

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 21-18 Accepting the Mt. Morris-Leicester Route 36 Corridor Study as evidence of completion of UPWP Task 7577

WHEREAS,

1. The *FY 2020-2021 Unified Planning Work Program* includes Task 7577, Mt. Morris-Leicester Route 36 Corridor Study, for the purpose of developing a strategy for addressing transportation related safety and access improvement needs along the Route 36 corridor;
2. Said Task examined existing vehicular, pedestrian, and bicyclist safety, circulation, and access conditions; assessed current land use plans and regulations; evaluated projected future infrastructure conditions and land uses; recommended improvements to the safety, circulation, and accessibility of all transportation modes, including alternative intersection designs, lane reconfigurations, sidewalk and crosswalk enhancements, and bicycle accommodations; recommended updates to municipal land use and development plans and regulations; and prioritized improvements as a guide to future public and private investments along the corridor;
3. Said Task has been completed and has resulted in the *Mount Morris-Leicester Route 36 Corridor Study*, which provides a strategy for enhancing multi-modal safety, circulation, accessibility, and aesthetics along the Route 36 corridor; and
4. Said Study 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 *Mount Morris-Leicester Route 36 Corridor Study* as evidence of completion of UPWP Task 7577; 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 June 10, 2021.

Date _____

KEVIN C. BUSH, Secretary
Genesee Transportation Council

Introduction

Objectives

The Route 36 corridor is a heavily used regional transportation link serving tourism and movement of goods as well as access to residential, commercial, recreational, and agricultural properties. The corridor's importance to the region is multi-faceted, and this necessitates a wide range of objectives. This study focused on improving design, connectivity, access, and safety along the Route 36 corridor for all modes of travel. This study addressed the following important objectives:

- Identified vehicular traffic safety and calming measures along the corridor;
- Identified pedestrian and bicyclist safety improvements, especially within the Villages of Mount Morris and Leicester;
- Identified infrastructure enhancements that help create a sense of place that respects and promotes the history of the communities for local residents and visitors alike;
- Identified potential transportation infrastructure improvements, such as intersection enhancements and access management strategies, along with associated land use policies, that encourage business growth based on locally defined community development objectives and livability goals; and
- Identified multi-use trail improvements and strategic links to leverage active transportation (pedestrian and bicycle) connectivity for the communities.

Study Area

Four municipalities are located partially within the project boundary including the Town and Village of Mount Morris and the Town and Village of Leicester.

One of the first tasks for the project was to identify a project boundary. As depicted in the boundary map on the following page, all properties fronting Route 36 in the four municipalities are included in the boundary. Additionally the boundary includes land fronting:

- East State Street and Chapel Street in the Village of Mount Morris;
- Main Street in the Village of Leicester; and
- US Route 20A in the Town of Leicester.

The Village of Mount Morris's Main Street is the heart of the project area and the center of civic and social activity that oftentimes conflicts with the travel demands inherent to the roadway's travel function. In this role, there is a demanding need to re-balance the functional and safety aspects to better serve all users on Main Street, particularly pedestrians and bicyclists.

There are a number of challenges and existing conditions that were considered throughout the study area including - but not limited to - a lack of safe pedestrian crossings and connections in the Village of Leicester, truck traffic and travel through the corridor, and speed concerns particularly in the Towns of Mount Morris and Leicester.



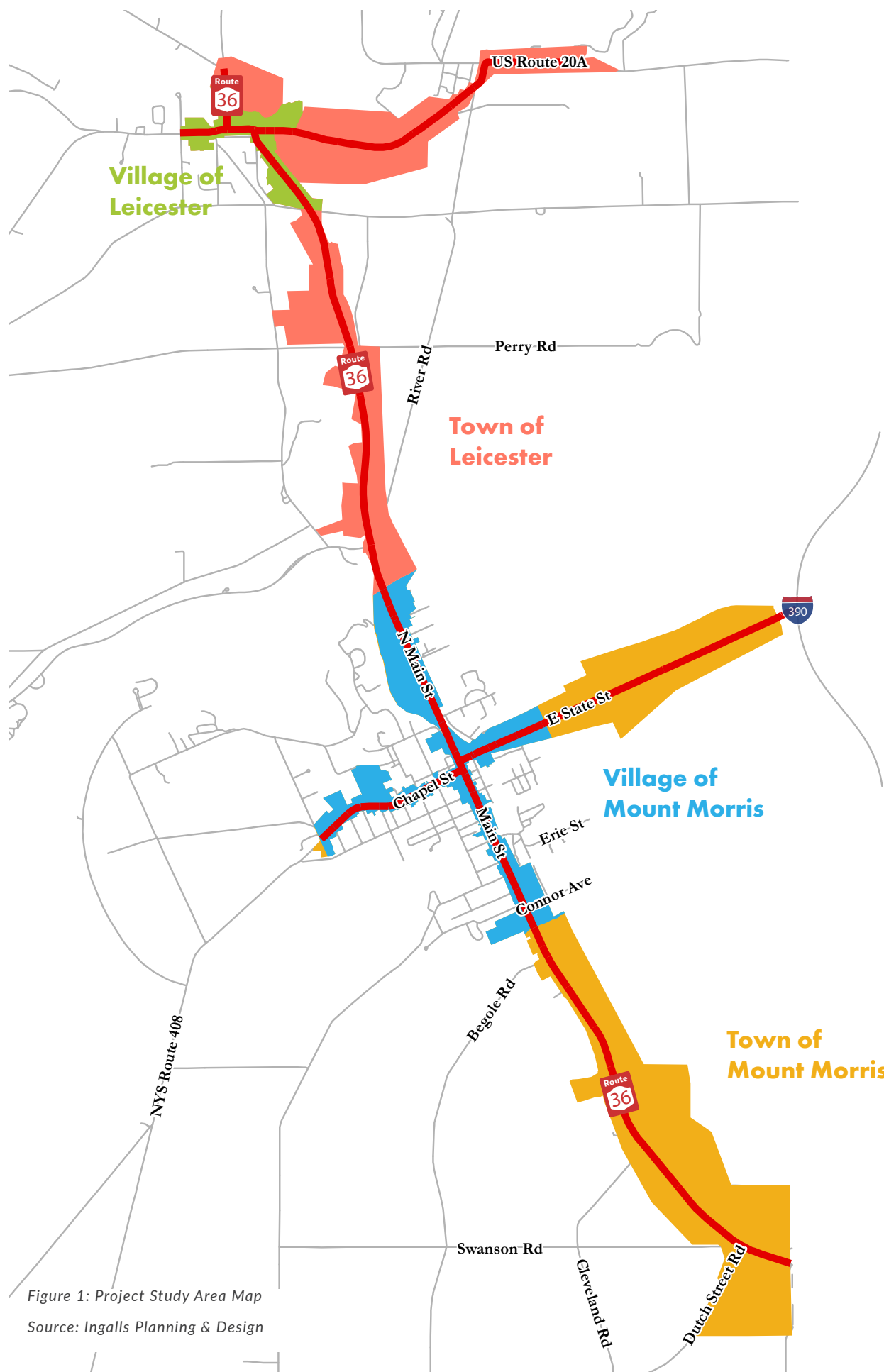


Figure 1: Project Study Area Map
Source: Ingalls Planning & Design

Existing Conditions

The existing conditions assessment includes data and analysis related to a number of factors and topics affecting transportation along the Route 36 corridor. Existing conditions reviewed and assessed as part of this Corridor Study included the following:

- Review of Previous Plans and Studies;
- Transportation Analysis including Intersection Conditions, Vehicle Speeds, Traffic Volumes, Vehicle Crash Data, Truck Traffic, and Pedestrian Crossing Conditions;
- On-street and Off-street Parking;
- Existing Land Use Patterns;
- Zoning and Development Regulations;
- Walkability and Quality of Pedestrian Service; and
- Connections to Parks and Trails.

The summary and assessment of these conditions served as the foundation for identifying the Corridor's transportation network needs and opportunities. Additionally, these conditions helped identify needs related to walkability, streetscaping, and parks and trails connections that will help improve the corridor and transportation network.

Key Takeaways

At the conclusion of the existing conditions assessment, the project team and steering committee identified several key takeaways that informed the development of the corridor vision and recommendations. These takeaways were also developed from public feedback.

The following were among the most significant:

- Several challenging intersections for drivers, pedestrians, and/or bicyclists, such as the intersection of Perry Road and Route 36 and the intersection of US-20A and Route 36 in the Village of Leicester.
- Limited or no pedestrian access to some important parks along the corridor including Starr Park in the Village of Leicester;
- Several challenging trail crossings and crosswalks;
- Lack of bicycle facilities in some areas; and
- Various needed improvements to future land use and zoning regulations that would position future development to be more pedestrian-friendly and could help to reduce vehicular trips.

Public Engagement

The steering committee sought wide feedback from the four participating communities. The corridor vision was developed and crafted based on this community feedback. One of the main goals of public engagement for this study was to build consensus around a community-based vision for the Route 36 corridor.

The public engagement strategies and methods for this project had to be adjusted in March 2020 due to the COVID-19 pandemic. Rather than providing in-person engagement options, the steering committee opted to initiate remote engagement using publicinput.com as the primary online tool.

Two rounds of virtual engagement were held during the planning process. The first round took place in September 2020 and the second round of public engagement occurred in February 2021.



The Mt Morris-Leicester Route 36 Corridor Study will produce a strategy for making transportation related safety and access improvements along the Route 36 Corridor from Mt. Morris to Leicester. The project began in late winter 2020 and the planning process so far has taken us through some key data and initial analysis.

We need your help!

Please join us for a community **Virtual Open House!**

Please join us to:

- ✓ Learn about the planning process
- ✓ Identify issues, opportunities & assets
- ✓ Share your vision
- ✓ Participate in a live session with the consultant team and project sponsors. Check the Open House site for details

Go to: <https://publicinput.com/route36>

The Site Goes Live September 14th

Save the Date - Live Sessions with the Project Sponsors:

September 22nd and 30th - 6:00 - 7:00 PM

(For details go to: <https://publicinput.com/route36>)



For more information contact:
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Joe Bovenzi, Genesee Transportation Council - jbovenzi@gtcmgo.org



Corridor Vision

Developing a corridor vision was one of the main objectives during public engagement for this plan. The vision was developed through remote public engagement. A project page was set up via publicinput.com wherein visitors were given information and asked questions and opinions on various topics, including visioning.

Site visitors were asked two questions concerning the vision for the future of the corridor:

1. Identify a word or short phrase that best describes your vision - *as a resident* - for the Route 36 Corridor.
2. Identify a word or short phrase that best describes your vision - *as a visitor* - for the Route 36 Corridor.



In developing the vision for the Route 36 Corridor, the project team looked at responses to these two visioning questions posed on the project's public engagement site.

From this data, the team identified key words and phrases that were repeated often in responses from community members. The graphic above is a word cloud that was generated using the most popular responses to the visioning questions.

Larger words in the graphic were repeated the most often, and these include safety, gateway, walkable, and access. The smaller words in the graphic were only repeated a couple of times, but they were ones that the project team and steering committee identified as helpful to crafting a corridor vision.

Our Vision for the Corridor

The vision statement below includes language and ideas that came directly from community members, key stakeholders, and steering committee members.

One of the challenges in developing a vision for a corridor is the need to address a wider variety of challenges and topics, while also ensuring that the vision is far-reaching and broad enough to capably represent the Route 36 corridor.

Consequently, the project team and steering committee determined the need for an over-arching vision statement and several accompanying goal statements that will help to achieve it. In this way, the most pressing issues and opportunities of the corridor can be addressed.

The Route 36 Corridor presents the unique opportunity to create a thematic link between Mount Morris and Leicester by developing a sense-of-place that identifies and celebrates local recreation, culture, and history.

Our Goal Statements for the Corridor

The goal statements were developed to address very specific issues and opportunities that have been identified and considered throughout the process of this plan. The goal statements concern various topics and are written as active statements that aim to inspire guidance in future decision-making.

1. Look to provide a safe and inviting transportation network for motorists, pedestrians and bicyclists;
2. Function as a gateway to Letchworth State Park, the Village downtowns, and the Genesee Valley Greenway State Park while encouraging motorists to stop and enjoy the many businesses and amenities;
3. Have clear and instructional signage that guides visitors and community members to parks, trailheads, businesses, and cultural and historic sites;
4. Protect and enhance the character and setting (rural and village) of the Corridor;
5. Enhance walkability in the Villages;
6. Provide visible and intuitive access to memorials, parks, and trails; and
7. Utilize innovative and context-sensitive design techniques that will be intuitive and comfortable for all users.

Analysis, Alternatives & Recommendations

A robust list of recommendations was developed after a thorough review of existing conditions in the corridor and significant feedback from the public and the steering committee. The project team carefully analyzed various alternatives and potential projects to compile a list of recommendations that are both realistic and far-reaching.

Most importantly, these recommendations were developed through the lens of the corridor vision and goals. In this way, they will advance Route 36 as an important recreational, cultural, and historic corridor. The many assets throughout the Route 36 corridor make it an important Federal, State, County, and Local resource.

There are a total of 47 recommendations in this study. These have been listed below for ease of reference. The recommendations are divided into the four topics and by municipality.

Future Land Use and Regulation

Town of Mount Morris

1. Develop Design Standards for the RCPO District
2. Establish a Traditional Neighborhood Development (TND) District
3. Update the Town of Mount Morris Zoning Code

Village of Mount Morris

4. Establish Mixed Use Districts on East State Street and North Main Street
5. Adopt Design Standards in Commercial and Mixed Use Districts
6. Update the Village of Mount Morris Comprehensive Plan
7. Update the Village of Mount Morris Zoning Code

Town of Leicester

8. Establish a Mixed Use District and Design Standards for the Hamlet of Cuylerville
9. Permit Clustered Residential Development
10. Update the Town of Leicester Comprehensive Plan
11. Update the Town of Leicester Zoning Code

Village of Leicester

12. Adopt Livingston County Design Guidelines
13. Establish a Mixed Use District along Main Street in the Village
14. Update the Village of Leicester Comprehensive Plan
15. Update the Village of Leicester Zoning Code

Corridor-Wide

16. Amend Dimensional Regulations for Properties with Corridor Frontage
17. Encourage Shared Parking Agreements
18. Develop Design Guidelines That Protect the Scenic Beauty of the Corridor

Transportation, Circulation, and Safety

Town of Mount Morris

19. Install Centerline Rumble Strips
20. Continue to Advance Access Management Planning Language

Village of Mount Morris

21. Use In-street Yield to Pedestrian Signs
22. Restripe Centerlines - Remove Passing Zones Within Village Limits
23. Consider Marking Shoulder Space as Bike Lanes
24. Enhance/Replace Existing Stamped Crosswalks
25. Install Leading Pedestrian Interval at Route 36/Route 408
26. Reduce Westbound Right-Turn Lane Length at Route 36/Route 408 Intersection, Increase Westbound Left-Turn Length
27. Restripe Route 36 from Hopkins Street to Chapel Street from Four Lanes to Three Lanes

Town of Leicester

28. Install Roundabout at Park Road/River Road
29. Enhance Existing Genesee Valley Greenway Trail Crossing
30. Consolidate Access at Mint Trailer Park and Brian's USA Diner
31. Redesign Intersection of Route 36 and Perry Road

Village of Leicester

- 32. Upgrade Railroad Crossing Surface for Pedestrians
- 33. Redesign Intersection of Route 36 and US-20A/ Main Street

Hamlet of Cuylerville

- 34. Redesign Intersection of US-20A and Canandaigua Street

Streetscape and Walkability

Town of Mount Morris

- 35. Identify a List of Appropriate Tree Species
- 36. Identify and Install Uniform Streetscape Materials
- 37. Plant Street Trees to Fill Existing Gaps

Village of Leicester

- 38. Plant Street Trees Along Main Street
- 39. Install Street Furniture Along Main Street
- 40. Install High-Visibility Crosswalks

Parks and Trails

Town of Mount Morris

- 41. Develop Pedestrian Connections to Al Lorenz Park

Village of Mount Morris

- 42. Install Bicycle Parking in Veteran's Memorial Park
- 43. Improve the Conner Avenue Lot and Trail Connections
- 44. Formalize a Park Entrance for Bellamy Park
- 45. Install Sidewalk on Lackawanna Avenue

Town of Leicester

- 46. Extend Sidewalk to Boyd-Parker Memorial Park

Village of Leicester

- 47. Develop Pedestrian Access to Starr Park



Below is a conceptual rendering representing roadway restriping at the intersection of Murray Street and Main Street. This restriping would allow space for bicyclists while also providing a center turn lane to easily accommodate turning movements (Recommendation #27). On-street parking is preserved on both sides, and is shown in a different material to better distinguish and separate from the bike lanes. Highly-visible crossings were also included in a continental ladder-style striping. These crossings are more easily maintained than brick pavers or stamped concrete, although they should be restriped regularly.

Reducing lanes on Main Street from Hopkins Street to Chapel Street will help to calm vehicle traffic and reduce speeds, creating a safer environment and crossings for pedestrians. Restriping this segment in this way also provides an opportunity to install bike lanes and improve bike connections in the Village.

Implementation

Implementation Tools

In order to facilitate the implementation of the Route 36 Corridor Study, it is recommended that each of the four municipalities utilize existing regulatory tools and development review procedures to evaluate public and private investments. This includes:

- Ensuring the Planning Boards utilize this study as a guide for development standards during their site plan review process;
- Referencing this study when planning public maintenance and improvement projects and coordinating with the NYS DOT; and
- Updating Zoning Codes based on the recommendations from this Study.

In addition to these implementation tools, the recommendations in this study will require varying levels of involvement from State and County agencies, including but not limited to:

- New York State Department of Transportation;
- New York State Parks, Recreation, and Historic Preservation;
- Livingston County Economic Development; and
- Livingston County Planning.

Some projects will need to be included on the Transportation Improvement Program (TIP) in order to be funded and implemented. Other efforts will need to be made to identify projects that are eligible or that would require other State, Federal, or County approvals and/or funding.

Corridor Coordinating Committee

Establishing a Corridor Coordinating Committee (CCC) will help to facilitate implementation of this study and its recommendations. The CCC can help move things forward and ensure that the vision and goals of the corridor are met, keeping the focus at a regional level while pursuing individual recommended projects. The coordinating committee should include representatives from various State, County, local and regional groups and organizations, including but not limited to:

- Livingston County Planning Department;
- Livingston County Economic Development;
- Letchworth Gateway Villages
- New York State Department of Transportation;
- New York State Department of Parks, Recreation, and Historic Preservation;
- Genesee Transportation Council;
- Town of Mount Morris Planning Board;
- Village of Mount Morris Planning Board;
- Town of Leicester Planning Board; and
- Village of Leicester Planning Board.



The entrance to Letchworth State Park was identified as an opportunity early in the planning process by both the project steering committee and members of the public. A roundabout at Park Road and River Road is recommended to provide a safe point of entry into the park, while also representing the primary gateway to the park and region. As a feature, this roundabout could recognize and reflect local history and/or local public art. It is important to note that the rendering is conceptual, and if pursued, should be designed with safety in mind. Any roundabout should deter pedestrians from physically interacting with the center island.



Priority Recommendations

The project's steering committee reviewed and prioritized the recommendations after hearing feedback from community members. Committee members completed a ranking exercise which determined prioritized recommendations.

The project steering committee identified the following recommendations as priority projects:

- Establish Mixed Use Districts on East State Street and North Main Street (Rec #4)
- Establish Mixed Use District and Design Standards for the Hamlet of Cuylerville (Rec #8)
- Establish Mixed Use District along Main Street in the Village (Rec #13)
- Continue to Advance Access Management Planning Language (Rec #20)
- Restripe Centerlines - Remove Passing Zones Within Village Limits (Rec #22)
- Consider Marking Shoulder Space as Bike Lanes (Rec #23)
- Install Leading Pedestrian Interval at Route 36/Route 408 (Rec #25)
- Reduce Westbound Right-Turn Lane Length at Route 36/Route 408 Intersection, Increase Westbound Left-Turn Length (Rec #26)
- Restripe Route 36 from Hopkins Street to Chapel Street from Four Lanes to Three Lanes (Rec #27)
- Install Roundabout at Park Road/River Road (Rec #28)
- Enhance Existing Genesee Valley Greenway Trail Crossing (Rec #29)
- Redesign Intersection of Route 36 and Perry Road (Rec #30)
- Redesign Intersection of Route 36 and US-20A/Main Street (Rec #33)
- Redesign Intersection of US-20A and Canandaigua Street (Rec #34)
- Install High-Visibility Crosswalks (Rec #40)
- Develop Pedestrian Access to Starr Park (Rec #47)

Also included in the document's implementation section is information regarding cost estimates, funding sources, and involved parties.



Quick Wins

The project team identified a list of recommendations that could prove to be easier to implement for a variety of reasons.

Some of these recommendations will require less time and financial resources and could be implemented by the local municipality. Others require more teamwork and public engagement without requiring a lot of monetary funding. These projects can help achieve some "quick wins" that show a good faith effort to implement the study and make real progress in realizing the community's vision.

Below is a list of identified "quick wins" for the Route 36 corridor:

- Develop Design Standards for the RCPO District (Rec #1)
- Adopt Design Standards in Commercial and Mixed Use Districts (Rec #5)
- Permit Clustered Residential Development (Rec #9)
- Adopt Design Standards in Commercial and Mixed Use Districts (Rec #12)
- Amend Dimensional Regulations for Properties with Corridor Frontage (Rec #16)
- Encourage Shared Parking Agreements (Rec #17)
- Install Centerline Rumble Strips (Rec #19)
- Use In-Street Yield to Pedestrian Signs (Rec #21)
- Restripe Centerlines - Remove Passing Zones Within Village Limits (Rec #22)
- Consider Marking Shoulder Space as Bike Lanes (Rec #23)
- Identify a List of Appropriate Tree Species (Rec #35)
- Identify and Install Uniform Streetscape Materials (Rec #36)
- Plant Street Trees to Fill Existing Gaps (Rec #37)
- Install Street Furniture Along Main Street (Rec #39)
- Install High-Visibility Crosswalks (Rec #40)
- Install Bicycle Parking in Veteran's Memorial Park (Rec #42)