

# GENESEE TRANSPORTATION COUNCIL

## RESOLUTION

### **Resolution 24-05**    **Accepting the *Lakeville Corridor Strategic Plan* as evidence of completion of UPWP Task 7578**

#### **WHEREAS,**

1.    The *FY 2023-2024 Unified Planning Work Program* includes Task 7578, Lakeville Corridor Strategic Plan, for the purpose of developing a streetscape/design plan that focuses on access management, stormwater mitigation, and active transportation improvements for the Route 20A (Big Tree Road) corridor from West Lake Road to East Lake Road in the Town of Livonia, Livingston County;
2.    Said Task examined existing vehicular, pedestrian, and bicyclist safety, circulation, and access conditions; evaluated stormwater management infrastructure; assessed current land use plans and regulations; analyzed 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 enhancements, and bicycle accommodations; recommended updates to municipal land use and development plans and regulations; identified improvements to stormwater management policies and infrastructure; prioritized improvements as a guide to future public and private investments along the corridor; and undertook an extensive public engagement process to solicit and integrate community input on the recommendations;
3.    Said Task has been completed and has resulted in the *Lakeville Corridor Strategic Plan*, which provides a strategy for improving the Lakeville corridor; 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 *Lakeville Corridor Strategic Plan* as evidence of completion of UPWP Task 7578; 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 February 29, 2024.

Date \_\_\_\_\_

\_\_\_\_\_  
CHRISTOPHER REEVE, Secretary  
Genesee Transportation Council

## SECTION 1

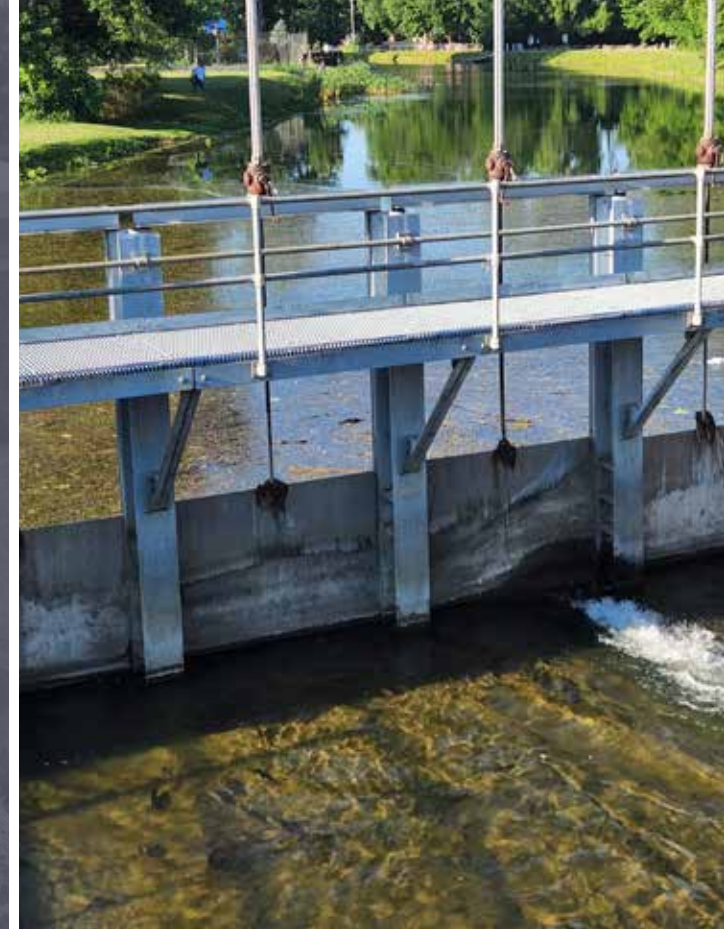
# Executive Summary



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Lakeville, a hamlet in the Town of Livonia, is located on the shores of Conesus Lake and is a seasonal destination. Big Tree Road is the nexus of the local community and functions as the main street. This study sought to provide a framework for how Lakeville's main transportation corridor, Big Tree Road (NYS Route 20A) could be improved to better serve its residents and visitors with regards to connectivity, safety, resiliency, and attractiveness. The Genesee Transportation Council (GTC), on behalf of the Town of Livonia, recognized that the road was not func-

tioning as well as it could be with issues related to localized flooding, lack of multi-modal accommodations, and no consistency in the corridor experience.

Existing plans and studies that were directly and tangentially related to the study were recorded as well as their relevance. Through the development course of the plan, the local community was engaged to ascertain what it collectively thought and wanted for Big Tree Road. Through feedback, the latent demand for other forms of transportation besides driving was



realized. It was identified that the community sought a well-planned multi-modal corridor that used elements of Complete Streets such as traffic calming, walkability, and an emphasis on safety. Additionally, a defined sense of place in accordance with the principles of placemaking was requested. These ideas would coalesce to increase the economic vitality of the hamlet by supporting the lake-focused businesses as well as promoting the welcoming community.

Ultimately, the following vision statement of the corridor was adopted:

**Create a safe, attractive, and multi-modal corridor focused on Conesus Lake. A corridor that is a community connection for residents and businesses, and a destination for visitors.”**

## Goals

The goals for this study were recognized needs to address the issues and opportunities along the corridor. All study recommendations were in support of the goals and the vision statement.

- 1. Protect and promote Conesus Lake**
- 2. Provide multi-modal accommodations**

- 3. Improve intersection function and safety**
- 4. Implement access management**
- 5. Create a sense of place**

## Existing Conditions

Big Tree Road is owned and maintained by the New York State Department of Transportation (NYSDOT) Region 4. The corridor is classified as a minor arterial, which is intended to provide moderate length service trips, and serve as a connection to higher

arterial systems. The corridor, starting at the western end and travelling east, changes slightly in its character throughout its length. The western end is comprised of mostly residences, with an existing sidewalk on the north side and plenty of shoulder space to accommodate bicycles. As one travels east, vehicle traffic almost doubles at the intersection of Rochester Road, and consists of mostly commercial businesses, with an abundance of lake front housing on the south side. This section of the corridor has a variable width shoulder and no sidewalk. There is



Figure 1.1: Map of Study Area



periodic localized flooding within the corridor, and some existing drainage facilities in the form of catch basins and pipe, as well as roadside ditches. There are areas of excess pavement at property frontages resulting in a lack of defined ingress and egress and contributing to the quantity of stormwater runoff. The inventory of existing conditions was used to inform the needs and realize the strategic plan for the study area.

## Corridor Strategic Plan

In order to have the most effective result in transforming the corridor, a plan was put together taking a multifaceted approach to planning including identified capital projects, services and programs, and policy and planning recommendations. These recommendations addressed the identified needs with the corridor vision at its foundation. Recommendations and strategies were broken into three categories:

### Capital Improvement Projects

These projects are tangible design and construction projects to restore and enhance the corridor. Recommended capital improvement projects are segmented by geographical area, but could qualify as a single project. Capital improvement projects encompass infrastructure including curb and sidewalks, bicycle accommodations, intersection upgrades,

enhanced crossings, green infrastructure, landscaping, and drainage infrastructure.

### Services and Programs

Service and program recommendations are strategies to improve mobility and provide a variety of transportation services to close any gaps in public amenities. Services look at improving the transportation network, for example, reducing single occupancy vehicles which reduces congestion.

### Policy and Planning

This initiatives provide an opportunity to address a myriad of system enhancements in a comprehensive and holistic manner. This is a coordinated approach and plan for investment which will effectively use resources long term.

### Capital Improvement Projects

Capital improvement projects will provide enhancements to the corridor improving its functionality, safety, and resiliency. The recommended improvement projects will provide continuous pedestrian and bicycle connections, create a sense of place through streetscape amenities, improve stormwater management through collection and green infrastructure, and create a more consistent user experience along the corridor length. Capital improvement projects consisted of identified intersection and corridor

projects, however, they could be combined into a single project. Projects were segmented to provide additional opportunity to obtain funding depending on funding cost constraints.

### Intersection Projects:

- **West Lake Road at Big Tree Road**
  - ↳ Intersection Enhancements
  - ↳ Roundabout
- **Rochester Road at Big Tree Road**
  - ↳ Intersection Enhancements
  - ↳ Roundabout
- **East Lake Road and Bronson Hill Road at Big Tree Road**
  - ↳ Intersection Enhancements
  - ↳ Intersection Enhancements with Exclusive Turn Lanes

### Corridor Projects:

- **West Lake Road to Rochester Road**
  - ↳ Addition of sidewalk, drainage improvements, landscaping
- **Rochester Road to East Lake Road and Bronson Hill Road**
  - ↳ Maintain two lanes in each direction with addition of sidewalk on both sides, drainage improvements, landscaping, streetscape amenities
  - ↳ Maintain two lanes in each direction with a



two way left turn lane, addition of sidewalk on both sides, drainage improvements, landscaping, streetscape amenities

## Services and Programs

### Wayfinding Signage

Wayfinding can enhance the overall experience of a place, providing branding and a unique sense of place. Livingston County has developed a guide for wayfinding to improve navigation throughout the County, and to support economic development, connect people with destinations of interest through consistency, and promote the County's unique assets and destinations. The Town could use wayfinding signage for gateways into the Hamlet, and for pedestrian and vehicle activity. This would also provide historical or educational interpretive signage opportunities to be placed throughout the community, including education related to the Lake how to protect it with preservation efforts.

### Share the Road Education Campaign

Transportation safety is a shared responsibility, pedestrians and bicyclists share the street with vehicles today, using the shoulder as multi-modal space. Through the public outreach process, it was realized that there is a concern for safety due to the driver behavior in the area. It is recommended to do a driver education campaign about sharing the road

with multiple modes, and the rules of the road for all users.

### Promote Active Transportation

Market and promote active transportation (benefits, wayfinding, historic/cultural components, etc.), as this is a benefit that supports vitality, public health, and economic development in the area. Walking, bicycling, and the use of transit can be promoted through infrastructure (sidewalk, shoulders, transit stop amenities), and wayfinding signage.

### Policy and Planning

#### Pedestrian Overlay Zone

To encourage multi-modal activity, overlay zone districts target improving mobility through zoning regulations. This zoning regulation tool will generally improve the pedestrian experience by using a variety of methods to enhance safety, improve the public realm, and promote walkability.

### Updated Access Management Policy

Currently, there is a lack of access management for properties along Big Tree Road which creates the perception that the roadway is unsafe. Without defined ingress and egress, there are more conflict points to occur between vehicles, and vehicles with other modes. Lack of access management has also resulted in large areas of asphalt and impermeable surfaces which contribute to flooding and increased

stormwater runoff. The Town of Livonia can update their current access management policy to include additional elements. The Town should coordinate with roadway jurisdictional owners to ensure that the access management policy is adhered to at the site plan approval stage.

### Updated Design Guidelines and Standards

The existing Town and Village of Livonia Design Criteria and Construction Specifications for Land Development was adopted in January 2007. There have not been updates to the standards since their adoption. Since 2007, there has been a shift in the approach to development with a focus on enhancing public health, safety, and equity. An update to the design criteria is recommended to reflect more sustainable development. It is also recommended to incorporate a section into the criteria for site plan design related specifically to new site development, changes to existing uses, sites, or structures.

These specific guidelines would apply to the design and construction of site projects outside of single-family home sites/developments. Updated guidelines should also include a pedestrian centric design with minimum parking lot sizes, include infrastructure to promote different mode choices, design that protects the natural environment, and a site design focused on sustainability.



## Stormwater Management Policy

Due to current flooding issues and absence of stormwater management in the corridor, it is recommended to add additional zoning code language related to stormwater management within site design, and to develop a stormwater management policy and design guidelines specific to the Town. This policy would guide development using an added layer of safeguards with stormwater management. The requirements would be based around ensuring that all development, redevelopment, and disturbance activities are done in a way that protect the water quality, including the waterfront, and enhancing the shoreline with improving water quality and preventing erosion.

## Plan Implementation

### Priority Projects

Each of the recommendations for capital improvement projects, services and programs, and policy and planning initiatives have identified funding sources and implementation costs. Following public outreach and Steering Committee feedback, project priorities were developed to give the Town and stakeholders direction on where to focus efforts and resources for implementation. The main near term priorities have a focus on capital improvement projects, which will be dependent on funding availability. The selected priority projects are:

## Capital Improvement Projects

### Corridor Project: Rochester Road to East Lake Road and Bronson Hill Road

This project would include full depth reconstruction of Big Tree Road from Rochester Road to East Lake Road and Bronson Hill Road to install curb, sidewalk, and closed drainage. Two primary alternatives were identified for the roadway section, (1) maintain two lanes in each direction and 5' shoulders, or (2) maintain two lanes in each direction with a two

way left turn lane and 5' shoulders. Sidewalks would be provided on both sides of the corridor, and include landscaping and streetscape amenities such as street furniture and lighting. To assist with localized corridor flooding, stormwater would be collected through a close drainage system, and conveyed to green infrastructure to be cleaned and ideally infiltrated, depending on soil and subsurface conditions.

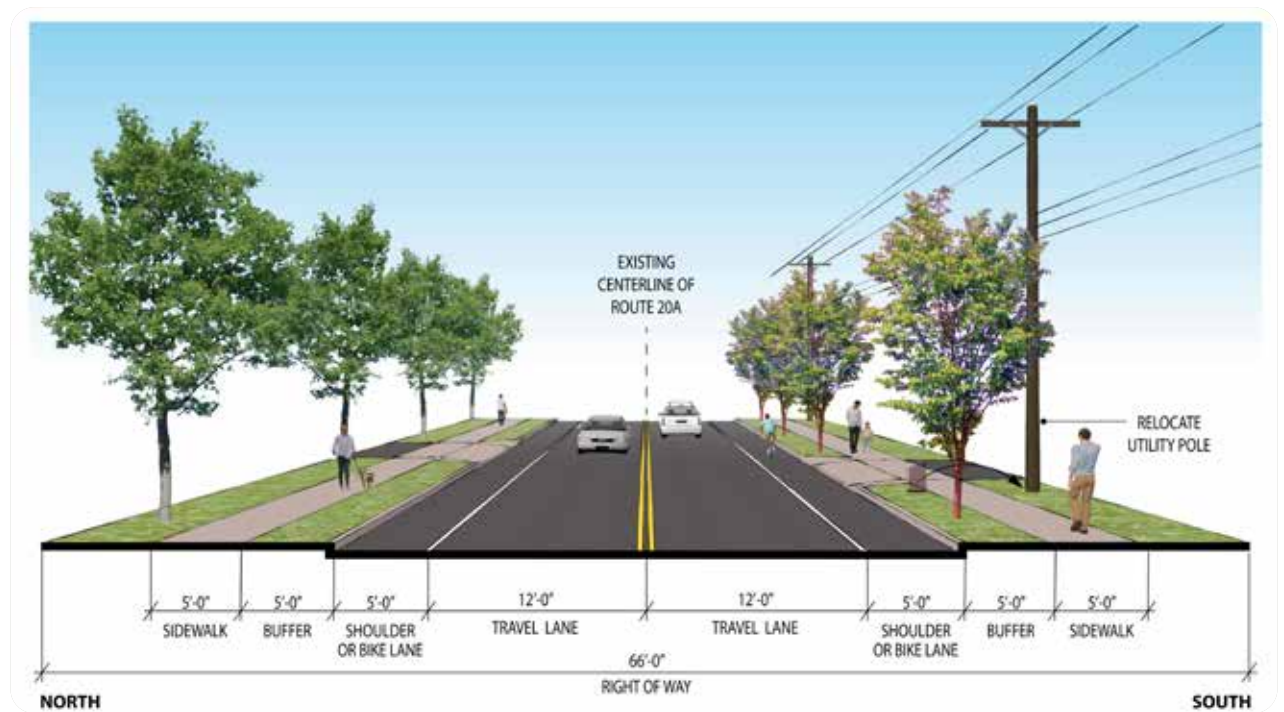


Figure 1.2: Corridor Project: Rochester Road to East Lake Road and Bronson Hill Road



### Intersection Project: Rochester Road at Big Tree Road

Two alternatives were identified for intersection improvements at this location, the installation of a single lane roundabout, or the realignment of the southern approach of the intersection with signal upgrades. The preferred alternative was the installation of a single lane roundabout. The roundabout could be used as a gateway element into the heart of the hamlet, and provide the added benefit of a traffic calming feature. Also proposed in this project would be sidewalks and crosswalks, stormwater management, and other gateway elements such as signage and landscaping.

### Planning

#### Stormwater Study for Larger Watershed Area

To fully understand and mitigate localized flooding in the corridor, a stormwater study should be conducted for the greater watershed area to identify contributing runoff to Big Tree Road. There are existing pipes and sources connecting to the existing stormwater system on Big Tree Road, but the sources of these connections remains unidentified in some areas. There has been some red dye testing and other investigative efforts to try and identify tributary



Figure 1.3: Rochester Road at Big Tree Road

sources, but there has been no comprehensive investigation or study for the overall area. This effort should be in alignment with the ongoing Conesus Lake Stormwater Management Plan Update, and other initiatives through Livingston County and the Conesus Lake Watershed Council.