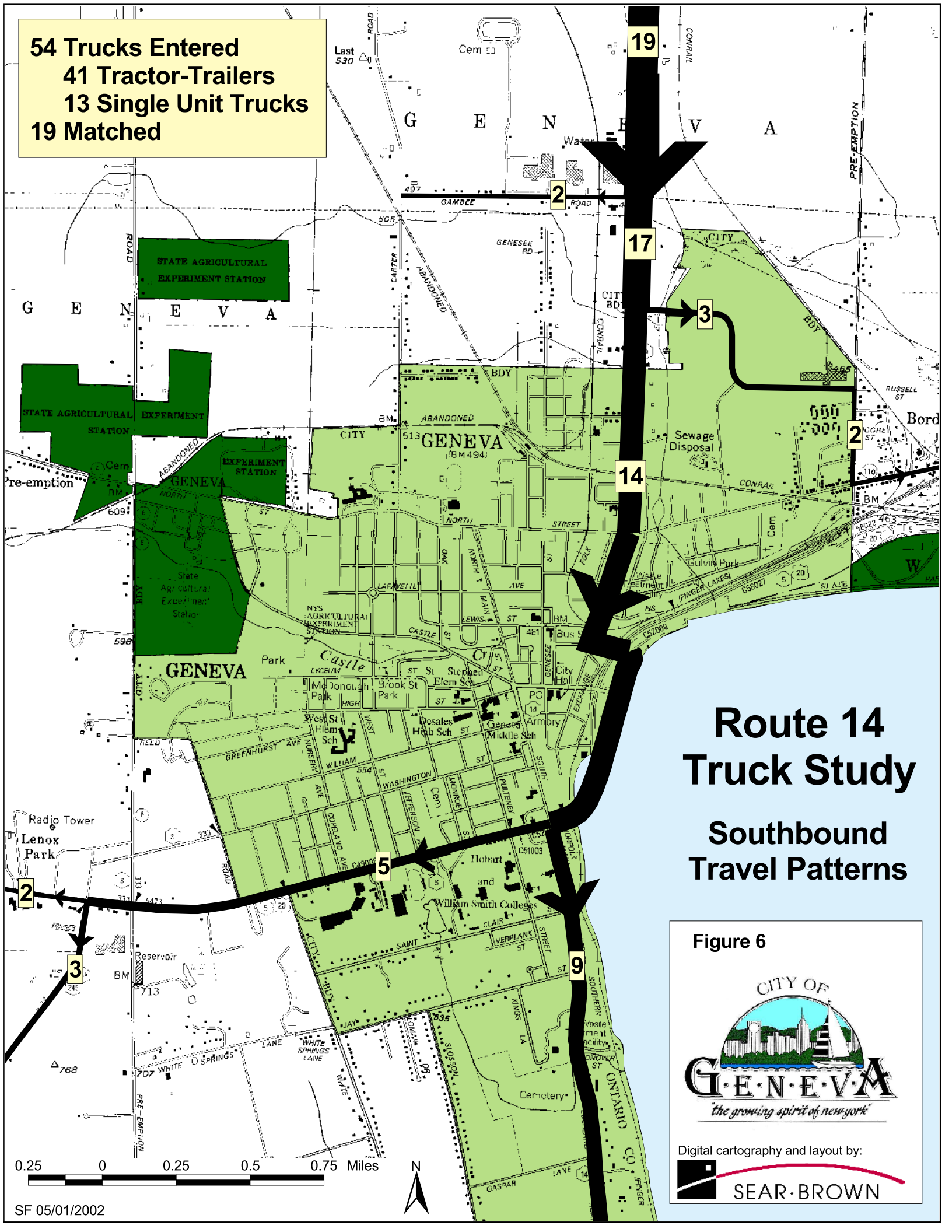
Total Number of Trucks Recorded:	**439**
Total Entering the City:	218
Total Leaving the City:	221
Single-Unit Trucks:	**193 (44%)**
Tractor-Trailers:	**246 (56%)**
53-foot Trailers:	**26 (11% of Recorded Tractor-Trailers)**

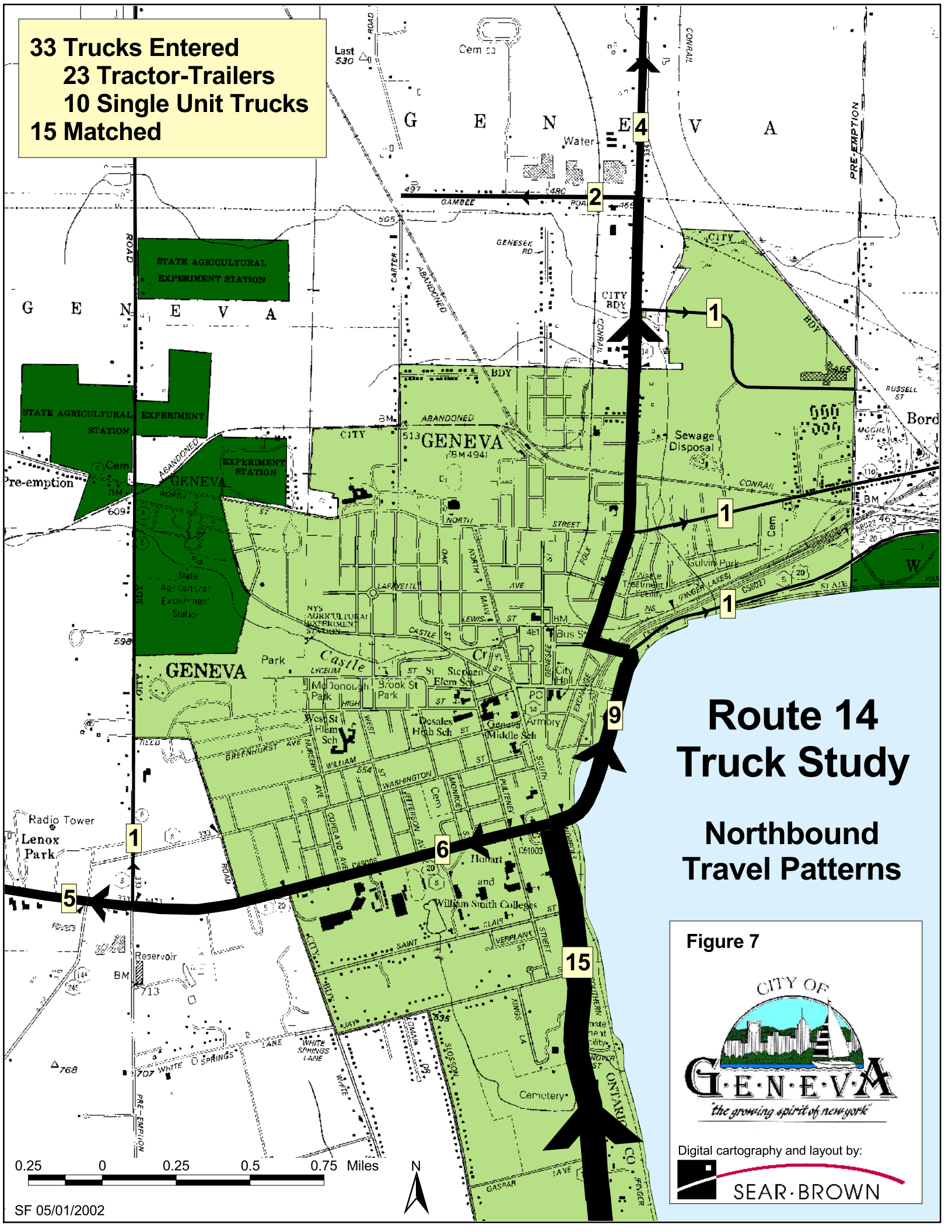
Total Number of Trucks Matched:	95
Number of Matched Trucks Stopping In Geneva:	14 (15% of Matched Total)
Number of Matched Trucks Passing Through Geneva:	81 (85% of Matched Total)

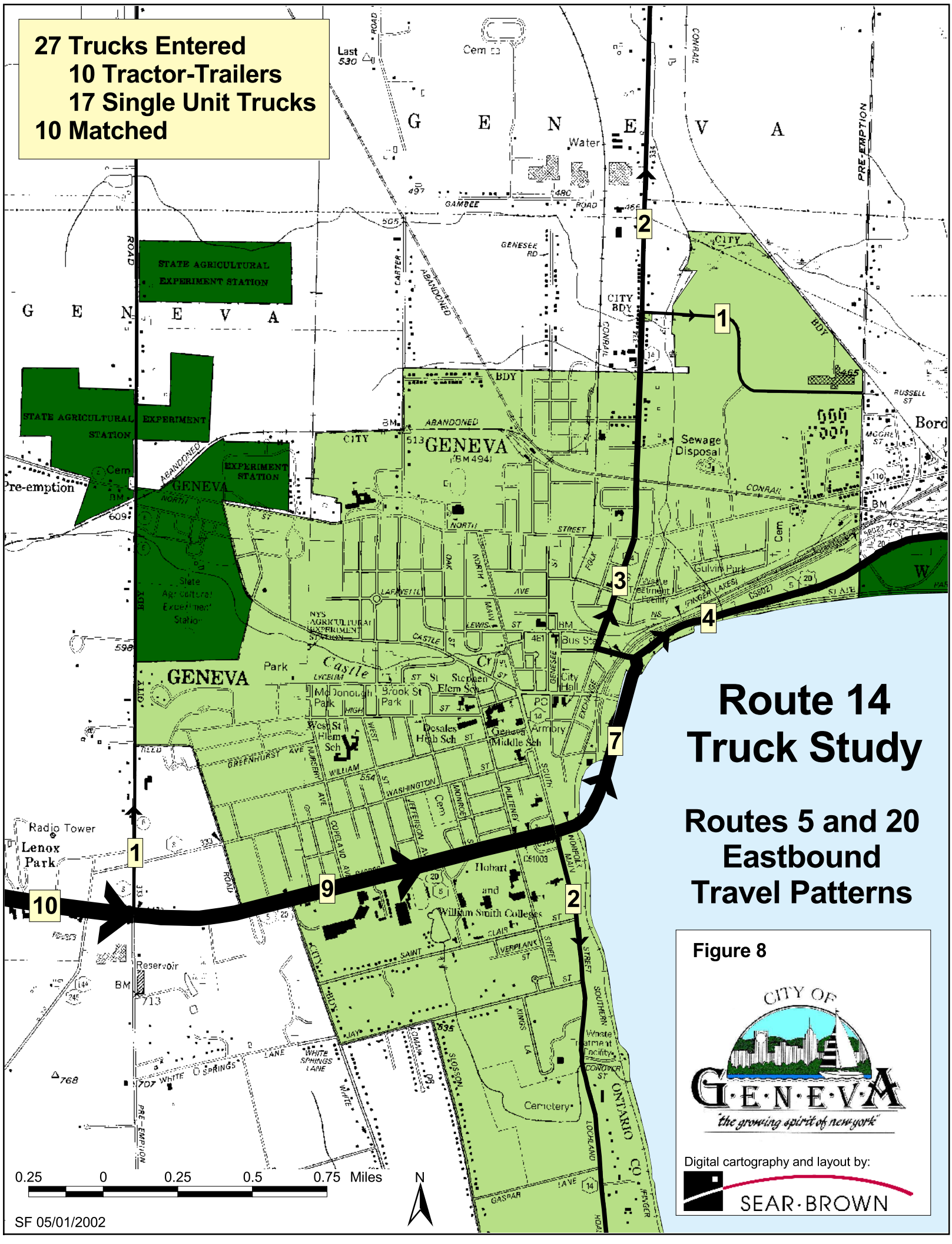
The most common travel patterns are displayed on *Figures 6 - 8*. *Figure 6* shows the pattern of trucks entering the study area on Route 14 north and traveling southbound into and through the City. Note that 41 of 54 entering trucks (75%) are tractor-trailers. Of the 19 matched trucks, five (approximately 25%) turned off in the industrial areas off Gambee Road and Forge Avenue while nine (approximately 50%) passed through the City and continuing southbound on Route 14 south.

Given the proximity of Geneva's industrial districts to the Thruway, it is not surprising that a good portion of these southbound trucks are entering these areas. The 50% pass-through trips continuing southbound verifies the interaction between the Thruway exit and points south and southwest of Geneva.

Figure 7 shows the patterns of trucks entering the City from the south on Route 14. Again, the majority (23 of 33 trucks or 70%) were tractor-trailers. Of the 15 matched trucks traveling this route, 10 (67%) were pass-through trips, although both Route 14 north and Routes 5&20 west were used as routes out of the study area. The high percentage of pass-through trips found is not surprising as there is no industry along this section of the corridor within the study area.


54 Trucks Entered
41 Tractor-Trailers
13 Single Unit Trucks
19 Matched
19
2
17
3
14
2
5
2
3
9
GENEVA
STATE AGRICULTURAL EXPERIMENT STATION
Route 14
Truck Study
Southbound
Travel Patterns
Figure 6
CITY OF GENEVA
the growing spirit of new york
Digital cartography and layout by:
SEAR-BROWN
0.25 0 0.25 0.5 0.75 Miles
N
SF 05/01/2002


33 Trucks Entered
23 Tractor-Trailers
10 Single Unit Trucks
15 Matched
Route 14
Truck Study
Northbound
Travel Patterns
Figure 7
CITY OF
GENEVA
the growing spirit of new york
Digital cartography and layout by:
SEAR-BROWN
0.25 0 0.25 0.5 0.75 Miles
N
SF 05/01/2002


27 Trucks Entered
10 Tractor-Trailers
17 Single Unit Trucks
10 Matched
Route 14
Truck Study
Routes 5 and 20
Eastbound
Travel Patterns
Figure 8
CITY OF
GENEVA
the growing spirit of new york
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0.25 0 0.25 0.5 0.75 Miles
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Figure 8 shows the patterns of travel for trucks that entered the study area from the west on Routes 5&20. In this case, single-unit trucks predominated, as only 10 of 27 trucks (37%) were tractor-trailers. Review shows that the pass-through pattern from the west is more dispersed, with trucks leaving the study area along both Route 14 north and south, as well as Routes 5&20 east toward Route 96A, Waterloo and Seneca Falls.

Overall, the license plate survey results verified the concern voiced by members of the Study Advisory Committee that a substantial percentage of the trucks traveling through Geneva at a given point in time are passing through the area rather than stopping to conduct business.

2.3 Major Shipper and Carrier Interviews

Interviews with six shipping/trucking firms were conducted to determine the type of products that are traveling through Geneva, the number of daily/weekly truckloads these firms typically generate, their use of 53-foot trailers and why they use Route 14. The SAC provided a list of twelve (12) manufacturing/shipping firms and two (2) trucking firms. In addition to these fourteen (14) firms, a third trucking firm was added to the list due to the recommendation of a manufacturer. In total, fifteen (15) firms were contacted by mail and asked if they would be willing to speak with us. Of the fifteen (15), six (6) agreed. A list of questions was developed and included with a cover letter. This packet was sent to each firm contact. Based on our initial conversations with each, it was decided that a mail-back survey form would best serve the purpose of obtaining the logistical information desired (the offer of sit-down interviews was rejected in most cases due to time constraints).

Overall, the six firms we talked with generate approximately 700 weekly shipments of consumer goods including salt, milk, vinegar, paper/plastic products, and office furniture. The majority of these shipments use Route 14 as this is the fastest and most convenient route to/from the NYS Thruway and Routes 17/86 to local origins/destinations in Ontario and Yates Counties. The following is a description of the six firms contacted and a summary of their operations in and around Geneva and their use of Route 14:

- **Silgan Containers**

Silgan Holdings Inc. is a leading North American manufacturer of consumer packing products with sales in excess of $1.9 billion in the year 2000. The company operates 59 manufacturing facilities in the U.S. and Canada. There primary products manufactured are metal and plastic containers. Silgan's metal food container division manufactures and sells steel and aluminum containers that are used primarily by processed food and pet food packers. The plastic container business manufactures custom designed containers for personal care and health products. A metal food containers manufactuirng facility is located in Lyons, NY and a plastic containers facility is located in Penn Yan, NY. The Penn Yan facility was surveyed as part of this interview process.

Silgan Plastics ships empty plastic bottles and jars throughout the contiguous U.S. and Canada. During an average week, 25 to 50 shipments are made with standard and 53-ft. trailers. None of the products shipped are classified as hazardous materials.

Route 14 is utilized to distribute from the facility in Penn Yan (via Route 54) and their warehouse in Geneva as this route provides the most direct link to I-90. Concern was expressed that 53-ft. trailers are getting ticketed on Route 14 and 14A south coming out of Geneva towards Penn Yan.

- **Wadhams International**

Wadhams International is a trucking company located in Phelps, NY. The company ships milk products, petroleum products, and general dry freight. Of these products, petroleum is classified as a hazardous material. The milk and petroleum products are shipped via tank trailers and the dry freight is hauled in 48-ft and 53-ft trailers. In an average week, 350 to 400 shipments are delivered. Destinations include Canandaigua Wine, Guardian Glass, Tenneo Packaging, all the Sencea Food Plants, Pepsi Bottling, and Nabisco. In addition, milk from 200-300 farms in the Finger Lakes Area is delivered. Route 14 is utilized by trucks due to the convenience it provides entering and exiting Geneva both north and south of the Town. Concern about proposed state legislation dealing with truck over-loads was expressed due to fears it may create difficulty delivering and picking up milk in all counties.

- **Roto Salt**

Roto Salt is located in Penn Yan, NY. Roto Salt can be divided into two divisions by the products they ship, salt products and cultured marble products (e.g. sinks). Neither of the products shipped within the divisions is considered hazardous materials. The cultured marble products division generally uses small delivery vans. The salt product division generally handles 10 or less shipments a week using brokered drivers to deliver their products. Shipments are typically made in 48-ft and 53-ft trailers. Route 14 is utilized due to its convenience in accessing I-90 (the company ships regularly to both Albany and Syracuse). No concerns were stated.

- **US Salt**

US Salt, located in Watkins Glen, NY, is a leading manufacturer of salt products for the food grade, water conditioning, agricultural, and pharmaceutical markets. The facility employs approximately 130 people and is also the second largest producer of consumer round cans in the United States. Salt in the forms mentioned above is transported to 11 states along the East Coast. Trailers ranging from 40-ft to 53-ft are utilized to complete approximately 225 deliveries per week. Route 14 is used since it travels directly into Watkins Glen from both the north and south, providing access to both I-90 and NY 17 (I-86).

None of the above products carry hazardous material designation. The firm has no concerns regarding operating conditions through the area.

- **CCN International**

CCN International is a manufacturer of wood office furniture located in Geneva. Finished products are shipped from the company to multiple areas within the U.S., Canada, and Mexico. Waste products from the staining process are also shipped out about once every six weeks. This shipment is considered hazardous material and is placarded accordingly. On average, 15 to 30 shipments occur a week with 48-ft and 53-ft trailers hauling the loads. Due to the convenient access Route 14 provides to I-90 and Route 14 south, truck drivers utilize Route 14 regularly.

- **Integrated Ingredients**

Integrated Ingredients is associated with Fleischmann's Vinegar, a division of Burns Philp Foods, Inc. Fleischmann's Vinegar is the leading manufacturer and marketer of industrial vinegar in North America. Burns Philp Vinegar was established in 1998 through the combination of the Industrial Vinegar Division of Burns Philp Food Ingredients and the Consumer Vinegar group of Specialty Brands. Burns Philp Vinegar consists of nine plants/distribution centers with headquarters in Santa Fe Springs, CA.

Fleischmann's Vinegar entered into the specialty vinegar business in 1990, with the acquisition of Waylon Foods, a cider vinegar operation in North Rose, NY. The North Rose plant continues to produce specialty vinegars along with two other plants located in Michigan and California.

Integrated Ingredients ships vinegar via tanker trucks or trailers loaded with 55-gallon drums. On occasion the trailers are 53-ft. On average, 50 plus deliveries a week are completed with shipments going throughout New York, and areas within the east and southeast United States. Route 14 is only used occasionally to reach the NYS Thruway. No concerns were stated.

Summary

Review of the responses showed that all of the firms utilize Route 14 to some degree. The reasons for using Route 14 were consistent in the fact that it is convenient and provides a direct route to local destinations and to I-90 and points south. All six firms also noted the use of 48-ft and 53-ft trailers. The average shipments per week range from 10 to 400 with delivery destinations ranging from local to continental.

Of the six firms, only two haul hazardous materials. Wadhams hauls petroleum products regularly while CCN International hauls residue from the staining/varnishing process approximately once a month.

Two firms expressed concerns about providing services within Ontario County. One is concerned about 53-ft trailers getting ticketed on Route 14 south of Geneva while the other is concerned with the shortage of overweight permits available within the state.

2.4 Hazardous Materials

In order to determine the type and volume of hazardous materials traveling through the study area, two steps were taken. First, a search of the U.S. Environmental Protection Agency (EPA) database was completed to determine if any hazardous material treatment, storage, or disposal facilities are present in the vicinity of Route 14 in Ontario County and other counties in the area of Geneva. The database revealed that there are no hazardous waste treatment, storage, or disposal facilities in the counties in the vicinity of Route 14.

The database did indicate that there are eight Large Quantity Generators (LQG) and one Small Quantity Generator (SQG) within the vicinity of Route 14. LQG of hazardous wastes are facilities that generate more than 1,000 kilograms of hazardous waste per month. SQG of hazardous wastes are facilities that generate more than 100 kilograms, but less than 1,000 kilograms of hazardous waste per month. The LQG and SQG in the vicinity of Route 14 are:

<u>Large Quantity Generators</u>

- Ontario County
  - Bastian Company, Geneva
  - CCN International, Inc., Geneva
  - Howards Express, Geneva
  - NYS Agricultural Experiment Station, Geneva
  - NYSEG Geneva Service Center
- Seneca County
  - Evans Chemetics – Waterloo
- Yates County
  - Transelco Division of Ferro Corporation – Dresden
- Schuyler County
  - Shepard Niles Crane & Hoist – Montour Falls

<u>Small Quantity Generators</u>

- Schuyler County
  - NYSEG Seneca Lake Compressor Station – Watkins Glen

Five additional generators were noted as being located on Route 14 in Geneva, as well. These generators were classified as “no handler information” or “conditionally exempt”. No handler information means that there is no information in the database on the facility and the type and amount of waste it generates. Conditionally exempt facilities are facilities that generate less than 100 kilograms per month. The generation of the waste is usually not a consistent process, meaning it could only occur once or twice a year. Generators falling into the “conditionally exempt” or “no handler information” categories in Geneva are:

- Atlantic Service Station
- Charles Freihofer Baking Co.
- Geneva Housing Authority
- NYSDEC Region 8
- Sunoco Service Station

The second step in determining the type and volume of hazardous materials traveling through the study area was to include questions concerning the type of products shipped in the major shippers/carrier interview process described in the previous section. The firms that completed the major shipper and carrier interviews were asked to identify the typical products they ship and the type and volume of products that require hazardous material classification. It is important to note that several common products shipped carry a hazardous material classification. As discussed by the SAC at the first project meeting in March, examples of these types of products include Coca-Cola Syrup, BIC Lighters and several grades of fertilizers.

The intent of the survey was to identify both the typical products that travel through Geneva and pose little threat or reason for concern, as well as higher risk materials associated with special treatment, storage or disposal facilities. The results of the survey revealed that two of the six response surveys noted carrying hazardous materials. The identified hazardous materials were petroleum products and waste from the wood staining process.

The regular shipment of petroleum products is common throughout the U.S. These products can include gasoline, motor/heating oils and propane. In most cases, the deliveries are local in nature as the shipments are destined for bulk plants, service stations, local industry and private homes. As noted, the waste from the wood staining process at CCN International requires a shipment of one truck approximately every six weeks. It is unclear where this trip terminates.

Based on the limited survey results, the hazardous materials traveling through the area appear to be either common products destined for local/regional delivery or infrequent loads of production by-products destined for special disposition sites. It does not appear that large volumes of hazardous waste or uncommon hazardous materials are passing through the Geneva area along Route 14.

ACCIDENT HISTORY AND ANALYSIS

3.1 Accidents Through The Route 14 Corridor

In order to gauge safety issues through the corridor, accident abstracts were obtained from the NYS Department of Motor Vehicles for the section of Route 14 from the southern limit of the Town of Geneva (in the vicinity of Kashong Road) to Route 96 in the Town of Phelps. These abstracts summarized all reportable accidents that occurred along this section between January 1998 and mid-2001.

A review of the data revealed that during the above time period, a total of 93 accidents occurred along this section of the Route 14 corridor. However, only five of these accidents involved trucks. In order to evaluate areas of accident clusters, the corridor was divided into five segments and the approximate location of each accident was recorded. Each segment, its location and total accidents are presented in Table 2.

The accident history through each of these segments is discussed below and is summarized on *Figure 9*.

Table 2
Segment Location and Total Accidents

Segment	Location	Total Accidents
Segment 1	Southern Town Line – Southern City Line	66
Segment 2	Southern City Line – Seneca and Exchange St.	1
Segment 3	Seneca and Exchange St. – North St.	8
Segment 4	North St. – Gambee Rd.	16
Segment 5	Gambee Rd. – NYS Rt. 96	2

Segment 1: *Southern Town of Geneva Line North to Southern City of Geneva Line*

The majority of the 93 total accidents on Route 14 occurred through this segment. Of the 66 segment accidents, 31 (47%) involved a collision with an animal and 15 (23%) involved a collision with a fixed object. Animal accidents are common on a wooded or rural two-lane road such as this section of the corridor. In addition, fixed object accidents are characteristic of a rural, two-lane roadway where the shoulders are narrow or nonexistent, and where utility poles, trees, embankments, and mailboxes are close to the pavement edge. The increased speed limit and vertical grade of the segment may also be contributing factors to these accidents, as are slippery roadway conditions during the winter months.

Seventeen accidents along the segment involved a collision with another vehicle. Injuries occurred in 18 of the total accidents and there was one fatality. The fatality occurred in the area between Turk Road and Country Club Road when a northbound vehicle collided with a southbound vehicle. During the study period, only one accident involving a truck

Route 14 Truck Study:

Accident Summary 1997 - 2000

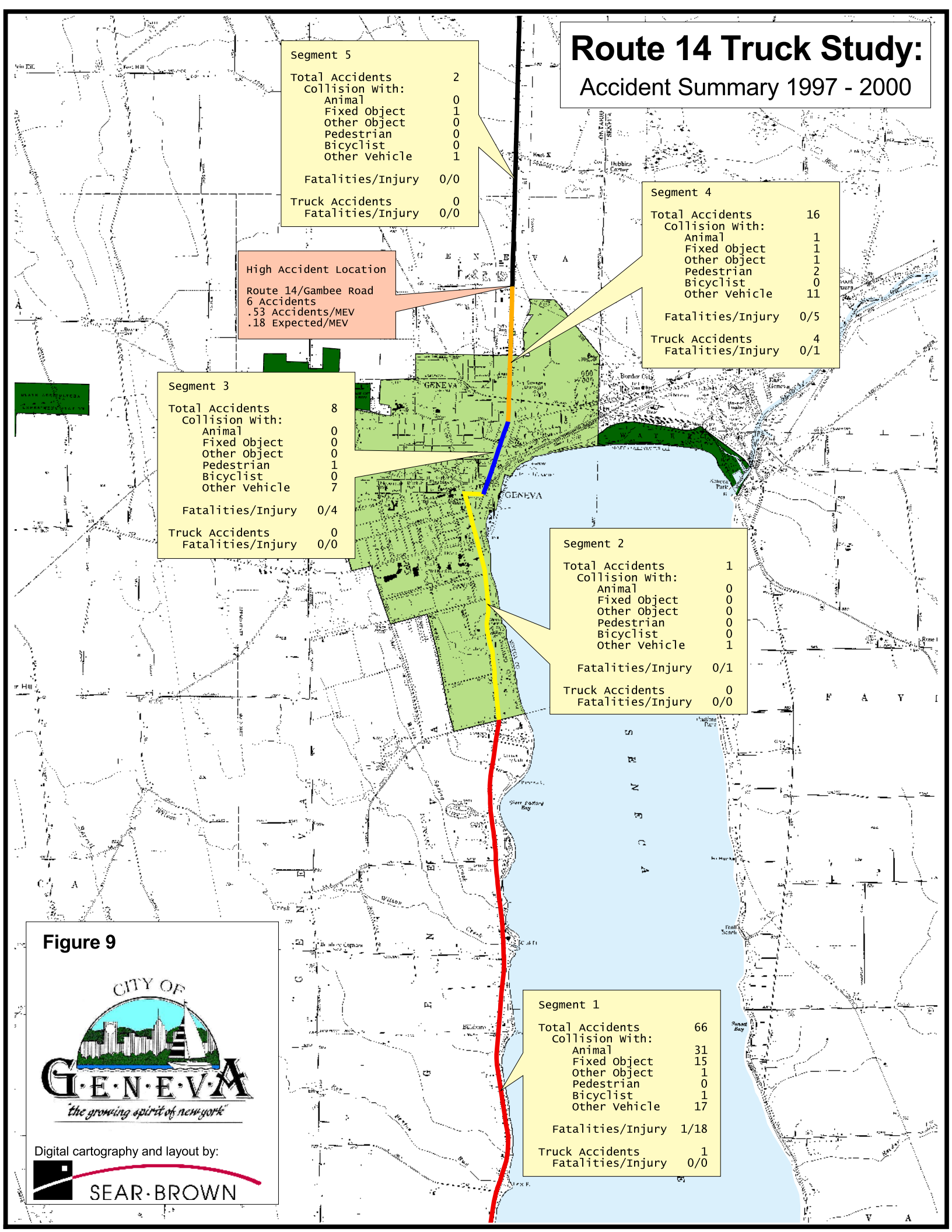

Figure 9

CITY OF GENEVA
"the growing spirit of new york"

Digital cartography and layout by:

SEAR·BROWN

occurred through Segment 1, with no injuries associated with this accident. In this case, a northbound truck was side-swiped by a southbound car whose driver crossed the centerline after apparently falling asleep or becoming ill.

Segment 2: *South City of Geneva Line North to Seneca/Exchange Intersection*
Only one accident occurred in this segment, which is within the City limits. The accident involved a collision with another vehicle and resulted in an injury. There was no truck involvement in the accident.

Segment 3: *Seneca/Exchange Intersection to North Street*
There were eight total accidents along this section in the City, half of which involved injuries. Seven of the accidents involved collisions with other vehicles and one accident involved a pedestrian. Again, no trucks were involved in the accidents.

Segment 4: *North Street to Gambee Road*
Segment 4, which extends beyond the City limit, had 16 accidents during the study period. Of these, two involved pedestrians and 11 involved collisions with other vehicles. Five of these accidents resulted in injuries. Along this segment, trucks were involved in 4 of the 16 accidents (25%), one of which resulted in injuries. In all four accidents, the truck involved was traveling southbound on Route 14.

Further review of the truck accidents show that two accidents were rear ends that involved vehicles traveling in the southbound direction. The third truck accident occurred when a pedestrian was struck by a southbound truck. The fourth involved a southbound vehicle that was struck by a truck that was backing onto Route 14 at the Gambee Road intersection.

Segment 5: *Gambee Road north to NYS Route 96*
Along Segment 5, which is beyond the City limits, two accidents occurred. Neither involved trucks nor were injuries reported.

Within each of the five segments, the accidents were reviewed to determine if they occurred at intersections within the segment. In general, the accidents did not cluster around intersections. The one exception occurred in Segment 4. Of the 16 total accidents along the segment, six occurred at the intersection of Route 14 and Gambee Road. Because of this identified cluster, the accident history was evaluated in more detail. An intersection accident rate was calculated and compared to the New York Statewide average accident rate for a similar type of intersection.

The accident rate at an intersection is the ratio of the number of accidents for every million vehicles entering the intersection. The accident rate is calculated based on the following formula:

$$\textbf{Intersection Accident Rate} = \frac{\textbf{\# Accidents x 1,000,000}}{\textbf{AADT x Days in Study Period}}$$

The accident rate at the intersection of Route 14 and Gambee Road was calculated to be 0.59 acc/MEV. This rate is above the statewide expected average of 0.18 acc/MEV for three-legged, sign controlled intersections. Of the six intersection accidents, five involved collisions with other vehicles and one involved a collision with a fixed object. Injuries were reported in one of the accidents and truck involvement also only occurred in one of the six accidents.

In order to further investigate conditions at the Route 14/Gambee Road intersection record plans were reviewed. The record plan review was undertaken to determine the turning radius on the northern curbline that supports the right-turn off of Route 14 and the pavement width of the eastern leg of the roadway. The record plans show a radius of 20-feet exists currently, along with a 6-foot gravel shoulder through the curved section. Travel lanes on Gambee Road are 11-foot wide with 4-foot gravel shoulders on the approach to the intersection.

Field observations of truck turning movements at this location indicate that the existing 20-foot radius is shorter than the NYSDOT recommends for the vehicle-type typically using the roadway, which has become a tractor-trailer with 40- to 53-foot long trailer. This condition can result in over-sized vehicles having difficulty negotiating the turn. If the pavement width of the roadway is insufficient for commercial vehicles as well, a large right-turning vehicle on Route 14 may often have to stop on the mainline roadway in instances where a second truck is approaching the intersection from the west or is stopped at the intersection on the Gambee Road approach.

Based on the review of accident data ranging from mid-1998 to mid-2001, it does not appear that trucks are causing significant safety problems through the study area. Only five reportable accidents involving trucks occurred along the corridor since 1998 and four of those involved southbound trucks traveling in the North Street to Gambee Road section of the corridor.

IDENTIFIED PROBLEMS AND ISSUES

At the initial Study Advisory Committee (SAC) meeting held in March 2002, all attendees were asked to identify the key problems and issues along the corridor as they perceived them. This discussion led to the development of an initial list of corridor problems and issues. With these issues in mind, a field review was conducted in mid-April, seeking to verify all issues raised at the March meeting, as well as identify additional problems focused more on roadway geometry and features availability.

The results of these two exercises are summarized in *Table 3*. Review of *Table 3* shows the corridor problems identified by category. These categories, Truck Traffic, Impacts on Hobart and William Smith Colleges, Downtown Concerns, Bypass/Truck Route, Safety and Other Problems represent the overall areas of concern and problems identified. The type of impact associated with each problem identified is also listed. These type-categories focus on safety, roadway features, structural, volume, speed and socio-

environmental effects. The corridor problems identified are primarily effecting safety and socio-environmental (quality of life) conditions.

4.1 Public Input

After determining the problems and issues apparent to members of the SAC and the study team, a public information meeting was held at the Smith Opera House in June, 2002. This meeting was scheduled in order to introduce the study team members, describe the project to the public and provide the attendees with an opportunity to provide their input concerning problems and issues that should be addressed by the study.

Approximately 75 people attended this meeting and the questions/comments portion of the meeting lasted well over one hour. The primary issue raised by the public at this meeting concerned the possibility of diverting through truck traffic away from South Main Street to County Road #6. This has been a controversial topic since first proposed in the 1970's and provided for much debate at this meeting. A record of this meeting is provided in the attached Appendices.

4.2 Refined Problems And Issues

Having reviewed the list of problems shown in Table 3, it became apparent that several are very general in nature and focus on larger regional issues that cannot be addressed by a study of this nature. The study team focused on narrowing the list to problems that had a direct impact on safety and quality of life in Geneva and could be reasonably addressed with viable alternative solutions. Working with the SAC, the following revised list of problems was developed:

Truck Traffic

- Roadways/intersections are not designed to handle 53-foot trailers.
- Trucks drive aggressively in early AM and late PM.
- Truck noise is substantial – use of "jake brakes" create additional noise.
- Northbound trucks on Route 14 south are missing/ignoring the truck route signs and continue north on Seneca St.
- Truck traffic at night is substantial and can be disruptive.

Table 3: Route 14 Refined Problem Matrix

Identified Problems	Safety	Roadway Features	Structural	Volume	Speed	Socio-Envr.
Truck Traffic						
1. Roadways are not designed to handle 53-foot trailers.	X	X				
2. Trucks are using 14/20 to avoid thruway tolls				X		
3. Truck traffic has increased due to NAFTA	X			X		
4. Trucks drive aggressively in early AM and late PM	X					X
5. Truck jake brakes create noise						X
6. Trucks are using 14 as a "through route"	X			X		
7. Northbound trucks on Rt. 14 South are missing/ignoring the truck route signs and continue north on Seneca St.				X		X
8. Truck traffic at night is substantial. Around 2:00AM volumes seem to increase as trucks destined for morning deliveries travel through the region.	X			X		X
9. Trucks carry hazardous cargo through the corridor.	X					X
Impacts on College						
1. Congestion and safety are problems along South Main St. in the vicinity of the College.	X			X		X
2. Truck traffic/noise compromises the charm and appearance of the College campus and residential area.						X
Downtown Concerns						
1. Truck traffic and limited crossing points on 5&20 make the downtown/lakefront connection difficult.						X
2. Speeds are too high on 5 & 20 in vicinity of downtown/lakefront connecting points.	X				X	X
Bypass/Truck Route Comments						
1 Bypass construction would have a negative affect on Geneva commerce, as all traffic may use it. Easy access to Geneva from any bypass route will be important						X
2. A bypass could negatively impact downtown business.			X			X
3. "Not in my backyard" reaction can be expected as no one wants additional truck traffic.						X
4. Trucks appear to be using County Rt. 6 as a bypass on the west side of town. Travel speeds are dangerous and safety is being compromised.	X			X	X	
Safety/Other Problems						
1. The Gambee Rd/Route 14 intersection is not designed to accommodate large trucks	X		X			
2. Longer turning radius needed at Lake Street/14 Intersection			X			
3. Ramps at 14/5&20 are not designed to accommodate large trucks	X	X	X			
4. Signing of the northbound speed zone on South 14 needs to be improved	X				X	

Impacts on College/Historic District

- Congestion and safety are problems along South Main St. in the vicinity of the College.
- Truck traffic/noise compromises the charm and appearance of the College campus and residential area and interferes with classroom operations.
- Truck traffic and parking interfere with the historic district along South Main St.

Downtown Concerns

- Truck traffic and limited crossing points on Route 5&20 make the downtown/lakefront connection difficult.
- Speeds are too high on Route 5&20 in vicinity of downtown/lakefront connecting points.
- Truck traffic adds to congestion in the vicinity of the Lake/Exchange intersection.

Town Concerns

- Trucks appear to be using County Rt. 6 as a bypass on the west side of town. Travel speeds are dangerous and safety is being compromised.

Safety/Other Problems

- The Gambee Rd/Route 14 intersection is not designed to accommodate large trucks, leading to turning difficulties and safety issues.
- Larger turning radii are needed at Lake Street/Route 14 intersection.
- Ramps at Route 14/5&20 are not designed to accommodate large (53-foot) trucks.
- Signing of the speed zone on south Route 14 needs to be improved.

POTENTIAL SOLUTIONS TO IDENTIFIED PROBLEMS AND ISSUES

Having clarified the problems and issues through the corridor, the next step was to develop a set of alternative solutions that would correct these problems and improve overall safety throughout the study area. Working with the Advisory Committee, a preliminary set of short and long term solutions were developed.

Short term solutions are either relatively inexpensive improvements, such as improved signing, that can be implemented quickly, or more expensive improvements that are recommended due to a substantiated need. In most cases, these improvements focus directly on improving safety deficiencies.

Long term solutions are generally larger, more expensive alternatives that will require further study and will need to be programmed through the regional Transportation Improvement Plan (TIP). These alternatives include access management, constructing new sections of roadway and implementing parking restrictions.

5.1 List Of Potential Solutions

The following presents the list of potential improvements developed by the SAC and refined over the course of the study based on public input.

SHORT TERM RECOMMENDATIONS

1. Adjust Speed Zone on South Route 14.
2a Lengthen Turning Radii for Southbound Right Turns onto Route 14 from the Route 5&20 Ramps (subsequently deleted; see discussion below)
2b. Enforce Existing Traffic Control Supporting the Right Turns onto Route 14 from the Route 5&20 Ramps
3. Enforce Existing Parking Regulations on Southbound Route 14 in the Vicinity of the Route 5&20 Ramps.
4. Install Specific Pedestrian Crossings on South Main Street – in the Vicinity of the Colleges.
5. Signalize the 5&20/Elizabeth Blackwell Intersection
6. Reduce the Speed Limit on Routes 5&20 from the Route 14 Overpass East to Lake Street.
7. Lengthen Turning Radius on Northeast Corner of the Route 14/Lake Street Intersection, Improving the Westbound Right Turns onto Route 14 from Lake Street.
8. Improve the Route 14/Gambee Road intersection.
9. Restrict the Use of Jake Brakes within the City Limits
10. Improve Truck Routing Signs on both South Route 14 and Route 5&20
11. Increase Enforcement of Truck Travel Speed, Illegal Truck Turning Movements and Unsafe Nighttime Operations

RECOMMENDATIONS FOR LONG TERM IMPROVEMENT

- Restrict Parking on the East Side of Route 14 and provide alternate traffic calming measures – 5&20 Cloverleaves South to the Cemetery.
- Consolidate Site Access on Route 14 from North Street to Gambee Road.
- Extend Pre-Emption Street (Co. Road #5) from North Street Across the Railroad Tracks to Route 5&20.
- Designate the Forge/Pre-Emption/Border City Road Corridor as a Two-Way Truck Route.
- Continue to Study the Impacts of Implementing an Alternate Truck Route South of Routes 5&20 Utilizing Existing Roadway Corridors Where Possible.

5.2 Evaluation Of Potential Solutions

An evaluation process focused on estimating the impact of implementing the potential alternatives within the community was developed to assess each alternative. Each alternative developed was examined at a planning level to determine its effect on eleven key areas of concern within the community, as developed by the SAC. These eleven key areas, or evaluation criteria are as follows:

- Safety
- Community Acceptance
- Environmental Effects
- Agricultural/Open Space Effects
- Historical/Architectural/Cultural Effects
- Tourism Effects
- Construction Costs
- Maintenance Costs
- Trucking Industry Effects
- Other Industry Effects
- Central Business District Effects

The criteria developed focus on overall safety within the community, quality of life issues, maintaining economic vitality and cost. No attempt to weight certain variables for the purpose of establishing an impact ranking was made at this time. A simple single-step evaluation, assigning either benefit or cost, was considered sufficient to clearly exemplify the effects of implementing each alternative.

With SAC input, the evaluation was performed to determine the assignment of a benefit or impact under each criteria heading for each potential alternative. In some cases, the potential effect was determined to be "unknown at this time", "not applicable", or that there would be "no impact". These factors were also considered in the evaluation of each alternative.

The results of the evaluation exercise are summarized in *Table 4*. Review of *Table 4* shows that a majority of the short term improvements listed will provide benefits to safety, environmental effects, tourism, industry impacts, CBD impacts, agriculture and should be acceptable to the public. The greatest areas of impact are in the construction and maintenance cost categories and on the trucking industry. Overall, from a planning standpoint, the benefits of implementing the majority of these improvements readily outweigh the costs.

TABLE 4:
DRAFT EVALUATION MATRIX
ROUTE 14 TRUCK STUDY
POSSIBLE SOLUTIONS

+	*Benefit*	--	*Impact*
	No Impact/Not Applicable	?	*Unknown*

Possible Solution	Safety	Comm Accept	Environ. Effects	Hist/Arch Cultural	Tourism Impacts	Construction Costs	Mainten. Costs	Trucking Impacts	Industry Impacts	CBD Impacts	Agriculture/ Open Space
Short Term Improvements											
1. Adjust NB speed zone on South 14	+	+	+								
2. Lengthen turning radii for SB right turns onto 14	+	?		--		--		+	+		
from the 5&20 ramps											
3. Enforce existing parking regulations on SB 14 in the	+	+						+			
vicinity of the 5&20 ramps											
4. Restrict the use of jake brakes in the city	--	+	+					--			
5. Improve truck routing signs on north and south 14	+	+						+	+	+	
6. Install specific pedestrian crossings on south Main St.	+	+		?	+				+		
7. Signalize the 5&20/Elizabeth Blackwell intersection	?	?			+	--		--	+	+	+
8. Lower speed limit on 5&20 from 14 east to Lake St.	+	+			+			--	+	+	+
9. Lengthen turning radii for WB right turns onto 14 from	+	+				--		+		+	
Lake St.											
10. Improve the Gambee/14 intersection	+	+	+			--		+	+		+
11. Increase enforcement on 14 and Co. Rte. #6	+	+	+	+	+		--	--	?	+	+
- Speed on 14 and Co. Rte. #6											
- Noise ordinance violations in City											
- Truck turns/unsafe operations at night											
Long Term Improvements											
1. Consolidate site access on 14 from North to Gambee	+	+	+	+	+	--		+	?	+	
2. Extend Pre-Emption Street South across R.R. to 5 & 20	?	+	?			--	--	+	+	+	
3. Restrict Parking on east side of 14 and provide alternate	?	?			?			+	--		
traffic calming measures - cemetery to cloverleafs											
4. Designate existing Forge/Pre-Emption/Border City EB	?	?	+				--	--		+	
truck bypass as a primary two-way truck route.											

5.3 Evaluation of the Proposed Alternate Truck Route Utilizing County Road #6

As discussed previously, the proposed routing of commercial vehicles to County Road #6 has been discussed extensively prior to and during this study process. In order to make a recommendation regarding this proposed route, the study team first needed to develop a method to evaluate this proposal that would clearly reflect the potential effects that implementing a bypass of this nature would have throughout the Geneva area. It was quickly determined that the simple method devised for evaluating other alternative solutions would not be sufficient.

Given that the effects of routing commercial vehicles away from South Main Street would have major impacts throughout the Geneva area, the study team developed an evaluation method that would measure anticipated effects in three different geographic sections of the City and Town, considered impact areas:

- Effects South of Route 5&20
- Effects on/along Route 5&20
- Effects North of Route 5&20

Within each of these three impact areas, several potentially impacted sub-areas were then considered, generally, within the Town of Geneva, City of Geneva and the Surrounding Area. These sub-areas varied within each of the three impact areas. In order to clearly understand this process, and to simplify determining effects, a matrix was developed cross-referencing evaluation criteria with each impact area and related sub-area. This matrix was then distributed to the SAC for review.

In July 2002, the SAC was convened solely for the purpose of reviewing and completing the evaluation matrix. The completed matrix is shown *Table 1A* in *Appendix A*. Review of the matrix shows that the anticipated effects of routing trucks to County Road #6 will vary substantially in regard to the evaluation criteria chosen and in different sections of the City and Town. As an example, safety effects, shown in the first colored column, are considered benefits (blue boxes) in areas where truck traffic will diminish (South Main Street and along Route 14 south of the City), but are definite impacts (red boxes) in areas where truck traffic will increase (in the Town of Geneva west of Route 14, along County Road #6, and along sections of Route 5&20 both west of the City and east of the City).

In an effort to simplify the results of this evaluation, the results generated in the original matrix were then reorganized to better show the impacts of shifting trucks to County Road #6 on the different sections of the City and Town. This reorganized matrix is shown on *Table 5*. Here, the geographic pattern of benefits/impacts shows up much more clearly. In short, the areas in the City and Town where trucks will be removed (Route 14 South, South Main Street, Lake Street at and north of Exchange) will benefit substantially

Table 5: Impacts of Proposed Truck Bypass Route by Location

while the areas where truck traffic will be directed to (north, south and along Route 5&20) will be impacted substantially.

Overall, the evaluation shows that routing trucks to County Road #6 south of Route 5&20 will result in areas of substantial benefit and areas of substantial impact. Based on this, the SAC could not reach a consensus in recommending approval of this alternative truck route at this time.

5.4 Public Response

Having evaluated the alternatives, the SAC then developed a preliminary set of recommendations for presentation to the public in order to receive community input and ensure that the recommendations of this study met public approval. A second public meeting was held on the evening of December 3, 2002 at the North Street Elementary School Auditorium. At this meeting, the public was provided an update of the study process, were presented with the preliminary recommendations and had ample opportunity to voice their feelings.

At this meeting, the public voiced considerable concern with alternative # 2A - Lengthen *Turning Radii for Southbound Right Turns onto Route 14 from the Route 5&20 Ramps.* Those in attendance felt that widening this intersection would create a variety of problems, including making pedestrian movements difficult, infringing on historic properties and making operations through these intersections easier for trucks, which could lead to increased speeds through the intersections and impacts on safety in the immediate areas.

Based on this input, the Committee decided to eliminate this alternative from consideration, recommending alternative # 2B - *Enforce Existing Traffic Control Supporting the Right Turns onto Route 14 from the Route 5&20 Ramps.* By focusing on enforcement rather than improvement of the roadway facility, this improvement is considered equally effective yet less obtrusive.

Minutes of this public meeting are included in the attached project Appendix. Following this meeting, both COGS and the Town of Geneva engaged residents in letter writing campaigns showing support for implementation of alternatives that they each feel are important. As of the deadline of January 10, 2003, over 100 letters, e-mails and completed project comment forms have been received. Each of these has been copied and are also included in the attached *Appendix B*.

RECOMMENDATIONS

The following is the list of study area improvements that the SAC feels will address the needs and deficiencies discussed previously. Planning level costs or cost ranges have been developed for each alternative. Ranges are used in cases where specific layouts or design options have not been determined at this time.

The following presents the list of improvements under consideration.

6.1 SHORT TERM IMPROVEMENTS

Route 14 South – Town of Geneva:

1. Adjust Speed Zone on South Route 14.

Traveling northbound on Route 14, the current posted speed limit transitions from 55 mph in the Town of Geneva to 35 mph in the vicinity of the Geneva Country Club. This area has seen continued development over the past ten years resulting in numerous private and commercial site driveways in an area where the roadway has both horizontal and vertical curves. It is also anticipated that Wagner Wineries will be constructing a facility accessing Route 14 in this area.

Portions of this section of Route 14 have seen the most accidents along the corridor over the last three years, including high numbers of animal hits and single-vehicle accidents, typically vehicles going off the roadway and striking fixed objects. Of the multi-vehicle accidents through this section, all involved vehicles turning onto Route 14 from local roads or private driveways.

A transition speed zone of 40 - 45 mph is recommended, beginning approximately ½ to 1-mile south of the current 35 mph location in order to slow drivers down as they approach the developing area and the City limits. This extended speed transition zone would be similar to that implemented on the north side of the City.

Setting speed limits along the corridor outside of the City limits falls under the jurisdiction of NYSDOT. As required, the Town of Geneva submitted a request in September, 2002 to NYSDOT to review the suitability of current posted speed limits.

Cost: $700.00 – $2,100 ($350 per sign and post).

Responsibility: NYSDOT

Route 14 South – City of Geneva (South Main Street):

2. *Enforce Violations of Existing Traffic Controls Supporting Southbound Right Turns onto Route 14 from the Route 5&20 Ramps. Disregard for the Existing Stop Signs is Leading to Turning Trucks Crossing the Center Line*

Public comments and field observations have shown that trucks turning right off the 5&20 ramps onto southbound Route 14 routinely encroach into the northbound travel lane, creating a safety hazard. Field observations and review of highway record plans show that the existing intersection design is adequate to support these turning movements, provided that vehicles come to a complete stop and proceed with caution.

The issue appears to be that a high number of trucks (and cars, as well) are not coming to a complete stop and are proceeding through the intersections too quickly, resulting in wide turns that cause large vehicles to encroach on the northbound travel lanes. Enforcing the traffic control at these intersections will both cut down on incidents involving trucks crossing into the northbound travel lane and "get the word out" to the driving public that violations at these locations will not be tolerated.

Cost: Undetermined at this time.

Responsibility: City of Geneva

3. *Enforce Existing Parking Regulations on Southbound Route 14 in the Vicinity of the Route 5&20 Ramps.*

Observations have shown that parked vehicles on the west side of Route 14 in the vicinity of the 5&20 ramps also interfere with truck turning movements off of the ramps, sometime forcing the trucks to swing wide into the opposing lane. Currently, parking is restricted 100 feet south of the intersections. Increased enforcement of this parking restriction will "get the message out" that this is not an area where parking will be allowed.

Cost: There should be minimal costs associated with increasing enforcement in this area.

Responsibility: City of Geneva

4. *Install Specific Pedestrian Crossings on South Main Street – in the Vicinity of the Colleges; Evaluate Other Traffic Calming Measures in this Section of the Corridor.*

In order to encourage pedestrians to cross the roadway at specific locations in the vicinity of the Colleges, it is recommended that improved pedestrian crossings be installed. The crossing design, type of signing and exact locations have not been determined at this point. The City and Colleges will work together in determining the type and most suitable locations.

It has been noted that highly visible, enhanced pedestrian crossings also function as traffic calming devices, addressing the need to slow traffic down in this section of the corridor. It is also recommended that other traffic calming measures be evaluated in the vicinity of the Colleges.

Cost: $1,500 - $12,000 per pedestrian crossing location depending on treatment option. Options could range from simple pavement striping to decorative stamped concrete.

Responsibility: City of Geneva (NYSDOT will verify)

Routes 5 & 20 – City of Geneva:

5. Signalize the 5&20/Elizabeth Blackwell Intersection.

In an effort to improve pedestrian access between the CBD and the lakefront as well as improve overall traffic operations, it is recommended that the City request NYSDOT to perform a signal warrant study at this location. Development in this area is ongoing, adding a significant volume of traffic to the side streets during the peak travel periods. This location could also support a significant volume of pedestrian traffic. In addition to signalization, ancillary pedestrian improvements including sidewalks, crossings and curb cuts will be required.

The NYSDOT will review this option upon receiving a formal request from the City of Geneva.

Cost: $100,000 – $150,000

Responsibility: NYSDOT

6. Reduce the Speed Limit on Routes 5&20 from the Route 14 Overpass East to Just East of Lake Street.

Again, in an effort to improve pedestrian access and safety between the CBD and the lakefront, it is recommended that the posted speed limit through this section of Geneva be reduced from 45 mph to 35mph. Given the current travel speed, truck and overall traffic volumes, plus the width of the roadway, crossing 5&20 at either Lake Street or Castle Street can be very difficult. A lower travel speed will allow drivers to become more cognizant of their surroundings and respond better to pedestrian movements.

Again, setting speed limits along the corridor falls under the jurisdiction of NYSDOT who will review the suitability of current posted speed limits if formally requested.

Cost: $1,500 - $2,500 ($200 - $350 per sign)

Responsibility: NYSDOT (Upon request by the City of Geneva)

Route 14 North - City of Geneva:

7. Lengthen Turning Radius on Northeast Corner of the Route 14/Lake Street Intersection, Improving the Westbound Right Turns onto Route 14 from Lake Street.

It has been noted by the Advisory Committee, and verified through field observations, that the right turning movement from Lake Street to northbound Exchange Street can be very difficult for trucks due to the existing turning radius. In fact, if vehicles are occupying the southbound left-turn lane, trucks often have to wait for that lane to clear before continuing. Given the volume of trucks making this movement, it is recommended that the curb line on the northeast corner be reconstructed to provide a turning radius appropriate to support a tractor-trailer with a 53-foot trailer. NYSDOT recommends a 34-foot turning radius, at a minimum, for driveways and intersections supporting significant volumes of commercial vehicle turning movements.

Cost: $10,000 - $15,000. The cost of acquiring additional right-of-way (if necessary) is not included.

Responsibility: NYSDOT/City of Geneva

Route 14 North - Town of Geneva:

8. Improve the Route 14/Gambee Road intersection.

Based on field observations and the review of accidents through the corridor, the existing geometry at the Route 14/Gambee Road intersection is inadequate for supporting the existing volume of truck turning movements. Current conditions often result in traffic coming to a complete stop on Route 14, as a southbound right-turning commercial vehicle cannot proceed if an eastbound vehicle is waiting at the intersection to turn left onto Route 14. The following is recommended:

- Widen and re-stripe the Gambee Road approach to the intersection resulting in a three-lane section providing separate eastbound left and right-turning lanes and a widened single westbound through-lane featuring a longer turning radius on the northwest corner to support the southbound right-turning movement.

- Request NYSDOT to perform a signal warrant study at this location as the volume of traffic traveling on Gambee Road includes a high percentage of commercial vehicles and is expected to increase as further commercial development occurs (In the near future, the Geneva Public School District's bus storage and maintenance facility is expected to be located on Gambee Road).

The Town of Geneva is responsible for requesting NYSDOT to perform the signal warrant study.

Cost: $400,000 - $600,000 includes installation of pavement loop detectors and underground wiring for future signalization**.** The cost of acquiring additional right-of-way (if necessary) is not included.

Responsibility: NYSDOT

Corridor-Wide/Multiple Locations:

9. Restrict the Use of Jake Brakes within the City Limits

Noise associated with trucks traveling through the corridor has been an area of concern discussed at several SAC meetings, as well as the first public meeting. All agree that the sound of truck engines, brakes and road noise/vibrations have a negative impact on the surrounding area. It is recommended that the City explore their options in applying their existing noise ordinance in a manner that would affect commercial trucks. One area where this ordinance could be effective is in prohibiting the use of jake brakes within the City limits. Restricting the use of jake brakes within the City would require state legislation and it is recommended that the City look into requesting this legislation.

The specifics of this recommendation will require further study, including the type of state approvals necessary. However, it has been suggested that prohibiting the use of jake brakes could be an effective way of minimizing truck noise. It is also possible that commercial drivers will operate more cautiously through the City knowing that their jake brake has been turned off.

Cost: $3,500 - $5,000 (10 – 15 signs)

Responsibility: City of Geneva, New York State Legislature

10. Improve Truck Routing Signs on both South Route 14 and Route 5&20

Truck routing signs are located in the vicinity of the Route 5&20 ramps on South Main Street, in the vicinity of the Lake Street connector near downtown, and on the approach to Forge Avenue on the north side of the City. These signs direct trucks to the various turning movements necessary to follow the designated truck route around the CBD. It has been noted that through trucks regularly end up in the CBD, particularly coming from the south, and improved signing should help to alleviate this problem.

Larger, more visible signs will help to alert truck drivers unfamiliar with the area to the correct routes. Installation is recommended on the South Main Street section of the corridor, where traffic conditions require a driver's full attention and in the vicinity of the Lake Street connector. Truck routing signs along the north side truck route and on the north Route 14 approach to Forge Avenue appear sufficient at this time.

Cost: $3,000 – $7,500 (depending on number of signs and post assembly type)

Responsibility: NYSDOT (request submitted by City of Geneva)

11. Increase Enforcement of Travel Speed, Illegal Turning Movements and Unsafe Nighttime Operations

Throughout the information-gathering portion of this study, reference has been made to high travel speeds on both Route 14 and County Road #6, and illegal turning movements in and around the ramps to Route 5&20. While most of the references made concern truck traffic, it is recognized that all types of traffic are involved. The SAC agrees that these conditions create significant safety issues throughout the study area.

Implementing a longer speed transition zone on south Route 14 and installing improved pedestrian crossings in the vicinity of the Colleges should help in reducing travel speeds on the south section of the corridor. In other sections and along other frequently traveled routes like County Road #6, increased enforcement is recommended to remind drivers traveling through the area that unsafe travel speeds and reckless operations will not be allowed.

In addition, enforcement of recommended reduced travel speeds on South Route 14 and Route 5&20 along the lakefront, as well as the illegal parking on South Main Street in the vicinity of the Route 5&20 ramps will be required.

In the vicinity of the Route 5&20 ramps, City of Geneva police have mentioned the difficulty involved in ticketing trucks, as there are virtually no safe locations to pull trucks off the roadway. "No Parking" zones may need to be provided/expanded in order to provide safe pull-over zones in support of increased enforcement in this area. While there is no easy solution to this problem, allowing trucks to continue making illegal and unsafe turning movements off of the ramps will continue to cause safety problems.

Cost: Undetermined at this time.

Responsibility: Coordinated Effort between City of Geneva Police and Ontario County Sheriff.

6.2 LONG TERM IMPROVEMENTS

Route 14 South – City of Geneva

1. Evaluate Restricting Parking on the East Side of Route 14 and provide alternate traffic calming measures – 5&20 Cloverleaves South to the Cemetery, contingent on the Colleges' ability to provide on-campus alternative parking.

In an effort to minimize conflicts along the section of Route 14 in the vicinity of Hobart and William Smith Colleges, the SAC suggested the possibility of restricting parking on the east side of the roadway. This would minimize the conflicts associated with students

parking and pedestrians crossing the roadway in a section where a scenic view of the lake often distracts drivers and through-traffic continues in both directions.

Currently, the availability of on-street parking along both sides of the roadway works in effect as a traffic calming measure. If parking is removed from the eastside, it will be important to incorporate alternate traffic calming measures to ensure that travel speeds appropriate to the area and character of the historic district are maintained. Implementing this recommendation will depend on the Colleges' ability to absorb the lost parking on-campus. The City of Geneva and the Colleges will work together to evaluate the feasibility and timing of this recommendation.

Cost: $2,500 - $5,000 for parking restriction signs**.** There will be significant additional costs associated with providing replacement parking on the Hobart and William Smith College campus and with providing alternate traffic calming measures along South Main Street .

Responsibility: On-street parking restriction/signing/traffic calming – City of Geneva
Off-street parking improvements – Hobart and William Smith Colleges

Route 14 North – City/Town of Geneva

2. Consolidate Commercial Site Access on Route 14 from North Street North to Gambee Road.

Based on the review of accidents through the corridor, this roughly one mile section of Route 14 had the second highest total of incidents (16) over the three-year analysis period and the most involving pedestrians (2). As discussed, the surrounding land uses transition from rural to urban along this stretch of roadway and access to most of the commercial uses fronting on Route 14 is undefined.

Providing one or two defined commercial driveways per parcel will significantly reduce right-angle and left-turning accidents and improve overall traffic operations through this section of the corridor. Due to the disruptive nature and potential cost of this project, it is recommended that this improvement be implemented in conjunction with the next scheduled pavement milling/resurfacing project.

Design standards for the improvement of commercial site access through this section of the corridor should be based on corridor-wide access guidelines. These guidelines need to be developed jointly by Ontario County Planning, with input from all effected Towns and Cities.

Cost: Approximately $175,000 - $225,000 of a $1.5 to $2 million-dollar corridor access consolidation and repaving project.

Responsibility: NYSDOT

6.3 AREAWIDE ALTERNATE TRUCK ROUTING SCHEMES

Based on SAC discussions and input received at the first public meeting, it became apparent that a special emphasis would need to be placed on the long term potential for diverting truck traffic away from Route 14 within the City. While the negative effects of truck traffic on South Main Street/Lochland Road are well documented, these and other effects are equally as important along other sections of the corridor including Lake Street and Exchange Street on the north side. It was decided that any routes that would remove truck traffic from sections of the corridor within the City would be a benefit to the City and should be discussed in sufficient detail.

Since the beginning of the study process, a proposed solution to the truck problem through the South Main Street section of the corridor has been to direct through-truck traffic to County Road #6 via a new section of roadway to be built in the vicinity of Reed Road. Because of significant agricultural and environmental impacts, the SAC was divided in recommending the use of County Road #6 as an alternate truck route at this time. As discussed, this conceptual alignment was suggested in a 1978 study completed by NYSDOT.

At this point in time, it would be premature to recommend implementation of this, or any alternative alignment as discussions and evaluation show there are several unresolved issues, which will require further study. Recognizing the impact of future development patterns and the regional emphasis on preserving prime agricultural lands, focusing on bypass alternatives that maximize the use of existing right-of-ways has been suggested as a course for future study.

It should be noted that the SAC also discussed the potential use of other area routes, such as Route 14A (from Routes 5&20 south) and Route 96/414 to the east, as possible alternatives for supporting north-south through-truck traffic. Based on discussions, it was determined that these routes would not serve as suitable alternatives due to their longer, more circuitous routes from the NYS Thruway to points south, and the perceived challenge in gaining the approvals necessary for designating either of these corridors as a truck route. For these reasons, Route 14A and Route 96/414 were dropped from consideration.

While the SAC cannot recommend the County Road #6 alignment at this time, there are other potential alignments and courses of action that the Committee feels should be considered and/or will warrant further study. These are discussed below.

City/Town of Geneva – North of 5&20

1. *Designate the Existing Forge Ave./Pre-Emption St../East North St. Eastside Truck Route as the Primary Two-Way Connection for Truck Traffic between South 14/5&20 and North 14.*

As recommended by the City and COGS, shifting northbound truck traffic to this route would remove pass-through truck traffic from the Lake Street/Exchange Street section of the Route 14 corridor on the north side of the City. This route currently supports southbound Route 14 truck movements to the east on Route 5&20 and is signed as a truck route for that purpose. The current roadways that make up this route are bordered by a mix of industrial and commercial land uses along with scattered single-family residential. This primarily commercial mix will minimize the neighborhood impacts associated with an increase in through-truck traffic.

Improvements necessary to support a significant increase in truck traffic along this corridor are unknown at this time. However, it is possible that improvements will be required at the East North/Route 5&20 intersection in Border City to support the increased truck turning movements. Lower cost improvements will include new/improved signing along both East North Street and Routes 5&20. The eastern section of this route extends into Border City in the Town of Waterloo. Representatives from each should be included in discussions of this alternative.

Cost: Undetermined at this time.

Responsibility: E. North Street/ Pre-Emption/Forge – City of Geneva, Town of Waterloo.
Route 5&20 - NYSDOT

2. *Extend Pre-Emption Street (Co. Road #5) South from East North Street Across the Railroad Tracks to Route 5&20.*

This roadway extension, recommended by the SAC, has been discussed in the past. This improvement would act as a bypass route between Route 5&20 and Route 14 north, improve truck access between Route 5&20 and the north side commercial/industrial district, and eliminate pass-through commercial vehicles from Lake Street and the section of Exchange Street south of Forge Avenue.

Extending this roadway south to intersect Routes 5&20 will require crossing the tracks of the Norfolk Southern and Finger Lakes Railway at-grade. While train speeds on these tracks are very low, the potential crossing location is very close to the Finger Lakes Railway freight yard which could result in an at-grade crossing of up to five tracks and several low-speed train crossings per day.

Because of potential safety issues involved with this option, it is recommended that the City, Town and County explore this option with NYSDOT and learn more about the local operations of both railroads.

Cost: Undetermined at this time

Responsibility: City of Geneva, Ontario County, NYSDOT

City/Town of Geneva – South of 5&20

3. *Continue to Explore Alternatives for Developing an Alternate Truck Route that will remove truck traffic from the South Main Street/Lochland Road section of Geneva.*

In an effort to alleviate the impacts of pass-through truck traffic on the South Main Street section of the corridor, it is recommended that the City, the Town and Ontario County continue to develop and study potential alignments that could support current and future pass-through truck volumes while minimizing impacts on the surrounding community. Given the high cost of building new roadway sections, and the importance of retaining/preserving agricultural lands in the area, it is recommended that the focus be placed on utilizing existing corridors and right-of-ways.

In order to do this, a thorough, systematic evaluation methodology must be developed that takes into account all of the quality of life and economic questions and unknowns that came to the forefront during the cursory evaluations conducted within this study. There are no specific roadway corridors under consideration at this time. However, logical corridors extending both north and south of Routes 5&20 should all be considered.

Cost: Undetermined at this time.

Responsibility: City and Town of Geneva, Ontario County, NYSDOT

6.4 Summary of Recommendations

The following summarizes the alternatives recommended:

Short Term Recommendations

1. Adjust Speed Zone on South Route 14.
2b. Enforce Existing Traffic Control Supporting the Right Turns onto Route 14 from the Route 5&20 Ramps. This may require the installation of pull-over zones along South Main Street.
3. Enforce Existing Parking Regulations on Southbound Route 14 in the Vicinity of the Route 5&20 Ramps.
4. Install Specific Pedestrian Crossings on South Main Street – in the Vicinity of the Colleges.
5. Signalize the 5&20/Elizabeth Blackwell Intersection
6. Reduce the Speed Limit on Routes 5&20 from the Route 14 Overpass East to Lake Street.
7. Lengthen Turning Radius on Northeast Corner of the Route 14/Lake Street Intersection, Improving the Westbound Right Turns onto Route 14 from Lake Street.
8. Improve the Route 14/Gambee Road intersection.
9. Restrict the Use of Jake Brakes within the City Limits

10. Improve Truck Routing Signs on both South Route 14 and Route 5&20
11. Increase Enforcement of Truck Travel Speed, Illegal Truck Turning Movements and Unsafe Nighttime Operations

Long Term Improvements

1. Restrict Parking on the East Side of Route 14 and provide alternate traffic calming measures – 5&20 Cloverleaves South to the Cemetery.
2. Consolidate Site Access on Route 14 from North Street North to Gambee Road.
3. Extend Pre-Emption Street (Co. Road #5) South from North Street Across the Railroad Tracks to Route 5&20.
4. Designate the Forge/Pre-Emption/Border City Road Corridor as a Two-Way Truck Route.
5. Continue to Study the Impacts of Implementing an Alternate Truck Route South of Routes 5&20 Utilizing Existing Roadway Corridors Where Possible.

6.5 Follow-on Activities

This section is included to provide advice/direction in getting things going. Many of the initial steps included here have already been taken, so the process is well underway. In order to initiate the approval/implementation process for several of the short term recommendations, the following steps are recommended.

- *Request NYSDOT to Conduct Required Speed Studies*: NYSDOT study and approval will be required to implement recommendations pertaining to setting speed limits on Route 14 South and along Route 5&20.
    - *Recommendation #1* - South Route 14
    - *Recommendation #6* – Route 5&20

- *Request NYSDOT to Improve Signing*:
    - *Recommendation #10* – Route 14 and Route 5&20

- *Request NYSDOT Conduct Signal Warrant Analysis*:
    - *Recommendation # 5* - 5&20/Elizabeth Blackwell intersection.

- *Enforcement Issues*: The three recommendations focused on enforcement need to be coordinated and implemented at the local level. Speed/illegal operations should involve both City of Geneva Police and the Ontario County Sheriffs Office.
    - *Recommendation #2B* – Enforce traffic controls supporting right turns onto Route 14 from the Route 5&20 ramps.
    - *Recommendation #3* - Enforce existing parking regulations on Route 14 in the vicinity of the Route 5&20 ramps
    - *Recommendation #11* – Increase enforcement of truck travel speeds, illegal turning movements and unsafe nighttime operations.

Route 14 Truck Study:

Short Term Corridor Recommendations

8. Improve the Route 14/ Gambee intersection

7. Lengthen turning radius on NE Corner of the Route 14/ Lake intersection

5. Signalize the Route 5 & 20/ Elizabeth Blackwell Intersection

6. Reduce the speed limit from 45 to 35 mph on 5 & 20 from Route 14 East to Lake Street.

2. Enforce violations of existing traffic control at the ramp/Route 14 intersections.

3. Enforce on-street parking regulations in vicinity of 14/ramp intersections.

4. Install improved pedestrian crossings on South Main St. in the vicinity of the college.

1. Add a 40 - 45 mph transition speed zone. Posted speed to be determined by NYSDOT.

Corridor-Wide Recommendations:

- ✔ Increase enforcement of speed and illegal turning movements particularly at night
- ✔ Improve truck routing signs North and South of the City.
- ✔ Restrict use of "jake brakes" in the City.

Figure 10

CITY OF G·E·N·E·V·A "the growing spirit of new york"

Digital cartography and layout by:

SEAR·BROWN

Route 14 Truck Study:

Long Term Corridor Recommendations

4. Designate the Forge/Pre-Emption/ Border City Road corridor as a primary two-way truck route.

2. Implement Access Management
   - defined driveway locations in conjunction with next resurfacing project
   - North Street to Gambee Road

3. Extend Pre-Emption Street south to intersect Route 5 & 20. Designate as truck route.

1. Restrict parking on the east side of Route 14 in the vicinity of the colleges and provide alternate traffic calming measures (from 5 & 20 cloverleafs south to the cemetery).

Alternate Truck Route Recommendations:

Continue to study developing an alternate truck route south of Route 5 & 20.

Figure 11

CITY OF G·E·N·E·V·A "the growing spirit of new york"

Digital cartography and layout by:

SEAR·BROWN

- *Cross Walk Placement on South Main Street*: This effort needs to be coordinated by the City and representatives from Hobart and William Smith Colleges. NYSDOT will also be involved in the review.
    - *Recommendation #4* – Install specific pedestrian crossings on South Main Street – in the vicinity of the Colleges.

- *Jake Brake Restrictions*: The City will need to pursue legal issues involved in prohibiting the use of jake brakes within City limits. The "courtesy" signing can be acquired and implemented by City staff.
    - *Recommendation #9* – Restrict the use of jake brakes within the City limits.

The remaining short and long term recommendations will require further study at one or many levels. It is recommended that upon final approval and adoption of this study, the SAC be convened periodically to monitor progress in implementing the short term recommendations and initiate/continue the dialogue necessary to get the long term improvements implemented.

References

New York State Department of Transportation, Supplemental Project Report I and II for the Route 14 Improvement – Yates/Ontario County Line to Routes 5&20, Rochester, NY, 1978

New York State Thruway Authority, Controlled System Traffic Summary – 1995 – 2000

Bureau of Transportation Statistics, Trucking Industry Facts – 2001, Washington, D.C.