

## GENESEE TRANSPORTATION COUNCIL

### RESOLUTION

#### **Resolution 17-74    Accepting the *Geneva Active Transportation Plan* as evidence of completion of UPWP Task 8765**

#### **WHEREAS,**

1. The *FY 2017-2018 Unified Planning Work Program* includes Task 8765, for the purpose of developing a plan to improve the physical infrastructure for pedestrian and bicycle travel by residents and visitors, including expanding connections to the Seneca Lake waterfront and Hobart and William Smith Colleges;
2. Said Task included inventorying existing conditions for on-street bicycling and sidewalk networks as well as transit stops, identifying a series of specific facility needs and proposing new or improved shared use paths and trails using the results from the existing conditions inventory and public/stakeholder input, establishing design guidance for said facilities, and recognizing existing and future opportunities for programmatic outreach and education activities that can lead to increased levels of bicycling and walking throughout the City and Town of Geneva;
3. Said Task has been completed and has resulted in the *Geneva Active Transportation Plan*; and
4. Said Plan has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

#### **NOW, THEREFORE, BE IT RESOLVED**

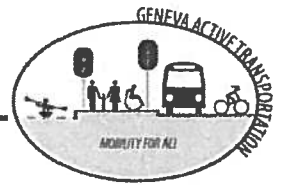
1. That the Genesee Transportation Council hereby accepts the *Geneva Active Transportation Plan* as evidence of completion of UPWP Task 8765; and
2. That this resolution takes effect immediately.

#### **CERTIFICATION**

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on September 7, 2017.

Date \_\_\_\_\_

\_\_\_\_\_  
KEVIN C. BUSH, Secretary  
Genesee Transportation Council



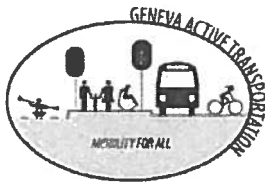
# 1. EXECUTIVE SUMMARY



The Active Transportation Plan is a guide designed to fulfill Geneva's vision for developing a network of sidewalks, on-road bicycle facilities, and trails that allow for safe and convenient travel in and around the City and Town of Geneva. Multiple forces support the need for active transportation planning within Geneva including:

- Recent award of a \$10 million Downtown Revitalization Grant;
- Increasing population growth;
- Developing and improving connections between the Seneca Lake waterfront and the City;
- Improving community health, reducing transportation hazards, and fostering safe connections to key destinations; and
- The adoption of Complete Streets Legislation by New York State as well as the completion of Active Transportation plans for many communities within the region.

In support of the community vision, the Plan examines existing conditions for on-street bicycling and the sidewalk network, identifies a series of specific facility needs, establishes design guidance for new facilities, and recognizes existing and future opportunities for programmatic outreach and education activities that can lead to increased levels of bicycling and walking. The Plan's recommendations, when implemented, will help Geneva achieve many public health, economic, and quality of life benefits that result from greater active transportation choices.



## GENEVA ACTIVE TRANSPORTATION PLAN

---

All recommendations are “concept level planning and design” and intended as guidance for further consideration and/or development. As such, the programming, design, and implementation of the Plan’s recommendations will not occur until all facility-owner concerns are addressed, whether they are owned by the City or Town of Geneva or other agencies including NYSDOT and Ontario County. As the City and Town consider and implement these recommendations, they are committed to working with all stakeholders to ensure that their requirements and concerns are met.

The following sections are included in the Active Transportation Plan:

**INTRODUCTION AND SUMMARY:** This section outlines the background and setting for the Plan. Summarized within this section are the many natural and planned characteristics that provide both the setting for the Plan’s initiatives and a description of the many benefits that can be realized as a part of its implementation. The Active Transportation Plan is based on stakeholder and public involvement, input from an active Project Advisory Committee (PAC), and feedback received from Geneva’s residents.

**EXISTING CONDITIONS EVALUATIONS:** Using the nationally implemented Level of Service Models as the primary performance measure, the evaluation process begins with an assessment of conditions that Geneva’s roadway network currently offers bicyclists and pedestrians. The results of this assessment indicate that at a community-wide level, bicycling and pedestrian conditions are adequate (average level of service “C”), with many specific roads still presenting significant opportunities for improvement. In addition to these supply-based evaluations, the existing conditions section also includes a non-motorized demand assessment that identifies areas within Geneva that have the greatest potential for increased levels of bicycling and walking based on the proximity of key trip origins and destinations. An evaluation of existing transit stops identified four stops, based on highest volume of ridership, for improvements.

**FACILITY RECOMMENDATIONS:** The Plan identifies numerous strategic, location-specific facility needs that will help complete Geneva’s bicycle and pedestrian network, based on existing conditions and public/stakeholder input. The recommendations include new bicycle facilities, important sidewalk connections, new or improved shared use paths and trails that link to the region’s extensive off-road network, and transit stop improvements. To help establish momentum, several recommended facilities are identified for “early implementation.” Initial implementation priorities, divided into facility types, are developed based on the demand analysis described above. Concurrently, the City and Town will continue to implement projects in accordance with capital improvement schedules and specific funding opportunities.

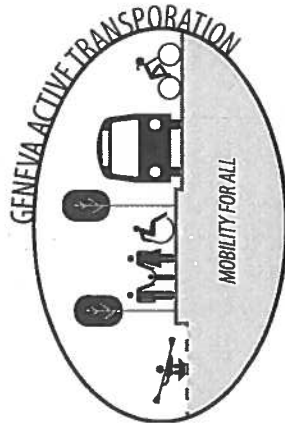
**FACILITY DESIGN GUIDANCE:** This section is a valuable ongoing resource for the City and Town of Geneva as new bicycle and pedestrian facilities are constructed, including many of those identified in the Plan. Based on relevant Federal and State of New York sources and standards, the Plan’s design guidance covers many established and emerging facility types including sidewalks, curb ramps, bike lanes, Shared Lane Markings, bike boulevards, midblock crossings, and shared use paths.

**OUTREACH AND EDUCATION RECOMMENDATIONS:** Conducting outreach and education programs is another important aspect of the active transportation planning process. The Plan’s associated recommendations seek to increase the number of bicyclists and pedestrians while improving safe and appropriate behavior by bicyclists, motorists, and pedestrians. One highlight of this section is a focus on connecting with local and regional partners to maximize the effectiveness of existing resources, programs, and materials. An additional recommendation is to appoint and sustain a public bicycle/pedestrian committee to engage with various groups and promote bicycling and walking in the community.



**FUNDING AND IMPLEMENTATION STRATEGY:** The Active Transportation Plan includes recommendations for ongoing strategies to pursue relevant funding resources, both traditional and innovative, that are available to the City and Town as they seek to implement this Plan. Each of these resources is described, including federal, state, regional, and private sector resources that provide grants for both facilities and programs.

**FOLLOW-ON ACTIVITIES:** The final report highlights a wide range of needed improvements that were identified by residents during the planning process. However, there are follow-on activities that were not included within the plan's original scope/budget. The Geneva Active Transportation Plan does not identify all of the specifics required to construct every recommended project. These follow-on activities can be addressed by the City and Town and/or stakeholders on an ongoing basis as implementation takes shape.



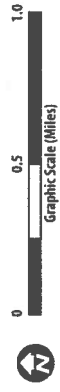
**DRAFT**  
FIGURE 4  
**SIDEWALK GAPS**

**SCHOOLS AND UNIVERSITIES**

- 1 Geneva North Street School
- 2 Geneva High School
- 3 Geneva Middle School
- 4 Marion S Wheeling School
- 5 West Street Elementary School
- 6 Saint Francis
- 7 Finger Lakes Community College
- 8 Children's Hour School
- 9 De Sales High School
- 10 Hobart & William Smith Colleges

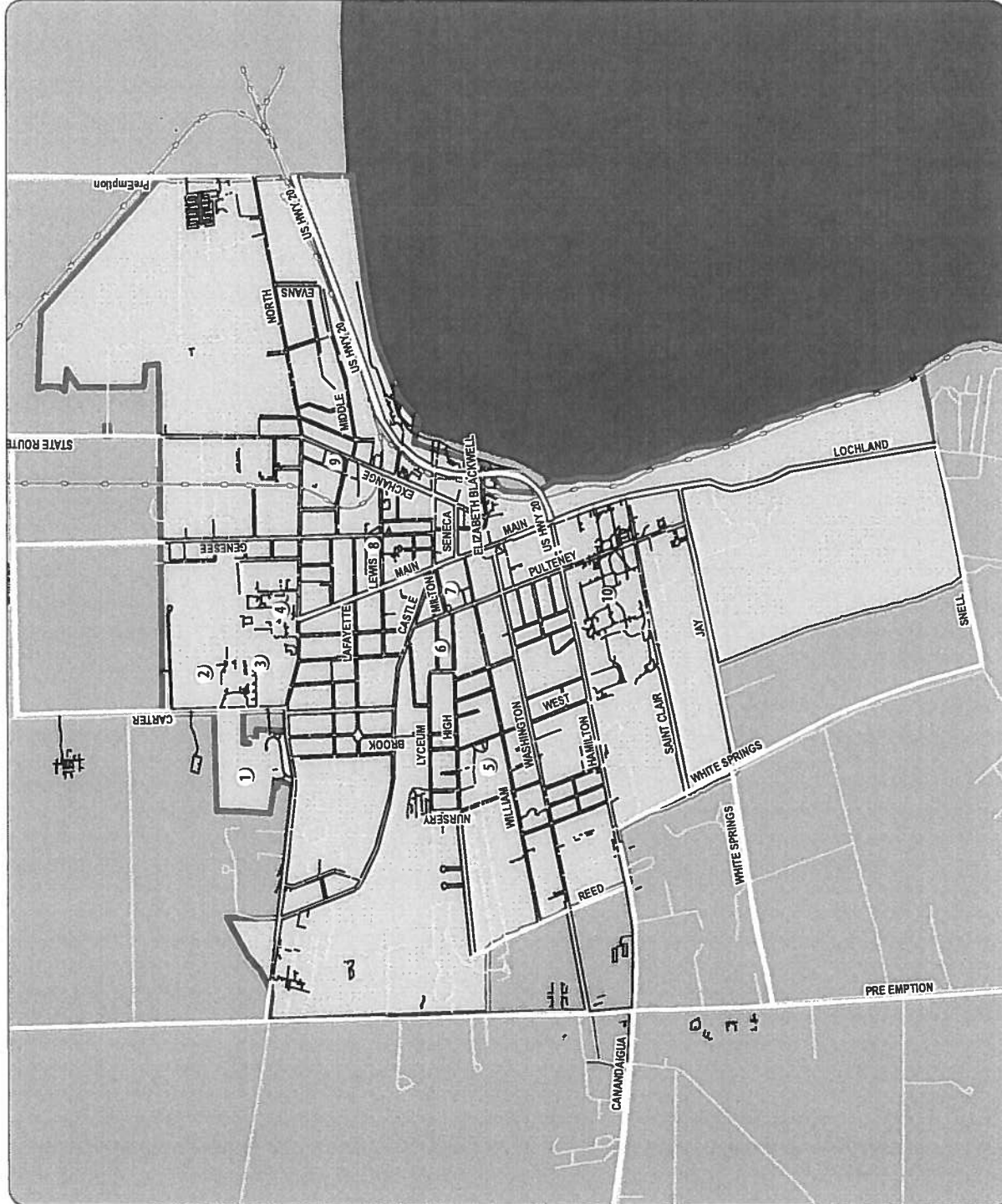
- Existing Sidewalks
- Sidewalk Gaps
- High Priority Sidewalk Gaps

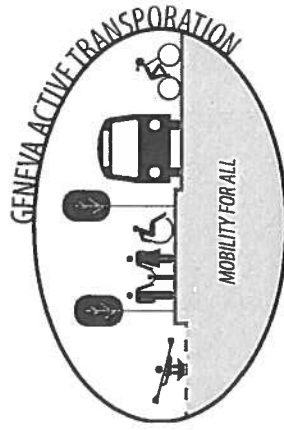
- Railroads
- City of Geneva



Gap constraint levels have been identified for arterial level of service roads. High constraint gaps have topographic constraints that would make them more challenging to install.

Prepared by Barton & Loguidice, DPC and Sprinkle Consulting, Inc





**DRAFT**  
**BICYCLE BOULEVARDS**

FIGURE 6

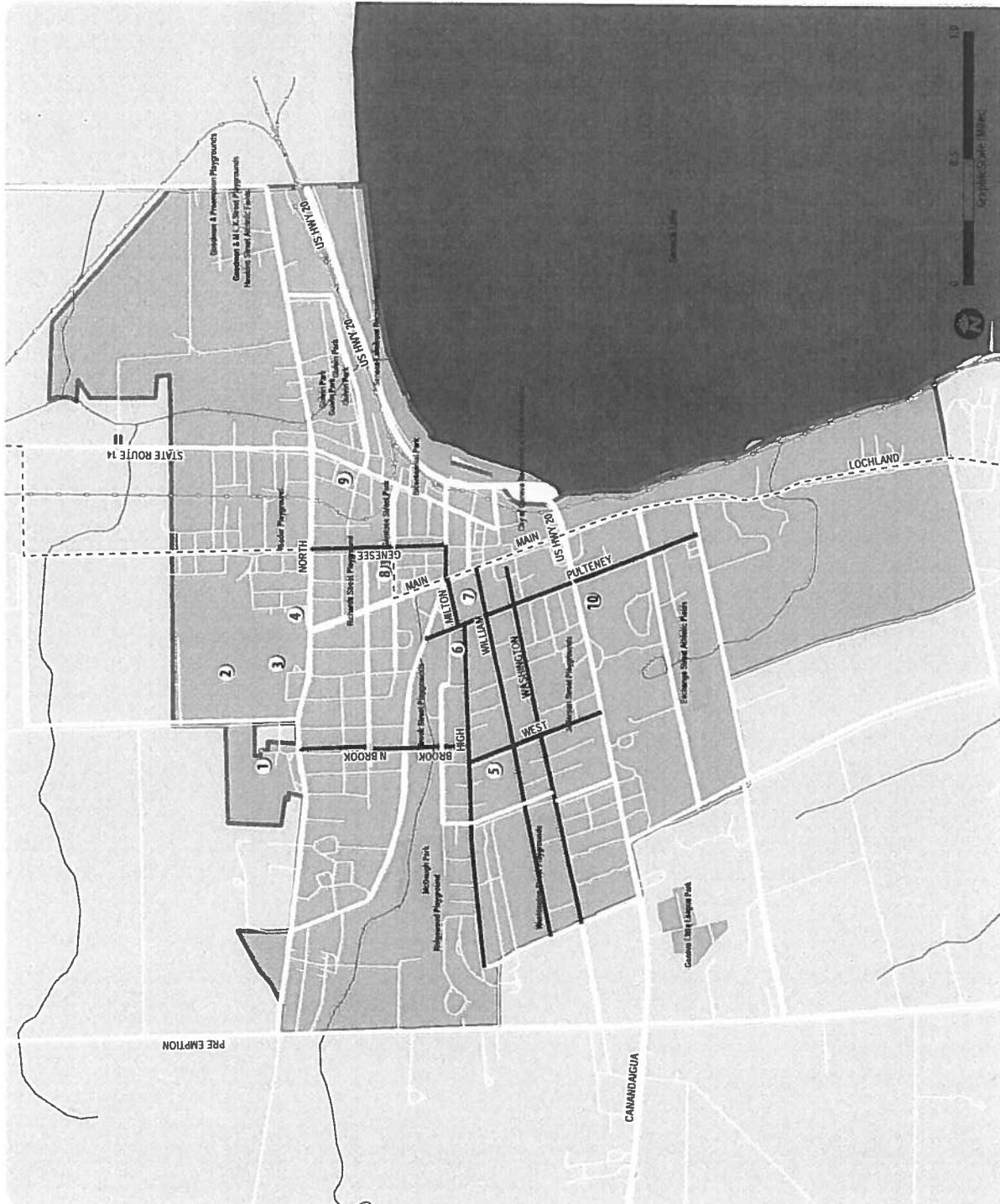
**POTENTIAL CANDIDATES FOR BIKE BOULEVARDS**

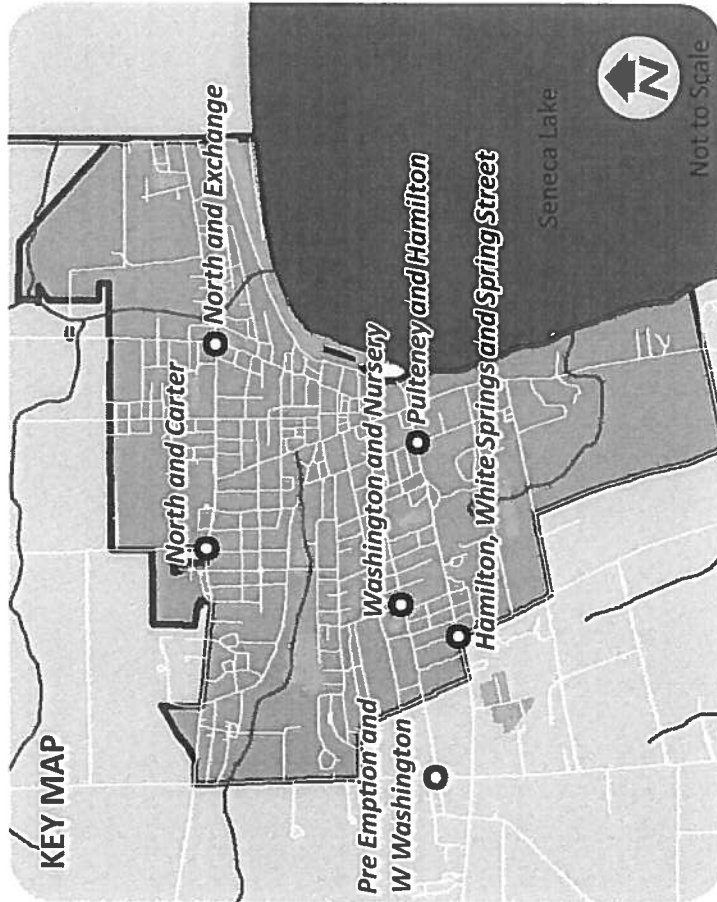
Brook St  
Genesee St  
High St  
Milton St  
William St  
Washington St  
West St  
Pulteney St

**SCHOOLS AND UNIVERSITIES**

- 1 Geneva North Street School
- 2 Geneva High School
- 3 Geneva Middle School
- 4 Marion S Wheeling School
- 5 West Street Elementary School
- 6 Saint Francis
- 7 Finger Lakes Community College
- 8 Children's Hour School
- 9 De Sales High School
- 10 Hobart & William Smith Colleges

These roads have been identified as potential candidates for bicycle boulevards based on proximity to local schools and universities, direct routes and running parallel to higher traffic roads.





#### PRIORITY INTERSECTION PURPOSE

The priority intersections serve as case studies which highlight improvement strategies that can be applied over time to other intersections in Geneva that were not studied. Intersection selection was a collaborative effort involving City staff, steering committee members, and the consultant team.

A combination of statistical data, field observation, and input from residents was used to evaluate existing conditions at the Priority Intersections. Criteria for selection included 10 year crash data, proximity to priority destinations, overall density of use, special needs populations, anecdotal information and perceived safety issues. It is important to note that in selecting intersections, consideration was given to students, who may be walking and bicycling to school facilities, as well as senior citizens, who have active transportation needs to get to community services and health care providers. Bicycle and pedestrian facilities are particularly important to both of these groups.

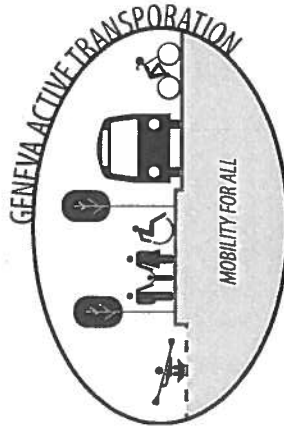


FIGURE 7

#### PRIORITY Intersection Recommendations INTRODUCTION

The Priority Intersections fall under the jurisdiction of New York State, Ontario County Department of Transportation (OCDOT) and local jurisdiction. The recommendations for improvements presented in this plan are conceptual in nature, and would be subject to further study, review and approvals before advancing to design development and implementation.

#### PRIORITY INTERSECTION GENERAL RECOMMENDATIONS

A detailed analysis of the six identified intersections was completed, considering in part notes from the Geneva Walk Tour – April 21, 2016. For all intersections, the consideration of the following is recommended for all approaches:

- » Sidewalks
- » Curb ramps – must be made ADA compliant
- » Pedestrian Signals where there are crosswalks
- » Upgrading existing pedestrian push buttons and indications to most current NY State standards
- » No Turn on Red / Yield to Pedestrians on-demand blank-out signs
- » Leading pedestrian intervals (LPI) where there are right turn lanes
- » At all signalized intersections, the vehicular detection should be checked to ensure it detects bicyclists and the detection zone marked with bicycle detection symbols supplemented with the Bicycle Signal Actuation (R10-22) sign
- » On multi-lane roadways, two-stage left turn boxes should be considered to help facilitate bicyclists' left turns.