

Appendix H:

Summary of Needs from Existing Studies & Plans

Multi-Modal

GTC TIP: 2011-2014

- Trailhead parking and amenities needed along Genesee Valley Greenway

GTC Regional Trails (2002/2004)

- Roads and bridges need to accommodate pedestrians and bicyclists as well as vehicles
- Improved accessibility and parking needed at trailheads

GTC 2035 Long-Range Plan (2011)

Infrastructure

- Fixed route buses need to be able to accommodate bicycles

Services/ Programs

- Consumers need better and more timely information needed about travel delays and available services
- Local boards need to be better informed about how to integrate transportation issues into land use decisions

Laws/ Policy

- Existing rights-of-way need to be preserved for future transportation uses

Freight/Goods Movement in the GFL Region (2012)

Infrastructure Weaknesses

- Insufficient rail access points such as bulk transfer facilities and intermodal rail transfer facilities.
 - High cost of draying shipping containers to an intermodal terminal in Buffalo or Syracuse affects area shippers and receivers. The lack of an intermodal rail terminal in the region is among the top transportation-related impediments to increasing the region's competitiveness. The lack of a sufficient quantity of bi-directional rail traffic to/from any one region of the country limits the viability of intermodal rail service.
- All types of freight activity draw complaints, mainly about noise, vibration, emissions, and safety. On major regional freight corridors such as interstate highways, main rail lines, and access routes to major freight generators.

- In some areas, trucks making local deliveries pass through busy downtown business districts and residential areas. Trucks are perceived as noisy, polluting, and unsafe to mix with much smaller, slow-moving automobiles, not to mention bicycles and pedestrian traffic.

Operational Weaknesses

- At-grade crossings on rail lines pose potential risks for crashes between trains and motor vehicles, despite recent improvements such as crossing signals, crossing gates, and audible bells.
 - At-grade crossings are a particular concern on high-volume roadways where a road closure at the rail crossing may lead to operational issues downstream (e.g., queues that block downstream intersections), or where the grade crossing itself could potentially allow trucks and other vehicles with long wheelbases to get stuck.
- Noise and emissions impacts from freight movement need to be mitigated

Institutional and Regulatory Opportunities

- Increased awareness about the importance of freight transportation to the region's economy is needed. An education and marketing campaign could improve the image of freight transportation. Today, many who complain about freight's noise, emissions, and aesthetic impacts believe all trucks are coming from and going to "other places," not realizing that a large share of truck traffic has a local origin and/or destination. Marketing efforts by freight rail companies have emphasized the efficiency and environmental benefits of rail.

RT 39/North St/Court St Corridor, Village of Geneseo (2011)

- Zoning and development regulations need to address parking, access management and pedestrian accommodations

2020 Vision for Aging Services, Finger Lakes Health Systems, SAGE Commission Agency (2011)

- Promotion needed for "Livable Communities" and "Complete Streets" initiatives that encourage accessible home design, multiple transportation options, walkability assessments, appropriate signage, sidewalk maintenance, and traffic flow (taking into account older adults as drivers and pedestrians).

Town and Village of Livonia Comprehensive Plan (2004 Update)

- Pedestrian crossings along Route 20A are believed to be inadequate and unsafe due to site distance problems and traffic volumes. While the intersection of Route 20A and Commercial Street was recently studied and reconstructed by NYSDOT, some concerns remain about both vehicular and pedestrian safety at this intersection.

Transit/ Community Transportation

GTC TIP: 2011-2014

- Efficiency and communications improvements needed for LATS

SAGE Commission, Final Report: 2020 Vision for Aging Services, Finger Lakes Health Systems Agency (2011)

Family and other “informal” caregivers need support

- Caregivers identified transportation, availability of staff, and resource limitations as major barriers
- 83% of caregivers assist with transportation

Transportation services help older adults maintain independence.

- The lack of affordable non-emergency transportation services continues to be a significant issue for older adults, preventing access to adequate health care and affecting their quality of life.

GFL Coordinated Public Transit-Human Services Plan (2011)

Regional Coordination and Unmet Needs

Information –A concern in every county in the region is disseminating information about transportation services. Members of the public and professionals alike are unaware of many transportation programs available to them or to their clients.

Geography – Rural areas are very difficult to serve because of the long distances between points and low densities of residents.

Federal Funding Programs – Perception that the regional distribution of operating funds is less favorable to rural areas because the distribution mechanism only takes population into consideration. Without taking distance or geography into consideration, rural areas will receive less than it costs to operate a transit system. The process is also perceived as less favorable to nonprofit operators or organizations.

Involvement of Health Community – Health planning commissions and funding organizations, such as the Finger Lakes Health Services Agency and the SAGE Commission, play a major role in coordination in some counties and in the regions they address (FLHSA and the SAGE Commission covers Chemung, Livingston, Monroe, Ontario, Schuyler, Seneca, Steuben, Wayne and Yates counties). Transportation is becoming a central issue for many members of the health community and is a rising cost.

Crossing County Borders – Most transit providers have state approval to transport individuals in only one county, and many governmental programs must transport clients to services within the county of a client’s residence, even if a closer service exists across the county border. Further, many county transit systems do not coordinate fixed-route transfers, where transfers exist, making regional travel on transit

**Livingston County Connectivity Plan
Issues/ Unmet Needs Identified in Existing Plans and Studies**

Transit/ Community Transportation

a potentially laborious process. In some instances, the trip may be possible on fixed-route service but requires many hours to make due to wait times at transfers.

Dialysis Transportation – Livingston County has undertaken significant coordination with local dialysis clinics to group chair times of clients who use public transportation to get to their appointments. However, there are problems scheduling dialysis appointments at less inconvenient times, especially those without a dialysis clinic in the county. Dialysis trips can be very long and very expensive, for both the transit provider and the client.

Employment Transportation – Some individuals are able to make the existing systems work where their commuting hours fall into the existing transit service hours. Others are accommodated – on a case-by-case basis – by specialized services. However, for many individuals, public transportation is not an option for work. The issue is primarily the hours of operation; most public transportation begins too late to accommodate early shifts and ends too early to accommodate later shifts. Also, many workers must stop at their day care provider or run other errands on the way to or from work.

Non-Medicaid Medical Trips – If individuals do not qualify for Medicaid or are not clients of organizations that provide or sponsor transportation, transportation options are very limited. For counties with limited general public transportation services available, this non-Medicaid population often slips through the system's cracks.

Regional Medical Trips – Trips to Rochester, Syracuse, Buffalo, and other nearby urban centers can be very difficult to serve, especially for non-Medicaid populations. Some organizations have a regional trip on certain days of the week or for certain populations, like veterans; but in overall, traveling to a regional medical center is extremely difficult for some individuals.

Door-through-Door Assistance - Many frail elderly and persons with disabilities require assistance to board a vehicle or transport packages into their homes. Public transit operators are not allowed to provide this high level of assistance to passengers, and where other services are not available, many individuals are not able to make trips. Further, some individuals with visual impairments may be able-bodied to get to a curb-side vehicle, but may not be aware the vehicle is there, especially in busier urban settings.

Staff Time/Funding – Most involved county and agency staff are aware of the needs in their communities. However, carving out time to focus on coordinating transportation across agencies is difficult to nearly impossible in most counties. Many have made considerable strides even without a full-time staff member leading the way, but the prospects of gaining county approval for a new hire are very slim in most cases. This limitation stymies much of the momentum among potential coordinating partners.

RGRTA Staff/Support/Funding Limitations – There has been a consistent decrease in state aid for the RGRTA, and the trend seems likely to continue. Expanding service in rural areas or investing in regional projects may be difficult in the future.

Taxi Service - Taxi companies are very limited in some rural areas and where available, do not always fulfill the need for safe, affordable, same-day service. The lack of accessible cabs and perceptions of poor service quality limit the utility of taxis to individuals as well as agencies who may want to contract with them.

Unmet Needs- Livingston County

Trip Type– A major need in the county is elderly social trips. Many services provide trips for medical appointments or grocery shopping, but there are few for social trips.

LATS– LATS provides county-wide service but cannot meet all clients’ needs for a variety of reasons. Rural transit service is especially difficult and costly to provide. Several needs relating to LATS were discussed, including:

- Many people have to wait for long periods of time for their bus or for their ride.
- Similarly, many clients at the Department of Health clinics have long waits or evening appointments and cannot use LATS for both to and from trips. In some cases, LATS can take a client to an appointment, but DSS has to send drivers to pick them up.
- There are few options for after hours or weekend transport. Service stops too early on weekdays to accommodate some needs, and some routes are not available on Friday. There is no service to county residents within the county on weekends.
- There is a perception that LATS routes are not flexible enough to accommodate residents’ needs.

Employment Transportation– Many jobs are not 9-5, and many are off-hours. Since LATS stops at 5:00 PM, some individuals cannot use it for their employment trips.

Some members of the focus group would like to see more direct routes, that travel straight from Dansville to Geneseo, for instance, or other more direct routing in the county.

Staff Time –Catholic Charities has 25 volunteer drivers, and more staff is needed to help coordinate the drivers. With 1.5 or 2 additional staff members to work with volunteer drivers, Catholic Charities could serve a large number of additional clients.

Out-of-County Trips – Agencies may be forced to utilize services farther from a client’s home but in the county rather than a closer facility that is in another county.

Infrastructure needs

- Bus shelters and amenities needed

RT 39/North St/Court St Corridor, Village of Geneseo (2011)

- Bus shelter needed in the Village of Geneseo on the north side Center St near Main St

Village of Avon Comp. Plan (2010)

- Lack of awareness of public transportation services
- Lack of express route via transit to Rochester (current RTS route goes through Lima)

Auto/ Truck

GTC 2035 Long-Range Plan (2011)

- Wayfinding signage needed for visitors to Livingston County

Freight/Goods Movement in the GFL Region (2012)

Infrastructure Weaknesses

- Particularly in rural areas where there are few alternate routes, bridge weight and clearance restrictions can force trucks to make long detours. Bridge clearance restrictions on primary highways force oversized loads onto county and local roads.

Operational Weaknesses

- Truck rest areas that are located far from population centers present security challenges. Often these facilities are secluded and far from the watchful eyes of police or regular passers-by. Therefore, they have the potential to attract illicit activity.

Policy Issues

- Potential gas drilling will impact roads

GFLRPC Regional Tourism Sign Study (2001)

- Consistent tourism signage needed

RT 39/North St/Court St Corridor, Village of Geneseo (2011)

- Traffic controls, lighting and turn lanes needed in Rt. 39/ North St./ Court St. Corridor
- Speeds too high along Lima Road
- Additional information needed to characterize origins/ destinations of motorists along Court St.

RT 63 Corridor Study (2003-Technical Report and 2007-Recommendations)

Description of Problem

- Along Route 63, south of Route 20, truck volumes have increased substantially from 750 to 1000 trucks per day in the early 1990's to daily totals in excess of 2000 trucks by 1998.
- The completion of I-390 in 1983 was hoped to alleviate truck traffic in the study area and provide increased mobility and connectivity to the major commercial centers in Western New York and the NYS Thruway; however, the alignment of I-390 is such that the Route 63 corridor has proven to be a shorter and less costly route. Increasing truck traffic along the primary focus

highways, resulting from NAFTA and other factors, has generated significant safety concerns for residents.

Major Issues Raised by the Public

- safety issues and impacts on the York school near the Route 36 intersection
- effects of railroad bridge in Greigsville
- alignment of Route 20A/Route 63 intersection
- overall impacts of truck volumes, travel speeds and driver habits on quality of life along the corridor
- safety issues – particularly at Peoria Curve, Route 36, Route 19, Chandler Road, Bethany Center Road, Route 5 in Batavia and Route 20A overlap in Geneseo

Average Daily Traffic (ADT), Heavy Vehicle Percentages

Typically, a rural highway of this type experiences 3-5% heavy vehicles. Truck percentages on the Route 63 corridor are significantly higher than this typical figure, and contribute directly to many of the concerns that were voiced by the public.

- Average daily traffic (ADT) varies between 2,700 and 13,100 vehicles.
- Heavy truck volumes vary between 270 and 2,077 vehicles per day.
- Hourly heavy vehicle volumes remain relatively steady until after 11:00 PM

Nighttime Truck Operations

- Most key area representatives and residents felt that truck traffic at night is a significant problem, as it appears that truck volumes remain relatively steady into the evening hours, well after typical commuter traffic has tailed off.

Slow-Moving Vehicles

- School buses often travel at speeds below the posted speed limit, and make frequent stops to load and unload school children. Trucks, in particular those that are not familiar with the area, may not be expecting to encounter these stopped school buses, creating a significant safety concern. This concern was noted repeatedly throughout the initial public outreach effort.
- Another component of the traffic traveling on the primary focus highways is slow-moving farm traffic. Along Routes 20 and 63 south of Batavia in particular, local farm traffic routinely uses the corridor to travel between fields. These vehicles are often oversized and travel at speeds well below the posted speed limit. Agriculture and farming-related businesses account for a significant portion of the areas' economic base and as such, the area experiences a high volume of these slow-moving farm vehicles.

- This potential conflict between slow moving school buses/large farm vehicles and fast moving passenger cars/trucks is compounded by the numerous vertical curves present through the corridor, creating potentially dangerous conditions at several locations.

Summary of Reasons that Trucks use Route 63

- **SHORTER:** The Route 63 corridor is **25 miles shorter**.
- **CHEAPER:** Truck drivers **save approximately \$27.00 per trip** by using the Route 63 corridor.
- **FASTER:** The Route 63 corridor is **5 – 10 minutes faster**.

Estimation of Future Traffic Volumes

A review of historical trends clearly shows that the number of Northeast US/Canada trade area trucks has been growing at a much faster rate than cars, corridor-wide and western New York trucks. This high rate of growth for Northeast US/Canada trade area trucks in the study area, appears to be directly related to the passage of NAFTA and is expected to continue throughout the 20-year planning horizon used for this study.

It is expected that a large percentage of the future international US-Canada truck traffic using the Buffalo/Niagara Falls border crossings will end up using the Route 63 corridor. Truck volumes are expected to increase between 400 – 800 units per day along the primary corridor, depending on location.

Safety

From a safety standpoint, it is apparent that the high volume of trucks operating along the primary corridor is a major concern for residents. While the most glaring safety problems will be addressed at a site-specific level, input received throughout the initial public outreach process made it clear that:

- Residents along the primary corridor roadways are fearful with routine matters like pulling into/out of their driveway or having their children play or walk near the roadway.
- The volume and travel speed of trucks has forced residents to adopt a heightened level of awareness whenever they are on or near the primary corridor roadways.
- Residents are particularly concerned with student safety in and around school zones.
- The many types of users traveling the primary corridor roadways have conflicting traffic needs. In many cases these users (cars, trucks, farm trucks/equipment, pedestrians, bicylists) operate at disparate speeds creating potentially dangerous traffic conditions.
- Frequent disregard of speed limits and traffic control devices by truck drivers has been noted repeatedly during all phases of the public outreach effort.

Improving safety conditions throughout the corridor would benefit area residents, the local traveling public and all traffic passing through the area, including truck drivers. Recent traffic incidents along the

primary corridor verify the concerns voiced by residents during the public input stages of this study and the need for corrective actions.

Quality of Life

Quality of life issues focus mainly on the negative impacts that result from increased truck traffic and the effects on the character of local communities within this largely rural study area. The most commonly raised issues include:

- Pollution
- Noise – general truck noise and jake brakes
- Vibrations
- Conflicts with –
 - Local motorized travel, including farm equipment
 - Local pedestrian/bicycle travel
 - School Operations
- General fear of using or being near the primary roadways
- Lack of pedestrian and bicycle facilities, especially trails, which would allow recreational travel off of the primary corridor roadways.

Each of these impacts is being experienced to varying degrees by all local businesses, farms and residences throughout the study area. In addition, the “reputation” of the Route 63 corridor as a highly traveled truck route is reportedly leading (in some cases) to dissatisfaction with living conditions, difficulty in selling residential property and, potentially, a decrease in residential property values.

Other quality of life issues focus on the desire to preserve the rural character of the study area and the impacts that increased truck traffic may have in the future. This is a farming/ dairy community, particularly in the center and eastern sections of the study area in Wyoming and Livingston Counties. Work begins early in the morning, and when the day ends, the landscape is quiet. Truck traffic continuing through the night is viewed as a disturbance and annoyance that is frustrating local residents.

Town of Conesus Transportation & Safety Management (2004)

- High traffic speeds through hamlet of Conesus and along Holmes Hill, Clark, Turkey Hill and Stagecoach Roads

Village of Avon Comp. Plan (2010)

- Congestion in Village due to limited roadway access options

Town of Geneseo Outside Village (2008)

- Congestion, high speeds and conflicts at intersections along NYS Route 20A

Village of Geneseo Comp. Plan (2007)

- New development may cause or worsen traffic congestion and increase road maintenance costs
- Funding needed for infrastructure upgrades

West Sparta Comp. Plan (2007)

- Funding needed for road maintenance

Groveland Farmland Protection

- Road improvements needed to support agricultural industry, but should be timed to avoid disrupting farm operations

Lima Comp. Plan (2008)

- Drainage improvements needed along Heath Markham, Dalton, Pond Roads (Town) and Eastwood Circle (Village)

Town and Village of Livonia Comprehensive Plan (2004 Update)

- Poorly defined and conflicting access points along Route 20A within the Hamlet of Lakeville result in dangerous conditions. NYSDOT study of certain intersections and access management options should be considered.
- Access road needed to serve Gateway Park development

York Comprehensive Plan (2006 Update)

- The intersection of Routes 63 and Route 36 presents major concerns due to the heavy volume of truck traffic, high travel speeds and the proximity of the York Central School. Accident rates were documented in the NYSDOT's Route 63 Corridor Study. The predominant accident type (32 percent) at this intersection was a right-angle collision between a westbound vehicle and a southbound vehicle. Westbound tractor-trailers have been observed by Town residents running this light, especially at night. One cause may be drivers' choice to avoid stopping in order to maintain speed along the fairly steep grade on NY Route 63 west of Greigsville.
- Concern with sight distance at the intersection of NY Route 63 with Chandler Road. Chandler Road connects to a curved section of NY Route 63 on the east end of Town. Leaving Geneseo, NY Route 63 travels north and then curves gradually to the west before entering the hamlet of Piffard. Chandler Road terminates at NY Route 63 during this curve. While the sight visibility is not impaired by physical obstructions, the horizontal curvature hides the fact that northbound left-turns on NY

Route 63 are unprotected (in the travel lane without an exclusive turn lane). If a car is waiting to turn left onto Chandler Road, the following vehicle may come upon it suddenly and currently there is only one travel lane with a shoulder. In addition, there is no electricity, and hence no street light at this location, adding to the visibility problem.

- Fowlerville Road, a County Road, is used fairly heavily as a cut-through route/shortcut into the Town of Avon. Anecdotal reports indicate that through traffic travels at high speeds. Accidents involving animals (including dogs and cats) were raised as a common occurrence on this roadway.

NYS Route 15A Charrette Workshop - 1/19/13

- Delineate gateways at entrance to Village and Town from NYS Route 15A north
- Calm traffic along NYS Route 15A north of the Village of Lima
- Preserve viewshed along NYS Route 15A
- Install landscaping

Pedestrian/ Bicycle

GTC 2035 Long-Range Plan (2011)

- Sidewalks, bicycle parking and improved crosswalks needed for pedestrian circulation and safety

RT 39/North St/Court St Corridor, Village of Geneseo (2011)

- Pedestrian crossing improvements needed throughout corridor
- Sidewalks needed along Lima and Avon Roads

RT 63 Corridor Study (2007)

- Pedestrian safety is a concern near the York Central School

NYS RT 20A Access Management Plan, Geneseo (2007)

- Pedestrian safety a concern throughout the corridor
- Bicycle infrastructure needed to encourage bicycling

Town of Conesus Transportation & Safety Management (2004)

- Gaps in sidewalk network in hamlet of Conesus.
- Sidewalk/ trail connections needed to link hamlet with other trails and parks
- Pedestrian/ bicycle accommodations needed along East Lake Road

NYS RTS 5&20 Corridor Study: Lima to Canandaigua (2004)

- Pedestrian safety is a concern at crossings
- Need to promote bicycling

GTC Regional Trails (2002/2004)

- Linkages needed to connect trails
- Amenities and signage needed to enhance trails
- Coordination needed among trail owners and managers to support maintenance, promotion and fundraising efforts

Village of Avon Comp. Plan (2010)

- Gaps in Village sidewalk network
- Pedestrian connections needed between existing trails, sidewalks, recreational facilities, schools and businesses
- Existing sidewalks need repairs, amenities

Conesus Comp. Plan (2005)

- Gaps in sidewalk network in hamlet of Conesus, along Route 20A
- Pedestrian connections needed between regional trail systems, recreational areas
- Pedestrian safety is a concern

V. Dansville/ T. N. Dansville Comprehensive Plan

- Condition of sidewalks is a concern
- Pedestrian safety is a concern
- Need to accommodate pedestrians and bicyclists on roads and bridges

Town of Geneseo Outside Village (2008)

- Gaps in sidewalk network
- Concern about pedestrian safety

Town and Village of Lima Comprehensive Plan (2008)

- Gaps in sidewalk network in Village
- Safety concerns for pedestrians at crossings
- Linkages needed to connect neighborhoods, parks and commercial core

Livonia Comp. Plan (2004)

- Gaps in sidewalk network in hamlet of Hemlock and between Lakeville and Livonia Center
- Pedestrian safety a concern along NYS Route 20A

Mt. Morris Strategic Plan for Community Revitalization (2006)

- Amenities needed along Greenway Trail and downtown

West Sparta Comp. Plan (2007)

- Linkages needed to connect regional trails

York Comp. Plan (2006)

- Sidewalks needed along NYS Route 63 near York Central School
- Pedestrian safety a concern at crossings along NYS Route 63 at Greigsville and Piffard (Genesee Valley Trail)
- Linkages needed to connect to regional trails

NYS Route 15A Charrette Workshop - 1/19/13

- Enhance bicycle/ pedestrian facilities

Rail/ Air

Freight/Goods Movement in the GFL Region (2012)

Infrastructure Weaknesses

- Key components of the regional rail network have been compromised. Some lines have fallen into disrepair or have had key pieces of infrastructure such as bridges removed. Others have been converted into recreational trails. Still others have had rights-of-way encroached upon by buildings and other hard infrastructure, or sections of the right of way have been sold outright.
- Most shortline rail lines in the region are single track, and there are not enough sidings in rural areas to temporarily store empty rail cars that are sitting idle between shipments. Some of the sidings that are available for rail car storage are in urbanized areas adjacent to residential areas, schools, and other sensitive land uses. Aside from residents' complaints that the rail cars are unsightly, empty rail boxcars are perceived as magnets for the homeless and for criminal activity, and empty tankers are perceived as threats to the environment and public health. When rail cars are moved onto and off of sidings, the locomotive noise and the noise associated with coupling, uncoupling, and moving rail cars also draws complaints.

Operational Weaknesses

- A rail trip typically requires one rail operator to pick up rail cars at a point of origin, haul those cars to an interchange point where either another rail operator picks them up or they are assembled into a train, and so on until the cars reach their final destinations. Interchanges between short lines and Class I rail operators are difficult for three reasons, as detailed in the Regional Freight and Economic Profile document. First, interchange points may not have enough capacity to store rail cars being dropped off and/or picked up by each respective operators. When rail storage capacity is inadequate, one of the rail operators must spend valuable time moving cars off a siding or yard track to another storage location upstream or downstream. Second, labor rules and differing working hours at the two railroads can sometimes prevent a quick exchange of rail cars between operators. Last, different rail operators may use different means of communication, leading to delays as paperwork is exchanged and train equipment is safely moved in and around an interchange point. Interchange agreements between the railroads are rarely enforced, and operational difficulties that lead to delays on the Class I system also affect the short line operators.
- The trend in the Class I rail industry has been to operate fewer miles of track, but operate each mile more efficiently. Unlike the past, when Class I rail services operated more like "hub and spoke" carriers and accommodated frequent interchanges with short lines along their main lines, today Class I rail operators prefer to haul unit trains over long distances with as few stops as possible. Short line rail operators are having a more difficult time reaching financially feasible agreements with Class I rail lines to haul small numbers of rail cars that are generated by short line customers.

Improve access to regional priority economic development sites

- Dansville Industrial Park - rail spur, intersection improvements on RT 36 & Maple St, remove truck prohibition, install wayfinding signage
- Livonia Gateway Park Rd - construction of new road from Village of Livonia to RT 15 to provide access to industrial sites
- Caledonia Industrial Development Area - improvements to RT 5 to accommodate truck traffic for future development

NYS Rail Plan (2009)

Located at the Genesee River Gorge in Letchworth State Park, the Portage Bridge is a 105 years old structure that currently carries a 273,000-lb. weight restriction and 10 mph speed restriction. It is also nearing its useful life. Major restoration or replacement is required to make this bridge functional and remove weight restrictions. Portage Bridge is located on the NS Southern Tier Route, a major east-west rail corridor that is vital to the economic activity of New York State. The Southern Tier is the direct NS route connecting Buffalo and points west with Binghamton and the Southern Tier, Albany, New England, and the New York Metropolitan region. Besides Norfolk Southern, the bridge and the Southern Tier are used by the Canadian Pacific Railway.

York Comprehensive Plan (2006 Update)

- The rail bridge underpass (located on NY Route 63 on the west side of Greigsville) is maintained by the Genesee and Wyoming Railroad. This section of rail is not currently being used, and the rail right-of-way ends approximately one mile to the north (where it becomes the Groveland Trail). This bridge is posted with a clearance of 12' 10". According to state law (State Vehicle and Traffic Law Section 1640.22(d)), bridge clearance signage is required when the measured overhead clearance is less than 14 feet and specifies that the legal clearance shall be one foot less than the measured clearance. Therefore, the actual clearance on this bridge should be no less than 13' 10". To verify this, FRA field measured the clearance on this rail bridge, and the lowest clearance measured occurred on the west side of the bridge structure. The clearance for the northern single white line was approximately 13' 11, the double yellow line clearance was 14', and the southern single white line was 14' 1. Concern was raised that tractor-trailers traveling westbound on NY Route 63 frequently stop suddenly when they see the bridge posting, and then try to turn around in residential driveways. An advance clearance warning sign should be posted at a site that will provide truck operators with an adequate alternate route.

V. Dansville/ T. N. Dansville Comprehensive Plan

- Renovations needed at Dansville Airport

Boat/ Marine

Genesee-Finger Lakes Regional Blueway Analysis (2010)

- Enhanced access and connections needed for boats along Conesus Lake, Genesee River, Hemlock Lake and Canaseraga Creek.

Village of Avon Comprehensive Plan (2010)

- Additional boat access needed along the Genesee River

